

Appendix II: Analysis of Scoping Consultation

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Analysis of Consultation Responses

Strategic Environmental Assessment of the Isle of Wight Highways Private Finance Initiative						
Organisation	Date	Comment ID	Para	Comments	Document	Summary of reaction, if any needed
Isle of Wight Council - Transport Policy & Strategy	02/11/2011		1	1 Looking at Appendix E I was pleased to see reference to the Island Transport Plan, but was unable to find detailed reference to the Island Plan Core Strategy apart from a mention at the bottom of page 33.	Scoping Report	The Core Strategy was undergoing Examination when the Scoping Report was issued for consultation and it was decided that detailed reference to the Core Strategy should not be made until the Inspector's report was issued. This was received by the Council in December 2011, and further references to the Core Strategy are now included in the Revised Scoping Report (Appendix E).
Natural England	28/11/2011		2	1 The scoping report is a comprehensive document, which will support a full appraisal of the proposals and allow for the best options and approaches to be identified. The constraints maps are particularly helpful in offering an easily accessible point of reference and it is hoped that they will help to ensure that any capital works arising from the initiative are appropriately assessed and that the most appropriate option is taken forward.	Scoping Report	Noted.
			3	2 We fully support the objectives of the SEA, as given in Table 16.1, though we advise that the addition of natural processes within objective number 3 would be helpful.	Scoping Report	Objective 3 amended.
			4	2 In addition to this we would recommend that Box 3: Key Issues, Biodiversity and Geodiversity has regard to the issue of coastal processes and the impact they have on the road network in some locations on the island. This is a key issue in terms of maintenance of transport links across the island, against which consideration will be required.	Scoping Report	Box 3 amended.
			5	3 Table 15.2 Environmental constraints affecting each red risk site there is no column for SSSIs and no explanation given as to why they are not listed. Is this an omission?	Scoping Report	Table 15.2 amended.
Environment Agency	16/11/2011		6	1 We advise that the Military Road (A3055) is already currently interrupting fluvial drainage and natural hydro-geomorphological processes that drive the form and function of the chines element of the vegetated sea cliffs interest feature of the South Wight Maritime SAC. At this time, it is not the road itself which is the cause of this impact, but rather the infrastructure associated with the road where it crosses chines and watercourses draining into chines. At these points culverts and other road-related infrastructure are interrupting drainage and natural processes We advise that the integrity of the SAC is demonstrably being adversely affected now, as the Chines cannot develop naturally and will become truncated. This impact will increase in scale with the predicted rate of climate change. Compton Chine to Steephill Cove SSSI is likewise being adversely effected. It is our opinion that management decisions regarding the maintenance of the Road should be subject to the tests of the Conservation of Habitats and Species Regulations, 2010. We would therefore suggest that if any works are proposed, irrespective of plans for the road itself, consideration be given to the removal of culverts and other infrastructure under the road. Where the road is to be retained then these culverts should be replaced with bridges that would allow natural development of the Chines. Where the road is to be left unmaintained, as coastal erosion makes maintenance uneconomically viable, then we would expect the Council to physically remove the culverts and associated infrastructure in chines in order to enable natural processes to take place unimpeded. We strongly believe the Council needs to develop a strategic approach to managing the Military Road between Freshwater Bay and Chale (in line with the existing timeline for the decommissioning of the road at Compton Down).	Scoping Report	Noted. PFI bidders have been made aware of the constraints and will need to present solutions that are able to meet the requirements of the Habitats Regulations and other environmental legislation.
Hampshire and Isle of Wight Wildlife Trust	05/12/2011		7	1-3 The introduction states section in 1.2.2 "Under the PFI, which covers the period from 2013 to 2028, all 830km of the Island's public road network will be rebuilt or resurfaced as will every pavement and cycleway." The Trust has raised concerns over the sustainability of these roads, previously as part of the consultation on the Island Transport Plan 2011-2038 – Draft Strategy and accompanying HRA and SEA (letter dated 1/2/2011). We raise these concerns again. We believe that at present all roads on the red sites listed in table 3.2 are unsustainable and consideration should be given to their abandonment as some (Duver Road and Lower Road, Alverstone (although it is in Adgestone)) are minor routes with acceptable alternatives and severance would not lead to isolation of housing.	Scoping Report	Noted. PFI bidders have been made aware of the constraints and will need to present solutions that are able to meet the requirements of the Habitats Regulations and other environmental legislation.
			8	4 Specifically : Duver Road is protected by a sea wall of recent construction the lifespan of which was calculated at 50 years. The land and road are privately owned and currently leased to the local authority. Planning permission has been given for holiday chalets behind the sea wall which are also in the flood zone for predicted sea level rise. In the light of relative sea level rise and the predicted lifespan of the sea wall the road is unsustainable in the long term and consideration should be given to its abandonment. Alternative routes exist if severance were to occur.	Scoping Report	See comment ref 19 (below).

Analysis of Consultation Responses

Strategic Environmental Assessment of the Isle of Wight Highways Private Finance Initiative

Organisation	Date	Comment ID	Para	Comments	Document	Summary of reaction, if any needed
		9		5 Undercliff Drive is established on the largest rotational landslip in northern Europe and has experienced a number of failures in the recent past most notably in 2000. The road and its associated developments are established on unstable ground and consideration should be given to the slow abandonment of this route. Any attempts to stabilise the cliffs would interfere significant with the natural processes which contribute to the integrity of the South Wight Maritime SAC.	Scoping Report	Noted. PFI bidders have been made aware of the constraints and will need to present solutions that are able to meet the requirements of the Habitats Regulations and other environmental legislation.
		10		6 Military Road is an extension of Undercliff Drive and established as a temporary route to move munitions and personnel along the coast at times of war. It has developed into a routeway primarily used by tourists to gain access the Isle of Wight's south west coast. It has been established that it is not a major route and has suffered a number of failures, most recently at Brook. Any attempts to stabilise the carriageway will almost certain impact on natural processes required to maintain the integrity of the South Wight Maritime SAC as well as the Annex I habitat of vegetated sea cliff and its associated invertebrate fauna.	Scoping Report	Noted. PFI bidders have been made aware of the constraints and will need to present solutions that are able to meet the requirements of the Habitats Regulations and other environmental legislation.
		11		7 Bouldnor is a highway established on an old sea wall constructed between Rofford Marsh and the sea. It is unlikely the wall was designed to cope with modern traffic and, although protected from the sea by a sea wall, is still experiencing weakness with failure imminent. Recent works have been required to rectify a recent landslip. The road is unsustainable due to the insubstantial nature of the substrate on which it stands.	Scoping Report	Noted. PFI bidders have been made aware of the constraints and will need to present solutions that are able to meet the requirements of the Habitats Regulations and other environmental legislation.
		12		8 These concerns should be assessed as part of the Strategic Environmental assessment and HRA assessments for Highways PFI.	Scoping Report	Noted.
		13	9-10	In addition, we note that under section 1.5.2 you state that "Following consultation on this Scoping Report, and once final proposals are submitted by the PFI bidders, each proposal will be screened using HRA to determine whether they are likely to lead to significant effects upon any European site or constituent qualifying feature. Once the screening findings are agreed with Natural England, any element of either bid considered likely to lead to a significant effect will be taken forward for further assessment." Subject to our concerns raised above we welcome this statement. We would however wish to see this also apply to the SEA. There are number of SSSI's that may be impacted upon by the proposals and we would wish to see a full assessment of the impacts to these undertaken as part of this process.	Scoping Report	Noted.
		14		11 In box 2 (Key Issues for Air Quality, section 5.3) we would wish to see "impacts to the designated nature conservation sites" added. As you are aware air pollution can cause impacts to the designated sites and as such we believe this should be assessed as part of the SEA and HRA processes.	Scoping Report	Box 2 amended.
		15		12 In box 3 (Key Issues for Biodiversity, section 6.3) we would wish to see added - potential impacts to adjacent habitats arising from surface water run off - potential impacts to adjacent habitats arising from any construction and/or repair work to highways (for example any pollution incidents) - recreational impacts to sensitive sites arising from increase tourism traffic from better road systems and better access to sensitive sites	Scoping Report	Box 3 amended.
		16		13 SEA Objectives (Table 16.1): Objective 3 "Protect, enhance and manage biodiversity and geodiversity" would wish to see this expanded to include an objective to ensure the protection of the integrity of the international, nationally and locally protected sites for nature conservation.	Scoping Report	See question 3b within the SEA Framework (Appendix B).
		17		14 Stage C: Preparing the Environmental Report (section 17.3): This does not state who will write the environmental report. Will it be the council or the bidder? Clarity on this should be made.	Scoping Report	Amended.
		18		15 In conclusion, we are concerned over the sustainability of the PFI red sites and believe that these sites need to be assessed together with the use of alternatives as part of the SEA. If you wish to discuss any of these matters further then please do not hesitate to contact us.	Scoping Report	Noted.
Isle of Wight Council - Parks, Countryside & Beaches	05/12/2011	19		1 I have just read the Wildlife Trust's response to the Scoping Document. I should point out that the Duver Road, to which they refer (at Spring Vale / Seaview near Ryde), is a different road to the Duver Road in the PFI capital schemes (at St Helens).	Scoping Report	Noted.

Appendix III: PPP Review

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Review of Policies, Plans and Programmes

Title of PPP	Main objectives and environmental / socio-economic requirements of PPP	How it affects, or is affected by the PFI in terms of environmental issues*
Accessibility and Transport		
EU Sustainable Development Strategy (2006)	This Strategy identifies key priorities for an enlarged Europe to focus on up to 2010. This includes climate change and clean energy, sustainable transport, sustainable protection and consumption, health, better use of natural resources, social inclusion and fighting global poverty. It aims to achieve better policy integration in addressing these challenges, and to ensure that Europe looks beyond its boundaries in making informed decisions about sustainability. This strategy was reviewed in 2009.	Sustainable development should be a key consideration for the PFI, which should aim to meet the EU's SD objectives.
EU Transport White Paper. Roadmap to a Single European Transport Area – Towards a competitive and resource efficient transport system (2011)	The white paper sets out a European vision for a competitive and sustainable transport system for the EU. The white paper sets out an aim to achieve a 60% reduction in greenhouse gas emissions from the European transport system whilst growing transport systems and supporting mobility. The White paper sets out ten strategic goals.	The PFI will be delivering objectives and priorities of the Isle of Wight Local Transport Plan and should reflect the aims of the EU Transport White Paper.
National Planning Policy Framework (2012)	Replacing PPG13 (Transport), the policy sets out the Government's planning policies for England and is a framework for local policies and how they should be applied. In response to the UN resolution 24/187, the framework performs a sustainable development role (economic, social and environmental) in the planning system, outlining 12 core planning principles for plan and decision making, including - Promoting sustainable transport.	The PFI should seek to reflect the aims of NPPF by supporting high quality highway infrastructure including walking and cycling provisions.
Department for Transport: Transport White Paper: The Future of Transport – A Network for 2030 (2004)	Sets out factors that will shape transport in the UK over the next thirty years. Also sets out how the Government will respond to the increasing demand for travel, while minimising the negative impact on people and the environment.	The PFI should support the aims of the Future of Transport, including through promoting the White Paper's aim to minimise transport's effect on the environment.

Title of PPP	Main objectives and environmental / socio-economic requirements of PPP	How it affects, or is affected by the PFI in terms of environmental issues*
Department for Transport: Towards a Sustainable Transport System: Supporting Economic Growth in a Low Carbon World (November 2008)	<p>Outlines five national goals for transport, focusing on the challenge of delivering strong economic growth while at the same time reducing greenhouse gas emissions. It outlines the key components of national infrastructure, discusses the difficulties of planning over the long term in the context of uncertain future demand and describes the substantial investments we are making to tackle congestion and crowding on transport networks.</p> <p>The National Goals for Transport are as follows:</p> <p>Goal 1: To reduce transport's emissions of carbon dioxide and other greenhouse gases, with the desired outcome of tackling climate change.</p> <p>Goal 2: To support economic competitiveness and growth, by delivering reliable and efficient transport networks.</p> <p>Goal 3: To promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society.</p> <p>Goal 4: To contribute to better safety, security and health and longer life expectancy by reducing the risk of death, injury or illness arising from transport, and by promoting travel modes that are beneficial to health.</p> <p>Goal 5: To improve quality of life for transport users and non-transport</p> <ul style="list-style-type: none"> • users, and to promote a healthy natural environment. 	These goals have influenced and informed the development of the LTP3 for which the PFI will help deliver. Activities undertaken via the PFI should seek to conform to the principles of these goals.
Department for Transport : Creating Growth, Cutting Carbon; Making Sustainable Local Transport Happen (January 2011)	<p>The recent White Paper seeks to develop a "transport system that is an engine for economic growth, but one that is also greener and safer and improves quality of life in our communities". The White Paper's stated priority for local transport is as follows:</p> <p>"Encourage sustainable local travel and economic growth by making public transport and cycling and walking more attractive and effective, promoting lower carbon transport and tackling local road congestion."</p>	The PFI should seek to support the White Paper through maximising accessibility to services and facilities by supporting an integrated approach to planning and transport infrastructure. Provision should be made for high quality public transport connections, and walking and cycling networks.
Department for Transport: The Future of Rail White Paper (2004)	Sets out a blueprint for a new streamlined structure for Britain's Railway. The proposals aim to provide a single point of accountability for the network's performance, allow closer working between track and train and provide for greater devolution of decision making.	The PFI should recognise the importance of rail links on the Isle of Wight by supporting easy access to rail stations.
Department for Transport: An Evidence Base Review of Public Attitudes to Climate Change and Transport Behaviour (2006)	Summary report of the findings of an evidence base review investigating the research base on public attitudes towards climate change and transport behaviour.	The PFI should have a close focus on reducing greenhouse gas emissions from transport infrastructure and supporting climate change adaptation on the Isle of Wight. The PFI should improve capacity for the use of non motorised modes of transport through enhancements to walking and cycling networks.
Department for Transport: National Cycling Strategy and Review (1996, reviewed 2005)	The National Cycling Strategy aims to increase cycle use for all types of journey. The Review focuses on the mechanisms established for the delivery of cycling and the effect these have had on increasing cycling rates.	The PFI should take into account the objectives of the National Cycling Strategy by improving cycle networks across the Island, promoting active travel and undertaking improvements to the public realm.

