

Isle of Wight Council

Sustainability Appraisal Report
Non-Technical Summary

to support the Island Planning Strategy

November 2018

Page intentionally left blank

Introduction

The 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 Planning Strategy (IPS). The process of SA has been integral to the preparation of the IPS and the Sustainability Appraisal Report documents the two main stages, Stages B and C, of the SA (incorporating SEA) process for the Plan. It has assisted the council in the development and appraisal of the proposed IPS and enabled the performance of policies to be monitored against the existing baseline conditions.

What is the Island Planning Strategy?

The Island Planning Strategy is the Islands local plan that, along with relevant neighbourhood development plans and the national planning policy framework, form a collection of plans and policies that are collectively known as the development plan. All planning applications will be determined in accordance with the development plan, unless material considerations indicate otherwise.

What is a Sustainability Appraisal?

The Planning and Compulsory Purchase Act 2004¹ 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 Planning Strategy and any subsequent DPDs require SA. The purpose of these requirements is to ensure that sustainable development is central to the preparation of DPDs.

The Staged Process of SA

The SA process adopted for the IPS has two main outputs.

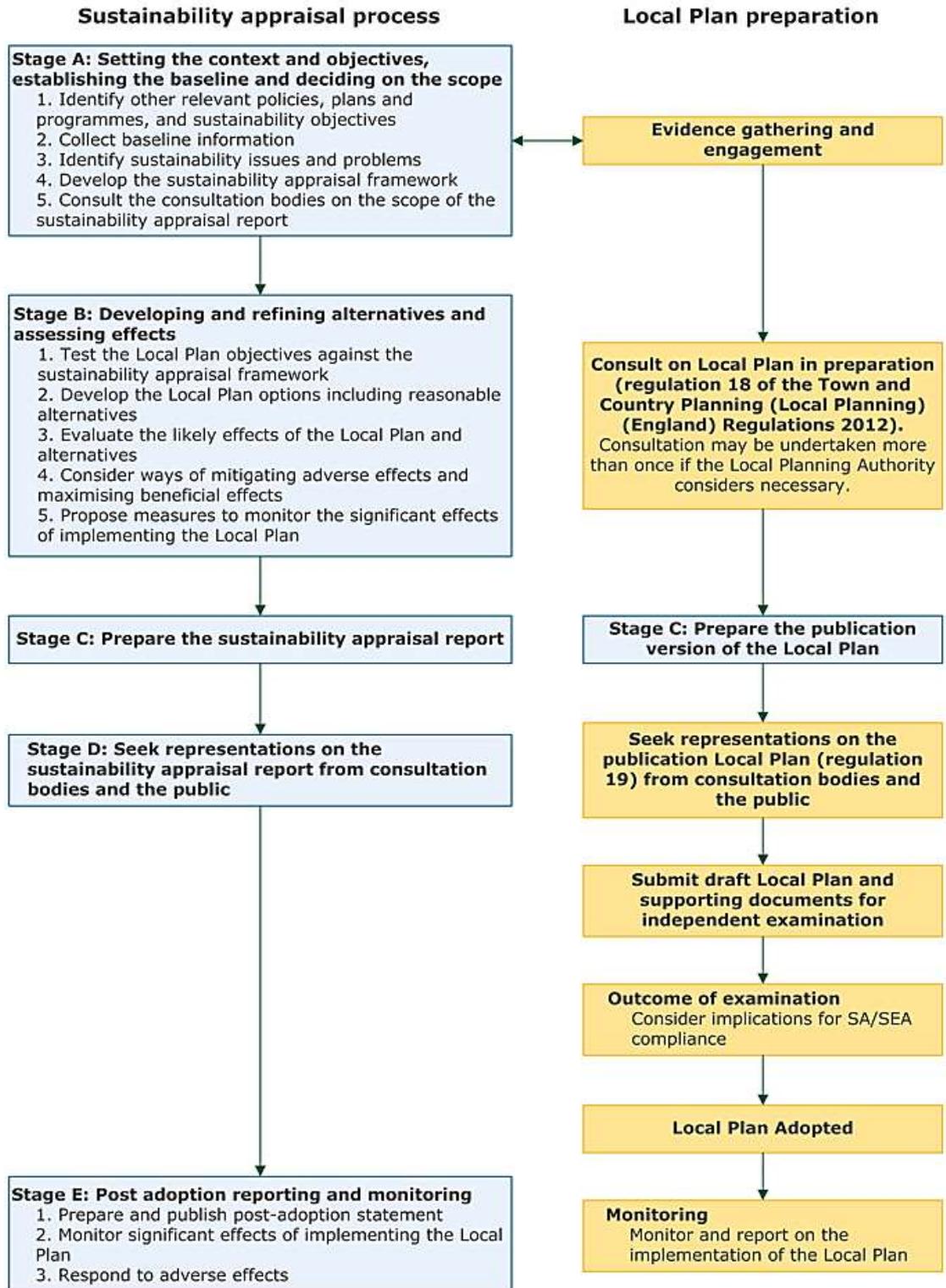
Scoping Report (Stage A): This sets out a description of the baseline characteristics and the predicted future baseline; establishes appraisal objectives which will be used to assess the effects of the emerging plan and provides a methodology and programme for appraising the emerging strategy;

SA Report (Stage C): This document reports on the detailed assessment of the likely significant effects of the IPS emerging policies and alternative options. It also summarises how the assessment was undertaken and makes recommendations on mitigation and monitoring measures.

There are five main stages of SA as identified in the Ministry of Housing, Communities and Local Government (HCLG) National Planning Practice Guidance which is in turn based on the ODPM SEA guidance (2004), which are set out below (Stages A to E).

¹ The Planning and Compulsory Purchase Act 2004

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



How the Sustainability Appraisal has been carried out

The SA approach and the format of this report follow 'A Practical Guide to the Strategic Environmental Assessment Directive' provided by the Ministry of Housing, Communities and Local Government (HCLG), formerly the Office of the Deputy Prime Minister (ODPM) ("ODPM SEA Guidance")². The SA has also taken account of other relevant published guidance such as that provided by the web-based resource of the HCLG [National Planning Practice Guidance](#) in relation to [SEA and SA](#).

The SA uses available information to assess how the Island Planning Strategy is aligned with each SA objective. HCLG 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.

What are the key sustainability issues affecting the Island?

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 IPS) can be identified and their subsequent success or otherwise be monitored.

The issues identified have been summarised below against each SA (SEA compliant) category and are derived from Appendices 3 & 4 of the SA Scoping Report. The summary of SA Issues set out in Table 4.1 includes the potential evolution of baseline with no new plan/policy intervention.

