

Sustainability Appraisal Report
to support the Medina Valley, Ryde and the Bay Area Action Plans

Isle of Wight Council

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November 2015

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Purpose of this Report

This Sustainability Appraisal report has been prepared by the Isle of Wight Council. It presents the findings of the Sustainability Appraisal carried out on the Island Plan's 3 Area Action Plans, being;

- The Medina Valley
- Ryde
- The Bay.

The need to consider sustainable development has been set out in a range of laws, guidance and advice.

The report is provided to comply with the requirements for:

Strategic Environmental Assessment (SEA) as required by the Environmental Assessment of Plans and Programmes Regulations 2004 (the "SEA regulations") which in turn is derived from the European Directive 2001/42/EC (known as the SEA Directive). The SEA Regulations require the assessment of plans and programmes which are likely to have significant environmental effects. Development Plan Documents are considered to have significant environmental effects, and therefore require SEA.

Sustainability Appraisal as set out in the Planning and Compulsory Purchase Act 2004 in relation to Development Plan Documents (DPDs). This requires the assessment of the sustainability of the proposals and policies put forward in these DPDs.

The purpose of these requirements is to ensure that sustainable development is central to the preparation of DPDs. While the requirements to produce SA and SEA are distinct, as outlined above, UK Government guidance considers that the two processes can be combined. Throughout this document, where reference is made to SA, it denotes SA incorporating the requirements of the SEA Directive.

Structure of the Report

The structure of the SA report is set out below. A separate Non-Technical Summary has been prepared.

Section 1: Introduction and Background - covering the overall SA process, background to the Island Plan AAPs, their contents and objectives.

Section 2: Appraisal Methodology - An explanation as to how the SA was carried out, key stages and methods and who has been consulted.

Section 3: SA Objectives, Baseline and Context – links to other relevant plans and programmes, a description of the environmental, social and economic characteristics of the Island and issues and problems, SA objectives and framework which provide the basis for appraisal.

Section 4: Key Sustainability Issues -

Section 5: Development of the SA Objectives

Section 6: The SA Framework

Section 7: Options Appraisal – an appraisal of the options considered in preparing the Island Plan AAPs. This includes how options were identified, a comparison of their effects, any proposed mitigation and how environmental, social and economic issues were used to inform the choice of preferred options.

Section 8: Conclusions & Next Steps

How to Comment on this Report

There now follows a six week consultation period on the Island Plan AAPs and the Sustainability Appraisal Report, closing at midday Monday 21 December 2015. We shall take into account the responses provided to this consultation in revising the document to produce the Submission Area Action Plans.

Representations on the Sustainability Appraisal should be sent via email to policy.consultation@iow.gov.uk or in writing to:

Planning Services
Seaclose Offices
Fairlee Road
Newport
Isle of Wight
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Appendices

- Appendix 1: Appendix 1: The Strategic Environmental Assessment Regulations Requirements Checklist
- Appendix 2: SA Scoping Report (*please note, due its size this appendix is available as a separate document*)
- Appendix 3: SA Assessment Matrix
- Appendix 4: Compatibility Assessment of the AAP Objectives Against the SA Objectives
- Appendix 5: AAPs 1-3 Policy Requirements Screening
- Appendix 6: AAP Policy Options SA Assessment Matrix for all three AAPs (*please note, due its size this appendix is available as a separate document*)

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1. Introduction & Background

Background

- 1.1 The Isle of Wight Council adopted the Isle of Wight Core Strategy (including Waste and Minerals) and Development Management Development Plan Document on 22 March 2012, following examination by an independent Planning Inspector.
- 1.2 The core strategy sets out the vision, objectives and spatial strategy, and includes the core policies for guiding future development and land use to address the key planning issues affecting the Island up to 2027. It covers the whole of the Island.
- 1.3 During the preparation of the core strategy the council carried out a parallel process of appraising and consulting on Sustainability Appraisal (SA) and the Habitat Regulations Assessment (HRA). The SA identified the economic, social and environmental impacts of the core strategy and its reasonable alternatives. The HRA was undertaken to assess the potential effects of the proposals included in the core strategy on the Natura 2000 network of internationally important sites.
- 1.4 No housing allocations were made in the core strategy, rather a settlement hierarchy was established and general locations for and levels of housing were identified. The core strategy established that housing allocations (and a number of other matters) would be addressed through subsequent development plan documents (DPDs).
- 1.5 The three key regeneration areas (KRAs) are all very different in character and cover the main urban areas on the Island which, in terms of population and size, are the Medina Valley (Cowes, East Cowes and Newport), Ryde (Ryde, Binstead and Fishbourne) and The Bay (Sandown, Shanklin and Lake).
- 1.6 Area Action Plan (AAP) DPDs are being prepared for the three KRAs that will facilitate the majority of the development, particularly larger scale development, needed to meet the Island-wide aspirations. The precise type and location of development for each of the KRAs will be determined through AAPs. Policies AAP1 to 3 of the core strategy set the context for the AAPs.
- 1.7 The process of SA has been integral to the preparation of the AAPs, and this Sustainability Appraisal Report documents the two main stages, Stages B and C, of the SA (incorporating SEA) process for the AAPs. It has assisted the council in the development and appraisal of the proposed AAPs, and enabled the performance of policies to be monitored against the existing baseline conditions.
- 1.9 This report is an evolution of earlier SA Reports undertaken as part of the Sustainability Appraisal carried out for the adopted Island Plan Core Strategy and previous consultation on both the scope of the SA for the AAPs (November to December 2013 & May to June 2015) and the development of the AAPs themselves¹. However the report has been extensively updated to take account of new information which has become available since the previous SA was carried out, as documented through the Scoping Report associated with this assessment.

¹ AAP Discussion Document consultation reference

Sustainable Development

- 1.10 Sustainable development is the core principle of planning. As the Ministerial foreword to the National Planning Policy Framework states:

“The purpose of planning is to help achieve sustainable development.

Sustainable means ensuring that better lives for ourselves doesn't mean worse lives for future generations.

Development means growth. We must accommodate the new ways by which we will earn our living in a competitive world. We must house a rising population, which is living longer and wants to make new choices. We must respond to the changes that new technologies offer us. Our lives, and the places in which we live them, can be better, but they will certainly be worse if things stagnate.

Sustainable development is about change for the better, and not only in our built environment.”

Requirement for SA and SEA

- 1.11 Strategic Environmental Assessment (SEA) is required by the Environmental Assessment of Plans and Programmes Regulations 2004 (the SEA regulations) which in turn is derived from the European Directive 2001/42/EC² (known as the SEA Directive). The SEA Regulations require the assessment of plans and programmes which are likely to have significant environmental effects. DPDs are considered to have significant environmental effects, and therefore require SEA.
- 1.12 The Planning and Compulsory Purchase Act 2004³ requires SA for DPD, and Supplementary Planning Documents. This requires the assessment of the sustainability of the proposals and policies in the documents in question. Thus, the policies that make up the Island Plan Core Strategy DPD and any subsequent DPDs, such as AAPs, require SA.

Approach to the SA incorporating SEA

- 1.13 Whilst the requirements to produce SA and SEA are distinct, as outlined above, UK Government guidance⁴ considers that it is possible to satisfy the two requirements through a single integrated approach. This approach is proposed for the AAPs. Throughout this document, where reference is made to SA, it denotes SA incorporating the requirements of the SEA Directive.
- 1.14 SAs are an effective way to ensure that sustainable development principles are taken into account during the plan making process. By assessing plan policies against

² European Parliament (2001) Directive 2001/42/EC of the European Parliament and of the Council of 27 June 2001 on the assessment of the effects of certain plans and programmes on the environment

³ The Planning and Compulsory Purchase Act 2004

⁴ ODPM (2005) Sustainability Appraisal of Regional Spatial Strategies and Local Development Documents

a broad range of SA objectives, the appraisal process exposes strengths and weaknesses of a policy, which can help to develop recommendations for its improvement. As well as helping to enhance the policy, the appraisal process also provides a basis for discussion between stakeholders around a shared set of objectives.

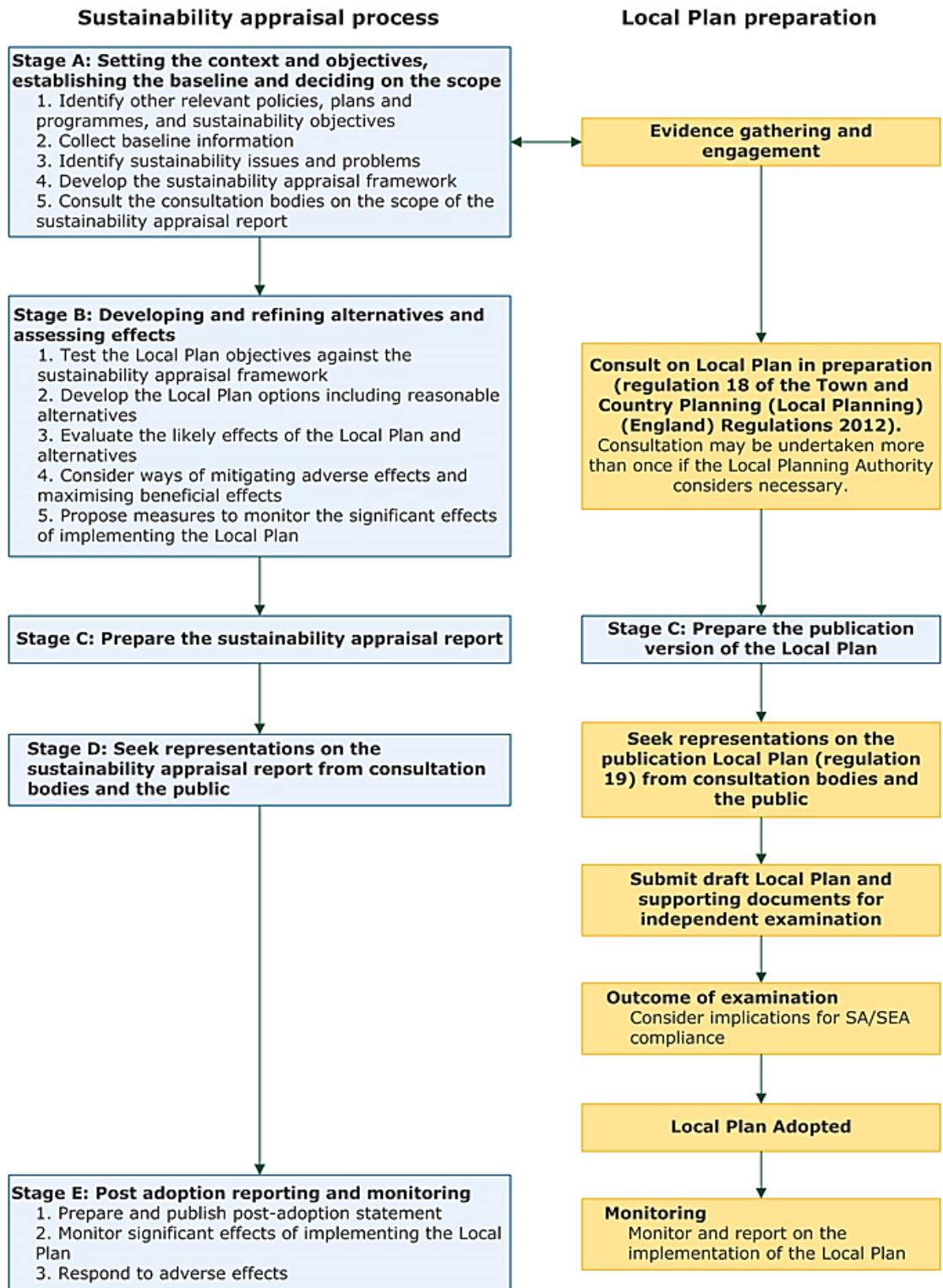
Approach to integrating Sustainability Appraisal and other environmental assessments

- 1.15 There is a close relationship between the SA and other assessments undertaken by the council namely Strategic Flood Risk Assessment (SFRA) and Habitats Regulations Assessment (HRA).
- 1.16 The Government's National Planning Policy Framework emphasises the links between the SFRA and Sustainable Development, "*Local Plans should be supported by Strategic Flood Risk Assessment and develop policies to manage flood risk from all sources...*" (NPPF paragraph 100). The SFRA will be used to directly inform the SA process.
- 1.17 In addition the Council will undertake a Habitats Regulations Assessment (HRA) of the AAPs. The draft government guidance Planning for the Protection of European Sites: Appropriate Assessment states that:
- "...AA should be undertaken in conjunction with the SA. It would be best practice to maximise the relevant evidence gathered in the SA and to use it to inform the AA and vice versa."*
- 1.18 The HRA of the AAPs is published separately to the SA Report, but will be used to inform both as it is carried out alongside the SA process and development of AAP policies.

The Staged Process of SA

- 1.19 The SA process adopted for the Area Action Plan DPDs has two main outputs.
- Scoping Report (Stage A): This sets out a description of the baseline characteristics and the predicted future baseline; establishes appraisal objectives which will be used to assess the effects of the emerging AAPs and provides a methodology and programme for appraising the emerging strategy;
- SA Report (Stage C): This document reports on the detailed assessment of the likely significant effects of the AAP DPDs emerging policies and alternative options. It also summarises how the assessment was undertaken and makes recommendations on mitigation and monitoring measures.
- 1.20 There are five main stages of SA as identified in the Department of Communities and Local Government (DCLG) National Planning Practice Guidance which is in turn based on the ODPM SEA guidance (2004), which are set out below (Stages A to E).

Figure 1.1: The key stages of Local Plan preparation and their relationship with the sustainability appraisal process



Quality Assurance

- 1.21 Appendix 1 sets out the requirements for SEA as set out in the NPPG and provides an indication as to where each of these topics is addressed.

The Area Action Plans

- 1.22 Through the Spatial Strategy (core strategy policy SP1), the council is focussing the majority of the development in three main KRAs. Each of the KRAs is different in character and the council and local communities have different aspirations for them.
- 1.23 Area Action Plans are Development Plan Documents (DPDs) that address specific areas where significant change or conservation is needed and focusses on the delivery of area based regeneration initiatives. They can assist in producing a consensus as to the right strategy for an area and how it might be implemented and they can be a catalyst for getting several key agencies and landowners to work together. The council is bringing forward the AAPs based on the principles of localism, with direct engagement at the neighbourhood level to ensure that the AAPs are, as far as is possible, considered to be community plans.
- 1.24 The AAP boundaries do not identify an area within which development would be permitted; they are not extensions of the current settlement boundaries. The boundaries identify broad locations within which the council will consider a range of land uses, including residential, employment, leisure and green spaces, amended settlement boundaries, designated development sites and designated areas for protection. The approaches set out in the AAPs will be in general conformity with the policies of the Core Strategy and national planning policy and guidance.
- 1.25 The AAP boundaries identify the KRAs and form an ‘area of study’, within which the issues identified in the AAP policies will be considered. Further technical work will be required to fully assess and understand the issues, and this will form the evidence to underpin the approaches taken in the AAPs. It is intended that the AAPs will become “mini Core Strategies” for the areas they cover and will give a comprehensive approach to development.
- 1.26 The core strategy sets a series of objectives for each of the AAP areas, and these are set out in Appendix 2 of the SA Scoping Report (which itself forms Appendix 2 of this SA Report). There are also three ‘framing’ policies, one for each AAP, which set out what the AAP should seek to address. These are set out in Appendix 3 of the SA Scoping Report.
- 1.27 As a point of reference for this assessment, the outcomes of the core strategy SA for the 3 AAP policies was positive in terms of the potential sustainability benefits that could be gained from the development and implementation of each plan. The core strategy SA Summary Findings for all 3 AAPs were;

“The developments and measures which the AAP could potentially explore and achieve are likely to address the key sustainability issues of the area and have positive effects upon a number of objectives including population, social exclusion and poverty, health, waste, climate change, landscape, biodiversity, access and material assets as well as employment and investment.”

Objectives not directly referred to in the policy are expected to be addressed by the Core Strategy development management and strategic policies or through the development of the AAP and therefore have neutral effects."

- 1.28 The information used to inform both the development of the AAPs and accompanying environmental assessments has evolved over time since the adoption of the core strategy setting out the requirement for these plans. This information has been updated to inform a revised set of SA objectives.
- 1.29 One of the principal aims of the AAPs is to set out clearly the Council's proposals for the distribution of development on the Island. The Spatial Strategy section describes the approach to the strategic distribution of development across the Island and within the key regeneration areas.
- 1.30 Each AAP will have its own bespoke (inset) map, as existing but updated to reflect the proposed policies and allocations. The Proposals Map associated with the core strategy remains the overall illustration of spatial strategy and policy for the Island.
- 1.31 The next section sets out the methodology of the report and highlights the guidance used to inform this, who has been consulted and when, when the work was undertaken and by whom, a summary of methods used to carry out the appraisal and difficulties encountered through the process.

2. SA Methodology

Approach Adopted

- 2.1 The SA approach and the format of this report follow ‘A Practical Guide to the Strategic Environmental Assessment Directive’ provided by the Department of Communities and Local Government (DCLG), formerly the Office of the Deputy Prime Minister (ODPM) (“ODPM SEA Guidance”)⁵. The SA has also taken account of other relevant published guidance such as that provided by the web-based resource of the DCLG [National Planning Practice Guidance](#) in relation to [SEA and SA](#).
- 2.2 The SA uses available information to assess how the Island Plan AAPs are aligned with each objective. DCLG guidance highlights that the areas of emphasis of the SEA Directive are on:
- Collecting and presenting baseline information;
 - Predicting the significant environmental effects of the plan and addressing them during plan preparation;
 - Identifying the alternatives and their effects
 - Consulting the public and authorities with environmental responsibilities as part of the assessment process; and,
 - Monitoring the actual environmental effects of the plan during its implementation.

Consultation

Who has been consulted?

- 2.3 To comply with the SEA regulations consultation is required at two key stages of the SA process, during Stage A: Scoping and Stage C: Environmental Report. The table below sets out the consultation that has been undertaken.

Table 2.1: Summary of SEA Consultation

SEA Stage	Consultee	Method of Consultation	Summary of outcomes
SA Scoping Report	Historic England Natural England Environment Agency Internal Isle of Wight Council and key stakeholders as listed on the council’s consultee database (Objective	Email and where requested hard copy correspondence notifying both web-links and hard copy locations of the Scoping Report, Non-Technical Summary and HRA Background Report.	Consultation carried out during November and December 2013 included the objectives and policy for each AAP, as set out in the core strategy, in addition to baseline information. Consultation carried out between May

⁵ A Practical Guide to the Strategic Environmental Assessment Directive (2006) Office of the Deputy Prime Minister

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	– formerly Limehouse).		and June 2015 was upon drafted assessments. All comments received have been considered and used to inform the SA process where relevant (as set out in the SA Scoping Report).
Draft SA Report	Historic England Natural England Environment Agency Internal Isle of Wight Council and key stakeholders as listed on the council’s consultee database.	Proposed Submission AAPs, the SA Report, Non-Technical Summary and HRA Report and the supporting evidence base documents are available at www.iwight.com/islandplan and hard copies are available at County Hall Customer Services, Seaclose Offices Reception and all of the Island’s libraries.	<i>SA and HRA Reports to be amended following consultation and any further required iteration or assessment of policies.</i>

2.4 In addition to the consultation set out above, this SA Report has drawn from the work carried out by the council on the development of the AAPs. The most recent work⁶ included the identification of issues relevant to each plan area that the plans should be seeking to address.

