

## Regional Planning Guidance

### **RPG 6**

The vision for East Anglia is one of development set within a sustainable development framework, and where:

- Economic opportunities are maintained and improved.
- There is increasing social equity for all areas.
- The environment is protected and enhanced while the distinctiveness of each locality is maintained.
- Natural resources are conserved.

### **Policy 1: Urban renaissance**

The towns and cities of East Anglia should be maintained and enhanced so that they become more accessible and desirable living and working areas with strong economies which provide attractive environments and a high quality of urban life. Development plans and other strategies should include policies to protect and enhance urban areas and address local concentrations of urban deprivation and poor physical conditions.

Such policies should include measures to:

- ensure a high standard of urban design;
- preserve and enhance historic buildings and townscape;
- protect, enhance and extend urban open space;
- redevelop or bring back into effective use vacant and under-used sites;
- secure the improvement of the housing stock;
- co-ordinate the resources of different agencies to tackle poverty and social exclusion; and
- enhance community safety.

### **Policy 13: Town centres and retail development**

Development plans and local transport plans should include policies to promote and enhance the vitality and attractiveness of city, town and local centres. Dependent on circumstances, such policies could include:

- provision for uses which attract large numbers of people, including shops, commercial and public offices and entertainment, leisure and cultural facilities;
- an emphasis on mixed use development and increased housing;
- enhancement of the attractiveness of centres through such measures as town centre management, pedestrian priority and hard and soft landscaping;
- promotion of high quality townscape with an emphasis on high quality urban design and the conservation of features of architectural or historic importance;
- provision for improved access by public transport, walking and cycling; and
- strategies for car parking.

**Policy 16**

The Norwich urban area should be a focus of growth within East Anglia with a strong emphasis on urban regeneration, enhancing the historic urban environment, and addressing dereliction and deprivation. The area's economic potential should be maximised, building on its strengths in sectors such as financial and business services, food technology, tourism, the arts, higher and further education, media, shopping and services. Key elements of the development strategy should be:

- the redevelopment of vacant and underused land within the built up area in preference to and in advance of further greenfield development on its edge;
- protection of attractive areas around the periphery of the built up area;
- enhancement of the city centre; and
- consideration of the potential of Norwich Airport, including the issue of surface access.

**Policy 31: Reducing the impact of transport on the environment**

Local transport plans should give priority to:

- maximising energy efficiency and minimising emissions by promoting sustainable travel opportunities;
- maximising the use of existing transport infrastructure and only proposing or supporting new projects where they respect the countryside, valued landscapes, natural habitats and mineral resources; and
- maintaining and enhancing the quality of the built environment by reducing noise and air pollution, vibration and the visual impact of transport.

**Policy 37: General management principles for conserving and enhancing the natural, built and historic environment**

To conserve and enhance the important aspects of East Anglia's natural, built and historic environment, development plans should reflect the following principles:

- the natural, built and historic environment should be conserved and enhanced by positive management and by protecting it from development likely to cause harm;
- all important aspects of the countryside, including individual features, special sites and the wider landscape should be protected for their own sake;
- regional and local distinctiveness and variety, based on a thorough assessment of local character and scrutinised in depth through the development plan system, should be conserved and enhanced whenever possible;
- planning for development should provide effective protection of the environment by integrating a site-based approach with a more broadly based concern for and awareness of biodiversity and other environmental issues, including light and noise pollution;
- damaged and lost environmental features should be restored whenever possible; and
- a common approach should be taken to landscape and character issues which cross local planning authority boundaries.

**Policy 38: Protection of designated areas**

Development plans should give priority to protecting and enhancing areas designated at international or national level for their intrinsic importance in terms of nature conservation or landscape quality. They should also ensure that policies and proposals for areas covered by these designations are integrated with other strategies.

Development likely to significantly affect sites of international importance for nature conservation should be allowed only if there are no alternative solutions and only if there are imperative reasons of overriding public interest. If such development is allowed then compensatory measures, necessary to ensure that the overall coherence of Natura 2000 is protected, must be provided. Development likely to significantly affect Sites of Special Scientific Interest should only be allowed if the benefits clearly outweigh the nature conservation value of the site.

**Policy 39: Local environmental designations**

Local planning authorities should take positive steps to conserve and enhance areas covered by local landscape and wildlife designations, such as Special Landscape Areas, Local Nature Reserves and County Wildlife Sites, as well as other features of local distinctiveness in the wider countryside.

Designations shown in development plans should be re-assessed in consultation with the designating body when plans are reviewed and removed if they do not have policy justification or added to or amended as necessary.

**Policy 42: Safeguarding and creating habitats**

Local planning authorities should safeguard threatened habitats and create new habitats characteristic of East Anglia by including relevant policies and proposals in development plans and by working jointly with others on non-statutory management plans. Priority should be given to those habitats for which East Anglia has a significant proportion of the UK total.

**Policy 53: Protection of water resources**

In preparing development plans local planning authorities should take account of the Environment Agency's Regional Water Resource Strategy, Local Environment Agency Plans, Catchment Abstraction Management Strategies, groundwater vulnerability maps and groundwater source protection zone maps. The protection of water resources and provision for water abstraction should be given a high priority and rates of development should not exceed the capacities of existing or planned water supply systems, taking into account environmental constraints, to meet projected demand.