² A Practical Guide to the Strategic Environmental Assessment Directive (2006) Office of the Deputy Prime Minister

Table 4.1: Summary of SA Issues

SA Topic	SA Issue	Potential evolution of baseline	Areas identified where this could be an issue ³
Air Quality	Congestion currently experienced within Newport at peak times. Housing development will increase population which could result in traffic growth in some areas.	With journeys remaining the same or increasing, combined with certain weather events (such as prolonged extreme summer temperatures as experienced summer 2018) air quality is likely to decrease over time. Improvements associated with move to electric vehicles is likely to be slower and more delayed (post 2020) due to the levels of income on the Island and therefore reduced financial mobility when compared to mainland neighbouring authority areas. Opportunities to encourage a modal shift to more sustainable forms of transport are not realised.	Newport as the hub of the road network on the Island, in particular areas around Coppins Bridge and approaches such as Fairlee Rd. Single occupancy of vehicles into Newport at peak times. Road network around Newport could be more cycle and pedestrian friendly.
Coasts	Areas of erosion	With climate change rates of erosion will increase, leading to increase costs to maintain existing defences, access to shoreline and port and harbour facilities. Increasing occurrence of cliff falls and associated safety issues.	Southwest coastline and parts of the northern Solent coast.
	Areas of instability	With increased erosion the existing stability issues will worsen. The greatest effects will be felt where there is significant development and infrastructure.	Ventnor and the southern coast of the Island. Gurnard where cross-Solent utility mains make landfall on the Island.
Water	Provision including groundwater protection zones, protection and enhancement of catchments	Up to 30% of the Island's water is imported. With the existing mainland sources of supply currently under public enquiry, therefore there is some uncertainty as to current and future supply options.	Island watercourses, points of abstraction and Island-wide for demand.

³ This does not identify the only area where the issue may exist, but identifies particular areas where the issue is known to exist. Areas of significant spatial extent or numbers of designations are an example of this.

SA Topic	SA Issue	Potential evolution of baseline	Areas identified where this could be an issue ³
	and watercourses, cross-Solent supply and demand management	Existing Island watercourses continue to be under pressure. Rural areas suffer from nitrogen pollution associated with agriculture, while urban watercourses present numerous issues such as the fragmentation of potential wildlife corridors, provision of important habitat such as feeding areas for bats, culverted sections creating barriers for the movement (including migratory) of species and removing the complete range of natural habitat associated with the transition from water channel to top of bank. Culverted sections also reduce capacity in times of flood and increase flow rates.	
	Quality including treatment and disposal	Existing assets fail to take account of unplanned growth. Increases in pollution incidents and exceedance of capacity.	The Bay has the Island's main waste water treatment works that serves the majority of the Island.
Landscape, archaeology and heritage	Potential visual impact of new development, including upon on the AONB and Heritage Coast designations.	Continuing with unplanned development increases the risk of new development impacting negatively on designations, particularly with a lack of strategic level assessment of the cumulative impact of all new potential development on landscape scale assets and designations. Erosion of these environmental assets will impact on the appeal to visitors and the performance of both the rural and tourism economies on the Island. Yarmouth, Cowes & East Cowes and Ryde form important gateways to the Island, each with a unique visual experience contributing to the overall seascape for the area. Redevelopment of either terminal facilities or wider towns detracts from the seascape	The Bay area is particularly vulnerable both in terms of being a source (is surrounded by the AONB with the Heritage Coast nearby) and receptor (having a heavy reliance on the tourism industry for it's economy). Yarmouth, Cowes & East Cowes and Ryde

SA Topic	SA Issue	Potential evolution of baseline	Areas identified where this could be an issue ³
		value provided by the Island gateways. Over 75% of the West Wight is AONB and almost 80% of the coastline is Heritage Coast.	
	Potential impact of new development on conservation areas, archaeological sites, historic parks and gardens, scheduled monuments, listed buildings, and other important heritage buildings etc. across the Island. 31 assets on the Island are currently on the Historic England Heritage at Risk Register.	Lack of recognition and protection. The public realm of the Bay area, including promenades and public areas and buildings of historical significance are allowed to decline to a point of losing any historical value, or this value is diminished through insensitive development. The historic character of Ryde is not further enhanced. Yarmouth has a number of significant heritage assets, in particular Yarmouth Castle which will increasingly be under threat from sea-level rise and flooding, as will the medieval settlement at Newtown.	The settlement layout and medieval gridded street system of Newport is eroded by commercial development and traffic management. Bay area. Shanklin old village. Ryde town centre and seafront. Yarmouth and Newtown.
Biodiversity, fauna and flora	Integrity of European Sites & other nature conservation sites	Unable to achieve a net gain, or maintain favourable conservation status (including MCZs). Reliance on a lack of planned delivery (as would be provided with a new plan through allocated sites) results in more piecemeal and ad hoc development, increasing the possibility of fragmenting habitats, missing opportunities for creating wildlife corridors and unlikely to achieve co-ordinated positive gains for wildlife and biodiversity on the Island.	All new development. All major settlements on the Island are adjacent to, or in close proximity to European sites. Likely areas of source of impact have already been identified for the Solent & Southampton Water SPA with its 5.6km buffer.
	IWC self-assessment system of applications	System is proved to be ineffective at mitigating potential negative effects of development.	Island-wide, all relevant planning applications.
	Trees, woodland & hedges	Existing plan does not have a separate policy; however these environmental assets can play a significant role	Island-wide, all new development.

SA Topic	SA Issue	Potential evolution of baseline	Areas identified where this could be an issue ³
		from informing design and layout and onsite constraints, to the determination of an application. These features make a significant contribution to the biodiversity and landscape quality of the Island. Without a planned approach there will continue to be a lack of local level policy direction. This will lead to an increase in illegal activity such as the unconsented removal of hedgerows and felling of protected trees and woodland without permission.	
Soil, geology and land use	Use or loss of finite mineral and soil resources.	The most agriculturally rich soils on the Island are not adequately protected from speculative non-agricultural development.	Arreton Valley in the Bay area.
		Mineral Safeguarding Areas continue to be eroded by piecemeal development that is neither compatible with mineral development nor realises the potential minerals prior to development.	Island-wide extent of the MSA.
	Areas significant due to their geological importance e.g. RIGG sites	The geodiversity of the Island is significant, with an established attraction (Dinosaur Isle) the Island is known as a location of geological interest. RIGG sites acknowledge the local importance of this earth heritage asset. With no plan or policy to protect this asset the features of the designation may be compromised and significantly harmed.	Specific locations of RIGGS designations.
Climate Change	Areas of flooding	With a limited public expenditure and reduced funding from central government more areas will experience flooding. This is likely to be both to greater depths and for more prolonged periods of time. The economic, health and social impacts will be increasingly more severe. Increasing levels of disruption to travel and	Parts of Newport are subject to flooding. Cowes High Street and East Cowes flood regularly. The Bay has around 400 properties currently at risk from flooding and is vulnerable from both the coast and Eastern Yar. Flooding in the Bay