When was the SA conducted?

2.5 The process of Sustainability Appraisal has been iterative and continually updated throughout the preparation of the AAPs, including two separate Scoping consultation exercises. The main stages are set out in Figure 2.2 below.

2.6 The council originally consulted on the AAPs and accompanying SA/SEA Scoping Consultation during November and December 2013. However the council felt it was necessary to repeat this process, updated with the outcomes from the previous consultation and further plan and SA work that had taken place since that time (for example the SA work associated with the review of core strategy policy SP2).

2.7 The 2013 consultation included both the objectives and policy (see Appendix 2 & 3 of the SA Scoping Report, which forms Appendix 2 of this report) for each AAP, as set out in the core strategy, and asked the following questions;

“In order to begin to identify relevant baseline information ... would be grateful if you could respond to the following questions:

- *To what extent, if at all, do you agree or disagree that the Core Strategy SA/SEA objectives and indicators are the appropriate starting point for the SA/SEA of the AAP areas?*
- *Please let us know of any specific relevant policies, plans, programmes and sustainability objectives that you consider the Council should include?*

⁶ Isle of Wight Council Officers workshop on the 3 AAPs, 31st March 2015

- *Please let us have any further baseline information that you can provide the Council with to inform the SA/SEA of the AAP areas?"*
- 2.8 In light of the time that had passed since the November/December 2013 consultation, and changes in circumstances (such as national planning policy guidance) the council felt it was appropriate to provide the opportunity for further responses. Therefore another SA/SEA & HRA Scoping Consultation was undertaken between 6th May and 11th June 2015. This consultation was limited to key stakeholders and the following bodies were included;
- Environment Agency
 - Natural England
 - Historic England
 - Marine Management Organisation
- 2.9 While the 2013 consultation focussed on establishing the acceptability of the core strategy SA and HRA as a start point and a request for relevant new baseline information; the 2015 SA scoping consultation was based upon drafted assessments. The following documents were made available for comment for the 2015 scoping consultation;
- Sustainability Appraisal Scoping Report to support the Median Valley, Ryde and the Bay Area Action Plans (Consultation Version May 2015);
 - Draft Habitat Regulations Assessment Background Report of the Medina Valley, Ryde and The Bay Area Action Plans (Consultation Version May 2015).
- 2.10 Comments received during the Scoping consultations have been considered and the scope and levels of information provided within the Scoping report amended, as appropriate. Section 1 (para.s 1.22 – 1.28) of the SA Scoping Report sets out both a summary of responses and how they have been taken into account.

Who carried out the SA?

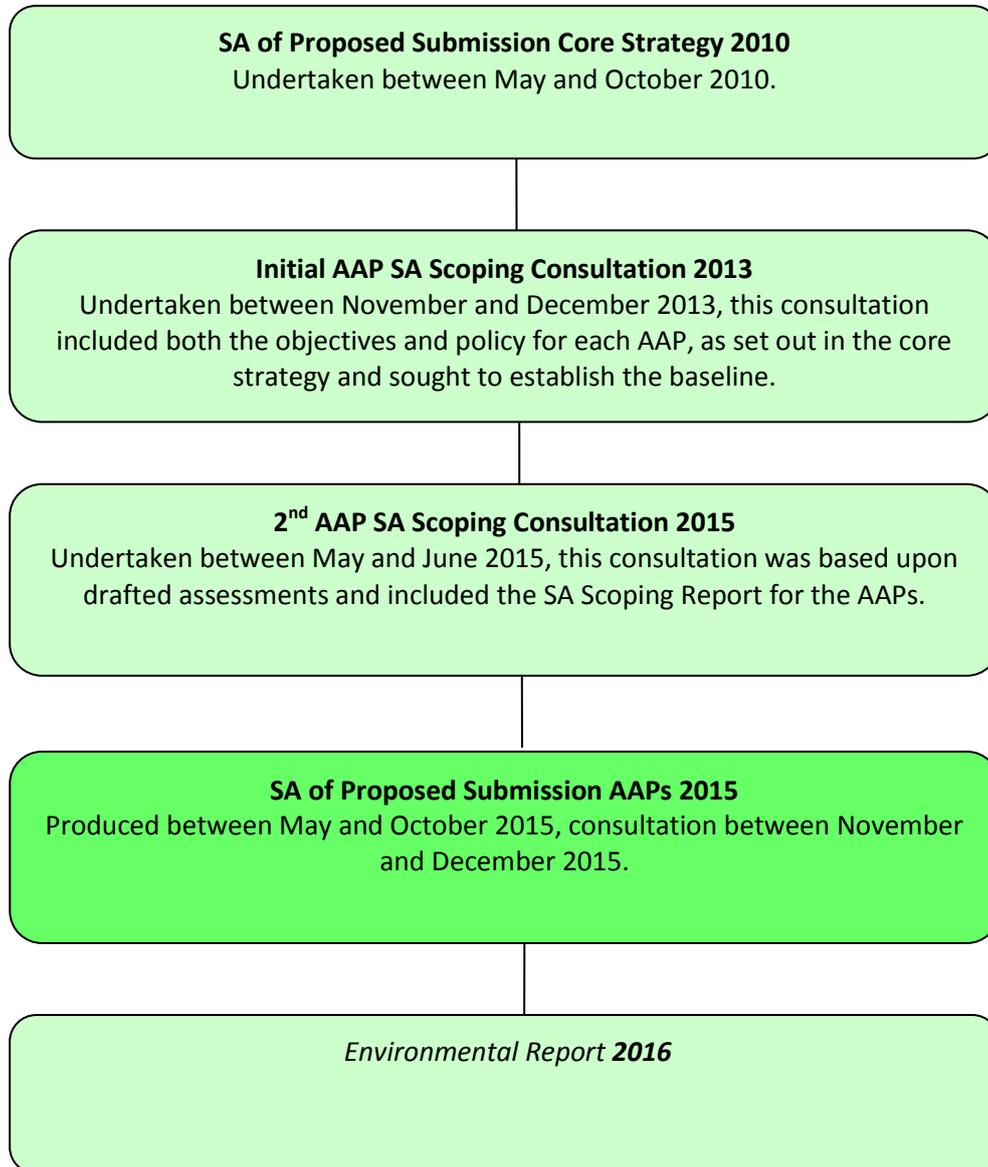
- 2.8 In January 2012 council officers of the Planning Policy team commenced work on the SA of the AAPs. In addition to this core group of officers additional expertise was drawn from the recognised statutory consultees and other relevant officers within the council, including areas such as Ecology, Housing, Transport Policy and Development Management.
- 2.9 This collaborative approach was utilised through a number of internal workshops, which were held to identify and explore a range of reasonable options and then to identify preferred options at each stage of the process.

Summary of methods used to carry out the appraisal

- 2.10 The appraisal has been carried out based on an informed qualitative assessment using the following:
- Professional judgement: while officers from the council's planning policy team prepared the assessments, officers from the wider (Planning) Service and council were consulted in order to appraise options; and,

- Use of evidence base: the council has sought external expertise when required (for example transport network assessment, objectively assessed housing need, waste management capacity requirements) and where able and appropriate to do so, has carried out such evidence base work itself (such as employment sites with waterfront access and character assessments).

Figure 2.2: Summary of Key SA Stages for the Island Plan AAPs



Difficulties encountered

- 2.11 The assessment of plans usually experiences various issues. While it is not always possible to address these completely, it is important that they are recognised and recorded. This can help indicate where assumptions have had to be made and therefore the level of certainty associated with a particular aspect of the assessment process. Table 2.2 below summarises the difficulties encountered during this

assessment process to date. This will be updated as the process progresses through each SA stage.

Table 2.2 Difficulties encountered during the SA process

Stage	Difficulties
	The framework is still being developed and the council realises that gaps exist, particularly with regards to potential targets.
	The Appraisal Questions in the SA Matrix are grouped together under shared SA Objectives. While this helps to keep the assessment manageable, it does mean that individual issues as raised through the Appraisal Questions may be either lost or not given the significance due in the assessment process. The 'Commentary/Explanation' column will be critical in ensuring any significant impacts are properly assessed and the determination explained (ie justification of score).

- 2.12 The next section details how the original baseline for the SA to the Core Strategy has been updated through either updated or new plans, programmes and other relevant sources of information, which can then be used to update the identification of sustainability issues and appraisal objectives.

3. SA Baseline and Context

Introduction

- 3.1 This section sets out the SA baseline and context for the Island Plan AAPs. Further detail is set out in Appendix 5: Relevant Policies, Plans, Programmes and Strategies of the SA Scoping Report. The key information is set out below.

Links to other Plans and Programmes

- 3.2 The purpose of reviewing plans and programmes as part of the SA is to ensure that the relationship with these other documents is fully explored, and to ensure that the relevant environmental protection and sustainability objectives are taken on board throughout the SA and the plan-making process. Reviewing plans and programmes can also provide appropriate information on the baseline for the plan area of the policy and the key sustainability issues.
- 3.3 A review of plans and programmes was undertaken for the SA of the adopted Core Strategy, and for the SP2 review. Much of this information remains relevant and where this is the case has been carried through to be included in this updated assessment. All relevant baseline documents have been reviewed and the key aims, objectives and indicators have, where relevant, been incorporated into the SA Framework. The source documents are referenced as appropriate within the SA Framework. The updated documents considered are listed in Appendix 5 'Relevant Policies, Plans, Programmes and Strategies' of the Scoping Report, together with relevant objectives/requirements and actions for the SA.

Further relevant baseline information

- 3.4 To assist in determining the approaches to be taken in the AAPs the council has carried out a number of pieces of work, including;
- Strategic Housing Market Assessment;
 - Strategic Housing Land Availability Assessment;
 - Retail Study;
 - Retail Uses and Vacancy Rates Surveys;
 - Surface Water Management Plan for Ryde;
 - Employment Land Study;
 - Employment Sites with Waterfront Access Study;
 - Local Green Space study;
 - Gypsies, Travellers and Travelling Showpeople;
 - Characterisation Studies;
 - Waste Procurement and modelling; and,
 - Transport modelling.
- 3.5 Other work is also being undertaken by the council on the following:
- Settlement Coalescence;
 - Economic Development Plan: 2015/16 – 2017/18;
 - Local Flood Risk Management Plan; and,
 - West Wight Coastal Strategy.

3.6 However, the above work is ongoing and has not yet been completed, so cannot be included for consideration in the baseline. As these documents have the potential to be relevant to the SA, the council will review the outputs from each area of work once complete.

3.7 Further to the council-led documents listed above, there are a number of documents being prepared by bodies other than the council that will be, or have the potential to be, relevant to the preparation of the AAPs. These documents, along with the lead body and the relevant AAP area are set out in the following table.

Table 3.1: Documents being prepared by bodies other than the council

AAP Area	Document	Lead body	Status
All	PUSH-wide Strategic Flood Risk Assessment	PUSH	<i>Emerging</i>
All	Employment Land Study Supplement	Isle of Wight Chamber of Commerce	<i>Emerging</i>
Medina Valley	East Cowes Town Plan	East Cowes Town Council	Complete
Medina Valley	Strategic Waterfront Sites Study	Solent Local Enterprise Partnership	<i>Emerging</i>
Medina Valley	Gurnard Neighbourhood Plan	Gurnard Parish Council	<i>Emerging</i>
Ryde	Ryde Masterplanning	Isle of Wight Chamber of Commerce	<i>On-going</i>
Ryde	Fishbourne Parish SPD	Fishbourne Parish Council	Complete
Ryde	Nettlestone and Seaview Parish Plan SPD	Nettlestone and Seaview Parish Council	Complete
Ryde	Brading Neighbourhood Plan	Brading Town Council	Complete
The Bay	Brading Neighbourhood Plan	Brading Town Council	Complete

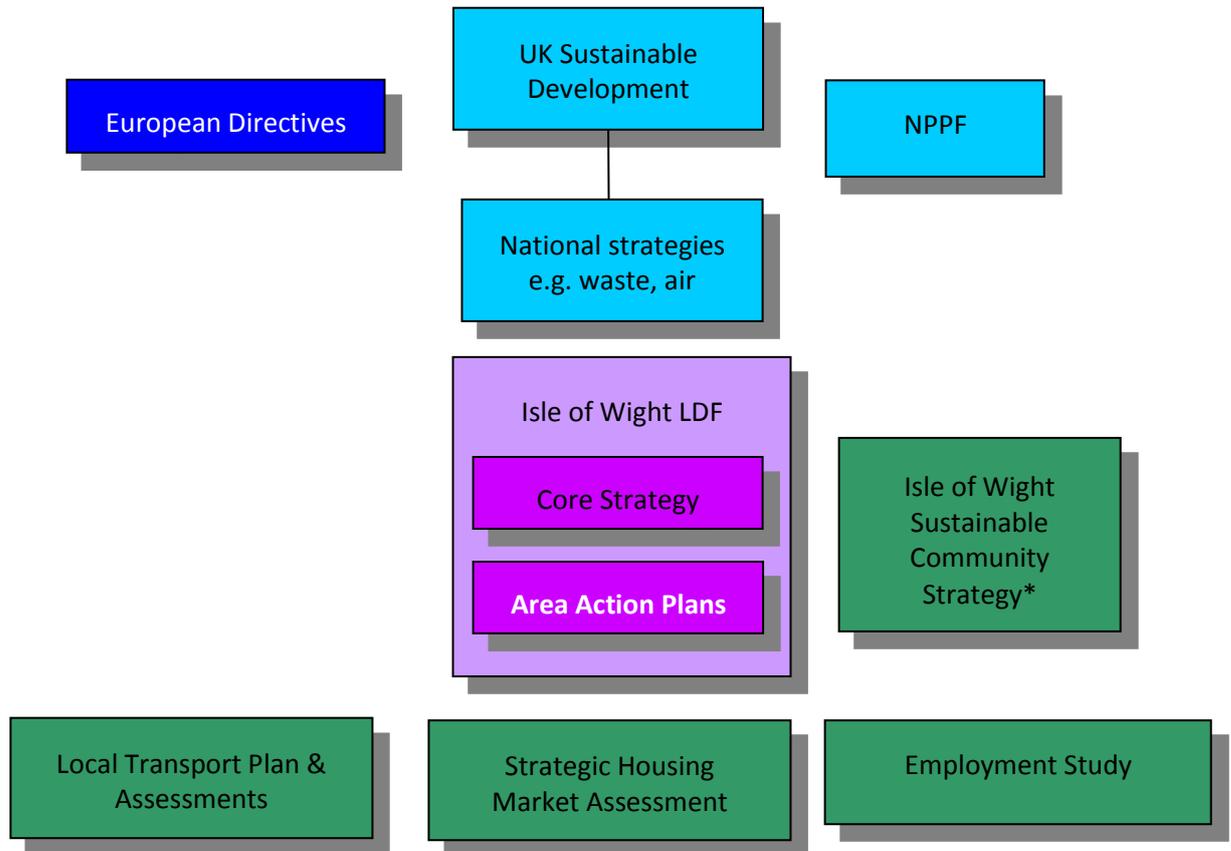
3.8 The completed documents identified in the previous table have all been prepared at the local level. The supplementary planning documents (SPDs) and the neighbourhood plan have all been prepared to be in general conformity with the development plan (i.e. the core strategy and the NPPF). The East Cowes Town Plan, whilst not formally adopted by the council, has been prepared by the community to reflect the core strategy. The council therefore considers that whilst it is right to note these local-level documents, they do not alter the baseline information in this document in terms of significant issues and potential criteria identification.

3.9 The Isle of Wight Council Corporate Plan 2015-17 sets out the overall goals for the council in the short to medium term. In the context of its overall vision for the authority, the Isle of Wight Council has identified four key priorities as its focus for the next three years, which in the main, build on previous priorities and the need to address the budget deficit. These are often described as major projects, as they all involve significant transformational change:

- Supporting growth in the economy, making the Island a better place and keeping it safe.
- Keeping children safe and improving their education.

- Protecting the most vulnerable with health and social care, investing in support, prevention and continuing care.
 - Ensuring that all resources available to the Island are used in the most effective way in achieving the Island's priorities.
- 3.10 As stated in the core strategy (paragraph 1.7) it sets out the spatial vision and objectives for the Island and the strategic policies to help deliver them (including AAPs 1 to 3) and, *"The spatial vision, objectives and strategic policies flow from the priorities and objectives set out in the Isle of Wight's Sustainable Community Strategy – Eco Island."* It is therefore reasonable to conclude that the council's corporate priorities have already been taken into account in the development of the SA framework.
- 3.11 The National Planning Practice Guidance states on the level of detail required in a sustainability appraisal that;
- "The sustainability appraisal should only focus on what is needed to assess the likely significant effects of the Local Plan. It should focus on the environmental, economic and social impacts that are likely to be significant. It does not need to be done in any more detail, or using more resources, than is considered to be appropriate for the content and level of detail in the Local Plan."*
- 3.12 It is therefore reasonable to limit the focus on the environmental, economic and social impacts to those likely to be significant in terms of testing and implementing the options and preferred policy approach for the AAPs. Figure 3.1 below illustrates the main plans and programmes considered to be relevant to the AAPs.
- 3.13 The next section details the key sustainability issues, discusses the future baseline, provides settlement profiles and raises deprivation and the AAP areas. It goes on to provide a summary of the SA issues and considers the limitations of the information and assumptions made.

Figure 3.1: Main Relevant Plans and Programmes



* The Isle of Wight's Sustainable Community Strategy, also known as Eco Island, was initiated by the Island Strategic Partnership back in 2008 and runs to 2020. The partnership has since come to an end (2011) and has been superseded by the Health & Wellbeing Board, which is committed to the principles. Eco Island is a broad based strategy for improving the social, economic and environmental sustainability of the Island. The strategy will build stronger, healthier communities with more opportunities for people to be involved in local life.

4. Key Sustainability Issues

Introduction

- 4.1 An essential part of the SA process is the identification of current baseline conditions and their likely evolution. It is only with a knowledge of existing conditions, and a consideration of their significance, that the issues which a plan or programme should address (in this case the AAPs) can be identified and their subsequent success or otherwise be monitored.