Title of PPP	Main objectives and environmental / socio-economic requirements of PPP	How it affects, or is affected by the PFI in terms of environmental issues*
Isle of Wight Council: Island Plan – Isle of Wight Core Strategy (including Waste and Minerals) (Adopted March 2012)	<p>The Core Strategy states the following aims among its objectives:</p> <p>1) To support sustainable and thriving communities that enable people to enjoy a quality of life, without compromising the quality of the environment.</p> <p>2) To ensure that all development supports the principles of sustainable development.</p> <p>10) To reduce the need to travel, to improve accessibility across the Island and maintain functional transport links with the mainland.</p>	<p>The PFI aims to maintain at least the current level of accessibility for the Island’s residents, but will need to do so in a way that minimises associated environmental effects.</p>
Isle of Wight Council: Isle of Wight Local Transport Plan 2011-2038 (2011)	<p>The third Local Transport Plan for the Isle of Wight sets out the Island’s transport strategy for the period 2011-2038. The vision of the Isle of Wight LTP is:</p> <p>“To improve and maintain our highway assets, enhancing accessibility and safety to support a thriving economy, improve quality of life and enhance and conserve the local environment”</p> <p>To deliver this vision, the key objectives of the LTP3 are as follows:</p> <ul style="list-style-type: none"> • Enhance and maintain our highway assets; • Maintain and improve journey time reliability and predictability for all road users; • Protect and enhance the environment and quality of life; • Improve road safety and health; • Reduce the need to travel; and • Promote travel choice 	<p>The LTP3 and associated Implementation Plans are key documents in respect to the PFI. The LTP3 gives direction and provides the vision and objectives for transport on the Isle of Wight for which the PFI will help deliver. The PFI should seek to deliver the aspirations of the LTP3 through creating and maintaining a high quality highways network, and securing environmental enhancements across the Island.</p>
Isle of Wight Council: Sustainable Travel to School Strategy (2007)	<p>Sustainable Travel to School Strategy seeks to increase the proportion of students who travel to school by walking, cycling, public transport and car share.</p> <p>The Strategy has a focus on improving:</p> <ul style="list-style-type: none"> • Accessibility to school sites and services • Health through increased activity • Environment through reduced car use 	<p>The PFI should seek to improve the road safety of children travelling to school by non-car modes of transport and support continued increases in the proportion of children who travel to school by sustainable modes of transport.</p>

Title of PPP	Main objectives and environmental / socio-economic requirements of PPP	How it affects, or is affected by the PFI in terms of environmental issues*
National Policy Statements (NPS): Ports NPS (Jan 2012)	<p>It is a National Policy Statement (NPS) (England and Wales) and provides the framework for decisions on proposals for new port development. It is also a relevant consideration for the Marine Management Organisation, established in the Marine and Coastal Access Act 2009, which decides other port development proposals, and for local planning authorities where they have a role to play.</p> <p>This NPS, and in particular the policy and guidance section on generic environmental impacts and mitigation, may be helpful to local planning authorities (LPAs) in preparing their local impact reports.</p>	N/A
<p>National Policy Statements (NPS): National Networks NPS*</p> <p>* This NPS has not been published in draft yet (2012). Pending the publication of the consultation document, a statement of current Strategic Rail Freight Interchange (SRFI) policy has been placed in the Libraries of both Houses and published on the Department's website.</p>	<p>A National Policy Statement (NPS) which provides the framework for decisions on proposals for new road and rail development.</p> <p>This NPS, and in particular the policy and guidance section on generic environmental impacts and mitigation, may be helpful to local planning authorities (LPAs) in preparing their local impact reports.</p>	The PFI should ensure that plans, and any accompanying supporting documents, are consistent with the instructions and guidance in the NPS and any other NPSs that are relevant to the application.
<p>National Policy Statements (NPS): Aviation NPS*</p> <p>* This NPS has not been published in draft yet (2012).</p>	<p>It is a National Policy Statement (NPS) and provides the framework for decisions on aviation proposals.</p> <p>This NPS, and in particular the policy and guidance section on generic environmental impacts and mitigation, may be helpful to local planning authorities (LPAs) in preparing their local impact reports.</p>	N/A

Air Quality

EC Air Quality Directive (1996)	<p>Aims to improve air quality throughout Europe by controlling the level of certain pollutants and monitoring their concentrations. In particular the Directive aims to establish levels for different air pollutants; draw up common methods for assessing air quality; methods to improve air quality; and make sure that information on air quality is easily accessible to Member States and the public.</p>	The PFI should support the reduction of emissions from transport by seeking to manage traffic flows and congestion through ensuring essential works are appropriately planned and disruption kept to a minimum. The PFI should encourage and facilitate alternatives to car use by enhancing and maintaining high quality walking and cycling routes. It should also seek to improve air quality, including in Air Quality Management Areas designated due to emissions from transport.
DEFRA: The Air Quality Strategy for England, Scotland, Wales, and Northern Ireland (2007).	<p>The Strategy provides specific UK targets for reducing air pollution and sets out local authority responsibilities for achieving most of these. It states that land use planning has a key role to play in contributing to these targets.</p>	The PFI should support the reduction of emissions from transport by seeking to manage traffic flows and congestion through ensuring essential works are appropriately planned and disruption kept to a minimum. The PFI should encourage and facilitate alternatives to car use by enhancing and maintaining high quality walking and cycling routes. It should also seek to improve air quality, including in Air Quality Management Areas designated due to emissions from transport.

Title of PPP	Main objectives and environmental / socio-economic requirements of PPP	How it affects, or is affected by the PFI in terms of environmental issues*
National Planning Policy Framework (2012).	<p>Replacing PPS23 (Planning and Pollution Control), the policy sets out the Government's planning policies for England and is a framework for local policies and how they should be applied. In response to the UN resolution 24/187, the framework performs a sustainable development role (economic, social and environmental) in the planning system, outlining 12 core planning principles for plan and decision making, including - Conserving and enhancing the natural environment;</p> <p>Planning should preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of soil, air, water or noise pollution or land instability.</p>	<p>The PFI should support the reduction of emissions from transport by seeking to manage traffic flows and congestion through ensuring essential works are appropriately planned and disruption kept to a minimum. The PFI should encourage and facilitate alternatives to car use by enhancing and maintaining high quality walking and cycling routes. It should also seek to improve air quality, including in Air Quality Management Areas designated due to emissions from transport.</p> <p>The PFI should seek to support a limitation of air pollution and maximise good air quality in the area by promoting the location and layout of development which supports modal shift, clean technologies and the provision of green infrastructure networks.</p>
Isle of Wight Council: Island Plan – Isle of Wight Core Strategy (including Waste and Minerals) (Adopted March 2012)	<p>The Core Strategy states the following aims among its objectives:</p> <ol style="list-style-type: none"> 1) To support sustainable and thriving communities that enable people to enjoy a quality of life, without compromising the quality of the environment. 2) To ensure that all development supports the principles of sustainable development. 7) To support a diverse tourism offer on the Island, particularly focussing upon sustainable eco-tourism. 8) To protect, conserve and enhance the Island's natural, historic and built environments. 10) To reduce the need to travel, to improve accessibility across the Island and maintain functional transport links with the mainland. 	<p>The PFI aims to maintain the existing extent of the Island's highways while improving overall network performance, but will need to do so in a way that minimises associated environmental effects.</p>
Biodiversity and Geodiversity		
EC Sixth Environmental Action Programme 2002-2012 (2002)	<p>Nature and biodiversity (including soil communities) has been identified as one of four priority areas for Europe. The EAP requires specific action to counteract pressures arising notably from pollution, the introduction of non-native species, and potential risks from releasing genetically modified organisms.</p>	<p>The PFI should aim to promote improvements which support environmental quality in the area through supporting air, soil and water quality. The PFI maintenance work should also seek to reduce air, water and soil pollution near important biodiversity sites.</p>

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Our life insurance, our natural capital: an EU biodiversity strategy to 2020 (2011)	<p>The EU biodiversity strategy follows on from the EU Biodiversity Action Plan (2006). It aims to halt the loss of biodiversity and ecosystem services across the EU by 2020. The strategy contains six targets and 20 actions. The six targets cover:</p> <ul style="list-style-type: none"> • Full implementation of EU nature legislation to protect biodiversity; • Better protection for ecosystems, and more use of green infrastructure; • More sustainable agriculture and forestry; • Better management of fish stocks; • Tighter controls on invasive alien species; and • A bigger EU contribution to averting global biodiversity loss. 	The PFI should have due regard to national, regional and local biodiversity strategies. All maintenance work should where possible seek to make environmental enhancements and take advantage of opportunities to support biodiversity; especially along road verges and sites adjacent to the highways network.
The Pan-European Biological and Landscape Diversity Strategy (1995)	The strategy aims to stop and reverse the degradation of biological and landscape diversity values in Europe.	The PFI should work with and support the provision of green infrastructure and biodiversity-friendly design and layout of transport improvements to promote and enhance biological and landscape diversity.
UN Convention on Biological Diversity (1992)	The aims of the Convention include the conservation of biological diversity (including a commitment to significantly reduce the current rate of biodiversity loss), the sustainable use of its components and the fair and equitable sharing of the benefits arising out of the utilization of genetic resources.	The PFI should undertake highway improvements which enhance biological diversity where possible in order to meet the requirements of the UN Convention, whilst at the same time avoiding biodiversity loss through careful choice and design of maintenance and enhancement schemes.
Bern Convention on the Conservation of European Wildlife and Natural Habitats (1979)	The Convention seeks to conserve wild flora and fauna and their natural habitats, and to monitor and control endangered and vulnerable species.	Protected species are present throughout the Island, therefore the PFI should ensure that where transport maintenance and enhancement schemes are necessary in areas containing these species, adequate mitigation is carried out before development commences. Monitoring of such species will also be necessary.
DEFRA Wildlife and Countryside Act (1981, as amended)	The principle mechanism for the legislative protection of wildlife in Great Britain.	Protected species are present throughout the Island, therefore the PFI should ensure that where transport maintenance and enhancement schemes are necessary in areas containing these species, adequate mitigation is carried out before development commences. Monitoring of such species will also be necessary.
Natural Environment and Rural Communities Act 2006	A wide ranging act, parts of which re-organised the Government's arms-length bodies for countryside management. The most important part of the Act in relation to biodiversity is the section 40 duty on all public bodies to have regard to the conservation of biodiversity in England, when carrying out their normal functions.	Section 41 of the Act lists habitats and species of principal importance in England. The list includes all UK BAP habitats and species occurring in England (see above), plus hen harrier.

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Conserving Biodiversity: The UK Approach (2007) (The UK Biodiversity Action Plan)	<p>The UK Biodiversity Action Plan (UK BAP) was published in 1994, and is the UK Government's response to the Convention on Biological Diversity (CBD), which the UK signed up to in 1992 in Rio de Janeiro. The CBD called for the development and enforcement of national strategies and associated action plans to identify, conserve and protect existing biological diversity, and to enhance it wherever possible.</p> <p>Priority species and habitats are those that have been identified as being the most threatened and requiring conservation action under the UK Biodiversity Action Plan (UK BAP).</p>	<p>The most-recent list of UK BAP priority species and habitats was published in August 2007 following a 2-year review of the BAP process and priorities, representing the most comprehensive analysis of such information ever undertaken in the UK.</p> <p>Following this review, the UK BAP priority list now contains 1150 species, and 65 habitats. All of the original priority habitats, identified in the original 1994 UK BAP, were re-selected, and the majority of priority species were also re-selected.</p> <p>Many of these habitats and species are present in and around highways, including the capital schemes. The PFI should consider the protection of priority habitats and species, and explore opportunities to promote their conservation.</p>
English Nature: Climate Change - Space for Nature? (2006)	<p>Scene setting information for the next 80 years in terms of climate change's likely effects on biodiversity. Prescribes suggested actions to be taken in preparation for change.</p>	<p>The PFI should support flora and fauna's ability to adapt to the effects of climate change by promoting coherent and resilient ecological networks in the borough. This should include new and enhanced green space and green corridors and the restoration of species and habitats appropriate to the borough's physical and geographical context, to levels that are sustainable in a changing climate.</p>
DEFRA. Biodiversity 2020: A strategy for England's wildlife and ecosystem services (2011)	<p>The England biodiversity strategy 2020 ties in with the EU biodiversity strategy in addition to drawing links to the concept of ecosystem services. The strategy's vision for England is;</p> <p>"By 2050 our land and seas will be rich in wildlife, our biodiversity will be valued, conserved, restored, managed sustainably and be more resilient and able to adapt to change, providing essential services and delivering benefits for everyone".</p> <p>The Strategies overall mission is to:</p> <p>"to halt overall biodiversity loss, support healthy well-functioning ecosystems and establish coherent ecological networks, with more and better places for nature for the benefit of wildlife and people".</p>	<p>The PFI should incorporate where appropriate environmental enhancements though various maintenance initiatives and consider and fully address environmental considerations in connection to works undertaken. PFI initiatives should fully take advantage of opportunities to link into, and support, Green Infrastructure planning and delivery.</p>
DoE Biodiversity: The UK Action Plan (1994)	<p>Government's strategy for protection and enhancement of biodiversity, from 1992 convention on Biodiversity commitments. Advises on opportunities and threats for biodiversity.</p>	<p>The PFI should support the provision of green infrastructure and biodiversity-friendly design and layout to support flora and fauna.</p>

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TCPA: Biodiversity by Design: A Guide for Sustainable Communities (2004)	<p>The development process should consider ecological potential of all areas including both greenfield and brownfield sites. Local authorities and developers have a responsibility to mitigate impacts of development on designated sites and priority habitats and species and avoid damage to ecosystems.</p>	<p>The PFI should seek to reflect the aims of the Biodiversity by Design, and ensure appropriate mitigation is implemented wherever necessary.</p>
National Planning Policy Framework (2012)	<p>Replacing PPS9 (Biodiversity and Geological Conservation), the policy sets out the Government’s planning policies for England and is a framework for local policies and how they should be applied. In response to the UN resolution 24/187, the framework performs a sustainable development role (economic, social and environmental) in the planning system, outlining 12 core planning principles for plan and decision making, including - Conserving and enhancing the natural environment; The planning system should contribute and enhance the natural and local environment by;</p> <ul style="list-style-type: none"> • Protecting and enhancing valued landscapes, geological conservation interests and soils; • Recognising the wider benefits of ecosystem services; • Minimising impacts on biodiversity and providing net gains in biodiversity where possible, including by establishing coherent ecological networks that are more resilient to current and future pressures; • Preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of soil, air, water or noise pollution or land instability; and • Remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land, where appropriate. <p>Plans and decisions should encourage effective use of brownfield sites and take into account the economic benefits of agricultural land when assessing development, seeking to utilise areas of poorer quality land.</p> <p>Local planning strategic approach should plan positively for creation, protection, enhancement and management of networks of biodiversity and green infrastructure.</p> <p>Maintain character and scenic beauty of undeveloped coast and landscapes, especially; Heritage coast, National Parks, the Broads and Areas of Outstanding Natural Beauty.</p> <p>Planning and decision making should occur at a landscape scale across local authority boundaries and assess noise, air and light pollution, considering cumulative impacts.</p> <p>The framework offers guidance to protect and enhance biodiversity specifically regarding priority species/habitats, protected sites and potential/proposed/possible protected sites.</p>	<p>The PFI should aim to promote development which protects and supports the resilience of and improves sub regional ecological networks. This includes through facilitating the provision of a high quality green infrastructure network, enhancements to habitats, promoting connections between biodiversity sites and facilitating the right conditions for native species. Local geodiversity assets should also be recognised and protected.</p>



