

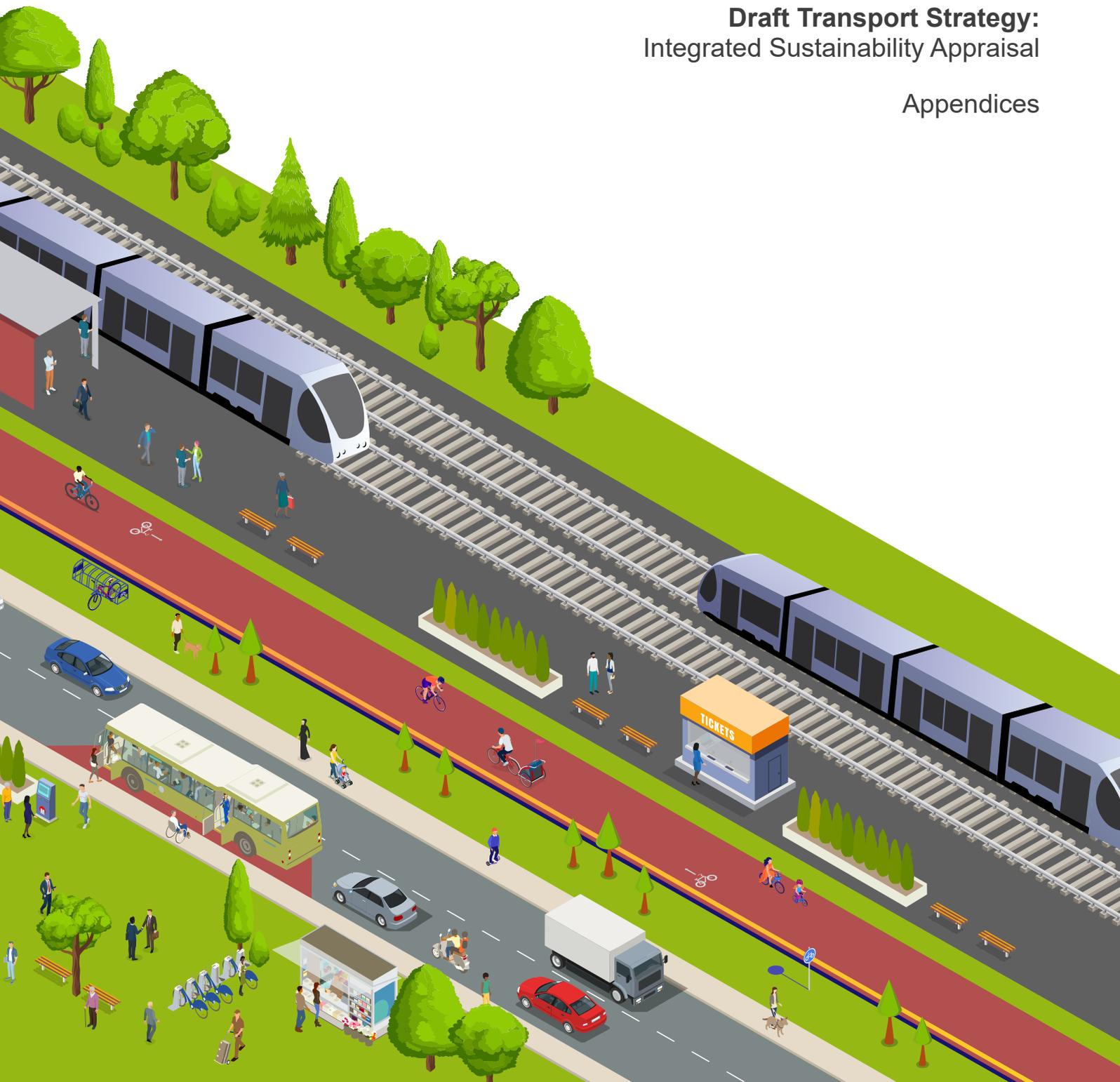
TRANSPORTEAST

Jacobs

Transport East Transport Strategy

Draft Transport Strategy:
Integrated Sustainability Appraisal

Appendices



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Appendix A. Figures

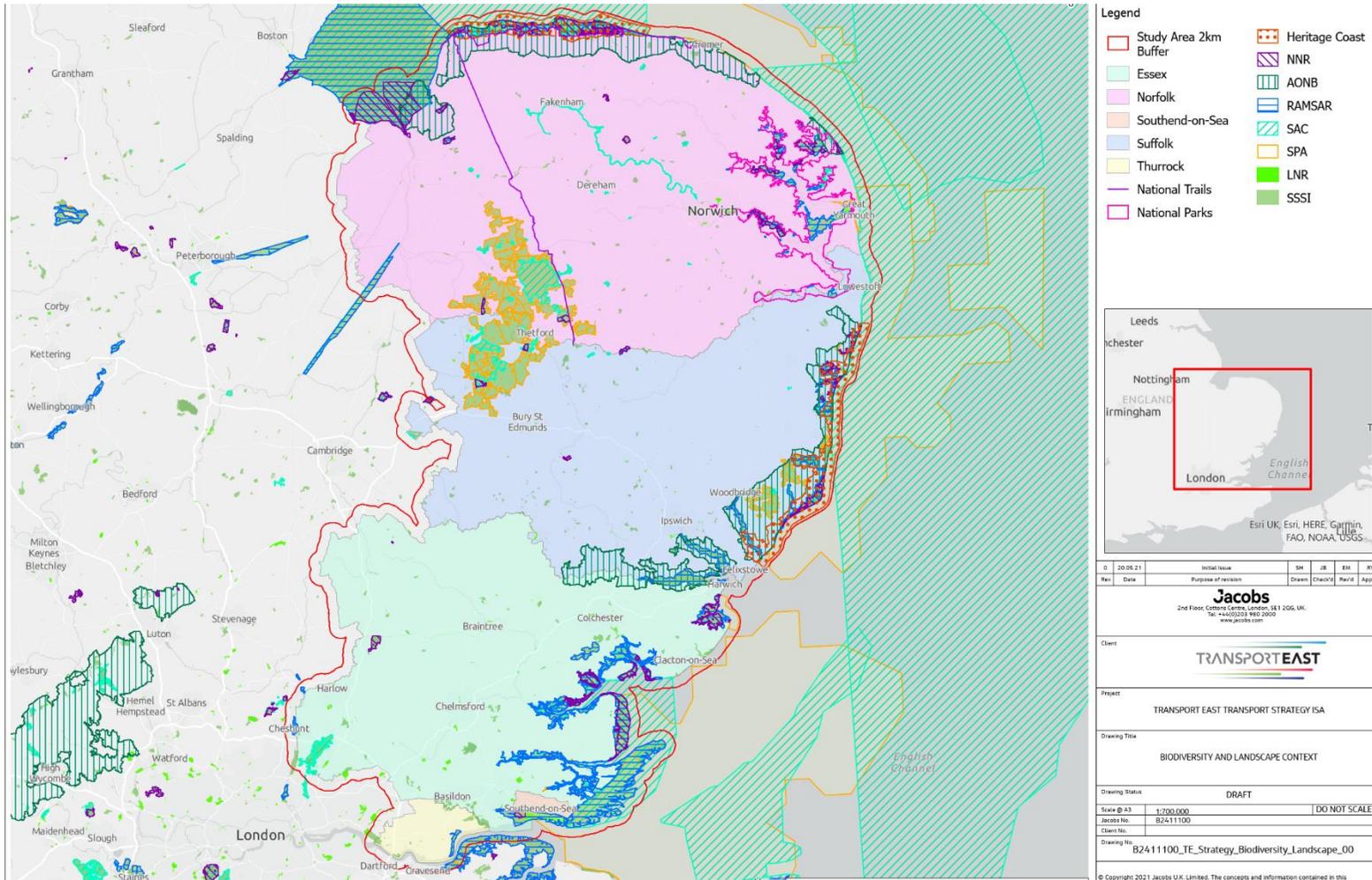


Figure A.1: Biodiversity and Landscape Context

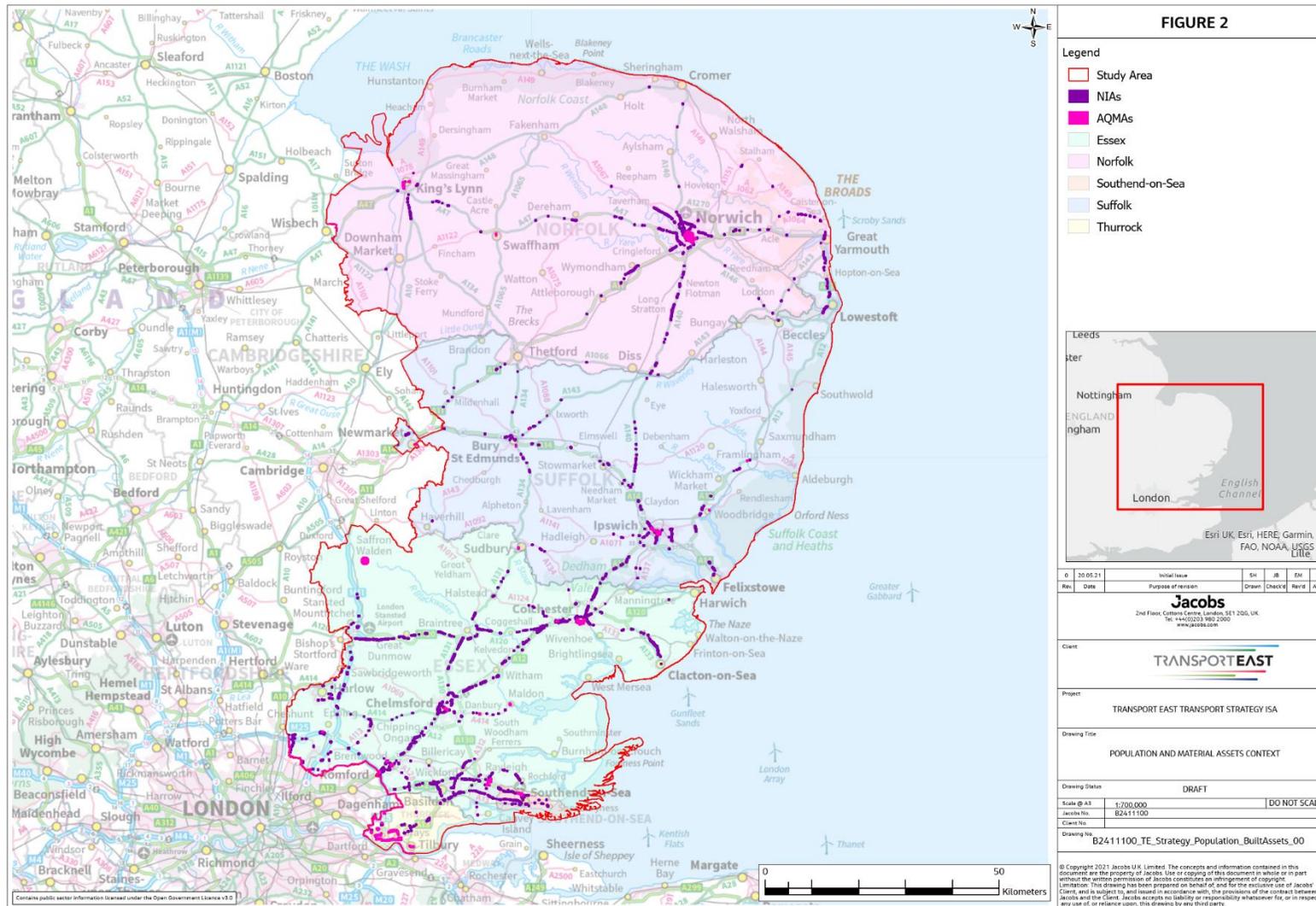


Figure A.2: Population and Material Asset Context

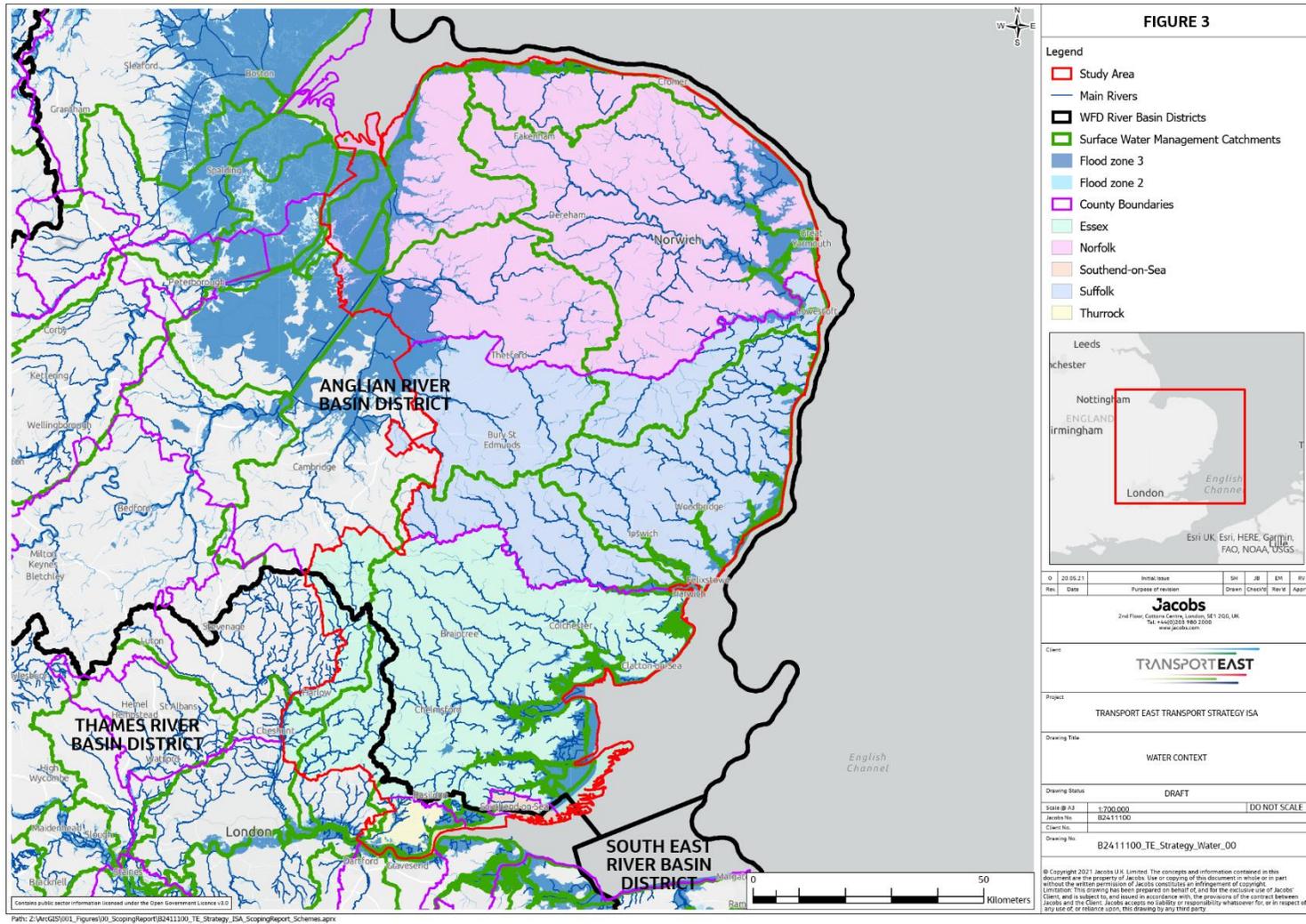


Figure A.3: The Water Environment of the TE region

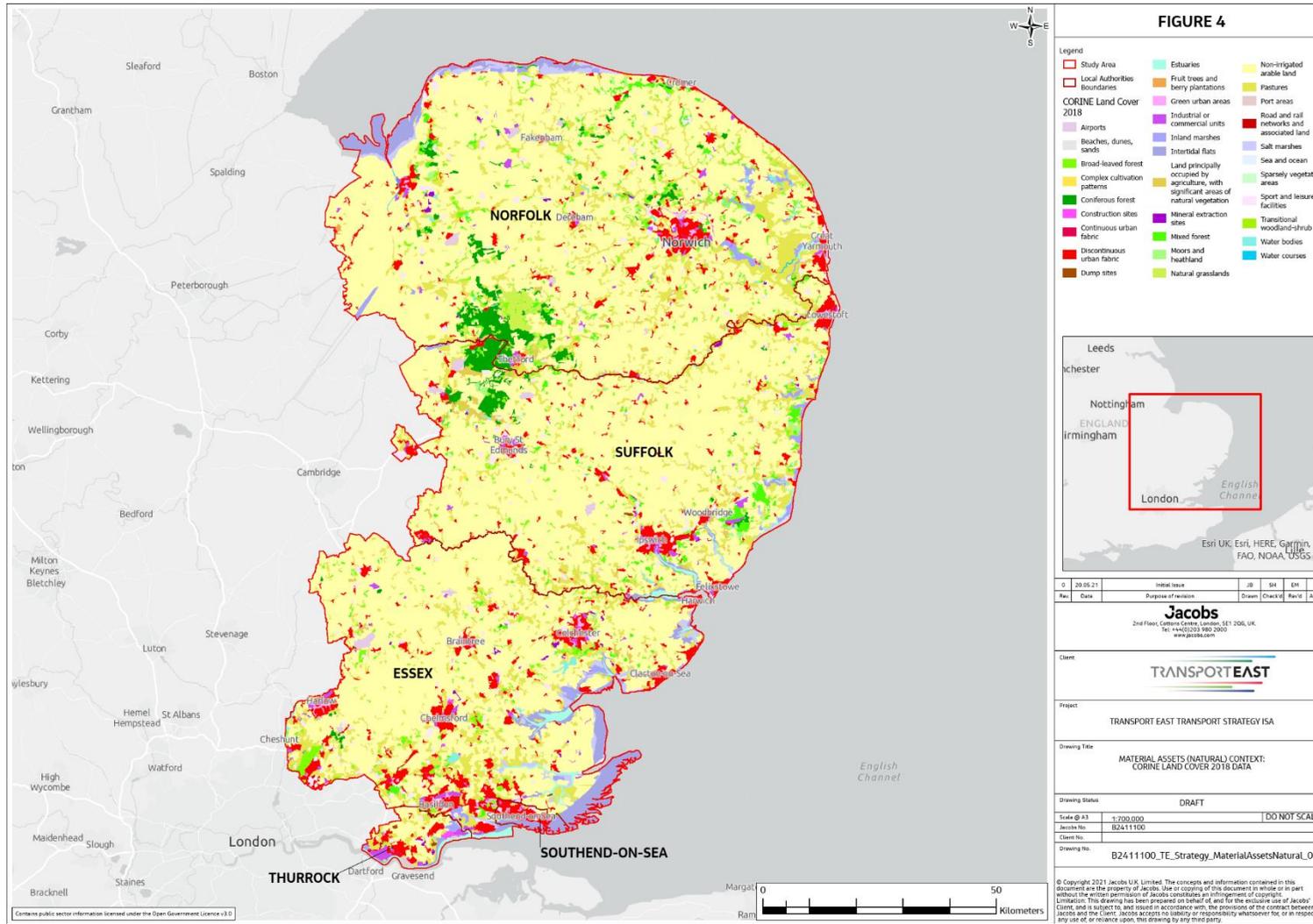


Figure A.4: Corrine Land Cover 2018 data

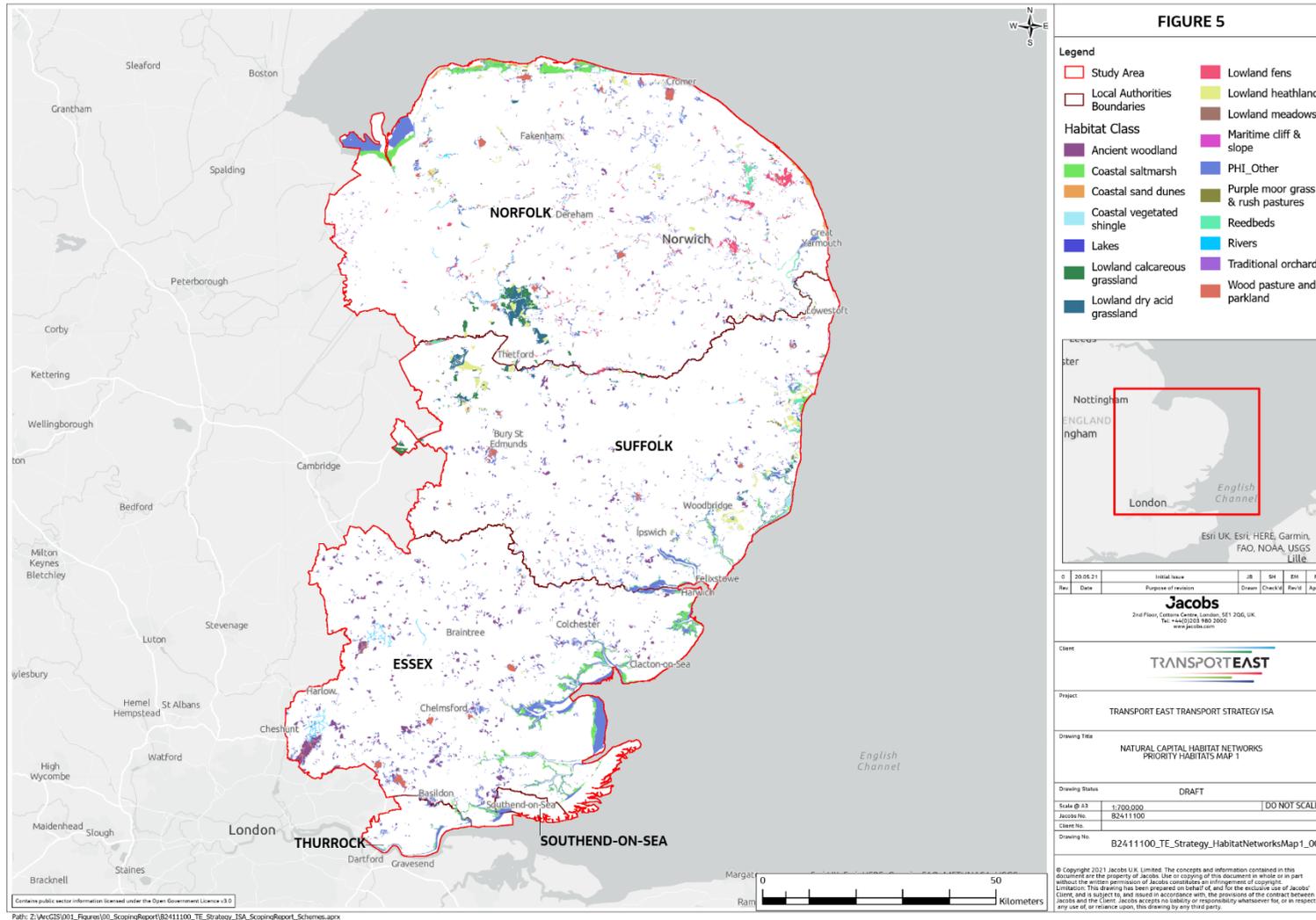


Figure A.5: Habitat Networks, Priority Habitats

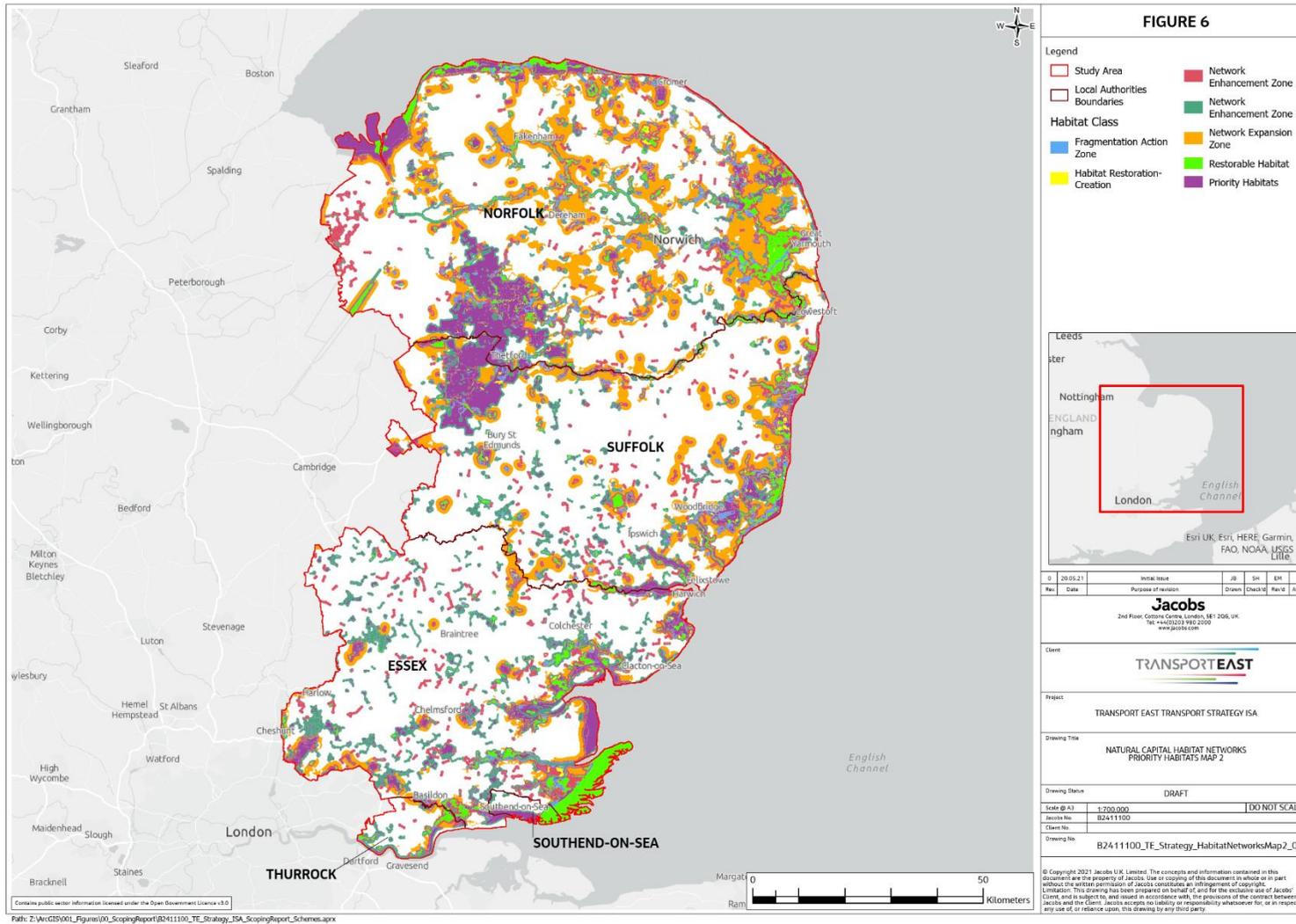


Figure A.6: Priority Habitats

Appendix B. Plans, Policies and Strategies Review

This appendix provides a review of international, national, regional and local Plans, Policies and Strategies (PPS) that need to be taken into account in the development and assessment of the Transport East Transport and includes:

Table B.1: Summary of PPS

Error! Reference source not found.: Review of PPS

Table B.3: Additional Regional Plans

Table B.4: Local Plans

Table B.1: Summary of PPS

Plan/ strategy	General or multi topic	Population and socio-economic	Health	Equality and diversity	Community safety	Biodiversity	Water environment	Air quality	Noise and vibration	Climatic factors	Landscape/townscape and visual	Cultural heritage and archaeology	Soils, geology and contaminated land	Material assets and resources	Natural capital
International															
Bern Convention on The Conservation of European Wildlife and Natural Habitats						✓									
Ramsar Convention on Wetlands of International Importance Especially as Waterfowl Habitat						✓	✓								
Bonn Convention on The Conservation of Migratory Species of Wild Animals						✓									
European Convention on the Protection of Archaeological Heritage												✓			
The Convention for the Protection of the Architectural Heritage of Europe												✓			
European Landscape Convention											✓	✓			

Plan/ strategy	General or multi topic	Population and socio-economic	Health	Equality and diversity	Community safety	Biodiversity	Water environment	Air quality	Noise and vibration	Climatic factors	Landscape/townscape and visual	Cultural heritage and archology	Soils, geology and contaminated land	Material assets and resources	Natural capital
Paris Agreement										✓					
AR6 Climate Change 2021: The Physical Science Basis										✓					
National															
National Transport Policy - Transport Investment Strategy		✓						✓						✓	
National Road Policy - Draft Road Investment Strategy 2 (RIS2)		✓	✓		✓			✓	✓	✓				✓	
Connecting people: A Strategic Vision for Rail														✓	
National Planning Policy - National Planning Policy Framework	✓	✓	✓		✓	✓								✓	✓
National Planning Practice Guidance	✓	✓			✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Decarbonising Transport – The Challenge										✓					

Plan/ strategy	General or multi topic	Population and socio-economic	Health	Equality and diversity	Community safety	Biodiversity	Water environment	Air quality	Noise and vibration	Climatic factors	Landscape/townscape and visual	Cultural heritage and archology	Soils, geology and contaminated land	Material assets and resources	Natural capital
Decarbonising Transport – A Better, Greener Britain	✓														
Transport Decarbonisation Plan	✓									✓					
The UK's National Energy and Climate Plan										✓					
National Economic Policy - Industrial Strategy Building a Britain Fit for the Future	✓													✓	
Clean Growth Strategy	✓	✓	✓					✓		✓					✓
National Environmental Policy – 25 Year Environmental Plan	✓		✓			✓	✓	✓		✓	✓	✓	✓		✓
Environment Act 202	✓		✓			✓	✓	✓		✓	✓	✓	✓		✓
Clean Air Strategy			✓			✓		✓							

Plan/ strategy	General or multi topic	Population and socio-economic	Health	Equality and diversity	Community safety	Biodiversity	Water environment	Air quality	Noise and vibration	Climatic factors	Landscape/townscape and visual	Cultural heritage and archology	Soils, geology and contaminated land	Material assets and resources	Natural capital
Biodiversity 2020: Strategy for England's Wildlife and Ecosystem Services						✓									✓
The Economics of Biodiversity: The Dasgupta Review, Hm Treasury 2021		✓													✓
National Flood and Coastal Erosion Risk Management Strategy for England		✓	✓		✓		✓			✓					
Future Water: Water Strategy for England			✓							✓					
Inclusive Transport Strategy		✓	✓	✓											
Tourism Sector Deal	✓	✓													
National Rail strategy														✓	
UK Post-2010 Biodiversity Framework						✓									

Plan/ strategy	General or multi topic	Population and socio-economic	Health	Equality and diversity	Community safety	Biodiversity	Water environment	Air quality	Noise and vibration	Climatic factors	Landscape/townscape and visual	Cultural heritage and archology	Soils, geology and contaminated land	Material assets and resources	Natural capital
Noise Policy Statement for England (NPSE)									✓						
Noise Action Plan: Road		✓							✓						
Noise Action Plan: Rail		✓							✓						
The Governments Statement on the historic environment for England 2010												✓			
Ancient Monuments and Archaeological Areas Act 1979												✓			
Planning (Listed Building and Conservation) Act 1990												✓			
The UK's Integrated National Energy and Climate Plan										✓					
Gear Change		✓	✓												
Gear Change: one year on		✓	✓												

Plan/ strategy	General or multi topic	Population and socio-economic	Health	Equality and diversity	Community safety	Biodiversity	Water environment	Air quality	Noise and vibration	Climatic factors	Landscape/townscape and visual	Cultural heritage and archology	Soils, geology and contaminated land	Material assets and resources	Natural capital
National Planning Policy for Waste														✓	
Waste Management Plan for England 2021														✓	
Regional															
Economic Strategy for Norfolk And Suffolk		✓												✓	
East Inshore and East Offshore Marine Plans							✓			✓		✓		✓	
The Natural Capital Evidence Compendium for Norfolk And Suffolk										✓	✓				✓
Local Industrial Strategy, New Anglia Local Enterprise Partnership		✓												✓	
East of England Route Strategy		✓		✓				✓						✓	
Anglian Water Plan		✓					✓			✓					

Plan/ strategy	General or multi topic	Population and socio-economic	Health	Equality and diversity	Community safety	Biodiversity	Water environment	Air quality	Noise and vibration	Climatic factors	Landscape/townscape and visual	Cultural heritage and archology	Soils, geology and contaminated land	Material assets and resources	Natural capital
Transport for South East Transport Strategy	✓														
England's Economic Heartland Transport Strategy	✓														
Mayors' London Transport Strategy	✓														
Midlands Connect Transport Strategy Refresh (Draft)	✓														
Midlands Connect Strategy	✓														
New Anglia's Economic Strategy		✓													
South-East LEP Economic Recovery and Renewal Strategy		✓													
Local															
Local Plan for the Broads	✓														

Plan/ strategy	General or multi topic	Population and socio-economic	Health	Equality and diversity	Community safety	Biodiversity	Water environment	Air quality	Noise and vibration	Climatic factors	Landscape/townscape and visual	Cultural heritage and archaeology	Soils, geology and contaminated land	Material assets and resources	Natural capital
Landscape Character Assessment – the Broads (Section 1 and Section 2)											✓				✓
Seascape Character Assessment											✓				✓
Dedham Vale Area of Outstanding Natural Beauty (AONB) and Stour Valley Management plan 2016 - 2021											✓				✓
Economic Plan for Essex		✓												✓	
The Future of Essex			✓	✓	✓										
The Organisational Strategy for Essex 2017 To 2021			✓		✓									✓	