SA Topic	SA Issue	Potential evolution of baseline	Areas identified where this could be an issue ³
		transport. Higher demand on emergency services will mean more properties having to wait longer to be rescued, or not being rescued at all.	area can also significantly disrupt transport with key roads into and out of the area vulnerable. Around 335 properties are at risk from flooding in West Wight. Ongoing catchment specific capacity issues at Monktonmead Brook, Ryde
	Provision of infrastructure to support existing and future technology e.g. electric vehicles and storage of locally generated electricity.	Will remain at current standard of provision and levels of capacity. Without either specific central government schemes or a local delivery mechanism the Island is likely to be behind mainland counterparts in the provision of this infrastructure which will disadvantage existing businesses and future potential investment.	Island-wide, but with particular and significant impacts in the main areas of employment, i.e. Newport, Cowes, East Cowes, Ryde and the Bay.
Culture & local distinctiveness	Settlement coalescence	Areas between settlements will continue to receive pressure from speculative development proposals.	The spaces between settlements will be eroded to the extent that Cowes, Gurnard and Northward are one settlement, there is no discernible gap in development between Newport and Northward. East Cowes and Whippingham become joined and Brading becomes part of the existing Bay urban area.
	Light pollution and Dark Skies	Development occurs in the areas particularly sensitive to light pollution, without direction on either appropriate development or mitigation measures light pollution increases over time to a point where there is no discernible difference between the night sky of the Island and it's mainland counterparts. This negatively impacts both biodiversity and tourism.	As identified in the Isle of Wight AONB Dark Skies Advice. Where there is very little artificial light. Some of the best locations are found on the South Western Coast of the Isle of Wight along the Military Road. However, there are places across the Island that can boast Dark Skies.
	Local identity and	Loss of character and identity of settlements due to	Newport has a lack of green space or trees

SA Topic	SA Issue	Potential evolution of baseline	Areas identified where this could be an issue ³
	distinctiveness	unsympathetic development. Continuing decline in the public realm, open spaces and public art. Development fails to add positively through design to the experience of being somewhere.	within the town. Despite its historic character Newport suffers from a lack of identity and sense of place.
	Provision of and access to cultural facilities.	No strategy for the provision of facilities to support cultural experiences that help provide the Island with its identity, or to broaden the cultural experiences of residents. The opportunity to increase cultural experiences and richness of the Island is lost and consequently the identity of the Island is lessened.	There are events that provide cultural identity to the Island including various carnivals, music festivals, sailing, cycling and walking events. Permanent venues are smaller scale and there is a lack of conferencing facilities. This prohibits the hosting of larger events throughout the year, limiting such occasions to the summer months.
Population	Older and aging population	West Wight continues to have above the Island average for economically inactive residents.	West Wight
	Outward migration of economic active age group	Young people continue to leave the Island for employment or education opportunities, weakening the economic base and increasing demographic imbalance adding to an aging population	Island-wide
Crime and safety	Incidents of antisocial behaviour associated with the evening economy.	Complaints and reported incidents increase in number and seriousness.	Newport town centre
Health	A range of health inequalities across the Island with those in the more deprived areas facing a shorter life expectancy.	Deprivation continues and even increases as opportunities to better quality accommodation aren't available, continuing and increasing over-crowding, limiting life choices and potential to improve health issues associated with deprivation and ultimately life expectancy. The number of long term sick or disabled in the West Wight continues to be above the Island average. Lack	Pan A & B, Newport South B and Newport North B. Ryde The Bay for long term sick, disabled and residents stating their health as bad or very bad. West Wight for long-term sick and disabled.

SA Topic	SA Issue	Potential evolution of baseline	Areas identified where this could be an issue ³
		of affordable housing continues to contribute to an increasingly aging population in the West Wight adding to these numbers.	
Social inclusion	Areas of deprivation on the Island, unfit housing, single pensioner households, and homelessness.	Higher than average over-crowding within housing sub-markets will continue as a result of constrained supply of affordable housing. Extended waiting list for affordable housing with longer waiting times. Potential for increase in homelessness and likely to be increases in intergenerational sharing of a single home, number of children/young adults staying home increases as does the length of time.	Newport and East Cowes Wards of Cowes Medina, East Cowes West and Cowes Central ranking as some of the most deprived wards on the Island. Shanklin, Sandown and Ventnor have areas that fall within the 20% most deprived areas in England. The Bay for children in child benefit families and in poverty. Ryde North East B and St John's West A are the 2 most deprived lower super output areas on the Island. Pockets of deprivation in urban area of Freshwater. West Wight for no of child benefit families.
	Relatively high house price to income ratio.	Urban areas with smaller stock will remain an issue in terms of supply of affordable housing. Rural areas will become increasingly less affordable with constrained supply and increased demand.	East Cowes and Ryde estimated proportion of households unable to afford market housing without subsidy is higher than the Island average, with the Bay and Ventnor have the highest proportion. West Wight estimated proportion of households are unable to afford market housing without subsidy.
	Requirement for Gypsy and Traveller sites	No formal sites to serve this community, which could result in unplanned development that may be in unsuitable and unsustainable locations.	Across the Island.

SA Topic	SA Issue	Potential evolution of baseline	Areas identified where this could be an issue ³
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.	Existing provision and opportunities remain the same, resulting in continuing low education and skill levels.	Concentration of people employed in lower skilled jobs in East Cowes. The Bay for low education attainment. Sandown, Shanklin and Wroxall for concentration of people employed in lower skilled jobs.
Access	Employment uses that require water access	The limited supply of sites with waterfront access becomes more constrained by other uses not dependent on such a location. Cowes continues to be a focus for yachting and the Medina Estuary the primary location for port activity, particularly transfer of bulky goods. Increasing pressure on these uses from speculative residential development, either due to incompatible uses or directly competing for prime site location.	Cowes, East Cowes and Newport Harbour.
	Condition, capacity and access to all cross-Solent terminals.	The town centre location of certain ferry terminals combined with the increased use leads to problems accessing these ports with limited parking and marshalling facilities. Sommerton ParknRide is at capacity and can no longer provide an alternative. The redevelopment of East Cowes fails to deliver improvements either through traffic management or the desirability of East Cowes as a destination in itself. Transport interchanges are not planned for to accommodate growth, hampering movement and connectivity, increasing likelihood of reliance on	Cowes, East Cowes and Yarmouth. Ryde Esplanade and Ryde St Johns

SA Topic	SA Issue	Potential evolution of baseline	Areas identified where this could be an issue ³
		private transport. Future links are not made between different transport modes.	
	GI and open space requirements	Development fails to meet national requirements for open space or any local quality standards. Lack of provision of open space leads to increasing pressure on existing open space and will be increasingly detrimental to population health/healthy communities.	Focus is on the main urban areas, where access to open space is restricted, e.g. Newport, Ryde and the Bay areas.
Material assets	Road network is restricted in places and traffic hold ups can occur at peak times (eg the A3055)	Newport suffers from being the hub of the Island road network, combined with its primary position for retail and employment leads to ongoing traffic issues that will increase. During the summer Shanklin and Sandown experience significant traffic as a result of the tourism season. The constraints in both width and layout of the road network in Ryde increase with a growth in road traffic, with no delivery of a planned solution.	Routes into Newport. Shanklin and Sandown. Ryde
	Footpaths, cycletracks and rights of way network	Potential opportunities to improve the current network are missed. This reduces the likelihood of individuals choosing these more sustainable forms of travel for their journeys. The topography of Ryde continues to influence the difficulty of moving around the town on foot or by bike.	Cycle routes and facilities in the Bay Area. Moving around Ryde on foot or by bike.
	Ability of the chain ferry to provide a reliable and affordable service.	The operational issues with the chain ferry continue, forcing journeys to go around the Medina Valley via Newport, leading to increases in road trips, congestion and emissions to air. Impact for significantly increased journey times will be both social and economic in	Cowes, East Cowes and Newport.