Future Baseline

- 4.2 The SEA Directive requires that the evolution of the baseline conditions of the plan area (that would take place without the plan or programme) are identified. This is useful in informing assessments of significance, particularly with regard to the effect that conditions may already be improving or worsening and the rate of such change.
- 4.3 This baseline information was collected as part of the earlier SA of the adopted Core Strategy and the updated baseline can be viewed in Appendix 5 of the SA Scoping Report (see para 3.3). This includes information on the (then) future predicted baseline. The SA Scoping Report provides an update on the baseline information and includes any new relevant baseline data. Appendix 6 of the Scoping Report summarises the sustainability issues based on the previous SA together with any additional information that has come to light since.

Settlement Profiles

- 4.5 In order to inform the Sustainability Appraisal of options for allocations and policies that will make up the AAPs, the following sections sets out a summary of baseline information and sustainability issues associated with those areas of the island which could be significantly affected by implementation of the AAPs.
- 4.6 A detailed profile of each of the key settlements, followed by a summary of the key issues for the settlements is provided below. These profiles are based on information from a number of sources including:
- The Magic⁷ website (www.magic.gov.uk);
 - IWC Ward Profile Information Packs (2013);
 - IWC Characterisation Assessments (2015);
 - The National Heritage List for England;
 - The Isle of Wight Historic Environment Record;
 - The Isle of Wight Historic Environment Action Plan (HEAL);
 - Island Transport Plan (Strategy 2011 – 2038);
 - Transport modelling (2015);
 - Isle of Wight Economic Strategy 2008-2020; the [Delivery Action Plan](#);

⁷ MAGIC is a web-based interactive map bringing together information on key environmental schemes and designations in one place. MAGIC is a partnership project involving six government organisations including Natural England, English Heritage, the Environment Agency and although it has been designed to meet the needs of the partner organisations, the facility is available to anyone over the Internet.

- Isle of Wight Employment Study;
- Isle of Wight Retail Capacity Study Update 2014;
- Isle of Wight Town Centres Health Check Study 2009; and
- Isle of Wight Strategic Flood Risk Assessment MK2 2010.

Deprivation and the AAP areas

- 4.7 The 2015 Indices of Deprivation published by the Department for Communities and Local Government (September 2015) are significant to the AAPs. For the purposes of constructing the indices, deprivation was not limited to just a lack of financial resource, but took account of a range of different issues, where the main consideration was a lack of fulfilment to people's needs in respect of their lives.
- 4.8 Outcomes were based mainly on 2012/13 data, using a combination of 38 separate indicators to provide a ranking, or comparison, of deprivation for each of the areas across England which were included. Using a number of different indicators, these were aggregated across seven distinct 'domains', each of which represents a specific form of deprivation:
- Barriers to Housing and other Services;
 - Crime;
 - Living Environment;
 - Income;
 - Employment;
 - Health and Disability; and
 - Education, Skills and Training.
- 4.9 The Indices of Multiple Deprivation measure and rank the relative levels of deprivation based on small geographical areas called Lower layer Super Output Areas (LSOAs), whose size vary but are generally smaller than Electoral Wards and have an average population of around 1,500 residents. This approach is used to rank every small area in England according to the deprivation experienced by the people living there (a total of 32,482 LSOAs).
- 4.10 The Isle of Wight Council Business Intelligence Unit has brought this information together, along with other sources such as Mosaic and 2011 Census data, in a series of ward profile information packs⁸. These have been used to paint a picture of the main settlements within the AAP areas.

Medina Valley - Newport settlement profile

- 4.11 Geographically located in the centre of the Island, Newport is the principal town and main administrative and shopping centre. The 2011 ONS Census shows that the collective wards of Newport have a population of 25,823. The transport network reflects Newport's role, with roads radiating out from the town.
- 4.12 The SHMA (2014) identifies Newport as a housing sub-market and an analysis of average house prices shows that in broad terms there is a difference in price

⁸ <http://www.iwight.com/council/OtherServices/Isle-of-Wight-Facts-and-Figures-Ward-Area-Data/Ward-Packs-Cowes>

between locations associated with Newport, Ryde and Sandown (covering the three AAP areas).

- 4.13 It also identified a concentration of people employed in lower skilled jobs around the Newport area, along with a higher concentration of lower council tax valuation banded accommodation in Newport than the rest of the Island.
- 4.14 Urban areas with smaller stock are an indication of higher than average overcrowding with the sub markets of Newport (3.07%) and East Cowes (2.98%) experiencing some of the highest levels.
- 4.15 The mean income level for the Newport housing sub-market is £32,695, which is above the Island-wide mean figure of £31,296. This is reflected by the estimated proportion of households unable to afford market housing without subsidy, which is 39.7% (the Island-wide figure is estimated at 41.8%).
- 4.16 Newport includes four of the eight most deprived lower super output areas on the Island as measured on the basis of the 2010 Indices of Multiple Deprivation, Pan A & B (also within the top 20% most deprived nationally) Newport South B and Newport North B.
- 4.17 There are a number of environmental assets within an around Newport including Sites of Special Scientific Interest (SSSIs) at Parkhurst Forest, Shide Quarry and the Medina Estuary. The latter is also designated as a European nature conservation site as part of the Solent and Southampton Water Special Protection Area (SPA) and Ramsar Site. Carisbrooke Castle to the south west is a Scheduled Monument, Conservation Area and locally important nature conservation site. Carisbrooke Castle, parts of Carisbrooke village, Whitcombe and Burnt House Lane are all within the AONB designation area. There are two further Scheduled Monuments, being Carisbrooke and Newport Roman Villas. Parts of the town are subject to flooding.
- 4.18 The central area of Newport is a conservation area which defines several distinct characterful areas reflecting the stages of growth of the town from the earliest planned settlement of the 12th century. The settlement layout and road network in the historic centre still follow the medieval gridded street system. The commercial success of Newport and the provision of infrastructure for the capital town need to be balanced with the retention of a unique historic character, small traditional shops and a sense of place.
- 4.19 There has been a significant increase in traffic on the major routes into and out of Newport, which at certain times and in certain locations has increased traffic congestion, which leads to roads becoming less cycle and pedestrian friendly and hampers bus access and increases journey times. Congestion can in turn have negative effects on economic performance and on air quality. Surveys carried out to support the development of the Islands second Local Transport Plan (LTP) 2006-2011 showed that at peak times nearly 80% of vehicles using the main routes into Newport are single occupancy vehicles. There is no further evidence to suggest that this has changed significantly since that time.
- 4.20 Newport is the retail and administrative centre of the island and has a number of multiple chain stores as well as the main Council offices, hospital, prison, fire and

police services. Retail accounts for almost two thirds of floorspace reflecting the town's role as the Island's primary shopping centre (Isle of Wight Town Centre Health Check Study). The prominence of Newport as the main centre puts additional pressure on the approach roads and increases demand for parking particularly at peak periods.

Medina Valley - Cowes and East Cowes settlement profiles

- 4.21 Situated centrally on the northern most point of the Island, Cowes is the main port with a natural harbour at the mouth of the Medina River. Cowes is best known as one of the world's premier yachting destinations attracting thousands of yachtsmen from all over the world each year. The population of the Cowes wards (including Gurnard and Northwood) in the 2011 census was 14,398.
- 4.22 Within the Medina Valley the SHMA (2014) identifies Cowes (including Gurnard and Northwood) and East Cowes (including Whippingham) as being individual housing sub-markets and an analysis of average house prices shows that in broad terms there is a differential between Cowes, Gurnard and Northwood compared to East Cowes.
- 4.23 It also identified a concentration of people employed in lower skilled jobs around East Cowes, along with a higher concentration of lower council tax valuation banded accommodation in East Cowes than the rest of the Island. Smaller stock is an indication of higher than average over-crowding with the sub market of East Cowes (2.98%) experiencing some of the highest levels.
- 4.24 The mean income level for the Cowes housing sub-market is £33,075, which is above the Island-wide mean figure of £31,296, and compares favourably to the East Cowes figure of £29,930. This is reflected by the estimated proportion of households unable to afford market housing without subsidy in Cowes which is 39.7% and East Cowes 43.6% (the Island-wide figure is estimated at 41.8%).
- 4.25 The deprivation within the wards of Cowes and East Cowes varies, with Cowes Medina, East Cowes West and Cowes Central ranking as some of the most deprived wards on the Island (within 25% most deprived nationally). Cowes Castle West is one of the Island's least deprived wards (within 20% least deprived nationally) (2010).
- 4.26 East Cowes is situated on the eastern side of the Medina River and is principally residential, although there are a number of marine and aerospace related employers in the area (such as GKN). The two towns are linked by a chain ferry which forms a vital part of the internal transport system. The wards of East Cowes and Whippingham & Osborne has a population of 7,774 residents (Census 2011).
- 4.27 Cowes has a number of environmental assets within the surrounding area, including a local nature reserve at Dodnor Creek. Gurnard, to the west of Cowes, is part of the AONB and also part of the Hamstead Heritage Coast. The coastline and waters surrounding Cowes and East Cowes have been given Special Areas of Conservation (SAC) status. The settlement of East Cowes is surrounded by an AONB.

- 4.28 Cowes can be accessed from the mainland by regular high speed passenger ferries running from Southampton. A car ferry service also operates between East Cowes and Southampton. The chain ferry between Cowes and East Cowes forms part of the internal transport system and connects two of the Island's principal roads, the A3020 and A3021. The council recognises that a fixed road link between the two towns is not likely, increasing the importance of the service. The ferry ports at Cowes and East Cowes are located in the town centres and as a result traffic congestion from cars accessing the ports can create delays in and around the town centres at busy times making the roads less attractive to cyclists and pedestrians. The council introduced a park and ride facility in Somerton, and this well used facility offers an opportunity to park away from the town centre of Cowes.
- 4.29 Cowes relies heavily on tourism that is mainly generated from its global reputation as the 'home of world yachting'. In 2013 the Island attracted approximately 2.28 million visitors and visitor-spend contributed approximately £286m to the Island's GDP and visiting yachtspersons are generally higher spenders than land visitors. (£189 per visit 2009 analysis)⁹. Tourists to Cowes also benefit from its historic buildings and strong maritime character in its built environment; narrow winding streets and tall seaward facing buildings climb up the coastal slope.
- 4.30 East Cowes is surrounded by nationally important registered historic parks to the north at North Castle and to the east at Osborne House. Viewed from the sea, the Columbine shed on the quayside is a locally distinctive property (with the world's largest Union Jack painted on its doors), which together with the Hammerhead Crane at Cowes, combines to demark the port as the key gateway to the Island and as a unique place
- 4.31 The Council has been working with, Southampton City Council, Red Funnel and the government's Homes and Community Agency (HCA) and others on the development of a bid for £15m funding from Solent Local Enterprise Partnership (SLEP) to improve highways and public realm in East Cowes and Southampton.
- 4.32 Submitted to the SLEP in December 2014, this joint public / private project has the potential to improve, local highways and public realm associated with the privately funded relocation of Red Funnels marshalling facilities on both sides of the Solent. The scheme which will involve the relocation of the terminals and marshalling facilities in East Cowes will unlock development and employment opportunities in the town.

The Bay - Sandown, Shanklin and Lake Settlement profiles

- 4.33 Geographically located on the east coast of the Island, the Bay Area consists of the resorts of Sandown and Shanklin with the residential area of Lake situated in between. According to the 2011 Census the population of the wards in The Bay Area is 21,374.
- 4.34 The SHMA (2014) identifies the Bay as a specific housing sub-market and an analysis of average house prices shows that in broad terms there is a difference in price between locations associated with Newport, Ryde and Sandown (covering the three AAP areas).

⁹ Isle of Wight Destination Management Plan (Draft), December 2014; Visit Isle of Wight Ltd.

- 4.35 It also identified a concentration of people employed in lower skilled jobs around Sandown and Shanklin, along with a higher concentration of lower council tax valuation banded accommodation in the Bay than the rest of the Island. Smaller stock is an indication of higher than average over-crowding with the sub market of the Bay (2.97%) experiencing some of the highest levels.
- 4.36 The mean income level for the Bay housing sub-market is £28,164, which is below the Island-wide mean figure of £31,296. This is reflected by the estimated proportion of households unable to afford market housing without subsidy, which is 46.5% (the Island-wide figure is estimated at 41.8%).
- 4.37 The Bay contains four of the 20 most deprived areas on the Island with Sandown South B (ranked the 9th most deprived on the Island), Lake North B (11th), Shanklin North A (15th) and Shanklin North B (16th). These are all within the 25% most deprived areas in England (2010).
- 4.38 Although Shanklin has a thatched settlement as its core, both Sandown and Shanklin are similar in that they retain valuable remnants of Victorian seaside towns with areas of large boarding houses occupying elevated positions and smaller properties for service trades on the outskirts. There is an emphasis on promenades; beach bathing, ballrooms etc and these are substituted by later facilities such as lidos and large hotels. Following a period of some insensitive development and decline, much of this is in need of renewal and re-use which is sensitive to settlement character and which recognises the value in the historic environment features. The old village of Shanklin, itself a Conservation Area, consists of numerous small listed properties occupied mostly by cafes and small souvenir shops. This area appears in reasonable condition despite the sensitivity of the heritage assets. Future development of this area would be very difficult to achieve without detriment to local character.
- 4.39 There are a number of environmental assets within and around The Bay including a Site of Special Scientific Interest (SSSI), located on Bembridge Down to the north of Sandown. Alverstone Mead to the south of the Newport – Sandown cycleway and Sibden Hill and Batts Copse on the edge of Shanklin are designated Local Nature Reserves. The shoreline and waters around the Bay Area, known as the South Wight Maritime has been designated a Special Area of Conservation (SAC). The Bay area is encircled by an Area of Outstanding Natural Beauty (AONB) within which there are several Scheduled Listed Monuments including the Brading Roman Villa.
- 4.40 The Bay is served by an 8 mile rail route linking Sandown, Lake and Shanklin with the fast ferry service at Ryde Pier Head. During the summer months Shanklin and Sandown experience additional traffic flows brought about by the influx of tourists visiting the popular bay area. Traffic hold ups can occur at a number of locations at peak times which can have a detrimental impact on journey times and bus punctuality.
- 4.41 The council is working with the government and others in looking at options to maintain and improve the rail line from Shanklin to Ryde and infrastructure beyond the end of the current franchise.

- 4.42 The Newport to Sandown shared path, NCN23, is popular with cyclists and a counter installed at the Sandown end of the route shows that on average nearly 2,500 cycle journeys are made on the route monthly. The opportunity exists to improve cycle routes and facilities in the bay area.
- 4.43 Data from the 2011 Census shows that on average within the wards of the Bay area, the largest employment type was 'wholesale and retail trade; repair of motor vehicles and motor cycles'. 15.1% of the working age population are employed in 'accommodation and food service activities', which can be broadly related to the tourism sector. Much of the tourism offered in the area relates to the valued historic character of the Victorian seaside resorts. The associated public realm and local character is tired and would benefit from sensitive enhancement.
- 4.44 The Bay has the lowest average number of cars or vans per household compared against the other ward clusters on the Island with 1.08, which perhaps reflects a level of self-containment and the train service through to Ryde.
- 4.45 The relatively low number of vacant units in Sandown suggests that retail and service activity is relatively strong in Sandown (Isle of Wight Council, Vacancy Rate Monitoring).

Ryde settlement profile

- 4.46 Geographically located in the North East of the Island, Ryde is one of the main gateways to the Island as it is just a short sea crossing from Portsmouth and Southsea. With a clean sandy beach and shallow waters Ryde is primarily a tourist destination and is known for its Victorian architecture and 800m long pier. The topography is characterful and creates a sense of place and forms important views to and from the sea. Development over the years has expanded the urban area so that it now encompasses the surrounding settlements. The population of Ryde (including the wards of Binstead & Fishbourne and Havenstreet, Asheys & Haylands) is 25,490 according to the 2011 ONS Census.
- 4.47 The SHMA (2014) identifies Ryde as a housing sub-market, with a higher concentration of lower council tax valuation banded accommodation than the rest of the Island. Smaller stock is an indication of higher than average over-crowding with the sub market of Ryde (3.57) experiencing some of the highest levels.
- 4.48 An analysis of average house prices shows that in broad terms there is a difference in price between locations associated with Newport, Ryde and Sandown (covering the three AAP areas).
- 4.49 The mean income level for the Ryde housing sub-market is £28,520, which is below the Island-wide mean figure of £31,296. This is reflected by the estimated proportion of households unable to afford market housing without subsidy, which is 46% (the Island-wide figure is estimated at 41.8%).
- 4.50 According to the 2010 Indices of Deprivation, Ryde North East B and St John's West A are the two most deprived lower super output areas (LSOA) on the Island, and within the 20% most deprived LSOAs nationally). The majority of the remaining

LSOAs fall within the Island's 30 (out of 89) most deprived areas (which is within the 35% most deprived nationally).

- 4.51 Ryde is surrounded by a number of environmental assets including Priory Woods a designated SSSI. The waters surrounding Ryde are part of the Solent and Southampton Water Special Protection Area and Ramsar site. To the west of Ryde is the AONB which includes the Quarr Abbey a Scheduled Monument.
- 4.52 The historic character of Ryde is important with 386 nationally important buildings in the town. A key area is Union Street, with its views downhill to the sea and esplanade and its finely designed buildings. Now a primary retail location, the Georgian/Victorian character of this general area is prominent and colourful and fits in well with the nearby Pier, a listed structure which forms the gateway of the island for passengers travelling by catamaran. Pedestrianisation has occurred around the high street and work has been done through a Townscape Heritage Initiative project to upgrade the public realm and re-enforce local character although further work could be done.
- 4.53 As the most populous town on the Island, Ryde offers a comparable range of services to Newport. Total town centre ground floor floorspace is 53,340 sqm, of which half is used for retail and retail service uses (Isle of Wight Town Centre Health Check Study).
- 4.54 Ryde is one of the three main transport gateways to the Island. Cross Solent links to Ryde are via the hovercraft from Southsea, and catamaran from Portsmouth to Ryde Pier Head, The Island Line rail line links Ryde Pier Head to Shanklin with stations at Ryde Esplanade where interchange is possible between, the trains, hovercraft, buses and taxis and Ryde St Johns Station and the park and ride site developed by Island Line in partnership with the council.
- 4.55 The road network in Ryde is constrained in places by its width and layout. The main A3055 passes through the northern part of the town centre and then along the Esplanade. The alternative route is via the B3330 which passes to the south of the main shopping area using what are predominantly residential roads. This route crosses the southern end of the High Street at a traffic light controlled junction. The road network is narrow in this area and traffic hold ups can occur at peak times on both this and the A3055.
- 4.56 The town is built on the side of a steep hill with the main pedestrianised shopping area located at the top of the hill. As with many such towns, the shopping development follows a linear shape along the high street. The topography of the town therefore creates a more difficult environment for encouraging walking and cycling.
- 4.57 As identified in the Isle of Wight Chamber of Commerce Ryde Masterplanning work, the employment structure of Ryde is very similar to the Isle of Wight, in general. The only notable difference is the higher proportion of employment in wholesale and retail and the lower proportion in accommodation and restaurants.
- 4.58 It is also observed that the greater dominance of the retail sector is expected as Ryde is the largest urban area on the Island and is one of the key Island retail

locations. For Ryde and across the Isle of Wight 10.4% of employment is in business services. There is a high proportion of businesses in the hotels and restaurant sector. 8.4% of employment in Ryde and 12% of employment on the Island is in this sector compared to 6.7% for the region and 6.6% for England.