Essex County Council Sustainable Modes of Travel Strategy		✓	✓											✓	
The Essex Transport Strategy: The Local Transport Plan		✓	✓	✓						✓					

Plan/ strategy	General or multi topic	Population and socio-economic	Health	Equality and diversity	Community safety	Biodiversity	Water environment	Air quality	Noise and vibration	Climatic factors	Landscape/townscape and visual	Cultural heritage and archology	Soils, geology and contaminated land	Material assets and resources	Natural capital
Essex Flood Risk Management Strategy		✓	✓		✓		✓								
Highways Development Management (Essex)										✓					
Green Essex Strategy			✓			✓		✓		✓			✓	✓	✓
Essex Minerals Local Plan													✓		
Essex Minerals Local Plan Review													✓		
Essex Joint Health and Wellbeing Strategy		✓	✓	✓											
Essex and Southend-on-Sea Waste Local Plan														✓	
Net Zero: Making Essex Carbon Neutral										✓				✓	✓
Draft Vision Zero Strategy Document for Essex					✓										

Plan/ strategy	General or multi topic	Population and socio-economic	Health	Equality and diversity	Community safety	Biodiversity	Water environment	Air quality	Noise and vibration	Climatic factors	Landscape/townscape and visual	Cultural heritage and archaeology	Soils, geology and contaminated land	Material assets and resources	Natural capital
Norfolk Delivery Plan		✓													
The Norfolk Coast Area of Outstanding Natural Beauty Five Year Strategy										✓					✓
Norfolk Geodiversity Action Plan (GAP)													✓		
Norfolk Minerals and Waste Local Plan. Minerals and Waste Development Scheme													✓	✓	
Norfolk Strategic Infrastructure Delivery Plan		✓												✓	
Norfolk Strategic Planning Framework		✓												✓	
Together for Norfolk (County Council Business Plan)		✓		✓		✓					✓			✓	
Norfolk Transport Asset Management Plan				✓	✓			✓						✓	

Plan/ strategy	General or multi topic	Population and socio-economic	Health	Equality and diversity	Community safety	Biodiversity	Water environment	Air quality	Noise and vibration	Climatic factors	Landscape/townscape and visual	Cultural heritage and archology	Soils, geology and contaminated land	Material assets and resources	Natural capital
Strong Roots: New Growth Norfolk Rural Strategy 2017-2020				✓											
Norfolk County Council Local Transport Plan		✓		✓	✓										
Norfolk Access Improvement Plan											✓				
Norfolk County Council Public Health Strategy		✓	✓												
Norfolk Climate Change Strategy						✓	✓	✓		✓					
Norfolk Local Flood Risk Management Strategy		✓	✓				✓								
Suffolk County Council Local Transport Plan		✓						✓		✓					
Suffolk County Council Business Plan		✓	✓	✓						✓					

Plan/ strategy	General or multi topic	Population and socio-economic	Health	Equality and diversity	Community safety	Biodiversity	Water environment	Air quality	Noise and vibration	Climatic factors	Landscape/townscape and visual	Cultural heritage and archology	Soils, geology and contaminated land	Material assets and resources	Natural capital
Suffolk County Council, Safety, Health and Wellbeing Strategy		✓	✓	✓											
Suffolk Rail Prospectus														✓	
Suffolk Climate Emergency Plan			✓			✓	✓	✓		✓					
Suffolk Framework for Inclusive Growth		✓	✓	✓	✓					✓					
Suffolk Road Safety Strategy			✓												
Suffolk Flood Risk Management Strategy			✓		✓		✓								
Suffolk Nature Strategy			✓			✓					✓				✓
Suffolk Minerals and Waste Plan													✓	✓	
Suffolk Coast & Heaths Area of Outstanding											✓				✓

Plan/ strategy	General or multi topic	Population and socio-economic	Health	Equality and diversity	Community safety	Biodiversity	Water environment	Air quality	Noise and vibration	Climatic factors	Landscape/townscape and visual	Cultural heritage and archology	Soils, geology and contaminated land	Material assets and resources	Natural capital
Natural Beauty (AONB) Management Plan 2018 -23															
Thurrock Transport Strategy	✓														
Southend Local Transport Plan 3	✓														
Ipswich Strategic Planning Area Report	✓														

PPS Key

Colour code	Scope of PPS
	International
	National
	Regional
	Local

Table B.2: PPS Review

The PPS review table below has been ordered by topics, and colour coded to identify the type of PPS document

Plan title	Period/Date	Document Overview	Aims/Objectives	Reference
General				
National Environmental Policy – 25 Year Environment Plan	2017	(DEFRA) The 25-year Environment Plan sets out the aims and actions of the UK government over the next 25 years to deliver cleaner air and water in cities and rural landscapes, protect threatened species and provide richer wildlife habitats. By adopting the plan, the UK aims to achieve the following: <ul style="list-style-type: none"> ▪ Clean air. ▪ Clean and plentiful water. ▪ Thriving plants and wildlife. ▪ Reducing the risks of harm from environmental hazards. 	Six key areas for action are: Using and managing land sustainably <ul style="list-style-type: none"> ▪ Including embedding net gain principles for development – this includes a commitment to natural capital approaches as a to support decision making and setting the principle of leaving the environment in a better state. ▪ Introducing a new Environmental Land Management System (ELMS) ▪ Improving soil health and restoring and protecting peatlands ▪ Supporting woodland creation ▪ Reducing risks from flooding and coastal erosion 	(DEFRA 2017)

Plan title	Period/Date	Document Overview	Aims/Objectives	Reference
		<ul style="list-style-type: none"> ▪ Using resources from nature more sustainably and efficiently. ▪ Enhancing beauty, heritage and engagement with the natural environment. ▪ Enhancing beauty, heritage and engagement with the natural environment. ▪ Mitigating and adapting to climate change. ▪ Minimising waste. ▪ Managing exposure to chemicals. ▪ Enhancing biosecurity. <p>25 Year Environment Plan builds on our Industrial Strategy and Clean Growth Strategy, to transform productivity across the country and drive green innovation.</p>	<p>Recovering nature and enhancing the beauty of landscapes</p> <ul style="list-style-type: none"> ▪ Developing a Nature Recovery Network ▪ Reviewing National Parks and AONBs ▪ Reforming water abstraction <p>Connecting people with the environment to improve health and wellbeing</p> <ul style="list-style-type: none"> ▪ Supporting health and wellbeing using green spaces including schools ▪ Creating more green infrastructure in towns and cities <p>Increasing resource efficiency, and reducing pollution and waste including the clean air strategy</p> <p>Securing clean, productive and biologically diverse seas and oceans supporting achieving good environmental status for the marine environment.</p> <p>Protecting and improving the global environment</p> <p>Actions proposed towards net gain include developing on existing requirements for biodiversity net gain in National Planning Policy and supporting development of tools and approaches to support application of biodiversity net gain and exploring ways to support achieving environmental net gain.</p>	
Environment Act 2021	2021	<p>(DEFRA)</p> <p>The Environment Act makes provision for targets, plans and policies for improving the natural environment; for statements and reports about environmental protection; for the Office for Environmental Protection; waste and resource efficiency; fair quality; the recall of vehicles that fail</p>	<p>The act has been adopted and includes a range of more stringent measures to further protect and enhance the current environment. The act includes (but is not limited to) the following:</p> <ul style="list-style-type: none"> ▪ Requirement for setting long-term legally binding targets on air quality, biodiversity, water, resource efficiency, and waste reduction. These targets must be of at least 15 years in duration, and be proposed by late 2022. Legally binding interim 	(UK Parliament, 2021)