SA Topic	SA Issue	Potential evolution of baseline	Areas identified where this could be an issue ³
		addition to the environment impacts above.	
	Continued operation of rail line.	Profitability and a lack of development planned to encourage the use of this infrastructure continues it's uncertainty in terms of viability and risk. Resulting lack of future investment eventually leads to closure. Increase in reliance on the road network between the Bay and Ryde and loss of a tourism attraction.	The Bay and Ryde
Employment & Economic Performance	Impact on the existing road network at peak times from people travelling, by car, to/from work.	Increase in both the number and distance people travel to work. Journey times increase and the majority of journeys are single occupancy private vehicles.	Main centres of employment, but in particular Newport as the road network hub.
	Marine related tourism	Heavy reliance on tourism based around yachting continues the seasonal nature of the town centre, affecting both employment opportunities and vibrancy of the high street during the winter months.	Cowes and East Cowes
	Employment provision	The employment offer on the Island remains limited in both range and the wages offered. This continues the pockets of low skills/wages and unemployment. Retail and tourism continue to be the main areas of employment in Ryde, but manufacturing continues to be significant. West Wight continues to have the highest rates of self-employment on the Island.	Mean income in the Bay is below Island average, with Ventnor having the lowest average wage. Local concentrations of unemployment found in Brading, Sandown, Shanklin, Lake and Ventnor. Mean income level for Ryde is below the Island average.

What objectives have been used to assess the Island Plan?

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 IPS. The objectives are not specifically required by the SEA Directive; however they are a valuable way of assessing the sustainability effects of the plan.

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 the IPS. 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 (see Table 5.1 SA Objectives and Appraisal Criteria below).

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 as identified in modelling
	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 infrastructure, property and people from erosion and instability and avoid damage to the coastline of loss of amenity as a result of human activity.
		Promote protection, restoration and enhancement of coastal zone (including protected sites for nature conservation) 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. Water: To maintain and improve the water quality of the Islands, groundwater, rivers and coasts and to achieve sustainable water resources management.	Water quality and quantity. Groundwater vulnerability	Protect the quality of water by controlling development likely to adversely affect groundwater, surface water, bathing water, and estuaries quality. Maintain environmentally sustainable supply. Provide sufficient capacity for treatment of wastewater.
4. Landscape To protect and enhance the Islands natural and historic environment and character, and to achieve sustainable	Impact of new development on the AONB and Heritage Coast designations	Conserve and enhance the Isle of Wight AONB in line with its status, purpose and AONB Management Plan, specifically AONB Management Plan Overarching Objectives 1 – 6.
		Protect tranquil areas on the island and avoid risk to them from light and noise pollution and increases in traffic.

Appraisal Criteria	Issue from Baseline	Appraisal Sub-criteria
development within a sensitive landscape		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.
	Impact of new development on the Island's coastline.	Positively contribute to the relevant seascape at both an Island and Southern Marine Plan scale.
5. Archaeology and heritage: To protect and enhance the Islands historic environment and character, and to achieve sustainable development within a sensitive landscape	Potential impact of new development on conservation areas, archaeological sites, historic parks and gardens, scheduled monuments, listed buildings, and other important heritage buildings etc. across the Island. 31 assets on the Island are currently on the Historic England Heritage at Risk Register.	Conserve and enhance the significance 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 & HER Will it provide for increased access to and enjoyment of historic assets?
6. 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) Achieve or maintain favourable conservation status for all notified features.
	Biodiversity - determine if the current self-assessment system is working and the subsequent risks are absent/substantially reduced.	Demonstrate a net gain in biodiversity focusing on priority habitats.
	Unauthorised works to trees, woodland & hedges	Protect trees and hedges identified as having a value and reduce any loss.
	Increase woodland in-line with Defra	Increase woodland by 12% cover by 2060

Appraisal Criteria	Issue from Baseline	Appraisal Sub-criteria
	25yr Plan	
7. Soil, geology and land use: To ensure appropriate land use in relation to soil and geological functionality and to improve efficiency in land use.	Use or loss of finite mineral and soil resources.	Protect areas which have value for their mineral resource potential, number of non-mineral related development permitted in MSAs/extent of MSAs sterilised.
		Encourage the remediation and re-use of contaminated and brownfield land.
	Protection and enhancement of sites important for their geological significance.	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
8. Climate Change Mitigation To minimise future climate change through reducing emissions of carbon dioxide and other greenhouse gases	Provision of infrastructure to support transition to a low-carbon economy and society	Condition and extent of RIGGS
		Extent of fasted speed internet connectivity
		Availability of local electricity storage
		Provision for electrical vehicle use through charge points
9. Climate Change Adaptation To reduce the risks to people and properties and the environment from the effects of climate change	Vulnerability to flooding and the effects of a changing environment	Sequential risk-based approach to the location of development, taking into account the current and future impacts of climate change, so as to avoid, where possible, flood risk to people and property.
		Making provision for the natural environment to adapt to coastal squeeze and the ability for habitats to roll-back.
SOCIAL		
10. Culture: To maintain and protect the local culture, traditions and civic pride of Island towns and villages and increase engagement in cultural activity	Settlement coalescence	Establish the key landscape sensitivities and ways in which settlement coalescence can be prevented in the future.
	Light pollution and Dark Skies	Reduce light pollution and increase darkness. Encourage both development and design that does not impact areas identified as having dark skies.
	Local identity and distinctiveness	Increase the local identity of individual settlements. New investment in the public realm.
	Facilities / sites to support	Provision of and access to cultural facilities.