## **Draft Regional Spatial Strategy**

### **Policy SS1: Achieving Sustainable Development**

The spatial strategy aims to achieve a sustainable relationship between jobs, homes and services at the strategic and local level. It requires a sequential approach to the location of major development as a core component of sustainable development. Conserving the region's environment, quality of life, local character and natural resources, whilst adapting to climate change, together with tackling the problems of social inclusion and deprivation are also key strands in achieving sustainable development. In most instances development will be focused in or adjacent to major urban areas where there is good public transport accessibility and where strategic networks (rail, road, bus) connect. In more rural areas, development will be focused on market towns which have good public transport accessibility to key urban areas. By locating housing, jobs and services in close proximity the need for long-distance commuting will be reduced.

Local Development Documents (LDDs) will first consider the reuse of land and buildings within urban areas, then extensions to those areas, and finally other locations where there is good accessibility to public transport, or where proposed development can contribute to improving public transport access. In some sub-regional circumstances development of new settlements may be required. Areas where this is most likely are identified in the sub-regional policies in Chapter 5.

This approach will be complemented by measures to deliver an 'urban renaissance' to provide a high quality urban experience (some of which measures will not be land-use related). The demand for transport and other services will be managed to make the best use of existing infrastructure, rather than relying upon major new infrastructure investment. Despite this, there will still need to be significant investment in infrastructure because parts of the Region already have deficits that need to be rectified. The key locations for growth are likely to need significant infrastructure investment, along with improving and maintaining the rail and road corridors that link these areas with each other and with key centres outside the Region and the UK.

The core strategy sets out a framework within which the regional economy can grow in a sustainable way, in order to maintain and enhance prosperity. It is also committed to facilitating regeneration and social inclusion.

### **Policy SS2: Overall Approach To The Spatial Strategy**

In order to achieve a close correlation between homes, jobs and community facilities, urban areas will be the main focus for development and redevelopment in the Region. The key centres on which development and change will be focussed are (in alphabetical, not priority order):

Basildon, Bedford, Bury St Edmunds, Cambridge, Chelmsford, Colchester, Great Yarmouth, Harlow, Hemel Hempstead, Ipswich, Kings Lynn, Lowestoft, Luton/Dunstable, Norwich, Peterborough, Southend-on-Sea, Stansted/M11 corridor towns (as set out in Stansted/M11 sub-regional strategy), Stevenage, Thurrock, Watford.

The nature of development and change in these areas will vary according to their capacity and policy situation, and differing balances will be struck between urban concentration and urban expansion according to sub-regional circumstances.

A sequential approach to the location of new development will be adopted to deliver the quality of life improvements set out in the Vision. Certain locations have been identified for major development and/or regeneration. Specific guidance on these locations is set out in the sub-regional policies (Chapter 5). Where required, these sub-regions set out a local interpretation of the sequential approach, taking into account the characteristics of the sub-region. There are other areas where specific sub-regional policies are not proposed. The regional policy for those areas is set out in Policies SS3 (Development in and adjoining urban areas) and SS9 (development in rural areas). Other types of development not covered by Policies SS3 and SS9 will also follow the sequential approach, unless covered by specific policy in this RPG. Local Development Documents will adopt an appropriate Community Strategy approach, and will be required to demonstrate how they have applied the sequential approach.

Local Development Documents will ensure a balanced and deliverable supply of land for employment, housing, and supporting services, by encouraging the change of use of land where alternative development would represent a more sustainable land-use and allow for proposals that would make more efficient use of vacant and underused land and property.

### **Policy SS6: Transport Strategy**

Transport delivery agencies will improve accessibility and support the economic and spatial development of the Region. This will be done through:

- reducing the need, and hence demand, for travel;
- an improved range of public transport provision to, from and within the Regional Interchange Centres (Basildon, Bedford, Cambridge, Chelmsford, Colchester, Harlow, Kings Lynn, Luton/Dunstable, Ipswich, Norwich, Peterborough, Stansted, Stevenage, Southend, Thurrock and Watford);
- small scale local improvements designed to encourage walking and cycling, improve public transport services and ease movement to and within local centres; and
- maintenance, management and improvement of a multi-modal strategic transport network (see Map 8.2 in the Transport Chapter).

**Policy SS8: Land In The Urban Fringe**

Local authorities, developers and other agencies will work together to secure the enhancement, effective management and appropriate use of land in the urban fringe through formulating and implementing strategies for urban fringe areas, where appropriate, at sub-regional scale.

Local Development Documents will:

- ensure that new development contributes to enhancing the character, appearance, recreational and biodiversity value of the urban fringe;
- seek to provide connected networks of accessible green space linking urban areas with the countryside; and
- set targets for the provision of green space for planned urban extensions.

