

Greater Norwich Local Plan

Sustainability Appraisal Scoping Report: Report of Amendments to the Draft SA Scoping Report

December 2016

The following schedule sets out the amendments to the Greater Norwich Local Plan Sustainability Appraisal Scoping Report taking into account responses to consultation.

Reference	Page	Paragraph	Proposed Amendment
A1	14	1.2.7	<p>New paragraph after 1.2.6</p> <p><u>1.2.7 In regards to issues of Air Quality, in April 2015 the Supreme Court required the Government to publish a plan to achieve compliance with EU air quality standards for nitrogen dioxide in the shortest time possible in accordance with Article 23 of the Air Quality Directive (2008/50/EC). In December 2015 the Government published a plan which purported compliance with the Supreme Court’s Order. In November 2016 the Supreme Court further ruled that the December 2015 plan was inadequate. The Supreme Court has given Government until 24 April 2017 to produce a new draft plan to comply with the Air Quality Directive and until 31 July to produce a final one.</u></p> <p>Consequential numbering changes thereafter.</p>
A2	16	1.3.1	<p>1.3.1 There are no AQMAs in South Norfolk or Broadland, but there is one AQMA covering central Norwich, which <u>broadly</u> encompasses <u>the area inside the inner ring road</u> some smaller areas previously identified. The <u>AQMA was declared as a result of the continued exceedance of the annual objective for nitrogen dioxide (NO₂), but for no other pollutant. Road traffic is the most significant source of NO₂ and, more specifically, buses and taxis to be the main contributor</u> air quality issues are particularly related to Nitrogen Dioxide (NO₂) emissions. The 2015 Draft Action Plan shows that road infrastructure changes, to be implemented through NATS, would have the greatest impact on tackling air pollution issues, along with longer term measures such as travel planning. The Action Plan therefore concentrates significantly on road changes, with the overall aim of diverting non-essential traffic out of the city centre by way of restricted road access measures and re-routing of main traffic</p>

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			<p>flows, <i>augmented by improvements to</i>. In addition, bus lanes and cycle routes are increased to give greater connectivity <i>and longer term measures such as travel planning</i>.</p> <p><i><u>1.3.2 Improvements to air quality across the whole of Norwich are supported by ongoing actions such as school and workplace travel plans, promoting alternative fuel use, land use planning, continued support for Norfolk’s car sharing and Car Club schemes, Travelwise initiative and promoting freight distribution centres.</u></i></p> <p>Consequential numbering changes thereafter.</p>
A3	19	1.3.9	<p>Amend part of first sentence and add new second and third sentences (plus footnote):</p> <p>“...(see section × <i>1.2.17</i> of this report)...”</p> <p><i>The Government¹ committed to ensuring that nearly all cars and vans in the UK will be zero emission vehicles by 2050, meaning all car and van sales need to be zero emission vehicles by 2040. Government is providing over £600 million of support this Parliament, aimed at achieving growth in the early market for ultra low emission cars and vans and preparing for mass market uptake in the 2020s, which is during the GNL P plan period. Consequently, there is expected to be an increasing uptake of ultra low emission vehicles during the lifetime of the GNL P. This may help improve air quality in Norwich (and elsewhere).</i></p> <p><i>¹ HM Government, October 2016, Government response to the Committee on Climate Change: Progress on meeting carbon budgets, pg19-20.</i></p>
A4	19	1.4	<p>Amend first bullet point under 1.4</p> <ul style="list-style-type: none"> • 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.