Appraisal Criteria	Issue from Baseline	Appraisal Sub-criteria
	opportunities for people of the Island to experience cultural diversity	
11. Population: To develop and maintain a balanced and sustainable population structure on the Island.	Island population structure	Support an aging population To achieve a balanced population structure on the Island
	Outward migration of economic active age group	Number of Island residents in further education or training Number of Island residents in full-time employment
12. Crime and safety: To reduce crime and the fear of crime and ensure safety in the public realm	Incidents of antisocial behaviour associated with the evening economy.	Growing the evening economy while reducing incidents of antisocial behaviour. Number of reported incidents.
13. 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	Level and the distribution of affordable housing across the Island
		To ensure there is an equitable distribution of health related services and facilities across the Island.
14. Social Inclusion: To reduce the level and distribution of poverty and social exclusion across the Island	Areas of deprivation on the Island, unfit housing, single pensioner households, and homelessness.	Provision for a range of flexible accommodation focussed on main areas of deprivation.
	Relatively high house price to income ratio.	Level and the distribution of affordable housing across the Island to ensure that sub housing market area needs are being met
	Requirement for Gypsy and Traveller sites.	Meet the identified need of the Gypsy, Traveller and Travelling Showpeople communities by allocating sufficient sites (pitches).
15. Education and training: To raise educational achievement levels across the Island and develop opportunities for everyone to	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	Ensure there is adequate access to education facilities Proportion of schools that are inadequate.

Appraisal Criteria	Issue from Baseline	Appraisal Sub-criteria
acquire the skills they need to find and remain in work	children is poor.	
16. Access: To improve accessibility to all services and facilities	Employment uses that require water access	Number of employment sites with water access, available/occupied
	Condition, capacity and access to all cross-Solent terminals	Maintain variety and access and seek opportunities for improvements
	GI and open space requirements	Provision of open space meeting national requirements to benefit health and wellbeing. Provide opportunities for people to access open spaces and opportunities for contact with nature.
ECONOMIC		
17. Material assets To ensure the provision of adequate infrastructure for transport, utilities, housing and public facilities to meet the needs of residents and visitors	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.
	Footpaths, cycletracks and rights of way network	Ensure there is adequate access to cross-Solent terminals To ensure access to sustainable transport routes
	Ability of the chain ferry to provide a reliable and affordable service.	Number of days ferry cancelled
	Continued operation of rail line	Length of rail franchise (no. of years), number of rail passengers
18. Employment & Economic Performance: 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.
	Infrastructure and masterplan of the seafront interchange area (Ryde)	Ryde Masterplan
	Improving The Bay street economy, the general improvement of the	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
	urban environment. To expand and improve the tourism offer and experience at Ryde and to make best use of existing tourism-related sites.	Ryde Masterplan

Are the Island Plan Objectives compatible with the Sustainability Objectives?

Guidance states that it is important to test the objectives of the plan against the SA objectives. The results of this exercise are set out in Appendix 4 of the draft SA Report. When the ISP objectives were reviewed against the SA objectives, 7 of the ISP objectives were identified as having potential incompatibilities. The potential incompatibilities are summarised below;

Table 7.1: ISP Objectives v SA Objectives Potential Conflicts

IPS objectives		No. of potential conflicts
3.	The Isle of Wight is a leading UK visitor destination	10
4.	Businesses have the confidence to invest	3
6.	A well-educated and skilled community	1
8.	The community feels safe and the Island is resilient	2
9.	People take responsibility for their own health and wellbeing	1
10.	People have a place to call home and can live with independence	5
12.	A financially balanced and sustainable council	4

Having tested the compatibility of the ISP objectives against the SA objectives and then identifying potential conflicts, the next step was to summarise the potential conflicts and suggest measures to mitigate the identified tensions and conflicts. The tables in Appendix 4 of the draft SA Report set out the potential mitigation measures and recommended action for the IPS. A summary of the actions identified is provided below.

Table 7.2: Summary of mitigation identified as a result of compatibility analysis

IPS Ref at time of assessment	Recommended action from SA
SGOE7	5. Contribute to creating an all year round tourism offer. Add – that takes full account of potential seasonal significant impacts on protect sites and species.
SGOE6	Add to supporting text; para. 6.96 All proposals that lead to an increase in the evening economy will need to demonstrate how consideration of public safety, disturbance and antisocial behaviour has been taken into account.
HQE6	Add; 4. Consider and balance the relationship between the quality of place, economic, social (including safety and antisocial behaviour), cultural and environmental characteristics.
CSSHC5; CSSHC6	Amend supporting text; para 8.35 Through its design land use planning policies the council wants to ensure that future development contributes to creating environments that are accessible to all generations (and associated health issues) and by doing so improve residents' health and wellbeing.
CSSHC11	The council recognises the importance of key pieces of infrastructure to the Island, and will support the principle of development that maintains and/or improves the current provision of utility infrastructure, including at the following locations: ...

How were options generated and appraised?

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 plan 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.)

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 5 Options generation and initial screening sets out all the variations on each plan requirement that were considered.

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 policy, reflecting the presumption in favour of sustainable development?
- Can it be delivered; is it a realistic option to deliver the objectives of the plan?
- Will it contribute positively to the ISP objectives?

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.

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 IPS requirements had multiple options to test the SA Matrix was formatted in such a way as to allow assessment of each option of the relevant policy requirement side by side. This assisted in the identification of a preferred approach (in SA terms) for each policy requirement.

The main outputs from the assessment of the policy options were the identification, in terms of SA performance, of preferred 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 7, with all the summaries of each option assessment set out in Appendix 8.

Table 7.8 provides a summary of each identified preferred option and accompanying performance recommendations. It will be for the next stage of plan evolution to consider these recommendations and the next iteration of the SA to demonstrate how the plan has taken account of it's findings.

Table 7.8 Summary Outcomes of SA Options Assessment

Preferred Option	Recommended Mitigation/Enhancement
Balanced Mix of Housing – Provide an appropriate mix of housing based upon evidence, identified need for a local area and any specialist housing requirements.	The effects will be greatest, and therefore effort should be focussed to implement, in areas of deprivation, where people are likely to be some of the most vulnerable members of the local community (The Bay, West Wight, Pan A & B, Newport South B and Newport North B).
Coastal Management – sets out the council’s approach to managing development in areas affected by coastal change through a criteria approach based upon CCMA’s.	To avoid any potential negative impacts the policy will need to be able to accommodate a flexible approach where practical to do so (such as time-limited consents for shorter life-span development, e.g. commercial uses). The policy will need to recognise the need to maintain localised stability in key areas (probably through maintaining defended sections of coast) if it is to address identified uncertainties associated with landfall.
Design Quality for New Development – Sets out a range of urban design criteria for developments to meet, focussing on high quality and inclusive design.	Consideration should be given to minimising the production of waste and pollution. Ensuring new development both takes account of and positively contributes to the environment within which it is set, having particular regard to designated sites, heritage assets and the character of an area. Development is required to be appropriately landscaped to provide an attractive setting that provides open space and integrates with the surroundings. The policy could be strengthened by a more robust requirement to the credibility of the design process and those involved, including relevant accreditation and use of industry standard formats/approaches and assessments.
Developer Contributions – Secure contributions where development would add to capacity requirements for infrastructure.	Only positive effects have been identified and mitigation is not required.
Economic Development – Support growth in economic development including, extension of existing employment sites in sustainable locations, development of clusters focussed within Medina Valley and Ryde, start-up units and room for expansion, sustainably located mixed use developments, rural economic development including farm diversification, conversion and reuse of existing buildings. Resist loss of employment sites.	Rural elements of the policy will need to be checked with a caveat relating to proximity of sustainable modes of transport (including public transport). Acknowledgement that brownfield sites can have a value in terms of wildlife and biodiversity.
Ensuring Planning Permissions are Delivered - Requiring evidence that the scheme is deliverable, suitable and achievable for major development. Previously permitted or soon to expire residential permissions not to be approved unless sufficient evidence is provided that the site is deliverable.	Only positive effects have been identified and mitigation is not required.
Flood Risk – Expect proposals to reduce the overall and local risk of flooding, primarily through the sequential risk-based approach of	Use of the SUDS management train which should help to ensure biodiversity gains. The policy would perform better if there was greater certainty of the