Plan title	Period/Date	Document Overview	Aims/Objectives	Reference
		to meet environmental standards; water abstraction and waste water discharge; nature and biodiversity; conservation covenants; the regulation of chemicals; and for connected purposes.	targets were not adopted, however will involve monitoring of non-legally binding targets through Environmental Improvement Plans <ul style="list-style-type: none"> ▪ Requirement for a statutory plan to reduce discharges from storm overflows and obligations to publish data on stormwater overflow operation and to monitor water quality upstream and downstream and a new duty for wate companies to develop drainage and sewerage plans. ▪ Setting up the Office of Environmental Protection. ▪ Target to halt species decline by 2030. ▪ Requirement for provision for 10% biodiversity net gain on developers which would extend to nationally significant infrastructure projects. ▪ Local authorities will be required to produce a Biodiversity Report every 5 years which will need to report on action taken on biodiversity net gain. ▪ Requirement for Local Nature Recovery Strategies and development of a Species Conservation Strategy and Protected Sites Strategy and setting the framework for a Nature Recovery Network. ▪ The act introduces a duty on the government to bring forward at least two air quality targets by October 2022 for consultation that will be set in secondary legislation. A target on reducing population exposure to PM2.5 is expected as part of this. ▪ Strengthening of the local air quality management framework 	
National Planning Policy - National Planning Policy Framework	2012 Revised 2021	(Ministry of Housing, Communities and Local Government) The National Planning Policy Framework (NPPF) sets out the Government’s economic, environmental and social planning policies for England. Taken together	Following a revision in 2021, the following sustainable transport relevant amendments have been made and should be noted: <ul style="list-style-type: none"> ▪ Active travel should be well designed and attractive ▪ “the design of streets, parking areas, other transport elements and the content of associated 	(Ministry of Housing, Communities & Local Government, 2019)

Plan title	Period/Date	Document Overview	Aims/Objectives	Reference
		<p>these polices articulate the Government’s vision for sustainable development, which should be interpreted and applied locally to meet local aspirations. The framework replaces all existing Planning Policy Statements and Planning Policy Guidance Notes.</p> <p>The NPPF recognises that the purpose of the planning system is to achieve sustainable development, which can be achieved when economic, social and environmental gains are sought jointly. In this, contributing to protecting and enhancing our natural, built and historic environment, and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy.</p> <p>Reference also separate National Policy Statements for Ports, National Networks, and Airports</p>	<p>standards reflects current national guidance, including the National Design Guide and the National Model Design Code”.</p> <p>Other changes include:</p> <ul style="list-style-type: none"> ▪ making sure plans take into account all sources of flood risk. It is also encouraged to use opportunities provided by improvements in green infrastructure, and to make as much use as possible of natural flood management techniques. Development should be appropriately flood resistant and resilient ▪ Another edit states that permission should be refused for major development applications within National Parks, the Broads and Areas of Outstanding Natural Beauty other than in exceptional circumstances. <p>Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives):</p> <ol style="list-style-type: none"> a. an economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure; b. a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open 	

Plan title	Period/Date	Document Overview	Aims/Objectives	Reference
			spaces that reflect current and future needs and support communities' health, social and cultural well-being; and c. an environmental objective – to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating	
National Planning Practice Guidance	2016 (updated 2021)	(Ministry of House, Communities and Local Government) The Planning Practise Guidance supports the actions of the NPPF (see above) and therefore covers a number of national policies. There are a number of guidance documents, some of which relate directly to ISA topics, including: Air Quality, Noise, Historic Environment, Climate Change, Flood Risk, and more.		Ministry of House, Communities & Local Government, 2021).
National Economic Policy Industrial strategy - Building a Britain Fit for the Future	2017	White paper sets out a long term plan to boost productivity and earning throughout the UK covering <ul style="list-style-type: none"> ▪ Ideas ▪ People ▪ Infrastructure and ▪ Business environment ▪ Places 	Supports digital economy, clean growth, mobility innovation, and meeting needs of an ageing society and investments in transport, housing and digital infrastructure including electric vehicles infrastructure.	
Clean Growth Strategy	2017, updated 2018	(Department for Business, Energy, and Industrial Strategy) The Clean Growth Strategy sets out the UK's reaffirmed ambition to	The Clean Growth Strategy sets out key priorities for accelerating clean growth: Develop world leading Green Finance capabilities	(Department for Business, Energy & Industrial Strategy, 2018)

Plan title	Period/Date	Document Overview	Aims/Objectives	Reference
		promote the ambitious economic and environmental policies to mitigate climate change and deliver clean, green growth.	Improving business and industry efficiency – 25% of UK emissions 2) Develop a package of measures to support businesses to improve their energy productivity, by at least 20% by 2030 Improving our homes – 13% of UK emissions Improving the energy efficiency of our homes Rolling out low carbon heating Accelerating the shift to low carbon transport – 24% of UK emissions Accelerate the uptake of low emission taxis and buses Delivering Clean, Smart, Flexible Power – 21% of UK Emissions	
Industry Strategy Tourism Sector Deal	2019	A Policy Paper Sets out how the government and industry will work in partnership to boost productivity, develop skills of the UK workforce and support destinations to enhance their visitor offer.	Policies include support for rural area diversification, development of Tourism Zones and investment in infrastructure and tourist attractions.	HMG
The organisational strategy (2017 – 2021) and plan (2021)	Strategy 2017 Plan 2021	(Essex County Council) Organisational Plan 2021 sets out how Essex County Council have responded to the challenge of Covid-19.	Plan Priorities: Securing inclusive economic growth <ul style="list-style-type: none"> ▪ Help people in Essex prosper ▪ Enable Essex to attract and grow firms and support existing businesses ▪ Target economic development to areas of opportunity by increasing their skills ▪ Helping People get the Best Start and Age Well ▪ Help keep vulnerable children safer and enable children & young people to fulfil their potential ▪ Enable more vulnerable adults to live independent of social care ▪ Improve the health of people in Essex ▪ Helping to create great places 	(Essex County Council, 2020a)

Plan title	Period/Date	Document Overview	Aims/Objectives	Reference
			<ul style="list-style-type: none"> ▪ Help to secure stronger, safer and more neighbourly communities ▪ Help secure sustainable development and protect the environment ▪ Facilitate growing communities and new homes ▪ Transforming the Council <p>Limit cost and drive growth in revenue; Develop the capability, performance and engagement of our people; Re-imagine how residents' needs can be met in a digital world</p>	
<p>Essex County Council Sustainable Modes of Travel Strategy</p>	<p>2020</p>	<p>(Essex County Council)</p> <p>The Sustainable Modes of Travel Strategy (SMoTS) published by Essex County Council outlines the steps the authority is taking to enable accessibility throughout the county. The strategy aims to improve accessibility for all to places for employment and education, as well as other services such as retail, leisure, health services. By improving this accessibility individuals and communities will gain health, social and economic benefits.</p> <p>Mission Statement: The aim of the Sustainable Modes of Travel Strategy is to reduce the number of private motor vehicles using the highway network during peak travel times.</p>	<p>The key objective is to demonstrate the different methods used by ECC and partners to facilitate the increased use of more active and sustainable travel modes available to businesses, residents and schools within Essex; to meet the overarching aim of better managed congestion.</p> <p>This strategy covers a wide range of activities, with their key objectives outlined below:</p> <ul style="list-style-type: none"> ▪ Allow and enable residents to make an informed choice about how they travel for work, school and leisure; ▪ Improve the health, welfare and safety of all Essex residents by encouraging an active lifestyle through increased walking and cycling; ▪ Shape future planned growth and development in Local Plans at locations which promote the hierarchy of preferred modes of transport, namely walking, cycling and public transport, and focus development in locations which are or can be made sustainable; ▪ Importance of design to create attractive and safe environments that will be more welcoming and enticing to walking and cycling 	<p>(Essex County Council., 2020b)</p>

Plan title	Period/Date	Document Overview	Aims/Objectives	Reference
			<ul style="list-style-type: none"> ▪ Better management of congestion to secure the resilience of the network; ▪ Embed high quality sustainable alternatives, reducing the need to travel by car; ▪ Reduce CO2 and other emissions; ▪ Promote and support the development of travel options being used to access employment, health, education and leisure facilities; ▪ To consolidate and build on existing Travel Plans developed within the County; <p>Contribute to meeting the County Council's Sustainable Travel Business Plan targets that relate to the delivery of transport services.</p>	
Green Infrastructure Essex Strategy	2019	(Essex County Council) This strategy raises the importance of developing green infrastructure and green spaces in Essex over the next 20 years. The vision of the strategy states, ' <i>We will protect and grow a high quality connected Green Infrastructure network that extends from our city and town centres to the countryside and coast and which; is designed for people and wildlife, whilst being self-sustaining.</i> '	The strategy has seven key objectives: <ul style="list-style-type: none"> • Protect existing green infrastructure, especially the most valuable Improve existing green infrastructure so it is better functioning Create more high-quality green infrastructure for people and wildlife Improve the connectivity of the green infrastructure for people and wildlife Increase use and inclusivity of green infrastructure across all social groups and abilities Provide green infrastructure facilities to promote health and wellbeing Secure funding for new and existing green infrastructure to ensure their sustainability.	(Essex County Council, 2019)
Green Infrastructure Plan for Thurrock	2006-2011 (outdated but no newer document)	(Thurrock Council) The creation of multi-functional green infrastructure spanning the varied Thurrock landscape will be a key	The key purpose of the Green Infrastructure Framework Plan within the Green Grid context is: "to identify, map and evaluate the existing and potential elements within Thurrock that contribute to a local Green Grid and the broader green	Thurrock Council, 2007

Plan title	Period/Date	Document Overview	Aims/Objectives	Reference
		element of delivering the Thames Gateway in a sustainable way.	infrastructure network of the district in both urban and rural areas, and to complement the proposed open spaces strategy.”	
St Edmundsbury Green Infrastructure Strategy (West Suffolk)	2009	(St Edmundsbury Council) The Green Infrastructure Strategy for West Suffolk considers existing infrastructure and opportunities, not only for the immediate scope of the strategy, but for adjacent areas, including Norfolk, Suffolk and Essex.	The Green Infrastructure Strategy is relevant to a number of national policies including: Sustainable communities and development, Biodiversity, flood risk and open space for sport and recreation.	St Edmundsbury Council 2009
Norfolk Strategic Planning Framework	2017	(Strategic Planning Member Forum) The Norfolk Strategic Planning Framework aims to inform the preparation of future local plans, contribute, or influence high level plans. These proposed outcomes are achieved by agreeing shared objectives and strategic objectives for Norfolk. The framework also aims to maximise any potential opportunities and benefits, as well as securing additional external funding.	Key agreements of the Strategic Planning Framework: Agreement 1 - That when preparing new Local Plans which seek to identify levels of Objectively Assessed Need for housing the Norfolk Planning Authorities will produce documents which provide for the development needs of their areas until at least 2036. Agreement 2 - In preparing their Local Plans the Norfolk Planning Authorities will seek to positively contribute towards the delivery of the following vision Agreement 3 - By 2036, through co-operation between Local Authorities and preparation of Development Plans, Norfolk will seek to maximise the delivery of the following Objectives: <ul style="list-style-type: none"> ▪ To realise the economic potential of Norfolk and its people ▪ To reduce Norfolk’s greenhouse gas emissions as well as the impact from, exposure to, and effects of climate change ▪ To address housing needs in Norfolk ▪ To improve the quality of life for all the population of Norfolk 	https://www.norfolk.gov.uk/.../draft-norfolk-strategic-framework.pdf

Plan title	Period/Date	Document Overview	Aims/Objectives	Reference
			<ul style="list-style-type: none"> To improve and conserve Norfolk's rich and biodiverse environment 	
Norfolk Access Improvement Plan	2019-2029	(Norfolk County Council) The Norfolk Access Improvement Plan 2019-2029: Rights of Way Improvement Plan 2 (or 'NAIP') sets out the priorities for improving the rural and urban access network in Norfolk for the benefit of people and wildlife.	The plans vision is to: <ul style="list-style-type: none"> Manage the countryside access network so it meets the varying demands placed upon it Increase public, economic and environmental benefit associated with Public Rights of Way Involve communities Act pragmatically and collaboratively with others with respect to responsibilities and resources Increase investment in the countryside access network	(Norfolk County Council, 2019)
Suffolk Framework for Inclusive Growth	2019 Updated 2020	(Suffolk Public Sector Leaders – Suffolk Growth) The Framework sets out inclusive growth aims, our support for businesses and draws together Suffolk's spatial approach for future development across the county, identifying key areas for new homes, employment sites and the infrastructure needed to support our growth. The seven priorities are: <ul style="list-style-type: none"> Inclusive economic growth Climate change Health & Care Supporting the vulnerable Strong communities Community Safety Fairer Funding for local public services	The framework sets out four agreed inclusive growth aims. These aims are listed below: <ul style="list-style-type: none"> Suffolk's Businesses - Make Suffolk an optimal location for business expansion, sustainability, and viability across all our sectors Suffolk's Employees - Meet identified skills & employment needs to facilitate inclusive economic growth & improve employment opportunities Suffolk's Communities - Create a consistent, efficient & transparent approach to planning leading to improved housing delivery and community development Suffolk's Connections - Secure investment in our economic & social infrastructure 	(Suffolk Growth, 2020).

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Ipswich Strategic Planning Area Report	2020	(Suffolk County Council) This report provides details on updated strategic modelling which has been undertaken using the Suffolk County Transport Model (SCTM).		(Suffolk County Council, 2020)
Population, socio economic				
Gear Change. A bold vision for walking and cycling	2020	(Department for Transport) Gear Change highlights the importance of active travel, to human health, air quality the environment and a number of other topics. The DfT aim to support safe, secure and usable cycle routes as well as improving the national cycle network and reallocating road space.	Principle objective of encouraging walking and cycling. It states that cycling and walking will be the natural first choice for many journeys with half of all journeys in towns and cities being cycled or walked by 2030.	(Department for Transport, 2020)
Gear Change: one-year-on	2021	(Department for Transport) A review of the previous gear change ambitions, with achievements and new and continuing commitments. Case studies used to provide examples of successful implementation, including Essex (Chelmsford City Growth Package).	A number of further commitments proposed.	(Department for Transport, 2021)
The Future of Essex	2017-2035	(Essex County Council) The future of Essex informs strategies and plans made by Essex County Council each year. It sets out the	The ambitions and their corresponding priorities include: <ul style="list-style-type: none"> ▪ Unite behind a sense of identity 	(Essex Partners, 2017)

Plan title	Period/Date	Document Overview	Aims/Objectives	Reference
		<p>vision agreed by the Essex Partners, a collection of organisations from across Essex.</p> <p>The purpose of The Future of Essex is to give all the many, different communities, groups and businesses of Essex a way to collaborate in planning our future.</p>	<ul style="list-style-type: none"> ▪ Busting stereotypes, celebrating achievement, building pride. ▪ Enjoy life long into old age ▪ Reducing the gap in life expectancy, tackling avoidable physical and mental illnesses and promoting independence wherever possible. ▪ Provide an equal start for every child ▪ Improving school readiness, supporting safe and secure relationships, and making sure every child can go to a great Essex school. ▪ Strengthen communities through participation ▪ Nurturing a safer, better connected society by giving people more ways to control and contribute to their communities. ▪ Develop our county sustainably. ▪ Enhancing the things that make Essex a great place to live – our countryside, our coastline, our heritage – and working with local people and communities, to build homes not houses, places not developments, communities not estates. ▪ Connect us to each other and the world. ▪ Tackling congestion on our roads and railways, securing large scale investment in low carbon modes of transport and delivering super-fast broadband to every part of Essex ▪ Share prosperity with everyone ▪ Giving more people the chance to achieve the highest qualifications in key growth industries, providing the space for businesses to grow and relocate, and developing a united and relentless focus on attracting and maximising investment in Essex. 	
Essex Cycling Strategy	2016	<p>(Essex County Council)</p> <p>The Essex Cycling Strategy acts as the over-arching policy framework to</p>		(Essex County Council, 2016)

Plan title	Period/Date	Document Overview	Aims/Objectives	Reference
		Enable, Provide and Promote cycling in Essex.		
Essex Cycle Action Programme	2017	<p>(Essex County Council)</p> <p>To support the cycling strategy ECC have published cycle network plans for all District areas of Essex.</p> <p>ECC have evaluated possible routes for implementation but priorities include Flagship routes, these are currently being evaluated using the new Department for Transport (DfT), Local Walking and Cycling Infrastructure Plans (LCWIP) tools and methodology.</p> <p>Planning for subsequent years, ECC were selected by the Department for Transport to be part of the LCWIP programme which develops network plans for both walking and cycling.</p>		(Essex County Council, 2017)
Essex Walking strategy	Pending	<p>(Essex County Council)</p> <p>ECC are in the process of finalising a revised Walking Strategy following a consultation that was undertaken in 2019. A final version will be available shortly.</p>		
Education Transport Policy		<p>(Essex County Council)</p> <p>This policy sets out how the Council fulfils its statutory duties and exercises its discretionary powers to make arrangements to provide free home to school transport for some</p>		(Essex County Council, No Date)

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		children of compulsory school age and discretion whether to provide transport for others.		
Draft Vision Zero Strategy Document for Essex	2021 (draft)	(Safer Essex Roads Partnership) The document summarises the strategic actions and road safety performance indicators that the Partnership proposes to pursue the aspiration of achieving zero road deaths and serious injuries on Essex roads by 2040 (referred to as "Vision Zero") and an interim casualty reduction target for 2030.	The aims of the Partnership are to: <ul style="list-style-type: none"> ▪ Achieve zero road deaths and serious injuries by 2040; this aim will be referred to as "Vision Zero" which is to be realised through the adoption of the "Safe System" approach to road safety. ▪ Deliver a data-led, sustainable, and cost-effective road safety service via an annual Partnership Plan. ▪ Place quality of service at the heart of everything the Partnership does to retain and build public confidence in the Partnership and road safety delivery. 	(Safer Essex Roads Partnership 2021)
Suffolk Road Safety Strategy	2012-2022	(Suffolk Roadsafe Board) The Suffolk Road safe Strategy is intended to complement the Suffolk Local Transport Plan by making travel safer and healthier. The aim of the partnership is to make the roads of Suffolk safer for all. This strategy aims to reduce the dominance of motorised vehicles and improve the conditions for cycling and walking	The strategy has aims and targets to be achieved by 2025: <ul style="list-style-type: none"> ▪ Double cycling, where cycling activity is measured as the estimated total number of cycle stages made each year, from 0.8 billion stages in 2013 to 1.6 billion stages in 2025 ▪ Increase walking activity, where walking activity is measured as the total number of walking stages per person per year, to 300 stages per person per year in 2025 <p>Increase the percentage of children aged 5 to 10 that usually walk to school from 49% in 2014 to 55% in 2025</p>	(Suffolk Roadsafe, No Date)
New Anglia Local Enterprise Partnership (LEP) Economic Strategy	2017	(New Anglia Local Enterprise Partnership – Norfolk and Suffolk Unlimited) The Norfolk and Suffolk Economic Strategy 2017 was published in	Key aims are: <ul style="list-style-type: none"> ▪ Work across all local authorities to integrate our inward investment and business location offer, campaigning at scale in new markets and working with national Government. 	(New Anglia LEP, 2017)

