

Document title and reference points	Key objectives, targets and indicators relevant to plan and SA	Implications for plan	Implications for SA
PPG17 – Planning for Open Space, Sport and Recreation (July 02) (RSS)			
This needs to be considered by local authorities in the development of their LDFs. Open space and sport and recreation facilities can make a major contribution to ensuring that villages, towns and cities are places in which people will choose to live. The main role of the planning system is to ensure there are sufficient of them and that they are in the right places. There is a need also to ensure they are of high quality, attractive to users and well managed and maintained.			
Aims	Networks of accessible, high quality open spaces and sport and recreation facilities, in both urban and rural areas, which meet the needs of residents and visitors, are fit for purpose and economically and environmentally sustainable	Open space assessment and strategy should inform SA	Ensure areas of Open space and recreation facilities are reflected within sustainability objective sand indicators
	An appropriate balance between new provision and the enhancement of existing provision	As above	Ensure areas of Open space and recreation facilities are reflected within sustainability objective sand indicators
	Clarity and reasonable certainty for developers and land owners in relation to the requirements and expectations of local planning authorities in respect of open space and sport and recreation provision	As above	Ensure areas of Open space and recreation facilities are reflected within sustainability objective sand indicators
PPG20 – Coastal Planning (Sept 92)			
This PPG covers planning policy for the coastal areas of England and Wales.			
Para. 1.8	Local planning authorities should recognise that on-shore development can often have an impact offshore. They should take this into account when making planning Decisions. Likewise, when considering the environmental impacts of developments outside the coastal zone, local planning authorities will still need to consider the effects on that zone.	Incorporate considerations of the coastal environment	Ensure the coastal environment is reflected in sustainability objectives and indicators

Para. 1.9	Decisions on development proposals below mean low water mark are generally outside the scope of the planning system,		Ensure the coastal environment specifically water mark levels is reflected in sustainability objectives and indicators
Para 1.13	There is a series of international obligations which affect planning for the coastal zone. Of particular relevance are sites designated under international conventions, such as "Wetlands of International Importance, especially as Waterfowl Habitats" under the Ramsar Convention.	Status of internationally designated areas may prove useful as indicators	Ensure the coastal environment is reflected in sustainability objectives and indicators
Para 1.16	Heritage Coasts are defined by local authorities in consultation with the Countryside Agency or Countryside Council for Wales. They have several objectives including, to conserve, protect and enhance the natural beauty of the coasts and their terrestrial, littoral and marine flora and fauna. Heritage Coasts are not a statutory designation but the designation helps focus attention and resources on the planning and management of the coast.		Ensure the coastal environment is reflected in sustainability objectives and indicators
Para. 2	The key policy issues for coastal planning are: <ul style="list-style-type: none"> • Conservation of the natural environment; • Development, particularly that which requires a coastal location; • Risks, including flooding, erosion and land instability; and 	Investigate these issues and whether objectives/targets need to be set	Ensure the coastal environment is reflected in sustainability objectives and indicators

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	<ul style="list-style-type: none"> Improving the environment, particularly of urbanised or despoiled coastlines. 		

Review of PPS21: Tourism (March 2003)

This consultation paper seeks the cancellation of PPS21 on planning for tourism and its replacement with good practice guidance.

Need to review Good Practice Guidance (found at: <http://www.communities.gov.uk/documents/planningandbuilding/pdf/151753.pdf>)

PPG21 – Tourism (Nov 92)

This PPG outlines the economic significance of tourism and its environmental impact, and therefore its importance in land-use planning. It explains how the needs of tourism should be dealt with in development plans and in development control.

Para. 2.3	The demands tourism makes on land resources and its impact on the environment mean that it is a subject that should be addressed in preparing or revising development plans.		Ensure tourism is reflected within sustainability objectives and indicators
Para 2.4	Planning should encourage development and improvement in tourism while taking steps to offset any adverse effects.		Ensure tourism is reflected within sustainability objectives and indicators
Para. 3.5	Tourism offers and sustains many jobs and has also been effective in providing alternative employment in areas where traditional employment has declined		Ensure tourism is reflected within sustainability objectives and indicators
Para. 3.10	Priorities facing the industry: <ul style="list-style-type: none"> Balancing the needs of visitors, host communities and the environment; Improving quality and value for money; Improving transport and communications; Increasing standards of training and professionalism; and Encouraging tourism growth and development. 		Ensure tourism is reflected within sustainability objectives and indicators

PPS22 – Renewable Energy (Aug 04)

This guidance covers technologies such as onshore wind generation, hydro, photovoltaics, passive solar, biomass and energy crops, energy from waste (but

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not energy from mass incineration of domestic waste), and landfill and sewage gas. As the land use planning system does not extend offshore, this guidance does not cover issues relating to offshore renewables.			
Introduction	The Government has set a target to generate 10% of UK electricity from renewable energy sources by 2020. Increased development of renewable energy resources is vital to facilitate the delivery of the Governments commitments on both climate change and renewable energy.		Ensure renewable energy is considered within sustainability objectives and indicators
Para 1. Key principles	<ul style="list-style-type: none"> • Renewable energy should be located where technology is viable and environmental and other impacts can be addressed satisfactorily. • Foster community involvement. Developers of renewable energy projects should engage in active consultation and discussion with local communities at an early stage in the planning process • Demonstrate environmental, social and economic benefits and impacts. Some proposals will be subject to an EIA. 		Ensure renewable energy is considered within sustainability objectives and indicators
Para 6	Most planning applications for renewable energy will need to be assessed against specific criteria set out in regional planning guidance and development plans		Ensure renewable energy is considered within sustainability objectives and indicators
Para. 8	In sites of international importance for nature conservation (Special Protection Areas, Special Areas of Conservation, and RAMSAR Sites) planning permission should only be granted for renewable energy developments once an assessment has shown that the integrity of the site will not be adversely affected. Many renewable energy developments are likely to have some adverse effects on the integrity of such sites. In these circumstances, planning permission should only be granted where there is no alternative solution and there are imperative reasons of overriding public interest, including those of a social or economic nature.		Ensure renewable energy is considered in relation to environmentally sensitive areas within sustainability objectives and indicators
Para. 9	In sites with national designations (such as Sites of Special Scientific Interest, National Nature Reserves, National Parks, Areas of		Ensure renewable energy is considered in relation to

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	Outstanding Natural Beauty, and Heritage Coasts) planning permission for renewable energy projects should only be granted where it can be demonstrated that the objectives of designation of the area will not be compromised by the development, and any significant adverse effects on the qualities for which the area has been designated are clearly outweighed by the environmental, social and economic benefits.		environmentally sensitive areas within sustainability objectives and indicators
Para. 11	When located in the green belt many renewable energy projects will comprise at least some degree of inappropriate development. Careful consideration will be need to be given to the visual impacts of projects, and developers will need to demonstrate very special circumstances that clearly outweigh any harm by reason of inappropriateness and any other harm if projects are to proceed. Such very special circumstances may include the wider environmental benefits associated with increased production of energy from renewable sources.		Ensure renewable energy is considered within sustainability objectives and indicators
PPS23 – Planning and Pollution Control (2004)			
Gives advice on the relationship between controls over development under planning law, and under pollution control legislation, with particular relevance to industrial development and waste treatments and disposal sites posing a potential for pollution, and the redevelopment of contaminated land, and development proposals near such sites.			
Para 2	<p>This Statement advises that</p> <ul style="list-style-type: none"> • any consideration of the quality of land, air or water and potential impacts arising from development, possibly leading to impacts on health, is capable of being a material planning consideration, in so far as it arises or may arise from or may affect any land use; • the planning system plays a key role in determining the location of development which may give rise to pollution, either directly or indirectly, and in ensuring that other uses and developments are not, as far as possible, affected by major existing or potential sources of pollution; • the controls under the planning and pollution control regimes should complement rather than duplicate each other; 		Ensure effects of pollution on quality of air, water and land and pollution control is reflected in sustainability objectives and indicators

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	<ul style="list-style-type: none"> • the presence of contamination in land can present risks to human health and the environment, which adversely affect or restrict the beneficial use of land but development presents an opportunity to deal with these risks successfully; • contamination is not restricted to land with previous industrial uses, it can occur on greenfield as well as previously developed land and it can arise from natural sources as well as from human activities; • where pollution issues are likely to arise, intending developers should hold informal pre-application discussions with the LPA, the relevant pollution control authority and/or the environmental health departments of local authorities (LAs), and other authorities and stakeholders with a legitimate interest; and where it will save time and money, consideration should be given to submitting applications for planning permission and pollution control permits in parallel and co-ordinating their consideration by the relevant authorities. 		
Para 5	<p>The strategy sets out ten principles and approaches. The following are particularly relevant to the consideration of planning and pollution control:</p> <ul style="list-style-type: none"> • putting people at the centre; • taking a long-term perspective; • taking account of costs and benefits; • respecting environmental limits; • applying the precautionary principle; • using scientific knowledge; • following procedures which are based on transparency, access to 		Ensure pollution control is reflected in sustainability objectives and indicators

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	<p>information, effective participation by stakeholders and access to justice; and</p> <ul style="list-style-type: none"> making the polluter pay. 		
Para 9	<p>RSSs and LDDs, which set the policy framework for the development of an area, can prevent harmful development and mitigate the impact of potentially polluting developments over the medium to long term. In considering proposals for development, LPAs should take account of the risks of and from pollution and land contamination, and how these can be managed or reduced.</p>		<p>Ensure the effects of pollution and pollution mitigation measures are reflected in sustainability objectives and indicators</p>
Para 10	<p>The planning system should focus on whether the development itself is an acceptable use of the land, and the impacts of those uses, rather than the control of processes or emissions themselves. Planning authorities should work on the assumption that the relevant pollution control regime will be properly applied and enforced.</p>		<p>Ensure the effects of pollution and pollution mitigation measures are reflected in sustainability objectives and indicators</p>
Para 11	<p>Close co-ordination between planning authorities, transport authorities and pollution control regulators is essential to meet the common objective that where development takes place, it is sustainable</p>		<p>Ensure the effects of pollution and pollution mitigation measures are reflected in sustainability objectives and indicators</p>
Para 15	<p>LDDs should set out the criteria against which applications for potentially polluting developments will be considered.</p>		<p>Ensure the effects of pollution and pollution mitigation measures are reflected in sustainability objectives and indicators</p>
Para 16	<p>LPAs must be satisfied that planning permission can be granted on land use grounds taking full account of environmental impacts. This will require close co-operation with the Environment Agency and/or the pollution control authority, and other relevant bodies such as English Nature, Drainage Boards, and water and sewerage undertakers, to ensure that in the case of potentially polluting developments:</p>		<p>Ensure the effects of pollution and pollution mitigation measures are reflected in sustainability objectives and indicators</p>

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	<p>the relevant pollution control authority is satisfied that potential releases can be adequately regulated under the pollution control framework; and</p> <ul style="list-style-type: none"> the effects of existing sources of pollution in and around the site are not such that the cumulative effects of pollution when the proposed development is added would make that development unacceptable. LPAs may wish to set out principles and policies to deal with cumulative impacts when drawing up their LDDs. 		
Para 16	A balanced approach is required which addresses the risk of pollution, whilst recognising the benefits of recycling previously developed land and the damage to community and business confidence caused by failing to remediate contaminated land.		Ensure the effects of pollution and pollution mitigation measures are reflected in sustainability objectives and indicators
Para 21	LDDs should include appropriate policies and proposals for dealing with the potential for contamination and the remediation of land so that it is suitable for the proposed development/use.		Ensure the effects of pollution and pollution mitigation measures are reflected in sustainability objectives and indicators

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Para 26	The overall aim of planning and pollution control policy is to ensure the sustainable and beneficial use of land (and in particular encouraging reuse of previously developed land in preference to greenfield sites). Within this aim, polluting activities that are necessary for society and the economy should be so sited and planned, and subject to such planning conditions, that their adverse effects are minimised and contained to within acceptable limits. Opportunities should be taken wherever possible to use the development process to assist and encourage the remediation of land already affected by contamination.		Ensure overall aim is reflected in sustainability objectives and indicators

PPG24 – Planning and Noise (Sept 94)

Provides guidance for local authorities in England on how to use their planning powers to minimize the adverse impact of noise. Outlines the considerations to be taken into account in determining planning applications for noise-sensitive developments and for those activities, which generate noise, and advises on the use of conditions to minimize the impact of noise.

Para. 1 – Introduction	Aim of PPG is to minimise the adverse impact of noise without placing unreasonable restrictions on development or adding unduly to the costs and administrative burdens of business.	Minimise the effects noise can have on the environment and on the quality of life enjoyed by individuals and communities. Balance the need for noisy developments which are essential to the region's functioning or sustainable economy against the need to minimise adverse impacts to nature and humans.	Ensure noise pollution is considered as part of the sustainability framework
Para.2 – General	Noise-sensitive developments should be separated from major sources	Separate noise-sensitive	Ensure noise pollution is

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principles	of noise (such as road, rail and air transport and certain types of industrial development).	developments from major sources of noise.	considered as part of the sustainability framework in relation to industrial objectives and indicators.
Para.5 – Noise policies in development plans	Potentially noisy developments in areas, which have remained relatively undisturbed by noise nuisance and are prized for their recreational and amenity value for this reason, should be avoided.	Avoid introducing noisy developments into areas undisturbed by noise.	Ensure noise pollution is considered as part of the sustainability framework in relation to environmental objectives and indicators.
Para.10 –Noisy Development	Development necessary for creation of jobs, construction and improvement of essential infrastructure, will generate noise and therefore the planning system should not place unjustifiable obstacles in the way of it, however they must ensure that development does not cause an unacceptable degree of disturbance.	Accept that some essential development will always generate noise.	Ensure noise implications are considered within sustainability objectives and indicators
Para.12 – Noise sensitive development	Noise sensitive development should not normally be permitted where high levels of noise will continue throughout the night, especially during the hours when people are normally sleeping, or in areas which are expected to become subject to unacceptably high levels of noise.	Consider whether noise-sensitive development is compatible with existing activities.	Ensure noise implications are considered within sustainability objectives and indicators
Para.13 – Measures to mitigate the impact of noise	Mitigating measures to control the source or limit exposure to noise should be considered.	Ensure adequate mitigation is encouraged.	Ensure noise implications are considered within sustainability objectives and indicators
Para.18 – Conditions	Authorities should also take into account the fact that background noise level in some parts of suburban and rural areas is very low, and the introduction of noisy activities into such areas may be especially disruptive.	Effects of noise may be greater in areas where background noise is very low.	Ensure noise issues are considered in relation to rural and urban areas within sustainability objectives and indicators
Para.20 – Designated area ad the countryside	Special consideration should be taken where noisy development is proposed in or near sites of landscape or nature conservation importance.	Special consideration is required where noisy development is proposed in or near designated	Ensure noise pollution is considered as part of the sustainability framework in relation to environmental