**Policy NSR4: Housing**

Local Development Documents will provide for 45,500 net additional dwellings up to 2021 distributed in the Sub-region and the Norwich Policy Area as follows:

District Sub-region of which in the Norwich Policy Area

Breckland	11,500	-
Broadland	12,200	10,500
Norwich	10,600	10,600
South Norfolk	11,200	8,400
Total	45,500	29,500

**Policy NSR5: Transport Infrastructure**

Transport improvements that enhance accessibility within and to the Sub-Region, support economic success and regeneration protect environmental heritage and facilitate sustainable tourism will be promoted. Priorities are:  
Scheme Status Priority

A11 dualling completion by 2008 1 A

A47 dualling (N.Burlingham) 1 B

Further development of Norwich as an Urban Regional Interchange Centre for public transport 1 A

Further development of public transport, cycling and walking throughout Norwich, including a rapid, high quality public transport network serving growth areas and existing concentrations. 1/2/3 A

Norwich Northern Distributor Route 3 A

Dualling of the A47 between the A1, Norwich and Great Yarmouth 3/4 A

Capacity improvements to selected Norwich Southern bypass junctions 3/4 A

Improvements to the A 140 2/4 B

Safeguarding sites for rail freight depots 1 B

The development of Norwich Airport will be promoted to provide for aviation needs in the north of the region, including feeder links to hub airports and inward tourism visits. 4 B

East West Rail Link with services to Sub Region and service improvement to Stansted 3 B

Improved rail services from Sub-Region to London (Stratford – Europe), Cambridge, and Peterborough. 3/4 B

Improvements to Norwich Great Yarmouth and Norwich Lowestoft rail/bus services 1/2/4 B

Investigate feasibility of enhanced use of Wymondham-Dereham line 4 C  
Safeguarding access to the waterside (for freight, public transport and recreation 1 C

**KEY**

**Status**

1 – committed

2 – part of a strategy, further investigation needed

3 – under investigation

4 – proposed for investigation

**Policy NSR6: Environmental Assets**

High priority will be given to the protection and enhancement of the environmental assets within and surrounding Norwich with special regard to the historic setting of the city.

Local Development Documents will prevent inappropriate development in defined areas that contribute to this aim including river valleys, areas of important landscape character or nature conservation value, significant green spaces or wedges, and the landscape setting of the southern bypass. A Green Network of linked open spaces will be developed to enhance public access and nature conservation in these areas, other environmental assets and recreation facilities, and out to the Broads.

**Policy H1 – Distribution Of Dwelling Provision 2001-2021**

Policy SS13 in the Core Spatial Strategy indicates that 23,900 net additional dwellings per annum will be built in the East of England between 2001 and 2021, a total of 478,000 dwellings.

Local Development Documents will provide for the following net increase in dwellings within the region subject to Policy H1A: etc.

**Policy T1: Regional Transport Strategy Objectives**

In seeking to meet the overall vision and objectives of the RPG set out in Chapter 3, transport policy will seek to meet the following objectives (not in priority order):

1. improve opportunities for all to access jobs, services and leisure/tourist facilities;
2. enable infrastructure programmes and transport service provision to support both existing development (addressing problems of congestion) and that proposed in the spatial strategy (economic regeneration needs and further housing growth);
3. reduce the need to travel;
4. reduce the transport intensity of economic activity, including freight;
5. minimise the environmental impact of transport provision and travel, protecting and enhancing the natural, built and historic environment; and
6. improve safety and security.

To achieve these objectives the Regional Transport Strategy (RTS) seeks to:

- widen travel choice: increasing and promoting opportunities for travel by means other than the private car, particularly walking, cycling and public transport, improving seamless travel through the provision of quality interchange facilities and raising travel awareness;
- promote the carriage of freight by rail and water and encourage environmentally sensitive distribution; and
- stimulate efficient use of the existing transport infrastructure, efficiently maintaining and managing existing road, rail, port and airport infrastructure.

**Policy T5: Airports**

Access to the region's airports, particularly by rail and bus/coach, will be managed and enhanced to support development as it is approved and enable the airports to contribute to national and regional objectives in relation to economic growth and regeneration.



**Policy T10: Sub-Regional Transport**

At the sub-regional level, infrastructure programmes, transport service provision and management will support existing development and that proposed in the spatial strategy, with a particular focus on:

- growth areas;
- priority regeneration areas; and
- sustaining rural communities, supporting the role of market towns/key service centres within wider rural hinterlands.

**Policy T11: Environment And Safety**

The development and design of transport infrastructure, and policy will seek to protect and enhance the natural, built and historic environment, minimise environmental impact and improve safety and security by reducing sources of danger

**Policy ENV3 – Biodiversity And Earth Heritage**

Planning authorities and other agencies in their plans, policies and proposals will ensure that the internationally and nationally designated sites in the region, shown on Map 9.2, are given the strongest level of protection. The region's biodiversity, earth heritage and natural resources will be protected and enriched through conservation, restoration and reestablishment of key resources by:

- promoting the restoration and re-establishment of habitats and species populations in accordance with the East of England Regional Biodiversity Targets in Appendix B and the targets set out in the UK, England and Local Biodiversity Action Plans;
- identifying and safeguarding areas for habitat restoration and reestablishment, in particular for large-scale (greater than 200 ha) habitat restoration which bring associated social and economic benefits;
- identifying and safeguarding Regionally Important Geological and/or Geomorphological Sites (RIGS) and promoting the expansion of the number of sites receiving active conservation management;
- ensuring the appropriate management and further expansion of wildlife corridors that are important for the migration and dispersal of wildlife;
- establishing networks of semi-natural green spaces in built up areas as part of the process of developing more sustainable, safer, secure and attractive urban and built forms; and
- ensuring that all new development minimises any damage to the biodiversity and earth heritage resource and, where possible, enhances it.