Plan title	Period/Date	Document Overview	Aims/Objectives	Reference
		<p>November 2017 by the New Anglia Local Enterprise Partnership (LEP), which covers both counties of Norfolk and Suffolk. The strategy looks ahead to 2036 but focusses on the four years from 2017.</p> <p>The LEP are ambitious for future growth and will work with Government and private investors to deliver it. Boosting the area's infrastructure is central to delivering the ambitions.</p> <p>Priority places are interconnected and dependent on transport links. The LEP will prioritise improvements to digital and transport infrastructure and utility provision, using its own funding and making the case to Government where national investment is needed. Businesses, the LEP, local authorities, third sector organisations, colleges and universities are committed to aligning relevant actions and investment to the priorities agreed. Annual investment plans are agreed each Spring.</p> <p>The strategy highlights how improved infrastructure are key including the provision of flood defences that unlock or protect housing and commercial development.</p> <p>A full review was due take place in 2020 to develop a new Economic Strategy for the 2021 - 2026 period.</p> <p>Potential by 2036:</p>	<ul style="list-style-type: none"> ▪ Attract the highly skilled people we need, through targeted campaigns at specific groups working with sectors and clusters to show people the opportunities that are here. ▪ Make sure that investment markets have the information they need to take the decision to invest in infrastructure of all kinds. ▪ Improve digital connectivity, with a particular focus on super-fast broadband in rural areas and reliable mobile phone coverage for those travelling around the region. ▪ Use consistent place branding, with an overarching offer, supported by our ambitions, unique places, successes, skills, quality of life, culture and diversity. ▪ Work with Government to ensure that the unique contribution of our energy sector is well understood and supported. ▪ Build the right kind of housing and commercial space where it is needed and integrate utility, road, rail, digital and green ▪ infrastructure to build the communities and places people want to live. ▪ Develop a year-round visitor offer by investing in the strategic projects such as attractions, heritage and cultural institutions that also will increase visitor spend. ▪ Take a more coordinated approach with our colleges and universities on alumni engagement and develop a network to better market the area to this group. ▪ Use new rail investment to further improve connectivity to London and Cambridge, with Great Eastern Main Line upgrades to enable regular services of under 90 minutes from Norwich and under 60 minutes from Ipswich and cross-country upgrades to enable quicker and more frequent services to Cambridge and Stansted. Other key 	

Plan title	Period/Date	Document Overview	Aims/Objectives	Reference
		88,000 new new jobs 140,000 new homes 30,000 new businesses £39 GVA per hour 66% of the population with NVQ 3+ qualification £200 per week median wage increase £17.5 billion in real terms of growth in our economy.	infrastructure improvements such as the Ely area rail upgrades, A14, A11 and A47, will also improve the region's internal connectivity and links to wider markets.	
Local Industrial Strategy	2019	(New Anglia Local Enterprise Partnership – Norfolk and Suffolk Unlimited) The strategy covers Norfolk and Suffolk and builds on the priorities and targets set in the Norfolk and Suffolk Economic Strategy. The strategy sets out a series of actions that will drive productivity and growth across the economy as a whole, so that all businesses and communities' benefit from sustainable and inclusive growth with clean energy, improved wages and better quality jobs, innovative transport solutions and support for the ageing population. The strategy does not include any new spending commitments outside of existing budgets but will inform the strategic use of local funding streams	Key sectors of the Local Industrial Strategy are: Clean energy powering the world <ul style="list-style-type: none"> ▪ The epicentre of the world's largest market for offshore wind energy. ▪ The only place in the UK where all forms of energy generation exist together. Agri-food feeding the world <ul style="list-style-type: none"> ▪ Advanced and nationally significant agri-food and drink sector, with globally renowned companies. ▪ World-leading research base, at the forefront of global food and health research. ICT and Creative Digital connecting the world <ul style="list-style-type: none"> ▪ Global centre of research and development and innovation in communications technology. Fast growing digital creative hub, with an international reputation for producing graduates who excel.	(Norfolk and Suffolk Unlimited, 2019)

Plan title	Period/Date	Document Overview	Aims/Objectives	Reference
		and, where relevant, spending and decisions at the national level.		
South-East LEP Economic Recovery and Renewal Strategy	2021 -	<p>(South East Local Enterprise Partnership)</p> <p>The South East Local Enterprise Partnership covers Essex, Southend, Thurrock, Kent, Medway and East Sussex.</p> <p>Published in March 2021, the strategy looks at recover post covid.</p> <p>The strategy refers to seven objectives:</p> <ul style="list-style-type: none"> • support business innovation; drive trade and growth; deliver a skilled workforce; improve digital and physical connectivity; put clean growth at the heart of what we do; support equality; and promote greater resilience in our places. 	<p>Key aims of the strategy include:</p> <ul style="list-style-type: none"> ▪ Business growth and resilience ▪ UK's Global gateway ▪ Communities for the future ▪ Coastal Catalyst <p>The strategy identifies a number of transport related infrastructure relevant to the Transport East region including:</p> <ul style="list-style-type: none"> ▪ Improved rail infrastructure ▪ Access to international gateways ▪ Major road corridors ▪ Lower Thames crossing 	(SELEP, 2021)
New Anglia Emerging Economic Recovery Renewal Plan		<p>(New Anglia Local Enterprise Partnership)</p> <p>The Renewal Plan aims to build on the local vision and aspirations. This is not a new strategy, but a combinations of existing plans – bringing the Economic Strategy, Local Industrial Strategy and the Restart Plan into one.</p>	Currently emerging.	(New Anglia LEP, n.d.)

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Economic plan for Essex	2014	<p>(Essex County Council)</p> <p>Essex County Council published the Economic Plan for Essex in 2014, for the years 2014 to 2021.</p> <p>The plan assesses challenges facing the economy and any specific issues which need to be addressed in order to secure sustainable growth. The plan also addresses the interventions and investments that partners propose to make, whilst also seeking commitment from central government.</p> <p>The plan sets out ambitions to improve skills within the Essex workforce and enhance productivity within the economy as well as significant infrastructure investment.</p>	<p>The plan will be measured against the success of the following aims:</p> <ul style="list-style-type: none"> ▪ job growth across Essex –aim to secure 117,745 new jobs through the delivery of this plan; ▪ increased levels of output across the economy – want to see output increase in growth corridors and in key sectors; ▪ improvements in productivity –sustained increases in the earnings of those working in Essex; ▪ increased house building –81,310 new homes built over the life of this plan; ▪ improvements in broadband –maximise the number of households and businesses that have access to superfast broadband; ▪ the skills of the Essex workforce – more Essex businesses to be able to recruit suitable people; and ▪ the economic activity of our young people –Essex to be a NEET free county (people not in education, employment and training) 	(Essex County Council, 2014)
Norfolk Delivery Plan	No date	<p>(Norfolk County Council)</p> <p>The Norfolk Delivery Plan is Norfolk County Councils response and contribution to the New Anglia LEP Economic Recovery Restart Plan, the short term plan to respond to the pandemic.</p> <p>The plan outlines specific strategies to approach different sectors, specifically; Business, People, and Infrastructure.</p>	<p>The overarching priorities of the Norfolk Delivery Plan, outlined in this paper, are to:</p> <ul style="list-style-type: none"> ▪ Help as many businesses as possible to survive, and as many people as possible to stay in work or secure alternative work or training, with a strong focus on social inclusion ▪ Promote the county as place that is open for business and safe to live, work and visit. ▪ Focus on local markets and supply chains ▪ Drive the identification, development and promotion of clean growth opportunities ▪ Retain and build on the environmental benefits arising from the pandemic 	(Norfolk County Council, No Date)

Plan title	Period/Date	Document Overview	Aims/Objectives	Reference
Norfolk Rural Strategy Strong Roots: New Growth Norfolk Rural Strategy 2017-2020	2013	(Norfolk County Council) The strategy was released in response to numerous consultations which identified key challenges faced by Norfolk.	The principles underpinning the draft strategy are to: <ul style="list-style-type: none"> Be ambitious for rural Norfolk, so it delivers quality of life for all age groups Make the case for rural Norfolk to decision-makers at every level - from district to national Ensure businesses, communities and partners have access to the data and evidence to make the case for investment in rural Norfolk Learn from other areas and build on successful models of rural development elsewhere 	(Norfolk County Council, 2013)
Together for Norfolk	2019-2025	(Norfolk County Council) Business plan launched by Norfolk County Council in 2019. Together for Norfolk is Norfolk County Councils business plan for 2019-2025. The ambition of the plan is ' <i>for economic growth, managed development and a better future for all, working with a host of organisations, businesses and community groups across our county</i> '	We will invest in Norfolk's future growth and prosperity by: <ul style="list-style-type: none"> Focusing on inclusive growth and improved social mobility. Encouraging housing, infrastructure, jobs and business growth across the County. Developing our workforce to meet the needs of the sectors powering our local economy. Work to reduce our impact on the environment. This way we can help Norfolk have a growing economy, full of thriving people living in strong communities we are proud of. 	(Norfolk County Council, 2019)
Suffolk County Council Business Plan	2021-2022	(Suffolk County Council) In addition to the priorities of inclusive growth; health, care and wellbeing and efficient, effective public services, the County Council is focussed on the environment and committed to tackling climate change. In 2019 it recognised the Climate Emergency and, despite the challenges of COVID-19, Governments, businesses, and communities	One of the 4 priorities set in this strategy directly relate to Transport Strategy: Efficient and Effective Public Services Changing the way we operate to meet our customers' needs and balance our budget despite diminishing resources, increasing demand and changing customer expectations	(Suffolk County Council , No Date)

Plan title	Period/Date	Document Overview	Aims/Objectives	Reference
		continue to come together to take climate action.		
Health				
Essex Joint Health and Wellbeing Strategy	2018	(Essex Health and Wellbeing Board) As required, Essex has a Joint Health and Wellbeing Strategy (JHWS), which sets out a small number of key strategic priorities for action, building on the previous JHWS 2017, the current strategy covers the years 2018 to 2022. The strategy has a simple shared vision, 'We want everybody in Essex to live well together'	The strategy addresses four key areas of focus: <ul style="list-style-type: none"> Improving mental health and wellbeing Addressing obesity, improving diet and increasing physical activity Influencing conditions and behaviours linked to health inequalities Enabling and supporting people with long-term conditions and disabilities. 	(Essex Health and Wellbeing Board, 2018)
Suffolk County Council, Safety, Health and Wellbeing Strategy	2012, recent strategy 2019-2022	(Suffolk Health and Wellbeing Board) The key Vision of Suffolk Health and Wellbeing Board: ' <i>People in Suffolk live healthier, happier lives. We also want to narrow the differences in healthy life expectancy between those living in our most deprived communities and those who are more affluent through greater improvements in more disadvantaged communities.</i> '	The Board are committed to developing a Health in All Policies (HIAP) approach wherever possible. HIAP is a collaborative approach, that aims to improve everyone's health by incorporating health considerations into decision making across sectors, policy, and service areas, as well as addressing the wider determinants of health.	(Joint Health and Wellbeing Board, 2019)
Norfolk County Council Public Health Strategy	2016-2020	(Norfolk County Council) Some aspects play a greater contribution to health and wellbeing than others. Socio-economic factors (such as the local environment, housing, transport, employment and	Prioritises public health actions which will: <ul style="list-style-type: none"> Promote healthy living and healthy places. Protect communities and individuals from harm. Provide services that meet community needs. 	(Norfolk County Council, 2016)

Plan title	Period/Date	Document Overview	Aims/Objectives	Reference
		<p>social interactions) and people's health behaviours (smoking, alcohol, physical activity, and a healthy diet) play a bigger role than the health care services we receive.</p> <p>The vision of Norfolk County Councils Public Health Strategy is to: <i>"Help the people of Norfolk live in healthy places, promote healthy lifestyles, prevent ill-health and reduce health inequalities"</i></p>	<ul style="list-style-type: none"> ▪ Work in partnership to transform the way we deliver services <p>Aims to</p> <ul style="list-style-type: none"> ▪ Reduce the risks of ill health that people might impose on others. ▪ Ensure that people have appropriate access to services and information that they need to improve their health. ▪ Pay special attention to the health of children and young people and other vulnerable people. ▪ Help people overcome addictions and other unhealthy behaviours. ▪ Reduce the causes of ill health. ▪ Support people to make healthier choices 	
Equality and diversity				
Inclusive Transport Strategy	2018	<p>(Department for Transport)</p> <p>The Inclusive Transport Strategy sets out the Governments plans to make the national transport system more inclusive and improve ease of travel for disabled people. Although the focus of the strategy is on inclusion of disabled people, it is likely that many improvements will benefit other transport users.</p>	<p>The five main strategy themes are:</p> <ul style="list-style-type: none"> ▪ Awareness and enforcement of passenger rights - raising awareness of the obligations on transport operators, the processes for raising concerns or complaints and working with regulators to hold operators to account. ▪ Staff training - ensuring that transport staff understand the needs of disabled people with physical, mental, cognitive or sensory impairments, and can provide better assistance. ▪ Improving information - ensuring that transport operators provide travel information in formats that all passengers can easily access and understand, before and during a journey. ▪ Improving physical infrastructure - ensuring that vehicles, stations and streetscapes are designed, built and operated so that they are easy to use for all. 	(Department for Transport, 2018)

Plan title	Period/Date	Document Overview	Aims/Objectives	Reference
			<ul style="list-style-type: none"> The future of inclusive transport - ensuring that technological advances and new business models provide opportunities for all, and that disabled people are involved from the outset in their design. 	
Biodiversity				
Bern Convention on the Conservation of European Wildlife and Natural Habitats	Adopted 1979, came into force 1982	(JNCC) This international convention is a legally binding instrument for nature conservation, covering natural heritage of the European continent and some African states.	The principle aims of the convention are to ensure the conservation and protection of animal species and wild plant species, as well as their natural habitats. The convention also aims to increase co-operation between the parties involved, and to regulate the exploitation of migratory species. The obligations of the Convention are transposed into UK law through the implementation of the Wildlife and Countryside Act (1981 as amended), as well as Nature Conservation (Scotland) Act 2004, Wildlife (Northern Ireland) Order 1985, and the Nature Conservation and Amenity Lands ((Northern Ireland) Order 1985.	(JNCC, 2019a)
Ramsar convention on Wetlands of international importance especially as waterfowl habitat	Adopted 1971, came into force 1975	(JNCC) The international convention provides the mechanism for protecting sites of global importance and is therefore highly significant in terms of conservation. The convention covers a number of conservation themes, with three main pillars of activity: <ul style="list-style-type: none"> the designation of wetlands of international importance as Ramsar sites; the promotion of the wise use of all wetlands in the territory of each country; and	The designation of UK Ramsar sites is generally implemented through SSSI's, and through the Wildlife and Countryside Act 1981 (as amended).	(JNCC, 2019b)

Plan title	Period/Date	Document Overview	Aims/Objectives	Reference
		international co-operation with other countries to further the wise use of wetlands and their resources.		
Bonn Convention on the Conservation of Migratory Species of Wild Animals	Adopted 1979, into force 1983	(JNCC) This international convention provides an international platform for the conservation and sustainable use of migratory animals and their habitats. The convention allows contracting parties to work together in a global effort.	The UK ratified the convention in 1985, and currently has four legally binding agreements under the convention, including the Conservation of Populations of European Bats.	(JNCC, 2019c)
UK Post-2010 Biodiversity Framework	2012	(JNCC & DEFRA) The UK Post-2010 Biodiversity Framework succeeds the UK BAP and 'Conserving Biodiversity – the UK approach'. The framework demonstrated how the UK contributes to achieving Aichi Targets, identifying activities that are required to complement the strategy. The vision for the Strategic Plan for Biodiversity 2011-2020 is: ' <i>By 2050 biodiversity is valued, conserved, restored and wisely used, maintaining ecosystem services, sustaining a healthy planet and delivering benefits essential for all people</i> '.	The framework has strategic goals which they aim to achieve. <ul style="list-style-type: none"> Address the underlying causes of biodiversity loss by mainstreaming biodiversity across government and society Reduce the direct pressures on biodiversity and promote sustainable use. To improve the status of biodiversity by safeguarding ecosystems, species and genetic diversity. Enhance the benefits to all from biodiversity and ecosystems. Enhance implementation through participatory planning, knowledge management and capacity building.	(JNCC & DEFRA, 2012)
Biodiversity 2020: Strategy for England's wildlife and ecosystem services		(DEFRA) The biodiversity strategy for England provides a comprehensive review of how the Government are implementing our international and	The strategy has five strategic goals: <ul style="list-style-type: none"> Strategic goal A: Address the underlying causes of biodiversity loss by mainstreaming biodiversity across government and society 	(DEFRA, No Date)

Plan title	Period/Date	Document Overview	Aims/Objectives	Reference
		<p>EU commitments. It sets out the strategic direction for biodiversity policy for the next decade on land (including rivers and lakes) and at sea.</p> <p>The outcomes will be delivered by focussing on four key areas:</p> <ul style="list-style-type: none"> ▪ a more integrated large-scale approach to conservation on land and at sea ▪ putting people at the heart of biodiversity policy ▪ reducing environmental pressures ▪ improving our knowledge 	<p>Strategic goal B: Reducing the direct pressures on biodiversity and promote sustainable use</p> <p>Strategic goal C: Improve the status of biodiversity by safeguarding ecosystems, species, and habitats</p> <p>Strategic goal D: Enhance the benefits to all from biodiversity and ecosystem services</p> <p>Strategic goal E: Enhance implementation through participatory planning and knowledge</p>	
<p>The Economics of Biodiversity: The Dasgupta Review</p>	<p>2019 Updated 2021</p>	<p>(HM Treasury)</p> <p>The Dasgupta Review is an independent, global report on the 'Economics of Biodiversity'. The review was produced with guidance from an advisory panel including representatives from various sectors such as public policy, science, economics, finance and business.</p> <p>The review presents a new framework that sets out how nature in economics and decision making relating to the economics of biodiversity should be considered, which is underpinned by an understanding in ecosystem processes and economic activity.</p>	<p>The Review includes several key themes including:</p> <ul style="list-style-type: none"> ▪ Economies, livelihoods and well-being all depend on nature, ▪ The global portfolio of natural assets has not been managed sustainably, ▪ Failure to engage with nature sustainably is endangering the prosperity of current and future generations, ▪ Institutional failure has been a factor in the exploitation of nature, ▪ Understanding that the economy are embedded within nature and not external to it, ▪ Ensure that the demands on nature do not exceed supply; and <p>Economic success measures need to change, for example, by incorporating Natural Capital into national accounting systems.</p>	<p>(HM Treasury, 2021)</p>

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Suffolk's Nature Strategy		(Suffolk County Council) Suffolk's Nature Strategy describes the challenges and opportunities faced by the natural environment. The strategy aims to articulate key priorities for the area, with recommendations and actions proposed to improve the economy and health and wellbeing.	Numerous recommendations and actions within each of the three key priority areas: Natural Environment, Economic Growth and Health and Wellbeing.	(Suffolk County Council, 2014)
Green Essex Strategy (draft)	2019	(Essex County Council) The purpose of the strategy is to take a positive approach to enhance, protect and create an inclusive and integrated network of high-quality green infrastructure in Greater Essex.	The aim is to guide and shape planning and other services through setting principles that can inform plans and strategies, that will enable a coherent approach and partner collaboration in the delivery of multi-functional natural assets, which will provide environmental, social and economic benefits for Greater Essex. Objectives relate to place, people and economy. Vision: We will protect and grow a high quality connected Green Infrastructure network that extends from our city and town centres to the countryside and coast and which; is designed for people and wildlife, whilst being self- sustaining.	(Essex County Council, 2019)
Suffolk Local Biodiversity Action Plan	2012	(Suffolk Biodiversity Partnership) covers forward plans including local planning documents, Shoreline Management Plans and Local Authority coastal defence planning and Areas of Outstanding Natural Beauty (AONB) management plans. It also covers development management applications.	Objectives <ul style="list-style-type: none"> To ensure lawful compliance towards biodiversity in planning decisions. To promote best practice and provide support to planners on biodiversity issues. To ensure the planning system contributes to the Natural Environment White Paper 2011 objective of no net loss of biodiversity as part of sustainable development.	(Suffolk Biodiversity Partnership, 2012)