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		areas.	objectives and indicators.
PPS 25: Development and Flood Risk (Dec 06)			
Decision-making principles	<p>Para 7: LDDs should set out policies for allocating sites and controlling development which avoid flood risk to people and property where possible, and manage it elsewhere</p> <p>Where climate change is expected to increase flood risk, LPAs should consider opportunities in LDDs to facilitate relocation of development to more sustainable locations</p> <p>Para 8: Give priority to the use of SuDS</p> <p>Ensure that all new development in flood risk areas is appropriately flood resilient and resistant, including safe access and escape routes</p>	Consider appropriateness of SuDS at key sites/locations Environment Agency will advise on these issues; SFRA will help inform	<p>Flood risk is a key policy consideration and SA Indicator</p> <p>Climate change should be an SA indicator (PPS1 Annex has more detailed information)</p>
Draft MPS 1: Planning & Minerals			
Policy 7 - Safeguarding	<ol style="list-style-type: none"> 1) County DPDs (and, where appropriate, District DPDs) should define mineral consultation areas (MCAs). Where appropriate development in MCAs takes place, policies should encourage prior extraction of minerals. Districts should not normally include policies for non-minerals development in MCAs where these would affect the potential for future extraction of minerals 2) Rail head, wharfage and other storage/handling facilities for bulk transport of minerals should be safeguarded, and future sites to accommodate such facilities identified 	LDD actions as left...	SA should include objectives to ensure that MCAs are protected and that storage/transport etc facilities are also protected/enhanced

Policy 8 – Protection of heritage and countryside	<ol style="list-style-type: none"> 1) Major minerals development should not take place in the Broads or AONBs, save in exceptional circumstances 2) Minerals proposals within or likely to affect SSSIs or protected species should be subject to the most rigorous assessment of whether the need for the mineral outweighs the impacts it will have on the features of the site/species that makes it of special scientific interest 	No allocation of minerals sites within Suffolk Coasts & Heaths AONB or the Broads.	SA should ensure that the integrity of protected sites/landscapes/species is not threatened by inappropriate minerals development
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URBAN

Urban White Paper

Wide governmental agenda on promoting an urban renaissance and making towns and cities attractive places in which to live, and building upon their potential as sustainable locations for further development. Urban areas are sought that offer a high quality of life and opportunity for all – social inclusion. The paper cites a number of policies, programmes and measures aimed at delivering this agenda. Many of these include fiscal measures and wide (public) service delivery improvement aims. Given the importance of Suffolk's large / medium sized urban areas and market towns LDDs should take on board the thrust of this paper in setting out policies for the urban areas of each district.

Vision	<p>Community empowerment in shaping the futures of their communities;</p> <p>Attractive well kept urban areas as places to live;</p> <p>More sustainable living through good planning and design;</p> <p>Creation and sharing of prosperity in urban areas for the benefit of their citizens;</p> <p>Good quality services across the board for people and businesses everywhere;</p>	LDDs needs to consider how to set policies to sustain and enhance the distinctive environment, economy and social fabric of urban areas for the benefit of all. Each town should have its own strategy to deliver an urban renaissance as appropriate to its own character.	Need to ensure that the urban living perspective is integrated in the three elements of the SA framework and establishment of the baseline data. Suitable indicators likely to be very difficult to devise though.
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Towns and Cities Strategy and Action Plan, Urban Renaissance in the East of England (RSS)			
1.1 The value of towns and cities	‘This strategy and action plan is the East of England’s response to the national policy as set out in the Urban White Paper and the Sustainable Communities Plan. Across the whole region, the strategy strives to make the most of the vital assets that are the region’s towns and cities – and the people who live, work, play and invest in them. Its purpose is to bring about urban renaissance in the East of England.’		
2.1 The East of England’s distinctive urban structure	<p>Dispersed development in the region has led to high car use. Not only are there long ‘local’ trips, for shopping, school and so on. People who live in the East of England travel further to work than in any other region.</p> <p>High car dependence risks social isolation; high car use creates high levels of pollution, noise and visual intrusion, and uses large tracts of land for parking and roads that can contribute towards the release of greenfield land for development.</p>	Policies to promote use of sustainable modes of transport.	Include objectives and indicators relating to parking, public transport accessibility and use of sustainable modes of transport and travel to work
Towns and city types in the East of England	<p>A useful table which presents example types of urban area with problems and types of solution. Subdivided by:</p> <ul style="list-style-type: none"> • Regional centres • Sub-regional centres • Market towns • New towns • (Former) industrial / port towns • Seaside resorts / coastal towns • Suburban / commuter towns 	Development should be directed to appropriate settlements	
2.2 Why urban, why renaissance?	Identifies the following key reasons for focussing on existing urban areas:	Promotion of development of PDL land, sequential	Indicators relating the development on PDL

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	<ul style="list-style-type: none"> • 'Central places' (whether small market towns, sub-regional centres or major cities) are logical places to group services of all kinds, and to focus public transport – it is much more likely to lead to sustainable transport options • More compact development, in and around existing settlements, and where possible on previously-used (brownfield) land, helps protect the countryside • Every town in the region could make better use of its assets: not just land, but also the 'social capital' of its services, facilities and people. 	approach to development.	Include objectives and indicators relating to parking, public transport accessibility and use of sustainable modes of transport and travel to work
2.3 Urban renaissance strategic objectives	<p>The strategic objectives</p> <ol style="list-style-type: none"> 1. People shaping the future of their community, supported by strong and truly representative local leaders 2. People living in attractive, well kept towns and cities which use space and buildings well 3. Good design and planning which makes it practical to live in a more environmentally sustainable way, with less noise, pollution and traffic congestion 4. Towns and cities able to create and share prosperity, investing to help all of their citizens reach their full potential 5. Good quality services – health, education, housing, transport, finance, shopping, leisure and protection from crime – that meet the needs of people and businesses wherever they are 6. People and organisations in the public, private and voluntary sectors who have the skills necessary to deliver the urban renaissance 	Include policies which seek to promote high quality design, good quality public services and incorporate all aspects of sustainability.	Indicators and objectives relating to good quality design, use of sustainable modes of transport, pollution, the provision of services, crime rates, skills, training and employment.
Rural			
Government Rural White Paper: Our Countryside – the future – a fair deal for rural England, DETR (2000) (RSS)			

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<p>This represents the key Government paper on providing for the needs and supporting the economy and community of the UK countryside</p> <p>The paper contains a broad range of information and case studies on rural economic, social and environmental issues. It is not possible to satisfactorily summarise all this information in this review. Given the importance of the rural sector to this part of the country the DPD needs to consider the Rural White Paper as a key reference document in defining and refining rural and market town related policies and text.</p>			
<p>Vision</p>	<ul style="list-style-type: none"> • A living countryside, with thriving rural communities and access to high quality public services • A working countryside, with a diverse economy giving high and stable levels of employment • A protected countryside in which the environment is sustained and enhanced, and which all can enjoy • A vibrant countryside which can shape its own future and with its voice heard by Government at all levels. <p>The aim is to sustain and enhance the distinctive environment, economy and social fabric of the English countryside for the benefit of all.</p>	<p>DPD needs to consider the inclusion of policies to sustain and enhance the distinctive environment, economy and social fabric of the English countryside for the benefit of all.</p>	<p>Need to ensure that the rural perspective is integrated in the three elements of the SA framework and the baseline.</p>
<p>Ten ways we will make a difference</p>	<p>The paper sets out 10 key actions which are intended to meet the vision:</p> <ul style="list-style-type: none"> • Support vital village services • Modernise rural services • Provide affordable homes • Deliver local transport solutions • Rejuvenate market towns and a thriving rural economy • Set a new direction for farming • Preserve what makes rural England special • Ensure everyone can enjoy an accessible countryside • Give local power to country towns and villages 	<p>As above</p>	<p>As above</p>

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	<ul style="list-style-type: none"> Think rural 		
The Government's rural policy objectives	<p>Objective 1 To facilitate the development of dynamic, competitive and sustainable economies in the countryside, tackling poverty in rural areas.</p> <p>Objective 2 To maintain and stimulate communities, and secure access to services which is equitable in all the circumstances, for those who live or work in the countryside.</p> <p>Objective 3 To conserve and enhance rural landscapes and the diversity and abundance of wildlife (including the habitats on which it depends).</p> <p>Objective 4 To increase opportunities for people to get enjoyment from the countryside. To open up public access to mountain, moor, heath and down and registered common land by the end of 2005.</p> <p>Objective 5 To promote government responsiveness to rural communities through better working together between central departments, local government, and government agencies and better co-operation with non-government bodies.</p>	As above	As above

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Paragraph 15.1 Conclusion	<p>The conclusion sets out the following intentions:</p> <ul style="list-style-type: none"> • A step change in improving access to, and the quality of, the essential services which rural people need • An economy in rural areas which can respond to the challenges of remoteness and lack of scale and which builds on the strengths and needs of small country towns and the land based sector, including farming; skills and employment levels as good in deprived rural areas as in the region as a whole • A protected countryside, rich in biodiversity and accessible to all, with less development pressure on greenfield sites • Flourishing local communities taking an active part in influencing and managing the services they need, and in shaping their future 	As above	As above
Rural Strategy DEFRA (2004)			
<p>The Rural Strategy has been produced by DEFRA and sets out a new devolved and targeted approach to rural policy and delivery over the next three to five years. The Government first set out a vision of a living, working, protected and vibrant countryside in the Rural White Paper in 2000. This vision – of sustainable rural communities in which economic, social and environmental issues are all taken into account – remains at the heart of rural policy.</p>			
Priorities	<p>The Strategy identifies three priorities for rural policy:</p> <ul style="list-style-type: none"> • Economic and Social Regeneration – supporting enterprise across rural England, but targeting greater resources at areas of greatest need. • Social Justice for All – tackling rural social exclusion wherever it occurs and providing fair access to services and opportunities for all rural people. • Enhancing the Value of our Countryside – protecting the natural environment for this and future generations. 	DPD needs to take into account these 3 priorities for rural areas.	The framework needs to include objectives and indicators for rural areas that can be used to assess the impact on achieving sustainability.

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<p>Actions to deliver the Economic and Social Regeneration priority</p>	<p>Structural economic weaknesses and associated poor social conditions in a minority of rural areas are highlighted. The Strategy suggests countering this through more targeted area-based policy to maximise the benefits of mainstream public funding: to attract and foster business development, to improve skills and to build local institutional and community capacity. The strategy will be to work with regional and local partners to focus resources on bringing benefits to these 'lagging' areas. This will involve increasing resources allocated for rural economic and social development via Regional Development Agencies and working with local government and others to pilot innovative new joint approaches in rural areas.</p> <p>PPS7 Sustainable Development in Rural Areas has an important role to play.</p> <p>A new Countryside Agency will be created as a strong voice for rural for rural people and communities, especially those suffering disadvantage, to suggest innovative solutions to their needs and monitor and report on progress in delivery.</p> <p>The Government's Strategy for Sustainable Farming and Food launched in 2002, is also directly relevant to rural economic viability.</p>	<p>DPD needs to consider how to assist delivery of economic and social regeneration, particularly through PPS7.</p>	<p>As above</p>
<p>Actions to deliver the Social Justice for All priority</p>	<p>For all rural areas the strategy is to ensure that communities benefit from the Government's programmes to modernise and improve public services by ensuring that intelligent service delivery solutions follow from appropriate rural proofing.</p> <p>The aim is to ensure fair access to services and that no one is seriously disadvantaged by living in a rural area.</p> <p>Defra's strategy is to work with other Government departments and delivery agents to ensure policies are appropriately rural-proofed to meet the needs of the small but disadvantaged minority of individuals, including the unemployed, those in insecure or part-time employment,</p>	<p>DPD needs to consider access to services and in particular affordable housing in rural areas.</p>	<p>As above</p>

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	<p>others on low incomes and many elderly people. Access to affordable housing is a particular priority.</p> <p>There is a commitment to supporting voluntary, community and parish council contributions to building social capital and the provision of services in rural areas.</p>		
<p>Actions to deliver the Enhancing the Value of our Countryside priority</p>	<p>The strategy is to enable more people from a wider range of backgrounds to enjoy the countryside at first hand, wherever they live or work. The aim is to make the most of existing opportunities and of those provided by the creation of new access to open country and improved rights of way networks under the Countryside and Rights of Way Act 2000.</p> <p>The emphasis is on protecting and enhancing all aspects of our natural heritage as part of an integrated management approach to the countryside. Sustainable agricultural and other policies and practices aimed at improving biodiversity and avoiding actions that cause environmental, economic and social damage are supported. The establishment of an Integrated Agency (English Nature, the access, recreation and landscape elements of the Countryside Agency and the functions of the Rural Development Service) will help to ensure a joined-up approach to enhancing the value of our countryside.</p>	<p>DPD needs to take this priority in account.</p>	<p>As above</p>
<p>Definition of 'Rural'</p>	<p>The new rural definition (www.stastics.gov.uk/geography/nrudp.asp) consists of 2 parts:</p> <ul style="list-style-type: none"> • The settlement morphology comprising all places under 10,000 population comprising small ('rural') towns, villages and scattered dwellings; and • The wider geographic context in which individual settlements are located i.e. whether the wider area is defined as being 'sparsely' populated or not. 	<p>Could be used to assist in providing the baseline and informing DPD policies.</p>	<p>Need to consider the use of the definition and rural statistics in developing indicators.</p>

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	A user guide is provided with the definition with advice on how the definition can be used to analyse rural statistics such as the census.		
Summary of evidence base	Baseline information at the national level for rural areas.		

The Countryside and Rights of Way Act 2000

DEFRA produced The Countryside and Rights of Way Act and it received Royal Assent on 30 November 2000. However, with the provision that it come into force in incremental steps over subsequent years. Where the rights of the individual may be affected by measures contained in the act, a public consultation process is required. The Act introduces a major new right as a result of the Government's 1997 manifesto, to give people greater freedom to explore the countryside, a right for which people have campaigned for over a hundred years.

The Act contains 5 parts and 16 Schedules, and focus on the following:

- Introducing measures to improve public access to the open countryside and registered common land while recognising the legitimate interest of those who own and manage land concerned;
- Amends the law relating to public rights of way to improve conservation of sensitive environments;
- Providing increased protection of Sites of Special Scientific Interest (SSSI) and strengthens wildlife enforcement legislation. It provides a basis for the conservation of biological diversity; and
- Providing for better management of Areas of Outstanding Natural Beauty (AONB).