Title of PPP	Main objectives and environmental / socio-economic requirements of PPP	How it affects, or is affected by the PFI in terms of environmental issues*
<p>Natural England: Securing Biodiversity: A New Framework for Delivering Priority Species and Habitats in England</p>	<p>The guide sets out a framework which has been developed to enhance the recovery of priority habitats and species in England (published under section 41 of the Natural Environment and Rural Communities (NERC) Act 2006).</p> <p>The Strategy seeks to:</p> <ul style="list-style-type: none"> • encourage the adoption of an ecosystem approach and better embed climate change adaptation principles in conservation action; • achieve biodiversity enhancements across whole landscapes and seascapes; • achieve our priority habitat targets through greater collective emphasis on habitat restoration and expansion; • enhance the recovery of priority species by better integrating their needs into habitat-based work where possible, and through targeted species recovery work where necessary; • support the restoration of designated sites, including by enhancing the wider countryside in which they sit; • support the conservation of marine biodiversity, inside and outside of designated sites; • establish and implement a delivery programme, with agreed accountabilities, for priority species and habitats in England; • improve the integration of national, regional and local levels of delivery; • improve the links between relevant policy-makers and biodiversity practitioners; • strengthen biodiversity partnerships by clarifying roles at England, regional and local levels. 	<p>The PFI should support the framework through seeking to encourage an approach to highways maintenance which supports an inclusive approach to biodiversity requirements on the Island, incorporating green infrastructure, landscape protection and habitat provision.</p>

Title of PPP	Main objectives and environmental / socio-economic requirements of PPP	How it affects, or is affected by the PFI in terms of environmental issues*
<p>Making Space for Nature: a review of England's wildlife sites and ecological network (2010)</p>	<p>The Making Space for Nature report, which investigated the resilience of England's ecological network to multiple pressures, concluded that England's wildlife sites do not comprise of a coherent and resilient ecological network. The report advocates the need for a step change in conservation of England's wildlife sites to ensure they are able to adapt and become part of a strong and resilient network. The report summarises what needs to be done to improve England's wildlife sites to enhance the resilience and coherence of England's ecological network in four words; more, bigger, better, and joined. There are five key approaches which encompass these, which also take into account of the land around the ecological network:</p> <ul style="list-style-type: none"> (i) Improve the quality of current sites by better habitat management. (ii) Increase the size of current wildlife sites. (iii) Enhance connections between, or join up, sites, either through physical corridors, or through 'stepping stones'. (iv) Create new sites. (v) Reduce the pressures on wildlife by improving the wider environment, including through buffering wildlife sites. <p>To establish a coherent ecological network 24 wide ranging recommendations have been made which are united under five key themes:</p> <ul style="list-style-type: none"> (i) There is a need to continue the recent progress in improving the management and condition of wildlife sites, particularly our SSSIs. We also make recommendations for how these should be designated and managed in ways that enhance their resilience to climate change. (ii) There is a need to properly plan ecological networks, including restoration areas. Restoration needs to take place throughout England. However, in some areas, both the scale of what can be delivered to enhance the network, and the ensuing benefits for wildlife and people, will be very high. These large areas should be formally recognised as Ecological Restoration Zones. (iii) There are a large number of surviving patches of important wildlife habitat scattered across England outside of SSSIs, for example in Local Wildlife Sites. We need to take steps to improve the protection and management of these remaining wildlife habitats. 'Protection' will usually be best achieved through incentive-based mechanisms, but at times may require designation. 	<p>The PFI should recognise the role and potential role of transport corridors as important havens for wildlife. Transport corridors have the potential to provide high quality habitat and form important ecological areas in addition to improving fragmentation and habitat connectivity. The PFI should be aware of connectivity issues and where possible use maintenance works to ensure transport networks support biodiversity features and networks.</p>

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	<p>(iv) There is a need to become better at deriving multiple benefits from the ways we use and interact with our environment. There are many things that society has to do that may seem to have rather little to do with nature conservation, but could have, or even should have if we embrace more radical thinking; flood management by creating wetlands is an obvious example. We need to exploit these 'win-win' opportunities to the full. Being better at valuing a wider range of ecosystem services would help this process.</p> <p>(v) It will not be possible to achieve a step-change in nature conservation in England without society accepting it to be necessary, desirable, and achievable. This will require strong leadership from government and significant improvements in collaboration between local authorities, local communities, statutory agencies, the voluntary and private sectors, farmers, landowners and other land-managers and individual citizens.</p>	
DEFRA England's Trees, Woods and Forests Strategy (2007)	<p>The England's Trees, Woods, and Forest Strategy (2007) aims to:</p> <p>(i) provide, in England, a resource of trees, woods and forests in places where they can contribute most in terms of environmental, economic and social benefits now and for future generations</p> <p>(ii) ensure that existing and newly planted trees, woods and forests are resilient to the impacts of climate change and also contribute to the way in which biodiversity and natural resources adjust to a changing climate</p> <p>(iii) protect and enhance the environmental resources of water, soil, air, biodiversity and landscapes (both woodland and non-woodland), and the cultural and amenity values of trees and woodland</p> <p>(iv) increase the contribution that trees, woods and forests make to the quality of life for those living in, working in or visiting England</p> <p>(v) improve the competitiveness of woodland businesses and promote the development of new or improved markets for sustainable woodland products and ecosystem services where this will deliver identify able public benefits, nationally or locally, including the reduction of carbon emissions.</p>	<p>The PFI should recognise the important role and value of trees as a means of addressing and mitigating a number of issues relating to climate change, air quality, health, landscape, and biodiversity. The PFI should utilise trees and native tree planting as a means of enhancing transport routes where appropriate. Overall the PFI should fully recognise and reflect the multiple benefits of trees in relation to enhancement works.</p>

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<p>The Natural Choice: Securing the Value of Nature. The Natural Environment White Paper. HM Government 2011.</p>	<p>Published in June 2011, the Natural Environment White paper sets out the Government's plans to ensure the natural environment is protected and fully integrated into society and economic growth. The White Paper sets out four key aims:</p> <p>(i) <u>Protecting and improving our natural environment</u></p> <p>There is a need to improve the quality of our natural environment across England, moving to a net gain in the value of nature. It aims to arrest the decline in habitats and species and the degradation of landscapes. It will protect priority habitats and safeguard vulnerable non-renewable resources for future generations. It will support natural systems to function more effectively in town, in the country and at sea. It will achieve this through joined-up action at local and national levels to create an ecological network which is resilient to changing pressures.</p> <p>(ii) <u>Growing a green economy</u></p> <p>The ambition is for a green and growing economy which not only uses natural capital in a responsible and fair way but contributes to improving it. It will properly value the stocks and flows of natural capital. Growth will be green because it is intrinsically linked to the health of the country's natural resources. The economy will capture the value of nature. It will encourage businesses to use natural capital sustainably, protecting and improving it through their day-to-day operations and the management of their supply chains.</p> <p>(iii) <u>Reconnecting people and nature</u></p> <p>The ambition is to strengthen the connections between people and nature. It wants more people to enjoy the benefits of nature by giving them freedom to connect with it. Everyone should have fair access to a good-quality natural environment. It wants to see every child in England given the opportunity to experience and learn about the natural environment. It wants to help people take more responsibility for their environment, putting local communities in control and making it easier for people to take positive action.</p> <p>(iv) <u>International and EU leadership</u></p> <p>The global ambitions are:</p> <ul style="list-style-type: none"> • internationally, to achieve environmentally and socially sustainable economic growth, together with food, water, climate and energy security; and • to put the EU on a path towards environmentally sustainable, low-carbon and resource-efficient growth, which is resilient to climate change, provides jobs and supports the wellbeing of citizens. 	<p>The PFI should seek to help deliver the aspirations of the White Paper. The PFI should fully consider the role of the highways network in allowing and facilitating people and communities to access the natural environment. The PFI should ensure walking routes and cycle ways are maintained to allow access to the wider countryside and the natural environment. The PFI should also seek to support natural systems where appropriate.</p>

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UK National Ecosystem Assessment (2011)	<p>The UK National Ecosystem Assessment is the first analysis of the UK's natural environment and the benefits it provides to society and economic prosperity. The assessment leads on from the Millennium Ecosystem Assessment (2005) and analyses services provided by ecosystem set against eight broad habitat types. The ecosystem services provided by these habitat types have been assessed to find their overall condition. The assessment sought to answer ten key questions:</p> <ol style="list-style-type: none"> 1) What are the status and trends of the UK's ecosystems and the services they provide to society? 2) What are the drivers causing changes in the UK's ecosystems and their services? 3) How do ecosystem services affect human well-being, who and where are the beneficiaries, and how does this affect how they are valued and managed? 4) Which vital UK provisioning services are not provided by UK ecosystems? 5) What is the current public understanding of ecosystem services and the benefits they provide? 6) Why should we incorporate the economic values of ecosystem services into decision making? 7) How might ecosystems and their services change in the UK under plausible future scenarios? 8) What are the economic implications of different plausible futures? 9) How can we secure and improve the continued delivery of ecosystem services? 10) How have we advanced our understanding of the influence of ecosystem services on human well-being and what are the knowledge constraints on more informed decision making? 	<p>The PFI should seek to reflect the emerging importance of the ecosystem service concept. It should be aware of the impacts its activities may have on these services and recognise the services that are being performed by the natural environment to support the highways network.</p>
DEFRA Guidance for Local Authorities on Implementing Biodiversity Duty (2007)	<p>The Duty is set out in Section 40 of the Natural Environment and Rural Communities Act (NERC) 2006, and states that: "Every public authority must, in exercising its functions, have regard, so far as is consistent with the proper exercise of those functions, to the purpose of conserving biodiversity". Particular areas of focus include: Policy, Strategy and Procurement; Management of Public Land and Buildings; Planning, Infrastructure and Development; and Education, Advice and Awareness.</p>	<p>Biodiversity considerations should be fully considered by the PFI. PFI initiatives should seek to incorporate biodiversity into enhancement works. In particular the PFI should avoid damaging and adversely affecting sensitive areas.</p>

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South East England Biodiversity Forum: South East Biodiversity Strategy (2008)	The South East Biodiversity Strategy seeks to: provide a strategic framework for the delivery of biodiversity targets in the region; embed a landscape scale approach to restoring whole ecosystems; create the space needed for wildlife to respond to climate change; and be a core element within the strategies and delivery plans of organisations across the South East region.	The PFI should support the framework through seeking to encourage an approach to transport infrastructure which supports a holistic approach to biodiversity requirements on the Isle of Wight, which incorporates green infrastructure, landscape protection and habitat provision into transport network enhancements.
Seeing the Wood for the Trees: A forestry and Woodland Framework for South East of England: 2004	<p>The Framework seeks the following outcomes for the region:</p> <ul style="list-style-type: none"> • Trees and woodlands supporting the development of sustainable communities; • More people’s health and well-being improved through visiting woodlands; • Greater use being made of trees and woodlands for community projects and activities; • Woodlands enhancing and protecting the region’s environment, together with safeguards for the heritage features within them; • Woodland habitats and species being brought into good ecological condition; • The economic value of woodland products to the region being increased; • Woodlands playing a greater role in attracting tourism, inward investment and other economic activity; • Woodlands and trees, especially ancient woodlands and veteran trees, protected from loss; • Integrated, strategic planning of woodland management. • The skills base needed to manage our woodlands; • Increasing public awareness about woodlands and their management; and • The financial viability of woodland management secured. 	The PFI should aim to protect trees and recognise their value to landscape, biodiversity, climate change mitigation and adaptation, environmental quality and for the public realm. Planting of trees should be encouraged. The PFI should also adopt a strategic approach to tree care and maintenance whilst appreciating that different tree species have different qualities when it comes to combating air quality, limiting surface run off, enhancing ecological networks and other issues.
Isle of Wight Council: Island Plan – Isle of Wight Core Strategy (including Waste and Minerals) (Adopted March 2012)	<p>The Core Strategy states the following aims among its objectives:</p> <ol style="list-style-type: none"> 1) To support sustainable and thriving communities that enable people to enjoy a quality of life, without compromising the quality of the environment. 2) To ensure that all development supports the principles of sustainable development. 7) To support a diverse tourism offer on the Island, particularly focussing upon sustainable eco-tourism. 8) To protect, conserve and enhance the Island’s natural, historic and built environments. 	The PFI aims to maintain the existing extent of the Island’s highways while improving overall network performance, but will need to do so in a way that minimises associated environmental effects.

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Isle of Wight Local Biodiversity Action Plan	The Local Biodiversity Action Plan sets out the local priorities for biodiversity on the Isle of Wight. It identifies the priority habitats and species on the Island, setting targets for their conservation and outlining mechanisms for achieving these.	The PFI should support the objectives of the Biodiversity Action Plan through protecting and enhancing the Island's biodiversity networks and seeking to support priority habitats and species. The PFI should ensure enhancement initiatives conform to BAP aspirations.
Isle of Wight Geodiversity Action Plan (2010)	<p>The LGAP for the Island seeks to promote the Isle of Wight through the conservation and sustainable development of its Earth Heritage</p> <p>The plan sets objectives, targets and determines indicators that will focus resources to conserve and enhance the Island's geodiversity. It will also in the longer term produce an electronic database audit of the Island's geodiversity. The LGAP is intended to link into other existing initiatives such as the Isle of Wight AONB, Local Biodiversity Action Plan, Historic Environment Action Plan, Historic Landscape Assessments and the Isle of Wight Council's corporate objective of 'Protecting the Island's Physical Environment'.</p> <p>The Objectives of the LGAP are:</p> <ol style="list-style-type: none"> 1. To audit the existing Earth Heritage resource of the Isle of Wight. 2. To audit existing Earth Heritage interpretation on the Isle of Wight. 3. To form an action plan to help conserve the Island's Earth Heritage resource. 4. To form an action plan to develop in a sustainable way the Island's Earth Heritage Resource to the benefit of the Island community and visitor. 	The PFI should seek to protect, enhance and improve access to the Isle of Wight's rich geodiversity resource.
Solent Waders and Brent Goose Strategy. Hampshire and Isle of Wight Wildlife Trust (2010)	The principle aim of the Strategy is to inform decisions relating to strategic planning as well as individual development proposals, to ensure that sufficient feeding and roosting resources continue to be available and the integrity of the network of sites is restored and maintained, in order to ensure the survival of these coastal bird populations. The underlying principle is to, wherever possible, conserve extant sites and to create new sites, enhancing the quality and extent of the feeding and roosting resource.	The PFI should support the aims of the Brent Goose Strategy by ensuring maintenance works are not carried out during sensitive times of the year, disturbance to feeding and roosting grounds is kept to a minimum, and where possible ensure works remain sympathetic to the aspirations of the strategy.