Plan title	Period/Date	Document Overview	Aims/Objectives	Reference
		First local BAP dedicated to planning related issues.		
Southend-on-Sea Local Biodiversity Action Plan	2012	<p>(Southend on Sea Borough Council)</p> <p>The Local Biodiversity Action Plan consists of individual action plans for 18 Southend habitats (plus one habitat statement) and 14 species.</p> <p>Document includes:</p> <ul style="list-style-type: none"> ▪ Actions that have been met for Southend's 18 Habitat Action Plans and 14 species action plans during 2012. ▪ A record of all wildlife data that has been collected for Southend's BAP species and BAP habitats during 2012. ▪ A short summary that compares the total number of actions that have been met for each action plan during 2012. <p>Acknowledged that this document is dated.</p>		(Southend-on-sea Borough Council, 2012)
Water Environment				
National Flood and Coastal Erosion Risk Management Strategy for England	2020	<p>(Environment Agency)</p> <p>The strategy vision is for a nation ready for, and resilient to flooding and coastal change – today, tomorrow and to the year 2100. The strategy aims for a 2°C rise in global temperatures, whilst planning for a</p>	<p>The strategy seeks to focus on improving the climate resilience of places, ensuring resilience for future climates. It also seeks to increase the preparedness of the nation, making it able to respond and adapt to future flooding or coastal change.</p> <p>The strategy has two strategic objectives, A and B:</p> <ul style="list-style-type: none"> ▪ Strategic objective A: Between now and 2025 the Environment Agency will have better evidence to 	(Environment Agency, 2020)

Plan title	Period/Date	Document Overview	Aims/Objectives	Reference
		<p>4°C rise and considers all sources of flood risk.</p> <p>The Strategy sets out the long-term delivery objectives the nation should take over the next 10 to 30 years as well as shorter term, practical measures risk management authorities should take working with partners and communities.</p> <p>Several key themes should be considered for the BFI Plan:</p> <ul style="list-style-type: none"> ▪ Flood and coastal standards will be considered in the government’s National Infrastructure Strategy. ▪ Any future change to existing planning frameworks will be accommodated through an adaptive approach. ▪ Ownership of flooding and coastal change needs to be inclusive for climate resilient places. ▪ Managing flooding and coastal change provides an opportunity to improve and protect the natural, historic and built environments. <p>All new development will seek to support environmental net gain in local places.</p>	<p>inform future risk and investment needs for managing all sources of flood and coastal change.</p> <p>Strategic objective B: Between now and 2030 risk management authorities will make greater use of funding and financing from non-public sector sources to contribute to the investment needs of flood and coastal resilience.</p>	
<p>Future Water: Water Strategy for England</p>	<p>2008</p>	<p>(DEFRA)</p> <p>The government has launched its new water strategy for England, Future</p>	<p>Targets set by the vision for 2030 are:</p> <ul style="list-style-type: none"> ▪ Improve the quality of the water environment and the ecology which it supports, and continued to 	<p>(DEFRA, 2008)</p>

Plan title	Period/Date	Document Overview	Aims/Objectives	Reference
		<p>Water. This includes: sustainable delivery of secure water supplies, an improved and protected water environment, fair, affordable and cost-reflective water charges, reduced water sector greenhouse gas emissions and more sustainable and effective management of surface water.</p> <p>This strategy sets out the Governments aspirations for the water sector by 2030 and the action plan required to meet this vision. The strategy is a response to the pressures faced by the water sector as a result of droughts and floods.</p> <p>The vision is for the sustainable delivery of secure water supplies and improved and protected water environments.</p>	<p>provide high levels of drinking water quality from our taps;</p> <ul style="list-style-type: none"> ▪ Sustainably managed risks from flooding and coastal erosion, with greater understanding and more effective management of surface water; ▪ Ensure a sustainable use of water resources, and implement fair affordable and cost reflective water charges; ▪ Cut greenhouse gas emissions; and embed continuous adaption to climate change and other pressures across the water industry. 	
East Inshore and East Offshore marine plans	2014	<p>(DEFRA)</p> <p>The East Inshore and East Offshore marine plan aims to implement the Marine and Coastal Access Act 2009 and the planning system which promotes sustainable development and a vision for clean, healthy, safe, productive and biologically diverse oceans and seas up to 2034.</p> <p>The aims of the plan include to enhance marine and coastal environments, decreasing flood and erosion risks, improving health and well-being, supporting sustainable</p>	<p>The Vision for the East marine plan areas in 2034:</p> <ul style="list-style-type: none"> ▪ By 2034, sustainable, effective and efficient use of the East Inshore and East Offshore Marine Plan Areas has been achieved, leading to economic development while protecting and enhancing the marine and coastal environment, offering local communities' new jobs, improved health and well-being. ▪ As a result of an integrated approach that respects other sectors and interests, the East marine plan areas are providing a significant contribution, particularly through offshore wind energy projects, to the energy generated in the United Kingdom and to targets on climate change 	(HM Government, 2014)

Plan title	Period/Date	Document Overview	Aims/Objectives	Reference
		economic growth and considering heritage assets.		
Anglian Water Plan	2019	<p>(Anglian Water)</p> <p>The plan covers the period 2020 – 2025 and responds to specific regional challenges which include climate change in an already water-stressed area, environmental protection and growth and population change. The plan highlights the competing needs between Norwich and the Broads where growing population and environmental harm are challenges.</p> <p>The plan sees a move away from traditional flood and pollution risk management with emphasis now placed promoting sustainable solutions and embracing innovation to deliver enhanced resilience.</p>	<p>The Plan responds to the specific challenges facing the region for both supply and demand for water resources:</p> <ul style="list-style-type: none"> ▪ rapid housing and economic growth and ▪ a changing climate ▪ need to improve the water environment 	(Anglian Water, 2019)
Broadland Futures Initiative		<p>(Broads Authority)</p> <p>The Broadlands Futures Initiative (BFI) is a partnership for future flood risk management in the Broadland Area.</p>	Main goal is to agree framework for future flood risk management that better copes with out changing climate and rising sea level.	(Broads Authority, n.d.)
Essex Flood Risk Management Strategy	2018	<p>(Essex County Council)</p> <p>As required by the Flood and Water Management Act 2010, Essex County Council have put a local flood risk management strategy in place.</p>	<p>The strategy set out 9 Key Objectives:</p> <ul style="list-style-type: none"> • To provide a clear explanation of everyone's responsibilities. <p>To make sure people understand their risk of flooding and think about how we communicate this. To explain how we assess flood risk in Essex and then prioritise the work we do.</p>	(Essex County Council, 2018)

Plan title	Period/Date	Document Overview	Aims/Objectives	Reference
		<p>The ambition of the strategy is to ensure that Essex is a great place to live and work. We want to enhance the environment, and create a place that is safe and sustainable. In terms of flooding, this means that the public are informed about their potential flood risk, and understand why flooding is a problem and what is being done to manage it.</p> <p>The strategy sets out key aims and actions to reduce the impact of local flooding. 'Local' flooding means the risk of water from man-made drainage systems, small watercourses, and rainfall of the land.</p>	<p>To clearly set out our work so that communities and businesses can make decisions about how they also manage flood risk.</p> <p>To ensure that planning decisions properly consider flooding and the future impact of any development.</p> <p>To state how we share information and work with other authorities.</p> <p>To ensure that emergency plans and responses to flood incidents are effective and that communities are prepared for flooding.</p> <p>To encourage innovative new thinking, considering community needs, while working with the existing natural and built environment.</p> <p>To highlight where further detailed information and legislation regarding flooding can be found.</p>	
<p>Norfolk Local Flood Risk Management Strategy</p>	<p>2015</p>	<p>(Norfolk County Council)</p> <p>The key aim of the Norfolk Local Flood Risk Management Strategy is: To work with organisations, businesses and communities to manage flood risk and, where it is practicable, affordable and sustainable to do so, to reduce risk to life, property and livelihoods that may arise from local surface runoff, ordinary watercourse and groundwater flooding.</p>	<p>The strategy ensures their plans and projects take full account of all flood risk by communicating local flood risk, and working within Norfolk assisting organisations.</p>	<p>(Norfolk County Council, 2015)</p>
<p>Suffolk Flood Risk Management Strategy</p>	<p>2016</p>	<p>(Suffolk Flood Risk Management Partnership)</p> <p>The strategy aims to improve the understanding of flood and coastal risks and ensure that everyone</p>	<p>The strategy has a number of strategic aims:</p> <ul style="list-style-type: none"> ▪ To improve the understanding of flood and coastal risks and ensure everyone understands their roles and responsibilities in reducing the risks. ▪ To work together (both statutory organisations and the public) to reduce flood and coastal risks, using 	<p>(Suffolk Flood Risk Management Partnership, 2016).</p>

Plan title	Period/Date	Document Overview	Aims/Objectives	Reference
		<p>understands their roles and responsibilities in reducing the risks.</p> <p>The overarching aim is to ensure a sustainable approach that supports, and where possible enhances, the economy, environment and society in Suffolk.</p> <p>Several strategy objectives may have specific relevance to the transport east strategy. These can be summarised as, ensuring a collaborative and united approach from both statutory organisations and the public, to work together to reduce flood risk.</p>	<p>all available resources and funds to the greatest benefit.</p> <ul style="list-style-type: none"> ▪ To prevent an increase in flood risk as a result of development by preventing additional water entering existing drainage systems wherever possible. ▪ Take a sustainable and holistic approach to flood and coastal management, seeking to deliver wider economic, environmental and social benefits, climate change mitigation and improvements under the Water Framework Directive. ▪ Encourage maintenance of privately owned flood defences and ordinary watercourses and minimise unnecessary constrictions in watercourses. ▪ To share information on the latest and best ideas for flood and coastal management. <p>To ensure that proposals and policies in this strategy are properly integrated with the rest of the area.</p>	
Air Quality				
Clean Air Strategy	2019	<p>(DEFRA)</p> <p>This Clean Air Strategy shows how the UK government will tackle all sources of air pollution, making air healthier to breathe, protecting nature and boosting the economy.</p> <p>It complements three other UK government strategies, the:</p> <ul style="list-style-type: none"> ▪ Industrial Strategy ▪ Clean Growth Strategy <p>25 Year Environment Plan</p>	<p>The UK has set stringent targets to cut emissions by 2020 and 2030. The goal is to reduce the harm to human health from air pollution by half.</p> <p>By implementing the policies in this strategy, the aim is to reduce PM2.5 concentrations across the UK, so that the number of people living in locations above the WHO guideline level of 10 µg/m³ is reduced by 50% by 2025.</p> <p>Cleaner air will directly benefit animals and habitats as well as creating a better environment for everyone to live, work and thrive in.</p>	(DEFRA, 2019)
Noise and Vibration				

Plan title	Period/Date	Document Overview	Aims/Objectives	Reference
Noise Policy Statement for England (NPSE)	2010	(DEFRA) Published by DEFRA in 2010, the Noise Policy Statement for England aims to provide guidance on noise management decisions.	Noise Policy Vision: Promote good health and a good quality of life through the effective management of noise within the context of Government policy on sustainable development. Its aims are to <ul style="list-style-type: none"> ▪ avoid significant adverse impacts on health and quality of life; ▪ mitigate and minimise adverse impacts on health and quality of life; and ▪ where possible, contribute to the improvement of health and quality of life. 	(DEFRA, 2010)
Noise Action Plan: Rail	2019	(DEFRA) This Noise Action Plan is designed to address the management of noise issues and effects from railways (including “Major Railways”) in England under the terms of the Regulations. This Action Plan covers those railways that were included in the Round noise assessment and supersedes the previous Railways Noise Action Plan.	Refer to the overarching vision and aims above	(DEFRA, 2019)
Noise Action Plan: Road	2019	(DEFRA) This Noise Action Plan is designed to address the management of noise issues and effects from roads (including “Major Roads”) in England under the terms of the Regulations.	Refer to the overarching vision and aims above	(DEFRA, 2019)

Plan title	Period/Date	Document Overview	Aims/Objectives	Reference
		<p>Defra will monitor the progress of this Action Plan through liaison with the authorities responsible for implementation. The Regulations require that this Action Plan be reviewed at least once every five years.</p>		
Climatic Factors				
<p>The Paris Agreement</p>	<p>2016</p>	<p>The Paris Agreement is a legally binding international treaty on climate change. It was adopted by 196 Parties at COP 21 in Paris, on 12 December 2015 and entered into force on 4 November 2016.</p> <p>Its goal is to limit global warming to well below 2, preferably to 1.5 degrees Celsius, compared to pre-industrial levels.</p> <p>To achieve this long-term temperature goal, countries aim to reach global peaking of greenhouse gas emissions as soon as possible to achieve a climate neutral world by mid-century.</p> <p>The Paris Agreement is a landmark in the multilateral climate change process because, for the first time, a binding agreement brings all nations into a common cause to undertake ambitious efforts to combat climate change and adapt to its effects.</p>	<p>Implementation of the Paris Agreement requires economic and social transformation, based on the best available science. The Paris Agreement works on a 5-year cycle of increasingly ambitious climate action carried out by countries. By 2020, countries submit their plans for climate action known as nationally determined contributions (NDCs).</p> <p>NDCs - In their NDCs, countries communicate actions they will take to reduce their Greenhouse Gas emissions in order to reach the goals of the Paris Agreement. Countries also communicate in the NDCs actions they will take to build resilience to adapt to the impacts of rising temperatures.</p> <p>Long-Term Strategies -To better frame the efforts towards the long-term goal, the Paris Agreement invites countries to formulate and submit by 2020 long-term low greenhouse gas emission development strategies (LT-LEDS).</p>	

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AR6 Climate Change 2021: The Physical Science Basis	2021	(IPCC) The UNs IPCC Sixth Assessment on climate change with a number of concerning climate change related impacts. The report discusses surface temperatures, CO2 concentrations, sea level rise and a number of other associated impacts.		(IPCC, 2021)
Decarbonising Transport - The Challenge	2020	This document sets out a basis for developing policy proposals and a commitment to develop a Transport Decarbonisation plan for transport.	The strategy includes: <ul style="list-style-type: none"> ▪ Accelerating modal shift to public and active transport ▪ Decarbonisation of road vehicles including refuelling and recharging infrastructure ▪ Decarbonising how goods are delivered ▪ Place based solutions – addressing local level emissions 	(DfT, 2020)
Transport Decarbonisation Plan	2021			
The UK's Integrated National Energy and Climate Plan	2020	This document completes commitments under the Withdrawal Agreement to end of January 2020 and summaries the actions taken to that date. The document set out the progress on work towards meeting the Paris Agreements and policy commitments including setting a legally binding commitment to achieve net zero greenhouse gas emissions across the UK economy by 2050 through an amendment to the Climate Change Act. The document also		

Plan title	Period/Date	Document Overview	Aims/Objectives	Reference
		summarises other plans, strategy and legislation supporting commitments and delivery.		
Norfolk Climate Change Strategy		<p>(Norfolk County Council)</p> <p>Norfolk is particularly vulnerable to the impacts of climate change. The strategy sets out a number of key priorities for local authorities and partners. It is stated that particular focus should be on reducing carbon emissions from transport, business, development and existing housing. In addition to this, there needs to be a more robust approach to managing risks, particularly, flooding, water supplied, emergency planning and growth.</p> <p>Climate change vulnerabilities are discussed in relation to Transport and Infrastructure.</p> <p>Potential climate related impacts include:</p> <ul style="list-style-type: none"> ▪ flooding may affect roads and rail ▪ high winds may affect the safety of air, sea and land transport <p>Rising temperature could damage rail and road surfaces, while lower frequency of frost or snow</p>	<p>The strategy includes aims to:</p> <ul style="list-style-type: none"> • To cut carbon emissions by reducing energy consumption and promoting a shift to low carbon technology <p>To improve Norfolk’s resilience to the changing climate, including reduction of the socio-economic and environmental risks associated with flooding and coastal erosion.</p>	(Norfolk County Council, No Date)
Suffolk Climate Emergency Plan	2020	<p>(Suffolk County Council)</p> <p>A report in response to climate emergency declaration made by Suffolk County Council in 2019, with</p>	<p>Priority area identified within the report is to ‘encourage greater take-up of public transport and active travel (walking and cycling) and a massive roll-out of zero emissions vehicles</p>	(Suffolk County Council, 2020)

Plan title	Period/Date	Document Overview	Aims/Objectives	Reference
		<p>the primary aim of carbon neutrality for Suffolk by 2030.</p> <p>States that: 38% of CO2 emissions in Suffolk in 2017 came from industry and commercial energy use, 37% from transport and 26% from domestic energy use.</p>		
Net Zero: Making Essex Carbon Neutral	2021	<p>(Essex County Council)</p> <p>The Net Zero: Making Essex Carbon Neutral report identifies and recommends areas of attention in which carbon emissions can be reduced for the county of Essex.</p>	Specific topics included in the report include Energy, Land use, Transport and Waste.	(Essex County Council, No Date)
Landscape				
European Landscape Convention		The Convention promotes the protection, management and planning of European landscapes.	The aims of the convention are to promote landscape protection, management and planning, and to organise European co-operation on landscape issues. It requires the assessment of landscapes and establishment of landscape policies aimed and management and protection	
Seascape Character Assessment	2018	<p>(Suffolk County Council)</p> <p>Following the proposal of projects offshore, such as Wind Farms, Suffolk County Council Commissioned an assessment of the seascape character, for the areas of south Norfolk, north Suffolk and Essex. The report states the assessed area represents extremely varied seascapes</p>		Suffolk County Council, 2018

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Local Plan for the Broads	2019	<p>(Broads Authority)</p> <p>The Local Plan for the Broads contains the policies and land allocations to help planning applications.</p> <p>The plan provides an overview of the Broads, including the challenges and opportunities and objectives. The plan also covers a number of ISA topics in relation to the Broads, including: Water and flooding, Climate Change, Soils, Heritage and historic assets, landscape character and others.</p>	The Broads have 16 objectives, which they seek to meet by 2036.	Broads Authority (2021)
Dedham Vale Area of Outstanding Natural Beauty (AONB) and Stour Valley Management Plan 2016-2021	2016 – 2021	<p>(Dedham Vale)</p> <p>The Plan outlines a vision for the area as:</p> <p><i>The Dedham Vale Area of Outstanding Natural Beauty (AONB) and Stour Valley Project area is a distinctive landscape with agriculture and wildlife at its core that retains its natural beauty and special qualities, which is conserved and enhanced by a wide ranging partnership. It is an area where residents feel a strong sense of belonging, visitors are welcomed to enjoy the countryside and the heritage is understood and appreciated by all.</i></p>	<p>The Management plan focuses on six key topics:</p> <ul style="list-style-type: none"> • The Countryside Residents and Villages • Enjoying the area • River and Tributaries • Climate Change • Working Together 	(Dedham Vale, 2016)
The Norfolk Coast Area of Outstanding	2019- 2024	<p>(Norfolk Coast Partnership)</p> <p>Currently a working document, the Five Year Strategy seeks to establish</p>		(Norfolk Coast Partnership, 2019)

Plan title	Period/Date	Document Overview	Aims/Objectives	Reference
<p>Natural Beauty Five Year Strategy</p>		<p>the approach of Norfolk coast partnership to protecting areas of outstanding natural beauty.</p> <p>The work of the Norfolk Coast Partnership is framed by the following vision for the natural environment of the Area in 2030:</p> <p><i>The Norfolk coast will remain unspoilt, with wide landscapes, skylscapes and seascapes. It will retain a strong feeling of remoteness, peace and tranquillity, with richly diverse and distinctive landscapes, geological features, habitats and species. The value of the landscape and the story it tells will be widely understood by everyone.</i></p>		
<p>Suffolk Coast & Heaths Area of Outstanding Natural Beauty (AONB) Management Plan 2018 -23</p>	<p>2018 - 2023</p>	<p>(Suffolk Coast and Heaths)</p> <p>The AONB Management plan sets out a vision for the area: <i>'An area of special wildlife, landscape, seascape and heritage qualities that are conserved and enhanced, addressing the needs of people living, working and visiting the AONB.'</i></p>	<p>Management plan objectives include:</p> <ul style="list-style-type: none"> • Landscape <p>The Management Plan has the objective to conserve and enhance the natural beauty and special qualities of the AONB and statutory bodies, public, private and third sector organisations pay regard to the purposes of the AONB.</p> <p>Coast and Estuaries</p> <p>The Plan has the objective that decision making relating to the coast and its estuaries pays due regard to the purposes of the AONB and that the associated habitats are conserved and enhanced.</p> <p>Land Use and Wildlife</p>	<p>(Suffolk Coast and Heaths Partnership, 2018)</p>