Issue: Access to the Countryside	<ul style="list-style-type: none"> • Access to the Countryside <p>DEFRA and the Countryside Agency are issued the responsibility by the Act to deliver a new right of public access on foot without having to stay on footpaths, to areas of open land comprising mountain, moor, heath, down and registered common land. It also contains provisions for extending the right to coastal land. Safeguards are provided to take into account the needs of landowners and occupiers, and of other interests, including wildlife.</p>	DPDs can play a role in safeguarding wildlife and sensitive habitats from access to the public where necessary	Consider objectives and indicators indicating conflict between public access to land and sensitive environments and habitats.
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Document title and reference points	Key objectives, targets and indicators relevant to plan and SA	Implications for plan	Implications for SA
Issue: Public Rights of Way and Road Traffic	<ul style="list-style-type: none"> Public Rights of Way and Road Traffic <p>Rights of way legislation are encouraged by the creation of new routes and clarifying uncertainties about existing rights in the Act. Particularly important in terms of nature conservation, the Act introduces powers enabling the diversion of rights of way to protect SSSIs and enabling traffic regulation orders to be made for the purpose of conserving an area's natural beauty.</p>	DPDs can play a role in identifying where environments and habitats including SSSIs is in conflict with existing or proposed rights of way	Consider objectives and indicators indicating conflict between traffic and sensitive environments and habitats.
Issue: Nature Conservation and wildlife projection	<ul style="list-style-type: none"> Nature Conservation and Wildlife Protection <p>A duty is placed on Government Departments by the Act to regard conservation of biodiversity as an important consideration. It places a duty on the departments to maintain lists of species and habitats for which conservation steps should be taken and promoted, in accordance with the Convention on Biological Diversity.</p> <p>Schedule 9 of the Act changes the Wildlife and Countryside Act 1981. The schedule amends SSSI notification procedures and provides increased powers for the protection and management of SSSIs. The provisions extend powers for entering into management agreements, and place a duty on public bodies to further the conservation and enhancement of SSSIs. The Act introduces an increase in penalties on conviction where the provision are breached, with a new offence whereby third parties can be convicted for damaging SSSIs.</p> <p>To ensure compliance with the Human Rights Act 1998, appeal processes are introduced with regards to the notification, management and protection of SSSIs.</p> <p>Schedule 12 of the Act amends the Wildlife and Countryside Act 1981, strengthening the legal protection for threatened species. The provision make certain offences arrestable, create a new offence of reckless disturbance, confer greater powers to police and wildlife inspectors for entering premises and obtaining wildlife tissue samples for DNA analysis, and enable heavier penalties on conviction of wildlife offences.</p>	DPDs can play a role in identifying where the conservation of species and habitats, SSSIs and threatened species needs additional protection.	Consider objectives and indicators relating to threatened species, sensitive environments, SSSI and management of this.

Document title and reference points	Key objectives, targets and indicators relevant to plan and SA	Implications for plan	Implications for SA
Issue: Areas of Outstanding Natural Beauty	<ul style="list-style-type: none"> Areas of Outstanding Natural Beauty <p>The Act clarifies the procedure and purpose of designating AONBs, and consolidates the provision of previous legislation. It requires local authorities to produce management plans for each AONB, and enables the creation of Conservation Boards in order to assume responsibility for AONBs, particularly where the land designated crosses several local authority jurisdictions. The Act also requires all relevant authorities to have regard to the purpose of conserving and enhancing the natural beauty of AONBs when performing their functions.</p>	DPDs can assist in the identification, designation, management and monitoring of AONBs.	Consider objectives and indicators regarding the state and the management of AONBs.
Issue: Miscellaneous and Supplementary	The Act makes provision for the establishment of local access forums and provide functions for forums in some cases. It determines that decision-making authorities should have regard to forum's view in reaching decisions and that Management Agreements can be entered into regarding land for conservation.	DPDs can identify where forums and management agreements might be useful.	Consider objectives and indicators to identify conservation areas where there would be a need for a management forum or an agreement.

Sustainable Communities

A Better Quality of Life: a Strategy for Sustainable Development in the UK (1999), Taking it on: Developing UK Sustainable Development Strategy Together (Consultation: 2004)

A Better Quality of Life was published in 1999 by the UK government, in order to give a centralised approach to the issue of sustainable development: succeeding the previous 'Opportunities for Change' government approach. Ensuring a better quality of life for everyone, now and for future generations to come lies at the heart of the Government's sustainable development strategy. Within the strategy, the UK Government established a set of 15 headline indicators and a wider set of core indicators which it called 'Quality of Life Counts' and which provide a baseline from which progress can be measured.

The strategy adopted four main core objectives which it used to organise its approach:

- Social progress which recognises the needs of everyone;
- Effective protection of the environment;
- Prudent use of natural resources; and
- Maintenance of high and stable levels of economic growth and employment.

Chapter three of the strategy lists the 'progress and priorities' indicators which are used to assess progress on implementing policies recommended by the

Document title and reference points	Key objectives, targets and indicators relevant to plan and SA	Implications for plan	Implications for SA
<p>report (see below for indicators). However, baselines were also established, which prove useful for comparative purposes. There are 14 headline indicators included in the strategy, which are listed here http://www.sustainable-development.gov.uk/uk_strategy/quality/life/03.htm giving easy access to trends and statistics used.</p>			
<p>The Government's main sustainable development website is at www.sustainable-development.gov.uk. There you will find the Government's sustainable development strategy, <i>A better quality of life</i>, and copies of the first, second and third Government annual reports, <i>Achieving a better quality of life</i>, covering 2000, 2001 and 2002. The website reports on progress by the United Kingdom as a whole towards sustainable development, and is regularly updated. The 'Taking it on' consultation by the UK Government, Scottish Executive, Welsh Assembly Government and the Northern Ireland Administration was completed on 31 July 2004. Government officials have been considering responses and are currently drafting the strategy which will be launched in spring 2005. Although the strategy has not yet been published yet, results of the consultation have, indicating many recurring themes and key priorities which have emerged from the process. Objectives resulting from the consultation are listed below, see the website for more information http://www.sustainable-development.gov.uk/taking-it-on/index.htm</p>			
Issue: Quality of Life counts	15 headline indicators, including further core objectives below it.	This should also help in viewing national indicators from a regional perspective (see link above).	Indicators could be useful for SA, if data is available at local level. Document is also good source of objectives for SA, covering broad areas of sustainable development (social, environmental and economic).
Issue: Headline Indicators	<ul style="list-style-type: none"> • <u>Progress and priorities</u> • <u>Sending the right signals</u> • <u>A sustainable economy</u> • <u>Building Sustainable Communities</u> • <u>Managing the environment and resources</u> • <u>International co-operation and development</u> 	The DPD should make use of the LA21 agenda which was produced by 2000, as this approach was mandated to incorporate all of these factors. Core objectives illustrate further on the headline indicators, detailing specific statistics used to measure the trends identified. These can also be used by the	As above.

Document title and reference points	Key objectives, targets and indicators relevant to plan and SA	Implications for plan	Implications for SA
		DPD.	
Issue: 'Taking it on' consultation results	Climate change and energy, natural resources, environment and social justice, helping communities to help themselves, changing behaviour, beyond the UK – sustainable development in Europe and internationally, getting the structures right for leadership, business contribution, measuring our progress.	Wherever possible the DPD should, if not pre-empt, then consider in advance these issues which will feature heavily in the new strategy to be published summer 2005. By doing so, the DPD should insure itself from becoming outdated once the strategy is actually published. This should also help with the DPD's ability to remain relevant subsequent to its own publication.	As above.

The UK Government Sustainable Development Strategy- Securing the Future (March 2005)

The Government's main sustainable development website is at www.sustainable-development.gov.uk. There you will find the Government's new sustainable development strategy and the monitoring results for national indicators. This strategy builds on and replaces the 1999 strategy – A Better Quality of Life.

New goal for sustainable development	The goal of sustainable development is to enable all people throughout the world to satisfy their basic needs and enjoy a better quality of life, without compromising the quality of life of future generations.	DPD needs to take full account of the goal, principles and priorities within the new strategy.	The sustainability appraisal framework needs to take into account the goal, principles, priorities and indicators.
Guiding Principles	<ul style="list-style-type: none"> • Living within environmental limits • Ensuring a strong, healthy and just society • Achieving a sustainable economy • Promoting good governance 	As above	As above

Document title and reference points	Key objectives, targets and indicators relevant to plan and SA	Implications for plan	Implications for SA
	<ul style="list-style-type: none"> Using sound science responsibly 		
UK priorities for immediate action	<ul style="list-style-type: none"> Sustainable consumption and production Climate change and energy Natural resource protection and environmental enhancement Sustainable communities 	As above	As above
Ch. 6 From Local to Global: Creating Sustainable Communities and a Fairer World	<p>States that sustainable communities should be:</p> <ul style="list-style-type: none"> Active, inclusive and safe Well run Environmentally sensitive Well designed and built Well connected Thriving Well served Fair for everyone <p>Annex A at the back of the document sets down in more detail what makes a sustainable community</p> <p>This chapter also sets down the key contributions from the main Government depts to delivering the strategy.</p>	As above	As above
Indicators (Chapter 7)	<p>A new set of high level indicators are introduced – 20 UK Framework Indicators. As headline indicators they cover key impacts and outcomes that reflect the priority areas. There are a further 48 indicators related to the priority areas. The indicators are to be reported annually.</p>	As above	As above

Sustainable Communities Plan: Building for the Future (2003) (RSS)

Long-term programme for action for delivering sustainable communities in both urban and rural areas. It aims to tackle housing supply issues in the South

Document title and reference points	Key objectives, targets and indicators relevant to plan and SA	Implications for plan	Implications for SA
East, low demand in other parts of the country, and the quality of our public spaces.			
Part One: Decent homes, decent places	To ensure that all tenants have a decent home by 2010.	Difficult for DPD to have direct influence. Encourage housing to be addressed by local partnerships as part of wider strategy of neighbourhood renewal and sustainable communities	Include decent homes within SA framework
	To improve conditions for vulnerable people in private accommodation.	DPD to consider inclusion of policies to improve living conditions via provision of good quality accommodation.	Include housing in the SA framework.
	To ensure all tenants, social and private, get an excellent service from their landlord.		
	To ensure all communities have a clean, safe and attractive environment in which people can take pride.	DPD to include policies relating to high quality design, use of materials, environmental enhancement, crime reduction, green spaces.	Include quality of life and measures of satisfaction, crime, anti-social behaviour, green spaces, design.
Part Two: Low demand and abandonment	Bring back life to those cities where there is low demand for housing, and where homes have been abandoned.	DPD to consider whether these areas are present and if so how policies can influence a positive change.	As above
	Recreate sustainable communities	As above	As above, plus deprivation

	Ensure the repetition of serious problems is prevented in the longer term.	As above	As above
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Document title and reference points	Key objectives, targets and indicators relevant to plan and SA	Implications for plan	Implications for SA
	Support the National Strategy for Neighbourhood Renewal by tackling deprivation prevalent in low demand areas.	As above	As above
Part Three: A step change in housing supply	To tackle the housing shortage, especially in London and the wider South East, by: <ul style="list-style-type: none"> creating conditions in which private house builders will build more homes of the right type in the right places; addressing immediate and urgent needs for more affordable housing, both for key workers and those who would otherwise be homeless; making the best use of the existing housing stock. 	DPD needs to consider these issues at the local level, in particular through analysis of land supply, housing needs and the market. In particular need to include affordable housing policies and how to make best use of the existing housing stock to increase supply.	Include social inclusion considerations, land supply and in particular affordable housing.
	To work towards a better balance in the housing market in the longer term and to do this in a way that ensures communities are sustainable, enhances the overall environment and protects the countryside.	Encourage sustainable construction methods e.g. EcoHomes and Building for Life.	Include use of sustainable materials.
Part Four: Land, countryside and rural communities	Ensure that in tackling housing shortages the countryside is protected and enhanced rather than creating urban sprawl.	Encourage restoration and management of brownfield land Have due regard for landscape character and designations, and encourage green space networks as basis for development.	Include the protection of the countryside.
	Address housing needs of rural communities who are often the guardians of the countryside.	Address affordable housing need in rural areas as well as urban settlements.	Include affordable housing.

Document title and reference points	Key objectives, targets and indicators relevant to plan and SA	Implications for plan	Document title and reference points Implications for SA
Part Five: Sustainable growth	Accommodate the economic success of London and the wider South East and ensure that the international competitiveness of the region is sustained, for the benefit of the region and the whole country. Alleviate pressures on services and housing caused by economic success where these pressures cannot be readily be dealt with within existing towns and cities.	The DPD does not cover a 'growth area' but still need to consider the implications of growth at the local level. Set levels of housing provision growth which will adequately accommodate the areas share of growth.	Include housing and economic objectives and indicators.
	Where new and expanded communities are needed, to ensure that these are sustainable, well-designed, high quality and attractive places in which people will positively choose to live and work.	Consider locally and where necessary include policies relating to design, quality, accessibility, need for employment, services, facilities and other infrastructure	Include a broad range of objectives and indicators to ensure adequate appraisal of potential impacts of new developments.
	The RSDF represents the region's response to A Better Quality of Life. The central aim of the RSDF is to provide overarching guidance to encourage the adoption of sustainable development principles in all regional strategies and action plans	RSDF is pivotal to the inclusion sustainable development principles in documents such as the RSS/RPG – it is important therefore that the DPD reflects this	

Document title and reference points	Key objectives, targets and indicators relevant to plan and SA	Implications for plan	Document title and reference points Implications for SA
A Sustainable Development Framework for the East of England, October 2001 (RSS)			
1.1 Introduction	<p>Defines sustainable development as 'development that meets the needs of the present without compromising the ability of future generations to meet their own needs'. Sets out the governments four objectives for sustainable development:</p> <ul style="list-style-type: none"> • Social progress which recognises the needs of everyone • Effective protection of the environment • Prudent use of natural resources • Maintenance of high and stable levels of economic growth and employment 	DPD should be underpinned by this definition of sustainability and responsive to the objectives	Document is good source of objectives for SA, covering broad areas of sustainable development (social, environmental and economic).
2.1 Vision	<p>Vision for sustainable development in the region</p> <p>An improved quality of life, through:</p> <ul style="list-style-type: none"> • Achieve potential economic growth in a balanced way • Spread the benefits of growth more equally • Foster a sense of well-being and self worth • Innovative and sustainable use of resources • A high quality natural and built environment 		Document is good source of objectives for SA, covering broad areas of sustainable development (social, environmental and economic).
3 What is distinctive about the East of England	<p>Provides overview of regional strengths and distinctiveness focussing on:</p> <ul style="list-style-type: none"> • History • Non-conformist and living culture • The diversity of the economy • The region's wealth – but noting pockets of deprivation • Educational excellence 		Could provide useful background data for issues section of SA.

Document title and reference points	Key objectives, targets and indicators relevant to plan and SA	Implications for plan	Implications for SA
4.1-4.21 Issues	<p>Provides a summary of 20 key issues and sets out a broad range of challenges faced by the region under each of these:</p> <ul style="list-style-type: none"> • The economy • Location of growth • Transport • Rural issues • Agriculture, food and forestry • Poverty and deprivation • Health • Crime • Culture • Tourism • Community participation • Learning and skills • Natural environment • Historic and built environment • Global impact • Living with climate change • Energy • Local environmental quality • Waste • Water resources and quality • Minerals 	DPD policies should reflect all of the sustainable development challenges set out in the RSDF	Could provide useful background data for issues section of SA.

Document title and reference points	Key objectives, targets and indicators relevant to plan and SA	Implications for plan	Implications for SA
5.2 Key unsustainable activities and trends	<p>Identifies the following current activities as being clearly unsustainable given present status:</p> <ul style="list-style-type: none"> • Energy consumption (fossil fuel use, CO2, fuel poverty, construction and manufacturing) • Travel and transportation • Location of development and patterns of growth (social inclusion and impact on travel, water demand etc.) • Agricultural production systems (water use, pollution, biodiversity impacts, population migration) • Imports / non-local sourcing of food, timber, manufactured goods and other commodities • Minerals extraction and consumption • Waste and waste disposal • Increased tourism pressure on fragile environment 	The DPD in seeking to promote a sustainable region must reflect the critical status of these issues and seek to challenge them through policies and supporting text	Could provide useful background data for issues section of SA.