- 4.59 An area where Ryde performs well is in manufacturing, which constitutes 9% of total employment in the town, which is higher than the regional (7%) and England (8.6%) averages. Areas of manufacturing that have strong employment are the manufacturing of transport equipment (312 jobs) and fabricated metal products (117 jobs), which combined makeup 7.4% of total employment.

Summary of SA Issues

- 4.60 The issues identified associated with each plan area can be summarised as being either 'unique' i.e. only or predominately only occurring in a particular AAP area, or 'generic' i.e. occurring in more than one of the AAP areas. These are summarised below against each SA (SEA compliant) category and are derived from Appendices 4, 5 and 6:

Table 4.1: Unique AAP SA Issues

		Medina	Ryde	Bay
SA Topic	SA Issue			
Coasts	Areas of instability	✓		
Material assets	Employment uses that require water access	✓		
Investment in business	Infrastructure and masterplan of the seafront interchange area		✓	
Economic performance	To expand and improve the tourism offer and experience at Ryde and to make best use of existing tourism-related sites.		✓	
Investment in business	Improving the street economy, the general improvement of the urban environment. Examine whether further, more localised protection should be afforded to the tourism accommodation stock.			✓
Employment	Marine related tourism	✓		
Material assets	The road network is narrow and traffic hold ups can occur at peak times on both the A3055 and the A3055		✓	
Material assets	High speed and vehicular ferry terminals	✓		
Material assets	Variety of cross-Solent links and transport interchange		✓	

Table 4.2: Generic AAP SA Issues

		Medina	Ryde	Bay
SA Topic	SA Issue			
Air Quality	Congestion currently experienced within Newport at peak times. Housing allocations will increase population which could result in traffic growth in some	✓		✓

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	areas.			
Climate Change Adaptation	Areas of flooding	✓	✓	✓
Coasts	Areas of erosion	✓		✓
Access	Requirement for new houses	✓	✓	✓
Access	Affordable housing requirement	✓	✓	✓
Social inclusion	Requirement for Gypsy and Traveller sites	✓	✓	✓
Biodiversity, fauna and flora	Integrity of European Sites & other nature conservation sites	✓	✓	✓
Culture & local distinctiveness	Settlement coalescence	✓		✓
Material assets	GI requirements	✓	✓	✓
Waste	Provision of waste management facilities	✓	✓	✓
Landscape, archaeology and heritage	Conservation areas, archaeological sites, historic parks and gardens, scheduled monuments, listed buildings, and other important heritage buildings etc across the Island.	✓	✓	✓
Soil, geology and land use	Land contamination, areas which have value for their mineral resource, coastal position, employment land etc.	✓	✓	✓
Water	Groundwater protection zones,	✓	✓	✓
Culture	Provision of and access to cultural facilities.	✓	✓	✓
Population	Older and aging population, holiday seasonal increases.	✓	✓	✓
Crime and safety	Condition of Island roads and higher rate of road injuries and deaths than the England average.	✓	✓	✓
Health	A range of health inequalities across the Island with those in the more deprived areas facing a shorter life expectancy.	✓	✓	✓
Social inclusion	Areas of deprivation on the Island, unfit housing, single pensioner households, and homelessness.	✓	✓	✓
Education and training	Low educational attainment at secondary and post-16 level. Outcomes at the end of early years are below national averages and the performance of more vulnerable children is poor. Proportion of schools that are inadequate.	✓	✓	✓
Access	Access to services and facilities (e.g. retail, leisure, sporting, cultural, communication, open space, green infrastructure etc). Maintain and improve access to jobs, higher level education, skills and training	✓	✓	✓
Material assets	Relatively high house price to income ratio. Flooding issues relating to drainage. Certain key junctions are known to be at, or near, capacity.	✓	✓	✓
Access	Island Line		✓	✓
Employment	Impact on the existing road network at peak times of people travelling, by car, to/from work.	✓	✓	✓

Limitations of the information and assumptions made

- 4.60 There is a substantial amount of baseline information available for the Isle of Wight and the aim of the SA has been not to duplicate unnecessarily, but to ensure that sufficient information exists to inform the Sustainability Appraisal process. For this reason the Scoping Report presents a summary of information on the various sustainability topics. Other information is presented in other plans and strategy documents on specific topics which have been prepared by the Council or other bodies.
- 4.61 Taking into consideration the previous scoping consultation (see paragraphs 2.5 to 2.9) the council feel that it is reasonable to conclude that there are relatively few data gaps in relation to the sustainability appraisal objectives.
- 4.62 Where data gaps do exist, this is generally in relation to updating baseline data work as opposed to a complete lack of data. Section 3 details work that is currently being undertaken, both directly in relation to supporting the evolving AAPs (see paragraph 3.5) and other plans that may have some relevance to the AAPs.
- 4.63 As both the Plans and SA progress, such emerging potential evidence base will be kept under review and if determined relevant and significant, incorporated in either or both the Plans and SA.
- 4.64 The next section relates to the development of the SA objectives, the appraisal criteria and associated sub-criteria and the issues arising from the baseline.

5. Development of the SA Objectives

- 5.1 The original SA Framework was developed for the SA of the adopted Core Strategy DPD, having undergone consultation and examination during 2011-12. The framework has been subsequently reviewed and updated for the assessment of (policy) options associated with the AAPs.
- 5.2 The SA objectives and appraisal criteria are components of a framework that have been used consistently to appraise the options arising from the development of the AAPs. The Objectives are not specifically required by the SEA Directive, however they are a valuable way of assessing the sustainability effects of the plans.
- 5.3 The SA objectives have been informed by the analysis of other plans and programmes, the review of baseline information and environmental, social and economic issues relevant to the AAPs. Appraisal criteria and proposed monitoring indicators were then developed for each of the SA objectives and together these make up the SA Framework for assessing the performance of the Plan and future monitoring of effects. The key considerations in devising the objectives, appraisal criteria and indicators were:
- Assessing the potential sustainability effects of the AAPs and therefore the requirement for objectives to minimise these effects;
 - Consideration of existing baseline information available to measure impact and sustainability issues;
 - Comments received from the consultees to the SA Scoping Report leading to further amendments and modifications were made.
- 5.3 Following the above an amended SA framework has been produced (see the SA Objectives and Appraisal Criteria below and Appendix 7 of the SA Scoping Report). The SA framework has been developed from consideration of the issues emerging from the baseline data review. The framework now consists of those appraisal sub-criteria deemed to be of particular importance and relevance to each of the AAPs and as such is bespoke in nature and focus. Each of the appraisal criteria within this framework consists of sub-criteria, and indicators which can be used to guide collection of the monitoring information.
- 5.4 It should be noted that this framework is still being developed and the council realises that gaps exist, particularly with regards to potential targets. However, it is appreciated that targets relevant to the assessment cannot always be identified. The council will continue to work to complete the framework as far as is possible, including any comments from the consultation process that can be usefully applied. Any updates to the framework will then be considered in terms of implications for the SA Assessment Matrix (Appendix 3). It should be recognised that this SA Report is not a 'closed' report but part of a larger assessment process that will develop over time in tandem with the development of the AAPs.
- 5.5 The next section sets out the SA framework and explains how sustainability performance has been assessed.

Table 5.1 SA Objectives and Appraisal Criteria

Appraisal Criteria	Issue from Baseline	Appraisal Sub-criteria
ENVIRONMENTAL		
1. Air Quality: To reduce air quality pollution and ensure air quality continues to improve	Traffic congestion on the island	Reduce the amount of congestion at key points within each AAP
	Promote travel choice (private car use, public transport, cycling and walking)	Increase the proportion of people using public transport, cycling and walking Reduce number of car trips
	Sources of air pollution (main source of air pollution on the Island is traffic).	To maintain or decrease current levels of air pollutants.
2. Coasts: To protect the Island's coastline and minimise the risk to people and property from coastal erosion and flooding	Coastal geomorphology, natural coastal processes erosion, stability and risk	Reduce the risk to property and people from erosion and instability and avoid damage to the coastline of loss of amenity as a result of human activity
		Seek to promote protection, restoration and enhancement of coastal zone by seeking to sustain natural systems and processes including opportunities identified within the Shoreline Management Plan for managed retreat of the coastline, where defence is no longer economically viable or sustainable'
3(a). Landscape	AONB designation	Conserve and enhance the Isle of Wight AONB in line with its status, purpose and AONB Management Plan
3(b). Archaeology and heritage: To protect and enhance the Islands natural and historic environment and character, and to achieve sustainable development within a sensitive landscape	Listed buildings and conservation areas. Registered Historic Parks and Gardens; Designated and undesignated heritage assets Maritime and coastal heritage; HEAP	Protect the fabric and setting of: Listed buildings and conservation areas. Registered Historic Parks and Gardens; Designated archaeological sites such as SAM's Locally Listed assets (includes Buildings and Historic Parks and Gardens); Other non-designated heritage assets (including archaeological sites, monuments, structures, buildings and historic parks and gardens) recorded on the Isle of Wight Historic Environment Record; Maritime and coastal heritage; HEAP

Appraisal Criteria	Issue from Baseline	Appraisal Sub-criteria
		Protect tranquil areas on the island and avoid risk to them from light and noise pollution and increases in traffic.
		Protect the landscape and settlement character of the Island and ensure that any change in land use does not negatively impact on the existing character of the area.
		Positively enhance landscape and settlement character.
4. Biodiversity, fauna and flora: To conserve and enhance the Islands biodiversity, fauna and flora	Location and condition of and threats faced by designated sites for wildlife value (international, national and local)Protected species	Avoid net loss, damage to , or fragmentation of designated wildlife sites and the qualifying habitats and species (marine, estuarine, terrestrial and freshwater)
	Awareness and access	Provide opportunities for people to come into contact with wildlife places whilst encouraging respect for and raising awareness of the sensitivity of these sites
	Biodiversity	Maintain and/or increase biodiversity and the variety of habitats on the island
5. Soil, geology and land use: To ensure appropriate land use in relation to soil and geology functionality and to improve efficiency in land use.	Safeguarding suitable land on the coast for freight movements, storage, employment, staging and ports and for future mineral extraction Contaminated and brownfield land	Protect areas which have value for their mineral resource, coastal position, employment land etc.
		Encourage the remediation and re-use of contaminated and brownfield land.
	Waste management (hierarchy & provision of facilities)	Protect soils and their functionality in land use planning and sustainably manage soils as a finite multi-functional resource, specifically including best and most versatile agricultural land
		Apply the principles of proximity and self-sufficiency when considering sites for waste management to achieve consistency and integration with other land uses.
6. Climate Change Mitigation To minimise future climate change through reducing emissions of carbon dioxide and other greenhouse gases	Reducing the need for energy	Reducing the need to travel

Appraisal Criteria	Issue from Baseline	Appraisal Sub-criteria
7. Climate Change Adaptation To reduce the risks to people and properties from the effects of climate change	Vulnerability to flooding and the effects of a changing environment	Limit development at risk from flooding and the effects of climate change
SOCIAL		
8. Culture: To maintain and protect the local culture, traditions and civic pride of Island towns and villages and increase engagement in cultural activity	Facilities / sites to support opportunities for people of the Island to experience cultural diversity	Provision of and access to cultural facilities.
	Relationship between resident population and visitors	To balance the needs of permanent residents and visitors Identifying local housing needs and options to meet these needs
	Safety in the public realm	To reduce the need to travel in order to reduce the potential for road accidents.
	Settlement coalescence	Establish the key landscape sensitivities and ways in which settlement coalescence can be prevented in the future.
9. Health: To improve the health and wellbeing of the population and reduce inequalities in health	A range of health inequalities across the Island with those in the more deprived areas facing a shorter life expectancy	To cut levels and inequalities in incidence and mortality from cancer, coronary heart disease, suicide and accidents
		To address the level and the distribution of wealth across the Island To ensure there is an equitable distribution of services and facilities for all sectors of society
10. Education and training: To raise educational achievement levels across the Island and develop opportunities for everyone to acquire the skills they need to find and remain in work	Low educational attainment at secondary and post-16 level. Outcomes at the end of early years are below national averages and the performance of more vulnerable children is poor.	Ensure there is adequate access to education facilities Proportion of schools that are inadequate.
11. Access: To improve accessibility to all services and facilities	Access to transport (public transport, cycle tracks) including cross-Solent links	Ensure there is adequate access to cross-Solent terminals
		To ensure access to sustainable transport routes

Appraisal Criteria	Issue from Baseline	Appraisal Sub-criteria
	Access to facilities and services, employment, education, health care, open space, and opportunities for recreation	Improving access to services and facilities (e.g. retail, leisure, sporting, cultural, communication, open space, green infrastructure etc) Improve access to jobs, higher level education, skills and training
	Access to housing	Improve access for year round residents to affordable homes To ensure that sub housing market area needs are being met
ECONOMIC		
12. Material assets To ensure the provision of adequate infrastructure for transport, utilities, housing and public facilities to meet the needs of residents and visitors	Employment uses that require water access	Number of employment sites with water access, available/occupied
	Road network is narrow at certain locations and traffic delays can occur at peak times on both the A3055 and A3054	Travel surveys, including travel times and traffic counts.
	Address capacity issues at East Cowes ferry terminal	East Cowes Masterplan
	Variety of cross-Solent links	Maintain variety and access and seek opportunities for improvements
	GI requirements	Recognise deficiencies and opportunities identified through the mapping project within the relevant AAP and specify the amount and type of GI to be delivered.
13. Employment: To ensure high and stable levels of employment so everyone can benefit from the economic growth of the Island	Impact on the existing road network at peak times of people travelling by car to/from work.	Reduce distances people travel to work. Workplace travel plans
	Marine-related tourism in the Medina Valley	Provision and support for existing and new marine related tourism activities, particularly in relation to Cowes and East Cowes.
14. Investment in business: To stimulate economic revival in priority regeneration areas	Infrastructure and masterplan of the seafront interchange area (Ryde)	Ryde Masterplan
	Improving The Bay street economy, the general improvement of the urban environment.	Examine whether further, more localised protection should be afforded to the tourism accommodation stock of The Bay.

Appraisal Criteria	Issue from Baseline	Appraisal Sub-criteria
15. Economic performance: To sustain economic growth and competitiveness	To expand and improve the tourism offer and experience at Ryde and to make best use of existing tourism-related sites.	Ryde Masterplan

6. The SA Framework

Assessing Sustainability Performance

- 6.1 Appendix 3 sets out the SA Matrix, developed to comprehensively meet the requirements of the SA Guidance (including the requirements of the SEA Directive¹⁰). The table contains the SA objectives and relevant appraisal questions based on issues and criteria discussed in Sections 4 and 5. The matrix also includes the timescale of the effect and a commentary. These are briefly explained below;
- 6.2 Timing of Effect – Will the effect manifest itself in the short, medium or the long term? In the context of the Island Plan AAPs the short term has been interpreted as being within the first five years of the Plan, the medium term around ten years, and the longer term meaning twenty years and beyond;
- 6.3 Commentary – The commentary text within the matrix and summary text within the report will identify possible mitigation measures, in the form of amendments to policy or inclusion/removal of policy to increase the opportunity for sustainable development. Where a score is indicated as ‘uncertain’ the commentary should identify ways in which this uncertainty could be reduced, for example, through additional data collection or further consultation with experts.
- 6.4 The commentary will identify secondary, cumulative and synergistic effects. Basic definitions of these effects are provided in the ODPM SEA guidance as follows:
- *Secondary or 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. Examples of secondary effects are a development that changes a water table and thus affects the ecology of a nearby wetland; and construction of one project that facilitates or attracts other developments.*
 - *Cumulative effects arise, for instance, where several developments each have insignificant effects but together have a significant effect; or where several individual effects of the plan (e.g. noise, dust and visual) have a combined effect.*
 - *Synergistic effects interact to produce a total effect greater than the sum of the individual effects. Synergistic effects often happen as habitats, resources or human communities get close to capacity. For instance a wildlife habitat can become progressively fragmented with limited effects on a particular species until the last fragmentation makes the areas too small to support the species at all.*
- 6.5 Consideration will be given to whether the effects are temporary or permanent. Temporary effects can occur for example during the construction of a development. Whilst these are generally short lived, they may occur over several years with larger development schemes. The likelihood of the effects occurring will also be considered.
- 6.6 Geographical effects will be noted where the effect is felt differentially within, for example different key regeneration areas of the Island, or inside or outside of a settlement or AAP boundary. Key sustainability issues particular to each plan area have also been identified

¹⁰ SEA Regulations Schedule 1 Criteria for Determining the Likely Significance of Effects on the Environment.

(see Section 4, Tables 4.1 & 4.2) in addition to more generic issues. While the SA framework has been developed to be applied singularly to all three plans, it has been important to take account of the differences between each Plan area. Thus some of the SA Objectives, and in particular, Appraisal Questions, may be particular to an AAP. Where the objective or question(s) is not relevant to the option/policy being assessed this is stated and a 'No Relationship' assessment score is recorded.

- 6.7 A number of realistic policy options for each AAP have been considered against each of the SA objectives. This has been undertaken by the Planning Policy team of the Council, informed by the baseline data and evidence and consultation responses gathered as part of the Scoping Report.
- 6.8 There are scores awarded to each policy/option that is assessed. The scores are chosen from the following;

Table 6.1: SA Assessment Scores

Score	Description	Symbol
Major Positive Impact	The proposed policy option contributes significantly to the achievement of the objective	++
Minor Positive Impact	The proposed policy option contributes to the achievements of the objective but not significantly	+
Neutral	The proposed policy option does not have any effect on the achievements of the objective	0
Minor Negative Impact	The proposed policy option detracts from the achievement of the objective but not significantly	-
Major Negative Impact	The proposed policy option detracts significantly from the achievement of the objective	--
No Relationship	There is no clear relationship between the proposed policy option and the achievement of the objective or the relationship is negligible	~
Uncertain	The proposed policy option has an uncertain relationship to the objective or the relationship is dependent on the way in which the aspect is managed. In addition, insufficient information may be available to enable an assessment to be made	?

