

9. SECTION 9 – HEALTH

9.1.1. **This section covers the health of the population of Greater Norwich and the provision of health facilities.**

9.2. Context

9.2.1. **National**

9.2.2. The **NPPF** sets out the wide ranging ways in which planning should promote healthy communities, requiring Local Plans to:

- Involve work with other authorities and providers to assess the quality and capacity of infrastructure for health and its ability to meet forecast demands;
- Set strategic priorities for their area for the provision of health facilities, taking account of local health strategies;
- Involve work with public health leads and health organisations to understand and take account of the health status and needs of the local population (such as for sports, recreation and places of worship), including expected future changes, and any information about relevant barriers to improving health and well-being;
- Support safe, secure and healthy communities, with local services and employment accessible by active and sustainable travel modes;
- Promote good design of development and the provision of landscaping, open spaces and green links to enable people to lead healthy and active lifestyles.

9.2.3. In addition, the NPPF addresses other issues which can affect health, such as pollution and housing quality.

9.2.4. More recently, Fair Society, Healthy Lives ('The Marmot Review') and its supplementary report have identified actions needed to tackle health issues in England. The review found that poor environments contribute significantly to poor health and health inequalities. It therefore promotes integration of the planning and health systems, active travel, green spaces, sports facilities, local food production and energy efficient housing.

9.2.5. The Public Health Outcomes Framework for England 2013-2016 promotes two key outcomes:

- Increased healthy life expectancy - Taking account of health quality as well as length of life.
- Reduced differences in life expectancy and healthy life expectancy between communities - through greater improvements in more disadvantaged communities.

9.2.6. Local

9.2.7. There are three local Clinical Commissioning Groups (CCGs) covering the area, each with its own commissioning budget and responsibility for commissioning the majority of health services for the population, including hospital treatment and community health care. The CCGs are:

- **North Norfolk** (covering rural parts of Broadland);
- **Norwich** (covering the city and its adjacent suburbs in Broadland);
- **South Norfolk** (covering the whole district).

9.2.8. In conjunction with NHS England, CCGs are required to produce Local Estates Strategies looking 5 years ahead. The strategies are intended to allow the NHS to rationalise its estates, maximise the use of facilities, deliver value for money and enhance patients' experiences. These are in production.

9.2.9. Health and Wellbeing Boards bring together local authorities, the NHS, communities and wider partners to share system leadership across the health and social care and have a duty to encourage integrated working between commissioners of services, and between the functions of local government (including planning). Each Health and Wellbeing Board is responsible for producing a Health and Well-being Strategy.

9.2.10. The **Norwich CCG** Health & Wellbeing Strategy 2013-2018 has four strategic goals:

- Continuously improve and assure the quality and safety of healthcare;
- Continuously improve the health & wellbeing of the population;
- Reduce health inequalities – the health gap between different communities;
- Manage resources responsibly and ethically, and deliver value for money for the taxpayer.

9.2.11. The **South Norfolk CCG** Health & Wellbeing Strategy 2014-2017 has three strategic outcomes:

- Younger people securing the best chances in life through health and wellbeing;
- Older people live independently in their own homes with peace of mind;
- Residents of South Norfolk enjoy increased health and wellbeing and avoid or delay demand on higher cost health and social care services.

9.2.12. **North Norfolk CCG** has produced a Strategic Vision, Operational Plan and Financial Plan for 2014/15 to 2015/16. It aims to focus

care on 4 hubs providing a variety of health services. It states that “General Practices will continue as the cornerstone of delivering high quality, locally accessible care for people living in relatively isolated communities at a distance from the many services in Norwich.”

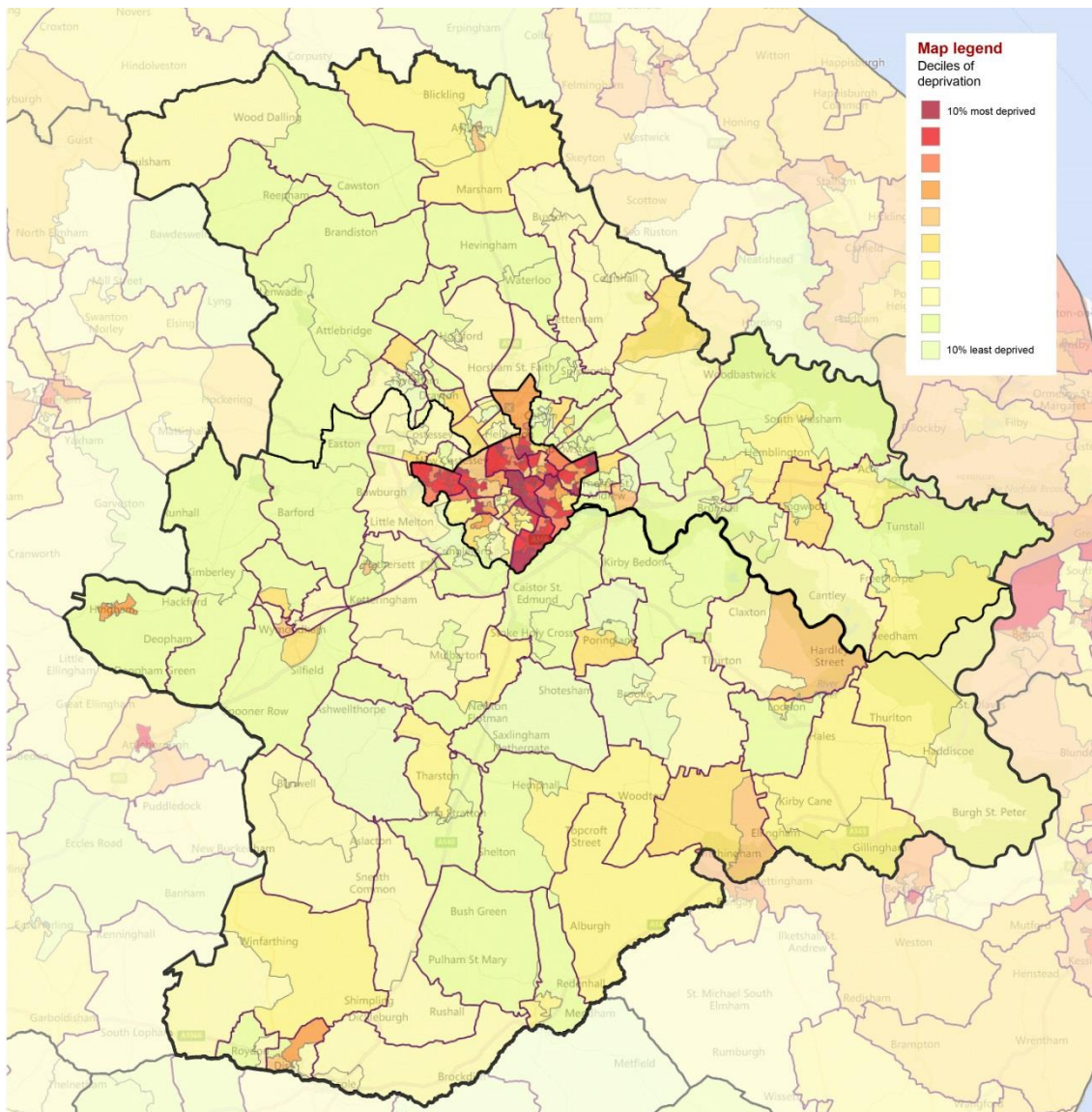
- 9.2.13. Public Health England identifies the local health priorities for Greater Norwich as the social and emotional wellbeing of children aged 0-5, obesity and dementia.
- 9.2.14. Objective 11 of the **JCS** is to encourage the development of healthy and active lifestyles. Policy 7 (Supporting communities) of the JCS requires appropriate and accessible health facilities and services to be provided across the area, along with care home provision. It also supports the promotion of healthy lifestyles through the design of development. To help to address this, a requirement for Health Impact Assessments to be undertaken by developers of larger scale housing developments is set out.
- 9.2.15. A “**Planning in Public Health**” engagement protocol is in production for Norfolk. It aims to link NHS organisations and public health agencies with planning, to plan effectively for housing growth and the health infrastructure required to serve that growth.

9.3. **Current Baseline**

- 9.3.1. Based on the 2015 **health profiles**⁶⁰ for the Greater Norwich districts produced by Public Health England, the health of people in Broadland and South Norfolk is generally better than the England average, whilst that in Norwich is worse.
- 9.3.2. Norwich also scores poorly on the IMD Health and Disability indicators. In 2015 the indices show Norwich as having 36% of its LSOAs ranked within the most deprived 10% nationally in terms of health. Only three other districts in England had higher relative proportions of health deprived neighbourhoods within their boundaries.
- 9.3.3. There are significant differences between areas within Greater Norwich and within Norwich itself. For example life expectancy is 10.9 years lower for men in the most deprived areas of the city than in the least deprived areas. The disparity in health between wards in Greater Norwich is illustrated in figure 50. This map shows that inner urban wards are considerably more deprived in terms of health than suburban and rural wards. The spatial patterns of health deprivation closely match those of overall deprivation illustrated in figures 48 and 49.

⁶⁰ Health profiles for [Norwich](#), [Broadland](#), and [South Norfolk](#) 2015

Figure 50 Index of Multiple Deprivation – Map showing Health deprivation in Greater Norwich



9.3.4. People in Norwich score worse than the national average for approximately two-thirds of the indicators used by Public Health England, whilst people in Broadland and South Norfolk score better than average for the great majority of indicators.

9.3.5. The most notable health issues which are significantly worse than the national average in Norwich are the rate of alcohol related harm hospital stays, the rate of self-harm hospital stays and levels of adult smoking. Reflecting the relatively high proportions of older people, the most notable health issue which is worse than the national average in Broadland and South Norfolk is excess winter deaths.

- 9.3.6. The percentage of physically active adults is higher than the national average and obesity in both children and adults is lower than the national average in all three districts.
- 9.3.7. It is recognised that nitrogen dioxide and other particulates are a risk to peoples' health. For example, Public Health England estimated⁶¹ that 5.5% of all deaths of people aged 25 years and over in Norwich and 5% in Broadland and South Norfolk were attributable to human-made fine particulate matter (PM2.5). In total this resulted in 1,902 life years lost.

9.4. Projected Baseline

- 9.4.1. Without a plan beyond the end date of the JCS in 2026, there is a risk that the current policy focus on new development providing for additional health care services and facilities where needed, meeting care needs and promoting healthy lifestyles, will be reduced.

9.5. Issues

- It will be important to ensure that Greater Norwich's good levels of health are supported, with a particular focus on reducing the health gap between different areas and on providing the necessary health services and facilities for a growing and ageing population.
- It is important to consider the ways in which exposure to poor air quality can be minimised or reduced
- It will be important to maintain and enhance links, including green infrastructure links, to the countryside and semi-natural open spaces to encourage physical activity and mental well-being.
- It will be important to ensure new development is well related to green infrastructure.
- It will be important to ensure new development supports active and healthy lifestyles.

⁶¹ Public Health England, 2014, Estimating Local Mortality Burdens associated with Particulate Air Pollution.

10. SECTION 10 – CRIME

10.1.1. This section covers the amount and type of crime experienced within Greater Norwich.

10.2. Context

10.2.1. **National**

10.2.2. The **NPPF** states that local plans and planning decisions should create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion.

10.2.3. **Local**

10.2.4. The **Police and Crime Plan for Norfolk 2014-16**⁶² states that Norfolk is one of the safest counties in the country. It sets three crime and disorder reduction objectives:

- Reduce priority crime, anti-social behaviour and reoffending;
- Reduce vulnerability, promote equality and support victims;
- Reduce the need for service through preventative and restorative approaches and joined up working with partners, protecting the availability of frontline resources.

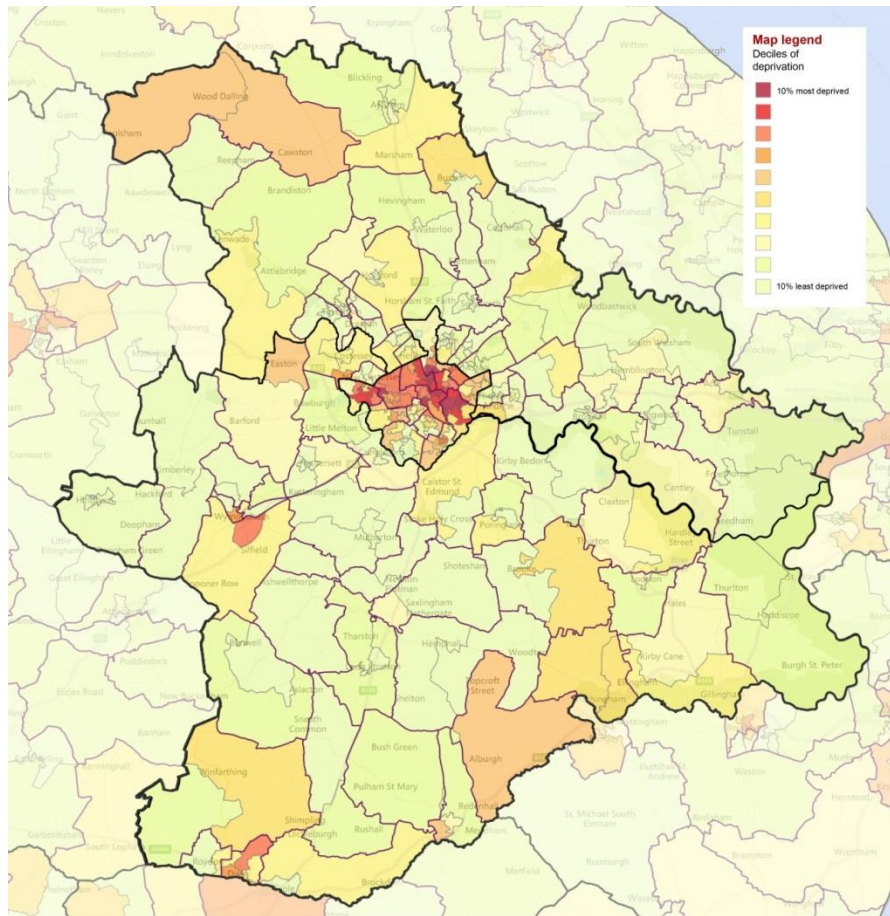
10.2.5. **JCS** objective 10 is for Greater Norwich to be a place where people feel safe in their communities. Policy 7 (Supporting communities) requires new police facilities to be provided to serve areas of major growth and areas which are deficient. It also requires the design of development to minimise crime and the fear of crime. Policy 11 for the city centre and other local plan policies in Norwich seek to extend leisure and hospitality uses across the city centre, while focussing late night activities in identified areas around Prince of Wales Road and Riverside, in the east of the city centre. This approach has been taken partly to enable the focussing of police resources and partly to enable the separation of office/residential uses from late night activities.

10.3. Current Baseline

10.3.1. 2015 IMD crime domain data for Greater Norwich shows that levels of crime are generally lower in rural and suburban areas than in inner urban areas. Norfolk constabulary data shows the Norwich east policing area, which contains the whole of the city centre, including shopping and late night activity areas, has the highest crime rates in Greater Norwich by a significant margin.

⁶² January 2015 refresh of the [Police and Crime Plan for Norfolk](#)

Figure 51 Index of Multiple Deprivation Map of Crime Domain data for Greater Norwich



10.4. Projected Baseline

10.4.1. Dependent on behavioural patterns in society and the future policy approach to concentration of late night activities, the spatial patterns of higher crime in eastern parts of the city centre seem likely to continue. However, it is possible that changes to permitted development rights will lead to greater dispersal of such uses.

10.5. Issues

- Although levels of crime are generally low, there are higher crime levels in inner urban wards, particularly in areas with a concentration of late night drinking establishments.

11. SECTION 11 – EDUCATION

11.1.1. This section covers educational attainment and facilities in Greater Norwich.

11.2. Context

11.2.1. National

11.2.2. The **NPPF** states that local planning authorities should take a proactive, positive and collaborative approach to development that will widen choice in education.

11.2.3. Local

11.2.4. The over-arching strategic action plan for **A Good School for Every Norfolk Learner** contains four aims.

- Raise Standards at all Key Stages;
- Increase proportion of schools judged good or better;
- Improve leadership and management including corporate leadership and strategic planning; and
- Improve monitoring and evaluation of impact.⁶³

11.2.5. Objective 5 of the JCS promotes the provision of educational facilities to support the needs of a growing population. Policy 7 (Supporting communities) states that provision will be made for appropriate and accessible education opportunities, including wider community use of schools, new schools to serve growth and the promotion of tertiary education at the University of East Anglia (UEA), Norwich University of the Arts (NUA), City College and Easton College.

11.3. Current Baseline

11.3.1. Norwich scores poorly in the Education, Skills and Training domain of the IMD, while in Broadland and South Norfolk the picture is significantly better. In 2015 the indices show Norwich as having 36% of its LSOAs ranked within the most deprived 10% nationally in terms of education. Like health, only three other districts in England had higher relative proportions of education-deprived neighbourhoods within their boundaries. The position in Norwich appears to have worsened since 2010, though the reasons for this decline are unclear. The indicators for this include (for young people) attainment at Key Stages 2, 3 and 4; secondary school absence, and entry into higher education; and (for adults) the proportion of working age adults aged 25-54 with no or low qualifications.

⁶³ <http://www.schools.norfolk.gov.uk/view/NCC130259>

Figure 52 Indices of Multiple Deprivation 2015 Education, Skills and Training in Greater Norwich

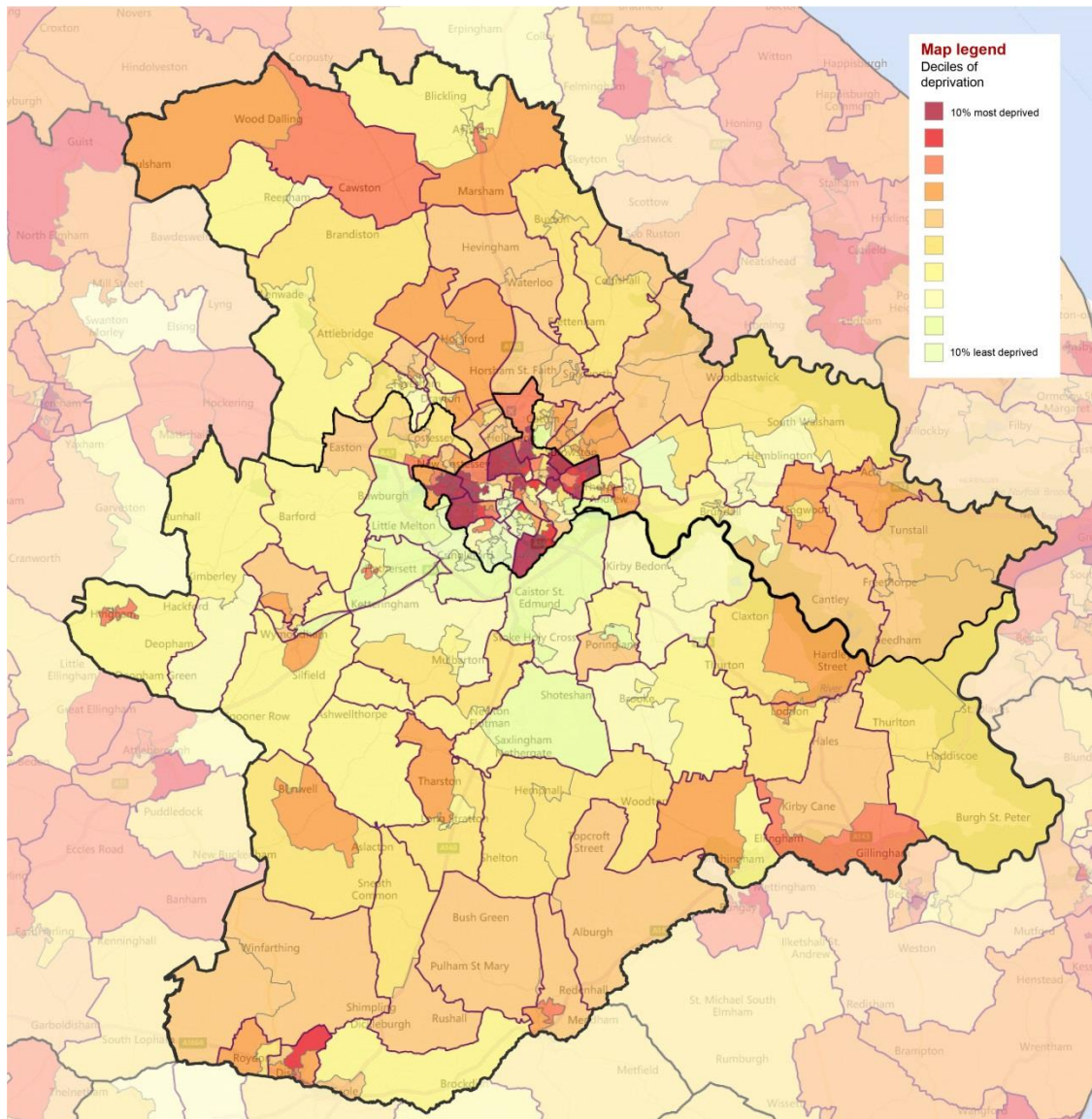


Figure 53 Education and employment across the districts

Indicator	Broadland	Norwich	South Norfolk	National
16 – 18 year olds who are not in education, employment or training (NEET)⁶⁴	2.8%	6.4%	2.2%	4.1%
Proportion of population aged 16-64 qualified to NVQ level 4 or higher⁶⁵	29.3%	35.9%	35.7%	36%

⁶⁴ [Norfolk County Council](http://www.norfolk.gov.uk), November 2015

⁶⁵ Source: ONS Annual Population Survey 2014

11.3.2. Figure 53, above, shows other education and skills statistics for the Greater Norwich area. Norwich's population is over-represented in the NEET category, and slightly fewer residents of Greater Norwich than the national average have high level educational qualifications, with the figure for Broadland being over 5% below the national average.

11.3.3. In addition, Norwich ranks poorly for social mobility (a geographical comparison of the chances of children from disadvantaged backgrounds doing well at school and getting a good job). In a recent government report⁶⁶, Norwich ranked 323rd out of 324 lower-tier authorities, while Broadland and South Norfolk performed much better (163 and 110 respectively). This means, for deprived children in Norwich, there are limited opportunities to acquire the education and skills they need to achieve good outcomes as an adult, and even if they are able to overcome this, a weak labour market and/or high housing costs make it difficult to secure good outcomes in adult life.

11.3.4. The tertiary education sector plays an important role in the local economy and supports the growth of the knowledge economy.

11.4. Projected Baseline

11.4.1. The JCS focus on the development of knowledge based industries in the area, along with initiatives to increase opportunities for young people should, if successful, start to address issues of low educational performance in the area. Planned growth in the tertiary sector, particularly at the University of East Anglia, should increase Norwich's role as a "learning city", as promoted by the JCS. Beyond the end date of the JCS in 2026, education is likely to remain a key element of the local economy.

11.5. Issues

- The recent increase in the birth rate will increase demand for education and other children's services in the area.
- It is important to increase educational attainment and skill levels, particularly in the more deprived parts of the area and in other areas where there is low educational attainment.

⁶⁶ <https://www.gov.uk/government/publications/social-mobility-index>

12. SECTION 12 – TRANSPORT AND ACCESS TO SERVICES

12.1.1. This section covers the existing and planned transport network in the area and access to services.

12.2. Context

12.2.1. National

12.2.2. Transport forms a key part of the **NPPF**. It states:

- Transport policies have a key role promoting sustainability and health objectives;
- Smarter use of technologies can reduce the need to travel;
- Local Plans should support a pattern of development which facilitates the use of sustainable transport modes and reduces greenhouse gas emissions and congestion;
- Developments that generate significant amounts of movement should be supported by a Transport Statement or Assessment;
- Planned growth should be located and designed to reduce the need for major transport infrastructure.