Document title and reference points	Key objectives, targets and indicators relevant to plan and SA	Implications for plan	Implications for SA
6.1 Sustainable development high level objectives	<p>Sets out nine high level objectives for the region's sustainable development:</p> <ul style="list-style-type: none"> • Sustainable economic growth and prosperity levels • Sustainable patterns of location – including employment and housing • Protect and maintain regional assets • Reduce fossil fuel consumption • Share benefits / wealth more equitably • Use natural resources as efficiently as possible and maximise re-use and recycling • Minimise all waste • Avoid use of global environment to under-write regional unsustainability • Revitalise town-centres • 	DPD must reflect and be responsive to these objectives	Document is good source of objectives for SA, covering broad areas of sustainable development (social, environmental and economic).
Sustainable Communities in the East of England (2003)			
<p>This document is part of a national programme of action setting out how the Government intends to achieve sustainable communities for all and strengthen regional policy. This regional programme of action sets out proposals for maintaining and creating sustainable communities in the East of England. It states that, 'We need to create sustainable communities in which people want to live and:</p> <ul style="list-style-type: none"> • Are economically prosperous; • Have decent homes at a price people can afford; • Safeguard the countryside; • Enjoy a well-designed, accessible and pleasant living and working environment; • Are effectively and fairly governed with a strong sense of community. <p>The document highlights actions to address housing, planning and neighbourhood renewal issues.</p>			

Document title and reference points	Key objectives, targets and indicators relevant to plan and SA	Implications for plan	Implications for SA
Strategic challenges for the region – Key issues	<ul style="list-style-type: none"> • Addressing problems of high and rapidly rising house prices and their impact on the recruitment and retention of staff • Improving transport infrastructure • Ensuring that the benefits of economic growth are spread across the region, particularly to those urban and rural communities facing problems of deprivation and peripherality • Addressing the development consequences of scarce water resources throughout the region and an increasing sea level for coastal and low lying areas. 	DPD needs to take these issues into account	The Framework needs to include housing, economic, infrastructure, water resources and flooding and coastal issues.
Housing	This section identifies the challenge and provides an action plan. The action plan includes the acceleration of development in the Thames Gateway, London-Stansted-Cambridge and Milton Keynes-south Midlands growth areas; all of which lie largely or partly in the East of England.	DPD needs to be minded of the implications of the growth areas.	
Planning	<p>The challenge – includes the pressure that will be put on the Green Belt boundaries in the south of the Region around Cambridge; the need to increase the average density of development from an average of 22 dwelling per ha; the need to make better use of brownfield sites.</p> <p>The action plan – includes producing revised Regional Planning Guidance; reforming the planning system; increasing densities; priority to the development of brownfield sites; allowing local authorities to bring forward local changes to the green belt where there are strong development needs ; monitor planning application performance; require spatial strategies to take account of potential flood risk; encourage efficient water usage in new development.</p>	DPD needs to include policies on density and brownfield development.	Maximising the use of brownfield land needs to be included as an objective.

Document title and reference points	Key objectives, targets and indicators relevant to plan and SA	Implications for plan	Implications for SA
Transport	<p>The challenge – includes transport improvement in the growth areas and improvements to public transport.</p> <p>The action plan - includes completing the region's programme of Multi Modal Studies and Road Based Studies; consideration of longer-term infrastructure needs of the growth areas; encourage better quality Local Transport Plans which address rural and urban transport needs.</p>	DPD needs to ensure consideration of rural and urban transport issues.	Include transport and accessibility in the framework.
Economic growth and skills	<p>The challenge – includes spreading benefits of economic growth across the region; addressing low levels of education achievement; regeneration of the market towns.</p> <p>The action plan – includes EEDA and EERA working closely on the Regional Economic Strategy to set targets and address the spatial implications of growth; EEDA s Market Towns Initiative.</p>	DPD needs to seek to spread the benefits of economic growth and encourage regeneration of market towns. Also needs to be mindful of how policies can improving education attainment.	Framework needs to include economic growth and education.
Tackling deprivation and renewing communities	<p>The challenge – on the whole the region is relatively prosperous but at the same time some districts are amongst the most deprived; Basildon, Great Yarmouth, Harlow, King's Lynn and West Norfolk, Luton, Norwich, Peterborough, Southend-on-Sea, Tendring and Waveney within the 100 most deprived in England; some significant pockets of rural deprivation; comprehensive approach to tackling issues of deprivation.</p> <p>The action plan – includes the New Deal for Communities; Neighbourhood Renewal Fund; national Pathfinder project; establish regional Centres of Excellence to promote best practice in design and management of public space; liveability funding.</p>	DPD needs to ensure policies address pockets of deprivation.	Need to ensure that the framework includes indicators relating to deprivation.

Document title and reference points	Key objectives, targets and indicators relevant to plan and SA	Implications for plan	Implications for SA
Creating Sustainable Communities – In the East of England (Jan 2005)			
This document is published alongside the ODPM's 5 year strategies 'Sustainable Communities: Homes for All' and 'Sustainable communities: People, Places and Prosperity'. This document explains what is happening to deliver more sustainable communities in the East of England over the next 5 years. This is a particularly important document for DPDs as it puts the role of planning within the broader context and assists in an understanding of the outcomes the DPD needs to work towards.			
The home you want in the place you want it.	<p>To offer everyone, whether they are owner-occupiers, first time buyers, social tenants, key workers or people who rent privately the opportunity of a decent home at a price they can afford, there will be:</p> <ul style="list-style-type: none"> • £1.1 billion investment by the Office of the Deputy Prime Minister in new homes, jobs and infrastructure in four Growth Areas, with £40m to support other areas which want to pursue growth. • Completion of reforms of the planning system to strengthen the delivery of new homes and infrastructure nationwide. • Action to deliver new homes in a responsible way while protecting and enhancing the environment: extending the Density Direction to cover areas of high housing demand in the south west and east, including all the Growth Areas; and a new Green Belt Direction requiring certain proposals for development in the green belt to be referred to the Secretary of State. • Help for over 80,000 first time buyers and key workers to get a foot on the property ladder, in part by using public land for new homes. • An extension to Homebuy, to offer up to around 300,000 more social tenants the opportunity of home ownership. • More choice for those who rent, including launching Move UK – a new scheme bringing together nationwide information about jobs and housing opportunities in one place, giving people a better quality of life in a new area. • Extension of choice-based lettings to all local authorities by 2010, 	DPD needs to take into account these issues and contribute to achieving these outcomes.	Housing needs to be included within the framework.

Document title and reference points	Key objectives, targets and indicators relevant to plan and SA	Implications for plan	Implications for SA
	<p>so that tenants can choose where they live instead of having a home allocated to them.</p> <ul style="list-style-type: none"> • More than doubling investment in social homes from 1997 levels, to £2 billion per year, delivering an extra 10,000 new social homes per year by 2008. 		
New jobs and economic growth.	<p>To strengthen regions to support skills, jobs, the economy and housing there will be:</p> <ul style="list-style-type: none"> • A strategic long-term approach to key issues such as skills, transport, planning and infrastructure, with greater alignment of priorities and spending, helping to increase the employment rate to 80%, including 900,000 more people in work in areas outside the Greater South East. • An enhanced role for RDAs, including the delivery of Business Link Services and R&D grants, and links with Regional Skills Partnerships. • The development of RDA inter-regional growth strategies, including the Northern Way, the Midlands Way and the South West Integrated Growth Strategy. • The Core Cities group working to develop policies for 'city-regions'. • Development planning which meets the needs of businesses and householders, while protecting the environment. 	As above	Skills, jobs and economy, environment need to be included in the framework.

Document title and reference points	Key objectives, targets and indicators relevant to plan and SA	Implications for plan	Implications for SA
Tackling deprivation and disadvantage.	<p>To tackle disadvantage so that people are not condemned to lives of poverty, poor services and disempowerment by accidents of birth or geography, there will be:</p> <ul style="list-style-type: none"> • Over £2.5 billion invested each year in practical work to transform many of the worst-off areas, better targeted on those that need it most. • Faster progress in education, health, work and cutting crime in the most deprived areas and for the worst off people – narrowing the gap. • Over £5 billion housing-related support for over 1.2 million vulnerable people to help them live independently and successfully. • Action to tackle homelessness – with the aim of halving numbers in temporary accommodation by 2010. 	As above	Education, health, homelessness, deprivation, range of housing need to be picked up in the framework.
Tackling deprivation and disadvantage.	<p>To tackle disadvantage so that people are not condemned to lives of poverty, poor services and disempowerment by accidents of birth or geography, there will be (continued):</p> <ul style="list-style-type: none"> • Better personalised public services which can meet individual needs better. • Greater efforts to attract private sector investment to deprived areas. • Effective provision for Gypsies and Travellers, while tackling unauthorised development. 	As above	Education, health, homelessness, deprivation, range of housing need to be picked up in the framework.

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Improving the quality of life – cleaner, safer, greener neighbourhoods.	<p>To make neighbourhoods cleaner, safer, and greener, creating communities all over the country that people are proud to be part of, there will be:</p> <ul style="list-style-type: none"> • Sustained investment to make all social homes decent by 2010, and to ensure that at least 70% of vulnerable households in the private sector have a decent home, with environmental improvements in local neighbourhoods. • A cross-Government programme for improving local liveability in every community across the country, measured through a new liveability Public Service Agreement target, which says that there must be measurable improvements by 2008. • Around £7 billion for local authorities to fund local environmental services over the next three years, with around £3 billion for highway maintenance and street lighting. • Extra powers to deal with anti-social behaviour – litter, flytipping, graffiti, fly-posting, noise and nuisance vehicles – through the Clean Neighbourhoods and Environment Bill. 	As above. A new code for sustainable buildings will be particularly useful in developing policies.	The framework needs to ensure it includes a wide range of indicators that can assist in measuring progress towards cleaner, safer and greener neighbourhoods that people are proud to be part of.
Improving the quality of life – cleaner, safer, greener neighbourhoods.	<p>To make neighbourhoods cleaner, safer, and greener, creating communities all over the country that people are proud to be part of, there will be (continued):</p> <ul style="list-style-type: none"> • Action to incentivise councils to take effective action to improve their environment, by giving this the weight it deserves in the measurement and assessment of council performance, and by providing reward grants for councils who exceed targets agreed with central Government in Local Public Service Agreements. • The introduction of model bye-laws which can be used by communities to address problems of anti-social behaviour. • A new Code for Sustainable Buildings, to promote excellence in 	As above. A new code for sustainable buildings will be particularly useful in developing policies.	The framework needs to ensure it includes a wide range of indicators that can assist in measuring progress towards cleaner, safer and greener neighbourhoods that people are proud to be part of.

Document title and reference points	Key objectives, targets and indicators relevant to plan and SA	Implications for plan	Implications for SA
	<p>new buildings for energy and water efficiency.</p> <ul style="list-style-type: none"> • A target to raise the average energy efficiency of the residential housing stock by 20% by 2010, compared with 2000. 		
Better Local Government	<p>To ensure that local government delivers excellent services and leads and enables community empowerment, there will be:</p> <ul style="list-style-type: none"> • Local Area Agreements to deliver better services based on shared priorities: 21 pilots under way and a further 40 agreements to follow. • Business Improvement Districts (BIDs), engaging the private sector in projects to improve town centres. • Clearer roles for councillors – with a strong, visible executive and roles for councillors as advocates of their local community. • More opportunities for mayors for those that want them, particularly in our major cities, with greater power to make a real difference. • A fair, transparent and sustainable local tax and finance system. <ul style="list-style-type: none"> • A new housing role for local authorities, based on investing in new social homes; managing housing better; taking a more strategic approach to planning for homes, growth and infrastructure; and providing land for low cost homes. 	In particular the DPD needs to take account of the new housing role for local authorities.	Need to include community empowerment.
More say for communities	<p>To give people more of a say in the way places (both urban and rural) are run and help improve local services, there will be:</p> <ul style="list-style-type: none"> • Opportunities for all communities to have more control over their own neighbourhoods through a proposed Neighbourhoods Charter forming part of a national framework agreed with local government and others, which could include the ability for communities to own 	As above	Accessibility indicators need to be included, particularly in relation to community centres, play space, schools and health. Also need to include community

Document title and reference points	Key objectives, targets and indicators relevant to plan and SA	Implications for plan	Implications for SA
	<p>their own assets (for example, playgrounds or community centres), and to trigger action when things aren't right.</p> <ul style="list-style-type: none"> • More responsive local services, with better links to local people, including schools, health services and the police. • Local councillors, who are drawn from a wider section of the community, as leaders and advocates for local communities, at the heart of arrangements for improving their neighbourhood. • More devolution of budgets and control to communities – which could involve small community funds held by councillors to make a difference in their neighbourhoods. 		involvement/empowerment.
Working across the region	<p>To ensure that decisions are taken at the right level to join together action for the benefit of all, there will be:</p> <ul style="list-style-type: none"> • New roles for Government Offices in delivering Government policy and bringing it together. • Strengthened Government Offices in the lead on negotiating targets and priorities with local authorities through Local Area Agreements. • Proposals to merge regional housing and planning bodies, bringing together responsibility for housing and planning strategies. • Regional Emphasis Documents and regional funding allocations which give more regional influence over budgets. • Regional Resilience Forum with agreed delivery plans to improve planning for emergencies. • Regional co-ordination for those fire and rescue activities which need to be handled at a regional level. 	As above.	