- 6.9 The next section details the options appraisal stage, which includes testing plan objectives against the SA objectives, how options were identified and considered and an appraisal of the AAP options was undertaken to understand whether it was still relevant and assessment was required. It also goes on to look at the generation of policy options.

7. Options Appraisal

Testing Plan Objectives against the SA Objectives

- 7.1 The aims of each AAP are separate from the SA objectives of the framework and it is important to test them to ensure that they reflect sustainability principles. Where conflicts or tensions arise these can be identified and addressed through the development of each AAP.
- 7.2 Guidance states that it is important to test the objectives of the plans against the SA objectives. The results of this exercise are set out in Appendix 4.
- 7.3 When the AAP objectives were reviewed against the SA objectives the vast majority were found to be compatible. However some potential incompatibilities were identified. The potential incompatibilities are summarised below;

Medina

AAP Objective	Potential conflicts with SA Objectives
Housing	Air Quality, Coasts & Biodiversity
Economy	Air Quality
Settlement identity	Access

Ryde

AAP Objective	Potential conflicts with SA Objectives
Housing	Air Quality & Biodiversity
Tourism	Biodiversity

Bay

AAP Objective	Potential conflicts with SA Objectives
Housing	Air Quality & Coasts

- 7.4 Where a conflict has been identified, measures to address the conflicts are also suggested (see Conflict Analysis in Appendix 4) and have been used to inform the options appraisal process.

Options considered and how they were identified

- 7.4 The SEA Directive sets out the requirements to consider and assess “reasonable alternatives” in preparing plans and programmes. The NPPG stresses the importance of developing and refining options for the Plan and assessing their effects and that forecasting and evaluation of the significant effects should help to develop and refine the proposals in a local plan, demonstrating the iterative relationship between plan assessment and plan development.
- 7.5 On identifying reasonable alternatives the NPPG states this process should lead to the identification of a preferred option(s) and that developing and refining options should include consideration of mitigating any adverse effects, whilst maximising beneficial effects.
- 7.6 Paragraph 152 of the NPPF states that significant adverse impacts should be avoided and, wherever possible, alternative options which reduce or eliminate such impacts should be pursued.

AAP Options Appraisal

- 7.7 The start point of both the plan development and options appraisal was to consider the adopted core strategy policies AAP1, 2 & 3. Given the time that has elapsed since (core strategy) adoption and the change in plan context (in terms of baseline evidence, responses to consultations since the adopted policy and political aspirations) it was necessary to determine if the requirements of these policies were still relevant.
- 7.8 This initial screening is summarised below, with more detailed analysis in the introductory sections of each AAP. The requirements listed below are only those that have been determined as requiring further consideration in the options appraisal process.
- 7.9 Where a requirement has been identified as N/Y this indicates that while it has been determined that there is no longer a need to meet the identified core strategy requirement, other related need for policy development has been identified. In this instance the policy requirement is brought forward for further consideration, with the understanding that this is simply acting as a prompt and not the current identified plan requirement.

Table 7.1: AAP1-3 requirements taken forward

AAP1 requirements	Taken forward
1. Identify appropriate development sites, within or immediately adjacent to the settlement boundaries within the Area Action Plan boundary, for the majority of the 1,350 dwellings allocated for the area.	Y
3. Provide for the target of 35% of affordable housing, but consider whether levels of affordable housing higher than that set out in DM4 can be achieved on land owned by affordable housing providers.	Y
5. Identify and allocate suitable sites for Gypsies, Travellers and Travelling Showpeople, in line with the provisions of DM6.	Y
7. Identify employment sites with water access to ensure that appropriate access is maintained for employment uses that require water access.	Y
8. Establish whether there is the need for retail allocations in this general location.	N /Y
9. Review the Town Centre Boundaries and Primary Retail Frontages.	N/Y
10. Define and ensure that the areas which separate the key settlements of Cowes, East Cowes, Gurnard, Newport, Northwood and Whippingham within the Medina Valley are appropriately protected to prevent settlement coalescence.	Y
12. Identify the precise type and location of waste facilities to serve development to significantly contribute to the waste target set out in SP8.	Y
15. Establish whether a plan-led, viable and deliverable solution can be identified to address the capacity issues at East Cowes ferry terminal.	Y
16. Establish the precise form of the identified junction improvements and whether further minor infrastructure provisions will be required to support the location and level of growth proposed within the AAP.	Y
AAP2 requirements	Taken forward
1. Identify appropriate development sites, within or immediately adjacent to the settlement boundaries within the Area Action Plan boundary, for the majority of the 2,100 dwellings allocated for the area.	Y

3. Provide for the target of 35% of affordable housing, but consider whether levels of affordable housing higher than that set out in DM4 can be achieved on land owned by affordable housing providers.	Y
5. Identify and allocate suitable sites for Gypsies, Travellers and Travelling Showpeople, in line with the provisions of DM6.	Y
7. Establish whether there is the need for retail allocations in this general location.	N /Y
8. Review the Town Centre Boundaries and Primary Retail Frontages.	Y
10. Identify the precise type and location of waste facilities to serve development to significantly contribute to the waste target set out in SP8.	Y
14. Prepare a masterplan for the seafront and interchange area.	Y
17. Establish whether further infrastructure provisions will be required to support the level of growth proposed.	Y

AAP3 requirements	Taken forward
1. Identify appropriate development sites, within or immediately adjacent to the settlement boundaries within the Area Action Plan boundary, for the majority of the 465 dwellings allocated for the area.	Y
3. Provide for the target of 35% of affordable housing, but consider whether levels of affordable housing higher than that set out in DM4 can be achieved on land owned by affordable housing providers.	Y
6. Determine whether further economic development land is required to be allocated to contribute to the delivery of SP3.	Y
7. Establish whether there is the need for retail allocations in this general location.	N /Y
8. Review the Town Centre Boundaries and Primary Retail Frontages.	Y
9. Consider the appropriate way to develop a clear and distinctive high quality tourism offer for The Bay, particularly relating to the street economy.	Y
10. Whether high quality existing hotel and tourist accommodation stock requires increased levels of protection.	Y
11. Determine whether the existing hotel and tourist accommodation stock can be rationalised and what opportunities may arise for re-use of sites.	Y
12. Define and ensure that the areas which separate Sandown/Lake/Shanklin from Brading are appropriately protected to prevent settlement coalescence.	Y
13. Determine how the identified deficiency in Green Infrastructure can be addressed.	Y
14. The need for a comprehensive masterplan focussing on development and the public realm along the Esplanade.	Y
15. Ensure that development does not negatively impact on the air quality in Lake and that appropriate mitigation measures, if required, are implemented.	Y
16. Explore opportunities for junction improvements within The Bay, particularly looking at the A3055.	Y
17. Identify the precise type and location of waste facilities to serve development to significantly contribute to the waste target set out in SP8.	Y

Policy Options Generation

7.10 Once the (core strategy) AAP policy requirements to be taken forward for policy development had been determined, the next stage in both policy development and the SA process was exploring the possible options for developing policy to plan for each AAP requirement. In other words, what were the possible options for delivering (in development

plan terms) the identified needs and issues of each AAP area (as set out through the AAP requirements).

- 7.11 The potential plan options were identified through a combination of the following;
- Responses to previous plan and associated environmental assessment consultation;
 - The evolving evidence base for both the plans and the SA;
 - Informal dialogue with key stakeholders (e.g. Environment Agency, Natural England and Southern Water);
 - Council planning officer led workshops, drawing on wider expertise from within the council (e.g. Housing, Development Management, etc.)
- 7.12 Initially all potential options were identified, regardless of how realistic they were. This was done to ensure all potential opportunities for the development of policies were considered. This was also done knowing that the next stage criteria would filter out those options not likely to be realistic (deliverable). Appendix X Options generation and initial screening sets out all the variations on each AAP requirement that were considered.
- 7.13 To identify those options that should be taken further forward for option development and SA appraisal the council used a similar methodology to previous council environmental assessments found sound, drawing on the plan option methodology set out under Principle 8 of the PAS Good Plan Making Guide. This initial screening tested each potential option against the following criteria;
- Is the option realistic?
- Does it conform to existing national and local adopted policy?
 - Can it be delivered?
 - Will it contribute positively to the AAP objectives?
- 7.14 In order for the option to be carried through to full SA options testing through the SA Matrix the option had to answer positively to each of the 3 screening questions above. The results of this exercise are set out in Appendix 5, with the tables below summarising those potential options taken forward for further consideration.

Table 7.2: AAP requirements and potential options

Medina AAP	
AAP Requirement	Potential Options
1. Identify appropriate development sites, within or immediately adjacent to the settlement boundaries within the Area Action Plan boundary, for the majority of the 1,350 dwellings allocated for the area.	a) distribute equally around settlements
	b) distribute unequally across settlements
	c) focus on single settlement
3. Provide for the target of 35% of affordable housing, but consider whether levels of affordable housing higher than that set out in DM4 can be achieved on land owned by affordable housing providers.	a) Provide for the target of 35% of affordable housing
5. Identify and allocate suitable sites for Gypsies, Travellers and Travelling Showpeople, in line with the provisions of DM6.	a) Locate (new) sites within and immediately adjacent to the settlement boundary
	b) Locate (new) sites outside of the settlement boundary
	c) Formalise existing sites
7. Identify employment sites with water access to ensure that appropriate access is maintained for employment uses that require water access.	b) Identify only those employment sites with water access at all states of tide
	c) Identify employment sites with water access of 1ha

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	or above (re core strategy policy SP3).
8. Establish whether there is the need for retail allocations in this general location.	b) Don't propose retail allocations;
9. Review the Town Centre Boundaries and Primary Retail Frontages.	a) Keep town centre boundaries
	c) Keep primary retail frontages
	e) If keeping, maintain, expand or contract relevant boundary
10. Define and ensure that the areas which separate the key settlements of Cowes, East Cowes, Gurnard, Newport, Northwood and Whippingham within the Medina Valley are appropriately protected to prevent settlement coalescence.	a) Introduce specific policy approach to identified areas
	b) Rely on other existing policies to provide protection
12. Identify the precise type and location of waste facilities to serve development to significantly contribute to the waste target set out in SP8.	a) plan for options in accordance with evidence base
	b) plan for an alternative approach to that set out in evidence base
15. Establish whether a plan-led, viable and deliverable solution can be identified to address the capacity issues at East Cowes ferry terminal.	a) Address the capacity issue through planning policy 1. Approach based on SEEDA masterplan and extant planning permissions. 2. Pursue an alternative strategy or approach
	c) Pursue an alternative strategy or approach
16. Establish the precise form of the identified junction improvements and whether further minor infrastructure provisions will be required to support the location and level of growth proposed within the AAP.	a) Plan for Identified junction improvements through planning policy
	c) Plan for Identified junction improvements through alternative mechanisms

Ryde AAP	
AAP Requirement	Potential Options
1. Identify appropriate development sites, within or immediately adjacent to the settlement boundaries within the Area Action Plan boundary, for the majority of the 2,100 dwellings allocated for the area.	a) concentrate development within specific area(s)
	b) disperse development across a number of areas
	c) disperse development across the area with no preference
3. Provide for the target of 35% of affordable housing, but consider whether levels of affordable housing higher than that set out in DM4 can be achieved on land owned by affordable housing providers.	a) Provide for the target of 35% of affordable housing
5. Identify and allocate suitable sites for Gypsies, Travellers and Travelling Showpeople, in line with the provisions of DM6.	
7. Establish whether there is the need for retail allocations in this general location.	b) Don't propose retail allocations;
8. Review the Town Centre Boundaries and Primary Retail Frontages.	Keep town centre boundaries
	Keep primary retail frontages
	If keeping, maintain, expand or contract relevant boundary
10. Identify the precise type and location of waste facilities to serve development to significantly contribute to the waste target set out in SP8.	a) plan for options in accordance with evidence base
	b) plan for an alternative approach to that set out in evidence base
14. Prepare a masterplan for the seafront and interchange area.	b) Incorporate some findings of the master planning work
17. Establish whether further infrastructure provisions will be required to support the level of growth proposed.	a) Plan for outcomes from evidence base work
	c) Pursue an alternative approach to address identified issues.

The Bay AAP	
AAP Requirement	Potential Options
1. Identify appropriate development sites, within or immediately adjacent to the settlement boundaries within the Area Action Plan boundary, for the majority of the 465 dwellings allocated for the area.	a) concentrate development within specific area(s)
	b) disperse development across a number of areas
3. Provide for the target of 35% of affordable housing, but consider whether levels of affordable housing higher than that set out in DM4 can be achieved on land owned by affordable housing providers.	a) Provide for the target of 35% of affordable housing
6. Determine whether further economic development land is required to be allocated to contribute to the delivery of SP3.	a) Propose economic development allocations; 2 stage filter process will be required to first consider points a and b, and then if a apply c, d and e.
	d) distribute unequally across settlements
	e) focus on single settlement
7. Establish whether there is the need for retail allocations in this general location.	a) Propose retail allocations; 2 stage filter process will be required to first consider points a and b, and then if a apply c, d and e.
	b) Don't propose retail allocations;
8. Review the Town Centre Boundaries and Primary Retail Frontages.	Keep town centre boundaries
	Keep primary retail frontages
	If keeping, maintain, expand or contract relevant boundary
9. Consider the appropriate way to develop a clear and distinctive high quality tourism offer for The Bay, particularly relating to the street economy.	a) implement any identified measures
10. Whether high quality existing hotel and tourist accommodation stock requires increased levels of protection.	b) protect based on location
	c) protect based on size
11. Determine whether the existing hotel and tourist accommodation stock can be rationalised and what opportunities may arise for re-use of sites.	a) maintain existing level
	b) rationalise and release sites for alternative uses
12. Define and ensure that the areas which separate Sandown/Lake/Shanklin from Brading are appropriately protected to prevent settlement coalescence.	a) Introduce specific policy approach to identified areas
13. Determine how the identified deficiency in Green Infrastructure can be addressed.	a) introduce new policy
	b) rely on existing policies
14. The need for a comprehensive masterplan focussing on development and the public realm along the Esplanade.	a) prepare a masterplan
	c) address issues through alternative mechanisms
15. Ensure that development does not negatively impact on the air quality in Lake and that appropriate mitigation measures, if required, are implemented.	a) introduce measures to encourage a modal shift in transport use
	b) introduce infrastructure measures
	c) locate development to reduce impact
	d) a combination of a - c
16. Explore opportunities for junction improvements within The Bay, particularly looking at the A3055.	a) Plan for junction improvements through planning policy
	c) Plan for junction improvements through alternative mechanisms
17. Identify the precise type and location of waste facilities to serve development to significantly contribute to the waste target set out in SP8.	a) plan for options in accordance with evidence base
	b) plan for an alternative approach to that set out in evidence base

- 7.15 The next stage of the assessment process was to consider each policy option against the SA objectives through the SA Matrix. As most of the AAP requirements had multiple options to test the SA Matrix was formatted in such a way as allow assessment of each option of the relevant AAP requirement side by side. This assisted in the identification of a preferred approach (in SA terms) for each AAP requirement.
- 7.16 When carrying out the AAP policy options assessment the following sources were used to determine scores and complete the final column, 'Commentary/Explanation';
- AAP Compatibility Assessment – Conflict Analysis
 - SA Scoping Report, Appendix 6: AAP Sustainability Issues and Baseline Data – Identification of SA Issues by AAP
 - SA Scoping Report, Appendix 7: AAP SA Framework
- 7.17 The main outputs from the assessment of the policy options were the identification of preferred, in terms of SA performance, options. Another key output was the identification of mitigation measures to either cancel out potential negative effects, or enhance positive ones. The outcomes of the assessment process can be seen in Appendix 6, while the summary of this together with the identified mitigation is set out below.

Summary of SA Options Assessment Outcomes

Medina Valley		
Preferred Option	SA Summary Findings	Recommended Mitigation
<p>1. Identify appropriate development sites, within or immediately adjacent to the settlement boundaries within the Area Action Plan boundary, for the majority of the 1,350 dwellings allocated for the area. b) distribute unequally across settlements</p>	<p>As most new residential development is likely to lead to an increase in car journeys a distribution pattern that minimises these effects but at the same time meets the needs of settlements within the plan area while not the best performing against Air Quality, is the most pragmatic approach. Locating a significant proportion of the planned development in and around Newport is likely to result in multiple benefits including reduced car trips, reduced exposure to coastal erosion and tidal flooding. An uneven distribution has the potential to even up existing inequalities leading to improved health and wellbeing. The potential benefits to be gained from the SA Objectives Access, Material assets, Employment, Investment in business and Economic performance are dependent on settlement location, with Newport in particular identified as a positive location for the</p>	<p>Locate development to minimise impact on identified critical key junctions in and around Newport and secure contributions for their improvement. Consider proximity to sustainable transport network when identifying sites. Ensure the natural and historic environments are considered, protected and where possible enhanced when making larger allocations. Consider Newport as a location for a significant amount of future residential development and/or seek improved access to Newport as a major employment location.</p>

Medina Valley		
Preferred Option	SA Summary Findings	Recommended Mitigation
<p>3. Provide for the target of 35% of affordable housing, but consider whether levels of affordable housing higher than that set out in DM4 can be achieved on land owned by affordable housing providers. a) Provide for the target of 35% of affordable housing</p>	<p>Employment objective. For the majority of the SA objectives there is no clear relationship with the policy option. Against Health and Material Assets there is a minor positive as the provision of affordable housing is likely to make a positive contribution to the equitable distribution of services and facilities for all by addressing identified need.</p>	<p>To use the adopted policy approach (policy DM4 Locally Affordable Housing) of seeking 35% affordable housing as a starting point for any negotiations, taking into account the flexibility built into policy DM22 Developer Contributions. To provide a higher level of affordable housing, where it is viable, particularly in the Cowes area to address previous under provision.</p>
<p>5. Identify and allocate suitable sites for Gypsies, Travellers and Travelling Showpeople, in line with the provisions of DM6. a) Locate (new) sites within and immediately adjacent to the settlement boundary</p>	<p>The preferred option has similar benefits to the location of regular residential development by following the same strategic approach of locating sites within and immediately adjacent to the settlement boundary. This results in multiple benefits, the majority coming from the environmental SA objectives, but with a potential major positive impact against Material assets for meeting identified local need in a sustainable location with regards to access to services and facilities. There are some SA objectives that are either uncertain or there is no clear relationship.</p>	<p>Ensure any sites considered are well located in proximity to services and facilities.</p>
<p>7. Identify employment sites with water access to ensure that appropriate access is maintained for employment uses that require water access. b) Identify only those employment sites with water access at all states of tide</p>	<p>Both options have the ability to indirectly improve air quality and lower emissions, however as option b has a greater level of access to the water (all states of tide) this effect is both more likely and increased. The same is true with regards to performance against the Access and Material Assets SA objectives.</p>	<p>Enhanced protection of employment sites with water access at all states of tide.</p>
<p>8. Establish whether there is the need for retail allocations in this general location. b) Don't propose retail allocations;</p>	<p>For the majority of the SA objectives there is no clear relationship. However, where there is a relationship (SA objectives 5, 9, 11 and 14) the score is assessed as neutral as the policy option maintains the status quo and therefore does not improve or worsen the situation.</p>	<p>If retail allocations are considered their impacts on existing town centres are fully assessed and considered.</p>
<p>9. Review the Town Centre Boundaries and Primary Retail</p>	<p>The preferred option performs better than the other options</p>	<p>A flexible approach should be taken prior to designation that maintains</p>