Plan title	Period/Date	Document Overview	Aims/Objectives	Reference
			<p>The Plan has the objective to ensure development decisions have regard to the purpose of the AONB designation. The Plan seeks to ensure that farming is profitable and sustainable and contributes to the purposes of the AONB. In addition, it seeks to ensure positive management of AONB landscapes and wildlife habitat, remove or mitigate features that detract from the natural beauty of the area.</p> <p>Enjoying the Area</p> <p>The Plan has the objective to support tourism where it is inclusive, sustainable and supports the purpose of the designation. It further seeks to inform residents and visitors of the natural beauty and special qualities of the AONB that in turn supports responsible access.</p> <p>Working together</p> <p>The Plan seeks to encourage organisations to work together to deliver the vision of the Plan and the objectives of the AONB designation, to conserve and enhance natural beauty.</p>	
<p>Landscape Character Assessment – the Broads (Section 1 and Section 2)</p>	<p>2016</p>	<p>(Broads Authority)</p> <p>A report split into two sections.</p> <p>Section 1. Summarises physical processes which have shaped the Broads landscape</p> <p>Section 2. Analyses current Broads landscape, assessing key features which give it its unique sense of place. Through this LCA, 31 individual character types have been identified within the Broads, as well as 13 landscape types.</p>	<p>Section 2 explores each landscape type in further detail, which includes:</p> <ul style="list-style-type: none"> • Tidal Estuary Rivers, Ronds and Floodbanks, Coastal Dunes Estuarine Marshland Peat (fen) areas Upper river valley marshlands Broads Carr Woodland Heathland Settled Broads Settlement Fringe Industrial and Post Industrial 	<p>Broads Authority, 2016</p>

Plan title	Period/Date	Document Overview	Aims/Objectives	Reference
			Uplands	
Cultural Heritage and Archaeology				
European Convention on the Protection of Archaeological Heritage	2001	(Council of Europe) The European Convention on the Protection of the Archaeological Heritage (revised), was ratified by the UK government in 2001, and came into effect in March 2021.	The convention derives from the original Convention on the Protection of the Archaeological Heritage (London 1969), The convention recognises the holistic nature of the historic environment and seeks to protect all aspects of it.	(Council for Independent Archaeology,2001)
The Convention for the Protection of the Architectural Heritage of Europe	1985	The Convention was signed in Granada and outlines legislative measures and protections to safeguard the cultural heritage of the European states as well as conservation policies to protect the architectural heritage.	Among the measures recommended by the Convention are: <ul style="list-style-type: none"> • conservation of the architectural heritage as a component of town planning, • adaptive reuse of buildings, • training in traditional crafts involved in conservation and restoration, • limiting public access as a conservation measure, • public awareness and educational programs and support for training, and • technical assistance and exchange of information. 	
Planning (Listed Building and Conservation Areas) Act 1990	1990	This Act was made in 1990, and subsequently amended in 2009.	This Act details the statutory protection afforded to Listed Buildings. Under Section 66 (1) of the Act, planning authorities are instructed to have special regard to the desirability of preserving a Listed Building, its setting, or any features of special architectural or historic interest that it possesses. It also introduces the concept of areas of archaeological importance.	

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Ancient Monuments and Archaeological Areas Act 1979	1979	This Act was made in 1990, and subsequently amended in 2016, 2017 and 2021.	This Act (as amended) provides for the protection of Scheduled Monuments, which are by definition of national importance, but does not afford any protection to their settings.	
The Government's statement on the historic environment for England 2010	2010		Six broad strategic aims are identified, including: <ul style="list-style-type: none"> • Strategic Leadership: Ensure that relevant policy, guidance, and standards across Government emphasize our responsibility to manage England's heritage for present and future generations • Protective Framework: Ensure that all heritage assets are afforded an appropriate and effective level of protection, while allowing, where appropriate, for well managed and intelligent change. • Local Capacity: Encourage structures, skills and systems at a local level which: promote an early understanding of heritage in the context of development; ensure that local decision makers have access to the expertise they need; and provide sufficiently skilled people to execute proposed changes sensitively and sympathetically. • Public Involvement: Promote opportunities to place people and communities at the centre of the designation and management of their local historic environment and to make use of heritage as a focus for learning and community identity at all levels. • Direct Ownership: Ensure all heritage assets in public ownership meet appropriate standards of care and use while allowing, where appropriate, for well managed and intelligent change. • Sustainable Future: Seek to promote the role of the historic environment within the Government's response to climate change and as part of its sustainable development agenda. 	(Department for Digital, Culture, Media and Sport, 2013)

Plan title	Period/Date	Document Overview	Aims/Objectives	Reference
Soils, Geology and Contaminated Land				
Essex Minerals Local Plan	2014	(Essex County Council)		(Essex County Council, 2014)
Essex Minerals Local Plan Review	2021	ECC is the Minerals Planning Authority for Essex. This Plan forms part of the statutory 'Development Plan' for Essex LPAs. The MLP is currently being reviewed. Reg 18 consultation finished 29 April 2021 – see below. Consultation commencing 18th March 2021 for 6 weeks.		
Norfolk Minerals and Waste Local Plan. Minerals and Waste Development Scheme	2019	(Norfolk County Council) The statutory plans for minerals and waste planning in Norfolk are contained in the Norfolk Minerals and Waste Development Framework. This framework consists of four planning policy documents which together form the Minerals and Waste Local Plan for Norfolk: <ul style="list-style-type: none"> Core Strategy and Minerals and Waste Development Management Policies DPD Waste Site specific allocations DPD Minerals Site Specific Allocations Policies Map 	Role: <ul style="list-style-type: none"> To provide the strategic and development management policies for minerals and waste planning in Norfolk until 2036. To allocate specific sites, preferred areas and/or areas of search for mineral extraction in Norfolk until 2036. To provide criteria based policies for waste management facilities in Norfolk until 2036. 	(Norfolk County Council, 2019)
Suffolk Minerals and Waste Plan 2020	2020	(Suffolk County Council) The Suffolk Minerals & Waste Local Plan (SMWLP) contains planning policies for determining planning applications for minerals and waste	The SWMLP takes a positive approach to minerals and waste development that reflects the presumption in favour of sustainable development.	(Suffolk County Council, 2020)

Plan title	Period/Date	Document Overview	Aims/Objectives	Reference
		<p>development, as well as safeguarding the same from other forms of competing development.</p> <p>Policies include those that specify sites for future minerals and waste development</p>	<p>Minerals are vital for continued economic growth including house building.</p> <p>Besides indigenous land-won sand and gravel, the supply of aggregates to</p> <p>Suffolk is made up from sand and gravel imported from surrounding counties, imported crushed rock, marine dredged sand and gravel, and indigenous and imported recycled construction, demolition and excavation waste.</p>	
Norfolk Geodiversity Action Plan	Pending	<p>(Norfolk Geodiversity Partnership)</p> <p>Currently being prepared by the Norfolk Geodiversity Partnership. Likely to include five key areas:</p> <ul style="list-style-type: none"> Understanding geodiversity resources <p>Embedding geodiversity in plans and policies</p> <p>Protecting and enhancing our geodiversity resources</p> <p>Promoting geodiversity awareness and understanding</p> <p>Managing the Norfolk Geodiversity Action Plan</p>	<p>Aims to bring about a qualitative change in the way that Norfolk's Earth Heritage is conserved and communicated.</p>	(Norfolk Biodiversity Information Service, 2021)
Material Assets and Resources				
National Transport Policy - Transport Investment Strategy	2017	<p>(Department for Transport)</p> <p>This strategy sets out the Department for Transport's priorities and approach for future transport investment decisions and explains how transport investment can deliver a stronger, fairer Britain.</p>	<p>The Transport Investment Strategy seeks to:</p> <ul style="list-style-type: none"> create a more reliable, less congested, and better-connected transport network that works for the users who rely on it; build a stronger, more balanced economy by enhancing productivity and responding to local growth priorities; 	(Department for Transport, 2017)

Plan title	Period/Date	Document Overview	Aims/Objectives	Reference
		<p>The transport investment strategy is a vital part of the government’s industrial strategy and plan for Britain. It builds on the progress made in recent years to upgrade the national road and rail network.</p>	<ul style="list-style-type: none"> ▪ enhance our global competitiveness by making Britain a more attractive place to trade and invest; ▪ support the creation of new housing 	
<p>National Road Policy - Draft Road Investment Strategy 2 (RIS2)</p>	<p>2020-2025</p>	<p>(Department for Transport)</p> <p>In 2014, the Government reformed the way that England’s strategic roads were funded and managed. While safety remained the number one focus, the new arrangements also gave new emphasis for customer service and delivery.</p> <p>This second Road Investment Strategy (RIS2) sets a long-term strategic vision for the network.</p> <p>Through this investment the aim is to make the network safer, more reliable, and more 4 Road Investment Strategy 2: 2020–2025 sensitive to the places through which it runs.</p> <p>With a stronger focus on the differing needs of road users and adoption of new working practices and technologies, we want people using the network to enjoy smoother, more consistent journeys. By making the most of green infrastructure and good design, we want people living alongside the network to experience less noise, light and air pollution. And</p>	<p>During this strategy, sub-national transport bodies such as Transport East have emerged as important partners, with strategies providing robust information’s on the priorities for each part of the country. The aspirations of these bodies are recognised, particularly as they progress in maturity to work even more closely on the development of the next RIS.</p>	<p>(Department for Transport, 2020)</p>

Plan title	Period/Date	Document Overview	Aims/Objectives	Reference
		this RIS must support the Government's wider plans for decarbonising road transport.		
National Planning Policy - National Planning Policy Framework	2012 Revised 2019	<p>(Ministry of Housing, Communities and Local Government)</p> <p>The National Planning Policy Framework (NPPF) sets out the Government's economic, environmental and social planning policies for England. Taken together these policies articulate the Government's vision for sustainable development, which should be interpreted and applied locally to meet local aspirations. The framework replaces all existing Planning Policy Statements and Planning Policy Guidance Notes.</p> <p>The NPPF recognises that the purpose of the planning system is to achieve sustainable development, which can be achieved when economic, social and environmental gains are sought jointly. In this, contributing to protecting and enhancing our natural, built and historic environment, and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy.</p>	<p>Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives):</p> <ol style="list-style-type: none"> a. an economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure; b. a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and c. an environmental objective – to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating 	(Ministry of Housing, Communities & Local Government, 2019)

Plan title	Period/Date	Document Overview	Aims/Objectives	Reference
		See separate National Planning Statements for Airports, Ports and Road networks		
Connecting people: A Strategic Vision for Rail	2017	The strategy sets out an investment strategy for improving reliability and expanding the network.	The strategy identifies priorities for investment in the network and also in improving customer experience and support innovations and support improvements of the rail freight network	(DfT 2017)
National Planning Policy for Waste		(Department for Communities and Local Government, 2014) The Waste Management Plan for England sets out the Government's ambition to work towards a more sustainable and efficient approach to resource use and management.	The document covers the follow key areas relevant to national waste planning: <ul style="list-style-type: none"> ▪ Using a proportionate evidence base ▪ Identify need for waste management facilities ▪ Identifying suitable sites and areas ▪ Determining Planning Applications ▪ Monitoring and Report 	(Department for Communities and Local Government, 2014)
Waste Management Plan for England 2021	2021	(DEFRA) A core pledge within the 25 Year Environment Plan included commitments to double resource productivity by 2050 and to minimise waste, reuse materials as much as possible, and manager materials at end of life stage.	Supersedes previous waste management plan for England 2013.	(Department for Environment Food and Rural Affairs, 2021)
East of England Route Strategy	2015	(Highways England) This strategy aims to improve the strategic road network (SRN) which includes the A47 (Norwich to Yarmouth) and A12 (Yarmouth to Lowestoft) to provide a better service for road users and support a growing economy.	Strategic key themes: <ul style="list-style-type: none"> ▪ Supporting Economic growth, ▪ More free flowing network ▪ Safe and serviceable network ▪ Improved environment ▪ More accessible and integrated network 	(Highways England, 2017)

Plan title	Period/Date	Document Overview	Aims/Objectives	Reference
		<p>Although due to be revised from 2021, the strategy sets out priorities extending to 2040 where it is envisaged the SRN will work harmoniously with its surroundings, providing less impact of communities and environment. Highways England are also committed to ongoing liaison with other road responders to reopen the network after major incidents including floods.</p>		
<p>Transport for South East Transport Strategy</p>	<p>2020-2050</p>	<p>(Transport for South East)</p> <p>Transport for the South East’s vision is:</p> <p>By 2050, the South East of England will be a leading global region for net-zero carbon, sustainable economic growth where integrated transport, digital and energy networks have delivered a step change in connectivity and environmental quality.</p> <p>A high-quality, reliable, safe and accessible transport network will offer seamless door-to-door journeys enabling our businesses to compete and trade more effectively in the global marketplace and giving our residents and visitors the highest quality of life</p>	<p>The strategy has three strategic goals aligning with the three pillars of sustainability, with a number of priorities for achieving each goal.</p> <p>Economy: Improve productivity and attract investment to grow the economy and better compete in the global marketplace</p> <p>Improving connectivity between major economic hubs, ports and airports.</p> <ul style="list-style-type: none"> ▪ More reliable journeys. ▪ A more resilient network. ▪ Better integrated land use and transport planning. ▪ A digitally smart transport network <p>Society: Improve health, safety, wellbeing, quality of life and access to opportunities for everyone.</p> <ul style="list-style-type: none"> ▪ Promoting active travel and healthier lifestyles. ▪ Improving air quality. ▪ An affordable, accessible transport network that’s simpler to use. ▪ A more integrated transport network where it is easier to plan and pay for door-to-door journeys. ▪ A safer transport network 	<p>(Transport for South East 2020)</p>

Plan title	Period/Date	Document Overview	Aims/Objectives	Reference
			Environment: Protect and enhance the South East's unique natural and historic environment <ul style="list-style-type: none"> ▪ Reducing carbon emission to net zero by 2050 at the latest. ▪ Reducing the impact of, and the need to, travel. ▪ Protecting our natural, built and historic environments. ▪ Improving biodiversity. ▪ Minimising resource and energy consumption 	
England's Economic Heartland Transport Strategy		(England's Economic Heartland) Ambition: <i>'To support sustainable growth and improve quality of life and wellbeing through a world-class, decarbonised transport system which harnesses the region's global expertise in technology and innovation to unlock new opportunities for residents and businesses, in a way that benefits the UK as a whole'</i>	The transport strategy's overarching aim is to support sustainable economic growth, with an ambition to achieve net carbon emissions from transport by 2040. The five point plan of action covers the following focus areas: <ul style="list-style-type: none"> • Focus on decarbonisation of the transport system by harnessing innovation and supporting solutions which create green economic opportunities Promote investment in digital infrastructure as a means of improving connectivity Use delivery of East West Rail and mass rapid transit systems as the catalyst for the transformation of our strategic public transport networks Champion increased investment in active travel and shared transport solutions to improve local connectivity to ensure that everyone has the opportunity to realise their potential Ensure that our freight and logistics needs continue to be met whilst lowering the environmental impact of their delivery	(England's Economic Heartland,2021).
Mayors' London Transport Strategy	2018 -	(Mayor of London) The strategy uses the Healthy Streets Approach, which makes health and	A primary aim of the transport strategy is for 80% of all trips in London to be made on foot, by cycle or using public transport by 2041.	(Mayor of London, 2018)

Plan title	Period/Date	Document Overview	Aims/Objectives	Reference
		<p>personal experience a priority within the strategy.</p> <p>The strategy is supported by a number of action plans, including walking action plan, vision zero action plan, freight and servicing action plan and the cycling action plan.</p>	<p>Due to the healthy streets approach, the policies included in the strategy all contribute to improving safety, contributing to decarbonisation. Reducing accidents, emissions and congestion. The strategy also aims to enhance the natural and built environment through protecting and enhancing green infrastructure, and protecting designated spaces.</p> <p>The 9th policy related to climate resilience aiming to become resilient to climate change and severe weather.</p> <p>Refer to the strategy for all strategy policy.</p>	
Midlands Connect Transport Strategy Refresh (Draft)		<p>(Midlands Connect)</p> <p>Due to be published at the end of 2021, this draft strategy refresh includes refreshed objectives and areas of focus to achieve the future of the region, in particular, looking beyond covid-19 pandemic.</p>		(Midlands Connect, 2021).
Midlands Connect Strategy	2017 -	<p>(Midlands Connect)</p> <p>The Midlands Connect Strategy aims to transform the economy and improve quality of life.</p> <p>Early priorities set in the strategy are all related to connectivity, including regionally connected, UK connected, Resiliently connected, HS2 connected, globally connected and intelligently connected.</p>		(Midlands Connect, 2017)
Thurrock Transport Strategy	2013 – 2026	<p>(Thurrock Council)</p>	<p>The strategy has a number of strategic priorities:</p> <ul style="list-style-type: none"> ▪ Sustainable growth ▪ Improves access 	(Thurrock Council, 2013)

Plan title	Period/Date	Document Overview	Aims/Objectives	Reference
		<p>The Transport Strategy for Thurrock has overarching themes to achieve the vision:</p> <ul style="list-style-type: none"> ▪ Create a great place for learning and opportunity ▪ Encourage and promote job creation and economic prosperity ▪ Build pride, responsibility and respect to create safer communities ▪ Improve health and well-being <p>Protect and promote our clean and green environment</p>	<ul style="list-style-type: none"> ▪ Integrate with other service providers ▪ Encourage active transport (walking and cycling) ▪ Mobility and access for all ▪ Transport Interchange ▪ Community transport 	
Southend Local Transport Plan 3	2011 – 2026	<p>(Southend Borough Council)</p> <p>The Local Transport Plan aims to contribute to the achievement of stronger and safer communities.</p> <p>The LTP produced for Southend has a number of relevant key themes, which include;</p> <ul style="list-style-type: none"> ▪ A safer borough ▪ Reduced inequalities (both for health and wellbeing) for a more accessible borough ▪ Minimise environmental impacts and promote sustainable practise ▪ Enhance and maintain a sustainable local economy 	<p>Some policies identified within the LTP include:</p> <p>Seek to reduce congestion</p> <ul style="list-style-type: none"> ▪ Increase the resilience of the transport network to the effects of climate change ▪ Encourage the use of sustainable modes of travel, and public transport 	(Southend on sea borough council, 2015)
The Essex Transport Strategy: The	2011	<p>(Essex Highways)</p> <p>The Local Transport Plan sets out ambitions for improving transport in Essex. Compared to previous Local</p>	<p>Essex Highways vision for transport in Essex is, “a transport system which supports sustainable economic growth and helps deliver the best quality of life for the residents of Essex.”</p>	(Essex County Council, 2011)

Plan title	Period/Date	Document Overview	Aims/Objectives	Reference
Local Transport Plan		<p>Transport Plans, this current LTP (LTP3) is wider in scope and provides a framework for efficient and effective implementation of all transport provided by or on behalf of the council.</p> <p>Essex Highways have identified five key 'outcomes' which the strategy aims to achieve. These are to:</p> <ul style="list-style-type: none"> • Provide connectivity for Essex communities and international gateways to support sustainable economic growth and regeneration <p>Reduce carbon dioxide emissions and improve air quality through lifestyle changes, innovation and technology Improve safety on the transport network and enhance and promote a safe travelling environment Secure and maintain all transport assets to an appropriate standard and ensure that the network is available for use Provide sustainable access and travel choice for Essex residents to help create sustainable communities.</p>	<p>Key outcome and challenges identified within the strategy:</p> <ul style="list-style-type: none"> • Provide connectivity for Essex communities and international gateways to support sustainable economic growth and regeneration <p>Reduce carbon dioxide emissions and improve air quality through lifestyle changes, innovation and technology Improve safety on the transport network and enhance and promote a safe travelling environment Secure and maintain all transport assets to an appropriate standard and ensure that the network is available for use Provide sustainable access and travel choice for Essex residents to help create sustainable communities</p>	
Essex Rail Strategy	2006-2011	<p>(Essex County Council)</p> <p>The Strategy available is out of date, however some relevant objectives and policy guidance may still be applicable.</p>		(Essex County Council, 2005)