Regional Spatial Strategy

Document title and reference points	Key objectives, targets and indicators relevant to plan and SA	Implications for plan	Implications for SA
East of England Plan (2008)			
The overall vision is set out at the beginning of the plan. By 2021 the East of England will be realising its economic potential and providing a high quality of life for its people, including by meeting their housing needs in sustainable inclusive communities. At the same time it will reduce its impact on climate change and the environment, including through savings in energy and water use and by strengthening its stock of environmental assets.			
Objective 1 To reduce the region's impact on, and exposure to, the effects of climate change by:	<ul style="list-style-type: none"> • locating development so as to reduce the need to travel; • effecting a major shift in travel away from car use towards public transport, walking and cycling; • maximising the energy efficiency of development and promoting the use of renewable and low carbon energy sources; and • reducing the risk of adverse impact of flooding on people, property and wildlife habitats. 	This forms part of the Development Plan and so should influence the production of LDD's, but there is no need to repeat the policies.	These objectives are partly reflected in the existing objectives and also help in carrying out SA's and SEA's
Objective 2 To address housing shortages in the region by:	<ul style="list-style-type: none"> • securing a step change in the delivery of additional housing throughout the region, particularly the key centres for development and change; and • giving priority to the provision of affordable housing to meet identified needs. 	This forms part of the Development Plan and so should influence the production of LDD's, but there is no need to repeat the policies.	These objectives are partly reflected in the existing objectives and also help in carrying out SA's and SEA's
Objective 3 To realise the economic potential of the region and its people by	<ul style="list-style-type: none"> • facilitating the development needed to support the region's business sectors and clusters, improving skills and widening opportunities in line with the Regional Economic Strategy; • providing for job growth broadly matching increases in housing provision and improving the alignment between the locations of workplaces and homes; • maintaining and strengthening the East of England's inter-regional connections by improving access to economic opportunities in London; and • ensuring adequate and sustainable transport infrastructure. 	This forms part of the Development Plan and so should influence the production of LDD's, but there is no need to repeat the policies.	These objectives are partly reflected in the existing objectives and also help in carrying out SA's and SEA's
Affordable Housing	Local targets should be set depending on local evidence, but to try and achieve 35% affordable housing across the region.	This is to be considered along with other evidence.	This objective is partly reflected in existing objectives and also helps in carrying out SEA's and SA's

Document title and reference points	Key objectives, targets and indicators relevant to plan and SA	Implications for plan	Implications for SA
Housing to be built	From 2006 to 2021 the requirement is a minimum of 4260 dwellings or 280 each year.	Any new relevant LDD's have to meet this target.	This objective is partly reflected in existing objectives and also helps in carrying out SA's and SEA's
Job Growth	Policy E1 seeks growth between 2001 and 2021 of 30,000 jobs in Ipswich, Suffolk Coastal and Babergh but does not say where exactly they should be.	To be taken into account when producing relevant LDD's.	This objective is partly reflected in existing objectives and also helps in carrying out SA's and SEA's
<p>Objective 4</p> <p>To improve the quality of life for the people of the region by:</p>	<ul style="list-style-type: none"> • ensuring new development fulfils the principles of sustainable communities, providing a well designed living environment adequately supported by social and green infrastructure; • promoting social cohesion by improving access to work, services and other facilities, especially for those who are disadvantaged; • maintaining cultural diversity while addressing the distinctive needs of each part of the region; • promoting regeneration and renewal of disadvantaged areas; and • increasing community involvement in the implementation of the strategy at the local level. 	This forms part of the Development Plan and so should influence the production of LDD's, but there is no need to repeat the policies.	These objectives are partly reflected in the existing objectives and also help in in carrying out SA's and SEA's
<p>Objective 5</p> <p>To improve and conserve the region's environment by</p>	<ul style="list-style-type: none"> • ensuring the protection and enhancement of the region's environmental assets, including the built and historic environment, landscape and water; • re-using previously developed land and seeking environmental as well as development gains from the use of previously undeveloped land; • protecting and, where appropriate, enhancing biodiversity through the protection of habitats and species and creating new habitats through development; • providing a network of accessible multi-functional greenspace; and • reducing the demand for and use of water and other natural resources and reducing waste, whilst increasing the sustainable management of waste. 	This forms part of the Development Plan and so should influence the production of LDD's, but there is no need to repeat the policies.	These objectives are partly reflected in the existing objectives and also help in in carrying out SA's and SEA's

Document title and reference points	Key objectives, targets and indicators relevant to plan and SA	Implications for plan	Implications for SA
Accommodation for Gypsies and Travellers and Travelling Showpeople in the East of England			
This document is the final outcome of a review of the RSS for the East of England. It addresses the accommodation needs of Gypsies and travellers and Travelling Showpeople in accordance with the requirements of Government policy in Circular 01/2006, Planning for Gypsy and Traveller Caravan Sites and Circular 04/2007, Planning for Travelling Showpeople. It forms part of the strategic planning framework for the East of England and reflects the Government's commitment to meet the housing needs of the whole community.			
Policy H3	<p>Local authorities should achieve the levels of provision required by 2011 as soon as possible through development control decisions and Development Plan Documents. The preparation of joint or co-ordinated Development Plan Documents is encouraged and where they are produced, provision can be redistributed across the areas concerned. Opportunities should be taken to secure provision through major developments.</p> <p>Beyond 2011 provision should be made for an annual 3% compound increase in residential pitch provision, equivalent to 1,038 additional pitches between 2011 and 2021, distributed on the basis of districts accommodating the same proportion of the regional requirement as in Policy H3 for 2006–11.</p>	The requirement for Babergh is 15 pitches by 2011	To be taken on board when carrying out SA and SEA.
RSS14 for the East of England SEA Scoping Report (17 September 2004)			
Table 6.2 SEA Objectives in context of overall SA objectives	<ol style="list-style-type: none"> 1 achieve sustainable levels of prosperity and economic growth 2(a) deliver more sustainable use of land 2(b) deliver more sustain-able location patterns 3 protect and maintain vulnerable regional assets (natural, built & historic environment) (EH) 4 reduce greenhouse gas emissions 5 share access to services and benefits of prosperity fairly 6 use natural resources efficiently; re-use, use recycled where possible 7 cut waste 	DPDs should take the findings of this SEA into account, to ensure that there is no unnecessary duplication.	Objectives/indicators should include: <ul style="list-style-type: none"> • use of PDL, • sequential approach to development, • protection and enhancement of built, environments, • access to services • pollution,

Document title and reference points	Key objectives, targets and indicators relevant to plan and SA	Implications for plan	Implications for SA
	8 avoid exploiting global environment		<ul style="list-style-type: none"> • social inclusion, • waste, • vitality of town centres.
	9 revitalise town centres to promote return to sustainable urban living		

Other Regional Strategies

An Integrated Regional Strategy for the East of England (Revised draft for consultation (5)) Sept 20th 2004

The IRS provides a broad overarching approach to development across the regional incorporating issues of sustainability. The IRS should inform all strategies below it.

Vision	To improve the quality of life for everyone who lives or works in the East of England		
Desired outcomes of the strategy	<ul style="list-style-type: none"> • An exceptional knowledge base and a dynamic economy in the region • Opportunities for everyone to contribute to and benefit from the regions economic dynamism • Strong, inclusive, healthy and culturally rich communities • A high quality and diverse natural and built environment • A more resource efficient region 	DPDs should seek to achieve these outcomes through their policies	
Crucial regional issue 1	Housing supply, growth and sustainability- Ensuring that new communities are sustainable, giving all people the chance of a decent home, consideration of the resource implications of housing growth.	DPDs should seek to address these issues	Objectives and indicators on housing commitments and completions should be included.
Crucial regional issue 2	Transport, travel and infrastructure Consideration of the demands for major infrastructure improvements, reducing the need to travel.	DPDs should seek to address these issues	Objectives and indicators on transport and travel should be included.
Crucial regional issue 3	Building the knowledge economy- Consider the extent to which serious investment should be pumped	DPDs should seek to address these issues	Objectives and indicators on education should be included.

Document title and reference points	Key objectives, targets and indicators relevant to plan and SA	Implications for plan	Implications for SA
	into already affluent areas to retain knowledge base		
Crucial regional issue 4	Skills and labour supply- The region has a weak skills base, major labour shortages and a dual labour market is a major feature	DPDs should seek to address these issues	Objectives and indicators on skills and training should be included.
Crucial regional issue 5	Deprivation and access to services- Serious poverty, disadvantage and exclusion exist within the region. There is a priority to build social capital.	DPDs should seek to address these issues	Objectives and indicators on access to services and deprivation should be included.
Crucial regional issue 6	Health and wellbeing- There are major health inequalities, correlating strongly with poverty and disparities	DPDs should seek to address these issues	Objectives and indicators on health should be included.
Crucial regional issue 7	Rural issues- There are challenges surrounding rural housing, jobs, access to services, rural landscape, changing roles of market town and the implications of CAP reforms	DPDs should seek to address these issues	Objectives and indicators on housing commitments and completions should be included.
Crucial regional issue 8	Resource issues- Consideration of sustainable use of resources, effects on biodiversity, climate change and the scope for using renewable energy.	DPDs should seek to address these issues	Objectives and indicators on resource use, biodiversity and renewable energy should be included.

<p>Priorities</p>	<ul style="list-style-type: none"> • Achieve high quality and sustainable solutions in growth areas and other parts of the region facing growth pressures • Harness fully the regions strength in science, research and development and in the surrounding commercialisation process • Address the causes and implications of persistent deprivation and social exclusion in both buoyant parts of the region and areas facing economic decline 	<p>DPDs should be in conformity with these priorities</p>	
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Document title and reference points	Key objectives, targets and indicators relevant to plan and SA	Implications for plan	Implications for SA
	<ul style="list-style-type: none"> • Effect a step change in efficiency of resource use and the management of the regions distinctive natural and built environment assets • Capture the benefits from the regions international gateways and national transport corridors. 		
East of England European Strategy 2004-2007 (December 2004)			
The East of England European Strategy seeks to create a forward-looking framework for European activities of a wide range of stakeholders and partners in the region, highlight development needs and inform and support other regional strategies.			
Strategic objectives	Support regional businesses in their engagement with the development of International business opportunities in a global marketplace.	Bear in mind need for improving local businesses	Include objectives on business development
East of England European Strategy 2003 – 2004, June 2003 (RSS)			
	<p>The strategy which updates the November 2001 strategy seeks to:</p> <ul style="list-style-type: none"> • Create a forward-looking framework for the European Activities of a wide range of stakeholders • Highlight development needs • Inform and support other regional strategies 		
2 The vision	“A new region playing a full part in Europe for all its citizens”	The European Strategy has no specifically sustainable development related targets or objectives, however the DPD should consider the role of existing ties to the EU and the potential impacts of expansion and political climate with respect to new constitution etc.	

Document title and reference points	Key objectives, targets and indicators relevant to plan and SA	Implications for plan	Implications for SA
3.2 EU Context	Enlargement will have an impact on EU wide prosperity and will bring a range of opportunities to the region		
4 Regional analysis	Relevant threats: <ul style="list-style-type: none"> • Enlargement – decreased structural fund support and competition from goods and agricultural produce • CAP reform 	Consider impact of these threats – and what planning and other regional implications they may have	
5 Strategic objectives	<ul style="list-style-type: none"> • To promote the region's interests and influence future EU policy and strategy • To optimise the benefits of membership of EU for all stakeholders • To create new opportunities for the region's businesses in an enlarged Europe 	Inserted for completeness	Include objectives/indicators relating to European funding? Social fund?
Towards Sustainable Construction – A Strategy for the East of England, Draft 2003 (RSS)			
	The draft strategy begins to set out a vision for the sustainable development of the region's built environment and infrastructure. It also provides a set of indicators and a sustainable construction checklist suitable for use in all construction projects		
Quick wins	Suggested quick fixes / wins to make a major difference to sustainability: <ul style="list-style-type: none"> • Reuse existing physical resources on-site to save on import and export costs • Reduce waste in materials delivered to site • Use local staff and resources to minimise product and worker miles and traffic congestion • Use sustainable urban drainage systems • Adopt the Considerate Constructors Scheme 	Include policies within DPD which encourage sustainable construction methods.	Include construction methods

Document title and reference points	Key objectives, targets and indicators relevant to plan and SA	Implications for plan	Implications for SA
	<ul style="list-style-type: none"> Plan and construct to protect and enhance site biodiversity 		
High level aim and objectives	<p>The aim of the strategy is to improve quality of life, environment and infrastructure for all the people of the region through the pursuit of more sustainable construction.</p> <ul style="list-style-type: none"> Improve the performance of the construction industry Increase resource efficiency Deliver a high quality built and natural environment Improve quality of life Deliver a high quality infrastructure 	Include policies which promote high quality design and construction, encourage resource efficiency.	Include objectives and indicators on design, resource use.

Regeneration

Community Energy Project in Sudbury

A local group was established to ensure community participation and consultation and enable capital projects to be delivered in the Sudbury and Great Cornard. The group's aims are to address problems of social exclusion and deprivation identified when the project was set up.

Projects that the group are involved with include: Care for the elderly; Capacity building at the volunteer centre; a School inclusion programme; Active Sports programme; Connect Business/Community Liaison; Small Business Grant Scheme; Ceramics Project; Youth project; Capital Projects to safeguard or provide	<p>Objectives of the group:</p> <ol style="list-style-type: none"> Consult and listen to views of local people living in area Share information with local people on issues that concern them Influence decisions made by partner organisations Establish and maintain links with the Western Suffolk Local Strategic Partnership and Suffolk Strategic Partnership Continue research to identify local needs and develop and review action plans to address local needs Monitor and evaluate the effectiveness of resulting local projects Identify and seek funding from partners and external sources. 	Consider needs of local people and address in DPDs if considered appropriate and sustainable	<p>Could incorporate objectives and indicators on:</p> <ul style="list-style-type: none"> Care for elderly; Volunteering Sports programmes Needs for small business grants Leisure and educational opportunities
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Document title and reference points	Key objectives, targets and indicators relevant to plan and SA	Implications for plan	Implications for SA
<p>additional meeting, leisure and educational opportunities; Resource and service delivery centres; Community chest and finding match funding for various schemes.</p>			
Glensford Heritage Environmental Regeneration Scheme (HERS) (2000 – 2003)			
<p>This is a scheme which is now closed but involved the regeneration of certain buildings in the Conservation Area of Glensford as well as improvements to the street scene for example around Fair Green where the road layout and open space were improved. Significant former industrial buildings were renovated and converted with grant aid from the scheme.</p>			
<p>A multi-agency approach to improving the Conservation Area of Glensford.</p>	<p>To improve certain key buildings and help regenerate parts of a village which had lost significant local industry, as well as improve the street scene.</p>	<p>LDF as a spatial planning process can reflect these key objectives.</p>	<p>The objectives within the SA and SEA already reflect these objectives as well as others.</p>
Sudbury Heritage Environmental Regeneration Scheme (HERS) (2003 – 2006)			
<p>This scheme involved the regeneration of certain buildings in the Conservation Area of Sudbury as well as improvements to the street scene for example along North Street and Gainsborough Street where the pavement was improved to make a greater length of the retail frontage appear to be part of the active town centre. Significant former commercial buildings were renovated and converted with grant aid from the scheme as well as several shop fronts being improved and windows replaced. Grants were paid towards these improvement costs.</p>			
<p>A multi-agency approach to improving the Conservation Area of Sudbury, involving the Town Council, The County Council and English Heritage.</p>	<p>To improve certain key buildings and help regenerate parts of town centre. Shop fronts and other key frontages have been improved to help to make the town centre more attractive for visitors, residents and shoppers. Paving in key areas was also improved to enhance the attractiveness of the town centre. The extent of the active town centre has been extended.</p>	<p>LDF as a spatial planning process can reflect these key objectives.</p>	<p>The objectives within the SA and SEA already reflect these objectives as well as others.</p>

Document title and reference points	Key objectives, targets and indicators relevant to plan and SA	Implications for plan	Implications for SA
Pin Mill Regeneration			
This is a scheme which is trying to create conditions where traditional barges will be attracted back to this area by creating conditions for them to be able to operate and be maintained at Pin Mill. The intention in the long term is to set up a management company which will run the area. The site has several important designations for conservation including European designations. It is a difficult and sensitive site to develop. It is hoped to complete the project in 2010.			
A multi-agency approach to improve the appearance of the Pin Mill Area.	To improve parts of the shoreline and mud flats by the removal of wrecks and dredging out of channels Building structures to maintain the barges Repairing walkways	LDF as a spatial planning process can reflect these key objectives.	The objectives within the SA and SEA already reflect these objectives as well as others.
Anglia Estate, Gt Cornard, Regeneration			
This scheme involved the regeneration of approximately 500 former London overspill dwellings which were in an area which had been had been identified as having multiple deprivation. The housing was improved with alterations to the design and improving insulation of the housing with every home being brought up to decent home standards. Public open space and greenspace was also improved. Roads and parking areas also formed part of the regeneration. Some of the housing is still being improved.			
A Babergh DC led approach to improving this estate.	Improve the quality of the housing and layout Improve the quality and attractiveness of open space Using grant aid from the Government to carryout the work	LDF as a spatial planning process can reflect these key objectives.	The objectives within the SA and SEA already reflect these objectives as well as others.
Transport			
Aviation White Paper (Dec 2003)			
The White paper sets out a strategic framework for the development of airport capacity in the UK over the next 30 years. It takes a strategic view of where development may be needed, balancing the benefits of new airports against the impacts they can have. The paper highlights that UK air travel has increased five-fold over the last 30 years and freight traffic at UK airports has doubled since 1990. It highlights the economic and social benefits as the drivers to increase capacity but also the environmental concerns future growth could have, such as air quality, noise, blight, safety and security. Proposals are included on a Regional basis.			