12.2.3. More detailed guidance in paragraph 35 requires developments to be located and designed where practical to:

- accommodate delivery of goods and supplies;
- give priority to pedestrians, cyclists and public transport;
- create safe and secure layouts which minimise conflicts, including home zones;
- incorporate facilities for low emission vehicles; and,
- consider the needs of people with disabilities.

12.2.4. The NPPF also promotes strong, vibrant and healthy communities, with accessible local services that reflect the community's needs, focussing the majority of services in defined centres.

12.2.5. The UK Broadband Impacts Study suggests that investment of substantial public funds in upgrading the UK's broadband infrastructure is likely to yield significant economic returns, generate employment and cut energy and carbon dioxide emissions.

12.2.6. Local

12.2.7. Norfolk County Council's 3rd local transport plan "**Connecting Norfolk**", which includes an implementation plan, was adopted in 2011 and runs to 2026.

12.2.8. The plan's vision is: "A transport system that allows residents and visitors a range of low carbon options to meet their transport

needs and attracts and retains business investment in the county."

12.2.9. Six strategic aims underpin the vision: maintaining and managing the highway network; delivering sustainable growth; enhancing strategic connections; reducing emissions; improving road safety; and improving accessibility.

12.2.10. The following strategic connections identified in the plan for enhancement are most relevant to Greater Norwich:

- The A11, providing the main road connection to London and the south;
- A Norwich Northern Distributor Road (NDR) to facilitate strategic access to north-east Norfolk and Norwich International Airport, along with other connections to enhance the airport as a gateway;
- The A47, part of the European TEN-T network, providing the main east-west road connection and route to the Midlands and north of England;
- The Norwich to London rail line, providing links to London and the south;
- The Norwich to Cambridge and Peterborough rail line, providing links to the Midlands and the north of England.

12.2.11. Other plan priorities of particular significance to the GNLP are:

- Aiding a shift to a more efficient vehicle fleet through development and facilitation of necessary infrastructure like electric vehicle charging points;
- Promoting active and healthier travel options for short journeys to schools, services and places of employment;
- Enhancing integration between different travel modes, particularly at key bus and rail stations and Norwich International Airport;
- Tackling traffic problems where they result in poor air quality;
- Prioritising measures to reduce the number of people killed or seriously injured on Norfolk's roads;
- A shift towards more demand responsive transport in rural areas;
- Promoting shared travel options like car sharing;
- Achieving efficient movement into town and urban centres, favouring short term parking for car drivers, which benefits the local economy and supports alternative travel options;
- Providing opportunities for sustainable tourism, recognising the benefit of community and heritage rail lines;
- Providing accessible transport services;
- Encouraging alternatives to travel, such as supporting high quality broadband.

- 12.2.12. Connecting Norfolk sets the context for more local transport strategy in the **Norwich Area Transportation Strategy (NATS)** and its implementation plan.
- 12.2.13. NATS supports Norwich's role as a regional transport interchange and promotes a balanced transport policy, providing the opportunity to deliver a high quality living environment in sustainable developments based around walking, cycling and public transport, whilst providing road links to enable this.
- 12.2.14. NATS has been successful. Whilst the population of the area has increased significantly in the last ten years, traffic crossing the ring roads in Norwich has fallen, bus patronage has gone up by 35% and walking and cycling rates have also increased.
- 12.2.15. NATS is integral to the **JCS** – the proposed transport implementation plan, set out in figure 54 below, and a programme of capital works across the Greater Norwich area, form part of the planning strategy. Further detail on NATS and other measures to promote sustainable accessibility in Greater Norwich is in the current baseline and planned improvement section below.
- 12.2.16. Objective 6 of the JCS is "To make sure people have ready access to services." To achieve this, the strategy focusses development round existing service centres, requires new services to be provided to serve new growth where necessary and promotes taking innovative approaches to support rural service provision.
- 12.2.17. Objective 7 is "To enhance transport provision to meet the needs of existing and future populations while reducing travel need and impact." To achieve this, the strategy requires development to be located and designed to reduce the need to travel especially by private car. Greater use of sustainable modes of transport is encouraged through better public transport, footways and cycle networks, and by co-location of housing with services, jobs, shops, schools and recreational facilities. A Bus Rapid Transit system and general enhancement to bus infrastructure is promoted on key routes in the Norwich area. Improvement of the strategic road network is also promoted, including the construction of the NDR, along with encouraging newer communication and information technologies to reduce the need to travel.
- 12.2.18. Policy 6 of the JCS covers access and transportation. Reflecting the objectives above, the strategy focuses the majority of development in the Norwich Policy Area and the policy promotes Norwich as a regional transport node, along with improved access in rural areas. This is to be achieved by:

- The implementation of NATS including the NDR;
- Improvements to the walking, cycling and bus networks, including a Bus Rapid Transit (BRT) network, Park and Ride and the links between main towns and service centres;
- Enhanced rail services;
- Provision of the A140 Long Stratton bypass;
- Promoting improvements to the A11 and A47;
- Supporting growth of Norwich International Airport;
- Concentrating development close to services and promoting local service delivery;
- Improved IT links including broadband;
- Protecting strategic transport corridors;
- Promoting rail freight;
- Recognising that in the most rural areas the car remains an important means of travel.

12.2.19. Policy 19 (The hierarchy of centres) emphasises the role of strong centres throughout the area in promoting regeneration.

12.3. Current Baseline

12.3.1. This baseline section identifies the current transport network in Greater Norwich and sets out recent and planned improvements to that network.

12.3.2. The area's national and international transport links and proposed enhancements are set out in paragraph 257 above. The JCS Key Diagram in appendix 3 shows the main transport routes in the Greater Norwich area and local transport enhancement priorities.

12.3.3. Dualling of the A11 has been completed in recent years. There is a government commitment in its Roads Investment Strategy 2015/16 to 2019/20⁶⁷ to making improvements to the A47, including complete dualling between Dereham to the west of the area and Acle in the east, improvements to the A11/A47 junction at Thickthorn and safety measures on the A47 Acle Straight linking to Great Yarmouth.

12.3.4. The Northern Distributor Road, which is largely funded by central government, is under construction with completion scheduled for December 2017.

12.3.5. The adopted Long Stratton Area Action Plan identifies a corridor within which the A140 Long Stratton bypass will be delivered to ease congestion on this strategic and regionally important road linking Norwich and Ipswich. A substantive element of the funding is expected to come from the developer.

⁶⁷ [See page 42 of section 2](#)

- 12.3.6. Rail improvements are planned to strategic services, including faster services from Norwich via Diss to London and improved services to the Midlands and the north. Norwich and Diss are already key commuting hubs and may have potential to accommodate further growth in commuting numbers. Norwich station also provides the hub for regional and local rail services to Cambridge, Cromer/ Sheringham and Great Yarmouth/Lowestoft, giving options for local commuting from settlements such as Diss, Wymondham, Brundall and Acle.
- 12.3.7. Norwich International Airport is promoted in Connection Norfolk and the JCS as a catalyst for economic growth and there has been some growth in passenger numbers in recent years. While its road connections will be greatly improved by the NDR, public transport links to the airport are currently poor.
- 12.3.8. As well as the key scheduled service to Schiphol (Amsterdam) which provides a hub for links to international destinations, figure 54 below shows there is significant business from offshore industries and other destinations including Alicante, Edinburgh, Jersey, Malaga and Manchester.⁶⁸

Figure 54: Norwich International Airport Passenger Numbers

	2011/12	2012/13	2013/14
Scheduled Traffic	266,373	264,544	255,753
Chartered Traffic	84,770	73,724	108,305
Gas Platform & Domestic Charter	77,037	85,128	101,606
Total Passengers	427,909	423,396	465,664

12.3.9. Implementation of NATS associated measures

- 12.3.10. The Norwich urban area and its surrounding growth locations, the area covered by NATS, is a relatively compact largely urban area. This form of development assists the delivery of sustainable transport options.
- 12.3.11. Implementation of NATS is ongoing. Appendix 4 is the NATS Implementation Plan from the JCS which sets out the main elements of NATS, with greater detail for Norwich city centre provided in figure 55. Completion of the NDR will free up additional road space for NATS measures.
- 12.3.12. In addition to the NDR, associated measures to implement NATS include:
- 12.3.13. **Improvements to the cycle network:** There is a relatively good network of cycle routes and quiet country routes linking

⁶⁸ Norwich Airport Fast Facts <https://www.norwichairport.co.uk/about-us/norwich-airport-fast-facts/>

settlements within Greater Norwich and Norwich is in the top 5 districts in the country for cycle use. The Marriotts Way, a long-distance route on a former railway line, forms part of National Cycle Route 1 and links Norwich to Reepham and Aylsham. It is used both by commuters and leisure users and is a priority for future investment.

12.3.14. Significant government Cycle City Ambition grant funding to improve the cycle network in and around the city and to link to growth locations has been secured. A refined network is being delivered through the 'Push the Pedalways' programme. £5.7 million has been invested in the Pink Pedalway along the route from the Norfolk & Norwich University Hospital and UEA, through the city centre, to the strategic growth area, the north-east growth triangle. Funding has been secured to invest in the other pedalways, including improving and extending the blue pedalway between Wymondham, Norwich and Sprowston. Attracting additional funding for further initiatives will be an ongoing priority in the future.

12.3.15. **Public transport improvements:** Development of a Bus Rapid Transit (BRT) network, shown in Appendix 4, is planned as part of NATS. BRT is a bus-based public transport service providing more frequent and faster services than an ordinary bus routes, achieved by making improvements to existing infrastructure, vehicles and scheduling. Over the last 20 years infrastructure improvements have established dedicated bus-priority lanes on main radial routes into Norwich, including Dereham Road, Newmarket Road and Wroxham Road. The network will be developed further to promote public transport use in growth areas, with BRT routes linking Norwich City Centre to: Wymondham/Hethersett/Cringleford; Easton/Costessey; Hellesdon/Drayton/ Taverham; Norwich International Airport; the Growth Triangle, and Yarmouth Road/Broadland Business Park. This network will be supplemented by core bus routes, as shown in Appendix 4.

12.3.16. The six Park & Rides sites around Norwich form one of the most comprehensive Park and Ride networks in the country, serving commuters, shoppers and other visitors to the city. Priorities set out in NATS are improving the speed, reliability and frequency of the service and, potentially, a new site at Trowse. However, funding cuts have had a negative effect on facilities and services in recent years.

12.3.17. **City centre measures:** Incremental pedestrian, cycle and public transport improvements have been made in Norwich city centre. Recent examples include improvements in the St Stephen's Street and Rampant Horse Street retail area and a £2.55 million scheme on Golden Ball Street, All Saints Green and Westlegate, which is currently being implemented. As illustrated

in figure 55 below, further projects are planned which aim to prioritise pedestrians, cycling and public transport.

12.3.18. The strategic approach retains access for private vehicles to the city centre car parks and for residents and businesses, whilst aiming to reduce unnecessary cross city centre car journeys to make effective use of the inner ring road. This approach is supported by the long term strategy set out in NATS and in the Norwich Local Plan to cap public car parking spaces in the city centre at 10,000, with parking increasingly focussed on accessible multi-storey car parks rather than widely dispersed surface level car parks. To complement these measures, a 20mph speed limit is being introduced within the whole city centre.

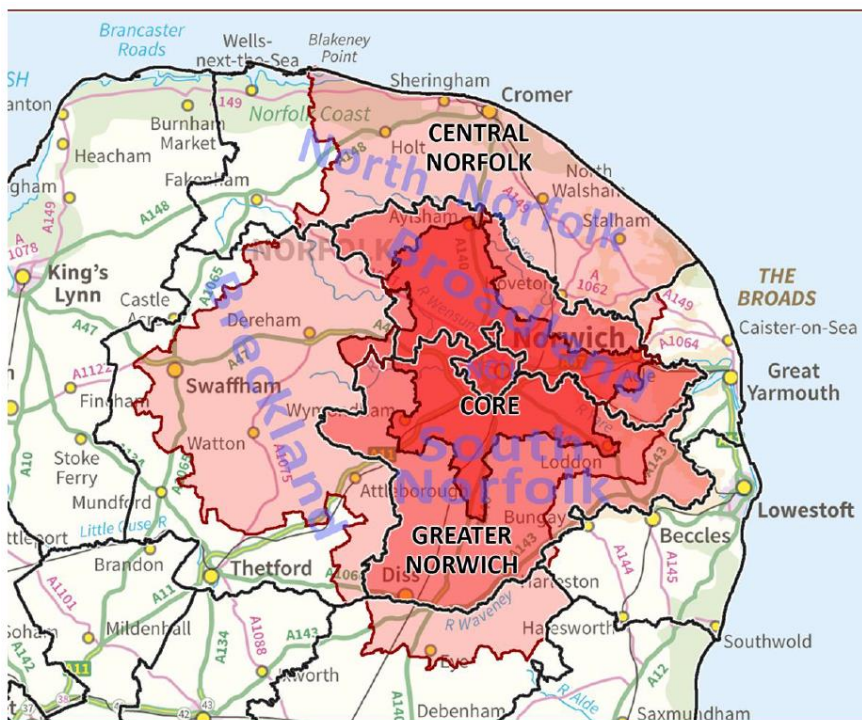
Figure 55 NATS measures for Norwich city centre



12.3.19. 2011 Census data set out in the **Strategic Housing Market Assessment (SHMA)** in 2015, set out in figure 56 below, demonstrates the strong pull of Norwich for commuters. The housing market area it defines is based on travel to work patterns. It extends to Cromer on the North Norfolk Coast, westwards to Swaffham, southwards to Eye in north Suffolk, and eastwards to the edges of Great Yarmouth. Whilst the influence of Norwich diminishes over distance, and the inclusion of some

areas is due to the lack of fit with any other housing market, the wider influence of Norwich beyond the district boundaries of Broadland and South Norfolk is clear.

Figure 56 Map of commuting area as defined in Strategic Housing Market Assessment



12.3.20. Census travel to work data from 2011 in figure 57 below shows that the use of sustainable modes of transport (walking, cycling and public transport) is higher in Norwich than in Broadland and South Norfolk, with private vehicle use for journeys to work higher in more rural areas.

Figure 57 Percentage of residents who travel to work by various modes⁶⁹

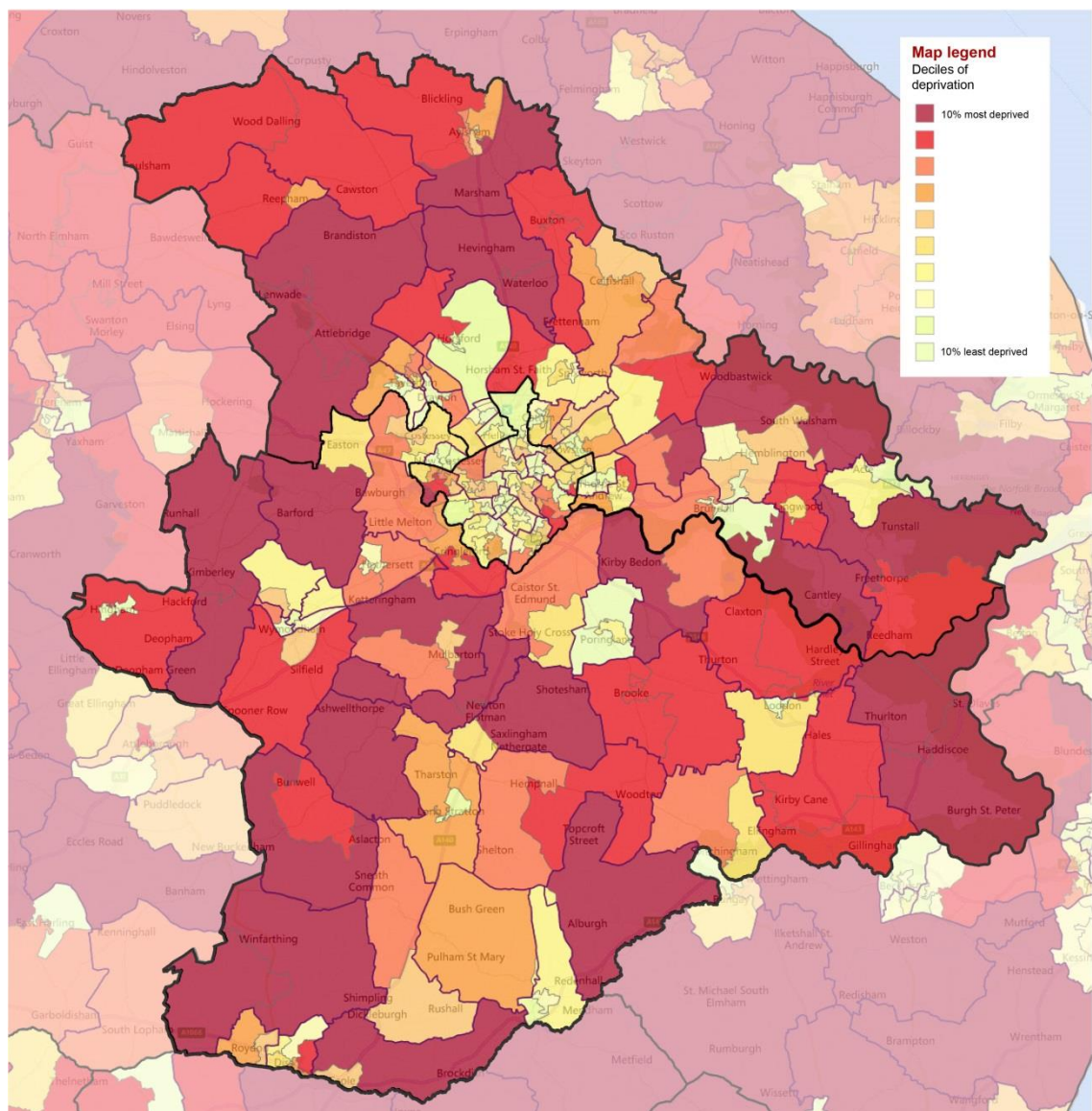
	Broadland	Norwich	South Norfolk	Greater Norwich
Private Motor Vehicle	70%	50%	71%	64%
Public Transport	8%	9%	5%	8%
Foot or Cycle	9%	32%	10%	17%
Work from Home	10%	7%	12%	9%

*Data does not add to 100% due to rounding of percentages

⁶⁹ 2011 Census data quoted in Greater Norwich Growth Board Annual Monitoring Report 2014/15, Appendix D.

12.3.21. Whilst commuters from remoter villages may be able to use public transport their options are often limited and may decrease further due to cuts in subsidies leading to reduced rural public transport services. As figure 58 illustrates, rural areas of Greater Norwich have poorer access to services (and housing) than in Norwich and the market towns and large villages. As set out above, Connecting Norfolk promotes increasing use of demand responsive transport services, car sharing and the improvement of broadband services in rural areas to reduce the need to travel and as a means of increasing access to services in rural areas.

Figure 58 Index of Multiple Deprivation 2015 Access to services and housing 2015 across Greater Norwich



12.4. Projected Baseline

12.4.1. The JCS concentrates the majority of development in areas capable of being accessed by sustainable modes of transport and promotes the delivery of transport infrastructure required to support growth to 2026. Without a plan beyond this date there is the potential both for the required infrastructure to support further growth not being delivered and for more dispersed patterns of development which could occur without a plan increasing the proportion of the population with poor access to services.

12.5. Issues

- Development should be located where transport options are, as far as possible, not limited to using the private car, so that sustainable transport options can be promoted, and where the need for additional infrastructure can be minimised.
- There is a need to improve the strategic transport network, most particularly improvements to the rail network, to the A47 and to provide good quality public transport access to Norwich International Airport.
- Further investment is required to promote sustainable transport patterns. The completion of the NDR (as described in the development consent order) provides the opportunity to implement further improvements in the Norwich urban area and in the main growth locations and to reduce cross city traffic movements. Local rail connections could provide further opportunities for sustainable transport which should be considered.
- In rural areas, access to public transport is poor and subsidies are likely to decline, so it will be important to sustain local public transport services where possible and to support demand responsive transport.
- It will be important to improve access to high speed broadband and mobile phone connectivity, particularly in rural areas.
- Road safety should be improved.

13. SECTION 13 – NATURAL RESOURCES AND WASTE

13.1.1. This section looks at issues related to waste, recycling minerals and soils in Greater Norwich. The Greater Norwich Local Plan does not cover waste management facilities or minerals extraction as these are covered by Norfolk County Council as the Mineral and Waste Planning Authority in their own plan-making. However, the Local Plan needs to take account of relevant issues, for instance in planning development in relation to known mineral assets.

13.2. Context

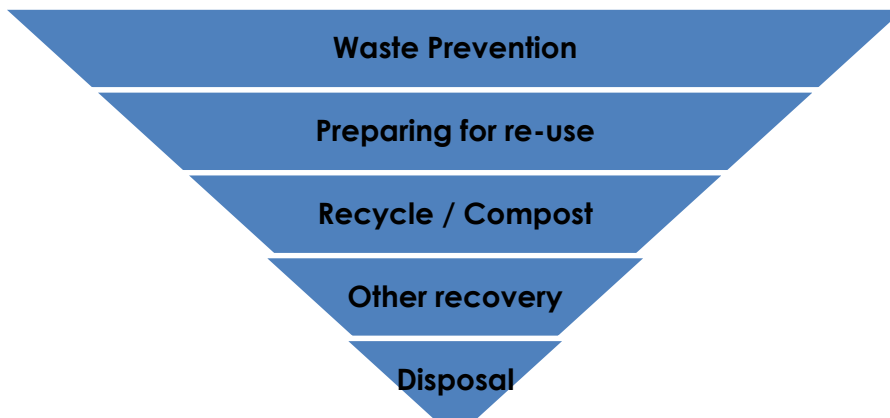
13.2.1. National

13.2.2. Most UK legislation impacting on waste management is now implemented as a result of European Directives. The European Union's waste legislation includes:

- Directives providing frameworks for managing waste, including the **Directive on Waste** ("The Waste Framework Directive"), as amended and includes the **European Waste Catalogue**, and the **Directive on Hazardous Waste**, as amended.
- Directives on the treatment of waste including the **Directive on Integrated Pollution Prevention and Control**, the **Directive on Landfill of Waste** and the **Directive on Incineration of Waste**.
- The EU Landfill Directive sets a target to reduce the proportion of biodegradable municipal waste landfilled by 75% by 2035 compared to 1995. A commitment is made to meeting this target through the **Waste Management Plan for England 2013**.
- The Waste Framework Directive sets an EU wide target for recycling of household waste of 50% by 2020.

13.2.3. The Waste Framework Directive is transposed in English law largely through the Waste (England and Wales) Regulations 2011, amongst others, which places emphasis on the waste hierarchy (figure 59) to ensure that waste is dealt with in the priority order of prevention, preparing for re-use, recycling, other recovery and lastly disposal.

Figure 59 Waste Hierarchy (DEFRA, 2013)



13.2.4. The NPPF does not contain specific waste policies as waste is covered by the **National Planning Policy for Waste (NPPW)**. The NPPF does however contain specific mineral policies.

13.2.5. The NPPW sets out how positive planning plays a pivotal role in delivering the country's waste ambitions, including:

- delivery of sustainable development and resource efficiency, by driving waste management up the waste hierarchy;
- recognising the positive contribution that waste management can make to the development of sustainable communities;
- provide a framework in which communities and businesses are engaged with and take more responsibility for their own waste;
- helping to secure the re-use, recovery or disposal of waste without endangering human health and without harming the environment; and
- ensuring the design and layout of new residential and commercial development and other infrastructure complements sustainable waste management, including the provision of appropriate storage and segregation facilities to facilitate high quality collections of waste.