Medina Valley		
Preferred Option	SA Summary Findings	Recommended Mitigation
Frontages. e) If keeping, maintain, expand or contract relevant	against SA Objectives Air quality, Climate change mitigation, Access, Employment and Investment in business, due to the flexible nature of the option to keep but alter means they can be kept relevant and fit for purpose.	existing with a view to updating in the light of any new evidence as a result of engagement with relevant bodies or policy consultation. Following designation an active approach through monitoring should be taken that includes the ability to update (i.e. maintain fit for purpose).
10. Define and ensure that the areas which separate the key settlements of Cowes, East Cowes, Gurnard, Newport, Northwood and Whippingham within the Medina Valley are appropriately protected to prevent settlement coalescence. a) Introduce specific policy approach to identified areas	While there are a number of SA Objectives where there is no clear relationship (Coasts, Landscape, Climate change adaptation, Health, Education and training) the preferred option performs well by reducing the likelihood of development outside of settlements which can help strengthen existing services and offers, and provides a critical mass of residents and services.	No negative score have been given, however as the majority of benefits have come about from ensuring development is part of existing settlements, this should form a key part of the policy development and wherever possible enhanced/strengthened.
12. Identify the precise type and location of waste facilities to serve development to significantly contribute to the waste target set out in SP8. a) plan for options in accordance with evidence	For the majority of the SA Objectives there is no clear relationship between the policy options and achievement of the objective. The benefits of the preferred option are related to a deliberate planned provision, based on evidence and in conformity with key waste planning principles such as co-location and proximity. These advantages are lost or diminished if the alternative option were chosen.	Ensure any waste allocation is informed by the waste evidence base work, with justification/evidence for any departure from this.
15. Establish whether a plan-led, viable and deliverable solution can be identified to address the capacity issues at East Cowes ferry terminal. a) Address the capacity issue through planning policy 1. Approach based on SEEDA masterplan and extant planning permissions.	While all the options assessed were identified as having benefits, the preferred option scored high due to the increased level of certainty associated with it. The preferred option performs particularly strongly against the economic SA objectives.	While no negative impacts were identified the potential vulnerability of the preferred option will be the non-delivery of the master-plan. Therefore policy mechanisms should be sought to minimise this risk and consideration given to a contingency.
16. Establish the precise form of the identified junction improvements and whether further minor infrastructure provisions will be required to support the location and level of growth proposed within the AAP. a) Plan for Identified junction improvements through planning policy	While both options deliver a number of potential benefits, the preferred option increases the level of certainty of delivery of improvements to certain key 'hotspot' junctions and thereby increases the likely realisation of the associated benefits.	Ensure the development of the policy is informed by the modelling/evidence identifying the key hotspots. The potential vulnerability of the preferred option will be the non-delivery of the identified junction improvements. Therefore policy mechanisms should be sought to minimise this risk and consideration given to a contingency.

Ryde		
Preferred Option	SA Summary Findings	Recommended Mitigation
<p>1. Identify appropriate development sites, within or immediately adjacent to the settlement boundaries within the Area Action Plan boundary, for the majority of the 2,100 dwellings allocated for the area. b) disperse development across a number of areas</p>	<p>While options a and b perform similarly, preferred option (b) scores best against the Climate Change Mitigation objective due to dispersal of development spreading potential impacts on the highways. It would also provide more opportunities through co-location and proximity to sustainable transport networks, and similarly against SA objective Health (by dispersing development there is greater opportunity to even up existing inequalities.)</p>	<p>Maximise the opportunities through location of new development of the use of sustainable transport modes and reduce reliance on car journeys.</p>
<p>3. Provide for the target of 35% of affordable housing, but consider whether levels of affordable housing higher than that set out in DM4 can be achieved on land owned by affordable housing providers. a) Provide for the target of 35% of affordable housing</p>	<p>For the majority of the SA objectives there is no clear relationship with the policy option. Against Health and Material Assets there is a minor positive as the provision of affordable housing is likely to make a positive contribution to the equitable distribution of services and facilities for all by addressing identified need.</p>	<p>To use the adopted policy approach (policy DM4 Locally Affordable Housing) of seeking 35% affordable housing as a starting point for any negotiations, taking into account the flexibility built into policy DM22 Developer Contributions.</p>
<p>5. Identify and allocate suitable sites for Gypsies, Travellers and Travelling Showpeople, in line with the provisions of DM6. a) Locate (new) sites within and immediately adjacent to the settlement boundary</p>	<p>The preferred option has similar benefits to the location of regular residential development by following the same strategic approach of locating sites within and immediately adjacent to the settlement boundary. This results in multiple benefits, the majority coming from the environmental SA objectives, but with a potential major positive impact against Material assets for meeting identified local need in a sustainable location with regards to access to services and facilities. There are some SA objectives that are either uncertain or there is no clear relationship.</p>	<p>Ensure any sites considered are well located in proximity to services and facilities.</p>
<p>7. Establish whether there is the need for retail allocations in this general location. b) Don't propose retail allocations;</p>	<p>For the majority of the SA objectives there is no clear relationship. However, where there is a relationship (SA objectives 5, 9, 11 and 14) the score is assessed as neutral as the policy option maintains the status quo and therefore does not</p>	<p>If retail allocations are considered their impacts on existing town centres are fully assessed and considered.</p>

Ryde		
Preferred Option	SA Summary Findings	Recommended Mitigation
	improve or worsen the situation.	
<p>8. Review the Town Centre Boundaries and Primary Retail Frontages. If keeping, maintain, expand or contract relevant boundary</p>	<p>The preferred option performs better than the other options against SA Objectives Air quality, Climate change mitigation, Access, Employment and Investment in business, due to the flexible nature of the option to keep but alter means they can be kept relevant and fit for purpose.</p>	<p>A flexible approach should be taken prior to designation that maintains existing with a view to updating in the light of any new evidence as a result of engagement with relevant bodies or policy consultation. Following designation an active approach through monitoring should be taken that includes the ability to update (i.e. maintain fit for purpose).</p>
<p>10. Identify the precise type and location of waste facilities to serve development to significantly contribute to the waste target set out in SP8. a) plan for options in accordance with evidence base</p>	<p>For the majority of the SA Objectives there is no clear relationship between the policy options and achievement of the objective. The benefits of the preferred option are related to a deliberate planned provision, based on evidence and in conformity with key waste planning principles such as co-location and proximity. These advantages are lost or diminished if the alternative option were chosen.</p>	<p>Ensure any waste allocation is informed by the waste evidence base work, with justification/evidence for any departure from this.</p>
<p>14. Prepare a masterplan for the seafront and interchange area. b) Incorporate some findings of the master planning work</p>	<p>As the council is in the process of establishing what elements of the emerging master planning work to include in the plan a number of the SA objectives are scored as uncertain. However there may be potential positive impacts in relation to Material assets, Investment in business and Economic performance.</p>	<p>If the need for a masterplan is justified and the benefits it would bring are clearly identified, to explore options for its delivery.</p>
<p>17. Establish whether further infrastructure provisions will be required to support the level of growth proposed. a) Plan for outcomes from evidence base work</p>	<p>While both policy options share a number of SA objectives where there is no clear relationship, where positive impacts are identified there tends to be a level of uncertainty with the option not identified as being preferred (option c). By proactively planning for improvements to certain key 'hotspot' junctions, the preferred option will increase the certainty of delivery and therefore the realisation of the associated benefits.</p>	<p>Ensure that any improvements consider impacts on air quality and the benefits of improved air quality on a range other SA objectives, rather than only providing a highways-led solution.</p>

The Bay		
Preferred Option	SA Summary Findings	Recommended Mitigation
<p>1. Identify appropriate development sites, within or immediately adjacent to the settlement boundaries within the Area Action Plan boundary, for the majority of the 465 dwellings allocated for the area.</p> <p>b) disperse development across a number of areas</p>	<p>While both options perform similarly, preferred option (b) provides greater certainty of neutral effects due to higher certainty of understanding the distribution and therefore location of new development.</p>	<p>There are a number of SA objectives where potential negative impacts have been identified against the preferred option and therefore mitigation should be sort including locations the make best use of existing sustainable transport infrastructure particularly looking at ways of mitigating the need to commute by car to places of work outside the plan area, avoiding areas of flood risk,</p>
<p>3. Provide for the target of 35% of affordable housing, but consider whether levels of affordable housing higher than that set out in DM4 can be achieved on land owned by affordable housing providers.</p> <p>a) Provide for the target of 35% of affordable housing</p>	<p>For the majority of the SA objectives there is no clear relationship with the policy option. Against Health and Material Assets there is a minor positive as the provision of affordable housing is likely to make a positive contribution to the equitable distribution of services and facilities for all by addressing identified need.</p>	<p>To use the adopted policy approach (policy DM4 Locally Affordable Housing) of seeking 35% affordable housing as a starting point for any negotiations, taking into account the flexibility built into policy DM22 Developer Contributions.</p>
<p>6. Determine whether further economic development land is required to be allocated to contribute to the delivery of SP3.</p> <p>d) distribute unequally across settlements</p>	<p>The preferred option scores best due to its ability to locate sites where the opportunities are and/or where the market's preferred locations are. There's also the potential major positive impact of both reducing length of car journeys and use of alternative means to reduce commuting traffic to other centres of employment.</p>	<p>Seek opportunities to locate any employment sites in proximity to sustainable transport networks and/or potential labour market (i.e. residential) without generating impacts associated with neighbouring uses.</p>
<p>7. Establish whether there is the need for retail allocations in this general location.</p> <p>b) Don't propose retail allocations;</p>	<p>For the majority of the SA objectives there is no clear relationship. However, where there is a relationship (SA objectives 5, 9, 11 and 14) the score is assessed as neutral as the policy option maintains the status quo and therefore does not improve or worsen the situation.</p>	<p>If retail allocations are considered their impacts on existing town centres are fully assessed and considered.</p>
<p>8. Review the Town Centre Boundaries and Primary Retail Frontages.</p> <p>If keeping, maintain, expand or contract relevant boundary</p>	<p>The preferred option performs better than the other options against SA Objectives Air quality, Climate change mitigation, Access, Employment and Investment in business, due to the flexible nature of the option to keep but alter means they can be</p>	<p>A flexible approach should be taken prior to designation that maintains existing with a view to updating in the light of any new evidence as a result of engagement with relevant bodies or policy consultation. Following designation an active approach through monitoring should be taken that includes the ability to</p>

The Bay		
Preferred Option	SA Summary Findings	Recommended Mitigation
	kept relevant and fit for purpose.	update (i.e. maintain fit for purpose).
9. Consider the appropriate way to develop a clear and distinctive high quality tourism offer for The Bay, particularly relating to the street economy. a) implement any identified measures	Although the assessment has recognised that the LPA is unlikely to be able to lead on delivery of this AAP requirement, it will seek to support delivery through developing a policy approach that is not yet determined. Therefore no full policy option assessment has been carried out.	Carry out iteration (i.e. SA and then policy evolution) of any policy developed to deliver this AAP requirement.
10. Whether high quality existing hotel and tourist accommodation stock requires increased levels of protection.	Both options (b – location and c – size) perform equally, with potential positive impacts on the historic environment, access to tourism accommodation and all of the economic SA objectives. 2 SA objectives have identified potential minor negative impacts with regards to the potential vulnerability of tourism stock that traditionally seeks a coastal location to coastal processes and maintaining an attraction and therefore need to travel.	Policy and related proposals should make use of existing council strategies that seek to manage risk in the coastal zone, specifically Shoreline Management Plans (and associated strategies) and Strategic Flood Risk Assessment. Measures to reduce access to tourism development by alternative means to the private car should be sought, particularly given the existing infrastructure and links to the mainland through the rail and ferry links.
11. Determine whether the existing hotel and tourist accommodation stock can be rationalised and what opportunities may arise for re-use of sites.	Both options (a – maintain and b – rationalize) perform equally, with potential positive impacts on the historic environment, access to tourism accommodation and all of the economic SA objectives. 2 SA objectives have identified potential minor negative impacts with regards to the potential vulnerability of tourism stock that traditionally seeks a coastal location to coastal processes and maintaining an attraction and therefore need to travel.	Policy and related proposals should make use of existing council strategies that seek to manage risk in the coastal zone, specifically Shoreline Management Plans (and associated strategies) and Strategic Flood Risk Assessment. Measures to reduce access to tourism development by alternative means to the private car should be sought, particularly given the existing infrastructure and links to the mainland through the rail and ferry links.
12. Define and ensure that the areas which separate Sandown/Lake/Shanklin from Brading are appropriately protected to prevent settlement coalescence. a) Introduce specific policy approach to identified areas	While there are a number of SA Objectives where there is no clear relationship (Coasts, Landscape, Climate change adaptation, Health, Education and training) the preferred option performs well by reducing the likelihood of development outside of	No negative score have been given, however as the majority of benefits have come about from ensuring development is part of existing settlements, this should form a key part of the policy development and wherever possible enhanced/strengthened.

The Bay		
Preferred Option	SA Summary Findings	Recommended Mitigation
	settlements which can help strengthen existing services and offers, and provides a critical mass of residents and services.	
13. Determine how the identified deficiency in Green Infrastructure can be addressed.	Both options (a – introduce new and b – rely on existing) perform equally. There are a number of potential SA positive impacts in relation to the environmental SA objectives and Health and Access.	Policy approach should ensure the multifunctionality of GI is fully exploited.
14. The need for a comprehensive masterplan focussing on development and the public realm along the Esplanade.	Both options (a – prepare a masterplan and c – address through alternative mechanisms) perform equally and while there is currently a high level of uncertainty, there is potential for a significant number of positive impacts.	Carry out iteration (i.e. SA and then policy evolution) of any policy developed to deliver this AAP requirement.
15. Ensure that development does not negatively impact on the air quality in Lake and that appropriate mitigation measures, if required, are implemented. d) a combination of a - c	While there are a number of SA objectives where there is no clear relationship, all other SA objectives score positively, with the preferred option, being a combination of the others, maximising and multiplying these potential positives.	Ensure a policy approach that supports junction improvements identified through the baseline as (potential) issues. Consideration should also be given to a contingency should the junction improvements either not happen or not deliver the anticipated benefits.
16. Explore opportunities for junction improvements within The Bay, particularly looking at the A3055. a) Plan for junction improvements through planning policy	Both options perform equally, however option c has a level of uncertainty associated with it (in relation to the unknowns of the alternative mechanisms). While this uncertainty remains option a remains the preferred option in terms of SA assessment.	Ensure a policy approach that supports junction improvements identified through the baseline as (potential) issues. Consideration should also be given to a contingency should the junction improvements either not happen or not deliver the anticipated benefits.
17. Identify the precise type and location of waste facilities to serve development to significantly contribute to the waste target set out in SP8. a) plan for options in accordance with evidence base	For the majority of the SA Objectives there is no clear relationship between the policy options and achievement of the objective. The benefits of the preferred option are related to a deliberate planned provision, based on evidence and in conformity with key waste planning principles such as co-location and proximity. These advantages are lost or diminished if the alternative option were chosen.	Ensure any waste allocation is informed by the waste evidence base work, with justification/evidence for any departure from this.

7.18 The next section offers conclusions and outlines the next steps for the report.

8. Conclusion and Next Steps

- 8.1 This draft SA Report presents the findings of the SA assessment (Stage B) to date, undertaken for the SA of the three AAPs. It follows closely the advice and guidance provided by the UK Government and has been prepared to meet the relevant requirements outlined within the NPPG Table 'The Strategic Environmental Assessment Regulations requirements checklist'.
- 8.2 The development of the policies for each AAP has been directly informed by both the policy options assessment and the associated identified mitigation. This has led to the current proposed policy wording in each draft AAP that is being consulted upon.
- 8.3 Once the consultation on both this assessment and the AAP documents has ended (on Monday 21st December 2015) all responses will be considered and where appropriate changes and amendments made to both the assessment and plans. Once the final version of the policies in each plan has been drafted these will be subject to a final round of sustainability appraisal to ensure that any changes made have not negatively affected the plans. Both a summary and detailed assessment of the Plan Policy Appraisal will be included in the final SA Report.
- 8.4 The final appraisal process will be reported within the SA Report which will be published for consultation at the same time as the Submission AAPs.

Appendix 1: The Strategic Environmental Assessment Regulations Requirements Checklist¹¹

Strategic Environmental Assessment Regulations requirements checklist	Where this is met in the SA Report
<p>Preparation of environmental report (regulation 12)</p> <p>Preparation of an environmental report that identifies describes and evaluates the likely significant effects on the environment of implementing the plan or programme and reasonable alternatives taking into account the objectives and geographical scope of the plan or programme (regulation 12(2)).</p> <p>The report shall include such of the information referred to in Schedule 2 as may reasonably be required, taking into account current knowledge and methods of assessment, the contents and level of detail in the plan or programme, its stage in the decision-making process and the extent to which certain matters are more appropriately assessed at different levels in the process to avoid duplication of the assessment (regulation 12(3)). Information may be provided by reference to relevant information obtained at other levels of decision-making or through other EU legislation (regulation 12 (4)).</p> <p>When deciding on the scope and level of detail of information to be included in the environmental report the consultation bodies should be consulted.</p>	<p>This report and its appendices.</p> <p>Sections 1, 3, 4, 5, 6 & 7 all contribute to meeting the requirements of Schedule 2. However, points 8, 9 and 10 of the Schedule will be met in the final SA Report.</p> <p>Appendix 2 SA Scoping Report</p>
<p>The information referred to in Schedule 2 is:</p> <p>a) An outline of the contents, main objectives of the plan or programme, and relationship with other relevant plans and programmes.</p>	<p>SA Report Section 1, 1.22 – 1.30, Section 4, 4.5 – 4.59. SA Scoping Report Appendix 5 Relevant Policies, Plans, Programmes and Strategies.</p>
<p>b) The relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan or programme.</p>	<p>SA Report Sections 3 & 4. SA Scoping Report Appendix 6: AAP Sustainability Issues and Baseline Data – Identification of SA Issues by AAP</p>
<p>c) The environment characteristics of areas likely to be significantly affected.</p>	<p>SA Report Section 4, 4.5 – 4.59.</p>
<p>d) 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 Directives 2009/147/EC (Conservation of Wild Birds) and 92/43/EEC (Habitats Directive).</p>	<p>SA Report Section 4. SA Scoping Report Appendix 5 Relevant Policies, Plans, Programmes and</p>

¹¹ Downloaded from National Planning Practice Guidance, [Strategic environmental assessment and sustainability appraisal](#), Downloaded 21st October 2015

	Strategies; Appendix 6: AAP Sustainability Issues and Baseline Data – Identification of SA Issues by AAP
e) The environmental protection objectives, established at international, Community or national 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.	SA Scoping Report Sections 3 & 4, and Appendix 5: Relevant Policies, Plans, Programmes and Strategies, and Appendix 6: AAP Sustainability Issues and Baseline Data – Identification of SA issues by AAP.
f) The likely significant effects on the environment, including on issues such as biodiversity, population, human health, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage including architectural and archaeological heritage, landscapes and the interrelationship between the above factors. These effects should include secondary, cumulative, synergistic, short, medium and long-term permanent and temporary, positive and negative effects.	SA Report Section 7 Options Appraisal and Appendix 6 AAP Policy Options SA Assessment Matrix for all three AAPs.
g) 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.	SA Report Section 7 Options Appraisal and Appendix 6 AAP Policy Options SA Assessment Matrix for all three AAPs.
h) 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.	To be completed for the next version of the SA Report following consultation.
i) A description of measures envisaged concerning monitoring in accordance with regulation 17.	To be completed for the next version of the SA Report following consultation.
j) A non-technical summary of the information provided under the above headings.	To be completed for the next version of the SA Report following consultation.
Consultation procedures (regulation 13) As soon as reasonably practicable after their preparation, the draft plan or programme and environmental report shall be sent to the consultation bodies and brought to the attention of the public, who should be invited to express their opinion. The period within which opinions must be sent must be of such length as will ensure an effective opportunity to express their opinion.	To be completed for the next version of the SA Report following consultation.
Information as to adoption of plan or programme (regulation 16) As soon as reasonably practicable after the plan or programme is adopted, the consultation bodies, the public and the Secretary of State (who will	To be completed following plan (AAPs) adoption.