Proposals for the	First priority - to make best use of the existing runways at the major South East airports. Beyond that, there is support for the building of	Need to be aware of these proposals during	May need to consider the inclusion of noise related
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Document title and reference points	Key objectives, targets and indicators relevant to plan and SA	Implications for plan	Implications for SA
South East	<p>two new runways in the South East in the period to 2030.</p> <p>Development is supported (around 201 1/2012) of a second runway at Stansted as the first new runway for the South East. Noise should be strictly controlled, and loss of heritage and countryside kept to a minimum. Options for two or three new runways at Stansted are not supported.</p> <p>Development of Heathrow is supported provided that strict environmental limits can be met, including a new runway as soon as possible after Stansted (in the 2015-2020 period).</p> <p>Land should be safeguarded for a new wide-spaced runway at Gatwick both on its own merits and in case the conditions attached to a new Heathrow runway cannot be met. Action will not be taken to overturn the planning agreement preventing a second runway before 2019. No support for the option for two new runways at Gatwick.</p> <p>Support for the growth of Luton up to the maximum use of one runway, but no support for a second runway.</p> <p>It is not considered that there is a strong case for creating a second hub in the South East, whether or not a third runway is built at Heathrow.</p> <p>No support for a new airport at Cliffe, because of its ecological damage, safety risk and doubtful viability. No support for development of Alconbury for passengers or freight but recognise the potential to move aircraft maintenance there from Cambridge.</p> <p>Is considerable scope for London City, Norwich, Southampton, Southend, and Manston to help meet demand for air services. Nor should the potential of Lydd, Shoreham, and Biggin Hill be overlooked.</p>	the preparation of DPDs. In particular, support for additional capacity at Stansted and Norwich.	objectives and indicators.
Government/DfT 10 Year Transport Plan 2000 (RSS)			
The key government transport document. Sets out a ten-year vision for transport in the UK, provides detailed analysis of historic and predicted use statistics and sets out spending priorities and investment plans for UK transport over the next 10 years. It is important that the DPD is developed with knowledge of the			

Document title and reference points	Key objectives, targets and indicators relevant to plan and SA	Implications for plan	Implications for SA
aims and intentions of this key government plan.			
Foreword	<p>It seeks to take a realistic view of the challenges faced and presents a vision of what should be achieved by 2010. By taking a long-term view, the Plan aims to bring greater certainty and coherence in decision-making and provide a stable framework against which planning and investment decisions can be made.</p> <p>The Plan also encourages strengthened partnerships, both between central and local government, and between public and private sectors.</p>	DPD should consider role of partnerships in delivering more sustainable transport solutions	
Strategy	<p>The overarching strategy for transport is to tackle congestion and pollution by improving all types of transport - rail and road, public and private - in ways that increase choice. The ten-year plan sees the following as key:</p> <ul style="list-style-type: none"> • Integrated transport: looking at transport as a whole, matching solutions to specific problems by assessing all the options. • Public and private partnership: government and the private sector working more closely together to boost investment. • New projects: modernising our transport network in ways that make it bigger, better, safer, cleaner and quicker. 	The DPD needs to take into account the need to increase choice and provide integrated transport.	Include congestion and pollution, and the range of transport modes within the SA framework.
Vision	<p>Sustainability issues raised by the ten year vision are:</p> <ul style="list-style-type: none"> • Improved public transport choice so more people will use public transport • Integrated light rail systems and bus services • Park and ride schemes so people do not drive into town centres • Access to jobs and services through improved transport links especially in regeneration areas • The role of integrated public transport information, booking and ticketing systems, with a single ticket or card covering the whole journey 	Consider role of these sustainability issues in DPD policies.	Include different transport modes and objectives and indicators relating to improved access to jobs and services.

Document title and reference points	Key objectives, targets and indicators relevant to plan and SA	Implications for plan	Implications for SA
	<ul style="list-style-type: none"> • Ensure transport system makes less environmental impact. <p>The challenge (chapter 3) is to “ensure that...increased mobility does not undermine our quality of life, so that travel and its benefits can be enjoyed by all...”</p>		
Summary of targets / improvements set out in Plan	<p>Targets or improvements relative to regional spatial planning include:</p> <p>Locally across England:</p> <ul style="list-style-type: none"> • Double light rail use • 10% increase in bus passenger journeys • Extensive bus priority schemes, and improvements also benefiting coaches • Urban Bus Challenge Fund to improve links to deprived urban areas • More cities and towns with park and ride schemes • Extension of Rural Bus Subsidy Grant to cover more journeys serving market towns • Support for flexible transport in rural communities • Modern and integrated transport information, booking and ticketing services • Safer cycling and walking routes, more 20mph areas and Home Zones for safer roads, particularly around schools. <p>Rail:</p> <ul style="list-style-type: none"> • 50% increase in use, measured by passenger kilometres • 80% increase in rail freight • High speed Channel Tunnel Rail Link, also serving Kent and the Thames Gateway 	DPD policies should reflect the desire to meet these targets.	Consider incorporating these targets into the SA framework.

Document title and reference points	Key objectives, targets and indicators relevant to plan and SA	Implications for plan	Implications for SA
	<ul style="list-style-type: none"> • Improved commuter services in London and other cities • Upgrading of freight routes to major ports • Better integration with cars, buses, taxis, bicycles and better links to airports. Roads: <ul style="list-style-type: none"> • 40% reduction in the number of people killed or seriously injured in road accidents • Accelerated take-up of cleaner vehicles to reduce air pollution and CO2 emissions. 		
Region specific issues/examples contained in the strategy	New links to airports: <ul style="list-style-type: none"> • Enhanced services, new links and interchange facilities on the rail network to improve rail access to London's airports • BAA and Railtrack have developed a business plan for upgrading the line between Liverpool Street and Stansted Airport, to enable more frequent dedicated Skytrain services Railways: <ul style="list-style-type: none"> • Completion of Thameslink 2000, enhancement of commuter services into London and construction of the East London Line extensions, possibly as part of a suggested new London orbital franchise • Gauge and capacity enhancements on freight routes to major ports, such as Felixstowe 	DPD should be aware of these regionally specific elements of the national strategy	
Chapter 6 Local Transport	This chapter sets out local transport planning issues. It emphasises and explains the role of Local Transport Plans in tackling transport issues. Particular importance is given to the role of public transport and walking and cycling	DPD should set a sustainable framework for LTPs to fit within. DPD is crucial to integrated approach.	Include public transport, walking and cycling within objectives and indicators.

Document title and reference points	Key objectives, targets and indicators relevant to plan and SA	Implications for plan	Implications for SA
Paragraphs 6.34 and 6.35	<ul style="list-style-type: none"> In urban areas the biggest concerns are traffic congestion and the cost, convenience and reliability of public transport. Air pollution, safety and traffic nuisance also worry many. Traffic jams and polluted streets make towns and cities less attractive places in which to live and do business. People in rural areas, particularly those without use of a car, are more worried about the lack of reliable, accessible public and community transport, and the difficulties this can create in access to work, health care, shops, schools and other services. 	Account for these concerns in DPD	Include objectives and indicators relating to traffic and the environment and accessibility to work, health care, shops, schools and other services.
Paragraph 6.36	Better integration between land use and transport planning at national, regional and local levels will help to promote patterns of development that can be served more effectively by public transport.	Local planning is key to an integrated approach to transport and land use planning.	Include public transport.
Chapter 8 – Modern, Clean, Efficient	Role of technology both in reducing environmental impact of transport and facilitating more efficient use – smart ticketing, communications facilitating home-working etc.	DPD to consider homeworking policies.	Include environmental impact of traffic in the SA framework.
East of England Regional Transport Strategy (April 2003) (Incorporated as a chapter in RPG14) (RSS)			
	The RTS describes and analysis in detail the current transport network and situation in the East of England in a broad environmental and spatial context and provides a forward looking assessment and strategy on managing transport in the future (up to and beyond 2016)		
1.2 Scope of report	<p>The strategy focuses on three key aspects of transport planning:</p> <ul style="list-style-type: none"> Definition of Transport Hierarchies for road, rail and bus, to incorporate strategic interchanges; Definition of public transport accessibility criteria; Definition of future parking standards for the region. 	Transport planning is a major element of the DPD – and a critical issue in encouraging regional sustainability – DPD should be aware of and responsive to the	Include objectives and indicators relating to parking, public transport accessibility and use of sustainable modes of transport.

2.2 Environmental constraints	<p>The following constraints are identified and discussed:</p> <ul style="list-style-type: none"> Biodiversity and natural heritage, including SPAs, SSSIs and 	DPD should reflect existing and future (ie	Include objectives and indicators relating to air quality, flood risk, and
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Document title and reference points	Key objectives, targets and indicators relevant to plan and SA	Implications for plan	Implications for SA
	<p>Nature Reserves</p> <ul style="list-style-type: none"> • Landscape including national parks, AONBs, and heritage coasts • Flood risks • Air quality <p>This section also provides maps showing spatial location of environmental constraints</p>	flood risks) constraints to planning and change.	landscape and environmental factors.
2.4.3 A network hierarchy	<p>A network hierarchy is established based on those parts of the transport network that serve a major national purpose, those that serve a strategic regional purpose and those that connect urban areas within the region and establish a network hierarchy for the existing situation. A network hierarchy is also presented for the future situation based on the same principle.</p>	Reflect within DPD policies and supporting text	
2.6 Parking standards	<p>Regional car parking standards are required to support the integrated land use and transport policy envisaged by the Regional Transport Strategy. A common approach in the region will avoid the development of a competitive framework between authorities which may be prepared to accept different standards.</p>	As above	Include indicators relating to public transport
<p>3 Planning and related studies in the region</p> <p>4 Multi-modal studies</p>	<p>These chapters provide a transport related review of existing studies including overviews of sub-regional multi-modal studies and discussion of the region's growth areas</p>	Multi-modal and other sub-regional studies should be referred to for sub-regionally specific issues – and policies.	

<p>3.2 Airports study summary</p>	<p>Growth expectations at the regions major airports:</p> <ul style="list-style-type: none"> • Stansted Airport has a permitted capacity of 15 million passengers per annum (mppa) and is the fourth largest passenger airport in the UK. • Planning permission has been obtained to expand the airport to provide capacity for 25 million passengers per annum. The theoretical maximum capacity of Stansted's single runway is 40 	<p>Reflect within the DPD – the future of the region's airports is likely to be a critical planning issue – the DPD must be aware of all potential changes and the role it can play in ensuring any change causes as little regional</p>	<p>No airports are located within the county</p>
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Document title and reference points	Key objectives, targets and indicators relevant to plan and SA	Implications for plan	Implications for SA
	<p>mppa.</p> <ul style="list-style-type: none"> Luton Airport has a current throughput of approximately 7 mppa. Support for expanding this to 10 mppa is provided by the emerging Bedfordshire Structure Plan. 	<p>damage to quality of life and the environment.</p> <p>DPD may consider in fact restricting airport growth where it is deemed that costs outweigh any benefits of increased air travel</p>	
3.3.1 Seaports study summary	<p>At the region's ports: It is estimated that there will be strong growth in port activity up to 2016, with 65% growth in the container sector, 78% growth in heavy goods vehicle Ro-Ro traffic and 100% growth in the passenger ferry sector.</p>	<p>DPD must be responsive to use and volume changes at the region's ports – and make sufficient provisions to minimise environmental and social impact</p>	<p>Include ports</p>
5 Public transport accessibility and Parking standards	<p>If the region is to become a more cohesive society, there is a need to call a halt to the tendencies of dispersal. In the UK, we already travel further to work than any other European country. It is possible to provide the opportunities (through more integrated planning of transport and land-use) and signals that can encourage a reduction in dispersal.</p>	<p>Key role for the DPD</p>	<p>Include objectives and indicators relating to parking, public transport accessibility and use of sustainable modes of transport</p>
5.1 Introduction	<p>the Regional Transport Strategy needs to be linked with, and provide support to, locational policies that will:</p> <ul style="list-style-type: none"> Reduce the need for motorised travel; Encourage more walking and cycling; Facilitate the use of public transport, increasing the viability of better quality public transport services; and, 	<p>There is a key role for the DPD in achieving these aspirations particularly in relation to providing a consistency of regional conditions</p>	<p>Include objectives and indicators relating to parking, public transport accessibility and use of sustainable modes of transport</p>

Document title and reference points	Key objectives, targets and indicators relevant to plan and SA	Implications for plan	Implications for SA
	<ul style="list-style-type: none"> Discourage unnecessary use of the private car. <p>In a competitive environment, where the developer can turn his back on an authority that seeks to impose restrictive conditions and locate instead in a less-restrictive authority, it is difficult for planning authorities to impose strong conditions. Consequently, <i>there is a need for consistent conditions across the region, set in such a way that they will encourage sustainable development and discourage unsustainable development.</i></p>		
5.2 Public transport accessibility	This section provides a detailed overview of the accessibility of public transport and interchanges in the region and seeks to identify the most sustainable locations for major regional or sub-regional development in the East of England	Reflect within DPD	Include objectives and indicators relating to public transport accessibility and use of sustainable modes of transport
5.3 Parking standards	One of the key elements of the Regional Transport Strategy is the establishment of region-wide maximum parking standards for commercial, retail and leisure development – based on location, land-use type and accessibility	As above	Include objectives and indicators relating to parking,
6.1 A balanced strategy	<p>In reducing the need to travel much will depend on an integrated land use and transport policy, which provides the opportunity for people to live closer to their jobs and other facilities. Land use proposals for new development can be planned to give greater emphasis to public transport corridors and nodes, reducing the need to travel by car.</p> <p>However the evidence is that improvements in public transport alone will not be sufficient to persuade motorists to transfer to public transport. Consequently, there will be a need to manage demand</p>	<p>Key role for the DPD</p> <p>Consider the use of transport demand management (eg road charging) systems in the region. While often controversial, there is mounting evidence that such schemes do in fact</p>	Include objectives and indicators relating to parking, public transport accessibility and use of sustainable modes of transport and travel to work

Document title and reference points	Key objectives, targets and indicators relevant to plan and SA	Implications for plan	Implications for SA
		bring about net benefits where applied	
6.7 The choices	The concluding section of the strategy stresses the importance of strengthening rail links and inter-modal freight interchanges especially in relation to current and future growth areas.	Reflect within DPD	Include rail
The Future of Rail - White Paper (2004)			
This document sets out the conclusions of a review of the rail industry undertaken in 2004 by DfT, and outlines a new blueprint for the railways.			
Summary - 6 key changes (p5/6)	<p>Six key changes to the structure of the rail industry are identified. The Government will take charge of setting the strategy for the railways and the SRA will be wound up. Net work Rail will be given clear responsibility for operating the network, and will work more closely with train companies. The Office of Rail Regulation will cover safety, performance and cost.</p> <p>There is an increased role for local decision making (eg Passenger Transport Authorities in England, and Community Rail Partnerships will be promoted). Freight operators will be given greater certainty about their rights on the national network, enabling the industry and its customers to invest for the long-term.</p>	Policies should be informed by this new structure, and the increased opportunities for investment in rail freight industry.	
Benefits of rail (p28)	Economic growth brings growing demand for passenger travel and freight transport. Investment in transport is needed to alleviate and prevent problems like overcrowding and congestion that may constrain economic growth, and rail has an essential role in this. Rail also has environmental advantages over road transport, especially when loadings are high, and rail has a key role in meeting environmental objectives. CO ₂ emissions from rail are currently around two-thirds of car emissions per passenger km (though fuel efficiencies may change in the future). Busy commuter routes perform particularly well, especially when additional benefits of congestion relief are taken into account. Rail demand is forecast to continue to grow, but concentrated on the more congested routes. There are also lightly used services that can deliver real benefit, especially in remote rural areas, but at high	Plans should take into account the benefits of rail as a mode of passenger and freight transport.	SA should include objectives to encourage rail as a mode of transport for both passengers and freight.