13.2.6. NPPF Section 13 includes advice in respect of 'Facilitating the sustainable use of minerals'. This identifies the importance of ensuring there is sufficient supply of material to provide for development and the economy. It also states that Local Planning Authorities should give great weight to the benefits of mineral extraction, particularly economic benefits. Paragraph 143 sets out detail of minerals considerations in preparing Local Plans, including:

- policies for extraction of mineral resource of local and national importance;

- take account of the potential for secondary and recycle materials before primary extraction;
- define Mineral Safeguarding Areas and safeguard existing, planned and potential mineral facilities; and policies to encourage prior extraction of mineral where possible if non-mineral development has to take place on Mineral Safeguarding Areas

13.2.7. The NPPF states (at paragraph 109) that the planning system should protect and enhance valued soils and prevent the adverse effects of unacceptable levels of pollution. Paragraph 112 requires planning authorities to take into account the economic and other benefits of the best and most versatile agricultural land which it defines as grades 1, 2, and 3a of the Agricultural Land Classification.

13.2.8. **National Planning Practice Guidance** suggests that where significant development of agricultural land is demonstrated to be necessary, local planning authorities should seek to use areas of poorer quality land in preference to that of a higher quality.

13.2.9. The Government's **Safeguarding our Soils Strategy, 2009** sets out a vision for the future of soils in England that agricultural soils will be better managed and threats to them will be addressed, construction practices should value soil and soil pollution is prevented.

13.2.10. Natural England also publishes the **Agricultural Land Classification**, referred to in the NPPF and above.

13.2.11. Local

13.2.12. Local mineral and waste planning policy is currently set out in the adopted **Norfolk County Council Core Strategy and Waste Development Management Policies Development Plan Document 2010-2026** which states the following in relation to Greater Norwich and Norfolk:

- Norfolk will continue to be self-sufficient in the production of sand & gravel.
- The County Council will aim to manage the equivalent of the amount of waste expected to arise in the county (subject to considerations such as the availability of treatment facilities, distance travelled and mode of transport used).
- Norfolk will increase waste prevention, recycling and the recovery of energy from waste, leading to a reduction in the quantity of non-hazardous waste being disposed of to landfill.
- The county will have also increased the proportion of aggregates needs met through the use of secondary and recycled aggregates.

- Large and medium-sized facilities for minerals extraction and waste management will be preferentially located close to the Norwich Policy Area. Medium-sized facilities will be preferentially located close to the market towns of Aylsham, and Diss. In particular, the expected development of 32,000 dwellings in the Norwich Policy Area, and the planned development and construction of the Norwich Northern Distributor Road, will, as far as is practicable, be supported through appropriately-located minerals extraction and waste management facilities.
- All mineral workings will be covered by progressive restoration schemes; the enhancement of Norfolk's biodiversity (particularly Norfolk Biodiversity Action Plan habitats and species) and the creation of new, high quality, distinctive landscapes will be strongly supported.
- The key actions outlined above will make a valuable contribution to climate change adaptation, whilst also reducing greenhouse gas emissions in Norfolk.⁷⁰

13.2.13. Whilst the Greater Norwich Local Plan will not set out matters related to waste management or minerals development, as these are the responsibility of Norfolk County Council, it will be necessary for the Local Plan to help implement elements of waste and minerals plans. This will be done, for instance, through safeguarding land, promoting the use of materials reuse and setting the policies for delivery of waste development.

13.3. Current Baseline

13.3.1. Waste

13.3.2. Broadland, Norwich and South Norfolk councils each operate a kerbside recycling collection scheme. This includes a full range of recyclables including glass, plastic, cans, paper, card and garden waste. There are currently food waste kerbside collections in Norwich and some of the surrounding urban fringe areas. Elsewhere residents are encouraged to compost should they wish to. Therefore food waste still makes up a proportion of waste going to landfill.

13.3.3. In addition to kerbside collections, there are seven Recycling Centres in Greater Norwich at:

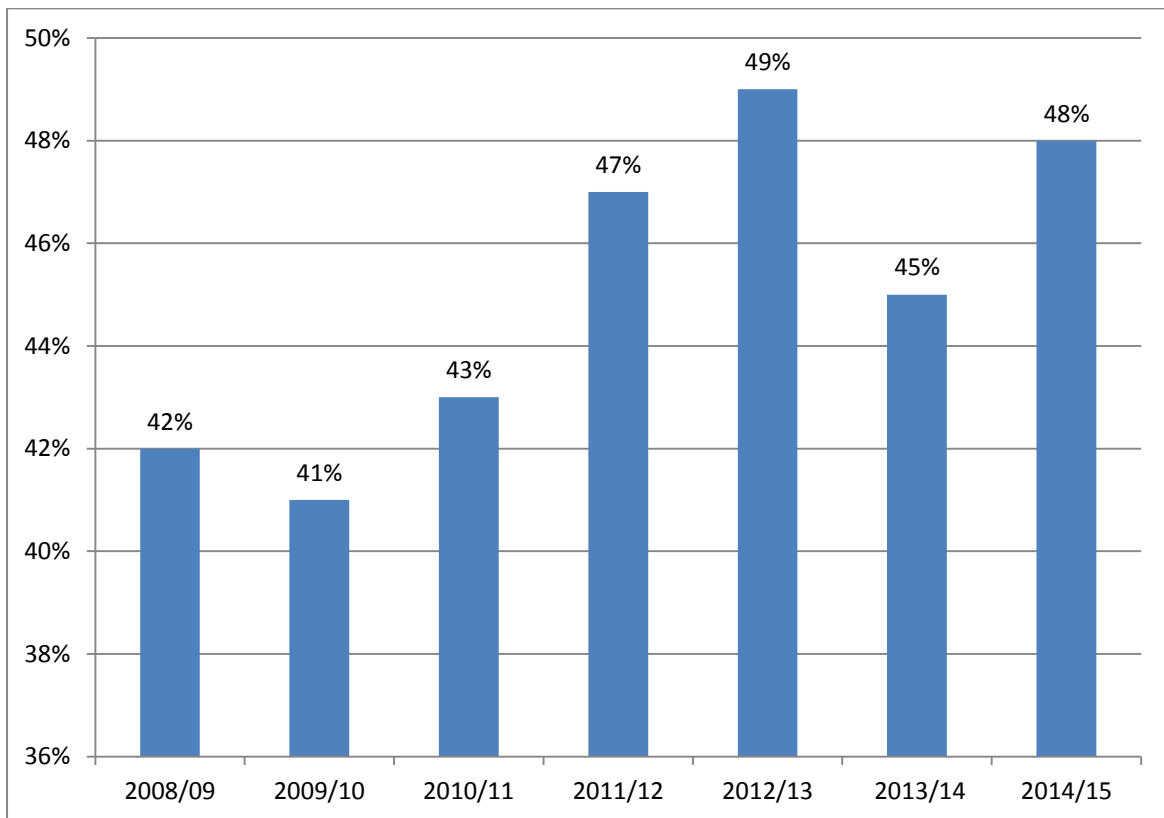
- Ketteringham;
- Mayton Wood (Coltishall);
- Mile Cross;
- Morningthorpe (Long Stratton);
- Strumpshaw;

⁷⁰ Adapted from the Norfolk Minerals and Waste Development Framework, pages 36-37
<http://www.norfolk.gov.uk/view/ncc094912>

- Bergh Apton; and
- Wymondham.

13.3.4. Changing waste collection practices have helped the percentage of household waste recycled or composted to increase as set out in figure 60 below. In 2014/15 Greater Norwich had a recycling & composting total of 48% which exceeded Norfolk's average rate of 43%⁷¹. Across England in 2000/01 the recycling rate was 11.2% and by 2014/15 it had reached 43.7%⁷².

Figure 60 Percentage of Household Waste Recycled or Composted in Greater Norwich ⁷³



13.3.5. Minerals and Waste Site Allocations

13.3.6. Following the strategic direction set by its Core Strategy, Norfolk County Council has produced two site specific allocation documents. One document deals with minerals extraction

⁷¹ Recycle for Norfolk, *How Are We Doing?* <http://www.recyclefornorfolk.org.uk/content.asp?pid=207>

⁷² Department for the Environment, Food and Rural Affairs, Tables ENV18 - Local Authority Collected Waste: Annual Results Tables –*Table 3a: Regional Household Recycling Rates 2000/01 to 2014/15* <https://www.gov.uk/government/statistical-data-sets/env18-local-authority-collected-waste-annual-results-tables>

⁷³ Joint Core Strategy Annual Monitoring Report 2014/15

sites.⁷⁴ The other document deals with waste management facilities⁷⁵.

13.3.7. Allocated sites in Greater Norwich where mineral extraction is considered acceptable in principle are shown in figure 61. In total there are 12 sites, five in Broadland, none in Norwich, and seven in South Norfolk.

Figure 61 Sites allocated for mineral extraction in Greater Norwich

Reference	Location	Size and Resources
Broadland		
Policy MIN 37	Frettenham & Buxton with Lammas (Land at Mayton Wood)	23.5 hectare site with estimated sand and gravel resource of 1,450,000 tonnes
Policy MIN 48	Felthorpe (Swannington Bottom Plantation)	51.6 hectare site with estimated sand and gravel resource of 1,900,000 tonnes
Policy MIN 55	Attlebridge (Land at Keepers Cottage)	1.9 hectare site with estimated sand and gravel resource of 525,000 tonnes
Policy MIN 64	Horstead & Stanninghall (Horstead Quarry extension, Grange Farm)	22 hectare site with estimated sand and gravel resource of 950,000 tonnes
Policy MIN 96	Spixworth, Horsham St Faith & Newton St Faith (Land at Grange Farm)	48 hectare site with estimated sand and gravel resource of 1,000,000 tonnes
Norwich		
n/a	n/a	n/a
South Norfolk		
Policy MIN 79	Swainsthorpe, Swardeston & Stoke Holy Cross (North of Hickling Lane)	38.6 hectare site with estimated sand and gravel resource of 1,750,000 tonnes
Policy MIN 80	Swardeston (Land south of Mangreen Hall Farm)	13 hectare site with estimated sand and gravel resource of 760,000 tonnes
Policy MIN 81 (consented October 2015)	Stoke Holy Cross (South of Mangreen Lane)	13.9 hectare site with estimated sand and gravel resource of 955,000 tonnes
Policy MIN 83 (consented February 2015)	Heckingham & North Subcourse	4.7 hectare site with estimated sand and gravel resource of 674,000 tonnes

⁷⁴ Mineral Site Specific Allocations (DPD) 2013, <http://www.norfolk.gov.uk/view/ncc126927>

⁷⁵ Waste Site Specific Allocations (DPD) 2013, <http://www.norfolk.gov.uk/view/ncc126928>

	(Extension to Norton Subcourse Quarry, Loddon Road)	
Policy MIN 90 (consented February 2015)	North Subcourse (extension to Norton Subcourse Quarry, Loddon Road)	8.1 hectare site with estimated sand and gravel resource of 510,950 tonnes
Policy MIN 91 (consented February 2015)	Heckingham & Norton Subcourse (Extension to Norton Subcourse Quarry, Loddon Road)	9.7 hectare site with estimated sand and gravel resource of 1,146,170 tonnes
Policy MIN 118 (consented January 2014)	Wymondham (land at Hall Farm, Stanfield Road)	26.9 hectare site with estimated sand and gravel resource of 600,000 tonnes

13.3.8. As set out in figures 62 below, nine sites are allocated in Greater Norwich for waste management facilities.

Figure 62 Sites allocated for waste management facilities in Greater Norwich

Reference	Location	Size and Capacity
Broadland		
Policy WAS 17	Frettenham, Horstead (Land at Mayton Wood landfill site, Little Hautbois Road)	The 0.8 hectare site has an estimated capacity as a Household Waste Recycling Centre of 5,000 tonnes per annum
Policy WAS 68	Buxton with Lammas, Frettenham	The 23.5 hectare site has an estimated capacity for inert landfilling of 45,000 tonnes per annum
Policy WAS 24	Attlebridge (Land at Keeper's Cottage)	The 1.9 hectare site has an estimated capacity of 20,000 tonnes per annum for temporary composting
Policy WAS 76	Lenwade (Land at SPC Atlas Works)	The 0.4 hectare site has an estimated capacity for scrap metal recycling of 50,000 tonnes per annum
Policy WAS 78	Morton-on-the-Hill & Weston Longville (Land at SPC Atlas Works)	The 8.7 hectare site has an estimated capacity of 150,000 tonnes per annum for mixed waste processing, composting and recycling
Norwich		

Policy WAS 90	Land at 49 Hurricane Way	The 0.87 hectare site has an estimated capacity of 25,000 tonnes per annum as a recycling centre for doorstep-collected recyclable waste.
South Norfolk		
Policy WAS 31	Land at Costessey Transfer Station	The 2.6 hectare site has an estimated capacity of 150,000 tonnes per annum for residual waste treatment
Policy WAS 58	Costessey (Longwater Industrial Estate)	The 0.4 hectare site has an estimated capacity of 10,000 tonnes per annum for processing of recyclables and/or inert waste recycling
Policy WAS 33	Tivetshall St Mary (Land at Pulham Market transfer station)	The 1.8 hectare site has an estimated capacity of 3,000 tonnes per annum as a Household Waste Recycling Centre.

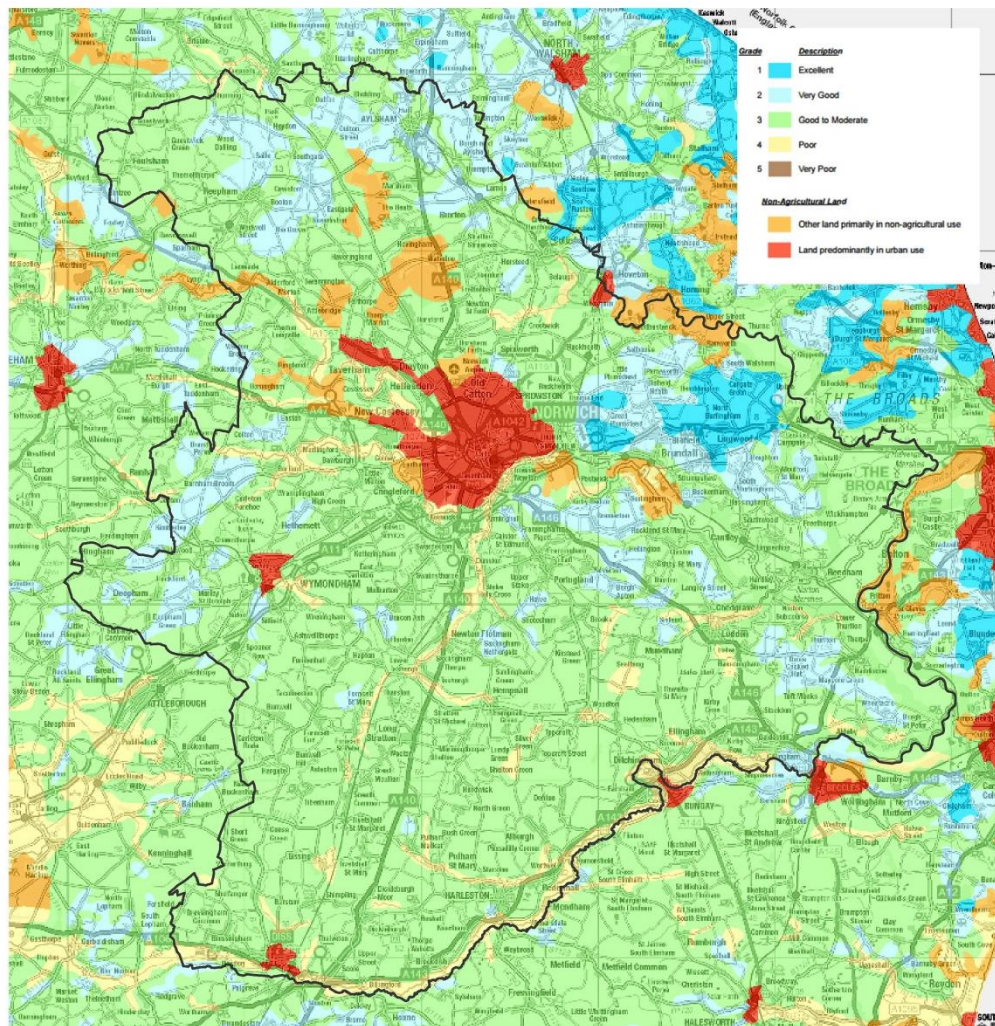
13.3.9. There are limited areas of contaminated land in the area, which are mainly on brownfield sites.

13.3.10. Large tracts of rural Greater Norwich are valuable for their agricultural land. As figure 63 below shows, a high proportion of Great Norwich's agricultural land is of high quality (grades 1-3), with the majority of the most valuable land being located between Norwich and Acle⁷⁶.

⁷⁶ [file:///s-norfolk/pd\\$/SNPDAZ/aragan/Downloads/10-111h%20East%20Region%20250k%20ALC.pdf](file:///s-norfolk/pd$/SNPDAZ/aragan/Downloads/10-111h%20East%20Region%20250k%20ALC.pdf)

Note: The map is indicative as it does not break down category 3 into a and b classes

Figure 63 Agricultural land grading in Greater Norwich



13.3.11. This soil quality is vital to supporting the agricultural economy, which in turn shapes the overall rural landscape character. There is a need to avoid degrading any landscapes whilst retaining and enhancing the particular characteristics of each landscape area and their transition zones.

13.4. **Projected Baseline**

13.4.1. Without the GNLP, there will be a limited policy basis to protect high quality soils, enable remediation of contaminated land, safeguard land in new development and promote good practice to increase materials re-use and reduce waste production, whilst meeting waste management needs, beyond the end of the JCS in 2026. A long term policy approach to safeguarding mineral resources, protect high quality soils and enable remediation of contaminated land will also be needed beyond 2026.

13.5. Issues

- It is important to ensure waste management accords with the waste hierarchy and reduces the overall quantity of waste.
- Waste facilities will need to be provided to cater for a growing population, prevent fly tipping and increase recycling rates.
- Appropriate storage and segregation facilities for waste will need to be provided on new development.
- Mineral resources including sand and gravel and minerals and waste infrastructure should be safeguarded.
- The use of secondary and recycled aggregates in all developments to reduce the need for primary aggregate extraction and increase inert construction and demolition waste recycling should be promoted.
- There are high quality soils (grades 1, 2 and 3a) in many parts of the area and limited areas of contaminated land mainly on brownfield sites.
- The need to make the most efficient use of land, maximising the re-use of brownfield sites in order to minimise the loss of undeveloped land and protect soils.

14. SECTION 14 – EMPLOYMENT AND THE ECONOMY

14.1.1. This section focuses on employment and the principal business sectors in the economy. It also considers economic growth objectives and the role of retail centres.

14.2. Context

14.2.1. National

14.2.2. As highlighted in the **NPPF**, the economy plays a key role in achieving sustainable development. Paragraph 7 states that the economic role of planning is:

“Contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure.”

14.2.3. The NPPF contains a section entitled ‘Building a strong, competitive economy’ which considers mechanisms for the delivery of strategic employment sites and support of existing business sectors (paragraph 21). It also states that town centres should be stimulated to provide a diverse retail offer and should be the focus of retail activity and office development (paragraph 23).

14.2.4. The rural economy is also highlighted as being important to sustainable development. Paragraph 28 states that:

“Planning policies should support economic growth in rural areas in order to create jobs and prosperity by taking a positive approach to sustainable new development.”

14.2.5. Local

14.2.6. The New Anglia Local Enterprise Partnership (LEP) is one of 39 LEPs and was established by Government in 2010. The LEP is a business-led collaboration between the private, public and education sectors across Norfolk and Suffolk which aims to drive economic growth. The New Anglia Local Enterprise Partnership (LEP) produced a **Strategic Economic Plan** (SEP) in 2014 which sets out a plan for economic growth in Norfolk and Suffolk. The SEP sets out ambitious plans for Norfolk and Suffolk including the creation of 95,000 new jobs and 10,000 new businesses by 2026.

14.2.7. **JCS** Objective 3 is to promote economic growth and diversity, with a plan target of 27,000 additional jobs. This is supported by a number of policies in the plan, most particularly policy 5 (the economy). The JCS identifies Norwich city centre as the main

focus for retail, leisure, office, cultural and tourism related development. The other main focuses for employment development are at Thorpe St Andrew, Longwater, Rackheath, Hethel, Norwich International Airport, Norwich Research Park and Wymondham. Supporting economic growth in the market towns and revitalising the rural economy are also priorities.

14.2.8. The Greater Norwich councils and the New Anglia LEP secured a **City Deal** in 2013. The Government's City Deals are designed to:

- give cities the powers and tools they need to drive local economic growth;
- unlock projects or initiatives that will boost their economies; and
- strengthen the governance arrangements for each city.

14.2.9. The deal is expected to create more than 13,000 jobs additional jobs above JCS targets, including 3,000 high value jobs at Norwich Research Park, 2,000 jobs around Norwich International Airport, 1,000 jobs based around Norwich University of the Arts and 6,000 construction jobs. It is also anticipated that it will lead to increased investment in housing, with 3,000 additional homes delivered in the north east growth triangle.

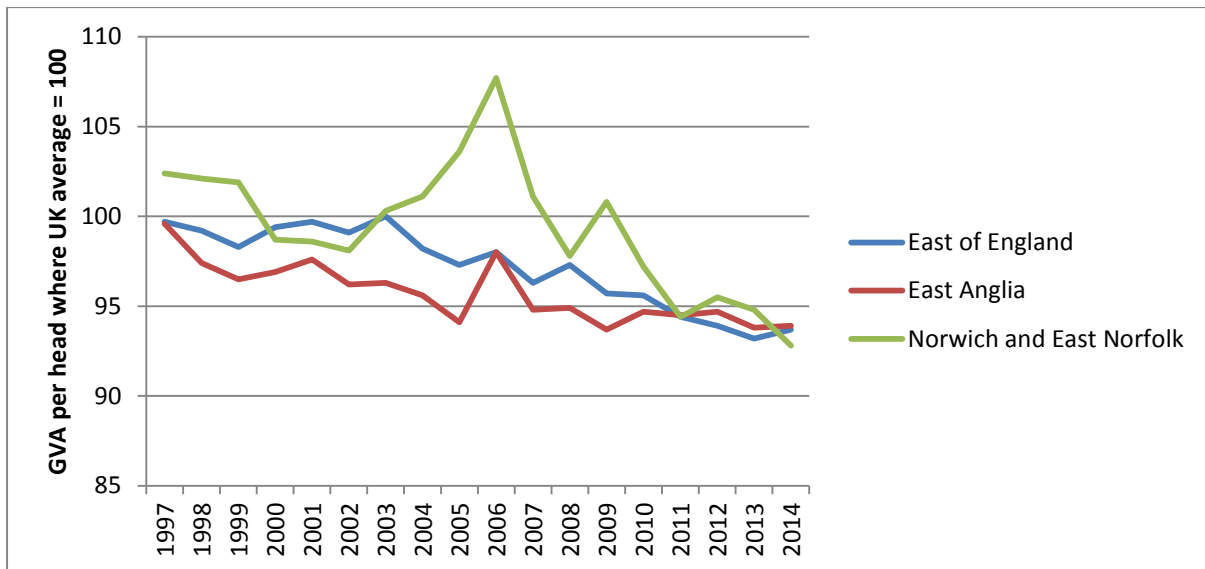
14.3. Baseline

14.3.1. The Economy

14.3.2. Greater Norwich is the largest economic centre in the East of England, with good road and rail links to London and the Midlands, an international airport, two universities and a number of major employment sites.

14.3.3. As shown in figure 64, below, Greater Norwich has a decreasing GVA per head compared to that of England. This trend is reflected across the Eastern region.