Plan title	Period/Date	Document Overview	Aims/Objectives	Reference
Highways Development Management	2011	(Essex County Council) These policies set out how the Highway Authority will protect the highway network for the safe and efficient movement of people and goods by all modes of travel. It sets out a full range of policies.	The policies set out within this document are currently being reviewed, alongside the Essex Speed Management Strategy and the Essex Road Hierarchy. Following the review of all three documents a decision will be made with regards to how the information set out in these three documents will be presented. ECC officers will keep relevant partners aware of future work programmes.	(Essex County Council, 2011)
Essex and Southend-on-Sea Waste Local Plan	2017	ECC and Southend-on-Sea Borough Council (SBC) are Waste Planning Authorities (WPAs) and as such are required to prepare a Waste Local Plan. This plan is the Waste Plan for the administrative areas of Southend and Essex. This plan is part of the statutory development plan for Essex LPAs.		(Essex County Council and Southend-on-Sea Borough Council, 2017)
Norfolk Strategic Infrastructure Delivery Plan	2020-2030	(Norfolk County Council) The strategic Infrastructure Delivery Plan (SIDP) sets out Norfolk's high-level priorities for the infrastructure sector for the next 10 years, which is reviewed and updated annually in line with newly proposed projects The SIDP looks at road, rail, utility, sustainable, education and regeneration projects	This Delivery Plan aligns with other local PPS including infrastructure plans, the Norfolk and Suffolk Economic Strategy and the district councils' local plans. All projects within the SIDP are under local authority control, set up with a committed delivery route and identified in an existing plan. All plans are also designed to deliver significant housing and jobs growth.	(Norfolk County Council, 2020a)
Norfolk Transport Asset Management Plan	2020/2021-2024/2025	(Norfolk County Council) The Transport Asset Management Plan is Norfolk County Councils strategic approach to allocating	The strategic aims are: <ul style="list-style-type: none"> ▪ Manage and maintain the transport network to an appropriate standard ▪ Deliver sustainable growth ▪ Enhance strategic connections 	(Norfolk County Council, 2020b)

Plan title	Period/Date	Document Overview	Aims/Objectives	Reference
		resources for highways infrastructure, for both current and future users. Part 1 of the Transport Asset Management plan looks at policy and overall strategy, with part 2 assessing life cycle plans.	<ul style="list-style-type: none"> ▪ Reduce emissions ▪ Improve road safety <p>Improve accessibility</p>	
Norfolk County Council Local Transport Plan	2020-2036 DRAFT	(Norfolk County Council) The Local Transport Plan sets out Norfolk County Council's plans, policies and programmes on transport and transport infrastructure. The plan details how the council will deliver a transport network in Norfolk through identifying the important projects and programmes, and in their design and direct delivery. The plan also shows how the council will seek to influence our key partners in government, communities, the commercial sector and the third sector.	<p>The Local Transport Plan will be looking at the future of transport infrastructure in key areas:</p> <ul style="list-style-type: none"> ▪ Embracing the Future ▪ Delivering a Sustainable Norfolk ▪ Enhancing Connectivity ▪ Enhancing Norfolk's Quality of Life ▪ Increasing Accessibility ▪ Improving Transport Safety <p>A Well Managed and Maintained Transport Network.</p>	(Norfolk County Council, 2020c)
Suffolk County Council Local Transport Plan	2011-2031	(Suffolk County Council) The Suffolk Local Transport Plan 2011-2031 sets out the long term transport strategy for Suffolk. Given Suffolk County Council's key policy objective of promoting and aiding economic resilience and private sector led growth, this plan indicates how transport will play its part in supporting and facilitating future sustainable economic growth by: <ul style="list-style-type: none"> ▪ maintaining (and in the future improving) our transport networks 	<p>The plan has several priorities, such as:</p> <ul style="list-style-type: none"> ▪ A prosperous and vibrant economy ▪ Improve connectivity and accessibility ▪ Maintain core transport networks. ▪ Balance capacity and demand for travel, through increasing the use of sustainable transport and reducing need for travel ▪ Improve access to jobs and commercial markets for residents and businesses based in the county ▪ Creating the greenest county ▪ Reduced emissions from transport, including road maintenance ▪ Maintaining resilience of transport networks (e.g. coping with flooding, pot holes, winter damage) 	(Suffolk County Council, 2011)

Plan title	Period/Date	Document Overview	Aims/Objectives	Reference
		<ul style="list-style-type: none"> ▪ tackling congestion ▪ improving access to jobs and markets ▪ encouraging a shift to more sustainable travel patterns 	<ul style="list-style-type: none"> ▪ Reduced air pollutant emissions ▪ Safe, healthy and inclusive communities (Protect vulnerable people and reduce inequalities) ▪ Reducing the number of casualties on the transport network ▪ Reducing impact of poor air quality on local communities ▪ Learning and skills for the future (Transform learning and skills) <p>Improving accessibility to schools, colleges, universities and other places of learning</p>	
Suffolk Rail Prospectus	2012-2032	<p>(Suffolk County Council)</p> <p>This Suffolk Rail Prospectus sets out the county's rail priorities for the next 20 years. A decent rail service is vital to growing our county's economy, attracting investment, creating jobs and supporting a growing population.</p> <p>This prospectus compliments the East Anglia Rail Prospectus, a document produced by Suffolk and surrounding County Councils (Essex, Norfolk and Cambridgeshire) as well as New Anglia Local Enterprise Partnership.</p>	<p>Suffolk County priorities:</p> <ul style="list-style-type: none"> ▪ Commitment by Government for new rolling stock on intercity services between Norwich and London Liverpool Street and for faster and more reliable journeys on that route. ▪ The introduction of a direct hourly service between Ipswich and Peterborough. ▪ Capacity improvements and electrification of the line from Felixstowe through to Peterborough and on to Birmingham to improve freight and passenger services. ▪ Building on the introduction of an hourly service between Ipswich and Lowestoft by working towards shorter journey times and the restoration of direct services between Lowestoft and London. ▪ More capacity and better trains between Ipswich and Cambridge with a future aim of increasing the frequency to half-hourly. <p>Working towards a fast and frequent rail service connecting the key centres of growth in the region: Ipswich, Cambridge and Norwich.</p>	(Suffolk County Council, No Date)
Natural Capital				

Plan title	Period/Date	Document Overview	Aims/Objectives	Reference
<p>The Natural Capital Evidence Compendium for Norfolk and Suffolk</p>	<p>2020</p>	<p>(University of East Anglia’s School of Environment)</p> <p>The Natural Capital Evidence Compendium for Norfolk and Suffolk is an assessment of the natural assets across the counties. The assessment identifies potential risks, particularly associated with climate change.</p> <p>The assessment focuses on six key areas:</p> <ul style="list-style-type: none"> ▪ Land ▪ Soil and Sub-surface ▪ Habitats and Species ▪ Freshwater ▪ Coast and Marine ▪ Atmosphere 	<p>The assessment recommends areas for priority action which include:</p> <ul style="list-style-type: none"> ▪ Water ▪ Land management ▪ Greenhouse Gasses ▪ Carbon Sequestration ▪ Bio-security ▪ Resilience 	<p>(University of East Anglia, 2020)</p>

Table B.3: Additional Regional Plans within Transport East Region

Additional Regional Plans within Transport East Region		
Norfolk and Suffolk Unlimited Local Industrial Strategy	Norfolk and Suffolk Unlimited Local Industrial Strategy	Norfolk and Suffolk Unlimited Local Industrial Strategy
Norfolk and Suffolk Economic Strategy	Norfolk and Suffolk Economic Strategy	Norfolk and Suffolk Economic Strategy
Report on Greater Essex Economy	Report on Greater Essex Economy	Report on Greater Essex Economy
A Strategy for Rural Essex Integrated Transport	A Strategy for Rural Essex Integrated Transport	A Strategy for Rural Essex Integrated Transport
Strategy for Norfolk and Suffolk	Strategy for Norfolk and Suffolk	Strategy for Norfolk and Suffolk
Local Energy East Strategy	Local Energy East Strategy	Local Energy East Strategy
Norfolk and Suffolk Covid-19 Economic Recovery Restart Plan	Norfolk and Suffolk Covid-19 Economic Recovery Restart Plan	Norfolk and Suffolk Covid-19 Economic Recovery Restart Plan
New Growth Norfolk Rural Strategy	New Growth Norfolk Rural Strategy	New Growth Norfolk Rural Strategy
South East Local Enterprise Partnership - Smarter Faster Together	South East Local Enterprise Partnership - Smarter Faster Together	South East Local Enterprise Partnership - Smarter Faster Together
South East Local Enterprise Partnership - Covid-19 Economic Response	South East Local Enterprise Partnership - Covid-19 Economic Response	South East Local Enterprise Partnership - Covid-19 Economic Response

Table B.4: Local Development Plans within Transport East Region

Local Development Plans within Transport East Region		
Ipswich Borough Council Local Plan: Core Strategy and Policies Development Plan Document Review- Final Draft	East Suffolk Council - Suffolk Coastal Local Plan	Braintree Local Plan Publication Draft for Consultation
North Norfolk Local Plan 2016 - 2036 - First Draft Local Plan (Part1)	West Suffolk Local Plan Regulation 18 Issues and Options October 2020	Harlow Pre Submission Publication Local Plan
The Greater Norwich Local Plan - Growing Stronger Communities together Draft Strategy	Babergh and Mid Suffolk Joint Local Plan - Preferred Options (Regulation 18) Consultation July 2019	Epping Forest District Local Plan Submission Version 2017
Breckland Council Local Plan 2019	Tendring District Local Plan Publication Draft	Chelmsford Local Plan
Great Yarmouth Local Plan Core Strategy 2013-2030	The Publication Draft Stage of the Colchester Local Plan 2017-2033	Maldon District Local Development Plan
East Suffolk Council - Waveney Local Plan	New Castle Point Local Plan Pre Submission Plan 2018-2033	Basildon Borough Council Draft Local Plan
Kings Lynn and West Norfolk Local Plan Review	Brentwood Pre Submission Local Plan	Rochford District Council New Local Plan Issues and Options Document
Thurrock Council - Local Plan, Issues and Options (Stage 2) December 2018	Southend New Local Plan Consultation: Issues and Options	Local Plan for the Broads

Appendix C. Designated sites of international importance

Table C.1: Designated sites of international importance

(*denotes sites with marine components)

Site	UK Reference	Hectares
SACs		
Alde, Ore and Butley Estuaries*	UK0030076	1,632.63
Benacre to Easton Bavents Lagoons	UK0013104	326.70
Breckland	UK0019865	7,543.50
Devils Dyke	UK0030037	7.68
Dew's Ponds	UK0030133	6.59
Epping Forest	UK0012720	1,630.74
Essex Estuaries*	UK0013690	46,109.95
Fenland	UK0014782	619.25
Hamford Water	UK0030377	50.34
Minsmere to Walberswick Heaths & Marshes	UK0012809	1,256.57
Norfolk Valley Fens	UK0012892	616.48
North Norfolk Coast*	UK0019838	3,148.60
Orfordness - Shingle Street*	UK0014780	888.00
Ouse Washes	UK0013011	332.61
Overstrand Cliffs0	UK0030232	29.82
Paston Great Barn	UK0030235	0.96
Rex Graham Reserve	UK0019866	2.65
River Wensum	UK0012647	383.79
Roydon Common & Dersingham Bog	UK0012801	353.45
Staverton Park & The Thicks, Wantisden	UK0012741	80.28
The Broads	UK0013577	5,889.43
The Wash and North Norfolk Coast*	UK0017075	107,718.00
Waveney & Little Ouse Valley Fens	UK0012882	193.37
Winterton-Horsey Dunes	UK0013043	426.96

Site	UK Reference	Hectares
Offshore SACs		
Southern North Sea*	UK0030395	3,695,054.00
SPAs		
Abberton Reservoir	UK9009141	718.31
Alde-Ore Estuary*	UK9009112	2,403.50
Benacre to Easton Bavents	UK9009291	470.60
Benfleet and Southend Marshes*	UK9009171	2283.94
Blackwater Estuary (Mid-Essex Coast Phase 4)*	UK9009245	4403.38
Breckland	UK9009201	39,432.75
Breydon Water*	UK9009181	1,203.05
Broadland	UK9009253	5,508.88
Colne Estuary (Mid-Essex Coast Phase 2)*	UK9009243	2719.93
Crouch and Roach Estuaries (Mid-Essex Coast Phase 3)*	UK9009244	1,847.87
Deben Estuary*	UK9009261	981.08
Dengie (Mid-Essex Coast Phase 1)*	UK9009242	3,133.94
Foulness (Mid-Essex Coast Phase 5)*	UK9009246	10,940.64
Great Yarmouth North Denes	UK9009271	160.37
Greater Wash*	UK9020329	3,53577.86
Hamford Water*	UK9009131	3,532.56
Lee Valley	UK9012111	451.29
Minsmere-Walberswick*	UK9009101	2,019.11
North Norfolk Coast*	UK9009031	7,862.27
Ouse Washes	UK9008041	2,498.61
Sandlings	UK9020286	3,405.72
Stour and Orwell Estuaries*	UK9009121	2,163.98
Thames Estuary and Marshes*	UK9012021	4,083.47
The Wash*	UK9008021	62,044.14

Site	UK Reference	Hectares
Offshore SPAs		
Outer Thames Estuary*	UK9020309	392,451.66
Ramsar		
Abberton Reservoir	UK11001	726.20
Alde-Ore Estuary	UK11002	2,546.99
Benfleet and Southend Marshes	UK11006	2,251.31
Blackwater Estuary (Mid-Essex Coast Phase 4)	UK11007	4,395.15
Breydon Water	UK11008	1,202.94
Broadland	UK11010	5,488.61
Chippenham Fen	UK11014	112.13
Colne Estuary (Mid-Essex Coast Phase 2)	UK11015	2,701.43
Crouch and Roach Estuaries (Mid-Essex Coast Phase 3)	UK11058	1,735.58
Deben Estuary	UK11017	978.93
Dengie (Mid-Essex Coast Phase 1)	UK11018	3,127.23
Dersingham Bog	UK11019	157.75
Foulness (Mid-Essex Coast Phase 5)	UK11026	10,932.95
Hamford Water	UK11028	2,187.21
Lee Valley	UK11034	447.87
Minsmere-Walberswick	UK11044	2,018.92
North Norfolk Coast	UK11048	7,862.39
Ouse Washes	UK11051	2,469.08
Redgrave & South Lopham Fens	UK11056	127.09
Roydon Common	UK11061	194.10
Stour and Orwell Estuaries	UK11067	3,676.92
Thames Estuary and Marshes	UK11069	5,589.00
The Wash	UK11072	62,211.66

Appendix D. Habitats and Ecosystem services

The following sections outline what each habitat type is comprised of and outlines the ecosystem services associated to them.

Coastal margins

Coastal margins in the UK consist of sand dunes, machair, saltmarsh, shingle, sea cliffs and coastal lagoons. The ecosystem services provided by coastal margins are identified in Table D.1.

Table D.1: Ecosystem services provided by coastal margins

Category	Ecosystem services
Provisioning and abiotic flows	Food, fish, carrier services
Regulating services	Carbon sequestration, flood regulation
Cultural services	Enabling recreation, enabling physical activity, supporting mental health, educational interactions, volunteering, nature-based tourism
Bundled services	Amenity, biodiversity, water quality, landscape, non-use values
Negative environmental effects	Disamenity, flood damage, invasive non-native species, greenhouse gas emissions

Enclosed farmland

Enclosed farmland comprises of arable, horticultural land and improved grassland as well as associated boundary features e.g. hedgerows. The ecosystem services provided by enclosed farmland are outlined in Table D.2.

Table D.2: Ecosystem services provided by enclosed farmland

Category	Ecosystem services
Provisioning and abiotic flows	Food, renewable energy, pollination, water supply, timber, peat extraction
Regulating services	Organic waste disposal, air filtration, carbon sequestration, flood regulation
Cultural services	Enabling recreation, enabling physical activity, supporting mental health, educational interactions, volunteering, nature-based tourism
Bundled services	Amenity, biodiversity, soil health, water quality, landscape, non-use values
Negative environmental effects	Air pollution, greenhouse gas emissions, water pollution, flood damage, invasive non-native species

Freshwater

Freshwaters include open waters, wetlands and floodplains. The ecosystem services provided by these habitats are outlined in Table D.3.

Table D.3: Ecosystem services provided by freshwater

Category	Ecosystem services
Provisioning and abiotic flows	Water supply, fish capture, renewable energy, peat extraction, navigation services
Regulating services	Flood regulation, waste remediation
Cultural services	Enabling recreation, enabling physical activity, supporting mental health, educational interactions, volunteering, nature-based tourism
Bundled services	Amenity, biodiversity, water quality, landscape, non-use values
Negative environmental effects	Flood damage, water pollution, invasive non-native species

Marine

Marine environments are highly variable and are comprised of a very wide range of sub-habitats. The ecosystem services associated to marine environments are identified in Table D.4.

Table D.4: Ecosystem services provided by marine environments

Category	Ecosystem services
Provisioning and abiotic flows	Fish and shellfish, renewable energy, oil and gas, minerals, navigation services
Regulating services	Waste remediation, carbon sequestration (storage)
Cultural services	Enabling recreation, enabling physical activity, supporting mental health, educational interactions, volunteering, nature-based tourism
Bundled services	Amenity, biodiversity, seascape, non-use values
Negative environmental effects	Flooding, disamenity

Mountain, moor and heathland

Mountain, moor and heathland habitats comprises upland heath, montane habitats and associated wetlands, rainfall-fed blanket bog in upland environments, and lowland habitats dominated by heather and gorse. Lowland heaths are highly fragmented, while mountains and upland moors and heaths provide the largest unfragmented semi-natural habitats in the UK. The ecosystem services provided by this habitat are presented in Table D.5.

Table D.5: Ecosystem services provided by mountain, moor and heathland

Category	Ecosystem services
Provisioning and abiotic flows	Food, timber, water supply, renewable energy, minerals
Regulating services	Carbon sequestration, flood regulation, waste remediation
Cultural services	Enabling recreation, enabling physical activity, supporting mental health, educational interactions, volunteering, nature-based tourism
Bundled services	Amenity, biodiversity, soil health, water quality, landscape, non-use values
Negative environmental effects	Greenhouse gas emissions, flood damage, invasive non-native species

Semi-natural grassland

Semi-natural grasslands are all grasslands unimproved for agricultural purposes. The ecosystem services associated with this habitat are presented in Table D.6.

Table D.6: Ecosystem services provided by semi-natural grassland

Category	Ecosystem services
Provisioning and abiotic flows	Food (wild)
Regulating services	Carbon sequestration, flood regulation, air filtration
Cultural services	Enabling recreation, enabling physical activity, supporting mental health, educational interactions, nature-based tourism, volunteering
Bundled services	Biodiversity, amenity, soil health, landscape, non-use values
Negative environmental effects	Air pollution, invasive non-native species

Urban

Urban areas in the UK cover just under 7% of land area and are home to 8 out of 10 people, often living at extremely high population densities. The ecosystem services provided by urban environments are outlined in Table D.7.

Table D.7: Ecosystem services provided by urban environments

Category	Ecosystem services
Provisioning and abiotic flows	Food
Regulating services	Air filtration, noise attenuation, local temperature regulation, carbon sequestration, flood regulation
Cultural services	Enabling recreation, enabling physical activity, supporting mental health, educational interactions, volunteering
Bundled service	Amenity, biodiversity, soil health, water quality, landscape, non-use values
Negative environmental effects	Flood damage, disamenity, air pollution, greenhouse gas emissions, noise pollution, water quality, invasive non-native species

Woodland

Woodlands range from managed plantations to ancient, semi-natural woodlands, and in England woodland is dominated by broadleaves species. The ecosystem services provided by woodland are outlined in Table D.8.