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Climate Change		
UN Framework Convention on Climate Change (1992)	Sets an overall framework for intergovernmental efforts to tackle the challenge posed by climate change.	<p>The PFI should promote a package of measures to support climate change mitigation. It should also seek to use and encourage the use of new technologies, including linked to energy efficiency and limiting greenhouse gas emissions.</p> <p>The PFI should also facilitate climate change adaptation, through supporting the sustainable management of flood risk areas, facilitating enhancements to green infrastructure, managing coastal erosion, and promoting the use of sustainable urban drainage systems.</p>
IPCC Kyoto Protocol to the United Nations Framework Convention on Climate Change (1997)	Commits member nations to reduce their emissions of carbon dioxide and other greenhouse gases, or engage in emissions trading if they maintain or increase emissions of these gases.	The PFI should promote a package of measures to support climate change mitigation. It should also seek to use and encourage the use of new technologies that are energy efficient.
EC Sixth Environmental Action Programme 2002-2012 (2002)	Climate change has been identified as one of four priority areas for Europe. The EAP's main objective is a reduction in emissions of greenhouse gases without a reduction in levels of growth and prosperity, as well as adaptation and preparation for the effects of climate change.	<p>The PFI should promote a package of measures to support climate change mitigation. It should also seek to use and encourage the use of new technologies, including linked to energy efficiency and limiting greenhouse gas emissions.</p> <p>The PFI should also facilitate climate change adaptation, through supporting the sustainable management of flood risk areas, facilitating enhancements to green infrastructure, managing coastal erosion, and promoting the use of sustainable urban drainage systems.</p>
EU Sustainable Development Strategy (2006)	This Strategy identifies key priorities for an enlarged Europe to focus on up to 2010, including climate change and clean energy, and sustainable transport.	<p>The PFI should promote a package of measures to support climate change mitigation. It should also seek to use and encourage the use of new technologies, including linked to energy efficiency and limiting greenhouse gas emissions.</p> <p>The PFI should also facilitate climate change adaptation, through supporting the sustainable management of flood risk areas, facilitating enhancements to green infrastructure, managing coastal erosion, and promoting the use of sustainable urban drainage systems.</p>

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UK Climate Change Act 2008 (2008)	<p>The 2008 Climate Change Act seeks to manage and respond to climate change in the UK, by:</p> <ul style="list-style-type: none"> • Setting ambitious, legally binding targets; • Taking powers to help meet those targets; • Strengthening the institutional framework; • Enhancing the UK's ability to adapt to the impact of climate change; and • Establishing clear and regular accountability to the UK Parliament and to the devolved legislatures. <p>Significantly, the Act sets a legally binding target of at least an 80 percent cut in greenhouse gas emissions by 2050 and at least a 34 percent cut by 2020. These targets are against a 1990 baseline.</p>	<p>The PFI should seek to support the proposed reductions in greenhouse gas emissions through promoting a package of measures to support climate change mitigation, facilitate smarter travel choices, and promote walking and cycling. It should also seek to use and encourage the use of new technologies, including linked to energy efficiency and limiting greenhouse gas emissions.</p>
UK Renewable Energy Strategy (2009)	<p>The UK has committed to sourcing 15% of its energy from renewable sources by 2020 – an increase in the share of renewables from about 2.25% in 2008. The Renewable Energy Strategy sets out how the Government will achieve this target through utilising a variety of mechanisms to encourage Renewable Energy provision in the UK. This includes through streamlining the planning system, increasing investment in technologies and improving funding for advice and awareness raising.</p>	<p>The PFI should seek to support the aims of the strategy through promoting the use of renewable energy sources within highways infrastructure, including street lighting, and promote low carbon technologies.</p>
The UK Low Carbon Transition Plan (2009)	<p>The UK Low Carbon Transition Plan sets out how the UK will meet the Climate Change Act's legally binding target of 34 percent cut in emissions on 1990 levels by 2020. It also seeks to deliver emissions cuts of 18% on 2008 levels.</p> <p>The main aims of the Transition Plan include the following:</p> <ul style="list-style-type: none"> • Producing 30% of energy from renewables by 2020; • Improving the energy efficiency of existing housing; • Increasing the number of people in 'green jobs'; and • Supporting the use and development of clean technologies. 	<p>The PFI should seek to support the proposed reductions in greenhouse gas emissions through promoting a package of measures to support climate change mitigation, facilitate smarter travel choices, and promote walking and cycling. It should also seek to use and encourage the use of new technologies, including linked to energy efficiency and limiting greenhouse gas emissions.</p>

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National Planning Policy Framework (2012)	<p>Replacing 'Planning and Climate Change: Supplement to PPS1' and 'PPS25: Development and Flood Risk', the policy sets out the Government's planning policies for England and is a framework for local policies and how they should be applied. In response to the UN resolution 24/187, the framework performs a sustainable development role (economic, social and environmental) in the planning system, outlining 12 core planning principles for plan and decision making, including - Meeting the challenge of climate change, flooding and coastal change;</p> <p>Adoption of proactive strategies to mitigate and adapt to climate change in line with the objectives and provisions of the Climate Change Act 2008, taking full consideration of flood risk, coastal change and water supply and demand.</p> <p>Support low carbon future by helping to increase the use of renewable and low carbon sources in line with the National Policy Statement for Renewable Energy Infrastructure.</p> <p>Seeks to ensure that all types of flood risk is taken into account ,over the long term, at the planning process to avoid inappropriate development in areas at risk of flooding, and to direct development away from areas of highest risk</p> <p>Under the principle of 'promoting healthy communities' local and neighbourhood plans should identify community green spaces of particular importance to them, ensuring any development of these areas is ruled out in a majority of circumstances.</p>	The PFI should encourage efficient low carbon design in line with the Governments zero carbon buildings policy and support renewable energy use and provision within the borough. The PFI should also facilitate climate change adaptation, such as increasing flood risk, considerations regarding coastal change (in line with Integrated Coastal Zone Management), supporting a growth in green infrastructure and promoting the development of sustainable urban drainage systems and other measures.
DfT An Evidence Base Review of Public Attitudes to Climate Change and Transport Behaviour (2006)	Summary report of the findings of an evidence base review investigating the research base on public attitudes towards climate change and transport behaviour.	The PFI should support modal shift through improving walking and cycling networks and improving green infrastructure within transport infrastructure enhancement
Government Office for the South East: Strategy for Energy Efficiency and Renewable Energy (2004)	The strategy seeks to encourage greater energy efficiency and the development of renewable energy sources over the short, medium and longer term.	The PFI should seek to support the aims of the strategy through promoting the use of renewable energy within transport infrastructure, and promoting low carbon technologies.
Carbon Trust: The Climate Change Challenge: Scientific Evidence and Implications (2005)	This report summarises the nature of the climate change issue. It explains the fundamental science and the accumulating evidence that climate change is real and needs to be addressed. It also explains the future potential impacts, including the outstanding uncertainties.	<p>The PFI should promote a package of measures to support climate change mitigation. It should also seek to use and encourage the use of new technologies, including linked to energy efficiency and limiting greenhouse gas emissions.</p> <p>The PFI should also facilitate climate change adaptation, through supporting the sustainable management of flood risk areas, facilitating enhancements to green infrastructure, managing coastal erosion, and promoting the use of sustainable urban drainage systems.</p>

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South East Climate Change Partnership: Adapting to climate change: a checklist for development (2005)	The document, primarily aimed at developers, their partners, design teams, architects, surveyors and engineers, sets out a checklist and guidance for new developments to adapt to climate change. The aim is to future-proof developments and to build-in resilience to climate change impacts now and in the future.	The PFI should also facilitate climate change adaptation, through supporting the sustainable management of flood risk areas, incorporation of green infrastructure and promotion of the use of sustainable urban drainage systems. The PFI should also seek to ensure that transport infrastructure is future proofed against the effects of climate change through appropriate design, layout and the incorporation of features and areas which will help increase the resilience of the development area to future changes in climate.
Island Strategic Partnership: Eco Island: the Isle of Wight's Sustainable Community Strategy 2008-2020 (2008)	The Island's Sustainable Community Strategy has a strong focus on climate change mitigation, including through seeking to promote energy efficiency and promoting investment in renewable energy on the Island. A major aim for the SCS is for the Island to have the lowest carbon footprint in England by 2020.	The PFI should seek to support the proposed reductions in greenhouse gas emissions through promoting a package of measures to support climate change mitigation, facilitate smarter travel choices, and integrate land use and transport planning to reduce the need to travel. It should also seek to use and encourage the use of new technologies that are energy efficient.
Isle of Wight Council: Island Plan – Isle of Wight Core Strategy (including Waste and Minerals) (Adopted March 2012)	The Core Strategy states the following aims among its objectives: 1) To support sustainable and thriving communities that enable people to enjoy a quality of life, without compromising the quality of the environment. 2) To ensure that all development supports the principles of sustainable development. 9) To provide renewable sources of energy that contribute to the Island being self-sufficient in renewable electricity production. 10) To reduce the need to travel, to improve accessibility across the Island and maintain functional transport links with the mainland.	The PFI aims to maintain the existing extent of the Island's highways while improving overall network performance, but will need to do so in a way that minimises associated environmental effects.
IoWC (2009) Climate Impacts Report	This report details the likely impacts of climate change on the Isle of Wight focusing on several broad topics: 1) Human health 2) Delivery of public services 3) Infrastructure 4) Business continuity 5) Tourism 6) Agriculture 7) Biodiversity 8) Water The report is a starting point in the process to establishing adaptation plans on the Island.	The PFI should seek to address the likely effects of climate change on the highways network and surrounding area and ensure that adaptation measures are planned accordingly throughout the Islands transport infrastructure to ensure it remains responsive and able to cope with future challenges.

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IoWC (2011) Climate Change Adaptation Report.	<p>This report details the principle risks of climate change facing the Isle of Wight, and details adaptation actions required to ensure that the Island prepares accordingly in the face of a changing climate.</p> <p><u>The principal risks to the Island from climate change have been identified as:</u></p> <ul style="list-style-type: none"> • Impact of fluvial flooding and extreme weather events on communities. • Impact of sea level rise, flooding and coastal erosion on the built environment and land use. • Impact on communities and businesses of water shortages caused by drought conditions. • Threats to human health due to new environmental conditions. • Limited capability of Island species and habitats to adapt to a changing climate and extreme events. • Economic instability caused by lack of sufficient adaptation particularly within agricultural sector. • Impact on infrastructure and transport threatening business continuity. • Impact of extreme events on continuity of Island's energy supply. • Impacts of extreme weather on cross Solent supply chain: food, fuel, medicine. <p><u>The adaptation actions deemed as most critical to the safety of Island residents and continuity of public services are:</u></p> <ul style="list-style-type: none"> • Conduct climate vulnerability mapping to identify priority at-risk sites, settlements, developments and properties across the Island. • Continue to monitor the state of the Island's coastline, coastal infrastructure and community. • Introduce appropriate climate change adaptation fully in all new and reviewed Isle of Wight Council strategic policies and programmes, and minimise future risk through effective implementation. • Increase awareness amongst communities of how a changing climate will affect daily life and how they might adapt and prepare for sustained disturbance to routines and the acute impacts of extreme weather events. • Develop a freely accessible Island-wide resource of comprehensive information and expertise on climate adaptation. 	<p>The PFI should seek to address the likely effects of climate change on the highways network and surrounding area, and ensure that adaptation measures are planned accordingly throughout the Islands highways network to ensure it remains responsive and able to cope with future challenges.</p>
Health		
EC Together for Health: A Strategic Approach for the EU 2008-2013 (2007)	Building on current work, this Strategy aims to provide an overarching strategic framework spanning core issues in health as well as health in all policies and global health issues.	The PFI should seek to improve accessibility to health, sporting, leisure and recreational facilities, promote walking and cycling and support the provision of access to open space and enhanced sub-regional green infrastructure networks.

Title of PPP	Main objectives and environmental / socio-economic requirements of PPP	How it affects, or is affected by the PFI in terms of environmental issues*
National Planning Policy Framework (2012)	<p>Replacing PPG17 (Planning for Open Space, Sport and Recreation), the policy sets out the Government's planning policies for England and is a framework for local policies and how they should be applied. In response to the UN resolution 24/187, the framework performs a sustainable development role (economic, social and environmental) in the planning system, outlining 12 core planning principles for plan and decision making, including – Promoting healthy communities;</p> <p>The framework sets out open space, sport and recreation considerations for neighbourhood planning bodies These include an assessment of needs and opportunities; setting local standards; maintaining an adequate supply of open space and sports and recreational facilities; planning for new open space and sports and recreational facilities; and planning obligations.</p> <p>Local and neighbourhood plans should identify community green spaces of particular importance (including recreational and tranquillity) to them, ensuring any development of these areas is ruled out in a majority of circumstances.</p>	The PFI should support the provision and protection of new sporting, leisure, recreational facilities, public rights of way and National trails in the borough and help facilitate enhancements to sub regional multifunctional green infrastructure networks (Local Green Spaces).
DCMS: Playing to win: a new era for sport. (2008)	<p>The Government's vision for sport and physical activity for 2012 and beyond is to increase significantly levels of sport and physical activity for people of all ages and to achieve sustained levels of success in international competition.</p> <p>The ambition is for England to become –a truly world leading sporting nation.</p> <p>The vision is to give more people of all ages the opportunity to participate in high quality competitive sport.</p>	The PFI should seek to improve accessibility to health, sporting, leisure and recreational facilities, promote walking and cycling and support the provision of access to open space and enhanced sub-regional green infrastructure networks.