Reference	Page	Paragraph	Proposed Amendment
A5	20	2.2.1	The heading amended to read “ <u>International and</u> National”
A6	20	2.2.2	<p>Insert new 2.2.2</p> <p><u>2.2.2 The UK government is committed to tackling climate change “as one of the most serious risks we face”¹</u></p> <p>¹ HM Government, October 2016, Government response to the Committee on Climate Change</p> <p>Consequential renumbering of current 2.2.2 onwards</p>
A7	20	2.2.3	<p>Amend paragraph 2.2.3 (2.2.4 with modifications)</p> <p><u>“2.2.4. The Planning Act 2008 requires that “Development plan documents must (taken as a whole) include policies designed to secure that the development and use of land in the local planning authority’s area contribute to the mitigation of, and adaption to, climate change. The footnote to...by 2050. This includes, at section 5(1) (a) achieving an interim <u>To ensure that regular progress is made towards this long-term target, the Act also establish a system of five yearly carbon budgets. The first five budgets, leading to 2032, have now been set in law. The UK is currently in the second carbon budget period (2013-17) where a target of 29% reduction below 1990 levels was set. The third carbon budget requires a target of 34% reduction by 2020, the fourth a 50% reduction by 2025 and the fifth a 57% reduction by 2030.</u></u></p>
A8	21	2.2.5	<p>Add new paragraphs after 2.2.3 (2.2.5, 2.2.6 & 2.2.7 with modifications)</p> <p><u>2.2.5 The Committee on Climate Change state that in 2014 UK emissions were 35% below 1990 levels, and that provision figures indicate that emissions fell a further 3% in 2015. Consequently the first carbon budget (see paragraph 2.2.4) has been met. Also that the UK is currently on track to outperform the second and third carbon budgets. However, the UK government¹ recognises that emissions are currently projected to be 10% greater than the budget level over the forth carbon budget (2023-2027), and 18% greater over the fifth carbon budget (2028-2032).</u></p>

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			<p><u>2.2.6 The Committee on Climate Change explain that almost all of the fall in emissions from 1990 levels so far has been from the power sector, as a result of reduced use of coal and increased generation of electricity from renewables. It is the view of the committee that emission reductions in any single sector will not be enough to meet the fourth and fifth carbon budgets.</u></p> <p><u>2.2.7 The UK government is currently working towards its emissions reduction plan. This plan will set out how the UK intends to decarbonise over the 2020s to meet its carbon budgets. Notwithstanding the above, the UK Government accepts¹ that to meet carbon budget targets there will need to be transitions across all sectors of the economy. To this end, the UK government remains committed to: continuing to reduce power sector emissions; improving the efficiency of homes and other buildings; decarbonising industry, agriculture, land use and land use change and forestry; reducing emissions from transport, which will be increasingly important to meet carbon budget commitments; and, supporting innovation.</u></p> <p>¹ HM Government, October 2016, Government response to the Committee on Climate Change Consequential numbering changes thereafter.</p>
A9	28	2.3.8	Paragraphs 2.3.8 and 2.3.9 and figures 12 and 13 will be moved to the beginning of the Baseline section to be renumbered 2.3.1 and 2.3.2.
A10	28	2.3.9	<p>New paragraph will be added to the after former 2.39 (now 2.3.2):</p> <p><u>2.3.3 There are a number of factors that contribute to the scale of per-capita emissions in Greater Norwich, including transport. In regards to Transport, it is acknowledged that the Examining Authorities Report into the Northern Distributor Road (NDR) found that the scheme will “lead to an immediate and ongoing increase in carbon emissions as compared with the “Do-Minimum” scenario”. Although it was also acknowledged that these may be “mitigated by efficiency improvements promoted in future carbon budget rounds and that evidence submitted to the examination did not show that, in isolation,</u></p>

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			<p><u>the scheme would affect the ability of the Government to meet its carbon reduction targets, nor the fulfilment of the overarching national carbon reduction strategy</u>¹.</p> <p>¹ The Planning Inspectorate, The Norfolk County Council (Norwich Northern Distributor Road (A1067 to A47(T) Order, Examining Authorities Report of Findings and Conclusions and Recommendation to the Secretary of State for Transport, paragraph 4.283.</p> <p>Consequential renumbering as a result of the above.</p>
A11	29	Figure 14	<p>Amend title to say Renewable <u>and Low Carbon Decentralised</u> Energy Schemes.</p> <p>Amend 9th Row of first column to read “UEA <u>Gas Fired</u> Combined Heat and Power”</p>
A12	30	2.3.14	<p>Amend paragraph as set out below</p> <p>“...in the area. <u>The Utilities site in Norwich was allocated for development that will “seek to maximise the use of renewable and low carbon energy sources including the provision of district wide heating and CHP”. As such, consideration continues to be given</u> is currently being given to the potential for developing a CHP network in Norwich.”</p>
A13	31	2.5	<p>Add additional issue after 2.5</p> <p><u>Ensure consistency with intervention proposed within Governments forthcoming emissions reduction plan supporting wider policy imperative to reduce carbon emissions over time.</u></p>
A14	32	3.2.2	<p>Amend ‘Legislative Requirements’ to refer to the Birds Directive 2009/147/EC.</p>
A15	39	3.3.6	<p>new paragraph after 3.3.6 will be added to clarify the multi-functional benefits of a Green Infrastructure Network.</p> <p><u>3.3.7 The delivery of an effective GI network can have multi-functional benefits that are not only limited to conserving and enhancing the natural environment but can include: promoting recreational activities and social interaction thereby supporting healthy communities; helping create a sense of place as a key part of good design; creating and</u></p>