Table D.8: Ecosystem services provided by woodland

Category	Ecosystem services
Provisioning and abiotic flows	Timber
Regulating services	Air filtration, noise attenuation, local temperature regulation, carbon sequestration, flood regulation
Cultural services	Enabling recreation, enabling physical activity, supporting mental health, educational interactions, volunteering, nature-based tourism
Bundled services	Amenity, biodiversity, soil health, water quality, landscape, non-use values
Negative environmental effects	Flood damage, invasive non-native species

Appendix E. Summary ISA Long List Options Appraisal Matrix

ISA objectives, criteria and assessment code

ISA Topic	ISA Objectives	Code	Criteria for initial assessment of options long list
Population and Socioeconomics	Support local economic development and accessibility to economic opportunities, employment and community facilities	H1	Improve access to health services and facilities? Improves access to greenspace and blue space.
		H2	Reduced congestion, noise and air quality impacts from transport?
		H3	Improved opportunities for active travel (cycling, walking etc) including raising public awareness
Equality and Diversity	Support and promote improved access for all	PS1	Improve connectivity and distribute economic opportunities through access to jobs, education, training, community facilities and services? Reduce journey times and improve travel experiences? Supports tourism and recreation? Support recovery from effects of COVID/Brexit?
		PS2	Reduce community severance effects from linear infrastructure?
Health	Protect and enhance health and well being	ED1	Improve access to and affordability of transport for all including rural and coastal populations?
		ED2	Improve physical access for all groups including the elderly and young and disabled or mobility impaired?
Community Safety	Support and promote community safety	CS1	Improve actual and perceived safety and security for users of public transport
		CS2	Improve road user safety and reduce risk of accidents/incidents
Biodiversity	Protect and enhance biodiversity Protect and enhance International and European (HRA) sites	B1	Potential adverse or beneficial effects on European (Natura 2000) sites or species protected in Annex II and IV of Habitats Directive and Annex I of Birds Directive?
		B2	Are there potential adverse effects on or improvements to Nationally designated sites NNR/SSSI or protected species and priority habitats.
		B3	Potential adverse or beneficial effects on biodiversity, including wildlife corridors and ecological connectivity? Potential to contribute to biodiversity net gain? Potential for effects on biodiversity from nitrogen deposition from air pollution to be reduced?
Water Environment	Protect and enhance water resources and water quality and contribute to reduction in flood risk and disruption from flood events	W1	Potential for conflict with Water Framework Directive/RBMP objectives or proposed measures, including protection of water resources, water quality, aquatic ecology, and bathing waters?
		W2	Potential to increase or reduce flood risk?

ISA Topic	ISA Objectives	Code	Criteria for initial assessment of options long list
Air Quality	Contribute to the mitigation of air pollution issues from transport and optimize potential for reduction in air pollution	AQ1	Potential adverse or beneficial effects on air quality, including in relation to Air Quality Objectives?
Noise and Vibration	Contribute to mitigation of noise pollution as a result of transport and optimize potential for reducing noise/vibration	NV1	Potential to affect exposure to transport related noise, including in relation to noise Important Areas?
Climatic Factors	Climate change mitigation: Contribute to achieving net zero carbon targets by reducing greenhouse gas emissions from construction of new/upgraded transport infrastructure or operation of existing and new transport networks, modal shift changes or new technologies. Climate change adaptation: improve resilience to climate change for the transport network and promote improved environmental resilience to climate change.	CF1	Reduce carbon (greenhouse gas) emissions and contribute to net -zero target? Reduce energy consumption? Increase use of renewable energy sources and reduce reliance on fossil fuels?
		CF2	Improve resilience of infrastructure to climate change?
Landscape/ Townscape and Visual	Protect and enhance the character and diversity of the landscape/ townscape and minimise adverse visual effects on sensitive, valued and designated landscapes and public views	LV	Potential effects on designated or sensitive landscapes, including rural landscapes, townscapes and coastal views, or visual amenity? Potential to affect tranquil landscapes and dark sky areas?
Cultural Heritage and Archaeology	Protect cultural heritage and archaeological assets and contribute to improved access to cultural heritage sites	C1	Potential effects on designated heritage assets and historic landscapes and their settings, or on archaeological interests? Potential to improve access to cultural heritage sites?
Soils, Geology and Contaminated Land	Avoid conflicts with geological sites of value. Minimise loss of soil resources and contribute towards the appropriate management of soil resources and quality.	SG1	Potential effects on designated geological sites or sensitive soils (including peat and wetland soils)? Potential to disturb or remediate pollution from contaminated land? Potential to affect best and most versatile agricultural land?
Material Assets and Resources	Promote the sustainable use of natural resources including land and mineral bearing land, encourage reuse, recycling and waste minimisation and effective use of existing infrastructure.	MA1	Potential to support or conflict with existing or planned land uses or critical infrastructure?
		MA2	Potential to encourage re-use of existing transport infrastructure and previously developed land?
Natural Capital and Ecosystems Services	Protect natural capital and associated ecosystem services, whilst seeking to	NC1	Potential to reduce or increase natural capital and associated ecosystem services?

ISA Topic	ISA Objectives	Code	Criteria for initial assessment of options long list
	provide opportunities for enhancement		

Assessment Key

Key	Potential conflicts or support to ISA objectives
+++	Major benefit for ISA objective
++	Moderate benefit for ISA objective
+	Minor benefit for ISA objective
0	Neutral
-	Minor adverse/ low to medium risk to ISA objective
---	Moderate adverse/medium risk to ISA objective
----	Major adverse/ high risk to ISA objective

Table E 1: Summary ISA IDP options appraisal – Corridor A

Long list intervention, category and timescale for delivery													
ISA objective	Criteria	A1 Reopen rail lines in rural/coastal areas (see Long list for potential lines)	A2 Widespread roll-out of EV charging infrastructure to increase EV take up (including HGVs)	A3 Implement SMART ticketing across the region	A4 Urban Active Travel Package	A5 Inter-urban Active Travel Package	A6 Rural Active Travel Package	A7 Develop an ambitious programme of traffic demand management measures across the region.	A8 Ports Access Package	A9 Coastal Access Package	A10 Urban Sustainable Transport Package	A11 Infill rail electrification associated with Felixstowe and Thameside	A12 Widespread roll out of fibre broadband and 5G
		Idea 5 - 10 Years	Idea 0 - 5 Years	Idea 0 - 5 Years	Idea 0 - 5 Years	Development 0 - 5 years	Idea 0 - 5 years	Idea 0 - 5 Years	Idea 0 - 5 Years	Idea 0 - 5 Years	Idea 0 - 5 Years	Idea 5 - 10 Years	Idea 0 - 5 Years
Health	H1	++	+	0	+	+	+	-	0	+	+	0	+
	H2	+	+	+	++	+	+	++	++	+	+	0	+
	H3	+	0	+	++	++	++	+	0	++	++	0	0
Population	PS1	+	0	+	+	++	++	-	++	++	+	+	0
	PS2	-	0	0	0	0	0	+	0	0	0	0	0
Equalities	ED1	++	0	0	0	++	++	-	0	++	0	0	0
	ED2	++	0	-	0	0	0	-	0	+	+	0	0
Safety	CS1	0	0	0	0	0	0	0	0	0	0	0	0
	CS2	0	0	0	+	+	+	+	+	+	+	0	0
Climate	CF1	++	++	+	++	++	++	++	++	++	++	++	+
	CF2	0	+	0	+	+	+	0	+	+	+	0	0
Biodiversity	B1	0	0	0	0	0	0	0	0	0	0	0	0
	B2	0	0	0	0	0	0	0	-	0	0	0	0
	B3	-	+	+	0	+	+	+	-	0	0	0	0
Water	W1	0	0	0	0	0	0	0	-	0	0	0	0
	W2	0	0	0	0	0	0	0	-	+	0	0	0
Air	AQ1	0	++	+	++	+	+	++	+	+	+	0	0
Noise	NV1	-	+	0	+	+	+	+	+	+	+	0	0
Landscape	L1	-	0	0	0	0	0	0	-	0	0	-	0
Heritage	C1	+	0	0	0	0	0	0	-	0	0	0	0
Soils/Geology	SG1	0	0	0	0	0	0	0	0	0	0	0	0
Material Assets	MA1	0	0	0	0	0	0	0	-	0	0	+	0
	MA2	++	++	++	+	+	+	0	++	+	+	+	0
Natural Capital	NC1	-	0	0	0	+	+	0	0	0	0	0	0
Assessment uncertainty level		Medium	High	Medium	Medium	Medium	Medium	High	High	Medium	High	High	High

Table E.2: Summary ISA IDP options appraisal – Corridors B and C

ISA objective	Criteria	Long list intervention, category and timescale for delivery										
		B1 A47 Tilney to East Winch dualling	B2 Norwich Western link Road	B3 Acle Straight Dualling	B4 A47/A17 Pullover Junction, Kings Lynn	C1 GEMIL strategic rail package (Improvements in London, Essex, Suffolk and Norfolk)	C2 a A12 Strategic Package (M25 – A14) *expanded* M25 to the A14, including a bypass of Chelmsford	C2b Strategic Package (M25 – A14) *expanded* J19 - J25 (Chelmsford to Marks Tey)	C3 Army and Navy Sustainable Transport Package	C4 A12 strategic package North (A14 to A1152)	C5 A12 northern section (A1152 to Lowestoft) upgrade	C6 A140 / A1120 MRN
		Idea 5 - 10 years	Development 0 - 5 Years	Development 5 - 10 Years	Idea 0 - 5 Years	Development 0 - 5 Years	idea 5 - 10 Years	Development 0-5 years	Development 0 - 5 Years	Development 0 - 5 Years	Idea 5 - 10 Years	Development 0 - 5 Years
Health	H1	-	+	+	0	-	+	+	0	+	0	
	H2	-	+	+	-	++	0	0	++	+	++	
	H3	0	+	+	++	+	-	-	+	+	0	
Population	PS1	++	++	+	+	++	++	++	+	+	+	
	PS2	--	-	0	0	-	0	0	0	0	-	
Equalities	ED1	0	+	0	0	0	+	+	0	+	0	
	ED2	-	0	0	0	0	0	0	0	0	0	
Safety	CS1	-	0	0	0	0	0	0	+	0	0	
	CS2	++	0	0	+	0	+	+	+	+	+	
Climate	CF1	--	-	0	+	++	--	--	+	0	0	
	CF2	+	+	0	++	+	+	+	+	0	0	
Biodiversity	B1	0	-	-	0	0	0	0	--	-	--	
	B2	--	-	-	-	0	0	0	--	-	--	
	B3	--	--	-	-	0	-	-	--	-	-	
Water	W1	-	0	-	0	0	-	-	0	-	0	
	W2	--	0	-	-	0	0	0	-	-	-	
Air	AQ1	-	0	0	-	+	-	-	0	0	0	
Noise	NV1	-	+	0	-	+	0	0	0	0	0	
Landscape	L1	-	--	-	-	0	-	-	-	-	-	
Heritage	C1	--	0	-	-	-	-	-	-	0	-	
Soils/Geology	SG1	0	0	-	0	-	-	-	0	-	-	
Material Assets	MA1	-	0	0	-	0	0	0	0	+	+	
	MA2	+	+	0	+	+	-	-	+	+	-	
Natural Capital	NC1	0	0	-	-	--	-	-	+	0	0	
Assessment uncertainty level		Medium	Low	High	Medium	High	High	Medium	High	Medium	High	High

Table E.3: Summary ISA IDP options appraisal – Corridor D

ISA objective	Criteria	Long list intervention, category and timescale for delivery								
		D1 East-West rail package (enhanced Norwich and Ipswich connectivity and capacity to Cambridge as Eastern section of national East-West Rail project)	D2 Felixstowe Port to the Midlands and the north rail 1. decarbonisation 2.Capacity	D3 Haughley Rail Junction - double track (freight capacity)	D4 Other rail level crossing improvements not covered by the Ely / Felixstowe scheme	D5 Trowse Rail Bridge and Trowse lower junction double tracking	D6 Felixstowe rail branch line - doubling	D7 A11 Fiveways	D8 A14 package - junctions 37 A14/A412 (Newmarket), 43 and 44 (Bury St Edmunds), A14 to Expressway standard and improved interchange at Copdock (also see A12 corridor)	D9 Rail improvements across Suffolk 1. Linespeeds 2.Increased track capacity for more services 3. Electrification/ decarbonisation
		Development 5 - 10 Years	Development 5 - 10 Years	Development 0 - 5 Years	Idea 5 - 10 Years	Idea 5 - 10 Years	Idea 10+ years	Development 5-10 years	Development 5 - 10 Years	Idea 5 - 10 Years
Health	H1	-	0	0	0	0	0	+	0	+
	H2	++	+	+	+	+	+	+	+	0
	H3	+	+	+	+	+	+	+	+	+
Population	PS1	++	++	++	+	+	++	+	+	++
	PS2	0	0	0	0	0	0	+	0	0
Equalities	ED1	++	++	+	+	+	++	0	0	+
	ED2	0	+	+	0	0	0	0	0	0
Safety	CS1	0	0	0	+	+	0	0	0	+
	CS2	+	0	0	0	0	0	0	++	0
Climate	CF1	+	+++	++	++	++	++	0	-	++
	CF2	0	+	0	0	0	0	0	+	+
Biodiversity	B1	-	0	-	0	0	0	-	0	0
	B2	-	0	-	0	0	-	-	-	0
	B3	-	0	-	0	0	-	-	-	0
Water	W1	0	0	-	0	-	0	-	-	0
	W2	-	0	-	0	-	0	0	-	0
Air	AQ1	0	+	+	0	0	+	0	-	+
Noise	NV1	-	+	-	0	-	-	0	-	-
Landscape	L1	-	-	0	0	0	-	-	-	-
Heritage	C1	--	+	0	0	--	-	0	-	0
Soils/Geology	SG1	--	0	-	0	0	0	0	-	0
Material Assets	MA1	-	0	++	+	++	++	0	0	+
	MA2	+	+	0	+	+	+	0	-	+
Natural Capital	NC1	-	0	-	0	0	-	-	-	0
Assessment uncertainty level		Medium	High	Medium	High	High	High	High	High	High

Table E.4: Summary ISA IDP options appraisal – corridor E

ISA objective	Criteria	Long list intervention, category and timescale for delivery														
		E1 A1306 improvements and bus priority	E2 M25 junction 30 capacity enhancements	E3 Essex Thameside rail improvements (identified in Essex Thameside study)	E4 A127 strategic package	E5 A127 Outer Relief Road - Southend and Essex	E6 A127 Northern Relief Road - Southend and Rochford	E7 Southend Congestion Relief Package	E8 South Essex Bus Metro	E9 Upgrade Wickford to Southminster rail line	E10 GEML Rail Link to London Gateway	E11 Southend Airport Sustainable Access Package	E12 Harp House roundabout improvements	E13 Improved Access to Canvey	E14 Southend Rapid Transit	E15 A13 / A126 East facing slips
		Development 5 - 10 Years	Idea 5 - 10 Years	Idea 5 - 10 Years	Development 5 - 10 Years	Idea 5 - 10 Years	Idea 5 - 10 Years	Development 0 - 5 Years	Idea 5 - 10 Years	Idea 5 - 10 Years	Idea 10+ Years	Idea 0 - 5 Years	Development 0 - 5 Years	Idea 0 - 5 Years	Idea 5 - 10 Years	Development 0 - 5 Years
Health	H1	+	+	+	+	0	0	+	+	+	0	+	+	+	+	0
	H2	+	+	+	+	+	+	+++	++	+	+	+	++	+	+	+
	H3	+	0	0	0	0	0	0	+	+	0	+	+	0	+	0
Population	PS1	+	+	+	+	+	+	++	++	+	+	+	++	++	++	++
	PS2	0	0	0	0	-	+	0	0	0	0	0	0	0	-	0
Equalities	ED1	+	0	0	+	+	+	0	++	++	0	+	++	++	++	0
	ED2	+	0	0	0	0	0	0	++	+	0	0	0	0	++	0
Safety	CS1	+	0	0	0	0	0	0	++	+	0	0	0	0	0	0
	CS2	0	0	+	++	+	+	+	+	+	+	0	++	+	0	++
Climate	CF1	+	-	+	-	-	-	-	++	+	++	+	-	0	++	-
	CF2	0	+	0	+	+	+	+	+	0	0	++	0	+	0	+
Biodiversity	B1	0	0	0	0	0	0	0	-	-	0	0	0	-	0	0
	B2	0	0	0	0	0	0	0	-	-	0	0	0	-	0	-
	B3	-	0	0	-	-	-	0	-	-	0	0	0	-	0	-
Water	W1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
	W2	0	-	0	0	0	0	0	-	0	0	0	-	0	0	0
Air	AQ1	++	0	0	+	-	-	+	+	+	+	0	-	-	0	0
Noise	NV1	+	-	0	+	-	-	+	+	+	-	+	-	-	-	0
Landscape	L1	0	0	0	0	-	-	0	-	0	-	0	0	0	-	0
Heritage	C1	0	0	0	0	-	-	0	-	0	-	0	0	0	0	0
Soils/Geology	SG1	0	0	0	0	0	0	0	-	0	0	0	0	0	0	0
Material Assets	MA1	0	0	0	++	++	++	0	-	0	0	+	++	0	-	+
	MA2	+	+	+	+	-	-	++	0	0	+	+	+	+	0	-
Natural Capital	NC1	0	0	0	0	-	-	0	-	0	0	+	0	0	0	-
Assessment uncertainty level		High	High	High	High	High	High	Low	Medium	High	High	High	Medium	High	High	Low

Table E.5: Summary ISA IDP options appraisal – corridor F and G

ISA objective	Criteria	Long list intervention, category and timescale for delivery									
		F1 A120 Braintree to Marks Tey Dualling	F2 North Essex Rapid Transit – phase 2	F3 Braintree Branch Line Rail Improvements	F4vClacton Town Centre Action Plan	F5 A133 Frating to Clacton enhancements	G1 West Anglia Main rail line package	G2 10 West Winch Housing Access Road	G3 Rapid transit links from Cambridge to Uttlesford (formerly CAM).	G4 M11 J8 Long Term Scheme	G5 Stansted Airport Sustainable Access Package
		Delivery 0 - 5 Years	Development 5 - 10 Years	Idea 5- 10 Years	Development 0 - 5 Years	5 - 10 Years	Development 0 - 5 Years	Development 0 - 5 Years	Idea 0 - 5 Years	Idea 5 - 10 Years	0 - 5 Years
Health	H1	0	-	+	+	+	+	+	0	+	+
	H2	+	+	+	+	0	+	+	-	+	+
	H3	0	++	+	+	+	0	+	0	+	+
Population	PS1	++	++	+	+	++	+	+	+	++	+
	PS2	0	-	0	0	0	0	0	0	0	0
Equalities	ED1	0	0	+	+	0	++	+	+	+	0
	ED2	0	+	+	0	+	0	0	0	++	0
Safety	CS1	0	0	0	0	0	0	+	0	0	+
	CS2	++	++	0	0	+	0	+	-	+	+
Climate	CF1	--	--	0	+	-	-	-	-	+	-
	CF2	+	++	0	+	0	+	0	0	0	0
Biodiversity	B1	0	0	0	0	0	0	0	0	0	0
	B2	-	-	0	-	0	0	0	-	0	0
	B3	-	--	0	-	0	0	-	-	0	0
Water	W1	-	-	0	0	0	0	0	0	0	0
	W2	0	-	0	0	0	0	0	-	0	0
Air	AQ1	0	+	0	+	0	-	++	-	0	0
Noise	NV1	0	+	-	0	0	-	+	-	0	0
Landscape	L1	0	--	-	0	++	-	-	0	0	0
Heritage	C1	0	--	0	-	+	0	-	-	0	0
Soils/Geology	SG1	0	--	0	-	0	0	-	-	0	0
Material Assets	MA1	+	--	+	-	0	0	-	+	0	+
	MA2	--	---	0	+	0	++	-	0	+	+
Natural Capital	NC1	-	-	0	-	0	0	-	0	0	0
Assessment uncertainty level		Low	High	Medium	Medium	Medium	High	High	Medium	High	Medium

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