Title of PPP	Main objectives and environmental / socio-economic requirements of PPP	How it affects, or is affected by the PFI in terms of environmental issues*
DoH: Healthy Lives, Healthy People: Our strategy for public health in England White Paper(2010)	<p>Sets out the Governments approach to tackling threats to public health and dealing with health inequalities. It sets out an approach that will:</p> <ol style="list-style-type: none"> 1) protect the population from health threats – led by central government, with a strong system to the frontline; 2) empower local leadership and encourage wide responsibility across society to improve everyone’s health and wellbeing, and tackle the wider factors that influence it; 3) focus on key outcomes, doing what works to deliver them, with transparency of outcomes to enable accountability through a proposed new public health outcomes framework; 4) reflect the Government’s core values of freedom, fairness and responsibility by strengthening self-esteem, confidence and personal responsibility; positively promoting healthy behaviours and lifestyles; and adapting the environment to make healthy choices easier; and 5) balance the freedoms of individuals and organisations with the need to avoid harm to others, use a ‘ladder’ of interventions to determine the least intrusive approach necessary to achieve the desired effect and aim to make voluntary approaches work before resorting to regulation. 	<p>The PFI should reflect the aims of the strategy by maintaining a high quality network of walking and cycleways that facilitate active travel options. The PFI should also aim to encourage access to the wider countryside for recreation and leisure pursuits that encourage exercise and healthier lifestyles.</p>
DoH & Department for Work and Pensions. Improving health and work: changing lives: The Government's Response to Dame Carol Black's Review of the health of Britain's working-age population (2008)	<p>This sets out the Government’s response to a review into the health of Britain’s working age population conducted by Dame Carol Black. The vision is to:</p> <p>“create a society where the positive links between work and health are recognised by all, where everyone aspires to a healthy and fulfilling working life and where health conditions and disabilities are not a bar to enjoying the benefits of work”.</p> <p>To achieve the vision three key aspirations have been identified:</p> <ul style="list-style-type: none"> • creating new perspectives on health and work; • improving work and workplaces; and • supporting people to work. <p>Through these three aspirations Britain’s working population will fulfil their full potential, create stronger communities and help relive the financial burden of health problems on the economy.</p>	<p>The PFI can support the health and wellbeing of the working age population through supporting enhancements to walking and cycling networks. It should also seek to support enhancements to Island-wide green infrastructure networks.</p>
DoH Our health, our care, our say: a new direction for community services (2005)	<p>Puts emphasis on moving healthcare into the community and will therefore have an impact on sustainable development considerations, including supporting local economies and how people travel to healthcare facilities.</p>	<p>The PFI should seek to improve accessibility to health, sporting, leisure and recreational facilities, promote walking and cycling and support the provision of access to open space and enhanced sub-regional green infrastructure networks.</p>

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

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Sport Hampshire & IOW Strategy 2010–2013	<p>Sport Hampshire & IOW have developed four strategic aims:</p> <ol style="list-style-type: none"> 1. To inspire and sustain greater participation in physical activity and sport, enabling all to fulfil their potential 2. To support activity at all levels through the development of a quality workforce; coaches, instructors, leaders, volunteers, and administrators 3. To plan strategically and provide a range of high quality, active environments and appropriate facilities supporting introductory activities, participation and performance sport 4. To implement a strategic and co-ordinated approach to marketing and communications, enabling information to be communicated more effectively. 	<p>The PFI should support the aims of the strategy by ensuring a high quality transport network enables people from all aspects of society to have access to environments that encourage physical activity.</p>
South East Regional Public Health Group: The South East England Health Strategy (2008)	<p>The strategy aims to improve the health of the South East's residents through six themes:</p> <ul style="list-style-type: none"> • Reducing health inequalities • Promoting a sustainable region • Promoting safer communities • Increasing the positive relationship between employment and health • Improving outcomes for children and young people • Improving outcomes in later life <p>For each of these strategic themes, a single aim, five objectives and a number of associated actions by which progress can be monitored have been identified.</p>	<p>The PFI should seek to improve accessibility to health, sporting, leisure and recreational facilities, promote walking and cycling and support the provision of access to open space and enhanced sub-regional green infrastructure networks.</p>
South East Green Infrastructure Framework (2009)	<p>The Green Infrastructure framework for the south east seeks to develop a common understanding of green infrastructure. It encourages local authorities to embed green infrastructure into their local development framework, and seek partnership working in its delivery. The framework provides guidance on Green Infrastructure planning and delivery, drawing on Natural England Green Infrastructure Guidance (2009).</p>	<p>The PFI should support improvements to new and existing green infrastructure networks. The PFI should recognise that transport networks can contribute as GI assets and should be maintained as part of a strong network. The PFI should support green infrastructure work already being carried out on the Island.</p>
Isle of Wight Council: Island Plan – Isle of Wight Core Strategy (including Waste and Minerals) (Adopted March 2012)	<p>The Core Strategy states the following aims among its objectives:</p> <ol style="list-style-type: none"> 1) To support sustainable and thriving communities that enable people to enjoy a quality of life, without compromising the quality of the environment. 2) To ensure that all development supports the principles of sustainable development. 5) To promote and enhance community leisure and recreational facilities. 10) To reduce the need to travel, to improve accessibility across the Island and maintain functional transport links with the mainland. 	<p>The PFI aims to maintain the existing extent of the Island's highways while improving overall network performance, but will need to do so in a way that minimises associated environmental effects.</p>

Title of PPP	Main objectives and environmental / socio-economic requirements of PPP	How it affects, or is affected by the PFI in terms of environmental issues*
Isle of Wight Green Infrastructure Mapping Study (2010)	<p>This study sought to map all Green Infrastructure assets for the Island, from a strategic level to a local level. The study examines all assets across the whole Island to assess what exists, its location, the level of designation, as well as quality of provision. It also establishes any deficiencies and potential opportunities that may exist.</p>	<p>The PFI should support improvements to new and existing green infrastructure networks. The PFI should recognise that transport networks can contribute as GI assets and should be maintained as part of a strong network. The PFI should support green infrastructure work already being carried out on the Island.</p>
Seeing the Wood for the Trees: A forestry and Woodland Framework for South East of England: 2004	<p>The Framework seeks the following outcomes for the region:</p> <ul style="list-style-type: none"> • Trees and woodlands supporting the development of sustainable communities; • More people’s health and well-being improved through visiting woodlands; • Greater use being made of trees and woodlands for community projects and activities; • Woodlands enhancing and protecting the region’s environment, together with safeguards for the heritage features within them; • Woodland habitats and species being brought into good ecological condition; • The economic value of woodland products to the region being increased; • Woodlands playing a greater role in attracting tourism, inward investment and other economic activity; • Woodlands and trees, especially ancient woodlands and veteran trees, protected from loss; • Integrated, strategic planning of woodland management. • The skills base needed to manage our woodlands; • Increasing public awareness about woodlands and their management; and • The financial viability of woodland management secured. 	<p>The PFI should aim to protect trees and woods and recognise their value to health and wellbeing (as well as landscape, biodiversity, climate change mitigation and adaptation, environmental quality and for the public realm). Planting of trees as part of transport infrastructure enhancements should be encouraged.</p>

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<p>Consultation Document Healthy Weight & Obesity Management A Commissioning Strategy for Health Services Jan 2011 – March 2013 (2011)</p>	<p>This strategy seeks to address the problem of obesity related health problems on the island. The aims and objectives of the strategy are:</p> <p><u>Aims</u></p> <ul style="list-style-type: none"> • To support individuals to achieve and maintain a healthy weight • To reduce the incidence and burden of disease associated with rates of obesity • To ensure expenditure on treatment (including pharmacological and surgical interventions) provides value for money • To improve recording of overweight and obesity on GP registers to ensure the problem is properly quantified and the impact of interventions and schemes can be measured <p><u>Objectives</u></p> <ul style="list-style-type: none"> • To commission healthy eating and physical activity initiatives • To facilitate access to recognised weight management programmes • To increase prescribers compliance with NICE guidelines with regards to antiobesity medication • To ensure all patients who are candidates for bariatric surgery receive intensive support from a specialist dietician for at least 6 months prior to surgery and attempt all alternatives to surgery • To increase the recording of patient's BMI on GP registers 	<p>The PFI should seek to maintain a high quality transport network that facilitates active travel options and promotes access to the wider countryside to support healthier lifestyles.</p>

Historic Environment

<p>UNESCO World Heritage Convention (1972)</p>	<p>Aims of the Convention are: defining cultural and natural heritage; recognising the protection and conservation; understanding the value; and establishing 'the World Heritage fund'.</p>	<p>The protection and enhancement of cultural heritage assets and their settings should be a key consideration for the PFI.</p>
<p>Council of Europe: Convention on the Protection of the Architectural Heritage of Europe (1985)</p>	<p>Aims for signatories to protect their architectural heritage by means of identifying monuments, buildings and sites to be protected; preventing the disfigurement, dilapidation or demolition of protected properties; providing financial support by the public authorities for maintaining and restoring the architectural heritage on its territory; and supporting scientific research for identifying and analysing the harmful effects of pollution and for defining ways and means to reduce or eradicate these effects.</p>	<p>The protection and enhancement of cultural heritage assets and their settings should be a key consideration for the PFI. The PFI should support high quality design of and appropriate layout within enhancement and maintenance works.</p>
<p>Council of Europe: The Convention on the Protection of Archaeological Heritage (Revised) (Valetta Convention) (1992)</p>	<p>The convention defines archaeological heritage and identifies measures for its protection. Aims include integrated conservation of the archaeological heritage and financing of archaeological research and conservation.</p>	<p>Archaeological assets, both potential and realised should be fully considered and protected during PFI enhancement and maintenance works.</p>

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DCMS Ancient Monuments and Archaeological Areas Act (1979)	An act to consolidate and amend the law retain to ancient monuments, to make provision of matters of archaeological or historic interest, and to provide grants by secretary of state to the Architectural Heritage fund.	Archaeological assets, both potential and realised should be fully considered and protected during PFI enhancement and maintenance works.
National Planning Policy Framework (2012)	<p>Replacing PPS5 (Planning for the Historic Environment), the policy sets out the Government’s planning policies for England and is a framework for local policies and how they should be applied. In response to the UN resolution 24/187, the framework performs a sustainable development role (economic, social and environmental) in the planning system, outlining 12 core planning principles for plan and decision making, including – Conserving and enhancing the historic environment; Local planning authorities should set out a positive strategy for the conservation and enjoyment of the historic environment, including heritage assets most at risk through neglect, decay or other threats. If any heritage asset is affected by a proposed development, planning applicants must supply relevant historical records and consult using appropriate expertise. The significance of any impact to heritage asset should be taken into account by the local authority. Deliberate neglect or damage to the asset should not be taken into account when assessing the impact of the development to the asset.</p> <p>Substantial harm to or loss of a grade II listed building, park or garden should be exceptional. Substantial harm to or loss of designated heritage assets of the highest significance, notably scheduled monuments, protected wreck sites, battlefields, grade I and II* listed buildings, grade I and II* registered parks and gardens, and World Heritage Sites, should be wholly exceptional.</p> <p>Non-designated heritage assets of archaeological interest that are demonstrably of equivalent significance to scheduled monuments, should be considered subject to the policies for designated heritage assets.</p> <p>Where a proposed development will lead to substantial harm to a designated heritage asset, local authorities should refuse consent unless the development meets one of the exception criteria outlined in the framework.</p> <p>To enhance or better reveal their significance, Local planning authorities should look for opportunities within Conservation Areas, World Heritage Sites and within the setting of heritage assets. Proposals that preserve the setting, reveal the significance of the asset or make a positive contribution should be treated favourably.</p>	<p>The protection and enhancement of cultural heritage assets and their settings should be a key consideration for the PFI. The PFI, including the capital schemes, should support high quality design and appropriate layout to protect and enhance landscape quality and the local distinctiveness.</p> <p>Archaeological assets, both potential and realised should be provided with consideration, proportionate to their significance.</p>

Title of PPP	Main objectives and environmental / socio-economic requirements of PPP	How it affects, or is affected by the PFI in terms of environmental issues*
Planning (Listed Buildings and Conservation Areas) Act (1990)	An act to consolidate certain enactments relating to special controls in respect of buildings and areas of special architectural or historic interest with amendments to give effect to recommendations to give effect to recommendations of the Law Commissions.	Enhancements to the highways network and maintenance works affecting listed buildings and conservation areas will need to have due regard to this Act.
Heritage Protection for the 21 st Century: White Paper (2007) and Heritage Protection Bill (2008)	Sets out a vision of a unified and simpler heritage protection system, which is easier to understand and use, and is more efficient, accountable and transparent. Also aims to increase the opportunities for public involvement and community engagement within the heritage protection system.	The PFI should seek to support the integrity of the historic environment through facilitating the protection of assets, enhancing their settings and encouraging walking, cycling and improvements to the public realm. The PFI should also seek to protect and enhance historic transport features and their surroundings as well as features within close proximity to enhancement and maintenance works.
DCMS The Historic Environment: A Force for Our Future (2001)	Sets out how the historic environment holds the key to: an inspiring education resource; more attractive towns and cities; a prosperous and sustainable countryside; world class tourist attractions; and new jobs.	The PFI should seek to support the integrity of the historic environment through facilitating the protection of assets, enhancing their settings and encouraging walking, cycling and improvements to the public realm. The PFI should also seek to protect and enhance historic transport features and their surroundings as well as features within close proximity to enhancement and maintenance works.
English Heritage and CABI: Buildings in Context: New Development in Historic Areas (2002)	Aims to stimulate a high standard of design when development takes place in historically sensitive contexts by showing 15 case studies in which achievement is far above the ordinary and trying to draw some lessons both about design and about the development and planning process, particularly regarding building in sensitive locations.	PFI initiatives affecting areas of sensitivity for their historic environment value should have due regard to this document.
ODPM Secure and Sustainable Buildings Act (2004)	Amends the Building act, and others, with regard to sustainable construction practices and conservation of historic buildings. Also states the general nature of security provisions which should be in place at the construction stage and beyond.	The protection and enhancement of cultural heritage assets and settings should be a key consideration for the PFI.

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English Heritage: Conservation Principles for the Sustainable Management of the Historic Environment	<p>This English Heritage document sets out the framework for the sustainable management of the historic environment. This is presented under the following six headline 'principles':</p> <p>Principle 1: The historic environment is a shared resource</p> <p>Principle 2: Everyone should be able to participate in sustaining the historic environment</p> <p>Principle 3: Understanding the significance of places is vital</p> <p>Principle 4: Significant places should be managed to sustain their values</p> <p>Principle 5: Decisions about change must be reasonable, transparent and consistent</p> <p>Principle 6: Documenting and learning from decisions is essential.</p>	The PFI should seek to ensure that these principles are taken into account through the enhancement and maintenance of the highways network.
Isle of Wight Council: Island Plan – Isle of Wight Core Strategy (including Waste and Minerals) (Adopted March 2012)	<p>The Core Strategy states the following aims among its objectives:</p> <p>1) To support sustainable and thriving communities that enable people to enjoy a quality of life, without compromising the quality of the environment.</p> <p>2) To ensure that all development supports the principles of sustainable development.</p> <p>4) To ensure that all development is designed to a high quality, creating buildings and a sense of place that reflects and enhances local character and distinctiveness.</p> <p>8) To protect, conserve and enhance the Island's natural, historic and built environments.</p>	The PFI aims to maintain the existing extent of the Island's highways while improving overall network performance, but will need to do so in a way that minimises associated environmental effects.
IOWC: Isle of Wight Historic Environment Action Plan (2008)	<p>The Isle of Wight HEAP identifies areas of importance for archaeology, the historic landscape and the historic built environment and sets out strategies for their local management. It draws on the Historic Landscape Characterisation carried out on the Island.</p> <p>The overall aim of the Isle of Wight HEAP is to assist in the development of strategic planning policy, guidance and advice, to facilitate the conservation and management of the historic environment and to enhance community understanding and enjoyment of this resource.</p>	The PFI should seek to support the integrity of the historic environment through facilitating the protection of assets, enhancing their settings and encouraging walking, cycling and improvements to the public realm. The PFI should also seek to protect and enhance historic transport features and their surroundings as well as features within close proximity to enhancement and maintenance works.
Landscape		
Council of Europe: European Landscape Convention (2006)	Aims to promote the protection, management and planning (including active design and creation of Europe's landscapes, both rural and urban, and to foster European co-operation on landscape issues.	The PFI should undertake maintenance works which protects, and where possible improves the landscape character of the area. This should include through augmenting historic landscapes. Similarly it should seek to reduce the impact of traffic and transport infrastructure on landscape quality.