Document title and reference points	Key objectives, targets and indicators relevant to plan and SA	Implications for plan	Implications for SA
	cost.		
Freight and open access (p49)	Growth in rail freight is an important contribution to the Government's sustainable distribution strategy. Rail's share of surface freight transport (tonne km) has increased from 5.9% in 1995 to 7.4% in 2002. Changes to the way slots are booked by rail freight companies on the network will increase efficiency. The Government will ensure that long-term access agreements are put in place, to provide the stability needed to secure commercial contracts, and ensure that rail can compete effectively with road haulage. Key routes will be identified on which freight operators will and enjoy and pay for more assured rights of access.	Investment in rail freight should be encouraged.	
Better decision making (p52)	Local authorities must already consider the role of local rail services in delivering the wider plans for their areas. Guidance for the 2 nd round of LTPs will encourage authorities to develop their plans in the context of wider objectives for jobs, housing and the environment. It will encourage plans framed around the best way of delivering better outcomes for congestion, accessibility, safety and air quality, rather than a mode by mode approach.	Local authorities must consider the role of local rail services in the context of wider objectives for jobs, housing and the environment.	
Community Lines (p59)	DfT will continue to develop the SRA's draft Community Rail Strategy, which aims to put rural community routes on an improved financial footing. Existing Community Rail Partnerships show that markets for rural rail can be developed (eg Bittern Line in Norfolk, 134% growth in passenger numbers since 1997).	The Community Rail Strategy could help safeguard and enhance rural rail routes.	
The Future of Transport : a network for 2030 - White Paper (2004)			
This document looks at factors that will shape travel and transport networks over the next 30 years, and sets out how the Government will respond to those pressures.			
The challenge: demand for travel (p20)	We are travelling more, with challenges flowing from: <ul style="list-style-type: none"> • Economic growth resulting in increased demand for travel • Past planning policies and demographic changes driving a trend towards longer journeys 		

Document title and reference points	Key objectives, targets and indicators relevant to plan and SA	Implications for plan	Implications for SA
	<ul style="list-style-type: none"> • Growth of car travel • Implications of population changes <p>The challenges are compounded by historic under-investment in the transport networks.</p>		
	<p>Transport produces around 25% of CO₂ emissions in the UK - reducing emissions from transport is important as climate change targets are to be met (to reduce CO₂ emissions to 60% of current levels by 2050). Road transport produces 80% of CO₂ emissions from transport, and a significant proportion of pollutants which affect air quality and health.</p>		<p>SA should address emissions from transport in relation to climate change.</p>
Roads	<ul style="list-style-type: none"> • Future measures for controlling road traffic growth include charging, for new and existing roads. 		
Rail	<ul style="list-style-type: none"> • (see Rail White Paper). • New lines for London, airport links etc may be needed to cope with increased demand in the future. • New safety systems and fuel technologies may be considered. • Light rail schemes can work best for routes with highest traffic and passenger flows. Bus options may offer the most cost effective solutions on most corridors. 	<p>Local policies should reflect national priorities.</p>	
Bus	<ul style="list-style-type: none"> • Constructive partnership working between Local Authorities and bus companies can lead to innovation, higher investment and better services. Guidance on Statutory Quality Partnerships will be produced. Local authorities already have powers under the Transport Act (2000) to introduce congestion charging and other forms of car restraint. The Act also allows for Statutory Quality Partnerships and Quality Contracts (where these are the only practical option) to improve bus services. Local Authorities should use these powers to improve bus services in their areas as part of a coherent transport strategy. • Additional funds may be available through the Transport Innovation 	<p>Local policies should reflect national priorities.</p>	

Document title and reference points	Key objectives, targets and indicators relevant to plan and SA	Implications for plan	Implications for SA
	<p>Fund to authorities who wish to design and implement bold projects that combine radically enhanced bus services and plans to tackle congestion (eg charging).</p> <ul style="list-style-type: none"> • Demand responsive schemes are encouraged in rural areas. Guidance has been issued, funding extended to cover schemes, and legislation has been changed making it easier to register such services. 		
Walking and cycling	<ul style="list-style-type: none"> • The government will work more closely with Local Authorities to produce sharper, more focussed local plans and targets for walking and cycling. • A program of research and promotion will seek to improve street design, focussed on creating a more attractive walking environment in residential and shopping areas. This will include encouraging Local Authorities to review priorities and reallocate road space to benefit pedestrians, and promoting Home Zones. • Children will be encouraged to walk or cycle to school through school travel plans, and the National Cycle Network will be linked to schools to provide safer routes. • Projects to demonstrate the potential to transform walking and cycling and bus use in towns will be implemented in Darlington, Peterborough and Worcester in the next 5 years. 	Local policies should reflect national priorities.	
Aviation and shipping	<ul style="list-style-type: none"> • (see Aviation White Paper) • UK businesses will be encouraged to exploit opportunities for greater diversification in short sea shipping "ro-ro" capacities, reducing the need for long connecting road or rail journeys. There will be active involvement in European short se shipping programmes. • Decisions should be taken on outstanding proposals for major container port developments by autumn 2005. 	Local policies should reflect national priorities.	

Document title and reference points	Key objectives, targets and indicators relevant to plan and SA	Implications for plan	Implications for SA
Freight	<ul style="list-style-type: none"> Local authorities will be encouraged to co-ordinate their regulatory powers relating to freight (traffic and parking regulations, night-time bans, planning powers) to help businesses while protecting the interests of local people. Freight traffic will continue to be encourage to shift from road to rail or water, where appropriate. 	Local policies should reflect national priorities.	
Environment	<ul style="list-style-type: none"> Alternative fuels may be necessary to meet emissions targets (eg hydrogen or biofuels). Local authorities should ensure that Air Quality Action Plans are incorporated into LTP2 in areas where traffic has a significant impact on local air quality, together with better traffic management to reduce emissions by keeping traffic moving. There should be more local air quality targets. The Government is committed to a presumption against transport schemes that damage landscapes, townscapes, biodiversity and the aquatic environment. Environmental impacts of new schemes should be kept to a minimum (including noise etc). Ensure that poor planning doesn't sever communities. The amount of greenfield land used for development should be kept to a minimum. The impact of schemes on the environment and communities should be monitored. Surface and ground waters should be protected from pollution from transport (eg roads). 	Local policies should reflect national priorities.	
Safety	<ul style="list-style-type: none"> Aims to reduce excessive and inappropriate speed and support safety training. 	Local policies should reflect national priorities.	

Suffolk County Council, Local Transport Plan 2006-2011

The County Council, as the highway authority, have prepared the Suffolk Local Transport Plan 2006-2011. It includes an analysis of issues, problems and opportunities in Suffolk, an overall approach to tackling these issues and a 5 year implementation programme

Document title and reference points	Key objectives, targets and indicators relevant to plan and SA	Implications for plan	Implications for SA
Longer-term transport strategy objectives	<ul style="list-style-type: none"> Support the sustainable development of the ports of Felixstowe, Ipswich and Lowestoft in their roles as gateways to the rest of the country Contribute to the regeneration of Great Yarmouth and Lowestoft sub region and the broads sub area Help maintain viable communities in towns and villages throughout Suffolk that serve the needs of this largely rural county 	The DPD should reflect the desire to meet these objectives.	Need to ensure the framework picks up transport issues in light of the vision.
The Local Transport Plan objectives that will assist in implementing these longer-term objectives in Waveney.	<ul style="list-style-type: none"> Encourage investment in rail infrastructure to increase the proportion of freight transported by rail Facilitate movement in and around Lowestoft Improve public transport, (including bus and interchange facilities) walking and cycling in and around Lowestoft Relieve congestion in and around Lowestoft town centre Minimise the impact of traffic and transport infrastructure (including air quality) in market towns, villages, tourism honey pots and rural areas to protect the county's environment and built heritage Maintain and improve Suffolk's transport network to support businesses and communities. 	Objectives should be reflected in DPD policies	Need to ensure the framework picks up transport issues in light of the vision. Need to ensure the framework picks up the promotion of walking and cycling.
Suffolk Bus Strategy 2006-2011, March 2006			
Includes measures to improve performance in the 4 LTP areas of accessibility, congestion, safety and air quality.			
	Minimum service levels will be replaced by analysis based on accessibility planning software, giving a clear link between bus service provision and access to key services. The strategy seeks to improve transport services in areas where access by passenger transport is currently poor.	DPDs need to take account of service levels when looking at future development strategies, and allocation of housing and employment land in villages.	

Document title and reference points	Key objectives, targets and indicators relevant to plan and SA	Implications for plan	Implications for SA
5.13 Land development	The County Council will work with land use planning authorities to ensure developments in Suffolk are sufficiently served by passenger transport. Developer contributions (s106) will be targeted towards schemes to encourage long-term sustainable travel.	Consult County Council (public transport) during preparation of Site Specific DPD.	
	Green travel plans and school travel plans will be used to promote bus travel.		Link to indicators on how people travel to work and school.

Local Transport Action Plan for Sudbury and Great Cornard

The purpose of the plan is to prepare and promote a sustainable, integrated and achievable Local Transport Action Plan for Sudbury and Great Cornard that is consistent with Government and Regional transport policy, reflects current and emerging Local Plan work, meets the Council's strategic, economic, environmental and social aims contained within the Suffolk Structure Plan and Local Transport Plan and provides the context for implementing measures within the Environment and Transport Directorate and other agencies.

The key objectives and targets for the environment are:	Reduce traffic to: <ul style="list-style-type: none"> To protect the historical environment Improve safety on the road Reduce pollution Enhance living, working, shopping and leisure spaces 	Priorities should be considered in DPD	Indicators of these targets may be source of baseline data for SEA. Measured by reduced count of all motor vehicles going through town, reduced number of traffic related accidents, reduced levels of air pollution in town
	Integrate public transport in order to: <ul style="list-style-type: none"> Provide a real alternative to private cars Increase access to Sudbury town centre from Sudbury and Great Cornard and surrounding towns and villages Promote greater use of public transport by making it easier to switch from one mode to another 	Priorities should be considered in DPD	Indicators of these targets may be source of baseline data for SEA. Measured by number of buses arriving in the town centre, number of integrated ticket schemes operating, number of multi-modal journeys undertaken such as train-bus.
	Protect/ enhance natural environment, especially:	Priorities should be	Indicators of these targets

Document title and reference points	Key objectives, targets and indicators relevant to plan and SA	Implications for plan	Implications for SA
	<ul style="list-style-type: none"> • Unique relationship between Sudbury and Stour Valley • Landscape • Semi-natural habitats • Wildlife corridors 	considered in DPD	may be source of baseline data for SEA. Measured by assessment of change in sensitive landscape character, populations of selected indicator species or groups success of species associated with a particular habitat.
	<p>Provide improved facilities for cycling and walking especially for local trips within Sudbury and Great Cornard in order to:</p> <p>Encourage residents to walk or cycle rather than use the private car</p>	Priorities should be considered in DPD	Indicators of these targets may be source of baseline data for SEA. Measured by increased length of cycleway/footway, number of secure cycle parking places in the centre of town and the usage of these facilities, length of time taken to cross the road in the centre of town
	<p>Introduce constraints on consequential development in order to:</p> <ul style="list-style-type: none"> • Ensure there is no creeping urbanisation • Protect wildlife outside the current boundaries of the town 	Priorities should be considered in DPD	Indicators of these targets may be source of baseline data for SEA. Measured by the number of houses and other developments between the town and the new road
The key objectives and targets for safety are:	<p>Reduce speed and volume of traffic in order to:</p> <ul style="list-style-type: none"> • Improve safety for all road users • Reduce number of personal injury accidents 	Priorities should be considered in DPD	Indicators of these targets may be source of baseline data for SEA. To be measured by the number of 20mph zones, the average speed of traffic in town in key sensitive locations, the

Document title and reference points	Key objectives, targets and indicators relevant to plan and SA	Implications for plan	Implications for SA
			number of heavy vehicles in the town centre, number of personal injury accidents at key sensitive locations.
The key objectives and targets for safety are:	Improve facilities for cycling and walking in order to encourage residents to walk or cycle instead of using the car	Priorities should be considered in DPD	Indicators of these targets may be source of baseline data for SEA. To be measured by length of cycle tracks and pedestrian routes particularly those linking schools, bus stops, rail and bus stations and the number of people using them, number of pedestrian crossings and pedestrian refuges with new/ improved disabled facilities, traffic management schemes
	Re-route traffic away from unsuitable areas in order to : Reduce the level of 'rat-running' Reduce number of vehicle accidents involving children and other vulnerable groups	Priorities should be considered in DPD	Indicators of these targets may be source of baseline data for SEA. To be measured by reduction in through traffic using unsuitable residential streets and by a reduction in the number of personal injury accidents involving pedestrians and cyclists
	Introduce other measures in order to: Improve the level of safety and the perceived level of personal security in the towns	Priorities should be considered in DPD	Indicators of these targets may be source of baseline data for SEA. To be measured by the increase in lighting levels in car parks, number of children walking or