The East of England Regional Assembly (EERA) will actively pursue arrangements for the establishment of effective co-operation with authorities from neighbouring regions on cross-border issues which require inter-regional co-ordination, specifically with regard to the Wash, Thames Estuary and such important landscape and biodiversity initiatives as the Chilterns Management Strategy, and more widely in relation to the potential impacts of climate change, water transfer and waste management.

#### **Policy ENV4 – Woodlands**

Planning authorities and other agencies in their plans, policies and proposals will encourage the increase in woodland cover in the Region in ways which respect local landscape character and reinforce and support the regional spatial strategy. Such woodland should optimize economic, social and environmental value whilst protecting the biodiversity and character of existing woodland and other areas of established or potential nature conservation or archaeological interest.

Ancient semi-natural woodlands and other woodlands of acknowledged national and regional importance will be strongly protected and there will be a general presumption against the conversion of any woodland to other land uses unless there are overriding public benefits. In seeking additional woodland planting, the following principles will be applied:

- woodland unavoidably lost to development should be replaced with new woodland of equivalent value, preferably in the same landscape unit. Preference should be given to creating “new native woodland” as defined in Forestry Commission Bulletin 112;
- the woodland planting component of the regional aggregate area of derelict, contaminated and former mineral or industrial land restored as greenspace should be increased to at least 20% by 2010;
- the provision of new woodland as a condition of or in association with planning permissions should be increased, with targeting focused on:
  - . the Sustainable Communities Plan Growth Areas, where significant new woodland areas (e.g. of 1000 ha or more) should be provided;
  - . urban areas and areas within 8 kilometres of urban areas with populations of more than 100,000;
  - . the Thames Chase, Watling Chase and Forest of Marston Vale Community Forests;
  - . transport corridors;
  - . addressing local BAP targets e.g. by expanding and linking areas of native woodland and the creation of new wet woodland for which this region is a priority.

#### **Policy ENV5 - The Historic Environment**

Planning authorities and other agencies in their plans, policies and proposals will identify, protect, conserve and, where appropriate, enhance the historic environment of the region, its archaeology, historic buildings and areas and historic landscapes, including those features and sites (and their settings) especially significant in the East of England:

- the internationally renowned historic cities of Cambridge and Norwich;
- the exceptional network of historic market towns;
- the major concentration of medieval churches;
- coastal fortifications, historic ports and traditional seaside resorts;
- the early garden cities of the 20th century;
- listed buildings and conservation areas – domestic and industrial buildings, and the settlements and settings which define their character;
- the wider historic landscape that contributes to the distinctiveness of the region, including scheduled ancient monuments and other nationally important archaeological sites and monuments

**Policy ENV7 - Air Quality**

Local Development Documents and Local Transport Plans, having regard to the increased levels of development and associated infrastructure proposed across the region, will include objectives, proposals and policies that seek to:

- reduce or reverse the growth of motor traffic;
- encourage infrastructure for cleaner transport fuels such as liquefied petroleum gas (LPG) and compressed natural gas (CNG);
- ensure that new development does not exacerbate air quality in existing and potential Air Quality Management Areas (AQMAs);
- pay particular attention to any potential effects on wildlife, where potentially polluting development, increased motor traffic or intensive agricultural facilities producing ammonia, are expected close to sensitive habitats such as Special Sites of Scientific Interest (SSSIs); and
- seek to mitigate existing and potential air quality pollution problems.

**Norfolk Structure Plan – October 1999**

**Policy CS1**

The County Strategy is to provide for sustainable development in Norfolk by:

- (i) giving high priority to protecting and enhancing the wealth, variety and distinctiveness of Norfolk's natural and built environment;
- (ii) promoting economic diversity and supporting economic regeneration and rural initiatives;
- (iii) ensuring that the housing needs of the County's population are met;
- (iv) integrating land use and transportation provision and improving the balance of jobs, services and housing, including through the promotion of mixed use development, to reduce the need to travel;
- (v) improving accessibility and choice of transport mode in order to reduce reliance on the private car, where possible;
- (vi) supporting the vitality of urban and rural communities;
- (vii) maximising the development potential of urban areas while protecting their environment, and giving priority to the re use of previously developed land;
- (viii) supporting and enhancing the role of town centres;
- (ix) reducing the consumption of nonrenewable resources, supporting renewable energy developments and requiring energy and water efficient forms of development; and
- (x) encouraging initiatives to reduce waste and promoting opportunities for re use and recycling.