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<p>Isle of Wight AONB: Isle of Wight AONB Management Plan 2009-2014 (2009)</p>	<p>The plan is the statutory Management Plan for the nationally designated and protected landscape of the Isle of Wight AONB.</p> <p>The overall aim of AONB Management Plans is to ensure continuity and consistency of management over time and to conserve and enhance the natural beauty of the landscape for the use and enjoyment of future generations. The plan:</p> <ul style="list-style-type: none"> • Highlights the distinctive qualities of the AONB. • Identifies the changes and issues affecting the AONB. • Presents a vision for the future of the AONB as a whole, in light of other national, regional and local priorities. • Sets priorities incorporating specific objectives that will help to secure that vision. • Clarifies the role of partners and other stakeholders, identifying what needs to be done, by whom, and when, in order to achieve the Plan's objectives. • Identifies how the objectives and actions will be measured and reviewed. • Seeks to raises the profile of the AONB and its purpose. <p>The plan sets out a vision, priorities, objectives and key actions for nine themes relating to the AONB. These include:</p> <ul style="list-style-type: none"> • Landscape Character • Earth Heritage • Wildlife • Historic Environment • Climate Change • Living and Working - Communities and Development • Living and Working - Rural Economy • Traffic and Transport; and <p>Visiting and Enjoying.</p>	<p>The PFI should seek to reflect the ambitions of the Management Plan. Particular areas where the PFI can have an influence include the protection of landscape quality including landscape features; tranquillity and noise, air and light pollutions.</p>

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Isle of Wight Council: Island Plan – Isle of Wight Core Strategy (including Waste and Minerals) (Adopted March 2012)	<p>The Core Strategy states the following aims among its objectives:</p> <p>1) To support sustainable and thriving communities that enable people to enjoy a quality of life, without compromising the quality of the environment.</p> <p>2) To ensure that all development supports the principles of sustainable development.</p> <p>4) To ensure that all development is designed to a high quality, creating buildings and a sense of place that reflects and enhances local character and distinctiveness.</p> <p>8) To protect, conserve and enhance the Island’s natural, historic and built environments.</p>	The PFI aims to maintain the existing extent of the Island’s highways while improving overall network performance, but will need to do so in a way that minimises associated environmental effects.
IOWC: Isle of Wight Historic Environment Action Plan (2008)	<p>The Isle of Wight HEAP identifies areas of importance for archaeology, the historic landscape and the historic built environment and sets out strategies for their local management. It draws on the Historic Landscape Characterisation carried out on the Island.</p> <p>The overall aim of the Isle of Wight HEAP is to assist in the development of strategic planning policy, guidance and advice, to facilitate the conservation and management of the historic environment and to enhance community understanding and enjoyment of this resource.</p>	The PFI should undertake maintenance works which protects, and where possible improves the landscape character of the area. This should include through augmenting historic landscapes. Similarly it should seek to reduce the impact of traffic and transport infrastructure on landscape quality.
Isle of Wight Assessment of potential for mineral sites on the Island. Site option report (2010)	This report details the assessment of sites considered for potential mineral extraction on the Isle of Wight. The report details the approach and outcomes of a desk based evaluation of potential site options for extraction of sand, gravel, and chalk.	The PFI should fully consider potential impacts and effects on the transport network in relation to operations at existing and future mineral extraction sites, and plan accordingly. The PFI should where appropriate seek to support landscape character in relation to enhancements to the highways network servicing and supporting mineral extraction sites.
Material Assets		
EC Sixth Environmental Action Programme 2002-2012 (2002)	Natural resources and waste (in particular recycling) has been identified as one of four priority areas for Europe. The EAP requires member states to achieve 22% of electricity production from renewable energies by 2010; to significantly reduce the volumes of waste generated and the quantity going to disposal; and to give preference to waste recovery and especially to recycling.	The PFI should seek to support the aims of the Action Plan through promoting the use of renewable energy within transport infrastructure and promoting low carbon technologies. The PFI should also seek to improve resource efficiency, encourage the reuse of materials used in transport schemes, and seek to utilise recycled and reused materials where appropriate.
EC Waste Framework Directive (1975, updated 2006)	Objective is the protection of human health and the environment against harmful effects caused by the collection, transport, treatment, storage and tipping of waste. Particular focus is placed on the re-use of recovered materials as raw materials; restricting the production of waste; promoting clean technologies; and the drawing up of waste management plans.	The PFI should promote resource efficiency, encourage the reuse of materials used in transport schemes, and seek to utilise recycled materials where appropriate.

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EC Landfill Directive (1999)	Aims to prevent or reduce as far as possible negative effects on the environment, in particular the pollution of surface water, groundwater, soil and air, and on the global environment, including the greenhouse effect, as well as any resulting risk to human health, from the landfilling of waste, during the whole lifecycle of the landfill.	The PFI should promote resource efficiency, encourage the reuse of materials used in transport schemes, and seek to utilise recycled materials where appropriate.
National Planning Policy Framework (2012)	<p>Replacing MPS1 (Planning and Minerals), the policy sets out the Government's planning policies for England and is a framework for local policies and how they should be applied. In response to the UN resolution 24/187, the framework performs a sustainable development role (economic, social and environmental) in the planning system, outlining 12 core planning principles for plan and decision making, including – Facilitating the sustainable use of minerals;</p> <p>The framework sets out guidance for local mineral plans including: Identifying policies for existing and new sites of national importance, definition of Mineral Safeguarding Areas so that locations of mineral sources are not sterilised by other developments, safeguarding of existing and planned mineral infrastructure (rail links, wharfage, storage, processing etc), environmental criteria to ensure there is not an unacceptable environmental impact and policies for reclaiming land and site aftercare.</p> <p>The framework sets out the principles and the key planning policy objectives against which plans for minerals and decisions on individual applications should be made. These cover the areas of exploration, survey, safeguarding, protection of heritage and countryside, supply, bulk transportation, environmental protection, efficient use, and restoration.</p> <p>Mineral planning authorities should plan for steady and adequate supply of aggregates by; preparing a Local Aggregate Assessment, participating in an Aggregate Working Party, making provision for land-won in mineral plans, take account of National and sub national guidelines, using landbanks as an indicator of supply, maintaining separate landbanks for specific qualities and making adequate provisions.</p> <p>Mineral planning authorities should also: clearly distinguish between the three phases of development when planning on-shore oil and gas development, encourage underground gas and carbon storage, indicate areas of acceptable coal extraction and spoil sites and encourage capture and use of methane from coal mines.</p>	The PFI should, where appropriate, aim to safeguard against the sterilisation of certain minerals resources and related infrastructure.
Cabinet Office: Waste Not, Want Not, A Strategy for tackling the waste problem (2002)	A study into how England's current waste management practices could be improved to reduce the current, and growing, waste problem.	The PFI should promote resource efficiency, encourage the reuse of materials used in transport schemes, and seek to utilise recycled materials where appropriate.

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DEFRA Waste and Emissions Trading Act (2003)	Sets out legislative provisions for waste (including waste sent to landfill, waste management in England and Wales, and recycling plans), and about penalties for non-compliance with schemes for the trading of emissions quotas.	The PFI should promote resource efficiency, encourage the reuse of materials used in transport schemes, and seek to utilise recycled materials where appropriate.
DECC Energy White Paper: Meeting the Energy Challenge (2007)	Sets out Government's long term energy policy, including requirements for cleaner, smarter energy; improved energy efficiency; reduced carbon emissions; and reliable, competitive and affordable supplies. The White Paper sets out the UK's international and domestic energy strategy, in the shape of four policy goals: <ol style="list-style-type: none"> 1) aiming to cut CO₂ emissions by some 60% by about 2050, with real progress by 2020; 2) maintaining the reliability of energy supplies; 3) promoting competitive markets in the UK and beyond; and ensuring every home is heated adequately and affordably. 	The PFI should seek to support the aims of the White Paper through promoting the use of renewable energy within transport infrastructure and maintenance works, and promoting low carbon technologies in its operations.
DECC Sustainable Energy Act (2010)	4) Aims include increasing the use of renewable energy; cutting the UK's carbon emissions; maintaining the reliability of the UK's energy supplies; promoting competitive energy markets in the UK; and reducing the number of people living in fuel poverty.	The PFI should promote the use of renewable energy within transport infrastructure and maintenance works, and seek to utilise low carbon technologies in its operations.
National Planning Policy Framework (2012)	Replacing PPS22 (Renewable Energy), the policy sets out the Government's planning policies for England and is a framework for local policies and how they should be applied. In response to the UN resolution 24/187, the framework performs a sustainable development role (economic, social and environmental) in the planning system, outlining 12 core planning principles for plan and decision making, including - Meeting the challenge of climate change, flooding and coastal change; Support low carbon future by helping to increase the use of renewable and low carbon sources in line with the National Policy Statement for Renewable Energy Infrastructure.	The PFI should have due regard to the NPPF principle (Meeting the challenge of climate change) by supporting low carbon approaches and renewable energy.
ODPM PPS10: Planning for Sustainable Waste Management (2005)* *The Waste Planning Policy Statement will remain in place until the National Waste Management Plan is published.	Planning authorities are encouraged to deliver sustainable waste management through the development of appropriate strategies for growth, regeneration and the prudent use of resources; and by providing sufficient opportunities for new waste management facilities of the right type, in the right place and at the right time.	The PFI should promote resource efficiency, encourage the reuse of materials used in transport schemes, and seek to utilise recycled materials where appropriate.
DEFRA Waste Strategy for England (2007)	Aims are to reduce waste by making products with fewer natural resources; break the link between economic growth and waste growth; re-use products or recycle their materials; and recover energy from other wastes where possible. Notes that for a small amount of residual material, landfill will be necessary.	The PFI should promote resource efficiency, encourage the reuse of materials used in transport schemes, and seek to utilise recycled materials where appropriate.

Title of PPP	Main objectives and environmental / socio-economic requirements of PPP	How it affects, or is affected by the PFI in terms of environmental issues*
DTI Micro Generation Strategy (2006)	Acknowledges that local authorities can be pro-active in promoting small-scale, local renewable energy generation schemes through "sensible use of planning policies".	The PFI should promote resource efficiency, encourage the reuse of materials used in transport schemes, and seek to utilise recycled materials where appropriate.
Government Office for the South East: Strategy for Energy Efficiency and Renewable Energy (2004)	The strategy seeks to encourage greater energy efficiency and the development of renewable energy sources over the short, medium and longer term.	The PFI should promote the use of renewable energy within transport infrastructure and maintenance works, and seek to utilise low carbon technologies in its operations. The PFI should promote resource efficiency, encourage the reuse of materials used in transport schemes, and seek to utilise recycled materials where appropriate.
Isle of Wight Council: Island Plan – Isle of Wight Core Strategy (including Waste and Minerals) (Adopted March 2012)	<p>The Core Strategy states the following aims among its objectives:</p> <ul style="list-style-type: none"> 1) To support sustainable and thriving communities that enable people to enjoy a quality of life, without compromising the quality of the environment. 2) To ensure that all development supports the principles of sustainable development. 9) To provide renewable sources of energy that contribute to the Island being self-sufficient in renewable electricity production. 11) To manage the Island's waste in a sustainable and environmentally sensitive way. 12) To manage the Island's minerals supply in a sustainable and environmentally sensitive way. 	The PFI aims to maintain the existing extent of the Island's highways while improving overall network performance, but will need to do so in a way that minimises associated environmental effects.
National Policy Statements : Overarching National Policy Statement (NPS) for Energy (July 2011)	<p>This Overarching National (England and Wales) Policy Statement for Energy (EN-1) is part of a suite of NPSs issued by the Secretary of State for Energy and Climate Change. It sets out the Government's policy for delivery of major energy infrastructure, enabling the planning system to be rapid, predictable and accountable. A further five technology-specific NPSs for the energy sector cover different types of energy infrastructure (see below NPSs). These are used in conjunction with this NPS where relevant to an application.</p> <p>This NPS, and in particular the policy and guidance section on generic environmental impacts and mitigation, may be helpful to local planning authorities (LPAs) in preparing their local impact reports.</p>	N/A
National Policy Statements : Fossil Fuel Electricity Generating Infrastructure NPS (July 2011)	<p>It sets out the Government's (England and Wales) policy for delivery of major energy Infrastructure, enabling the planning system to be rapid, predictable and accountable.</p> <p>This NPS, and in particular the policy and guidance section on generic environmental impacts and mitigation, may be helpful to local planning authorities (LPAs) in preparing their local impact reports.</p>	N/A

Title of PPP	Main objectives and environmental / socio-economic requirements of PPP	How it affects, or is affected by the PFI in terms of environmental issues*
National Policy Statements : Renewable Energy Infrastructure NPS (July 2011)	<p>It sets out the Government's (England and Wales) policy for delivery of major energy Infrastructure, enabling the planning system to be rapid, predictable and accountable.</p> <p>This NPS, and in particular the policy and guidance section on generic environmental impacts and mitigation, may be helpful to local planning authorities (LPAs) in preparing their local impact reports.</p>	N/A
National Policy Statements : Gas Supply Infrastructure & Gas and Oil Pipelines NPS (July 2011)	<p>It sets out the Government's (England and Wales) policy for delivery of major energy Infrastructure, enabling the planning system to be rapid, predictable and accountable.</p> <p>This NPS, and in particular the policy and guidance section on generic environmental impacts and mitigation, may be helpful to local planning authorities (LPAs) in preparing their local impact reports.</p>	N/A
National Policy Statements : Electricity Networks Infrastructure NPS (July 2011)	<p>It sets out the Government's (England and Wales) policy for delivery of major energy Infrastructure, enabling the planning system to be rapid, predictable and accountable.</p> <p>This NPS, and in particular the policy and guidance section on generic environmental impacts and mitigation, may be helpful to local planning authorities (LPAs) in preparing their local impact reports.</p>	N/A
National Policy Statements : Nuclear Power Generation NPS (July 2011)	<p>It sets out the Government's (England and Wales) policy for delivery of major energy Infrastructure, enabling the planning system to be rapid, predictable and accountable.</p> <p>This NPS, and in particular the policy and guidance section on generic environmental impacts and mitigation, may be helpful to local planning authorities (LPAs) in preparing their local impact reports.</p>	N/A