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			<u>high quality environment which are attractive to businesses and investors; and, mitigating and adapting to the impact of climate change through storing carbon, contributing to sustainable drainage and reducing the heat island effect.</u>
A16	40	3.5	Add additional Issues under 3.5 <u>“Local changes in air quality resulting from increased emissions, such as from increased traffic movements, could affect designated sites”</u> <u>“ensuring that the impact on existing GI from new development is minimised and benefits from new GI are maximised”</u>
A17	51	5.2.7	Insert new text within 5.2.7 <u>“...River Basin Management Plan (RBMP). The Anglian RBMP {FN} was first published in 2009 to provide a framework to protect and enhance the water environment. In 2015 the plan was updated to identify progress since the 2009 plan, and assess the current state and pressures on the environment. Key themes are water quality, water quantity, wildlife habitat and creation.</u> Greater Norwich is situated within the Broadland Rivers catchment which is one of 11 catchments within the Anglian Rivers Basin District. The catchment is described as follows”.
A18	51	5.2.9	Insert new para at 5.2.9 and renumber current 5.2.9 and 5.2.10 <u>“5.2.9 The Broadland Rivers Catchment Partnership implements the RBMP at catchment level. It is made up of a group of organisations with an interest in improving the environment in the local area. Through the Broadland Rivers Catchment Plan{FN}, they identify local issues and priorities and access funding to implement various programmes and measures. The WFD status of water bodies outside the local plan area but within the Broadland Rivers catchment is of interest due to the nature of rivers and river catchments2.</u>
A19	54	5.3.15	Insert new para after 5.3.15

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			<p><u>“5.3.16 The Broadland Rivers Catchment Plan¹ identifies the following issues within the catchment area: Over 90% of rivers fail to meet WFD targets; expensive treatment is needed at times to treat some drinking water; some protected habitats still do not meet Habitats Directive Standards; water levels are too high or too low in some areas; there is localised flooding from various sources”.</u></p> <p>Footnotes:</p> <p>¹ https://www.gov.uk/government/publications/anlian-river-basin-district-river-basin-management-plan</p> <p>¹ http://www.broads-authority.gov.uk/looking-after/managing-land-and-water/beyond-the-broads</p>
A20	54	5.3.15	<p>Amend current paragraph 5.3.15 as set out below:</p> <p><u>There are 93 river water bodies and 18 lakes in the Broadland Rivers Catchment. The priority river basin management issues for the catchment are diffuse pollution from the rural area, physical modification of rivers and lakes and pollution from waste water. In addition,</u> the River Wensum</p>
A21	55	5.5	<p>Amend first bullet under paragraph 5.5</p> <p>“Since the area suffers from water stress, <u>effectively managing the supply and demand balance is critical, taking into account the peaks in demands from homes, jobs and agriculture and the impact of abstraction on habitats and biodiversity. Ensuring</u> water efficiency will have a key role is a significant issue locally”.</p>
A22	55	5.5	<p>Insert new issue under 5.5</p> <p><u>“There is a need to consider the measures within the Anlian River Basin Management Plan and the issues in the Broadland Rivers Catchment Plan”</u></p>

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A23	56	6	Retitle section 6 “Built Heritage” to “Historic Environment”.
A24	56	6.1.1	“...at risk. <u>Issues related to the landscape elements of the historic environment, such as historic parks and gardens, are considered in the Landscape Section of this report</u> ”.
A25	64	6.4	Additional Issues to be added under 6.4 <ul style="list-style-type: none"> • <u>Conserve and enhance designated and non-designated heritage assets and the contribution made by their settings</u> • <u>Areas where there is likely to be further significant loss or erosion of townscape character or quality, or where development has had or is likely to have significant impact (direct and or indirect) upon the historic environment and/or people’s enjoyment of it</u> • <u>Traffic congestion, air quality, noise pollution and other problems affecting the historic environment</u>
A26	77	9.3.6	Additional paragraph after 9.3.6 <u>9.3.7 It is recognised that nitrogen dioxide and other particulates are a risk to peoples’ health. For example, Public Health England estimated¹ 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.</u> ¹ Public Health England, 2014, Estimating Local Mortality Burdens associated with Particulate Air Pollution.
A27	78	9.5	Add the following issues at paragraph 9.5: <u>It is important to consider the ways in which exposure to poor air quality can be minimised or reduced</u>