**Policy CS.2**

Major new housing, employment and commercial development will be located in the Norwich Policy Area and at Great Yarmouth, King's Lynn, Thetford and Dereham.

**Policy EC.1**

The overall strategy is to promote economic growth and to provide local employment opportunities for the existing and future population, consistent with the County Strategy for sustainable development. Particular priority will be given to Great Yarmouth.

**Policy ENV.1**

High priority will be given to protecting the environmental assets of the County and conserving and enhancing biodiversity. In particular there will be special emphasis given to the protection, conservation and enhancement of areas of local landscape character, wildlife value, historic urban or rural environments, the setting of urban areas, towns and villages and the quality and character of the environment generally.

**Policy ENV.3**

In the areas of important landscape quality, the Brecks, the river valleys, the remaining length of undeveloped coast, the Wash area, historic parks and gardens and their settings, broadleaved woodland, heath and commonland, proposals for development will only be acceptable where they can be shown to conserve and are sensitive to the appearance and character of these areas.

**Policy ENV.4**

The distinctive character of the Norfolk countryside and coast will be protected for its own sake and proposals for development in these areas but outside the areas of special protection will only be acceptable where they do not significantly harm the character of these areas.

**Policy ENV.6**

Development which would adversely affect, whether directly or indirectly, the integrity of designated and proposed Ramsar sites, Special Protection Areas (birds), or Special Areas of Conservation, will not be permitted unless:

- (i) there is no alternative solution;
- (ii) there are imperative reasons of overriding public interest; and
- (iii) appropriate compensatory measures can be agreed.

**Policy ENV.7**

Development which would adversely affect, whether directly or indirectly, the integrity of other designated and proposed National Nature Reserves and Sites of Special Scientific Interest will not be permitted unless planning conditions or obligations will prevent any damaging impact on the site or there are other imperative factors which override the nature conservation importance of the site.

**Policy ENV.8**

Development which would be detrimental to designated and proposed sites of regional and local importance for nature conservation and geological interest, including Local Nature Reserves and County Wildlife Sites, will only be acceptable where it can be demonstrated that there are reasons for the proposals which outweigh the need to safeguard the nature conservation interest of the site.

**Policy ENV.9**

All areas of important wildlife quality, whether designated or not, will be protected and the sympathetic management of features of the landscape which are of importance for wild fauna and flora, including protected species, will be encouraged. In considering proposals for new development, where areas of important wildlife quality could be adversely affected and conflict of interest is unavoidable, appropriate mitigation measures will be required and consideration will be given to opportunities for management and for creating new wildlife habitats.

**Policy ENV.10**

The County Council will conserve and enhance the wildlife value of roadside verges consistent with the need for highway safety.

**Policy ENV.13**

The quality and local distinctiveness of the historic urban and rural built environment will be maintained and improved by:

- (i) protecting all listed buildings, historic landscapes, sites of archaeological importance, whether scheduled or not, and their settings against demolition, and inappropriate alteration or development;
- (ii) encouraging conversion of redundant listed buildings to new uses which do not adversely affect their special architectural or historic interest;
- (iii) ensuring that agreement is reached for appropriate evaluation, excavation and recording in advance of development on sites of archaeological importance, which do not merit physical preservation, and where it is not feasible to preserve them *in situ*;
- (iv) resisting proposals in conservation areas which do not preserve or enhance their character or appearance;
- (v) minimising the impact of vehicular traffic on the historic environment by introducing traffic calming measures which respect the existing historic townscape; retaining or reinstating traditional floorscapes and street furniture design; and retaining and carrying out appropriate repairs to historic structures on the highway, such

**Policy T.1**

...achieve a strategic transport network which will support sustainable development and the economic vitality and environmental assets of the County;...

**Policy T.4**

A modal shift from car to walking and cycling will be encouraged by:  
Etc...

**Policy T.5**

A modal shift from private car to public transport will be encouraged by:

- (i) ensuring development is located and designed so that it can be well served by public transport;
- (ii) providing improved, accessible, passenger facilities at public transport stops, stations and interchanges;
- (iii) improving access for buses in city, town and district centres;
- (iv) providing bus priority measures;
- (v) in partnership with operators, improving the quality and quantity of local bus service provision;
- (vi) encouraging integration between all forms of public transport, including bus and rail services and between public transport and other modes;
- (vii) encouraging the continuing development of rail services to provide the local, regional, national and international links needed;
- (viii) supporting the development of community and other innovative approaches to transport to complement local bus and rail especially in rural areas;
- (ix) ensuring strategic disused railway trackbeds are safeguarded for potential future transport use and supporting proposals for re-opening passenger services on closed railway lines;
- (x) developing the network of park and ride services in the Norwich Policy Area and investigating the potential in Great Yarmouth and King's Lynn; and
- (xi) identifying and protecting sites for bus stations and park and ride sites.

**Policy T.7**

Traffic management and speed reduction schemes will be developed to improve safety, enhance the street environment, reduce community severance and the impact of traffic intrusion and reflect local distinctiveness. New residential development should be designed such that priority is given to pedestrians and cyclists and traffic speeds are kept at an appropriate level.