Sustainability Appraisal Report Non-Technical Summary
to support the Island Planning Strategy

Preferred Option	Recommended Mitigation/Enhancement
the sequential and exceptions test	opportunity for biodiversity gains being taken into account, by referencing such a requirement in policy wording.
Gypsies, Travellers and Travelling Showpeople – Meet the identified need by allocating sufficient sites that meet settlement boundary, accessibility and infrastructure requirements criteria.	In allocating sites consideration is given to: infrastructure requirements, access to facilities and sustainable transport networks, protecting water quality and maintaining a sustainable supply, conservation and enhancement of the AONB, protecting tranquil areas, protecting landscape and settlement character/identity, protecting wildlife and habitats, protecting mineral and soil resources and avoiding development at risk from flooding and the effects of climate change.
Historic and Built Environment – Conserves and enhances the Islands historic and built environment through a number of criteria.	The performance of the policy could be further improved if there was sufficient flexibility to allow the loss of features with no historic merit within heritage assets as long as this led to the further enhancement of the historic context and where relevant provided increase access to and enjoyment of historic assets.
Housing for Older People – Support development proposals that contribute to the identified need of accommodation suitable for older persons, including protection of existing provision	Only positive effects have been identified and mitigation is not required.
Landscape, Seascape, Biodiversity and Geodiversity – Conserve, enhance and promote the landscape, seascape, biodiversity and geological interest of the Island through a number of criteria	Protection of both species and habitats will need to be flexible in order to be able to allow adaptation to the changing dynamics that are being brought about by climate change. The policy should pick up on the potential issue of increasing the appeal of the Island in terms of tourism to extended seasons or even year-round, will need to be done without any impact on protected environmental features that rely on the current off-season, such as the SPA designation for over-wintering birds. While the focus to date has been the coastal zone, there will need to be an awareness of the actual and likely future impacts of climate change on terrestrial habitats and species. Access to nature will need to be managed so as to ensure no detrimental effects on habitats and wildlife.
Locally Affordable Housing – Provide 35% of the development as on-site affordable housing, based on developments of 15+ units in KRAs and 10+ units elsewhere. Deliver a target mix of 70% affordable housing to be social/affordable rented and 30% for intermediate tenures.	The policy could be enhanced if consideration of affordable housing could also include it's efficiency so that technologies that lead to cheaper running costs and more affordable living are part of helping make life more affordable for the poorest and most deprived.
Preserving Settlement Identity - Preserving Settlement Identity by preventing development in certain areas/gaps that would impact upon separation, boundaries drawn widely.	Only positive effects have been identified and mitigation is not required.
Renewables – Sets targets and criteria to encourage renewable energy schemes	Impacts should be avoided, minimised or mitigated when planning for such schemes.

Sustainability Appraisal Report Non-Technical Summary
to support the Island Planning Strategy

Preferred Option	Recommended Mitigation/Enhancement
	The renewable energy policy will need to make the links, such as through requirements, to ensure all opportunities for such added value are taken advantage of, e.g. Contributing to the availability of local electricity storage, provision for electrical vehicle charge points and supporting supply chains associated with renewable energy.
Rural Service Centres and the Wider Rural Area – Protection of existing retail provision in rural locations with a sequential criterion-based approach to the location of new retail.	Retail uses traditional involve lit frontages and advertising and this will need to be appropriately managed within sensitive rural areas, particularly the AONB and dark skies proposed designation.
Social and Community Infrastructure – Support development proposals that improve cultural, educational, leisure and community facilities and protect existing provision, on a criteria basis.	Only positive effects have been identified and mitigation is not required.
Supporting Rural Economy – Allow for more development that supports economic activity in rural areas	Consideration of a green travel plan; this should be particularly focussed on businesses likely to generate trips. Consideration of low impact development, sympathetic to the rural context and a green travel plan; this should be particularly focussed on businesses likely to generate trips. Consideration of low impact development, sympathetic to the rural context and a requirement to enhance local biodiversity, both through the development itself and contributions to habitat enhancement. Consideration of any guidance on MSAs, including use of resource before its sterilised.
Sustainable Build Criteria for New Development – Measures to reduce the consumption of natural resources and to help deliver targets for reducing carbon emissions	Only positive effects have been identified and mitigation is not required.
Sustainable Travel – Supports proposals that increase travel choice and provide alternative means of travel to the car.	Further benefit could be gain by seeking to identify where sustainable transport routes could form ecological corridors to link existing wildlife sites. The policy could provide further positive impacts if consideration was given to the possibility of local electricity storage as part of the vehicle charging point network.
Town Centres – Sequential and impact-based approach focussing retail on existing town centres	Redevelopment of any commercial core or high street generally tends to be piecemeal, so a guide on design and form would help to mitigate these impacts and possibly even lead to improvements through a coherent, consistent set of design guidelines, sympathetic to the historic elements and local vernacular.
Utility Infrastructure Requirements – Support proposals for improvements in provision of utility infrastructure and requirement for new development to demonstrate utility capacity	Where the new infrastructure has the potential to be visually prominent measures to mitigate should be sought as far as reasonably possible. The nature of the infrastructure involved, implementation and whether full account has been given to all sensitive receptors will determine the level of impact.