Figure 64 GVA per head



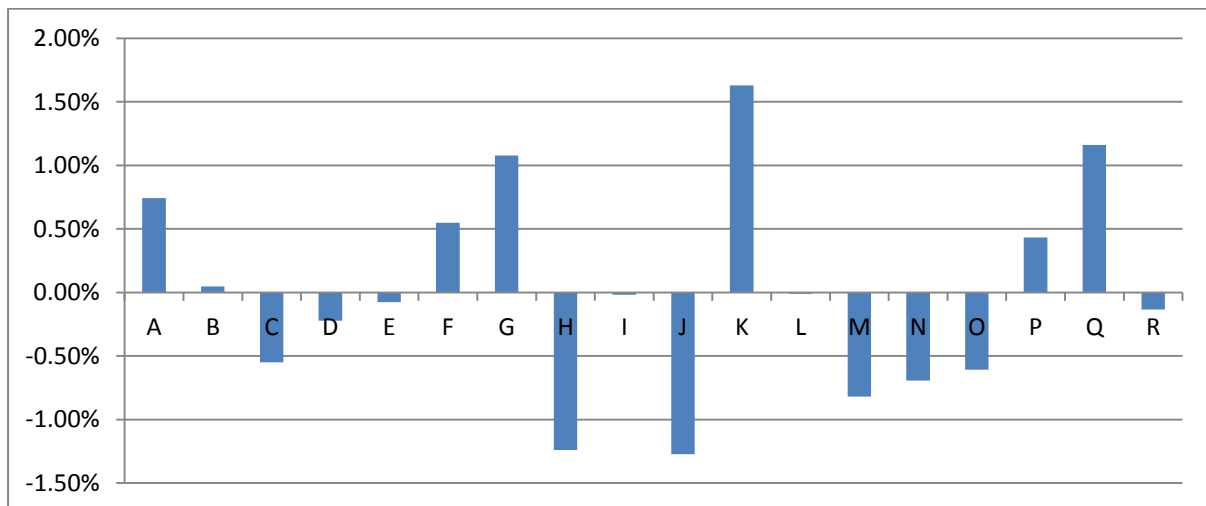
14.3.4. According to the 2011 Census, there is relatively little variation between the three districts in terms of the percentage of workers employed in each industry. The 5 biggest industries across Greater Norwich are:

- Wholesale, Retail, Vehicle repairs (17%);
- Human health and social work (13.6%);
- Education (10.3%);
- Manufacturing (8.3%); and
- Construction (8.2%).

14.3.5. Figure 65, below, shows the variation between the percentage of the workforce employed in each industry in Greater Norwich compared to nationally. The letters shown in figure 66 correlate to the following industries as shown below. The financial and insurance industry (K) shows the biggest variation (+1.6%) and human health and social work (Q) also employs a greater percentage of the workforce (+1.2%). Transport and storage (H) employs less of the workforce (-1.2%) as does information and communication (J) (-1.3%).

Figure 65 Employment by industry in relation to national averages⁷⁷

- A = Agriculture, forestry and fishing
- B = Mining and quarrying
- C = Manufacturing
- D = Electricity, gas, steam and air conditioning supply
- E = Water supply; sewerage, waste management and remediation activities
- F = Construction
- G = Wholesale and retail trade; repair of motor vehicles and motor cycles
- H = Transport and storage
- I = Accommodation and food service activities
- J = Information and communication
- K = Financial and insurance activities
- L = Real estate activities
- M = Professional, scientific and technical activities
- N = Administrative and support service activities
- O = Public administration and defence; compulsory social security
- P = Education
- Q = Human health and social work activities
- R = Other



14.3.6. New Anglia LEP's Strategic Economic Plan (SEP) identifies Norfolk & Suffolk's four largest employment sectors as:

- Agriculture and food and drink (10% of the workforce and 10% of the annual GVA);
- Financial and insurance services (3% of the workforce and 13% of the annual GVA);
- Ports and logistics (15% of the workforce and 6% of the annual GVA); and
- Tourism and culture (11% of the workforce and 6% of the annual GVA).

⁷⁷ ONS Census 2011

14.3.7. The SEP also identifies five high impact sectors which have high growth potential:

- Advanced Manufacturing and Engineering;
- Agri-tech;
- Energy;
- ICT/Digital Culture; and
- Life Sciences.

14.3.8. Employment and workforce

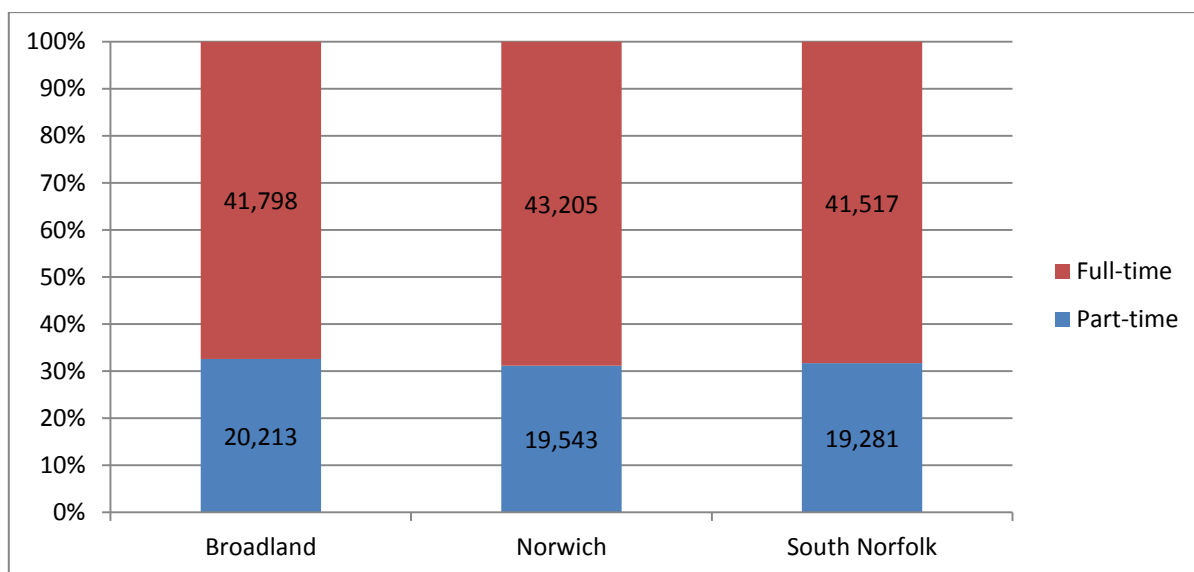
14.3.9. Levels of employment in Greater Norwich compare favourably to national averages with the area having low levels of unemployment and a high ratio of jobs to working-age population. These figures vary across the three districts with levels of unemployment higher in Norwich (5.9%) than Broadland (3.1%) or South Norfolk (3.3%). Norwich has a higher ratio of jobs to working-age population (1.03) compared to Broadland (0.73) or South Norfolk (0.77)⁷⁸. As can be seen in figures 66 below, the percentage of employees in full- and part-time work is broadly similar across each of the three districts (32% part-time and 68% full-time). These figures differ slightly from the national average of 29% part-time and 71% full-time⁷⁹. There are gender variations within these figures, with significantly more women than men working part-time.

1.1.1. ⁷⁸ <http://www.ons.gov.uk/ons/rel/subnational-labour/regional-labour-market-statistics/january-2016/rft-lm-table-li01-january-2016.xls>

1.1.2.

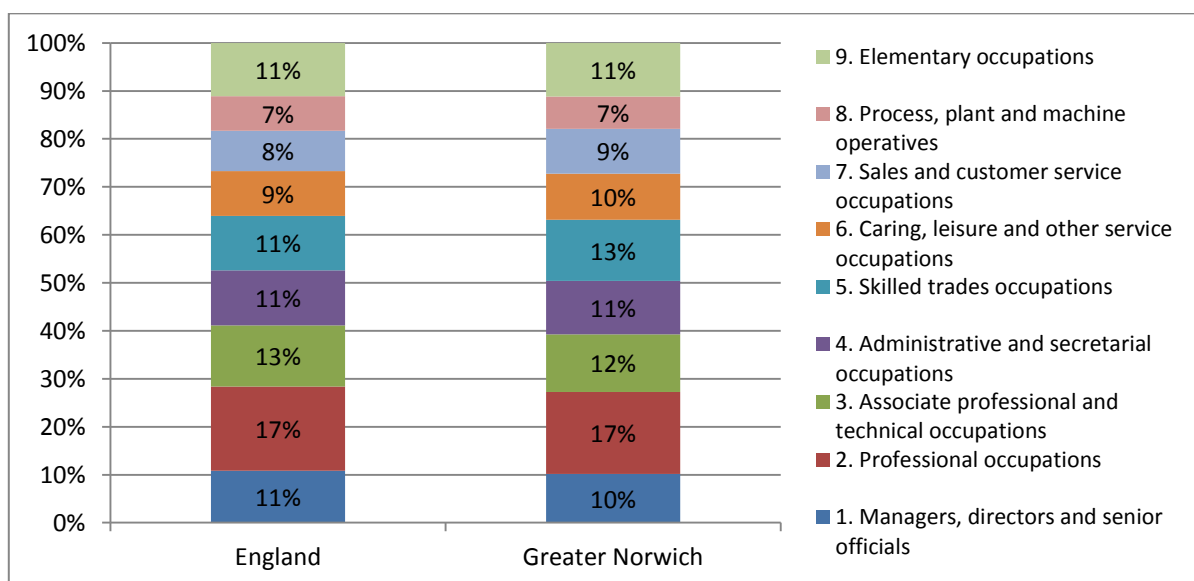
⁷⁹ ONS Census 2011

Figure 66 Number of employees in full-time and part-time employment⁸⁰



14.3.10. Figure 67 below shows that the percentages of the working population in different types of occupation are broadly in line with national averages.

Figure 67 Percentage of the working population in different types of occupation⁸¹



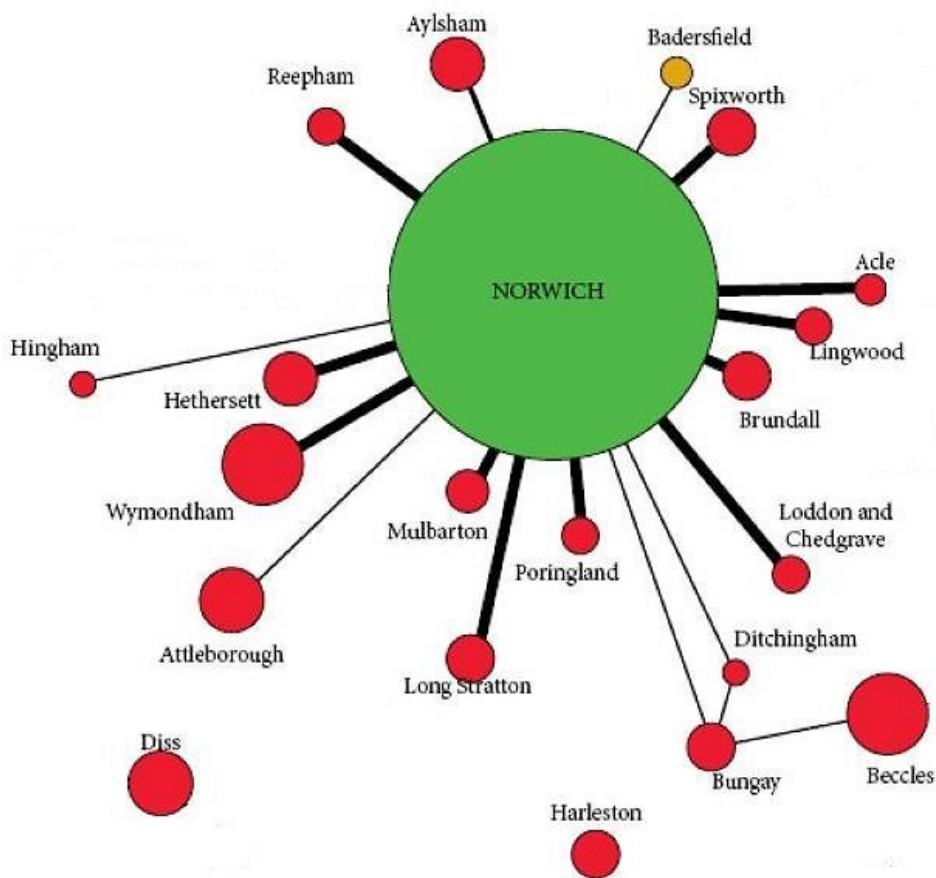
14.3.11. Travel-to-work patterns are shown in figure 68 below. The colour code represents the proportion of all workers who also live in an area with green indicating 65% or more of workers living in the area; amber indicating 55% - 65% of workers living in the area; and red indicating less than 55% of workers living in the area. The size of the centres (the coloured circle) is proportional

⁸⁰ ONS Census 2011

⁸¹ ONS Census 2011

to the number of workers who live within the area. The more workers, the larger the circle; hence Norwich is the largest circle. The links that exist between the centres are also illustrated by the joining lines, with stronger links having heavier lines. The thickness of the line is based on the strength of the connection when taking into account the number and the proportion of the resident and workplace populations in both areas. The illustration clearly indicates that Norwich is the area's largest employment centre and is largely self-contained (only 19% of working Norwich residents are employed outside the city).

Figure 68 Travel-to-work patterns⁸²



14.3.12. Retail

14.3.13. Norwich is rated as the 13th best performing retail centre nationally (source: CACI). There are a number of market towns surrounding Norwich which also have a strong local retail offer.

14.3.14. The 2015 Norwich Retail Monitor concluded that "The situation is fairly stable with regard to retail vacancies in comparison to the vacancy rate in Norwich in recent years. The

⁸² SHMA

vacancy rate in Norwich is positive when considered against the national picture."

14.3.15. Until recently, Norfolk County Council undertook regular Market Town Surveys. The most recent survey was undertaken in 2013 and concluded that most market towns had a healthy retail offer and "all Norfolk market towns surveyed [were] below the average national town vacancy rate".

14.4. Projected Baseline

14.4.1. Without the GNLP, there will be a no local plan policy basis for economic development beyond the end of the JCS in 2026. Since the economic issues, particularly in relation to retailing, have changed rapidly subsequent to the global recession in starting in 2008, and much of the evidence base for the JCS was collected around that date, a review of the evidence base for the GNLP is timely. This will enable new evidence to be collected to inform policy making for the period to 2036.

14.5. Issues

- Greater Norwich is a regionally important economic centre, with the potential for significant growth.
- Employment land provision needs to support the existing main employment sectors including retail; health; and financial services and also sectors with high growth potential including advanced manufacturing and engineering; agri-tech; energy; ICT/digital culture; and life sciences.
- Norwich city centre is a main regional focus for employment, retailing, tourism, culture, education and leisure.
- Rural enterprises remain important to the local economy and home working is likely to increase in significance.

15. SECTION 15 – HOUSING

- 15.1.1. This section considers the existing housing stock and future needs, including housing type and tenure and the strategic plan for the location of the housing to 2026.

15.2. Context

15.2.1. National

15.2.2. **Laying the Foundations: A Housing Strategy for England** was launched by Government in November 2011. It is a national housing strategy that sets out measures to support aspirations for and the delivery of new homes, support choice and quality for tenants, tackle empty homes and provide better quality homes, places and housing support. Actions include the following:

- Establishment of the Growing Places Fund to support infrastructure that unblocks stalled housing and economic growth;
- Launch of 'Get Britain Building' investment fund to support building firms in need of development finance;
- Support a new build indemnity scheme to provide up to 95 percent loan to value mortgages;
- Putting in place incentives for housing growth through the New Homes Bonus, Community Infrastructure Levy and proposals for local business retention;
- A simplified National Planning Policy Framework;
- Supporting choice and quality for tenants through supporting growth and investment in the private rented housing market;
- Reform of social housing through the Localism Act 2011;
- Considering how to encourage more affordable housing; and
- Support, protection and opportunities for struggling households, including prioritisation for the vulnerable.

15.2.3. One of the principle roles of the strategy is to deliver housing, based on an evidence base to ensure that enough housing is identified for development that will meet housing needs, both for market and subsidised affordable homes.

15.2.4. The **NPPF** focuses on sustainable development and the need for the planning system to perform a number of roles including a social role "supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations" (paragraph 7). Section 6 of the NPPF relates to housing delivery, stating that:

"To boost significantly the supply of housing, local planning authorities should:

- use their evidence base to ensure that their Local Plan meets the full, objectively assessed needs for market and affordable housing in the housing market area, as far as is consistent with the policies set out in this Framework, including identifying key sites which are critical to the delivery of the housing strategy over the plan period;
- identify and update annually a supply of specific deliverable sites sufficient to provide five years' worth of housing against their housing requirements with an additional buffer of 5% (moved forward from later in the plan period) to ensure choice and competition in the market for land. Where there has been a record of persistent under delivery of housing, local planning authorities should increase the buffer to 20% (moved forward from later in the plan period) to provide a realistic prospect of achieving the planned supply and to ensure choice and competition in the market for land;
- identify a supply of specific, developable sites or broad locations for growth, for years 6-10 and, where possible, for years 11-15;
- for market and affordable housing, illustrate the expected rate of housing delivery through a housing trajectory for the plan period and set out a housing implementation strategy for the full range of housing describing how they will maintain delivery of a five-year supply of housing land to meet their housing target; and
- set out their own approach to housing density to reflect local circumstances."

15.2.5. Paragraph 50 of the NPPF relates to the type of housing that should be delivered, identifying:

"To deliver a wide choice of high quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities, local planning authorities should:

- *plan for a mix of housing based on current and future demographic trends, market trends and the needs of different groups in the community (such as, but not limited to, families with children, older people, people with disabilities, service families and people wishing to build their own homes);*
- *identify the size, type, tenure and range of housing that is required in particular locations, reflecting local demand; and*
- *where they have identified that affordable housing is needed, set policies for meeting this need."*

15.2.6. The NPPF is also clear that to promote sustainable development in rural areas, housing should be located where it will enhance the vitality of rural communities, with isolated dwellings in the

countryside only permitted subject to certain circumstances (paragraph 55).

15.2.7. The Government's **Planning Policy Statement for Travellers Sites** (2015) states that local planning authorities should identify and update annually a supply of specific deliverable sites sufficient to provide 5 years' worth of sites against their locally set targets; and identify a supply of specific, developable sites or broad locations for growth, for years six to ten years and, where possible, for eleven to fifteen years.

15.2.8. Local

15.2.9. The need to provide a range of accommodation to house the growing population available to buy, rent and be supported in, recognising the requirements of different groups in society, is identified as a major challenge for the strategy. As a result, Objective 2 of the JCS is to allocate enough land for housing, and affordable housing, in the most sustainable settlements.

15.2.10. To achieve this, the JCS identifies land to meet a housing requirement of 37,000 additional dwellings between 2008 and 2026. It focuses most housing growth in the Norwich Policy Area (NPA) (see appendix 5 for map) in and around the city, making use of brownfield sites wherever possible. Given the limited amounts of developable land in the city, the strategy recognises that housing development on greenfield sites in Broadland and South Norfolk is unavoidable. The area to the north east of the city and the A11 corridor to the south west have been identified as the main strategic locations for new housing development, whilst development of the market towns and larger villages also forms an important part of the strategy.

15.2.11. The JCS key diagram shown in appendix 3 maps the main locations for housing growth. Figure 69 sets out how many additional homes will be delivered through outstanding planning permissions and allocations (as of April 2015) in different locations.

Figure 69 Locations for further housing growth

Location	Dwellings to be delivered through outstanding planning permissions and allocations (as of April 2015)
Norwich Policy Area (NPA)	
Broadland – NPA	
Growth Triangle (inc. part of Old Catton, Sprowston, Rackheath, Thorpe St Andrew and Gt & Lt Plumstead)	12,916
Drayton	238
Hellesdon	1,379
Old Catton (Outside Growth Triangle)	7
Sprowston (Outside Growth Triangle)	14
Taverham	18
Thorpe St Andrew (Outside Growth Triangle)	346
Blofield	399
Brundall	168
Blofield Heath	61
Gt & Lt Plumstead (Outside Growth Triangle)	121
Horsford	143
Horsham & Newton St Faiths	71
Salhouse	21
Spixworth (Outside Growth Triangle)	25
Other Broadland NPA	6
Norwich	
Norwich	7,430

South Norfolk – NPA	
Costessey & Easton	1,828
Cringleford	1,530
Hethersett	1,406
Long Stratton & Tharston	1,978
Wymondham	2,154
Trowse	264
Poringland & Framingham Earl	892
Bawburgh	6
Bramerton	8
Keswick	8
Little Melton	60
Mulbarton & Bracon Ash	206
Newton Flotman	39
Stoke Holy Cross	132
Surlingham	14
Swardeston	38
Tasburgh	25
Other South Norfolk NPA	6
NPA total	
33,957	
Rural Policy Area (RPA)	
Broadland RPA	
Aylsham	596
Acle	202
Reepham	182
Wroxham	102
Buxton	24

Cawston	28
Coltishall & Horstead	79
Foulsham	3
Freethorpe	18
Lenwade (Great Witchingham)	2
Lingwood & Burlingham	64
Reedham	23
South Walsham	26
Other Broadland RPA	111
South Norfolk –RPA	
Diss	280
Harleston	257
Hingham	106
Loddon & Chedgrave	227
Alpington & Yelverton	13
Ashwellthorpe	47
Aslacton & Great Moulton	33
Barford	14
Barnham Broome	29
Bergh Apton	14
Brooke	20
Broome	16
Bunwell	17
Carleton Rode	16
Dickleburgh	37
Ditchingham	71
Earsham	26
Geldeston	12

Gillingham	10
Hales & Heckingham	71
Hempnall	23
Norton Subcourse & Thurlton	31
Pulham Market	25
Rockland	20
Roydon	90
Scole	16
Seething	19
Tacolneston	23
Wicklewood	30
Woodton & Beddingham	22
Wortwell	5
Wreningham	15
Other South Norfolk RPA	119
RPA total	3, 214

15.2.12. Affordable housing policy is set out in policy 4 of the JCS. The policy requires developments to provide a mix of housing, taking account of the most up to date study of housing need. It sets out a stepped requirement for affordable housing dependent on site size, with 33% of homes required to be affordable homes on sites of 16 dwellings or more. The tenure mix required on these sites is 85% social rented and 15% intermediate tenures. The policy also requires housing with care in the most accessible locations.

15.2.13. The policy provides flexibility on the provision of affordable housing in relation to site viability.

15.2.14. The **Central Norfolk Strategic Housing Market Assessment 2015 (SHMA)**⁸³ identifies a functional Housing Market Area which includes all of the Greater Norwich area, as well as parts of North Norfolk, Breckland and the Broads Authority, with Norwich at its core. It provides the most up to date study into housing

⁸³ The Central Norfolk SHMA is available [here](#).

need and delivery across the Greater Norwich area to inform the GNLP. It takes into account data from the Office of National Statistics and the Valuation Office Agency, as well as primary research undertaken for the study and the delivery of housing in recent years. It identifies that there will be a need for 52,200 additional dwellings in Greater Norwich between 2012 and 2036, a slight increase on the annual delivery required by the JCS (see paragraph 328 for further detail).