### **Policy T.9**

#### **Footpaths and Cycleways**

The County Council will encourage the establishment of nationally and regionally important footpath and cycle routes in Norfolk.

#### **Rail**

The County Council will pursue improvements to the strategic rail network in co-operation with the rail industry, Central Government and the European Commission. In particular the County Council supports the provision of a new east west rail link between East Anglia and the West of England, avoiding London; Thameslink 2000; and the development of rail links with Stratford International. The County

Council will also encourage improvement to the quality of existing regional and inter-regional rail services and the upgrading of rail facilities in connection with improvements to the ports at Great Yarmouth and King's Lynn.

#### **Roads**

In the context of the Government's White Paper 'A New Deal for Trunk Roads in England', July 1998, the County Council will press for, in priority order:

- (i) completion of the A11 dualling and the A10 / A47 Hardwick Flyover;
- (ii) urgent studies along the following routes and implementation of the findings within the Structure Plan period (in priority order):
  1. the A47 east of Norwich to Great Yarmouth;
  2. the A47 west of Norwich, including consideration of the route through East Winch / Middleton;
  3. the A140 through Long Stratton;
- (iii) consideration of studies and implementation of the findings, including accident remedial schemes, on the A10, A17 and A140 to address particular safety and environmental problems.

The County Council supports dualling of the A47 east of Norwich to Great Yarmouth, comprehensive improvement of the A47 west of Norwich (including the East Winch/Middleton bypass), A140 Long Stratton bypass and selective bypasses or accident remedial schemes on the A10, A17 and A140.



**Policy T.12**

Improvements to the County transport network will only be considered if designed to achieve one or more of the following:

- (i) benefits to public transport, pedestrian or cycle facilities;
- (ii) improvements to safety;
- (iii) environmental or community gains; or
- (iv) urban regeneration or economic development benefits. The accommodation of traffic growth will not be a consideration in determining which schemes to undertake. Projects selected will take full account of all environmental considerations and the assessment will include an examination of non-road building alternatives.

The priority for investment will take into account the following:

- (a) the role of the scheme as part of a development plan, area wide or settlement strategy;
- (b) route status;
- (c) scheme benefits;
- (d) environmental effects;
- (e) scheme costs; and
- (f) maintenance considerations.

The following schemes will be considered for implementation in the Plan period (not in priority order).

**Policy H.3**

Major housing provision will be made at selected locations in the Norwich Policy Area, and at the towns of King's Lynn, Great Yarmouth, Thetford and Dereham. New housing provision will be predominantly at these locations.

**Policy RC.1**

Development which will lead to a material deterioration in the quality of underground, surface or coastal water will not be acceptable.

**Policy N.1**

The overall strategy for the Norwich Policy Area is to:

- (i) promote the regional role of Norwich;
- (ii) provide for sustainable development;
- (iii) promote economic regeneration and employment growth;
- (iv) protect and enhance the character and quality of the urban environment and surrounding countryside;
- (v) steer development to locations which minimise the need for travel and which will have good access by public transport, cycling and walking;
- (vi) provide mixed use development;
- (vii) protect and enhance the setting and the gateways of the city; and
- (viii) make appropriate provision for housing, maximising the reuse of previously developed sites in the urban area for new housing.

**Policy N.6**

A high priority will be given to the protection of the environmental assets of the Norwich Policy Area with special regard to the historic setting of the city. In particular, inappropriate development will not be permitted in the following areas (to be defined in Local Plans):

- (i) the valleys of the Rivers Tas, Tud, Wensum and Yare and their tributary rivers;
- (ii) areas of important landscape or nature conservation character including Mousehold Heath, historic parklands and significant woodlands;
- (iii) areas of open land which perform an important function as green spaces or wedges within the built-up area or which maintain a physical separation between settlements;
- (iv) areas of woodland which perform an important function as amenity areas within the built-up area, which help to define the hard edge to the built-up area or which maintain a physical separation between settlements; and
- (v) areas which contribute to maintaining the landscape setting of the Southern Bypass of the city. Inappropriate development will be regarded as the construction of new buildings for any purposes other than:
  - agriculture and forestry;
  - essential facilities for outdoor sport and recreation, for cemeteries, for other uses of land which do not compromise the objectives of this policy;
  - limited extension, alteration or replacement of existing dwellings;
  - limited infilling or redevelopment of major existing developed sites identified in adopted Local Plans.

Development which is outside these areas, but which is considered likely to harm their visual amenity or ecological value, will also not be permitted.