Document title and reference points	Key objectives, targets and indicators relevant to plan and SA	Implications for plan	Implications for SA
			cycling to school, bus and train passenger numbers, perception of increased personal safety
	Introduce traffic management measures in order to: Create a safer environment for vulnerable road users Reduce vehicle to vehicle conflicts	Priorities should be considered in DPD	Indicators of these targets may be source of baseline data for SEA. To be measured by a reduction in accidents for different user groups
	Introduce parking zones and restrictions in order to: Encourage responsible parking in safe, legal locations	Priorities should be considered in DPD	Indicators of these targets may be source of baseline data for SEA. To be measured by the increase in enforcement of illegal parking and reduction in accidents
The key objectives and targets for economy are:	Improve road infrastructure in order to: Enhance and improve the vitality and viability of the town centres Attract more small and medium size enterprises to the area Decrease any drift away from Sudbury and other towns	Priorities should be considered in DPD	Indicators of these targets may be source of baseline data for SEA. To be measured by reduction in congestion and reduction in vacant retail and business units
	Improve rail infrastructure in order to: create a viable multi-mode network which will enable employers and residents to move around with ease encourage greater use of rail network for passengers and freight alike	Priorities should be considered in DPD	Indicators of these targets may be source of baseline data for SEA. To be measured by increase in passenger numbers and freight moved by rail
	Provision of sufficient car parking in order to: Encourage residents to shop in Sudbury rather than elsewhere	Priorities should be considered in DPD	Indicators of these targets may be source of baseline data for SEA. To be

Document title and reference points	Key objectives, targets and indicators relevant to plan and SA	Implications for plan	Implications for SA
	<p>Encourage visitors to the town</p> <p>Encourage use of other town centre facilities</p>		<p>measured by use of car parks by shoppers and visitors</p>
	<p>Designate land for employment with best possible access to road/rail infrastructure in order to:</p> <p>Attract new business and employment to the area</p> <p>Retain the character of Sudbury and Great Cornard while enhancing its viability</p>	<p>Priorities should be considered in DPD</p>	<p>Indicators of these targets may be source of baseline data for SEA. To be measured by the number of new VAT registrations</p>
	<p>Retain the character of the town in order to enhance the tourism potential</p>	<p>Priorities should be considered in DPD</p>	<p>Indicators of these targets may be source of baseline data for SEA. To be measured by the increase in the number of visitors</p>
<p>The key objectives and targets for accessibility</p>	<p>Ensure all residents, including mobility impaired, have access to good quality transport in order to:</p> <p>Ensure social inclusion</p> <p>Enable all to travel where they wish</p> <p>Encourage all to play a full role in local life</p>	<p>Priorities should be considered in DPD</p>	<p>Indicators of these targets may be source of baseline data for SEA. To be measured by mileage operated by bus companies, number of 'kneeling' buses per route km, number of buses after 7 pm and on Sundays, the availability and use of mobility and community transport schemes such as 'Dial a ride'</p>
	<p>Reduce the number of HGVs travelling through the town in order to:</p> <p>Ensure cohesion of the town</p> <p>Reduce severance</p>	<p>Priorities should be considered in DPD</p>	<p>Indicators of these targets may be source of baseline data for SEA. To be measured by the number of HGVs travelling through the town that do not need access to the town</p>

Document title and reference points	Key objectives, targets and indicators relevant to plan and SA	Implications for plan	Implications for SA
The key objectives and targets for accessibility	<p>Ensure access by public transport to all major facilities in the town in order to:</p> <p>Provide all residents with a means of getting to all important facilities</p>	Priorities should be considered in DPD	Indicators of these targets may be source of baseline data for SEA. To be measured by the % of people within 10 minutes' walk of a bus stop with hourly service and the % travelling by bus
The key objectives and targets for accessibility	<p>Improve transport links to other parts of the county and beyond in order to:</p> <p>Provide local people with a viable means of travel, other than the private car, to all parts of Suffolk and elsewhere</p> <p>Ensure access to the area for visitors especially the mobility impaired and non car drivers</p>	Priorities should be considered in DPD	Indicators of these targets may be source of baseline data for SEA. To be measured by an increase in the number of services by bus and train, including routes to London, Colchester, Ipswich and Stansted
The key objectives and targets for integration	<p>Provide a flexible integrated bus service including shuttle, circular bus route in order to:</p> <p>Encourage modal shift from the private car</p> <p>Simply travel by bus in the area</p>	Priorities should be considered in DPD	Indicators of these targets may be source of baseline data for SEA. To be measured by an number of integrated bus schemes set up, town bus service routes in and around the town and passenger numbers
	<p>Provide integrated transport between all modes of travel in order to:</p> <p>Encourage modal shift away from the car</p>	Priorities should be considered in DPD	Indicators of these targets may be source of baseline data for SEA. To be measured by the use made of cycle parking and % increases in people travelling by bus, cycle and foot

	Provide integrated ticketing in order to: Make journeys by public transport, including bus/taxi and train/taxi as	Priorities should be considered in DPD	Indicators of these targets may be source of baseline data for SEA. To be
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Document title and reference points	Key objectives, targets and indicators relevant to plan and SA	Implications for plan	Implications for SA
	attractive, simple and speedy as possible		measured by number of ticketing arrangements introduced and their take-up
	Provide integration of timetabling between rail and bus in order to: Encourage greater use of public transport Reduce waiting time and hence improve personal security	Priorities should be considered in DPD	Indicators of these targets may be source of baseline data for SEA. To be measured by increase in number of town bus services which link in to rail/ inter urban services
	Integrate land use and transport planning in order to: Encourage more sustainable and energy efficient patterns of development Ensure new business and new housing development are located within easy access of transport network Ensure road network improvements take account of developments elsewhere	Priorities should be considered in DPD	Indicators of these targets may be source of baseline data for SEA. To be measured by the % of people and businesses within 10 minutes walk of a bus stop and within hourly service and % travelling by bus

Local Transport Action Plan for Capel St Mary

The LTP recommends that LTAPs should also be developed for villages with populations of 3000+ and this includes Capel St Mary.

Implementation measures will be drawn up from the options included in the LTAP for Capel St Mary. Key objectives identified in the LTAP focus on infrastructure improvements to the village.	Key indicators in the plan are infrastructure improvement, local safety schemes and general traffic management schemes, measures to assist pedestrians and cyclists and promotion of public transport. Controls on parking, schemes for park and ride and travel awareness, introducing measures to reduce vehicles speeds.	Priorities should be considered in DPD	LDF should ensure policies relating to upgrading of infrastructure, improving safety and promotion of public transport.
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Community Strategies and Community Development Strategies

Document title and reference points	Key objectives, targets and indicators relevant to plan and SA	Implications for plan	Implications for SA
Altogether a better Suffolk – Suffolk’s Community Strategy 2004 (Consultation Draft)			
1: Active citizenship	Increase the participation of Suffolk citizens in formal & informal volunteering by 5% by 2008 (PSA target 8 = 5% increase by 2006)	Develop & implement SSP Volunteering Strategy for Suffolk	Could incorporate an objective and indicator on volunteering.
2: Children & families	Working with Children’s Futures initiative to provide integrated, locally delivered services for children and families: <ul style="list-style-type: none"> • 10% reduction in the number of ‘looked-after’ children • 10% reduction in number of children permanently excluded from school 	Optimising services to vulnerable children & families <ul style="list-style-type: none"> • Working group to be established to draw up action plan 	
3: Reducing the fear of crime	Increase the % of citizens who feel very safe in the area in which they live (PSA target 13 = 46%)	Includes related issues such as abandoned vehicles, graffiti etc. Impacts on health of population, business confidence, economic growth	Could incorporate an objective and indicator on fear of crime.
4: Increasing the cultural and heritage dividend	Integrate actions of county-wide relevance from current action plan in <i>A Cultural Strategy for Suffolk</i> into the SSP.	Includes sports/recreation, tourism, museums/libraries, theatre, music, historic buildings and landscapes. Maintaining and promoting a positive attitude towards Suffolk’s cultures and heritage is important to the economy prosperity of the county	

Document title and reference points	Key objectives, targets and indicators relevant to plan and SA	Implications for plan	Implications for SA
5: Improving the quality of life of older people	To improve the quality of life for older people in Suffolk through the development of a Partnership for Older People (POP) and a Suffolk Strategy for Older People. Target: to increase the number of older people who are able to remain living in their own homes (100 per 1000 helped to live at home)	Identify local action plans based on local issues, involving older people and local service providers	
6: Tackling obesity	<i>Suffolk Obesity Action Plan</i> written to help halt the rise in obesity across Suffolk Increase % of children walking/cycling to school from 69% (1999) to 74% (2005-06) (LTP1 target)	Large number of partners and issues involved: hospitals, schools, exercise (e.g. healthy walks), good diets etc	Could incorporate an objective and indicator on obesity and healthy lifestyles.
7: Reducing teenage conceptions	Reduce conception rate to 26.2/1 000 girls age 15-17 by March 2005 (2002 figure 32.8/1000)		
8: Tackling smoking	Increase number of 4-week 'quitters' Show measurable increase in smoke-free venues	All LA and NHS premises to have smoke-free policies and to be smoke-free by 2007	
9: Reducing waste	Increase recycling and composting of household waste in Suffolk (targets in JMWMS)	Increase recycling and composting at Household Waste and Recycling Centres Increase the kerbside collection of dry recyclables and green waste Increase public education programmes to encourage waste minimisation, reuse and recycling	Could provide indicators and objective for SA, in this area of sustainable development.

Document title and reference points	Key objectives, targets and indicators relevant to plan and SA	Implications for plan	Implications for SA
10: Increasing access to natural green spaces	<p>Increase in the area of natural green space accessible to the public</p> <p>Increase the number of people using these areas</p> <p>Increase the area of land managed primarily for conservation purposes and with public access by 250 hectares</p> <p>Increase the number of volunteer days spent at such sites by 15%</p> <p>Increase the number of people attending environment events held at such sites by 5%</p>	<ul style="list-style-type: none"> • Appropriate partners to work on a joint study to identify distribution of green spaces in relation to population and establish areas of deficiency. This study to inform the preparation of local development documents and the strategies of managing organisations and focus spending proposals. • Develop joint action between partners (particularly countryside management projects, wildlife trusts) to work proactively for the recruitment of volunteers. • Joint action between providers to develop better co-ordination of range and timing of educational events and improved information availability 	<p>Could provide indicators and objective for SA, in this area of sustainable development.</p>

Document title and reference points	Key objectives, targets and indicators relevant to plan and SA	Implications for plan	Implications for SA
11: Accessibility	To ensure that access to services and facilities is of a good quality for all Suffolk residents by improving transport links from their place of residence to the service centre, and by bringing the services closer to the residents, either by physical location or through information and communication technology	<ul style="list-style-type: none"> • To increase the number of parishes having public transport provision which meets the specified minimum level of service (MSL) to 100% by 2006 (LTP target). • Decrease in the rate of loss of village facilities (e.g. shops) • Increased accessibility to public sector and community services and training facilities both through a broader distribution of their physical presence and online • Develop OneSuffolk portal website as one-stop-shop for local government services 	Could provide indicators and objective for SA, in this area of sustainable development.
12: Lifelong learning	By 2010, 74% of adults to have an education qualification of level 2 or above (2002/3 out-turn 62%). Increases in apprenticeships, further education success rates and work-based learning completion rates		Could provide indicators and objective for SA, in this area of sustainable development.
13: To increase level of educational attainment at age 19	Targets for raising GCSE pass rates, average UCAS points per candidate at A level, progression to HE and FE success rates		Could provide indicators and objective for SA, in this area of sustainable development.

14: A university for Suffolk	Establish the University by 2007 with 3000 FTE students, increasing to 7500 by 2011	Land to be allocated for education zone. Impact on housing, services etc to be assessed and catered for in Ipswich LDF/LTP2	
15: Broadband for Suffolk	Improve access to services and opportunities through the use of the internet. Target: 100% of Suffolk broadband-enabled by 2008 (2004 level: 60%)	Beneficial impacts on businesses. Policies on current location of businesses may need to be re-visited (e.g. possible increase in viability of small rural businesses	
16: Climate change strategy	Commitment to draw up a Climate Change Strategy for Suffolk made but obviously no targets as yet	Climate change policies will need to be taken into account when preparing LDFs/LTP2 etc – reducing need to travel, better insulated homes, increased use of renewable energy technologies etc	Could provide indicators and objective for SA, in this area of sustainable development.

Transforming Suffolk, Suffolk's Community Strategy 2008 to 2028

The overall vision of the strategy is that: 'By 2028 we want Suffolk to be recognized for its outstanding environment and quality of life for all; a place where everyone can realize their potential, benefit from and contribute to Suffolk's economic prosperity, and be actively involved in their community.' There are 4 main themes:

Theme 1: A prosperous and vibrant economy	To become the most innovative and diverse economy in the East of England	The LDF and particularly the Core Strategy will have to take this on board.	Objectives are tied in with these aims and the Community Strategy should help in the evaluation process.
Theme 2: Learning skills for the future	To have learning skills in the top quartile of the Country	The LDF and particularly the Core Strategy will have to take this on board.	Objectives are tied in with these aims and the Community Strategy should help in the evaluation process.

Document title and reference points	Key objectives, targets and indicators relevant to plan and SA	Implications for plan	Implications for SA
Theme 3: Creating the Greenest County	To be the County with the greatest reduction in carbon emissions	The LDF and particularly the Core Strategy will have to take this on board.	Objectives are tied in with these aims and the Community Strategy should help in the evaluation process.
Theme 4: Safe, Healthy and inclusive communities	To create a place where everyone is safe, healthy and involved, no matter who they are or where in the country they live	The LDF and particularly the Core Strategy will have to take this on board.	Objectives are tied in with these aims and the Community Strategy should help in the evaluation process.
Western Suffolk Local Strategic Partnership: Draft Community Strategy 2006 to 2016 (2006)			
The overall vision of the western Suffolk Local strategic partnership is to make life better.			
Overall objectives	<ol style="list-style-type: none"> 1) Maximise the potential of all children and young people 2) Develop and maintain a safe, strong and sustainable community 3) Create and support healthier communities 4) Develop a prosperous and sustainable economy 	LDF as a spatial planning process should reflect these key objectives and seek to implement them where it has the powers.	The objectives within the SA and SEA already reflect these objectives as well as others.
Babergh East Local Strategic Partnership; Community Plan 2008 to 2010			
The LSP covers the eastern part of Babergh, and there are no overall objectives but some more specific targets and allocation of funds to tackle particular issues identified			
A multi-agency approach to the problems for Hadleigh North and South wards.	<p>The highest priorities are:</p> <ol style="list-style-type: none"> 1) Participation of 17 year olds in education or training 2) Reducing obesity in primary school age children in year 6 3) Young people's participation in positive activities 4) Stopping smoking 5) Percentage of vulnerable people achieving independent living 6) Proportion of population aged 19-64 for males and 19-59 for females qualified to at least NVQ level 2 or higher 	LDF as a spatial planning process should reflect these key issues and seek to implement them where it has the powers.	The objectives within the SA and SEA already reflect these matters as well as others.