Sustainability Appraisal Report Non-Technical Summary
to support the Island Planning Strategy

Preferred Option	Recommended Mitigation/Enhancement
	These impacts can be mitigated for within the policy if reference is made to consideration being given to potential impacts. Mitigation will be dependent on the existing baseline (for example removal of obsolete infrastructure may provide significant benefits to the historic environment if done sensitively).
Cross-Solent Travel – Criteria based approach to the development of existing terminals, addressing in particular future demand/capacity and any traffic related issues; and requirements for any new terminals.	Allowing development that avoids negative impacts on landscapes and seascapes, wildlife, geodiversity and the effects of climate change (including flooding) will require detailed consideration. It is likely that environmental statements and habitat regulations assessment will be required, especially for new terminals.
Creation of an area of ‘Dark Skies’ - measures to reduce light pollution from new development. An area within the south western part of the AONB designation.	Balance will need to be struck between reduced lighting and safety in the public realm, e.g. sustainable transport network.
Economy - Plan for employment land provision based on ELS recommendations	Uncertainties associated with the preferred option can be addressed by adding spatial criteria, such as using the settlement boundary.
Environment - Look for greater levels of enhancement to the environment.	Approach to enabling greater access to nature while not compromising designated sites or species will need detailed consideration, potentially through site access management and/or provision of less sensitive/more robust green spaces.
Green Infrastructure - A greater level of provision and protection of GI across the Island, including provision of GI to prevent settlement coalescence, assists in the provision of open space for sport and recreation, above evidenced level of need.	Uncertain and potentially negative impacts associated with employment and economic growth has been identified due to whether creation of GI is viable above the evidenced need. This can be overcome by ensuring development provides enhanced GI within the context of its scale and surroundings.
Housing - Exceed OAN based upon 2016 household projections (up to 641dpa)	On site mitigation will be required to ensure impacts to water resources are neutral.
Improving our Public Realm - Scheme to respond to the context of individual areas	No negatives have been identified for the preferred approach and mitigation is not required.
Renewables - Criteria approach that includes consideration of viability, landscape and local supply-chain	No adverse impacts have been identified and therefore mitigation is not required.
Tourism - Focus on improving quality of existing tourism areas including conversion/ loss and allow high quality tourism proposals.	Negative effects are uncertain as it will depend on the location of development. Therefore, impacts can be mitigated by appropriately locating tourism development.
Travel - Supports proposals that increase travel choice, improve air quality, improve key infrastructure particularly key road junctions and travel interchanges.	Policy setting out approach to Seascape, including further definition of what this means and how to take it into account when developing in sensitive settings, such as ferry terminals and travel interchanges. Design brief or requirement for the future development of terminals and interchanges where they are visually prominent and in sensitive (in seascape term) locations to be of a high standard, appropriate and positively contributing to the visual experience of the relevant vistas. When considering proposals for transport

Sustainability Appraisal Report Non-Technical Summary
to support the Island Planning Strategy

Preferred Option	Recommended Mitigation/Enhancement
	infrastructure in locations vulnerable to coastal change, particularly where the defence of such infrastructure would lead to the loss of important habitat as a result of coastal squeeze consideration should be given to the provision of setting back from the existing line of defence and/or construction measures that provide as far as is reasonably possible, structures to provide additional habitat and refuges (such as vertipools etc). The council will expect evidence of how materials and structures have been selected to work within the existing environment and habitats.
Upskilling the Island - Improving workforce skills and employability, targeting specific sectors and requiring skills plans with a threshold for requirement.	No negative impacts have been identified however the performance of the policy options could be further enhanced if a link/reference was made to skills required in the marine sector in order to sustain and grow this area of the Islands economy.
Our Approach Towards Sustainable Development and Growth	Suggested measures to further enhance the performance of the policy include; <ul style="list-style-type: none"> - the bridge across the River Medina study includes relevant SA Objectives or even employs the SA framework to better understand the implications of such an option - Make reference to development that is efficient in use of resources. - Make reference to environmental enhancement in addition to mitigation. - Include reference to linking and providing access to green space reference to delivering the council's regeneration strategy
Presumption in Favour of Sustainable Development	No potential adverse effects were identified and therefore no mitigation has been suggested.
Community-led Planning	No potential adverse effects were identified and therefore no mitigation has been suggested.
Maintaining Key Utility Infrastructure	No potential adverse effects were identified and therefore no mitigation has been suggested.
Facilitating a Blue Light Hub	No potential adverse effects were identified and therefore no mitigation has been suggested.
Delivering Locality Hubs	No potential adverse effects were identified and therefore no mitigation has been suggested.
Health Hub at St Marys	No potential adverse effects were identified and therefore no mitigation has been suggested.
Improving Our Health and Wellbeing	No potential adverse effects were identified and therefore no mitigation has been suggested.

SA of ISP Spatial Strategy Options

Due to both the complexity and significance for both the rest of the SA process and plan development, the options for the spatial strategic approach of the new plan (SP1 Spatial Strategy in the core strategy) has been assessed separately (see Appendix 6).

From the initial screening exercise 6 different options for delivering the spatial strategy of the IPS had been identified. These were the options assessed as being viable against the screening criteria (see Appendix 5 for further information on the screening criteria) that were then taken forward to full SA assessment.

Table 7.6 Spatial Strategy - viable options taken through to full SA assessment

Spatial Strategy Viable Options	
Spatial strategy for development	1(a) Use existing settlement hierarchy (a) Increase density/site yield
	1(b) Use existing settlement hierarchy (b) extending settlement boundaries
	2 Creating new communities, New settlement(s)
	3(a) Growth in locations not previously considered (a) New tier(s) in settlement hierarchy with settlement boundaries
	3(b) Growth in locations not previously considered (b) New tier(s) in settlement hierarchy with allocated sites (no settlement boundary);
	3(c) Growth in locations not previously considered (c) New tier(s) in settlement hierarchy with settlement boundaries and allocated sites.

Following the SA assessment a summary of each options performance is set out together with recommendations on how the option's performance can either be enhanced or mitigated, identifying particular areas for each option where attention will be needed if the option is taken forward in the plan process.

As is to be expected there was no one spatial option that performed better than the others across all the SA Objectives. Looking at the summary of performance in Table 7.7 and Figure 7.3, some broad conclusions can be drawn, being;

- All of the major impacts, both positive and negative, are from options 1a, 1b and 2;
- The majority of the negative impacts are in relation to environmental based SA Objectives (as opposed to social or economic) or in other words all of the options perform better against the social and economic SA Objectives;
- The uniqueness of option 2 is demonstrated in its assessment performance having significantly more major positive and negative impacts

The existing spatial strategy approach in the core strategy is the basis for the variations of option 1, i.e. using the existing settlement hierarchy. However, evidence from the focussed consultation on the adopted plan, the themed work groups and the number of applications in the West Wight and wider rural area suggests that sticking with this approach is not the best option, either in terms of SA or more fundamentally meeting the needs of local communities of the Island. That's not to say that focussing development in the Island's main towns is without its merits, but that the opportunity presented by a new plan should include the wider Island so that all communities can benefit from planned development.

The difficult option to deal with is option 2 and the possibilities and challenges a new settlement offers. More than any other option, location will be critical in the performance of this option and it may be more appropriate to remain at a strategic level when it comes to identifying possible areas for growth. Given historic delivery rates and the potential barriers to getting a form of option 2 delivering, this should not be relied upon for either the short or medium term. Even looking to the long term, the number of likely obstacles to delivery (as indicated by the number of major negative impacts in the SA assessment) suggests that this should be a second option, or part of a longer phase of strategic delivery to assist with the other options. However, the availability or otherwise of sites suitable for allocation may make this option more viable.