**Broadland District Local Plan – Adopted July 2000**

Environmental Policies that could conflict with the NATS Policy 2: Northern Distributor Road

**Policy ENV1**

The environmental assets of the district, including the character and appearance of the countryside and towns, villages and urban areas, *will be protected and their enhancement sought*. (objectives 1,2)

**Policy ENV2**

For all development proposals a high standard of layout and design will be required, with regard given to the scale, form, height, mass, density, layout, water and energy efficiency, *provision for the storage of waste including recyclable material*, landscape, access and crime prevention and the use of appropriate materials, *including the use of native species for landscaping*. This will include the consideration of the appearance and treatment of spaces between and around buildings, and the wider setting of the development taking into account the existing character of the surroundings. For proposals involving external lighting, this should be designed to avoid spillage of light beyond the specific area that is to be lit. (objectives 1, 2, 3)

**Policy ENV3**

Developers will be expected to make adequate arrangements for future maintenance of landscaped areas including management for nature conservation where appropriate. (objectives 2)

**Policy ENV4**

Planning permission will not be given for a development proposal which would be likely to result in harm to a protected species or its habitat, unless measures will be taken to ensure that the species or habitat is protected (*objective 2*)

**Policy ENV5**

Where appropriate, natural or semi-natural features such as trees, woodland, hedgerows, heathlands, rivers, streams, lakes and ponds, river flood plain marshes and other areas rich in wildlife such as former railway land, meadows and roadside verges *will be protected, the establishment of new features sought, and appropriate management promoted*. Particular importance will be attached to habitats referred to in the norfolk biodiversity action plan *and the targets therein*, and to features which provide or contribute to "reserves" or "corridors" for wildlife in areas generally devoid of wildlife habitats. Where development is allowed which would result in the unavoidable loss of important features, appropriate measures will be required to conserve, as far as possible, the wildlife interest and provide replacement or other compensating features. (objectives 2)

**Policy ENV6**

Development in or near a site of special scientific interest or local nature reserve or any other statutorily defined area of nature conservation importance which would damage its special interest will not be particular attention will be paid to the list of potentially damaging operations *likely to damage* defined by english nature for the sites of special scientific interest. (objective 2)

**Policy ENV7**

Development which would significantly adversely affect the wildlife interest of areas of local nature conservation importance, including county wildlife sites and ancient woodlands identified by english nature, or the value of regionally important geological / geomorphological sites (rigs), will not be permitted. (objective 2)

**Policy ENV8**

Areas of landscape value are defined on the proposals map, indicating those areas of special scenic quality or importance in the landscape. The inherent visual qualities and distinctive character of these areas will be protected. Development appropriate to the general location *will only be permitted where* may be permitted, but only where this is not detrimental to the character, scenic quality or visual benefit of the area. (objectives 1, 2)

**Policy ENV9**

Important "green spaces" within the settlement limits are identified on the proposals map, indicating those areas of visual, recreation or nature conservation value in a neighbourhood. Development which will significantly adversely affect the value of these areas will not be permitted. (objectives 1, 2)

**Policy ENV10**

The district council will promote the restoration and maintenance of historic parkland landscapes and historic gardens shown on the proposals map. And will not permit development which would adversely affect their character and setting *will not be permitted*. (objectives 1, 3)

**Policy ENV12**

There will be a presumption against the demolition of listed buildings listed building consent for the complete or partial demolition of any building of special architectural or historic interest will be granted only in exceptional circumstances and will not be granted other than *will only be permitted* where the condition of a building makes it impracticable to repair, renovate or adapt to any reasonable economic use for which planning permission may *would* be given, and

(a) it is demonstrated that demolition is essential in the public interest;  
Or

(b) there is a positive environmental gain *sufficient to override the case for retention*.

In all cases before any listed building consent for demolition is granted it should be demonstrated that every possible effort has been made to continue the present use or to find a suitable alternative use. (objective 3)

**Policy ENV14**

Development which would detract from the setting of a listed building will not be permitted.

**Policy ENV15**

Where a building is not "listed" but regarded as of special historic or architectural interest and is under threat of alteration or demolition, issuing of a building preservation notice will be considered. (objective 3)

**Policy ENV17**

Development which would adversely affect a scheduled ancient monument or other nationally important archaeological sites and monuments, or their settings, will not be permitted. The sites of scheduled ancient monuments are shown on the proposals map. (objective 3)

**Policy ENV18**

Where there is no overriding case for preservation of a site of archaeological importance, development which affects the site will only be permitted when an agreement has been reached to provide for the evaluation, recording and where desirable, the excavation of the site. On other sites of archaeological interest developers will be expected to allow a "watching brief" to be undertaken by norfolk landscape archaeology while work likely to cause damage is in progress. Where it is considered appropriate by the planning authority, in consultation with norfolk landscape archaeology, developers will be expected to seal archaeological layers before construction. *Where possible the archaeological remains should be preserved through careful layout, siting and design of the new development* (objectives 3, 4)

**Policy ENV19**

Where appropriate, the local planning authority will enter into agreements with farmers and landowners under sections 11 and 12 of the ancient monuments and archaeological areas act, 1979 to protect sites and field monuments. (objectives 3, 4)

**Policy ENV20**

All sites of development proposals which appear to raise archaeological issues will be subject to an evaluation of their archaeological significance. Any planning permissions granted will be subject to appropriate conditions. (objectives 3)

**Policy ENV21**

Where development of agricultural land is unavoidable, areas of poorer quality land should be used in preference to that of a higher quality, except where other sustainability considerations suggest otherwise. Development will not be permitted on the best and most versatile land (namely land classified as grades 1, 2 or 3a as defined by the agricultural land classification) unless special justification can be shown. (objective 2)