Title of PPP	Main objectives and environmental / socio-economic requirements of PPP	How it affects, or is affected by the PFI in terms of environmental issues*
<p>National Policy Statements : Hazardous Waste*</p> <p>*This NPS is not in force (Consultation started 14 July 2011 and ended 20 October 2011 – not yet designated)</p>	<p>This NPS (England only), and in particular the policy and guidance section on generic environmental impacts and mitigation, may be helpful to local planning authorities (LPAs) in preparing their local impact reports. The NPS covers;</p> <ul style="list-style-type: none"> • Construction of facilities in England where the main purpose of the facility is expected to be the final disposal or recovery of hazardous waste and the capacity is expected to be: <ul style="list-style-type: none"> ○ in the case of the disposal of hazardous waste by landfill or in a deep storage facility¹, more than 100,000 tonnes per year; ○ in any other case, more than 30,000 tonnes per year. • The alteration of a hazardous waste facility in England where the main purpose of the facility is the final disposal or recovery of hazardous waste and the alteration is expected to have the following effect: <ul style="list-style-type: none"> ○ in the case of the disposal of hazardous waste by landfill or in a deep storage facility, to increase by more than 100,000 tonnes per year the capacity of the facility; ○ in any other case, to increase by more than 30,000 tonnes per year the capacity of the facility. 	<p>N/A</p>

Population		
<p>EU Sustainable Development Strategy (2006)</p>	<p>This Strategy identifies key priorities for an enlarged Europe to focus on up to 2010. This includes health, social inclusion and fighting global poverty. It aims to achieve better policy integration in addressing these challenges, and to ensure that Europe looks beyond its boundaries in making informed decisions about sustainability.</p>	<p>The PFI should seek to: support improvements in accessibility to services, facilities and amenities; improve walking and cycling networks; enhance the local environment through appropriate design and layout of transport infrastructure; and support sub regional green infrastructure networks.</p>
<p>UN The Aarhus Convention (1998)</p>	<p>Links environmental rights and human rights. It establishes that sustainable development can be achieved only through the involvement of all stakeholders and links government accountability and environmental protection.</p>	<p>The PFI should seek to: support improvements in accessibility to services, facilities and amenities; improve walking and cycling networks; enhance the local environment through appropriate design and layout of transport infrastructure; and support sub regional green infrastructure networks.</p>

Title of PPP	Main objectives and environmental / socio-economic requirements of PPP	How it affects, or is affected by the PFI in terms of environmental issues*
National Planning Policy Framework (2012)	<p>Replacing PPS12 (Local Spatial Planning) and PPG17 (Planning for Open Space, Sport and Recreation), the policy sets out the Government's planning policies for England and is a framework for local policies and how they should be applied. In response to the UN resolution 24/187, the framework performs a sustainable development role (economic, social and environmental) in the planning system, outlining 12 core planning principles for plan and decision making, including - Promoting healthy communities, and Supporting high quality communications infrastructure;</p> <p>The planning system can play an important role in facilitating social interaction and creating healthy, inclusive communities. Local planning authorities should create a shared vision with communities of the residential environment and facilities they wish to see. Local policies and decisions should therefore promote:</p> <ul style="list-style-type: none"> • Safe and accessible environments and developments. • Opportunities for members of the community to mix and meet. • Plan for development and use of high quality shared public space. • Guard against loss of facilities. • Ensure established shops can develop in a sustainable way • Ensure integrated approach to housing and community facilities and services. <p>Local and neighbourhood plans should identify community green spaces of particular importance (including recreational and tranquillity) to them, ensuring any development of these areas is ruled out in a majority of circumstances.</p> <p>The framework sets out open space, sport and recreation considerations for neighbourhood planning bodies These include an assessment of needs and opportunities; setting local standards; maintaining an adequate supply of open space and sports and recreational facilities; planning for new open space and sports and recreational facilities; and planning obligations.</p> <p>Advanced, high quality communications infrastructure is essential for sustainable economic growth. The development of high speed broadband technology and other communications networks also plays a vital role in enhancing the provision of local community facilities and services.</p>	The PFI should have due regard to the NPPF 'promoting healthy community' framework.
ODPM Warm Homes and Energy Conservation Act (2000)	Requires the Government to develop and instigate a strategy to eradicate fuel poverty in England by 2016 and Wales by 2018.	N/A

Title of PPP	Main objectives and environmental / socio-economic requirements of PPP	How it affects, or is affected by the PFI in terms of environmental issues*
ODPM Sustainable Communities: Building for the Future (2003)	Sets out a long-term programme of action for delivering sustainable communities in both urban and rural areas. It aims to tackle housing supply issues in the South East, low demand in other parts of the country, and the quality of our public spaces.	The PFI should seek to: undertake maintenance works which improves accessibility to services, facilities and amenities; improve public transport and walking and cycling networks; enhance the local environment through appropriate design and layout of transport infrastructure; and support sub regional green infrastructure networks.
Social Exclusion Unit: Preventing Social Exclusion (2001)	The primary aims are to prevent social exclusion, and reintegrate people who have become excluded. Improvement is required in the areas of truancy, rough sleeping, teenage pregnancy, youth at risk and deprived neighbourhoods.	The PFI should seek to: undertake maintenance works which improves accessibility to services, facilities and amenities; improve public transport and walking and cycling networks; enhance the local environment through appropriate design and layout of transport infrastructure; and support sub regional green infrastructure networks. This will support community cohesion and help facilitate social inclusion.

Title of PPP	Main objectives and environmental / socio-economic requirements of PPP	How it affects, or is affected by the PFI in terms of environmental issues*
National Planning Policy Framework (2012)	<p>Replacing PPS3 (Housing), the policy sets out the Government’s planning policies for England and is a framework for local policies and how they should be applied. In response to the UN resolution 24/187, the framework performs a sustainable development role (economic, social and environmental) in the planning system, outlining 12 core planning principles for plan and decision making, including – Delivering a wide choice of high quality homes; and Requiring good design;</p> <p>Local planning authorities must significantly boost the supply of housing through;</p> <ul style="list-style-type: none"> • Affordable and meeting needs of the market, identifying accessible sites for 5, 6-10 and 11-15 years worth of housing/growth. • Illustrating the expected rate of housing delivery through a housing trajectory and set out a strategy. • Deliver high quality housing, widen opportunities for home ownership and create sustainable inclusive and mixed communities. • Making allowance for windfall sites on the basis that such sites are consistently available. • Resisting inappropriate development of residential gardens. • Avoid isolated country homes unless they were truly outstanding or innovative in design or enhance the surroundings. <p>Sustainable development in rural areas housing should be located where it will enhance or maintain the vitality of rural communities.</p> <p>The Government attaches great importance to the design of the built environment and it is a key aspect of sustainable development. Planning policies and decisions should aim to ensure that developments:</p> <ul style="list-style-type: none"> • Will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development; • Establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit; • Optimise the potential of the site to accommodate development, create and sustain an appropriate mix of uses (including incorporation of green and other public space as part of developments) and support local facilities and transport networks; • Respond to local character and history, and reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation; • Create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion; and • Are visually attractive as a result of good architecture and appropriate landscaping. 	N/A

Title of PPP	Main objectives and environmental / socio-economic requirements of PPP	How it affects, or is affected by the PFI in terms of environmental issues*
DCLG Homes for the future: more affordable, more sustainable (2007)	The Housing Green Paper outlines plans for delivering homes; new ways of identifying and using land for development; more social housing-ensuring that a decent home at an affordable price is for the many; building homes more quickly; more affordable homes; and greener homes - with high environmental standards and flagship developments leading the way.	The PFI should seek to improve residential environments through high quality design of highways infrastructure.
The Cultural Agenda South East England Cultural Consortium (2002)	<p>The regional Cultural Strategy seeks to</p> <ul style="list-style-type: none"> • Encompass the Region’s shared memory, experience and identity; • Include minority as well as majority interests; • Support the excellent as well as encouraging the wider and more inclusive participation; • Value the traditional as well as the experimental; • Emphasise lifelong learning and release individual creativity; and <p>See cultural activity as fundamental to people’s health, well-being and the quality of life in the Region.</p>	The PFI should seek to improve and maintain high quality transport networks which secure access to cultural facilities on the Isle of Wight, promote an expansion of green infrastructure and support the protection and enhancement of environmental assets.
South East Regional Housing Board: Regional Housing Strategy 2008- 2011 (2008)	<p>The strategy, which covers the period 2008-11, sets out the housing strategy for the South East.. Its priorities are as follows:</p> <ul style="list-style-type: none"> • Build more affordable homes; • Bring decent housing within reach of people on lower incomes; and • Improve the quality of new housing and of existing stock. <p>Linked to these priorities, the main aims of the Strategy are to:</p> <ul style="list-style-type: none"> • Make sure 35% of all new homes are affordable, either for rent or for part-rent/part-buy; • Make sure new affordable homes come in a range of sizes, to suit families as well as couples and singles; • Continued funding for local authority housing stock to meet the decent home standard; and • Make sure that new affordable homes meet high standards of building and energy efficiency. 	The PFI should seek to improve residential environments through high quality design of highways infrastructure.

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Island Strategic Partnership: Eco Island: the Isle of Wight's Sustainable Community Strategy 2008-2020 (2008)	<p>The main aims of the SCS in relation to the population environmental information theme include as follows:</p> <ul style="list-style-type: none"> • Support economic development and regeneration, enabling all to be able to share in the Island's economic success, through increasing the skills of the whole community. • Reduce levels of obesity in all ages. • Improve health, emotional wellbeing and life expectancy across the Island. • Support vulnerable people to live independent lives. • Ensure people of all ages have places to live and things to do in their local area. • Reduce Crime and Substance Misuse. • Reduce Anti-Social Behaviour and Disorder. • Reduce the fear of crime and increase public confidence • Enhance how our local areas look and feel, now and in the future. • Make sure our children achieve better than the national average at school and college. • Reduce childhood inequalities, by tackling poverty, neglect and domestic violence. • Support families and carers to provide a safe and positive environment for our young people. • 	The PFI should support the aims of the Sustainable Community Strategy by maintaining high quality transport networks which encourage healthier modes of travel. The PFI should improve accessibility, undertake enhancements to the public realm, support climate change adaptation and mitigation, and integrate land use and transport planning into maintenance and enhancement works.
ODPM & Home Office: Safer Places: The Planning System and Crime Prevention (2004)	Practical guide to designs and layouts that may help with crime prevention and community safety, including well-defined routes, places structured so that different uses do not cause conflict, places designed to include natural surveillance and places designed with management and maintenance in mind.	The PFI should draw on this guide by undertaking works where the design and layout of transport infrastructure improvements support perceptions of security and reduces crime and the fear of crime.
Home Office: Youth Justice - The next steps - companion document to Every Child Matters (2000)	The key proposals are to: strengthen parenting interventions; improve understanding of trials and trial preparation; manage remandees better in the community; establish a simpler sentencing structure with more flexible interventions; run community intensive supervision and surveillance as the main response to repeat and serious offending while still having custody available; introduce a more graduated progression between secure, open and community facilities; and improve youth justice skills and organisation.	The PFI should undertake works which improves the public realm, incorporates high quality green infrastructure, reduces the fear of crime and supports community cohesion.
Cabinet Office: Reaching Out: An Action Plan on Social Exclusion (2006)	Sets out an action plan to improve the life chances of those who suffer, or may suffer in the future, from disadvantage. Guiding principles for action include: better identification and earlier intervention; systematically identifying 'what works'; promoting multi-agency working; personalisation, rights and responsibilities; and supporting achievement and managing underperformance.	The PFI should seek to: undertake maintenance works which supports improvements to public transport and walking and cycling networks; enhance the local environment through appropriate design and layout of transport infrastructure; and support sub regional green infrastructure networks. This will support community cohesion and help facilitate social inclusion.

Title of PPP	Main objectives and environmental / socio-economic requirements of PPP	How it affects, or is affected by the PFI in terms of environmental issues*
<p>Isle of Wight Council: Island Plan – Isle of Wight Core Strategy (including Waste and Minerals) (Adopted March 2012)</p>	<p>The Core Strategy states the following aims among its objectives:</p> <ol style="list-style-type: none"> 1) To support sustainable and thriving communities that enable people to enjoy a quality of life, without compromising the quality of the environment. 2) To ensure that all development supports the principles of sustainable development. 3) To ensure that housing is provided to meet the needs of Island residents. 5) To promote and enhance community leisure and recreational facilities. 6) To provide opportunities to diversify and strengthen the local economy and increasing the range of higher skilled jobs available locally. 	<p>The PFI aims to maintain the existing extent of the Island's highways while improving overall network performance, but will need to do so in a way that minimises associated environmental effects.</p>
<p>Isle of Wight Council Housing Strategy 2007-2012 (2007)</p>	<p>The Isle of Wight Housing Strategy sets out the Isle of Wight's strategic direction with regard to the identification of housing needs, housing conditions and other related housing support needs across all tenures on the Island. What the strategy aims to do is:</p> <ul style="list-style-type: none"> • show what the community had said what they thought needed to be done; • provide information about national, regional and local policies; • provide information about the Island now and in the future; • set out what can be done and what the Isle of Wight council would like to do; • show the resources that are available to deliver the strategy; and • set out an action plan for delivering it 	<p>The PFI should ensure that a strong effective transport network is maintained enabling communities to be mobile and connected.</p>

Title of PPP	Main objectives and environmental / socio-economic requirements of PPP	How it affects, or is affected by the PFI in terms of environmental issues*
Localism Act (2011)	<p>The Localism Bill shifts power from central government back into the hands of individuals, communities and councils. It includes five key measures that underpin the Government's approach to decentralisation:</p> <ul style="list-style-type: none"> • Community rights - Using new community rights, local community and voluntary bodies, and parish councils can nominate land and buildings for inclusion on a list of assets maintained by the local authority • Neighbourhood planning - Parish and town councils or, where they exist, neighbourhood forums will lead the creation of neighbourhood plans, supported by the local planning authority. • Housing - The Localism Act will let councils decide: how best to help homeless people, how to manage their housing waiting lists, the length of tenancy that best fits a household's needs and control of the revenue from council tenants. • General power of competence - Councils will be able to work creatively to meet local needs, without having to wait for agreement from central government. • Empowering cities and other local areas - The Localism Act empowers major cities and other local authorities to: develop their areas, improve local services and increase their competitiveness. We expect the powers to commence by April 2012 	The PFI should reflect the greater local power, both within the community and in the councils, that the act provides.
Soil		
Defra: Safeguarding our Soils: A Strategy for England (2009)	<p>The Soil Strategy for England outlines the Government's approach to safeguarding our soils for the long term. It provides a vision to guide future policy development across a range of areas and sets out the practical steps that are needed to take to prevent further degradation of our soils, enhance, restore and ensure their resilience, and improve understanding of the threats to soil and best practice in responding to them.</p> <p>Key objectives of the strategy include:</p> <ul style="list-style-type: none"> • Better protection for agricultural soils; • Protecting and enhancing stores of soil carbon; • Building the resilience of soils to a changing climate; • Preventing soil pollution; • Effective soil protection during construction and development; and • Dealing with our legacy of contaminated land 	The PFI should ensure that maintenance and enhancement activities do not lead to the loss of high quality agricultural land. Where possible the PFI should ensure its activities do not lead to persistent soil erosion or soil contamination, and protect soils during highways improvements