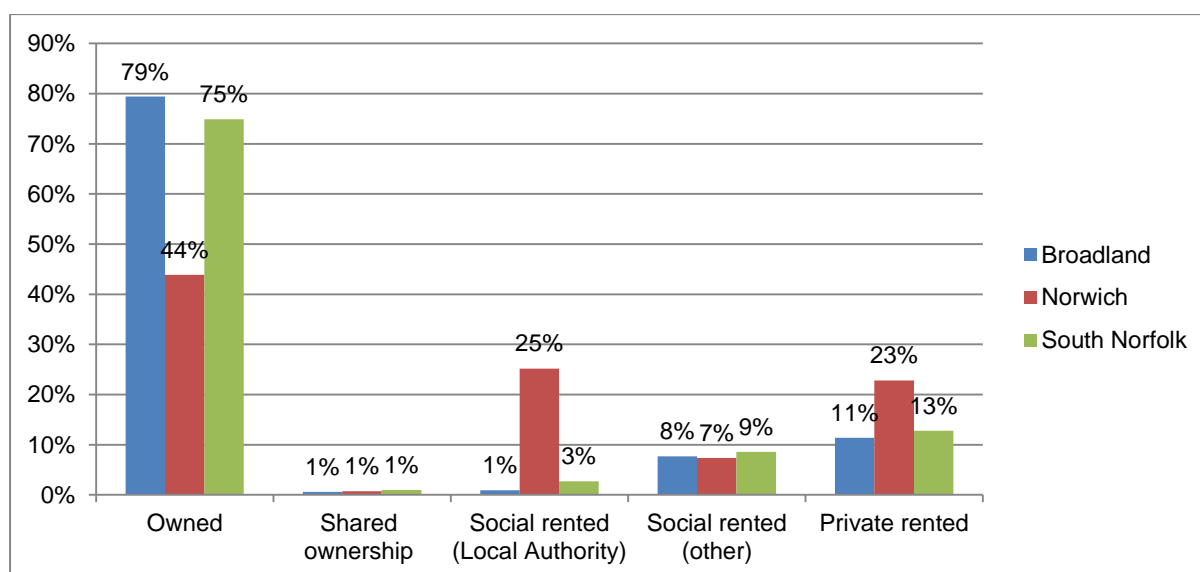
- 15.2.15. In 2012, local level research was undertaken through a **Gypsy and Traveller Accommodation Assessment (GTAA) 2012**. The study indicated that within the period 2011-2016, 51 pitches were required across Greater Norwich with 3 pitches required in Broadland, 11 in Norwich and 37 in South Norfolk. Beyond 2016, the report suggested that there would likely be a need to provide further Gypsy and Traveller sites.

15.3. **Baseline**

- 15.3.1. There are significant variations in the tenure of properties across Greater Norwich. Broadland and South Norfolk are dominated by owned properties while Norwich has a much higher percentage of Local Authority social rented and private rented properties⁸⁴. The area's tenure mix has changed significantly in recent years with home ownership and social renting having fallen significantly between the 2001 and 2011 censuses. The private rented sector appears to have taken on these properties with significant rises in the percentage of private rented properties across all three districts. Figure 70, below, shows the percentage dwellings in each tenure.

⁸⁴ ONS Census 2011

Figure 70 Dwellings broken down by tenure



15.3.2. Figures 72 to 75 below illustrate a number of issues in relation to housing in Greater Norwich.

15.3.3. Across the UK, Norwich is the local authority with the eighth highest percentage of one-person households (38.2% of all households⁸⁵). The most notable difference between the sizes of households in Norwich and the more rural districts of Broadland and South Norfolk is that the city has more 1 person households and fewer 2 person households. There is a similar percentage of 5+ person households in each of the districts. Due to the presence of two universities, a large percentage of the population of Norwich is made up of students and young professionals so it is likely that many of these larger households in Norwich are houses in multiple occupation (HMOs) whereas in the rural districts the larger households are more likely to be occupied by families. All three of the districts have a similar proportion of 2 and 3 bed dwellings, while the city has more 1 bedroom dwellings (mainly flats) and fewer 4+ bedroom dwellings⁸⁶.

15.3.4. Overcrowding and the methodology behind its calculation are discussed in detail in the Central Norfolk Strategic Housing Market Assessment 2015 (SHMA). Overall, overcrowding in the Greater Norwich area has increased over the period 2001-2011 but remains in line with the national trends⁸⁷. Nearly 90% of properties in Broadland and South Norfolk are defined as under-occupied while 7% of properties in Norwich are overcrowded. Two-thirds of overcrowded properties are in the social or private rented sectors. For those people who are unable to access the

⁸⁵ ONS Census 2011

⁸⁶ Council Tax: property attributes, VOA

⁸⁷ ONS Census 2011

open housing market, perhaps because current prices are beyond their means, local plan policy promotes affordable housing development to meet the identified need. As can be seen from figure 71 below, the percentage of affordable dwellings delivered varies between districts and from year to year, but Greater Norwich as a whole has had particularly low levels of delivery in the past 2 years⁸⁸.

Figure 71 Percentage of affordable dwellings

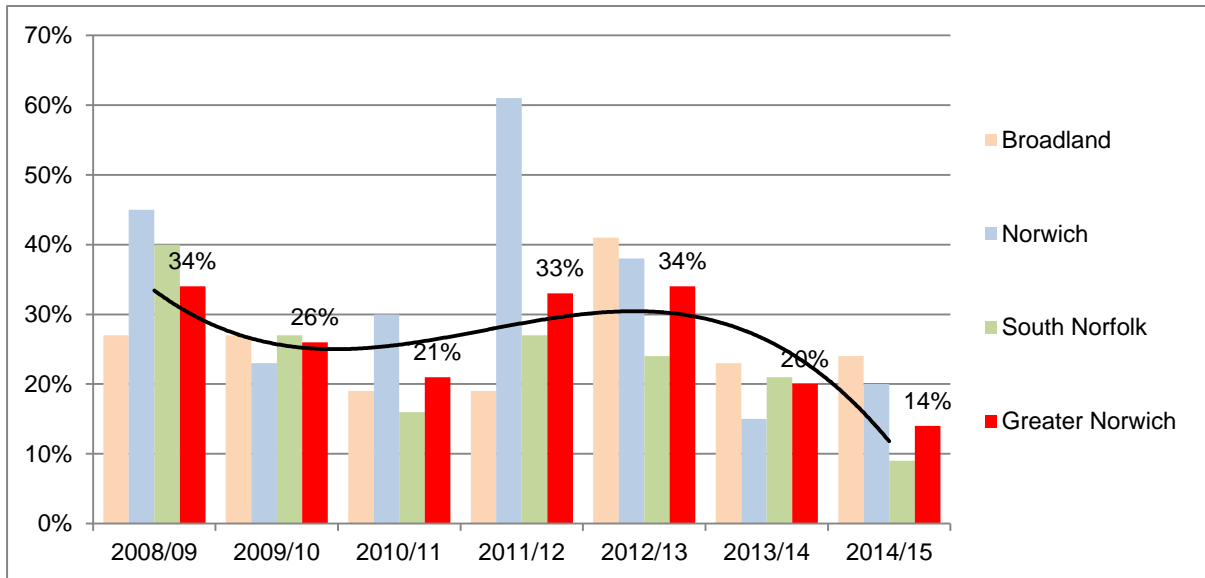
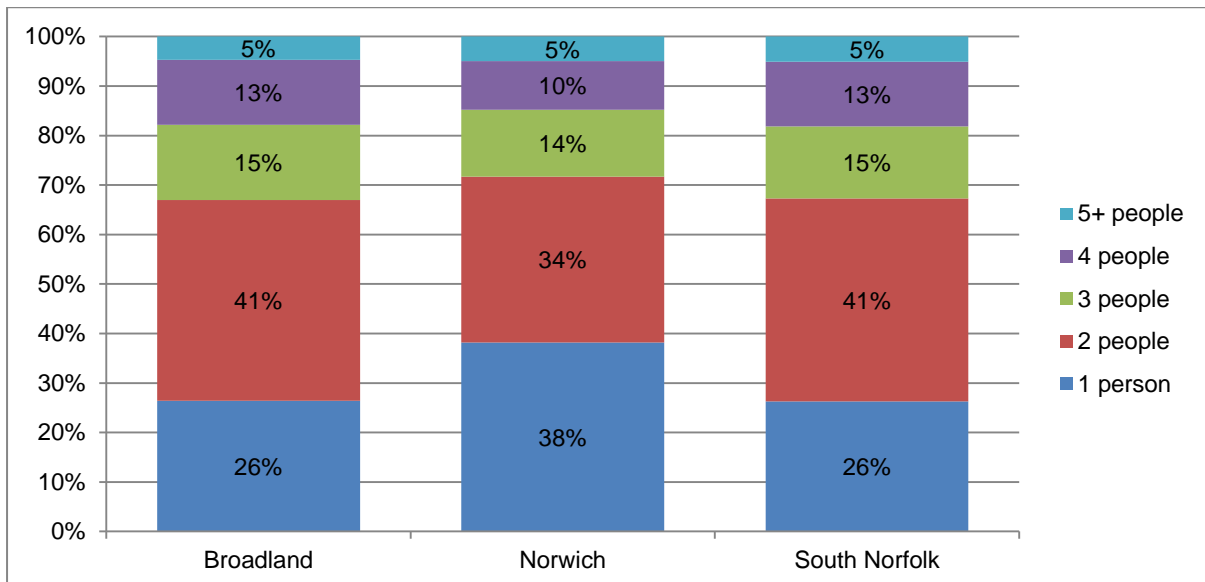


Figure 72 Households broken down by number of occupants



⁸⁸ Joint Core Strategy Annual Monitoring Report 2014/15

Figure 73 Dwellings broken down by number of bedrooms

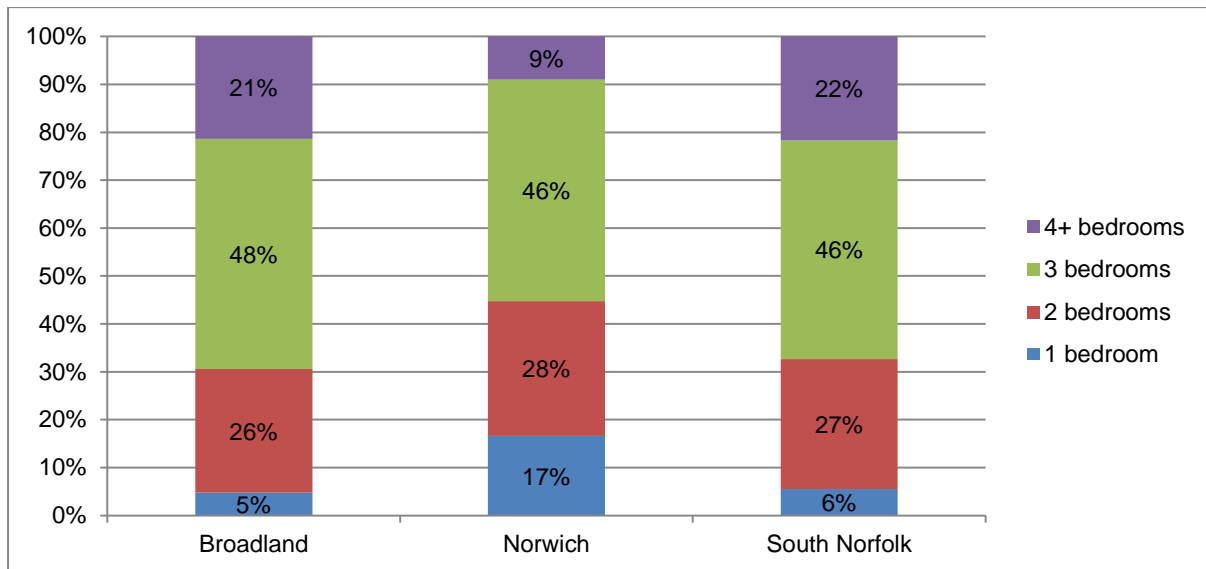
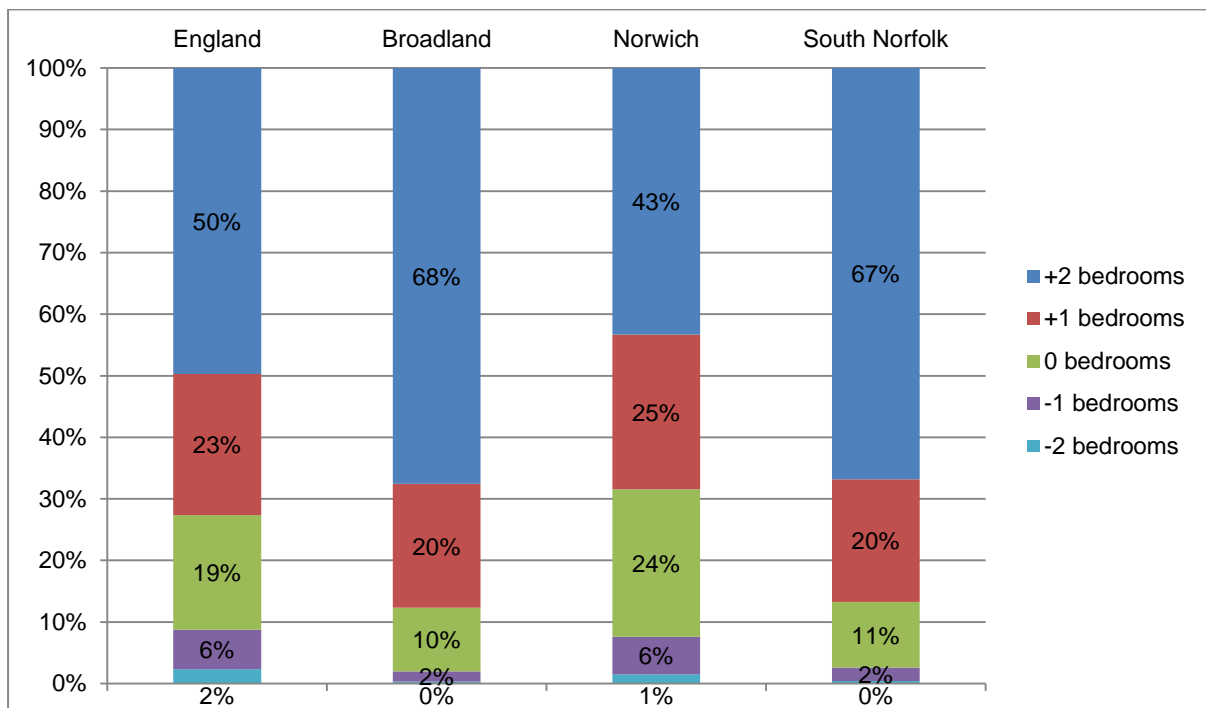


Figure 74 Dwellings broken down by overcrowding or under-occupation



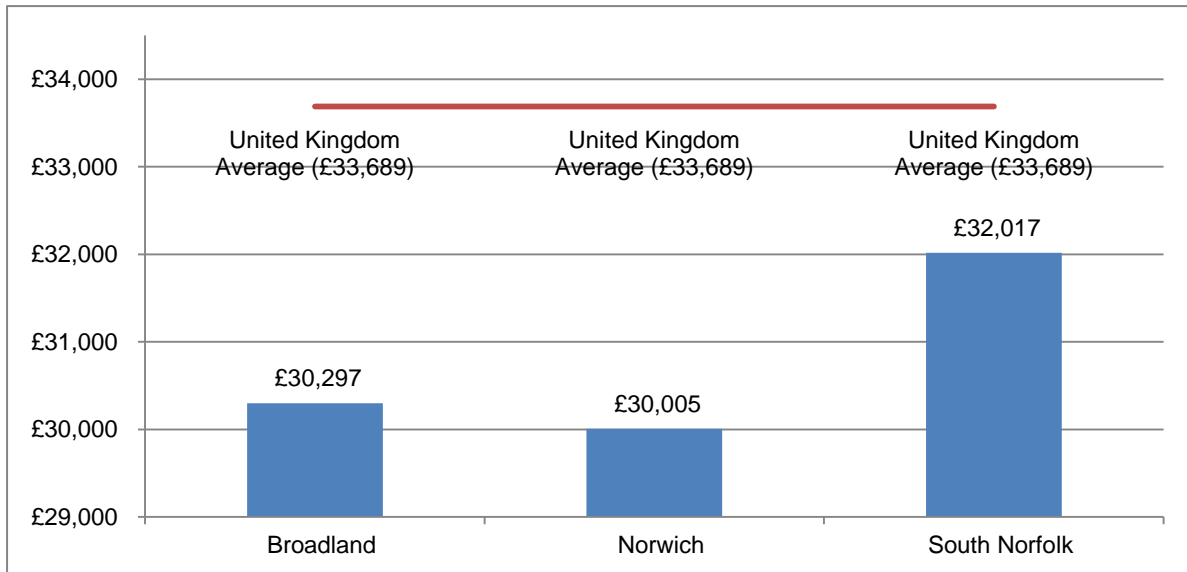
15.3.5. Full-time annual gross earnings vary across the three Greater Norwich districts, with South Norfolk residents earning significantly more than those in the other two districts⁸⁹. All districts fall below the United Kingdom average⁹⁰ but the national figure will be heavily influenced by high London earnings. It is worth noting that all three districts have higher annual full-time earnings than

⁸⁹ ONS [ASHE 2015 \(provisional\) Table 07 - Place of Work by Local Authority](#)

⁹⁰ ONS [ASHE 2015 \(provisional\) Table 01 - All Employees](#)

the East of England overall (£27,299). Figure 75, below, illustrates this.

Figure 75 Average gross annual full-time earnings



15.3.6. Nationally, house prices have continued to rise gradually in recent years⁹¹ and this trend has been reflected in Greater Norwich⁹². Importantly, the average house price peaked in 2007 (average 2007 price £177,165) and after a significant dip and subsequent rise, the average house price once again surpassed this peak in 2014 (average 2014 price £183,000).

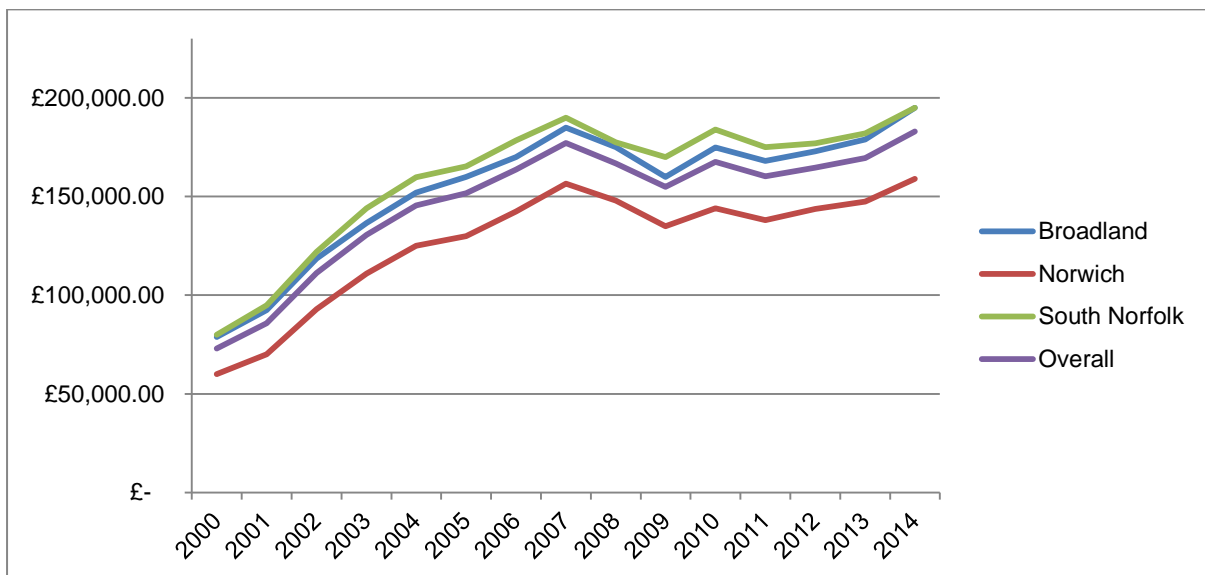
⁹¹ UK and London House Price Index, 2008-2014 (ONS)

⁹² House Price Statistics for Small Areas, 1995 to 2014 (ONS)

Figure 76 Ratio of house price to earnings



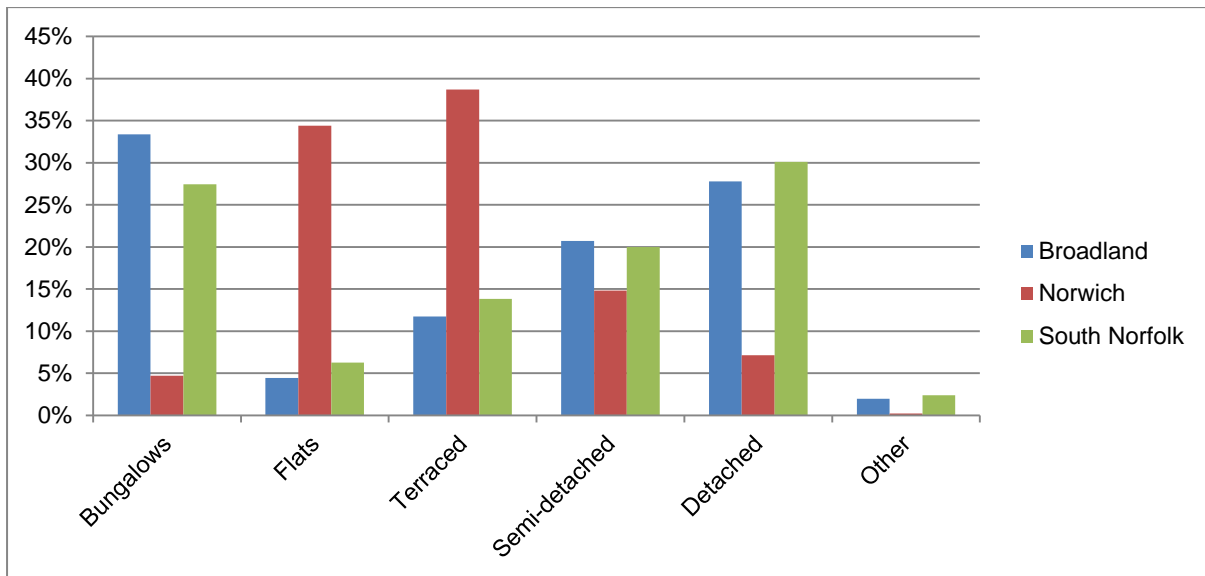
Figure 77 Average house prices 2000-2014



15.3.7. There is variation in the property types prevalent in each of the districts. Norwich is dominated by terraced houses and flats, while Broadland and South Norfolk have more detached houses and bungalows⁹³.

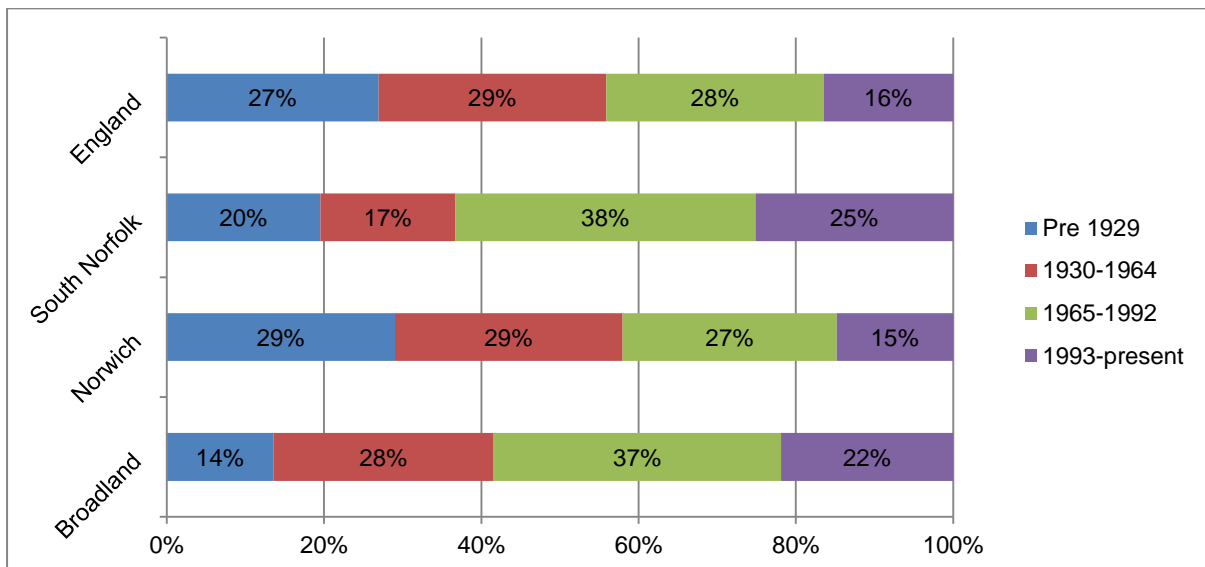
⁹³ Council Tax: property attributes, VOA

Figure 78 Dwellings broken down by property type



15.3.8. The age of Norwich's housing stock is broadly in line with the national average, while Broadland and South Norfolk have much newer properties with around 60% of their properties having been built since 1965⁹⁴.