<p>inform any other EU Member States consulted) shall be informed and the following made available:</p> <ul style="list-style-type: none"> • the plan or programme adopted • the environmental report • a statement summarising: <p>(a) how environmental considerations have been integrated into the plan or programme;</p> <p>(b) how the environmental report has been taken into account;</p> <p>(c) how opinions expressed in response to:</p> <p>(i) the invitation referred to in regulation 13(2)(d);</p> <p>(ii) action taken by the responsible authority in accordance with regulation 13(4), have been taken into account;</p> <p>(d) how the results of any consultations entered into under regulation 14(4) have been taken into account;</p> <p>(e) the reasons for choosing the plan or programme as adopted, in the light of the other reasonable alternatives dealt with; and</p> <p>(f) the measures that are to be taken to monitor the significant environmental effects of the implementation of the plan or programme. (regulation 16)</p>	
<p>Monitoring of implementation of plans or programmes (regulation 17)</p> <p>Monitoring of significant environmental effects of the plan's or programme's implementation with the purpose of identifying unforeseen adverse effects at an early stage and being able to undertake appropriate remedial action (regulation 17 (1)). Monitoring arrangements may comprise or include arrangements established for other purposes (regulation 17 (2)).</p>	<p>To be completed for the next version of the SA Report following consultation.</p>

Appendix 2: SA Scoping Report (October 2015)

Please note that due to the size of Appendix 2 this is a separate attachment.

Appendix 3: AAP SA Assessment Matrix

Policy					
SA Objectives	Appraisal Questions	Timescale			Commentary/Explanation (to include secondary, cumulative and synergistic effects)
		Short	Medium	Long	
1. Air Quality: To reduce air quality pollution and ensure air quality continues to improve	- Does it reduce the amount of congestion on the Island's roads? - Does it increase the proportion of people using public transport, cycling and walking? - Does it reduce number of car trips?				Commentary Temporary/Permanence: Likelihood of effect: Geographical effect:
2. Coasts: To protect the Islands coastline and minimise the risk to people and property from coastal erosion and flooding	- Does it reduce the risk to property and people from erosion and instability and avoid damage to the coastline or the loss of amenity as a result of human activity?				Commentary Temporary/Permanence: Likelihood of effect: Geographical effect:
3(a). Landscape: To protect and enhance the Islands natural and historic environment and character, and to achieve sustainable development within a sensitive landscape	- Does it contribute to the conservation and enhancement of the AONB in line with its status, purpose and management plan?				Commentary Temporary/Permanence: Likelihood of effect: Geographical effect:
3(b). Archaeology and heritage: To protect and enhance the Islandshistoric environment and character, and to achieve sustainable development within a sensitive landscape	- Does it protect the fabric and setting of; Listed buildings and conservation areas. Registered Historic Parks and Gardens; Designated archaeological sites such as SAM's Locally Listed assets (includes Buildings and Historic Parks and Gardens); Non-designated heritage assets (including archaeological sites, monuments, structures, buildings and historic parks and gardens) recorded on the Isle of Wight Historic Environment				Commentary Temporary/Permanence: Likelihood of effect: Geographical effect:

Policy				
SA Objectives	Appraisal Questions	Timescale		Commentary/Explanation
	Record; Maritime and coastal heritage.			
4. Biodiversity, fauna and flora: To conserve and enhance the Islands biodiversity, fauna and flora	<ul style="list-style-type: none"> - Does it avoid net loss, damage to , or fragmentation of designated wildlife sites and the qualifying habitats and species (marine, estuarine, terrestrial and freshwater) - Does it provide opportunities for people to come into contact with wildlife places whilst encouraging respect for and raising awareness of the sensitivity of these sites - Does it maintain and/or increase biodiversity and enhance the local environment? 			<p>Commentary</p> <p>Temporary/Permanence:</p> <p>Likelihood of effect:</p> <p>Geographical effect:</p>
5. Soil, geology and land use To ensure appropriate land use in relation to soil and geological functionality and to improve efficiency in land use.	<ul style="list-style-type: none"> - Does it encourage the remediation and re-use of contaminated and brownfield land? - Does it protect areas which have value for their mineral resource, coastal position, employment land etc? - Does it contribute to the application of the waste management principles of proximity and self-sufficiency? 			<p>Commentary</p> <p>Temporary/Permanence:</p> <p>Likelihood of effect:</p> <p>Geographical effect:</p>
6. Climate Change Mitigation To minimise future climate change through reducing emissions of carbon dioxide and other greenhouse gases	<ul style="list-style-type: none"> - Does it reduce the need to travel? 			<p>Commentary</p> <p>Temporary/Permanence:</p> <p>Likelihood of effect:</p> <p>Geographical effect:</p>
7. Climate Change Adaptation To reduce the risks to people and properties from the effects of climate change	<ul style="list-style-type: none"> - Does it limit development at risk from flooding and the effects of climate change? 			<p>Commentary</p> <p>Temporary/Permanence:</p> <p>Likelihood of effect:</p> <p>Geographical effect:</p>
8. Culture: To maintain and protect the local culture, traditions and civic pride of	<ul style="list-style-type: none"> - Does it secure better opportunities for people on the Island to have access to a range of cultural activities/facilities/events? 			<p>Commentary</p> <p>Temporary/Permanence:</p> <p>Likelihood of effect:</p>

Policy				
SA Objectives	Appraisal Questions	Timescale		Commentary/Explanation
Island towns and villages and increase engagement in cultural activity	<ul style="list-style-type: none"> - Does it balance the needs of permanent residents and visitors Identifying local housing needs and options to meet these needs? - Does it reduce the need to travel in order to reduce the potential for road accidents? 			Geographical effect:
9. Health: To improve the health and wellbeing of the population and reduce inequalities in health	<ul style="list-style-type: none"> - Does it address the level and the distribution of wealth across the Island? - Does it contribute to the equitable distribution of services and facilities for all sectors of society? 			Commentary Temporary/Permanence: Likelihood of effect: Geographical effect:
10. Education and training: To raise educational achievement levels across the Island and develop opportunities for everyone to acquire the skills they need to find and remain in work	<ul style="list-style-type: none"> - Does it provide adequate access to education facilities? 			Commentary Temporary/Permanence: Likelihood of effect: Geographical effect:
11. Access: To improve accessibility to all services and facilities	<ul style="list-style-type: none"> - Does it contribute to ensuring adequate access to cross-Solent terminals? - Does it contribute to access to sustainable transport routes? - Does it contribute to improving access to services and facilities (e.g. retail, leisure, sporting, cultural, communication, open space, green infrastructure etc)? - Does it improve access to jobs, higher level education, skills and training? - Does it improve access for residents to affordable homes, to ensure that sub housing market area needs are being met? 			Commentary Temporary/Permanence: Likelihood of effect: Geographical effect:
12. Material assets To ensure the provision of adequate infrastructure for	<ul style="list-style-type: none"> - Does it contribute to meeting housing needs on the Island? - Does it ensure that the existing utilities infrastructure is sufficient to support existing and 			Commentary Temporary/Permanence: Likelihood of effect:

Policy				
SA Objectives	Appraisal Questions	Timescale		Commentary/Explanation
transport, utilities, housing and public facilities to meet the needs of residents and visitors	new development? - Does it contribute to an improvement in the Island's transport infrastructure network? - Does it contribute to sustaining employment sites with waterfront access?			Geographical effect:
13. Employment To ensure high and stable levels of employment so everyone can benefit from the economic growth of the Island.	- Does it contribute to reducing commuting distances for work? - Does it support existing and new marine related tourism activities?			Commentary Temporary/Permanence: Likelihood of effect: Geographical effect:
14 Investment in business To stimulate economic revival in priority regeneration areas	- Does it contribute to the street economy and general improvement of the urban environment?			Commentary Temporary/Permanence: Likelihood of effect: Geographical effect:
15. Economic performance To sustain economic growth and competitiveness	- Does it improve/expand the tourism offer & make best use of existing tourism-related sites?			Commentary Temporary/Permanence: Likelihood of effect: Geographical effect:

Appendix 4: Compatibility Assessment of the AAP Objectives against the SA Objectives

This Appendix sets out how the SA objectives were tested for compatibility against both themselves and the Area Action Plans (AAPs) objectives. It is important that the AAPs objectives are in accordance with sustainability principles. The compatibility testing process allows the potential for refining AAP objectives as well as identifying options. Where there is conflict between objectives, the LPA will need to reach a decision on priorities.

Introduction

The SA objectives set out in Section 5 have been further evolved to reflect updated baseline and issues as a consequence of consultation and plan development. The set of SA objectives used in the AAP assessment are set out in Appendix 3 SA Assessment Matrix, of the SA Report. Guidance (ODPM 2005) recommends testing the compatibility of the Plan objectives against the SA objectives. This Appendix provides an assessment of the Island Plan AAPs – Proposed Objectives.

A compatibility assessment helps to highlight if some issues may conflict with each other. For example an objective relating to the economy may conflict with some of the environmental objectives. If conflicts are found that is not to say that the objectives require changing, it merely highlights where consideration may need to be given in the Plan to how any potential conflicts could be addressed through mitigation.

SA Objectives

The SA Objectives as presented in Appendix X of the SA Report are listed below.

SA Theme	SA Objectives
1. Air Quality:	To reduce air quality pollution and ensure air quality continues to improve
2. Coasts:	To protect the Islands coastline and minimise the risk to people and property from coastal erosion and flooding
3(a). Landscape:	To protect and enhance the Islands natural and historic environment and character, and to achieve sustainable development within a sensitive landscape
3(b). Archaeology and heritage:	To protect and enhance the Islands historic environment and character, and to achieve sustainable development within a sensitive landscape
4. Biodiversity, fauna and flora:	To conserve and enhance the Islands biodiversity, fauna and flora
5. Soil, geology and land use	To ensure appropriate land use in relation to soil and geological functionality and to improve efficiency in land use.
6. Climate Change Mitigation	To minimise future climate change through reducing emissions of carbon dioxide and other greenhouse gases
7. Climate Change Adaptation	To reduce the risks to people and properties from the effects of climate change
8. Culture:	To maintain and protect the local culture, traditions and civic pride of Island towns and villages and increase engagement in cultural activity

9. Health:	To improve the health and wellbeing of the population and reduce inequalities in health
10. Education and training:	To raise educational achievement levels across the Island and develop opportunities for everyone to acquire the skills they need to find and remain in work
11. Access:	To improve accessibility to all services and facilities
12. Material assets	To ensure the provision of adequate infrastructure for transport, utilities, housing and public facilities to meet the needs of residents and visitors
13. Employment	To ensure high and stable levels of employment so everyone can benefit from the economic growth of the Island.
14 Investment in business	To stimulate economic revival in priority regeneration areas
15. Economic performance	To sustain economic growth and competitiveness

Compatibility Assessment

The following tables below show the compatibility matrix of the AAP objectives against the SA objectives.

Legend	
✓	Compatible
x	Potentially Incompatible
N	Neutral

Medina Valley AAP

		SA Objectives															
		Air Quality	Coasts	andscape	rchaeology	Biodiversity	Soil	Climate Mitigation	Climate Adaptation	Culture	Health	Education	Access	Material Assess	mployment	vestment	Economic
Plan Objectives	<p>Housing – The area will experience residential growth of 1,350 960 dwellings. These will help to sustain and strengthen the existing communities, whilst retaining their individual character and identity.</p>	X	X	N	N	X	✓	N	✓	✓	✓	✓	✓	✓	✓	✓	✓
	<p>Economy – The Medina Valley, particularly Newport, will strengthen its role as a focal point for employment on the Island, and will particularly focus on economic development that relates to the development of clusters in knowledge-driven and high technology industries including marine, renewables and composites.</p> <p>It will continue to be an important area for commercial and employment related development. The town centres of Cowes, East Cowes and Newport will be the focus for retail and leisure development within the Medina Valley, providing for bulk convenience, food shopping and a reasonable range of comparison shopping facilities and other services.</p> <p>Newport will continue to be the primary shopping centre on the Island an, along with the Cowes and East Cowes town centres, will continue to provide an good range of services and facilities that meet the needs of the towns and surrounding communities.</p>	X	✓	N	N	N	✓	N	✓	✓	N	✓	✓	✓	✓	✓	✓
	<p>Environment – Development will be located in the most sustainable locations and managed to ensure that any negative impacts on the area’s environment are avoided. Where necessary, appropriate mitigation measures will be required.</p> <p>Whilst the Medina Valley is a focus area for development, it is also home to a number of designated and sensitive environmental sites. These sites will be conserved and wherever possible enhanced.</p> <p>To determine whether strategic gaps between the main settlements in the Key Regeneration Area are required to prevent settlement coalescence, but will also contribute to the provision and retention of the green infrastructure network on the Island.</p>	✓	✓	✓	N	✓	✓	N	✓	✓	✓	✓	✓	N	N	N	N
	<p>Travel – The transport infrastructure and network within the Medina Valley is maintained and fit for purpose to serve the town’s area’s residents and visitors, and opportunities for improvements have been explored.</p>	✓	N	N	✓	✓	N	✓	N	N	✓	N	✓	✓	✓	✓	✓
	<p>Waste – Waste facilities, that treat waste close to its source and as high up the waste hierarchy as possible, will be well-designed to serve existing and new development and integrate with their surrounding uses.</p>	✓	N	N	N	N	✓	✓	N	N	N	N	✓	✓	✓	✓	✓
	<p>Settlement identity – Development should not result in an unacceptable level of settlement coalescence, and the unique characteristics of the different settlements within the Medina Valley should be utilised and protected wherever possible.</p>	N	N	✓	✓	✓	N	✓	N	✓	✓	N	X	N	N	N	N

Ryde AAP

		SA Objectives															
		Air Quality	Coasts	Landscape	Archaeology	Biodiversity	Soil	Climate Mitigation	Climate Adaptation	Culture	Health	Education	Access	Material Assess	Employment	Investment	Economic
Plan Objectives	Housing - A level of residential growth, in the most sustainable locations it can facilitate, that meets the needs and demands of current and future residents.	x	✓	N	N	x	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
	Economy - An increase in the number of jobs available, by supporting the growth of small-scale businesses and promoting clusters in knowledge driven and high technology industries, and through developing Ryde's own distinct tourism offer.	✓	N	N	N	N	N	✓	✓	N	N	✓	✓	✓	✓	✓	✓
	Environment - Development will be located in the most sustainable locations and managed to ensure that any negative impacts on the area's environment are avoided. Where necessary, appropriate mitigation measures will be required. Improvement of the natural environment of Ryde and the surrounding area and accessibility to it increased. The built environment of Ryde will also improve, particularly on the esplanade and interchange area, to offer a higher quality experience.	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	N	N	N	N
	Tourism - To expand and improve the tourism offer and experience at Ryde and to make best use of existing tourism-related sites.	N	N	✓	N	x	N	N	N	✓	N	N	✓	✓	✓	✓	✓
	Travel - The transport infrastructure and network at Ryde is maintained and fit for purpose to serve the town's area's residents and visitors, and opportunities for improvements have been explored.	✓	N	N	✓	✓	N	✓	N	N	✓	✓	✓	✓	✓	✓	✓
	Waste - Waste facilities, that treat waste close to its source and as high up the waste hierarchy as possible, will be well-designed to serve existing and new development and integrate with their surrounding uses.	✓	N	N	N	N	✓	✓	N	N	N	N	✓	✓	✓	✓	✓
	Monkton Mead Catchment – ensure development within the catchment contributes to an improvement in flood risk through improved management of surface water.	N	✓	✓	N	✓	N	N	✓	N	✓	N	✓	✓	N	N	N

The Bay AAP

		SA Objectives																
		Air Quality	Coasts	Landscape	Archaeology	Biodiversity	Soil	Climate Mitigation	Climate Adaptation	Culture	Health	Education	Access	Material Assess	Employment	Investment	Economic	
Plan Objectives	Housing – A level of residential development, reflecting the constraints of the surrounding area and the types of sites available for residential development, which will include the conversion of low quality tourist accommodation stock to residential in certain locations.	x	x	N	✓	N	✓	N	✓	✓	✓	✓	✓	✓	✓	✓	✓	
	Economy – Creating a seafront which offers a quality, vibrant, year round visitor destination for tourists as well as facilities which are needed by the local community. Improving the quality and range of tourist accommodation, retail offer and night-time economy.	N	✓	✓	✓	N	N	N	✓	✓	N	N	✓	✓	✓	✓	✓	✓
	Environment – Development will be located in the most sustainable locations and managed to ensure that any negative impacts on the area's environment are avoided. Where necessary, appropriate mitigation measures will be required. Protect the floodplain of the Eastern Yar which fulfils an important local role in flood management and nature conservation, whilst utilising the opportunities for tourism and education facilities that focus on the natural and historic environments of The Bay and the Island as a whole.	N	✓	✓	✓	✓	✓	N	✓	N	✓	N	✓	✓	N	N	N	N
	Tourism – Achieve a tourism industry that has substantially increased its value in the economy, and through the provision of top quality tourism accommodation and facilities, making The Bay a highly desirable destination.	N	N	✓	✓	N	N	N	✓	✓	N	N	✓	N	✓	✓	✓	✓
	Travel – To ensure that the existing transport infrastructure can facilitate the planned level of development, by providing connectivity for vehicles and pedestrians alike without eroding air quality.	✓	N	N	N	✓	N	✓	N	N	✓	N	✓	✓	✓	✓	✓	✓
	Waste – Waste facilities, that treat waste close to its source and as high up the waste hierarchy as possible, will be well-designed to serve existing and new development and integrate with their surrounding uses.	✓	N	N	N	N	✓	✓	N	N	N	N	✓	✓	✓	✓	✓	✓
	Healthy Community – To contribute, through land-use planning, to a wider programme to improve the health and wellbeing of the Bay's residents.	✓	N	N	N	N	N	✓	✓	✓	✓	N	✓	✓	N	N	N	N

Conflict Analysis

As with the compatibility assessment of the SA objectives against themselves, there are also potential incompatibilities between the SA objectives and the AAP objectives. The table below highlights the potential incompatibilities with a commentary on the issue.