Title of PPP	Main objectives and environmental / socio-economic requirements of PPP	How it affects, or is affected by the PFI in terms of environmental issues*
National Planning Policy Framework (2012)	<p>Replacing PPS7 (Sustainable development in rural areas), the policy sets out the Government's planning policies for England and is a framework for local policies and how they should be applied. In response to the UN resolution 24/187, the framework performs a sustainable development role (economic, social and environmental) in the planning system, outlining 12 core planning principles for plan and decision making, including conserving and enhancing the natural environment;</p> <p>The planning system should contribute and enhance the natural and local environment by;</p> <ul style="list-style-type: none"> • Protecting and enhancing valued landscapes, geological conservation interests and soils; • Recognising the wider benefits of ecosystem services; • Preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of soil, air, water or noise pollution or land instability; and • Remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land, where appropriate. <p>Planning policies and decisions should also ensure that:</p> <ul style="list-style-type: none"> • The site is suitable for its new use taking account of ground conditions and land instability, including from natural hazards or former activities such as mining, pollution arising from previous uses and any proposals for mitigation including land remediation or impacts on the natural environment arising from that remediation; • after remediation, as a minimum, land should not be capable of being determined as contaminated land under Part IIA of the Environmental Protection Act 1990; and • adequate site investigation information, prepared by a competent person, is presented. <p>Plans and decisions should encourage effective use of brownfield sites and take into account the economic benefits of agricultural land when assessing development. The presence of best and most versatile agricultural land (defined as land in grades 1, 2 and 3a of the Agricultural Land Classification), should be taken into account alongside other sustainability considerations. Where significant development of agricultural land is unavoidable, local planning authorities should seek to use areas of poorer quality land (grades 3b, 4 and 5) in preference to that of a higher quality, except where this would be inconsistent with other sustainability considerations.</p>	The PFI should seek to limit the loss of higher quality agricultural land and valued geology.

Title of PPP	Main objectives and environmental / socio-economic requirements of PPP	How it affects, or is affected by the PFI in terms of environmental issues*
Soils Lead Coordination Network: Soils and the Natural Heritage: a Vision by the Soils LCN for the Protection of the UK Soil Resource and Sustainable Use of Soils (2007)	<p>This document sets out the Soils Lead Coordination Network’s vision for soil conservation.</p> <p>The “desired outcomes” of the vision are as follows:</p> <ul style="list-style-type: none"> (i) Maintaining the diversity and biodiversity of UK soils; (ii) Controlling and when appropriate reversing loss of soil carbon and water-holding capacity; (iii) Reducing accelerated soil erosion and sediment transport into watercourses; and (iv) Ensuring appropriate status of soils in mitigation and remediation scenarios to control the impact of climate change. 	The PFI should seek to reflect the vision presented in the document by supporting a reduction of soil loss and erosion, promote an improvement of soil quality, including a reduction of land contamination, and promote soil protection during maintenance operations.
Isle of Wight Council: Island Plan – Isle of Wight Core Strategy (including Waste and Minerals) (Adopted March 2012)	<p>The Core Strategy states the following aims among its objectives:</p> <ul style="list-style-type: none"> 1) To support sustainable and thriving communities that enable people to enjoy a quality of life, without compromising the quality of the environment. 2) To ensure that all development supports the principles of sustainable development. 8) To protect, conserve and enhance the Island’s natural, historic and built environments. 11) To manage the Island’s waste in a sustainable and environmentally sensitive way. 12) To manage the Island’s minerals supply in a sustainable and environmentally sensitive way. 	The PFI aims to maintain the existing extent of the Island’s highways while improving overall network performance, but will need to do so in a way that minimises associated environmental effects.
Water		
Water Framework Directive 2000/60/EC	This provides an overarching strategy, including a requirement for EU Member States to ensure that they achieve ‘good ecological status’ by 2015. River Basin Management Plans were defined as the key means of achieving this.	The PFI should seek to ensure that water quality is not negatively affected by planned highways enhancement and maintenance activities, particularly regarding surface run-off during and after works undertaken.
HM Government Strategy for Sustainable Construction (2008)	Encourages the construction industry to adopt a more sustainable approach towards development; identifies eleven Themes for Targeting Action, which includes conserving water resources.	The PFI should seek to ensure that water quality is not negatively affected by planned highways enhancement and maintenance activities, particularly regarding surface run-off during and after works undertaken. It should also seek to incorporate water efficiency measures where appropriate.

Title of PPP	Main objectives and environmental / socio-economic requirements of PPP	How it affects, or is affected by the PFI in terms of environmental issues*
National Planning Policy Framework (2012)	<p>Replacing PPS23 (Planning and Pollution Control), the policy sets out the Government's planning policies for England and is a framework for local policies and how they should be applied. In response to the UN resolution 24/187, the framework performs a sustainable development role (economic, social and environmental) in the planning system, outlining 12 core planning principles for plan and decision making, including - Conserving and enhancing the natural environment, and Meeting the challenge of climate change, flooding and coastal change; The planning system should contribute to and enhance the natural and local environment by:</p> <ul style="list-style-type: none"> • preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of soil, air, water or noise pollution or land instability. <p>In preparing plans to meet development needs, the aim should be to minimise pollution and other adverse effects on the local and natural environment.</p> <p>Local planning authorities should adopt proactive strategies to mitigate and adapt to climate change, taking full account of flood risk, coastal change and water supply and demand considerations.</p> <p>Inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk, but where development is necessary, making it safe without increasing flood risk elsewhere. Local Plans should be supported by Strategic Flood Risk Assessment and develop policies to manage flood risk from all sources, taking account of advice from the Environment Agency and other relevant flood risk management bodies, such as lead local flood authorities and internal drainage boards. Local Plans should apply a sequential, risk-based approach to the location of development to avoid where possible flood risk to people and property and manage any residual risk, taking account of the impacts of climate change, by:</p> <ul style="list-style-type: none"> • applying the Sequential Test; • if necessary, applying the Exception Test; • safeguarding land from development that is required for current and future flood management; • using opportunities offered by new development to reduce the causes and impacts of flooding; and • where climate change is expected to increase flood risk so that some existing development may not be sustainable in the long-term, seeking opportunities to facilitate the relocation of development, including housing, to more sustainable locations. 	<p>The PFI should treat potential pollution from existing and new infrastructure as a material consideration.</p> <p>The PFI should seek to ensure flood risk is reduced or managed.</p>

Title of PPP	Main objectives and environmental / socio-economic requirements of PPP	How it affects, or is affected by the PFI in terms of environmental issues*
<p>National Policy Statements : Water Supply NPS*</p> <p>* This NPS has not been published in draft yet (2012).</p>	<p>It sets out the Government’s policy for delivery of major infrastructure, relating to the mitigation of, and adaptation to, climate change.</p> <p>This NPS, and in particular the policy and guidance section on generic environmental impacts and mitigation, may be helpful to local planning authorities (LPAs) in preparing their local impact reports.</p>	<p>N/A</p>
<p>National Policy Statements : Waste Water NPS</p> <p>*This NPS is not in force (Consultation started 16 November 2010 and ended 22 February 2011 – not yet designated)</p>	<p>It sets out the Government’s (England only, including national project in England) policy for the provision of major waste water infrastructure, enabling the planning system to be rapid, predictable and accountable. Major waste water infrastructure is defined as;</p> <ul style="list-style-type: none"> • construction of waste water treatment plants which are expected to have a capacity exceeding a population equivalent⁴ of 500,000 when constructed; or • alterations to waste water treatment plants where the effect of the alteration is expected to increase by more than a population equivalent of 500,000 the capacity of the plant. <p>Waste water (generally a mixture of domestic waste water from baths, sinks, washing machines and toilets, and waste water from industry. It will often also contain rainwater run-off from roofs and other impermeable surfaces).</p> <p>This NPS, includes a policy and guidance section on generic environmental impacts and mitigation.</p>	<p>N/A</p>
<p>DEFRA The Water Environment (Water Framework Directive) (England and Wales) Regulations (2003)</p>	<p>Requires all inland and coastal waters to reach “good status” by 2015. This is being done by establishing a river basin district structure within which demanding environmental objectives are being set, including ecological targets for surface waters.</p>	<p>The PFI should support highways infrastructure enhancements which reduces the frequency and severity of pollution events, limits the risk of flooding and supports improvements to water quality.</p>
<p>Environment Agency: Water for people and the environment: A Strategy for England and Wales (2009)</p>	<p>Looks at the steps needed, in the face of climate change, to manage water resources to the 2040s and beyond, with the overall aim of improving the environment while allowing enough water for human uses.</p>	<p>The PFI should support highways infrastructure enhancements which reduces the frequency and severity of pollution events, limits the risk of flooding and supports improvements to water quality.</p>
<p>Environment Agency: Building a Better Environment: A Guide for Developers (2006)</p>	<p>Guidance on addressing key environmental issues through the development process (focusing mainly on the issues dealt with by the Agency), including managing flood risk, surface water management, use of water resources, preventing pollution.</p>	<p>The PFI should seek to ensure that enhancements and maintenance of the highways network reflects this guidance document.</p>

Title of PPP	Main objectives and environmental / socio-economic requirements of PPP	How it affects, or is affected by the PFI in terms of environmental issues*
Isle of Wight Shoreline Management Plan 2 (2010)	<p>The Isle of Wight Shoreline Management Plan was published in December 2010 and adopted in May 2011.</p> <p>The SMP2 sets out a policy framework that allows the SMP to adapt to changes in legislation, climate, and individual shoreline circumstances. It provides long term management objectives for seven sections of the Isle of Wight coastline, detailing proposed action plans and policies relating to managing the Isle of Wight coastline. Each of the seven sections of coastline has three stages of management plan objectives for the next 100 years (stage one 0-20 years, 20-50 years, and 50-100years). Action plans for sections of the coastline fall under four categories.</p> <p>HTL - Hold the Line, A - Advance the Line, NAI – No Active Intervention, MR – Managed Realignment.</p>	<p>The PFI should seek to complement the Isle of Wight Shoreline Management Plan by promoting enhancements and maintenance which supports current and future flood risk and coastal erosion management taking place on the Island. It should also seek to support the wider aims and actions relating to nature conservation, landscape and seascape protection and enhancement of the historic environment taking place on the Island.</p>
Entec: Isle of Wight Strategic Flood Risk Assessment MK II (June 2010)	<p>A Strategic Flood Risk Assessment was completed for the Island in November 2007. The document presents an examination of flood risk on the Island, including in key development areas, discusses surface water drainage on the Island, discusses the potential effects of climate change on flood risk, and presents proposed flood risk management and mitigation.</p> <p>The SFRA was updated in June 2010 with additional assessment information. The new elements of this SFRA (2010) include;</p> <ul style="list-style-type: none"> • Assessment of the impacts of wind action and wave spray; • Extreme rainfall modelling and surface water management; • Separate appendices for each settlement identified as part of the spatial strategy for regeneration and growth through the Core Strategy, covering: <ol style="list-style-type: none"> 1. Sustainability & regeneration objectives; 2. Assessment of risk posed to revised potential development sites; 3. Impacts of climate change; 4. flood risk management guidance and support for site specific flood risk assessments. 	<p>The PFI should have due regard to the outcome of the Isle of Wight SFRA and support flood risk management on the Island through appropriate design and layout of enhancements to the highways network.</p> <p>The PFI should avoid the promotion of activities which increases flood risk in existing or potential (due to climate change) flood risk areas, including linked to geomorphological change. The PFI should also seek to limit the risk of flooding from surface run off through the incorporation of SUDS and other measures.</p>

Title of PPP	Main objectives and environmental / socio-economic requirements of PPP	How it affects, or is affected by the PFI in terms of environmental issues*
Environment Agency: Isle of Wight Catchment Area Management Strategy (2004)	<p>The Isle of Wight CAMS is a strategy developed by the Environment Agency for managing water resources at the local level. The document guides water supply and use on the Island.</p> <p>The CAMS contains maps and descriptions of the local Water Management Units (WMUs), groundwater and surface water, and an assessment of water availability at times of low flow – normally mid to late summer. The CAMS also classifies each WMU into one of four categories: ‘over-abstracted’; ‘over-licensed’; ‘no water available’; or ‘water available’.</p> <p>The vision of the Strategy is to make the best use of water resources on the Isle of Wight in order to:</p> <ul style="list-style-type: none"> • Ensure reliable supplies of water for the public • Protect rivers and wetlands from the effects of unsustainable abstraction <p>Share water between conflicting demands in the face of changes in legislation and in climate.</p>	The PFI should seek to support sustainable water management and promote the sustainable use of water resources during enhancement and maintenance of the highways network.
Southern Water: Water Resources Management Plan 2010-2035 (2009)	<p>The Water Industry Act 1991, as amended by the Water Act 2003, places a requirement on all water companies to prepare a Water Resources Management Plan (WRMP).</p> <p>The Water Resources Management Plan sets out how Southern Water proposes to ensure that there is sufficient security of water supplies to meet the anticipated demands of all its customers over the 25-year planning period from 2010 to 2035. It aims to address the following issues:</p> <ul style="list-style-type: none"> • Security of water supplies; • New housing; • Climate change; • Energy use; • Impacts of environment legislation; and • Providing best value to customers 	The PFI should seek to support sustainable water management and promote the sustainable use of water resources during transport infrastructure enhancement works.
Isle of Wight Council: Island Plan – Isle of Wight Core Strategy (including Waste and Minerals) (Adopted March 2012)	<p>The Core Strategy states the following aims among its objectives:</p> <ol style="list-style-type: none"> 1) To support sustainable and thriving communities that enable people to enjoy a quality of life, without compromising the quality of the environment. 2) To ensure that all development supports the principles of sustainable development. 8) To protect, conserve and enhance the Island’s natural, historic and built environments. 	The PFI aims to maintain the existing extent of the Island’s highways while improving overall network performance, but will need to do so in a way that minimises associated environmental effects.

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

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