Figure 79 Housing stock broken down by age



15.3.9. The population of Greater Norwich has risen steadily over recent decades and this trend is predicted to continue. More detail is given in the population and communities section.

15.3.10. Greater Norwich's Joint Core Strategy plan period started in 2008 and runs to 2026. Housing delivery since that time has been at approximately 60% of targets in the Norwich Policy Area

⁹⁴ Council Tax: property attributes, VOA

(NPA), while completions the Rural Policy Area (RPA) have been higher than the Joint Core Strategy targets. As a consequence, overall delivery from 2008-14 was at approximately 70% of targets, compared to national delivery at 60% of the Government's housing target set in 2007. Promisingly, completions have increased every year since 2010/11.⁸²

15.3.11. The SHMA considers Office of National Statistics (ONS) predictions as well as local trends and market signals in order to establish an Objectively Assessed Need (OAN) for the Central Norfolk area. The SHMA concludes that Greater Norwich has an Objectively Assessed Need of 52,170 dwellings over the 24-year period 2012-36. This equates to 2,174 dwellings per year compared to the JCS annual requirement of 2,046 per year. Evidence suggests that this is likely to mean that sites for approximately 12,000 additional dwellings in addition to existing planning permissions and allocations will need to be identified through the GNLP.

15.3.12. These figures take account of the jobs planned as part of the City Deal for Greater Norwich.

Figure 80 Housing Need

	Objectively Assessed Housing Need (to 2036)⁹⁵
Broadland	13,100
Norwich	19,900
South Norfolk	19,200
Greater Norwich Total	52,200

15.3.13. The SHMA also identifies the amount of social housing that will be required over the same period, totalling 12,700 across Greater Norwich by 2036⁹⁶. This equates to 21% of the total Great Norwich Objectively Assessed Housing Need, but there are significant variations across the districts. Affordable housing needs make up 36% of the total need in Norwich, while it is only 17% in Broadland and 18% in South Norfolk.

⁹⁵ Central Norfolk Strategic Housing Market Assessment 2015

⁹⁶ Central Norfolk Strategic Housing Market Assessment 2015

Figure 81 Affordable Housing Need

	Affordable dwellings (for purchase) needed to 2036	Social rented dwellings needed to 2036	Total
Broadland	300	1,900	2,200
Norwich	800	6,300	7,100
South Norfolk	700	2,700	3,400
Greater Norwich Total	1,800	10,900	12,700

15.4. Projected Baseline

15.4.1. Without the GNLP, there will be a no local plan policy basis for planning the location, type and amount of housing development beyond the end of the JCS in 2026. The lack of a plan to both guide development to more sustainable locations and to ensure that housing development is promoted in locations and scales which are evidenced to be economically viable risks unplanned, piecemeal housing development which would be unlikely to meet the needs of the area. It would be more difficult to provide the necessary services and infrastructure for such development to make it sustainable for the period to 2036.

15.4.2. In addition, the lack of housing policies on the type of housing provided, for example policies to require affordable housing and starter homes as part of new development, would lead to a decline in the provision of social housing, reduce the ability of young people to purchase their first homes and reduce the ability to create mixed communities meeting the needs of all, with negative social consequences.

15.5. Issues

- New housing and economic growth needs to be planned together to focus housing growth in locations where it can provide the greatest benefits and sustainable access to services and jobs. It is essential to ensure the locations chosen for growth will result in the delivery of the amount and range of housing required to meet needs.
- The delivery of affordable housing is a priority across the whole Greater Norwich Area, with a particularly high need in Norwich.
- There is a need to ensure sufficient pitches are provided to meet the needs of the Gypsies & Travellers along with those of Travelling Showpeople.

16. SECTION 16 – LIMITATIONS IN DATA FOUND

- 16.1.1. Inevitably there will be difficulties in accessing data to contribute to the baseline of such a report. Data sets on the following issues may be helpful to include, where possible. Further attempts will be made to access useful information when drafting of the main SA report.
- 16.1.2. It would be helpful to include a map showing green infrastructure projects which support growth identified in the JCS. However, this would require additional digitising of various projects.
- 16.1.3. Likewise it may be helpful to have an area-centric version of the Norfolk Broad Habitat Map, if this proves possible when the final SA report is produced.
- 16.1.4. The available mapping of the agricultural land classification does not show a distinction of category 3a and 3b. 3a is considered to be in the 'best and most versatile' definition.
- 16.1.5. There is likely to be a need to review the Water Cycle Study (2010) evidence base, this may helpfully update information in the SA baseline.
- 16.1.6. There are numerous non-statutory locally designated heritage assets in the area. It could be helpful to represent these on a map, but it is possible that this will not be practicable due to the number of them. In addition, currently no information has been obtained on areas which may have the potential for historic or archaeological interest which are currently unidentified.
- 16.1.7. Information on the quality and capacity of health and leisure facilities, and their accessibility would add fine grain detail to health section, and may allow more informed identification of issues, if this information can be obtained.
- 16.1.8. Further qualitative information on the types of crime, potential causes of crime and statistics on the fear of crime could be included in the full report, if available.
- 16.1.9. Providing information on access to education establishments and the capacity of educational facilities would provide a helpful facet to the baseline data.
- 16.1.10. Likewise, it would be useful to investigate the reasons behind the worsening education result in the Index of Multiple Deprivation for Norwich.
- 16.1.11. Information on the location of minerals safeguarding areas would be helpful and could be included in the later report.

16.1.12. Data from the districts' databases of contaminated land would be a helpful addition to the sustainability baseline.

16.1.13. Additionally, figure 84 suggests indicators and targets to monitor sustainability issues. At present, no indicators have been identified in relation to noise levels, green infrastructure, geodiversity, landscape character, contamination and provision of community or education facilities. There will be a need for further work on targets in some cases.

17. SECTION 17 – SUMMARY OF SUSTAINABILITY ISSUES

17.1.1. The issues identified in sections 1 to 15 above are set out in figure 82 below.

Figure 82 Summary list of Issues

Theme	Issue
<p>Air Quality</p>	<p>Although air quality is generally good in the area, there are Air Quality Management Areas (AQMA) in Norwich City Centre and in Hoveton, adjacent to the plan area, along with other isolated sites of reduced air quality.</p>
	<p>There are high noise levels around Norwich International Airport and main roads in the area and light pollution from urbanised areas.</p>
<p>Climate Change</p>	<p>Climate change is expected to increase the frequency and intensity of extreme weather events such as heat waves, drought and intense rainfall.</p>
	<p>Fluvial/tidal flooding is a risk affecting limited parts of the area, while surface water and sewer flooding is a risk in a number of places.</p>
	<p>Although per capita CO2 emissions have been declining in line with national trends, they are above the national average in rural parts of the area.</p>
	<p>There is potential to increase renewable energy production chiefly from solar, wind and biomass developments, as well as from micro-renewables.</p>
<p>Biodiversity, Geodiversity and Green Infrastructure</p>	<p>There is a need to protect and enhance nationally and internationally protected nature conservation interests and geodiversity sites in and adjacent to the area, with particular emphasis on reducing visitor pressure on and improving water quality in Natura 2000 sites and the wider habitats of the Broads.</p>
	<p>There are a number of locally important biodiversity sites that should be protected and enhanced.</p>
	<p>Long term investment in improvements to the defined green infrastructure network is required.</p>
<p>Landscape</p>	<p>Development should maintain important aspects of Greater Norwich's varied landscapes, including historic parks and gardens and ancient woodlands.</p>
	<p>Defined strategic gaps, including those between Wymondham and Hethersett and Hethersett and Cringleford, are important to maintain the settlement pattern in rural areas.</p>

	Regard must be had to the distinctive landscape of the Broads.
Water	Since the area has low rainfall, water efficiency is a significant issue locally.
	Water quality in Natura 2000 protected sites is an issue, particularly in relation to water abstraction from the River Wensum and water disposal at Long Stratton and into the River Yare. Consequently there is a need to improve water quality to achieve Water Framework Directive (WFD) targets and to protect habitats.
Built Heritage	There is a great wealth of heritage assets in the area of both national and local significance. A limited number of these assets are on the heritage at risk register.
	Due to the long history of habitation in the area, there is significant potential for archaeological artefacts and finds throughout Greater Norwich.
People and Communities	There is a need to provide for continued growth in the population of approximately 15-16% from 2012 to 2036.
	It is necessary to provide services and housing to meet the needs across the area, particularly those of younger adults in Norwich, of remote rural communities and of the growing older population throughout the area. There will be a particular need to provide services and housing to meet the needs of younger adults in Norwich and to provide for the growing older population throughout the area.
	The needs of the small but growing ethnic groups in the area will need to be taken into account.
Deprivation	There is a need to minimise socio-economic disadvantage and reduce deprivation, which particularly affects a number of areas of Norwich and some rural areas.
Health	It will be important to ensure that Greater Norwich's good levels of health are supported, with a particular focus on reducing the health gap between different areas and on providing the necessary health services and facilities for a growing and ageing population.
Crime	Although levels of crime are generally low, there are higher crime levels in inner urban wards, particularly in areas with a concentration of late night drinking establishments.
Education	It is important to increase educational attainment and skill levels, particularly in the more deprived parts of the area. and in other areas where there is low educational attainment.
Transport and Access to Services	Development should be located where transport options are, as far as possible, not limited to using the private car, so that

	<p>sustainable transport options can be promoted, and where the need for additional infrastructure can be minimised.</p> <p>There is a need to improve the strategic transport network, most particularly improvements to the rail network, to the A47 and to provide good quality public transport access to Norwich International Airport.</p> <p>Further investment is required to promote sustainable transport patters. The completion of the NDR provides the opportunity to implement further improvements in the Norwich urban area and in the main growth locations and to reduce cross city traffic movements.</p> <p>In rural areas, access to public transport is poor and subsidies are likely to decline, so it will be important to sustain local public transport services where possible and to support demand responsive transport.</p> <p>It will be important to improve access to high speed broadband and mobile phone connectivity, particularly in rural areas.</p> <p>Road safety should be improved.</p>
<p>Natural Resources, Waste and Contaminated Land</p>	<p>It is important to ensure waste management accords with the waste hierarchy and reduces the overall quantity of waste.</p> <p>Waste facilities will need to be provided to cater for a growing population, prevent fly tipping and increase recycling rates.</p> <p>Appropriate storage and segregation facilities for waste will need to be provided on new development.</p> <p>Mineral resources including sand and gravel and minerals and waste infrastructure should be safeguarded.</p> <p>The use of secondary and recycled aggregates in all developments to reduce the need for primary aggregate extraction and increase inert construction and demolition waste recycling should be promoted.</p> <p>There are high quality soils (grades 1, 2 and 3a) in many parts of the area and limited areas of contaminated land mainly on brownfield sites.</p>
<p>Employment and the Economy</p>	<p>Greater Norwich is a regionally important economic centre,, with a the potential for significant growth.</p> <p>Employment land provision needs to support the existing main employment sectors including retail; health; and financial services and also sectors with high growth potential including advanced manufacturing and engineering; agri-tech; energy; ICT/digital culture; and life sciences.</p> <p>Norwich city centre is a main regional focus for employment, retailing, tourism, culture, education and leisure.</p>

	Rural enterprises remain important to the local economy and home working is likely to increase in significance.
Housing	New housing and economic growth needs to be planned together to focus housing growth in locations where it can provide the greatest benefits and sustainable access to services and jobs. It is essential to ensure the locations chosen for growth will result in the delivery of the amount and range of housing required to meet needs.
	The delivery of affordable housing is a priority across the whole Greater Norwich Area, with a particularly high need in Norwich.
	There is a need to ensure sufficient pitches are provided to meet the needs of the Gypsies & Travellers along with those of Travelling Showpeople.

18. SECTION 18 – THE SUSTAINABILITY FRAMEWORK

- 18.1.1. The sustainability framework aims to define what sustainable development means for the Greater Norwich Local Plan. It comprises a set of objectives that derive from the context, baseline and issues identified in the previous sections and appendix 1. The framework provides a consistent way for the strategy, policies and potential growth locations to be assessed.
- 18.1.2. The ultimate aim of the sustainability framework, therefore, is to ensure the Local Plan addresses environmental, economic and social issues. The sustainability framework identifies these features with, at this scoping stage before local plan policies have been drafted, suggestions for indicators to monitor their progress.
- 18.1.3. Since some issues are difficult to measure, some indicators are indirectly related to objectives. In addition, changes to indicators (e.g. in rates of recycling) may not only result from local plan policies. However, since the SA is primarily concerned with achieving more sustainable development, rather than with attempting to quantify future changes, these issues are not regarded as significant.
- 18.1.4. Annex 1(f) of the SEA Directive lists a number of topics that should be considered in the SEA process (and therefore the SA process). These are presented in figure 83 below, along with the relevant SA themes in this report.

Figure 83 Compliance with SEA

SEA Topic	Relevant SA Themes/Objectives
Landscape	Landscape
Biodiversity	Biodiversity, Geodiversity and Green Infrastructure
Flora	Biodiversity, Geodiversity and Green Infrastructure
Fauna	Biodiversity, Geodiversity and Green Infrastructure
Soil	Natural Resources, Waste and Contaminated Land
Water	Water
Air	Air Quality and Noise
Climatic factors	Climate change
	Biodiversity, Geodiversity and Green Infrastructure
	Transport and Access to Services
Cultural Heritage (including architectural and archaeological)	Cultural Heritage

Material Assets	Housing
	Economy
	Minerals and Waste
Population	People and Communities
	Deprivation
	Education
	Crime
Human Health	Air Quality and Noise
	Health
	Natural Resources, Waste and Contaminated Land

18.1.5. The SA framework in figure 84 includes sustainability themes, along with objectives related to each theme. The over-arching objective for each theme sets out what the Local Plan should be trying to achieve in relation to sustainable development. Each objective is accompanied by a set of supporting sub-objectives which address more specific sustainability issues and can help to guide strategic decisions. These are followed by decision making criteria which can be applied to both general policies and to site allocations. at a more local level, for example when assessing sites. These are suitable for all types of allocation including those for housing, employment and retail development.

18.1.6. The final column shows suggestions for the indicators and targets which will be used to measure the plan's sustainability performance. The indicators will be finalised as the SA/SEA progresses, before production of the sustainability report.

18.1.7. Applying the SA framework will allow a systematic approach through all the stages of sustainability appraisal and plan making. By comparing the proposed Local Plan objectives, strategy, policy and allocations against this framework, it should be possible to determine if the Local Plan is contributing to sustainable development.

Figure 84 – Sustainability Appraisal Framework

Theme	Over-arching Objective	Decision making criteria for site allocations and general policies	Suggested indicators and targets
Air Quality & Noise (ref: SA1)	Minimise air, noise and light pollution to improve wellbeing.	<ul style="list-style-type: none"> • Will it have a significant impact on AQMAs in Norwich city central and Hoveton? • Will it minimise impact on air quality? • Will it minimise the impact of light and noise pollution? 	Indicator Concentration of selected air pollutants: a) NO2 b) PM10 (particulate matter) Target Decrease
Climate Change Mitigation and Adaptation (ref: SA2)	Continue to reduce carbon emissions, adapting to and mitigating against the effects of climate change.	<ul style="list-style-type: none"> • Will it minimise CO2 emissions? • Will it support decentralised and renewable energy generation? • Will it minimise the risk of fluvial or surface water flooding? 	Indicator CO2 emissions per capita Target Reduction in emissions Indicator Sustainable and renewable energy capacity permitted by type Target Year on year permitted capacity increase Indicator Number of planning permissions granted contrary to the advice of the Environment Agency on either flood defence or water quality grounds Target Zero

<p>Biodiversity, Geodiversity & Green Infrastructure (ref: SA3)</p>	<p>Protect and enhance the area's biodiversity and geodiversity assets, and expand the provision of green infrastructure.</p>	<ul style="list-style-type: none"> • Will it minimise impact on designated sites and important species and habitats? • Could it provide opportunities for bio- or geo-diversity enhancement? • Could it contribute to green infrastructure networks? • Will it help minimise the impact on air quality at designated sites? • Will it ensure that current ecological networks are not compromised and future improvements in habitat connectivity are not prejudiced? 	<p>Indicator Net change in Local Sites in "Positive Conservation Management"</p> <p>Target Year on year Improvements</p> <p>Indicator Percentage of SSSIs in:</p> <p>a) favourable condition b) unfavourable recovering c) unfavourable no change d) unfavourable declining e) destroyed/ part destroyed</p> <p>Target 95% of SSSIs in 'favourable' or 'unfavourable recovering' condition</p> <p>Indicator Number of Planning Approvals granted contrary to the advice of Natural England or Norfolk Wildlife Trust (on behalf of the County Wildlife Partnership) or the Broads Authority on the basis of adverse impact on site of acknowledged biodiversity importance.</p> <p>Target None</p> <p>Indicator Percentage of allocated residential development sites, or sites permitted for development of 10 or more homes, that have access to a semi-natural green space of at least 2ha within 400m.</p> <p>Target Minimise</p>
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Theme	Over-arching Objective	Decision making criteria for site allocations and general policies	Suggested indicators and targets
			<p>Indicator Length of new greenway (defined as a shared use, car-free off road route for a range of users and journey purposes) provided as a consequence of a planning condition, S106 obligation or CIL investment.</p> <p>Target Increase</p> <p>Indicator Total hectares of accessible public open space (cumulative) provided as a consequence of a planning condition, S106 obligation or CIL investment within the plan period</p> <p>Target Equal to or above current local plan requirements.</p>
<p>Landscape (ref: SA4)</p>	<p>Promote efficient use of land, while respecting the variety of landscape types in the area.</p>	<ul style="list-style-type: none"> • Will it minimise impact on the landscape character of the area, including the setting of the Broads? • Will it enable development of previously developed land? • Will it make efficient use of land? 	<p>Indicator Percentage of new and converted dwellings on Previously Developed Land</p> <p>Target 18% to 2026 (based on JCS housing allocations, update in line with GNLP)</p> <p>Indicator Number of Planning Approvals granted contrary to the advice of the Broads Authority on the basis of adverse impact on the Broads Landscape</p> <p>Target None</p>

Theme	Over-arching Objective	Decision making criteria for site allocations and general policies	Suggested indicators and targets
Housing (ref: SA5)	Ensure that everyone has good quality housing of the right size and tenure to meet their needs.	<ul style="list-style-type: none"> • Will it ensure delivery of housing to meet needs in appropriate locations? • Will it deliver affordable housing and other tenures to meet needs? • Will it ensure a variety in the size and design of dwellings, to meet a range of circumstances and needs? 	<p>Indicator Net housing completions</p> <p>Target Meet or exceed annual trajectory requirements</p> <p>Indicator Affordable housing completions</p> <p>Target tbc</p> <p>Indicator House completions by bedroom number, based on the proportions set out in the most recent Sub-regional Housing Market Assessment</p> <p>Target Figures within 10% tolerance of the Housing Market Assessment Requirements</p> <p>Indicator Starter Homes completions</p> <p>Target 20% of homes delivered are starter homes</p>
Population and Communities (ref: SA6)	Maintain and improve the quality of life of residents	<ul style="list-style-type: none"> • Will it enhance existing, or provide new community facilities? • Will promote integration with existing communities? 	No indicators for provision of community facilities have been identified

Theme	Over-arching Objective	Decision making criteria for site allocations and general policies	Suggested indicators and targets
Deprivation (ref: SA7)	To reduce deprivation	<ul style="list-style-type: none"> Will it help to reduce deprivation? 	Indicator and targets from IMD to be identified
Health (ref: SA8)	To promote access to health facilities and promote healthy lifestyles	<ul style="list-style-type: none"> Will it maximise access to health services, taking into account the needs of an ageing population? Will it promote healthy lifestyles? Will it avoid impact on the quality and extent of existing assets, such as formal and informal footpaths? 	<p>Indicator Percentage of physically active adults</p> <p>Target Increase percentage annually or achieve percentage above England average</p> <p>Indicator and target for access to health facilities to be identified</p>
Crime (ref: SA9)	To reduce crime and the fear of crime	<ul style="list-style-type: none"> Will it help design out crime from new development? 	Indicator and target for crime reduction to be identified
Education (ref: SA10)		<ul style="list-style-type: none"> Will it enable access to education and skills training? 	Indicator and target for access to education facilities to be identified

Theme	Over-arching Objective	Decision making criteria for site allocations and general policies	Suggested indicators and targets
Economy (ref: SA11)	Encourage economic development covering a range of sectors and skill levels to improve employment opportunities for residents, and maintain and enhance town centres.	<ul style="list-style-type: none"> • Will it promote Greater Norwich as a regional economic centre? • Will it promote employment land provision to support existing and future growth sectors? • Will it promote a range of employment opportunities? • Will it promote vibrant town centres? • Will it promote the rural economy? 	<p>Indicator Amount of land developed for employment by type</p> <p>Target 118ha B1 & 111ha B2 / B8 2007 to 2026 (split into five year tranches, based on JCS targets - update in line with GNLP targets)</p> <p>Indicator Annual count of jobs by BRES across the Plan area</p> <p>Target Measure against GNLP annualised jobs targets (2,222 p.a in JCS.)</p> <p>Indicator Employment rate of economically active population</p> <p>Target Increase</p> <p>Indicator Percentage of workforce employed in higher occupations</p> <p>Target Annual increase of 1%</p>

Theme	Over-arching Objective	Decision making criteria for site allocations and general policies	Suggested indicators and targets
Transport and access to services (ref: SA12)	Reduce the need to travel and promote the use of sustainable transport modes.	<ul style="list-style-type: none"> • Does it reduce the need to travel? • Does it promote sustainable transport use? • Does it promote access to local services? • Does it promote road safety? • Does it promote strategic access to and within the area? 	<p>Indicator Percentage of residents who travel to work:</p> <ul style="list-style-type: none"> a) By private motor vehicle b) By public transport c) By foot or cycle d) Work at, or mainly at, home <p>Target Decrease in a), increase in b), c) and d)</p> <p>Indicator IMD Access to services and housing</p> <p>Target Increase the number of LSOAs In the least deprived 50% on the IMD for access to housing and services</p>
Historic Environment (ref: SA13)	Conserve and enhance the historic environment, heritage assets and their setting, other local examples of cultural heritage, preserving the character and diversity of the area's historic built environment.	<ul style="list-style-type: none"> • Does it enable the protection and enhancement of heritage assets, including their setting? • Does it provide opportunities to reveal and conserve archaeological assets? • Could it benefit heritage assets currently 'at risk'? 	<p>Indicator Percentage of Conservation Areas with appraisals</p> <p>Target Year on year increase</p> <p>Indicator Heritage at risk – number and percentage of</p> <ul style="list-style-type: none"> a) Listed buildings; and b) Scheduled Ancient Monuments on Buildings at Risk register <p>Target Year on year reduction</p>

Theme	Over-arching Objective	Decision making criteria for site allocations and general policies	Suggested indicators and targets
Natural Resources, Waste and Contaminated Land (ref: SA14)	<p>Minimise waste generation, promote recycling and avoid the sterilisation of mineral resources.</p> <p>Remediate contaminated land and minimise the use of the best and most versatile agricultural land.</p>	<ul style="list-style-type: none"> • Does it contribute to the minimisation of waste production and to recycling? • Does it safeguard existing and planned mineral and waste operations? • Will it help to remediate contaminated land? • Does it avoid loss of the best and most versatile agricultural land (grades 1-3a)? • Will there be adequate provision for waste and recycling facilities? 	<p>Minerals and waste indicators and targets tbc</p> <p>Indicator Number of planning permissions granted on non-allocated sites on class 1, 2 or 3a agricultural land</p> <p>Target Zero</p> <p>Indicator Percentage of land allocated for development, or subject to an extant planning permission of 5 or more dwellings that is identified as Grade I or II agricultural land value.</p> <p>Target Minimise</p> <p>No indicators for contaminated land have been identified</p>

Theme	Over-arching Objective	Decision making criteria for site allocations and general policies	Suggested indicators and targets
Water (ref: SA16)	Maintain and enhance water quality and ensure the most efficient use of water	<ul style="list-style-type: none"> • Will it maximise water efficiency? • Will it minimise impact on water quality? • Will it impact on water discharges that affect designated sites? • Will it contribute to achieving the River Basin Management Plan actions and objectives? 	<p>Indicator Water efficiency in new homes</p> <p>Target All new housing schemes to achieve water efficiency standard of 110 litres/person/day (lpd) No indicators for water infrastructure have been identified.</p> <p>See also flood section (Number of planning permissions contrary to the advice of the Environment Agency on either flood defence or water quality grounds)</p>

19. THE NEXT STAGES

- 19.1.1. Appointed consultants (Lepus) will act as a critical friend providing advice on the early stages of the SA and will write the SA report itself, with some input from greater Norwich officers.
- 19.1.2. This SA Scoping report will be subject to consultation with the Statutory Consultees (Historic England, Natural England and the Environment Agency) and others. Any comments made on the SA Scoping Report will be considered and the SA scope and methodology will evolve as appropriate, with changes incorporated into the SA Report. The SA Report will require sign off from the councils before it is submitted with the local plan.
- 19.1.3. As a result of the above, at this stage it is only possible to set out an outline methodology for the remainder of the SA/SEA process based on the key elements of Sustainability Appraisal which are necessary to comply with legislation and to inform the plan making.