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			<p><u>“It will be important to maintain and enhance links to the countryside and semi-natural open spaces to encourage physical activity and mental well-being”.</u></p> <p><u>“ensuring new development is well related to green infrastructure”</u></p> <p><u>“It will be important to maintain and enhance links to the countryside and semi-natural open spaces to encourage physical activity and mental well-being”.</u></p> <p><u>“It will be important to ensure new development supports active and healthy lifestyles.</u></p>
A28	93	12.5	<p>Amendment to issue under 12.5</p> <p>...The completion of the NDR <u>(as described in the Development Consent Order)</u> provides ...</p>
A29	93	12.5	<p>Amend third bullet under 12.5</p> <p>... to reduce cross city traffic movements. <u>Local rail connections could provide further opportunities for sustainable transport which should be considered.</u></p>
A30	93	12.5	<p>Add additional issue after 12.5</p> <p><u>“impacts on biodiversity, landscape, air quality and climate change from transport infrastructure or traffic”</u> added to issues list at 12.5</p>
A31	103	13.5	<p>Add additional issue after 13.5</p> <p><u>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.</u></p>
A32	129	16.1.6	<p>Amend paragraph</p> <p>...number of them. <u>In addition currently no information has been obtained on areas which may have the potential for historic or archaeological interest which are currently unidentified.</u></p>
A33	138	n/a	<p>Amend decision making criteria to SA3</p>

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			<ul style="list-style-type: none"> • <u>“Will it help minimise the impact on air quality at designated sites?”</u> • <u>“Will it ensure that current ecological networks are not compromised and future improvements in habitat connectivity are not prejudiced?”</u>
A34	138	n/a	<p>Additional Monitoring Indicators to SA3:</p> <p><u>“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”.</u></p> <p><u>“Percentage of allocated residential developments sites, or sites permitted for residential development of 10 or more homes, that have access to a semi-natural green space of at least 2ha within 400m”.</u></p> <p><u>“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”.</u></p> <p><u>“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”.</u></p>
A35	138	n/a	<p><u>Landscape</u></p> <p>Additional Monitoring Indicator to SA4:</p> <p><u>“Number of Planning Approvals granted contrary to the advice of the Broads Authority on the basis of adverse impact on the Broads landscape”.</u></p>
A36	138	n/a	<p>Amend decision making criteria to SA4</p> <ul style="list-style-type: none"> • “Will it minimise impact on the landscape character of the area, <u>including the setting of the Broads?</u>”

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A37	140	n/a	Amend decision making criteria to SA8 <ul style="list-style-type: none"> • <u>“Will it avoid impact on the quality and extent of existing assets, such as formal and informal footpaths?”</u>
A38	142	n/a	SA13 will be retitled Historic Environment
A39	142	n/a	Revised overarching objective for SA13 Conserve and enhance <u>the historic environment, heritage assets and their setting, other</u> local examples of cultural heritage <u>and</u> preserving the character and diversity of the area’s historic built environment.
A40	142	n/a	Amend decision making criteria under SA13 Does it enable the protection and enhancement of designated heritage assets, including their setting?
A41	143	n/a	Add to decision making criteria for SA14 <u>“will there be adequate provision for waste and recycling facilities”</u>
A42	143	n/a	Additional Monitoring Indicators to SA14: <u>“Percentage of land allocated for development or subject to an extant planning permission for 5 or more dwellings that is identified as Grade I or II agricultural land value”</u>
A43	144	n/a	Amend decision making criteria to SA16 <ul style="list-style-type: none"> • <u>“Will it impact on water discharges that affect designated sites?”</u> • <u>“will it contribute to achieving the River Basin Management Plan actions and objectives?”</u>

End.