The ideal approach for delivery of the spatial strategy would be one that balances out all of the positives from each option, while applying the mitigation identified previously, where relevant. No one spatial option is clearly better than the rest. They all have their merits (and issues). The most sustainable option for a spatial strategy for the Island would be a hybrid that applies the existing settlement hierarchy, but recognises the role Island settlements considered in options 3a, b and c can and should play in the future development and growth on the Island. A new settlement could play a role in the Island's future. There are likely to be many opportunities with planning a settlement that will be much more readily achievable than when dealing with established settlements (for example infrastructure to support future transport, power and communications) but, the issues identified in this assessment should inform any future consideration of taking this option forward.

Figure 7.3 Graphical illustration of each spatial strategy option's performance

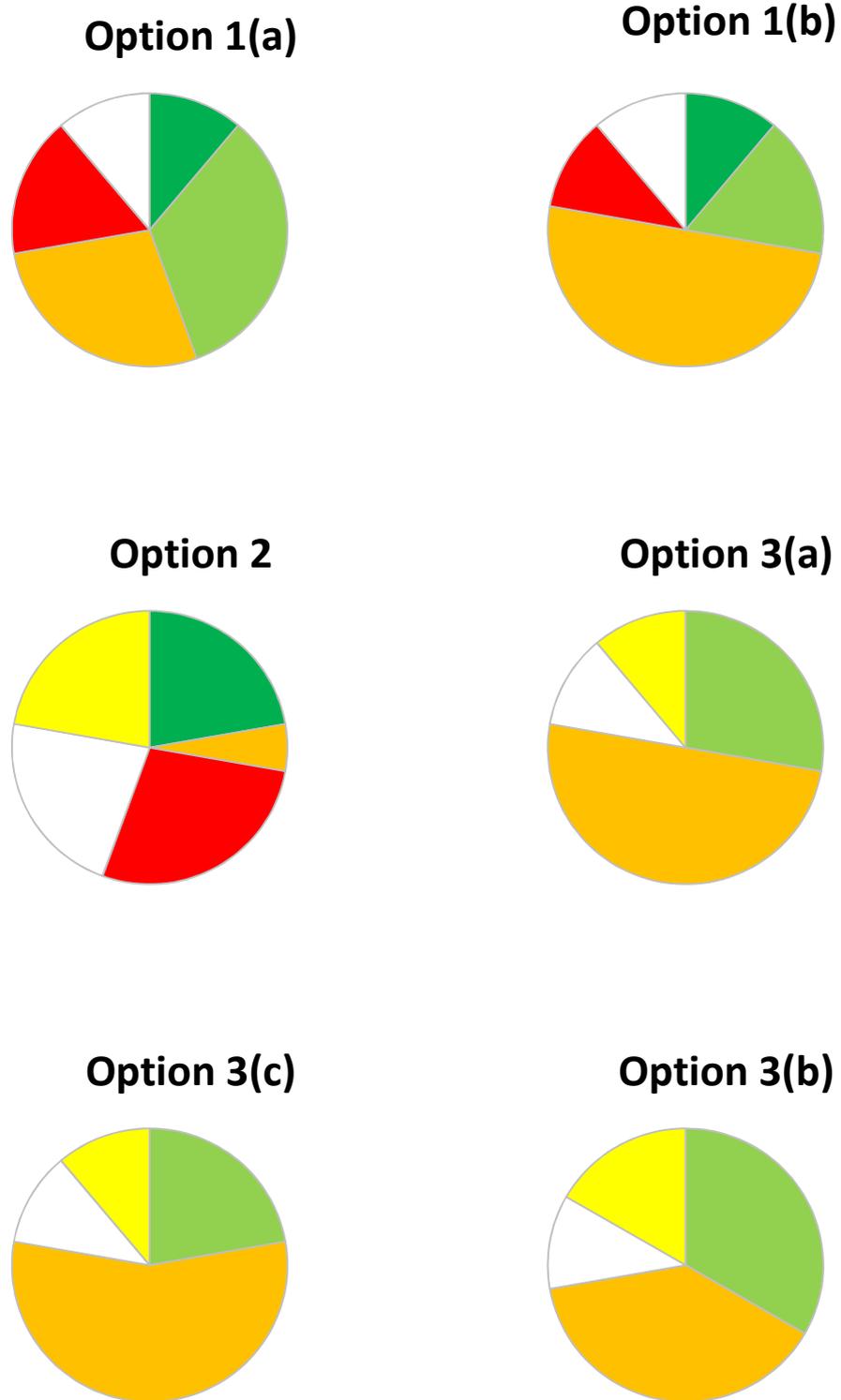


Table 7.7 Summary of SA performance for each Spatial Strategy Option

	1. Air Quality	2. Coasts	3. Water	4. Landscape & Seascape	5. Archaeology and heritage	6. Biodiversity, fauna and flora	7. Soil, geology and land use	8. Climate change mitigation	9. Climate change adaptation	10. Culture	11. Population	12. Crime and safety	13. Health	14. Social inclusion	15. Education and training	16. Access	17. Material assets	18. Employment & economic prfrm
Option 1(a)	++	--	-	-	--	+	+	~	--	?/+	~	-	-	+	+	-	++	+
Option 1(b)	+	--	-	-	-	-	-	~	--	-	~	-	-	++	+	-	++	+
Option 2	-	++	?/--	--	?	?/--	?/--	++	++	--	~	~	~	~	?	++	?	?
Option 3(a)	?	-	-	-	+	-	-	~	-	+	+	~	+	?	-	+	-	-
Option 3(b)	-	?	-	-	+	+	-	~	?	+	+	~	+	?	-	+	-	-
Option 3(c)	?	-	-	-	-	-	-	~	-	+	+	~	+	?	-	+	-	-

Limitations of the information and assumptions made

There is a substantial amount of baseline information available for the Isle of Wight and the aim in this report 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.

Taking into consideration the previous scoping consultation the council feel that it is reasonable to conclude that there are relatively few data gaps in relation to the sustainability appraisal objectives.

Where data gaps do exist, this is generally in relation to update 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 IPS and other plans that may have some relevance to the IPS.

As both the Plan 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 Plan and SA.

Conclusions on the performance of the Island Planning Strategy

The draft SA Report presents the findings of the SA assessment (Stage B) to date, undertaken for the SA of the Island Strategic Plan. 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'.

The assessment of the various policy options has helped to identify the preferred options to be used in the draft plan, and the identified mitigation and enhancement measures will assist in improving the performance of the IPS in terms of sustainability. The SA process has had a significant impact on the plan, both informing policy and leading to the creation of new policy, which without the assessment would not have happened.

Once the consultation on both this SA Report and accompanying Island Strategic Plan documents has ended (midday Monday 28th January 2019) all responses will be considered and where appropriate changes and amendments made to both the assessment and plan. Once the final version of the policies in the 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 plan. Both a summary and detailed assessment of the Plan Policy Appraisal will be included in the final SA Report.

The final appraisal process will be reported within the SA Report which will be published for consultation at the same time as the Submission IPS. This will include proposals for monitoring that will be linked to the monitoring of the IPSs policies.