19.1.4. Reasonable Alternatives

- 19.1.5. Alternative sites for growth and strategic policy approaches will need to be considered. Since only “reasonable alternatives” for sites and policies are required to be appraised under SA/SEA legislation, a means of identifying which alternatives are considered “reasonable” and which are not will be established. A “reasonable alternative” should be different enough from other options to allow a meaningful comparison, and should be realistic and deliverable.

19.1.6. The Interim SA Report

- 19.1.7. An interim SA Report will be produced to accompany the regulation 18 (Favoured Option and Reasonable Alternatives) version of the plan. This document is likely to include the following stages:
- Identification of broad locations for growth and strategic policy options, including providing an explanation of which broad growth locations and strategic policy options are considered to be unreasonable and therefore do not need to be assessed further;
 - SA/SEA, using the Sustainability Appraisal Framework in figure 84 above, of the reasonable alternatives for specific locations for growth and policy options identified in stage 1 above to assist in identifying the favoured option.
- 19.1.8. The SA Framework will consider the potential impacts (including the cumulative impacts) of different scales of growth, or selecting some settlements for more growth than others on the same tier of the settlement hierarchy, including considering the sustainability of individual sites. Given that a large number of sites for consideration for allocation in the local plan are likely to come forward through the “Call for Sites”, it is probable that a “cluster approach” will be taken to assessing sites.
- 19.1.9. The SA process will consider what mitigation could be applied to alleviate sites’ impacts, thereby influencing site selection policy. By

default, SA helps to identify sites which have overriding constraints. However, while the SA process influences the site allocation process, the final choice of sites through the plan-making process will also need to consider wider policy issues.

- 19.1.10. The suggested indicators set out in figure 84 will be amended as appropriate and will be used in the long term to help to assess the success of the plan in sustainability terms.

19.1.11. SA Report

- 19.1.12. The SA Report and a non-technical summary will be issued at the regulation 19 publication stage to appraise the Draft Local Plan. This will meet the requirements of Regulation 12 of the Environmental Assessment of Plans and Programmes Regulations 2004.

19.1.13. Modifications

- 19.1.14. Further Sustainability Appraisal will be required if main modifications are proposed during the Local Plan examination which are likely to lead to "significant effects".

19.1.15. Environmental Adoption Statement

- 19.1.16. There is a legal requirement to publish an Environmental Adoption Statement on adoption of the plan, the date of which is scheduled for 2020. The statement covers a wide range of issues, setting out the role of the SA/SEA in shaping and monitoring the plan.

20. GLOSSARY

AMR	Annual Monitoring Report
AQMA	Air Quality Management Area
BRCFMP	Broadland Rivers Catchment Flood Management Plan
BRT	Bus Rapid Transit
CCG	Clinical Commissioning Group
CGS	County Geological Site
CHP	Combined Heat & Power
CIL	Community Infrastructure Levy
CWS	County Wildlife Site
DECC	Department for Energy and Climate Change
EA	Environment Agency
EU	European Union
GI	Green Infrastructure
GNLP	Greater Norwich Local Plan
GTAA	Gypsy & Traveller Accommodation Assessment
GVA	Gross Value Added
IMD	Indices of Multiple Deprivation
JCS	Joint Core Strategy for Broadland, Norwich & South Norfolk
LAQM	Local Air Quality Management
LEP	Local Enterprise Partnership
LFMRS	Local Flood Risk Management Strategy
LLFA	Lead Local Flood Authority
LSOA	Lower Super Output Area
NATS	Norwich Area Transportation Strategy
NBIS	Norfolk Biodiversity Information Service
NDR	Northern Distributor Road
NHER	Norfolk Historic Environment Record
NIA	Norwich International Airport
NPA	Norwich Policy Area
NPPF	National Planning Policy Framework
NPPW	National Planning Policy for Waste
OAN	Objectively Assessed Needs

ONS	Office of National Statistics
PAS	Planning Advisory Service
PPG	Planning Practice Guidance
PV	Photovoltaic
RPA	Rural Policy Area
SA	Sustainability Appraisal
SAC	Special Area of Conservation
SANG	Suitable Alternative Natural Greenspace
SEA	Strategic Environmental Assessment
SEP	Strategic Economic Plan
SHMA	Strategic Housing Market Assessment
SMP	Shoreline Management Plan
SPA	Special Protection Area
SPD	Supplementary Planning Document
SSSI	Site of Special Scientific Interest
SuDS	Sustainable Drainage System
WFD	Water Framework Directive
WRMP	Water Resources Management Plan
WRZ	Water Resources Zone

APPENDIX 1

A REVIEW OF RELEVANT PLANS, PROGRAMMES AND STRATEGIES FOR SUSTAINABLE DEVELOPMENT

This appendix, in combination with the context sections for each theme in the Scoping Report, meets Strategic Environmental Assessment (SEA) directive 2001/42/EC article 5, annex I (e) requirements: The environmental protection objectives, established at international, Community or Member State level, which are relevant to the plan or programme and the way those objectives and any environmental considerations have been taken into account during its preparation.

Document Title	Key Relevant Objectives	Implications for future development	Issues for Sustainability Appraisal
INTERNATIONAL			
The Convention on Wetlands of International Importance 1971 (amended 1982)	Requires signatory states to designate important wetlands for conservation in particular waterfowl habitats. Designation of Ramsar Sites to be protected from development	Ensure that the Local Plan does not support development that threatens designated wetland sites.	Protect designated wetland sites
The Convention on Biological Diversity, Rio de Janeiro, 1992	The main driver of the SEA Directive. Article 6A of the Convention requires each Contracting Party to develop national strategies, plans and programmes for the conservation and sustainable use of biological diversity.	Ensure that the plan does not support development that threatens designated biodiversity sites.	Maintain and enhance biodiversity and geodiversity
Kyoto Protocol (1997)	Implemented measures to limit and / or reduce emissions of greenhouse gases. The protocol was ratified in 2004.	Ensure the plan contributes to greenhouse gas reduction targets by reducing greenhouse gas emissions.	Reduce the effect of / greenhouse gases traffic on the environment
The Johannesburg Declaration on Sustainable Development, 2002	Focus the world's attention and direct action toward meeting difficult challenges, including improving people's lives and conserving our natural resources in a world that is growing in population, with ever-increasing demands for food, water, shelter, sanitation, energy, health services and economic security.		Relates to water, energy, economy and social aspects of the plan.
EUROPEAN			
European Climate Change Programme	To combat climate change by means of various cross-cutting measures in the fields of energy, industry and transport.	Ensure plan contributes to greenhouse gas reduction targets by reducing greenhouse gas emissions.	To adapt and mitigate against the impacts of climate change.
The EU Water Framework Directive 2000 2000/60/EC	Applies to surface waters (including some coastal waters) and groundwater. It requires member states, among other things, to prevent deterioration of aquatic ecosystems and protect, enhance and restore water bodies to 'good' status.	The plan must have regard to the river basin management plans and water resource plans that help to implement the Water Framework Directive. These plans contain the main issues for the water environment and the actions needed to tackle them.	Protect and enhance water quality

Air Quality Framework Directives 1996/62/EC, 1999/30/EC, and 2008/50/EC	Establishes mandatory standards for air quality and sets limits and guides values for sulphur and nitrogen dioxide, suspended particulates and lead in air. Establishment of limit values for concentrations of sulphur dioxide, nitrogen dioxide, particulate matter and lead in the ambient air.	Avoid detrimental impacts on air quality. Help to mitigate in designated Air Quality Management Areas.	Relates to reducing emissions from development and ensuring that limit values are not exceeded due to resulting traffic.
The Conservation of Natural Habitats and of Wild Fauna and Flora Directive (92/43/EEC)	To contribute towards ensuring biodiversity through the conservation of natural habitats and of wild flora and fauna; designation of Special Areas of Conservation. Requirement for "appropriate assessments" to consider effects on sites of European importance.	Protection and management of biodiversity and areas of significant habitat and ecological importance.	Impact on habitats and species Development to avoid areas of particular importance, including particular consideration of Natura 2000 sites such as SACs and SPAs
Directive (2001/77/EC) Promotion of development of renewable energy sources and their use	Promotion of development of renewable energy sources and their use.	Promotion of renewable energy	Contribution to use of renewable energy
EC Directive on the assessment of the effects of certain plans and programmes on the environment (2001/42/EC)	To provide for a high level of protection of the environment & to contribute to integration of environmental considerations into preparation of plans & programmes promoting sustainable development. "Environmental assessments" should be carried out for plans which are likely to have significant effects on the environment.	The plan should be accompanied by SA to ensure: <ul style="list-style-type: none"> • Policies in plan will contribute to sustainable development. • That there is full stakeholder & public consultation in the process. 	The SA framework should ensure the objectives of this overarching document are covered
NATIONAL			
Localism Act (2011)	Devolves powers to councils and neighbourhoods to give local communities more control over housing and planning decisions.	Ensure that the consultation process enables genuine opportunities for local people to be involved in the Local Plan process and to be part of planning decisions made in the areas affected.	Contribution to community involvement. Improve the quality of where people live.

Waste Regulations (2011)	Emphasis on waste hierarchy to ensure waste is dealt in the priority order of prevention	Prevent waste, preparing reuse, recycling	To make best use of resources minimize waste production
Air Quality Strategy for England, Scotland, Wales and Northern Ireland (2007)	Further improve air quality in the UK into the long term. As well as direct benefits to public health, the options are intended to provide important benefits to quality of life and help to protect the environment. The current policy framework and the legislative requirement to meet EU air quality limit values everywhere in the UK tends to direct attention to localised hotspot areas of pollution (where the objectives are not met).	Encourage a reduction in air pollutants.	Contribution to reducing air pollution and improving air quality.

<p>National Planning Policy Framework (2012)</p>	<p>As overarching government policy on plan making, the relevant sections of the NPPF are covered on a topic by topic basis in sections 2 to 11 of this document.</p> <p>Overall, the NPPF guides the implementation of the Localism Bill including the Duty to Cooperate, Neighbourhood Planning and other changes to planning policy.</p> <p>Development is encouraged and the 'presumption in favour of sustainable development' is introduced where proposals which are in line with the local plan policies are approved and proposals can only be refused 'if the adverse impacts of allowing development would significantly outweigh the benefits'.</p>	<p>The Districts preparing this plan need to work closely with the local community and businesses to identify and plan for the needs of the area. Developers are expected to work closely with people affected by their proposal and any design proposed should take into account the view of the community. To build a strong economy land needs to be available for growth and infrastructure. Policies need to be clear how the 'presumption for sustainable development' will be applied. Support the implementation of the "Town Centres First" approach in relevant areas. Policies need to protect and improve the natural and built environment and need to promote the development of strong, vibrant and healthy communities through providing housing, good design and local services. New development should have good public transport links, with priority given to cyclists and people on foot. Local facilities should be accessible by foot.</p>	<p>Contribution to community involvement</p> <p>Contribution to economic provision</p> <p>Contribution to sustainability</p> <p>Improve accessibility to essential services, facilities and jobs</p> <p>Protection of and contribution to green infrastructure</p> <p>Contribution to more sustainable modes of travel</p> <p>Improve the quality of where people live</p>
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<p>National Planning Practice Guidance (NPPG) (2014)</p>	<p>The Planning Practice Guidance (PPG) supports the NPPF. Areas of particular relevance to the plan relate to:</p> <ul style="list-style-type: none"> □□ Air quality (plans should take in to account air quality management areas, air quality is a consideration in the SEA, sustainable transport, need to establish a baseline in Local Plans). □□ Climate change (mitigating and adapting to climate change). □□ Conserving and enhancing the historic environment (positive strategy for the conservation and enjoyment of the historic environment, identify specific opportunities in the area for the conservation and enhancement of the historic environment). □□ Design (design quality should be secured through local plan policy, design guides/codes are supported, local character, safety, crime prevention, security, access inclusion, natural resources and cohesive communities should be considered, encourage a robust relationship between town centres and variable uses such as travel option, hosing, activities, safe walking and cycling routes, transport stops). □□ Duty to cooperate (as part of the Local Plan process). □□ Ensuring the vitality of town centres (town centre first approach, generate local employment; improve the quality of parking, sequential tests). □□ Flood risk (strategic flood risk assessment the application of a sequential approach). □□ Health and wellbeing (promoted through Local Plan policy). □□ Local Plans (preparation in accordance with legislation) □□ Minerals (safeguarding minerals resources) □□ Natural environment (strategic policies for the conservation and enhancement of the natural environment, encouraged use of landscape character assessments, plan positively for biodiversity and green infrastructure, consider agricultural land classifications). □□ Open space, sports and recreation, public rights of way and green space (assess need, protection and provision). 	<p>Supporting the key objectives of the NPPF</p>	<p>Housing need Economic development Infrastructure provision Conservation of natural environment Conservation of the historic environment Viability and deliverability</p>
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	<input type="checkbox"/> Rural housing (encourage thriving rural community). <input type="checkbox"/> SEA & SA (both are required for the AAP). <input type="checkbox"/> Viability (use of viability assessment to ensure that plan policies are viable). <input type="checkbox"/> Water supply, waste water and water quality (encourage discussions with water and sewerage companies; encourage a catchment based approach, sufficient capacity within the waste infrastructure, EU water framework directive).		
The Housing and Planning Bill (2015)	Provisions for ' starter home ' means a building or part of a building that— (a) is a new dwelling, (b) is available for purchase by qualifying first-time buyers only, (c) is to be sold at a discount of at least 20% of the market value, (d) is to be sold for less than the price cap, and (e) is subject to any restrictions on sale or letting specified in regulations made by the Secretary of State	In some cases, Starter Homes requirements may replace affordable housing requirements	Impact on affordability for first time buyers
Planning Policy for Travellers Sites (2015)	To ensure sites are allocated with respect to Travellers Sites	Identify need for traveller sites	Ensure the needs for Traveller Sites are addressed
Noise Policy Statement for England. DEFRA. 2010.	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. Noise Policy Aims: Through the effective management and control of environmental, neighbour and neighbourhood noise within the context of Government policy on sustainable development: <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. 		To promote good health and a good quality of life through the management of noise
Making Space for Nature: A review of England's Wildlife Sites	An independent review of England's wildlife sites and ecological network concluding that England's Nature is fragmented and unable to respond effectively to new	Adds weight to the objective of establishing a resilient ecological network through	Protection and contribution of green infrastructure

and Ecological Network (2010)	pressures, such as climate and demographic change. The report emphasises the need to restore natural networks to create a more resilient natural environment.	green infrastructure improvements in the area.	Impact on / enhancement of the environment Contribution to enhanced biodiversity Reduce vulnerability to climate change
Natural Environment White Paper (2011)	Government's vision for the natural environment in the next 50 years in response to Making Space for Nature. - Protecting and improving the natural environment - Growing a green economy - Reconnecting people and nature	Develop a resilient ecological network in the area, promoting the development of ecosystem services, and increasing public access to the natural environment to improve human wellbeing.	Protection and contribution of green infrastructure Impact on / enhancement of the environment Contribution to enhanced biodiversity, Improve the quality of where people live
UK National Ecosystem Assessment (2011)	Analysis of the benefits the natural environment to provide an evidence base on ecosystem change and ecosystem services provision to inform decision making.	Supports the need to strengthen policies to ensure the effective management of the environment and ecosystem services in the future, as well as recognising the importance of the natural environment to human well-being and economic prosperity.	Impact on / enhancement of the environment, Contribution to enhanced biodiversity Improve the quality of where people live
Flood and Water Management Act (2010)	This gives the Environment Agency a strategic overview of the management of flood and coastal erosion risk in England; and gives LLFAs responsibility for putting in place flood management strategies. The Act defines 'risk' and includes district councils as Risk Management Authorities. It also sets out approaches to flood risk management, including: at section 32, sustainable drainage requirements; and at section 40, changing Building Regulations to incorporate greater flood resilience.		Seek opportunities to reduce risk of flooding where feasible

LOCAL

GENERAL			
Sustainable Community Strategies for each district	<p>The main themes of the SCSs for the Greater Norwich Skills and Fulfilling Aspirations</p> <ul style="list-style-type: none"> • To have services for all whatever their needs; • To have a high quality environment that is protected and respected for the enjoyment; • To develop the structure so that people can travel using varied forms of transport; • To provide opportunities for people to learn at all stages of life; • For people to play an active part in community life and to be involved in decision making. 	Maintain and enhance the elements that contribute to the quality of life.	<p>Improve the quality of where people live</p> <p>Maintenance and improvement of the health of the population</p> <p>Improve accessibility to essential services and facilities</p> <p>Encourage local community identity, good behaviour and co-operative attitudes</p> <p>Maximise the use of renewable energy solutions and reduce contributions to climate change</p> <p>Reduce vulnerability to climate change</p> <p>Improve education and</p>
Joint Core Strategy for Broadland, Norwich and South Norfolk Adopted 2011 , Amended 2014	Sets out long term the development strategy and policies for the area to 2026 and provides the framework for more detailed policies set out in other local plan documents. As the starting point for the GNLP, key elements of the strategy are considered on a topic by topic basis in sections 2 to 11 of this document.		
Broads Authority Core Strategy DPD	Sets policies for determining planning applications.	Development should consider any impacts on the BA area	Impact on unique character of Broads landscape
Broads Site Specifics DPD	The Site Specific Policies DPD relates the policies and objectives of the Core Strategy and Development Management Policies DPDs to identified sites and areas.	Development should consider any impacts on the BA area	Impact on unique character of Broads landscape
HOUSING			
Greater Norwich Housing Strategy 2008-2011	Provides each local authority and its partner organisations with a basis for delivering housing services.	To ensure there are sufficient decent homes which people can afford, in places they want to live,	Contribution to housing provision (market and social)

(2009) Update	Since adopting the original Strategy, much progress has been made but new challenges have emerged	within sustainable and thriving communities.	
Broadland Housing Strategy (2011)	Increasing the supply and availability of good quality private sector rented property Deliver the affordable homes set out in the Joint Core Strategy (JCS) and Local Investment Plan and Programme (LIPP) Maximise the number of affordable homes delivered through the planning system. Increase access to suitable and sustainable accommodation and deliver high quality services to all vulnerable groups	Provide for housing requirements (for all sectors of the population)	
South Norfolk Housing Strategy 2016-19	To ensure all residents have access to and are able to maintain a good quality home that meets their needs and aspirations. The housing secured, and the support provided where appropriate, will assist local people in maximising their life opportunities. Residents will be 'opportunity ready' for housing, jobs, healthy lifestyles, independent living and their community.	A good supply of housing which meets residents' needs, supports growth and can be afforded at all income levels.	
ECONOMY AND EMPLOYMENT			
New Anglia Strategic Economic Plan	Sets out to harness the region's distinct sector strengths and its natural assets to deliver more jobs, new businesses and housing	Ensure that the new local plan supports the aims of the SEP	
New Anglia Green Economy Path Finder	To ensure the economy actively contributes to social, and environmental well-being.	Deliver a strong and sustainable green economy, resilient to climate change	
Greater Norwich Economic Strategy 2009-2014 (2010)	Define priorities for economic development in Greater Norwich for a five year period, to attract investment to the area, create new jobs and enable local businesses to develop.	Promote sustainable development, protecting and enhancing the natural and built environment. Encourage economic development, ensuring the necessary infrastructure and quality is available to attract and retain investment and support business growth. Coordinate the location of employment areas, housing and the provision of a sustainable transport	Contribution to economic provision Sustainability of development locations Contribution to strategic infrastructure Contribution to sustainable transport infrastructure Contribution to accessibility for all

		system to improve access to jobs, facilities and services for all. Increase the number of new business start-ups and support the growth of small and medium sized enterprises to create more sustainable jobs.	Contribution to regeneration and renewal Protection of and contribution to green infrastructure Encouraging cultural diversity
South Norfolk Economic Strategy 2011-2014.	The Economic Strategy has been developed to support the themes and related objectives. The themes and related objectives are:- 1. Business support and infrastructure 2. Growth sectors and strategic locations 3. Skills and aspirations 4. Market towns, rural economy and tourism The primary aim is for the area to be attractive for enterprise and business investment.	The Economic Strategy has been developed to support the themes and related objectives. The themes and related objectives are:- 1. Business support and infrastructure 2. Growth sectors and strategic locations 3. Skills and aspirations 4. Market towns, rural economy and tourism The primary aim is for the area to be attractive for enterprise and business investment.	Ensure economic development is sustainably located
MINERALS AND WASTE			
Minerals Site Allocations DPD and Waste Site Allocations DPD Norfolk County Council (to 2026) (2013)	These documents consists of the locations that are acceptable in principle and available for mineral extraction sites or waste management facilities in Norfolk throughout the plan period, up until the end of 2026, as assessed against local and national policies. The Waste Site Specific Allocations Plan allocates 9 sites for a range of waste management operations across the Greater Norwich area to the end of 2026. The Minerals Site Specific Allocations Plan identifies and allocates 12 sites within the Greater Norwich Area for mineral extraction. The presumption is that appropriate minerals or waste management facilities would be permitted on the allocated sites that are consistent with the site allocation policy requirements in the plan and relevant local and national policies.	Ensure development does not hinder the implementation of this plan	Ensure efficient use of mineral resources Safeguard existing and planned mineral and waste operations
Core Strategy and Waste DM Policies DPD Norfolk County Council	Sets out the spatial vision and strategic objectives for minerals and waste development in Norfolk over the time period from 2010 to 2026. The Core Strategy document also contains policies for use in making decisions on planning applications for	Ensure development takes into consideration the potential impacts of planned minerals and waste development, and ensure that development in the local plan does	Include provision for waste storage and segregation