Table A4.1 Potentially incompatible objectives for AAP Objectives vs SA Objectives

AAP Objective	SA Objective	Comments
Medina AAP		
Housing	Air Quality	It is likely that most residential development will lead to an increase in the number of car journeys and therefore is likely to have negative impacts on air quality locally. As there are already key junctions within the plan area that are close to being recorded as nationally significant for poor air quality (AQMA) these are sensitive receptors to such an impact. A range of mitigation measures should be considered that address both the key hotspots in term of junction and traffic management and behavioural with regards to facilitating alternatives to the private motor car, particularly where this modal shift is to cycling or walking.
Housing	Coasts	Sustaining existing settlement patterns will put residential property at increasing levels of risk over the plan lifetime. A risk-based sequential approach to allocations should be taken that makes use of the SFRA and latest EA flood zones, to determine the sites at least risk to flooding. Resilient design and construction should be promoted.
Housing	Biodiversity	The presumption that new residential development is likely to lead to impacts on certain wildlife through recreational impacts has been establish for some time. While these indirect impacts can be mitigated, there is the potential for new residential development that is built in close proximity to sensitive (designated) sites to have a direct impact. Therefore the allocation process should consider alternative locations and/or on site management techniques such as visual buffers and managed access.
Economy	Air Quality	Improvements in the economy are likely to lead to increases in commercial traffic and employment related journeys. This is likely to have negative impacts on air quality locally. As model shift is unlikely to be a viable option (although with the River Medina accessible through the 3 commercial wharves the transfer of bulky goods and materials in this manner should be positively encouraged and planned for) the emphasis is going to be on addressing the key hotspots in term of junction and traffic management.
Settlement identity	Access	In order to maintain settlement identity an element of separation is likely to be required. Such separation is unlikely to contribute positively to settlements being able to access easily services and facilities. Given the size of settlements within the plan area, there are few that are able to maintain a

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		level of services to a level of self-sufficiency (i.e. not having to travel to other settlements for services and goods). Where settlement identity is a consideration the significance of access to services and facilities, particularly transport, will be needed to counteract any issues of access and isolation.
Ryde AAP		
Housing	Air Quality	It is likely that most residential development will lead to an increase in the number of car journeys and therefore is likely to have negative impacts on air quality locally. As Ryde serves as a source of journeys to Newport where there are already key junctions within the Medina AAP area that are close to being recorded as nationally significant for poor air quality (AQMAS) a range of mitigation measures should be considered that address both the key hotspots in term of junction and traffic management and behavioural with regards to facilitating alternatives to the private motor car, particularly where this modal shift is to cycling or walking.
Housing	Biodiversity	The presumption that new residential development is likely to lead to impacts on certain wildlife through recreational impacts has been establish for some time. While these indirect impacts can be mitigated, there is the potential for new residential development that is built in close proximity to sensitive (designated) sites to have a direct impact. Therefore the allocation process should consider alternative locations and/or on site management techniques such as visual buffers and managed access.
Tourism	Biodiversity	As an element of the tourism 'infrastructure' of the plan area is the seafront and Ryde Sands, there is potential for impacts, although these may not be significant depending upon how these are managed. The most sensitive designations are for over-wintering birds and generally tourism activities that make use of the beach and seafront area will be concentrated in the summer months. However, if approaches should change, such as extending the tourism season, or winter recreational activities that tourists may engage in that could cause a disturbance, then this will need to be considered further and ideally avoided.
The Bay AAP		
Housing	Air Quality	Of the 3 AAPs the Bay is the one that has the smallest offer in terms of retail and employment and therefore is likely to be a source of commuting journeys to the other 2 AAPs for both employment and services. New residential development is likely to add to this scenario. As there are already key junctions within the plan area that are close to being recorded as nationally significant for poor air quality (AQMAS) these are sensitive receptors to such an impact. A range of mitigation measures should be considered that address both the key hotspots in term of junction and traffic management and behavioural with regards to facilitating alternatives to the private motor car, particularly where this modal shift is to cycling or walking.

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Housing	Coasts	Sustaining existing settlement patterns will put residential property at increasing levels of risk over the plan lifetime. A risk-based sequential approach to allocations should be taken that makes use of the SFRA and latest EA flood zones, to determine the sites at least risk to flooding. Resilient design and construction should be promoted.
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Appendix 5: Options generation and initial screening

Potential Options – Identification

In order for the option to be carried through to full SA options testing through the SA Matrix the option had to answer positively to each of the 3 screening questions.

Assumptions

- The quantum is not an element open to option generation, being supported by an up-to-date objectively assessed need that confirms the core strategy approach.
- If the answer is not a 'No' then by default it has to be a yes, regardless of SA performance.

			Initial option screening				
Medina			Policy Conformity?	Deliverable?	AAP objectives?		
AAP Requirement	Spatial or Policy Option S/P	Potential Options					
1. Identify appropriate development sites, within or immediately adjacent to the settlement boundaries within the Area Action Plan boundary, for the majority of the 1,350 dwellings allocated for the area.	S	a) distribute equally around settlements	Y	Y	Y		
		These options are specific to the Medina AAP plan area. As none of these options are settlement specific, this needs to be assessed at the next stage of policy option screening.					
		b) distribute unequally across settlements	Y	Y	Y		
		c) focus on single settlement	Y	Y	Y		

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			Initial option screening		
Medina			Policy Conformity?	Deliverable?	AAP objectives?
AAP Requirement	Spatial or Policy Option S/P	Potential Options			
3. Provide for the target of 35% of affordable housing, but consider whether levels of affordable housing higher than that set out in DM4 can be achieved on land owned by affordable housing providers.	P	a) Provide for the target of 35% of affordable housing	Y	Y	Y
		b) Provide for levels of affordable housing higher than that set out in DM4;	Y	N	Y
		c) Provide for levels of affordable housing lower than that set out in DM4;	N	Y	Y
		d) Do not seek to provide any affordable housing	N	Y	Y
		e) Seek to provide only affordable housing	Y	N	Y
5. Identify and allocate suitable sites for Gypsies, Travellers and Travelling Showpeople, in line with the provisions of DM6.	S	a) Locate (new) sites within and immediately adjacent to the settlement boundary Due to the small number of pitches required (6) the assumption is made that these will be sited together.			
		b) Locate (new) sites outside of the settlement boundary			
		c) Formalise existing sites			
7. Identify employment sites with water access to ensure that appropriate access is maintained for employment uses that require water access.	S	a) Identify all employment sites within the estuary with water access	Y	N	Y
		b) Identify only those employment sites with water access at all states of tide	Y	Y	Y
		c) Identify employment sites with water access of 1ha or above (re core strategy policy SP3).	Y	Y	Y
8. Establish whether there is the need for retail	P/S	a) Propose retail allocations; 2 stage filter process will be required to first consider points a and b, and then if a apply c, d and e –	Y	N	Y

			Initial option screening		
Medina			Policy Conformity?	Deliverable?	AAP objectives?
AAP Requirement	Spatial or Policy Option S/P	Potential Options			
allocations in this general location.		also variation of this may apply to water access above.			
		b) Don't propose retail allocations;	Y	Y	Y
		c) distribute equally around settlements	-	-	-
		d) distribute unequally across settlements	-	-	-
		e) focus on single settlement	-	-	-
9. Review the Town Centre Boundaries and Primary Retail Frontages.	P/S	a) Keep town centre boundaries	Y	Y	Y
		b) Don't keep town centre boundaries	N	Y	N
		c) Keep primary retail frontages	Y	Y	Y
		d) Don't keep primary retail frontages	N	Y	N
		e) If keeping, maintain, expand or contract relevant boundary	Y	Y	Y
10. Define and ensure that the areas which separate the key settlements of Cowes, East Cowes, Gurnard, Newport, Northwood and Whippingham within the Medina Valley are appropriately protected to prevent settlement coalescence.	P/S	a) Introduce specific policy approach to identified areas	Y	Y	Y
		b) Rely on other existing policies to provide protection	Y	Y	Y
12. Identify the precise type and location of	S	a) plan for options in accordance with evidence base	Y	Y	Y

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			Initial option screening		
Medina			Policy Conformity?	Deliverable?	AAP objectives?
AAP Requirement	Spatial or Policy Option S/P	Potential Options			
waste facilities to serve development to significantly contribute to the waste target set out in SP8.		b) plan for an alternative approach to that set out in evidence base	Y	Y	Y
		c) don't plan for provision of waste facilities	N	Y	N
15. Establish whether a plan-led, viable and deliverable solution can be identified to address the capacity issues at East Cowes ferry terminal.	S	a) Address the capacity issue through planning policy			
		1. Approach based on SEEDA masterplan and extant planning permissions.	Y	Y	Y
		2. Pursue an alternative strategy or approach	Y	Y	Y
		b) Don't address the capacity issue through planning policy	Y	Y	N
		c) Pursue an alternative strategy or approach	Y	Y	Y
16. Establish the precise form of the identified junction improvements and whether further minor infrastructure provisions will be required to support the location and level of growth proposed within the AAP.	S	a) Plan for Identified junction improvements through planning policy	Y	Y	Y
		b) Don't plan for identified junction improvements through planning policy	N	Y	N
		c) Plan for Identified junction improvements through alternative mechanisms	Y	Y	Y
		b) Don't deliver identified junction improvements through alternative mechanisms	N	Y	N

Ryde		Initial option screening			
AAP Requirement	Spatial or Policy Option S/P	Potential Options	Policy Conformity?	Deliverable?	AAP objectives?
1. Identify appropriate development sites, within or immediately adjacent to the settlement boundaries within the Area Action Plan boundary, for the majority of the 2,100 dwellings allocated for the area.	S	a) concentrate development within specific area(s)	Y	Y	Y
		b) disperse development across a number of areas	Y	Y	Y
		c) disperse development across the area with no preference	Y	Y	Y
3. Provide for the target of 35% of affordable housing, but consider whether levels of affordable housing higher than that set out in DM4 can be achieved on land owned by affordable housing providers.	P	a) Provide for the target of 35% of affordable housing	Y	Y	Y
		b) Provide for levels of affordable housing higher than that set out in DM4 on all sites;	Y	N	Y
		c) Provide for levels of affordable housing lower than that set out in DM4 on all sites;	N	Y	Y
		d) Do not seek to provide any affordable housing	N	Y	Y
		e) Seek to provide only affordable housing	Y	N	Y
5. Identify and allocate suitable sites for Gypsies, Travellers and Travelling Showpeople, in line with the provisions of DM6.	S	a) Locate (new) sites within and immediately adjacent to the settlement boundary			
		b) Locate (new) sites outside of the settlement boundary			
		c) Formalise existing sites Due to the small number of pitches required (12) the assumption is made that these will be sited together.			

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7. Establish whether there is the need for retail allocations in this general location.	P/S	a) Propose retail allocations; 2 stage filter process will be required to first consider points a and b, and then if a apply c, d and e.	Y	N	Y
		b) Don't propose retail allocations;	Y	Y	Y
		c) distribute equally around settlements	-	-	-
		d) distribute unequally across settlements	-	-	-
		e) focus on single settlement	-	-	-
8. Review the Town Centre Boundaries and Primary Retail Frontages.	P/S	Keep town centre boundaries	Y	Y	Y
		Don't keep	N	Y	N
		Keep primary retail frontages	Y	Y	Y
		Don't keep primary retail frontages	N	Y	N
		If keeping, maintain, expand or contract relevant boundary	Y	Y	Y
10. Identify the precise type and location of waste facilities to serve development to significantly contribute to the waste target set out in SP8.	S	a) plan for options in accordance with evidence base	Y	Y	Y
		b) plan for an alternative approach to that set out in evidence base	Y	Y	Y
		c) don't plan for provision of waste facilities	N	Y	N
14. Prepare a masterplan for the seafront and interchange area.	P/S	a) Incorporate all findings of the master planning work	Y	N	Y
		b) Incorporate some findings of the master planning work	Y	Y	Y
		c) Don't incorporate findings of the masterplanning work	N	Y	N
17. Establish whether further infrastructure provisions will be required to support the level of growth proposed.		a) Plan for outcomes from evidence base work	Y	Y	Y
		b) Don't plan for outcomes from evidence base work	Y	Y	N
		c) Pursue an alternative approach to address identified issues.	Y	Y	Y

The Bay		Initial option screening	Policy Confor	Deliver able?	AAP objecti
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AAP Requirement	Spatial or Policy Option S/P	Potential Options			
1. Identify appropriate development sites, within or immediately adjacent to the settlement boundaries within the Area Action Plan boundary, for the majority of the 465 dwellings allocated for the area.	S	a) concentrate development within specific area(s)	Y	Y	Y
		b) disperse development across a number of areas	Y	Y	Y
		c) disperse development across the area with no preference	Y	Y	N
3. Provide for the target of 35% of affordable housing, but consider whether levels of affordable housing higher than that set out in DM4 can be achieved on land owned by affordable housing providers.	P	a) Provide for the target of 35% of affordable housing	Y	Y	Y
		b) Provide for levels of affordable housing higher than that set out in DM4 on all sites;	Y	N	Y
		c) Provide for levels of affordable housing lower than that set out in DM4 on all sites;	N	Y	Y
		d) Do not seek to provide any affordable housing	N	Y	Y
		e) Seek to provide only affordable housing	Y	N	Y
6. Determine whether further economic development land is required to be allocated to contribute to the delivery of SP3.		a) Propose economic development allocations; 2 stage filter process will be required to first consider points a and b, and then if a apply c, d and e.	Y	Y	Y
		b) Don't propose economic development allocations;	Y	Y	N
		c) distribute equally around settlements	Y	N	Y
		d) distribute unequally across settlements	Y	Y	Y
		e) focus on single settlement	Y	Y	Y
7. Establish whether there is the need for retail allocations in this general location.	P/S	a) Propose retail allocations; 2 stage filter process will be required to first consider points a and b, and then if a apply c, d and e.	Y	N	Y
		b) Don't propose retail allocations;	Y	Y	Y
		c) distribute equally around settlements	-	-	-
		d) distribute unequally across settlements	-	-	-
		e) focus on single settlement	-	-	-

The Bay		Initial option screening			
AAP Requirement	Spatial or Policy Option S/P	Potential Options	Policy Conformity?	Deliverable?	AAP objectives?
8. Review the Town Centre Boundaries and Primary Retail Frontages.	P/S	Keep town centre boundaries	Y	Y	Y
		Don't keep	N	Y	N
		Keep primary retail frontages	Y	Y	Y
		Don't keep primary retail frontages	N	Y	N
		If keeping, maintain, expand or contract relevant boundary	Y	Y	Y
9. Consider the appropriate way to develop a clear and distinctive high quality tourism offer for The Bay, particularly relating to the street economy.	P	a) implement any identified measures	Y	Y	Y
		b) don't implement any measures	Y	Y	N
		c) pursue a different approach	Y	Y	N
10. Whether high quality existing hotel and tourist accommodation stock requires increased levels of protection.	P	a) protect through quality criteria	Y	N	Y
		b) protect based on location	Y	Y	Y
		c) protect based on size	Y	Y	Y
		d) don't increase level of protection	Y	Y	N
11. Determine whether the existing hotel and tourist accommodation stock can be rationalised and what opportunities may arise for re-use of sites.	P	a) maintain existing level	Y	Y	Y
		b) rationalise and release sites for alternative uses	Y	Y	Y
		c) increase level of provision	Y	N	Y
12. Define and ensure that the areas which	P/S	a) Introduce specific policy approach to identified areas	Y	Y	Y

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The Bay		Initial option screening			
AAP Requirement	Spatial or Policy Option S/P	Potential Options	Policy Conformity?	Deliverable?	AAP objectives?
separate Sandown/Lake/Shanklin from Brading are appropriately protected to prevent settlement coalescence.		b) Rely on other existing policies to provide protection	Y	Y	N
13. Determine how the identified deficiency in Green Infrastructure can be addressed.	P	a) introduce new policy	Y	Y	Y
		b) rely on existing policies	Y	Y	Y
14. The need for a comprehensive masterplan focussing on development and the public realm along the Esplanade.	P	a) prepare a masterplan	Y	Y	Y
		b) not prepare a masterplan	Y	Y	N
		c) address issues through alternative mechanisms	Y	Y	Y
15. Ensure that development does not negatively impact on the air quality in Lake and that appropriate mitigation measures, if required, are implemented.	P	a) introduce measures to encourage a modal shift in transport use	Y	Y	Y
		b) introduce infrastructure measures	Y	Y	Y
		c) locate development to reduce impact	Y	Y	Y
		d) a combination of a - c	Y	Y	Y
16. Explore opportunities for junction improvements within The Bay, particularly looking at	P	a) Plan for junction improvements through planning policy	Y	Y	Y
		b) Don't plan for junction improvements through planning policy	N	Y	N
		c) Plan for junction improvements through alternative mechanisms	Y	Y	Y
		d) Don't plan for junction improvements through alternative mechanisms	N	Y	N

The Bay		Initial option screening			
AAP Requirement	Spatial or Policy Option S/P	Potential Options	Policy Conformity?	Deliverable?	AAP objectives?
the A3055.					
17. Identify the precise type and location of waste facilities to serve development to significantly contribute to the waste target set out in SP8.	S	a) plan for options in accordance with evidence base	Y	Y	Y
		b) plan for an alternative approach to that set out in evidence base	Y	Y	Y
		c) don't plan for provision of waste facilities	N	Y	N

Appendix 6: AAP Policy Options SA Assessment Matrix for all three AAPs

Please note, due to the size of this appendix it has formed a separate attachment.