(2010 – 2026)	mineral extraction and associated development and for waste management facilities, and in the selection of site specific allocations in Norfolk	not hinder the planned development for minerals and waste.	
CLIMATE CHANGE			
Norwich Urban Area Surface Water Management Plan Norfolk County Council (2011)	<p>Undertake a risk assessment of Surface Water Flows across the Norwich Urban Area</p> <p>Identify potential options for surface water management across Norwich Urban Area</p> <p>Prepare an Action Plan for Surface Water Management and set out proposals for implementation and review (including proposals for spatial planning measures).</p>	<p>Identifies three Critical Drainage Areas:</p> <ul style="list-style-type: none"> ➤ Drayton ➤ Catton Grove & Sewell ➤ Nelson & Town Close <p>Publication of SWMP may trigger review of Joint Level 1 SFRA and Level 2 SFRA for Norwich.</p> <p>May identify the need for further flood risk assessment of possible development sites where effected by areas at risk of surface water flooding.</p> <p>Could have implications for design in terms of layout and siting of buildings, the design of roads and streets, use of materials and detailing and the provision of green infrastructure.</p> <p>Possible implications for CIL & LIPP in terms of the incorporation of SUDS into existing public spaces and roads to address existing problems.</p>	<ul style="list-style-type: none"> ➤ avoid, reduce and manage flood risk, including surface water flood risk. ➤ risks of flooding
Partnership of Norfolk District Councils - Strategic Flood Risk Assessment (2008)	Ensure that flood risk is taken into account at all stages in the planning process to avoid inappropriate development in areas at risk of flooding, and to direct development away from areas at highest risk. Where new development is, exceptionally, necessary in such areas, policy aims to make it safe without increasing flood risk	Consider the implications of flood risk for development, avoiding risks where possible and enabling improvements	Avoid, reduce and manage flood risk

	elsewhere and where possible, reducing flood risk overall.		
Electricity Market Reform (EMR) White Paper (2011)	Sets out the government's commitments to ensure the UK source of electricity is secure, low-carbon and affordable by 2030.	Promotion of sustainable energy.	Contribution to use of renewable / low carbon energy
Meeting the Energy Challenge A White Paper on Energy (2007)	Seeking to meet the challenges; <ul style="list-style-type: none"> • Tackling climate change by reducing carbon dioxide emissions both within the UK and abroad; and • ensuring secure, clean and affordable energy as we become increasingly dependent on imported fuel. 	Promotion of sustainable energy.	Contribution to sustainable energy development and use.
BIODIVERSITY AND GEODIVERSITY			
GNDP, Green Infrastructure Strategy (2007)	Looks to establish a strategy for green infrastructure that will complement and support good quality housing and substantial economic growth by providing high quality, accessible green infrastructure within a comprehensive landscape structure; promoting ecological networks and continuity and links between habitats; improving quality of life; helping to address climate change; improving access to habitats and greenspace; and encouraging community wellbeing.	Protect, and where appropriate, enhance biodiversity through the protection of habitats and species and through creating new habitats through development,	Protection of and contribution to green infrastructure Impact on environmental assets Impact on / enhancement of countryside and the environment Mitigate potential adverse effects on climate change
Green Infrastructure Delivery Plan (2009)	Identification of Green Infrastructure Priority Areas (GIPA) Establishes methodology for project prioritisation Reviews possible projects for proposed GIPAs & identifies early start demonstration projects Makes proposals for the co-ordination and evaluation of GI projects & for community engagement Reviews existing arrangements for management & investigates future proposals for future management	Identifies five green infrastructure priority areas focused on Norwich City and the SW and NE sectors: <ul style="list-style-type: none"> • Five Rivers • Wymondham to Norwich • Water City – Rivers Yare and Wensum • Long Stratton to Norwich • Norwich to the Broads 	Protection of and contribution to green infrastructure Impact on environmental assets Impact on / enhancement of countryside and the environment Mitigate potential adverse effects of climate change

Broads Biodiversity Action Plan	Aims include <ul style="list-style-type: none"> ▪ Create and maintain new wetland and upland habitats ▪ Deliver best practice through the planning process 		
Norfolk Biodiversity Action Plan 2004	Conservation of species and habitats in Norfolk, incl. action plans	Protect and enhance the natural environment (habitats and species)	Impact on biodiversity
LANDSCAPE			
Broadland District Council Landscape Character Assessment Supplementary Planning Document (SPD) (2013)	Landscape Character Assessment of the District, at a 1:25,000 scale to serve as baseline of environmental information to enable a better understanding of Broadland's landscapes. Furthermore, to provide a tool kit of integrated guidance for the development management process in the consideration of impacts and potential measures for mitigation and development proposals.	- Landscape and sensitivities reflected in distinctive variations in local character within each landscape character type	- <i>Impact on environmental assets</i> - <i>Impact on / enhancement of countryside and the environment</i>
Broads Landscape Character Assessment (2006)	The main Character Assessment was completed in 2006. The Broads area presented some unique challenges in the assessment process due to the nature of its simple elemental, low lying physical landscape. The process identified a series of Local Character Areas each with a unique set of characteristics, which combine to give them their own distinct sense of place.	Landscape and sensitivities reflected in distinctive variations in local character within each landscape character type	Impact on environmental assets Impact on / enhancement of countryside and the environment
South Norfolk Landscape Designations Review (2012)	The original Landscape Character Assessment was completed in 2001. The 2012 review sought to update the previous studies regarding Landscape Character Areas, and previous policy protection for the setting of the Norwich Southern Bypass and strategic breaks between settlements.	Landscape and sensitivities reflected in distinctive variations in local character within each landscape character type. Consideration of policies to limit development in some areas.	Impact on environmental assets Impact on / enhancement of countryside and the environment
TRANSPORT			
Connecting Norfolk, Norfolk's 3rd Local Transport Plan (2011-2026)	Maintaining and managing the highway network Delivering sustainable growth Enhancing strategic connections Reducing emissions Improving road safety Improving accessibility	Focus development on accessible locations where need to travel is reduced , providing for transport improvements where necessary Provide for strategic transport Infrastructure Consider need for strategic transport improvements related to	Contribution to transport infrastructure Necessary contributions to, and scope of infrastructure needed to support certain patterns of growth.

		development Reduce need for travel Provide for / require necessary transport infrastructure improvements	Contribution to transport infrastructure Accessibility of development / location and links to jobs and services
NATS Review 2010	Cover; overall strategy, accessibility, congestion, pollution, safety, economic vitality and liveability and community. These embrace <ul style="list-style-type: none"> • Catering for travel needs arising from growth • Promoting sustainable means of transport, minimizing trip lengths and encouraging reduced car use through land use policies, layout of development and travel planning • Minimising congestion and delays by improving the efficiency of the transport network • Reducing carbon dioxide emissions by encouraging transport by sustainable modes and less polluting fuels • Safety and accident reduction • Protection of residential amenity and minimise community severance 		
NATS Implementation Plan	Supports the achievement of NATS objectives	Postwick Junction & the Northern Distributor Road. Junction Improvements at Wymondham, Harford Bridges, Thickthorn, & Costessey Junction. Bus Station public transport interchange. Proposed BRT & Core Bus Routes. Proposed extension of Postwick P&R & relocation and expansion of Airport P&R. Possible Trowse P&R.	Contribution to enhancing accessibility Contribution to a safe environment Contribution to mitigate pollution and improve air quality Accessibility of development / location and links to jobs and services Impact on road safety

		<p>Rail Station Transport Interchange.</p> <p>Bittern Line: Longer Trains, possible implementation of tram train. Possible Rail Stations at Rackheath and Broadland Business Park.</p> <p>London Main Line: Shorter journey times, new rolling stock & increased capacity.</p> <p>Cambridge Main Line: Longer trains & increased frequency of service.</p> <p>Airport public transport interchange with improved public transport access.</p> <p>Norwich Cycle Network.</p> <p>City Centre Transport Initiatives: including cross city centre public transport and walking and cycle enhancements.</p>	<p>Contribution to strategic and local transport infrastructure</p>
<p>Norfolk Infrastructure Plan, NCC, 2014.</p>	<p>This plan pulls together information on key infrastructure needed to deliver economic growth in Norfolk.</p> <p>In summary, the key initiatives are:</p> <p>A11. To ensure that dualling of the final stretch of the A11 is completed by end 2014.</p> <p>Transport for Norwich. To put in place a funding package for the 'Transport for Norwich' strategy.</p> <p>A47. To promote the status of the A47 and secure funding for key junctions, a new river crossing in Great Yarmouth and other targeted improvements.</p> <p>Rail Improvements. To continue the high profile campaign to improve the Norwich-London route (Norwich in 90'), working with Network Rail and the franchise holder, Greater Anglia.</p> <p>Broadband. By 31 March 2015, the 'Better Broadband for Norfolk' project seeks to achieve</p> <p>-A minimum speed of 2 megabits per second (Mbps) for all premises</p>		<p>Of general relevance when producing the Local Plan.</p>

	-'Superfast' Broadband (24Mbps+) for as many premises as possible		
Community Infrastructure Levy (CIL); Charging Schedules	Each district has adopted a CIL charging schedule, setting out the charges which apply to development in that district.	CIL charging schedule will apply to all qualifying development.	Contribution to infrastructure
Local Investment Plan and Programme (LIPP) (2012)	A programme to support the delivery of the Joint Core Strategy and the Greater Norwich Economic Strategy to deliver high-quality growth. Outlines the prioritisation of infrastructure funding, phasing and priorities. LIPP is regularly reviewed and updated to understand challenges to enable growth opportunities to develop.	Identifies the different types of infrastructure needed to support future development.	Contribution to regeneration and renewal Contribution to economic provision Contribution to strategic infrastructure
Local Infrastructure Plan & Programme (February 2012)	To set out the key packages and projects identified as necessary for the sustainable delivery of high levels of housing and jobs growth in Broadland, Norwich and South Norfolk.	Sets out the key packages of infrastructure and infrastructure projects to support. Packages and projects are set out both thematically and geographically. Thematic areas include: Green Infrastructure, transport, utilities, waste & recycling, community infrastructure, education, healthcare & emergency services. Spatial Packages include: north-east, Norwich city, southwest, Long Stratton. Provides further information on the priority, timing and delivery of infrastructure to meet the Joint Core Strategy's Development Strategy as adopted in March 2011.	Necessary contributions to, and scope of infrastructure needed to support certain patterns of growth. Contribution to transport infrastructure Contribution to strategic transport infrastructure

APPENDIX 2 – DEMONSTRATING COMPLIANCE WITH SEA DIRECTIVE

Note: A version of this appendix will be completed and incorporated in subsequent SA reports to show how the SA has met legislative requirements.

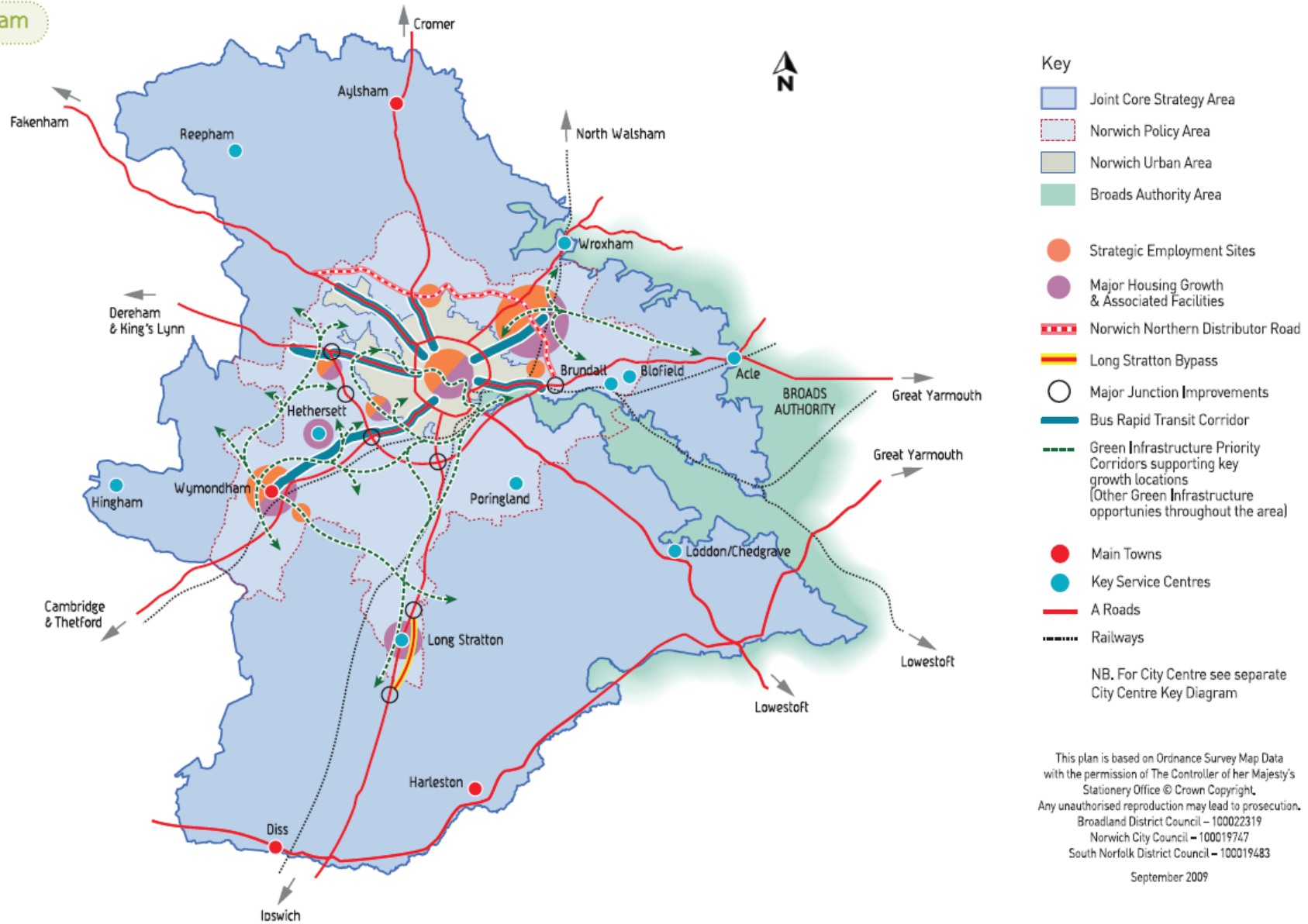
Demonstrating compliance with the SEA Directive SEA Directive requirement (the 'environmental report' must include...)		Where in the plan and SA documentation can this be found?
1. Non-technical summary	<i>"a non-technical summary of the information provided..."</i> (Annex I(j))	
2. The plan's objectives and the content of the plan	<i>"an outline of the contents, main objectives of the plan or programme and relationship with other relevant plans and programmes"</i> (Annex I(a))	
3. The SA methodology, including in relation to consultation	<i>"an outline of the reasons for selecting the alternatives dealt with, and a description of how the assessment was undertaken including any difficulties (such as technical deficiencies or lack of know-how) encountered in compiling the required information"</i> (Annex I(h)) <i>"the environmental protection objectives, established at international, Community or Member State level, which are relevant to the plan or programme and the way those objectives and any environmental considerations have been taken into account during its preparation"</i> (Annex I(e)) <i>"The [environmental] authorities... shall be consulted when deciding on the scope and level of detail of the information which must be included in the environmental report"</i> (Article 5(4)) <i>"The [environmental] authorities... and the public... shall be given an early and effective opportunity within appropriate time frames to express their opinion on the draft plan or programme and the accompanying environmental report before the adoption of the plan or programme or its submission to the legislative procedure"</i> (Article 6(2))	
4. The policy context in which the plan is being prepared	<i>"an outline of the contents, main objectives of the plan or programme and relationship with other relevant plans and programmes"</i> (Annex I(a))	
5. The sustainability objectives relevant to the plan	<i>"the environmental protection objectives, established at international, Community or Member State level, which are relevant to the plan or programme and the way those objectives and any environmental considerations have been taken into account during its preparation"</i> (Annex I(e))	

Demonstrating compliance with the SEA Directive SEA Directive requirement (the 'environmental report' must include...)		Where in the plan and SA documentation can this be found?
6. The current baseline situation	<i>"the relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan or programme"</i> (Annex I(b)) <i>"the environmental characteristics of areas likely to be significantly affected"</i> (Annex I(c))	
7. The likely situation without the plan (the 'business-as-usual' scenario)	<i>"the relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan or programme"</i> (Annex I(b))	
8. Key issues for the plan	<i>"any existing environmental problems which are relevant to the plan or programme including, in particular, those relating to any areas of a particular environmental importance, such as areas designated pursuant to Directives 79/409/EEC [Special Protection Areas under the Birds Directive] and 92/43/EEC [Special Areas of Conservation under the Habitats Directive]"</i>	
9. Key issues relating to European sites	<i>"any existing environmental problems which are relevant to the plan or programme including, in particular, those relating to any areas of a particular environmental importance, such as areas designated pursuant to Directives 79/409/EEC [Special Protection Areas under the Birds Directive] and 92/43/EEC [Special Areas of Conservation under the Habitats Directive]"</i>	
10. The alternatives considered and the rationale behind them	<i>"Where an environmental assessment is required ... an environmental report shall be prepared in which the likely significant effects on the environment of implementing the plan or programme, and reasonable alternatives taking into account the objectives and the geographical scope of the plan or programme, are identified, described and evaluated"</i> (Article 5(1)) <i>"an outline of the reasons for selecting the alternatives dealt with, and a description of how the assessment was undertaken including any difficulties (such as technical deficiencies or lack of know-how) encountered in compiling the required information"</i> (Annex I(h))	

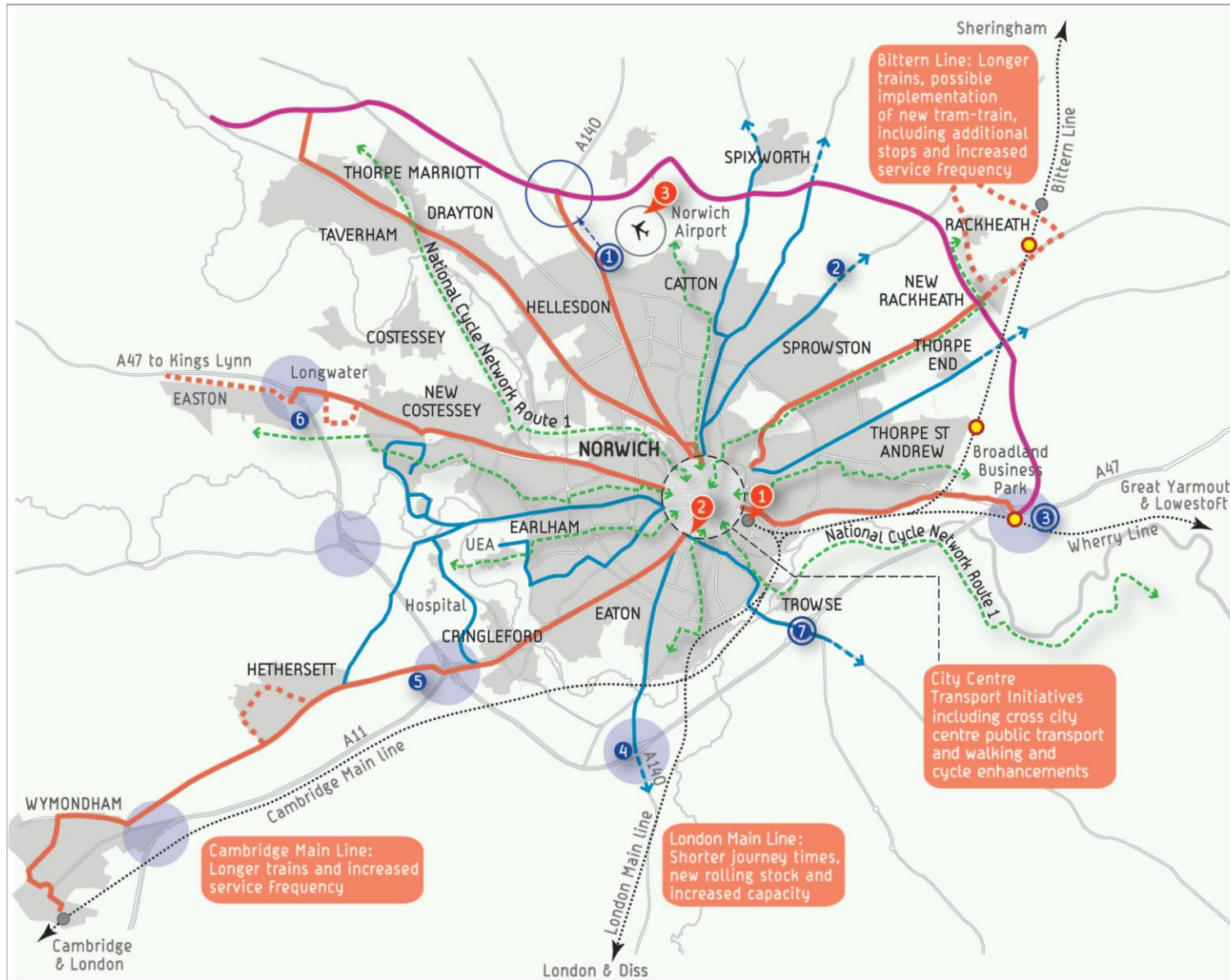
Demonstrating compliance with the SEA Directive SEA Directive requirement (the 'environmental report' must include...)		Where in the plan and SA documentation can this be found?
11.The likely significant effects of the plan including the alternatives considered	<i>“the likely significant effects (¹) on the environment, including on issues such as biodiversity, population, human health, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage including architectural and archaeological heritage, landscape and the interrelationship between the above factors” (Annex I(f))</i> <i>(¹) These effects should include secondary, cumulative, synergistic, short, medium and long-term permanent and temporary, positive and negative effects.</i>	
12.Mitigation and enhancement measures	<i>“the measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects on the environment of implementing the plan or programme” (Annex I(g))</i>	
13.Monitoring arrangements	<i>“a description of the measures envisaged concerning monitoring...”</i> (Annex I(i))	
14.How the SA findings were taken into account	<i>“The environmental report... [and] the opinions expressed [through the consultation] shall be taken into account during the preparation of the plan or programme and before its adoption or submission to the legislative procedure”</i>	

APPENDIX 3 - JCS KEY DIAGRAM

Key Diagram



APPENDIX 4 – THE NATS IMPLEMENTATION PLAN IN THE JCS



- Key**
 – enhancements related to the growth strategy
- Junction Capacity Improvements
 - Existing Rail Station
 - Possible Rail Station
 - 1 Airport Park & Ride (Potential relocation and expansion)
 - 2 Sprowston Park & Ride
 - 3 Postwick Park & Ride (Expanded Facilities)
 - 4 Harford Park & Ride
 - 5 Thickthorn Park & Ride
 - 6 Costessey Park & Ride
 - 7 Possible Trowse Park & Ride
 - 1 Rail Station public transport interchange
 - 2 Bus Station public transport interchange
 - 3 Airport public transport interchange with improved public transport access
 - Northern Distributor Road
 - Bus Rapid Transit Corridors with Bus Priority Measures
 - Core Bus Routes
 - Indicative Key Cycle Corridors (exact routes to be defined)
 - Railways

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 Norwich City Council – 100019747
 South Norfolk District Council – 100019483

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APPENDIX 5 – MAP OF THE NORWICH POLICY AREA