**Policy ENV24**

In *the consideration of* considering development proposals regard *will be taken of* to the availability of water resources and the effect of increased abstraction on environmental water needs (i.e. those of rivers, wetlands and estuaries, including the needs of navigation, fisheries, recreation and nature conservation) as advised by the environment agency. Development which jeopardises water resources or has a significant adverse impact on the water environment will not be permitted. (objectives 1 2)

Transport Policies that could support or conflict the NATS Policy 2: Northern Distributor Road

**Policy TRA8A**

*Planning permission requiring a new access onto or off the a47 will only be granted where it provides a junction with other main roads or access to service areas, maintenance compounds and other major transport infrastructure facilities. Development served by side roads connecting to the a47 will only be permitted where it can be demonstrated that the traffic generated by the proposed development would not be detrimental to the safety and free flow of traffic on the a47.* (objective 1)

**Policy TRA9**

Direct access onto those roads defined on the proposals map as principal routes will not be permitted. *Planning permission requiring new access onto or off other principal routes defined on the proposals map will only be granted where it supports integrated transport and sustainable development objectives.* Development served by side roads connecting to the *other* defined principal routes will only be permitted where it can be demonstrated that the defined route will not as a result suffer significant adverse effects. (objective 1).

**Policy TRA13**

The district council will seek to ensure that new or improved highways *will* incorporate appropriate landscaping, making use of native species where possible.

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Environmental Policies that could conflict with the NATS Policy 2: Northern Distributor Road

**Policy ENV1 Protection of landscape**

Development will not be permitted where it would significantly harm the identified assets important to the character of the landscape.

**Policy ENV3 River valleys**

The distinctive local landscape character of the river valleys identified on the Proposals Map will be protected and enhanced. “Inappropriate development” will not be permitted within the river valleys in the Norwich area, and special regard will be paid to protecting all parts of these valleys which contribute positively to the historic setting of Norwich.

**Policy ENV5 Historic parklands**

The Parkland quality and landscape integrity of the historic parks shown on the Proposals Map, and their settings, will be protected. Proposals that would facilitate the restoration or enhancement of the parks will be supported, provided there would be no adverse impact on their historic form, character or setting. All development proposals within historic parklands will be required to respect the nature and layout of the original parkland planting scheme. In those historic parklands falling within the Norwich Area, “inappropriate development” will not be permitted.

**Policy ENV8 Development in the open countryside**

Permission for development in the open countryside, outside the Development Limits and Village Boundaries of existing settlements and areas identified for development in the Plan, will only be granted if it:

- i) Is requisite for agriculture or forestry; or
- ii) Is justified to sustain economic and social activity in rural communities, and demands a rural location; or
- iii) Is for the suitable adaptation and re-use of an existing rural building.

All such development must

- iv) Respect the intrinsic beauty, the diversity of landscape, the wealth of natural resources, and the ecological, agricultural and recreational value of the countryside; and
- v) Be sensitively integrated into its rural surroundings in terms of siting, scale and design, while avoiding creating ribbon development or an unduly fragmented pattern of development

**Policy ENV9 Nationally and locally important archaeological remains.**

There will be presumption against proposals which would involve significant alteration or cause damage, or which would have a significant impact on the setting of visible archaeological remains of national importance, whether scheduled or not, ancient monuments are shown on the Proposals Map. Development affecting sites of archaeological remains of local interest and their settings will only be permitted if the need for the development outweighs the local value of the remains. Applicants will be required to arrange for archaeological field evaluation of any such remains before applications are determined. Proposals should include provision for the remains and their settings to be protected, enhanced or preserved. Where it is accepted that physical preservation in situ is not merited, planning permission may be subject to conditions and/or formal agreement requiring the developer to secure investigation and recording of the remains, and publication of the results.

**Policy ENV11 Sites of international importance for nature conservation**

Development which is likely to adversely affect any designated site of European Nature Conservation significance or Ramsar site will not be permitted unless:

- i) It is directly connected with, or necessary for, the management of the site for nature conservation; or
- ii) The proposal would not cause demonstrable harm to the integrity of the site; or
- iii) There are no alternative solutions in terms of locating the proposed development elsewhere, or achieving the purpose of the proposed development in some other way.

If the site concerned includes a 'priority natural habitat type' or a 'priority species', development will not be permitted unless, in addition to i), ii) and iii) above, there are imperative reasons of over-riding public interest for the proposed development, or it is necessary for reasons of human health or public safety, or would provide benefits of primary importance to the environment. Permission will only be granted in these exceptional circumstances with planning conditions of planning obligations to maintain the overall coherence of 'Natura 2000'.

**Policy ENV12 Sites of Special Scientific Interest (SSSIs)**

Development which is likely to adversely affect any site of special scientific interest will not be permitted unless the need for the development clearly outweighs the nature conservation value of the site and national policy to safeguard the national network of such sites. In cases where development is compatible with protecting the site's nature conservation interest, planning conditions may be imposed and/or planning obligations sought in connection with any permission granted to ensure that the site's interest is protected or enhanced.



**Policy ENV13: Sites of regional and local nature conservation interest and geological/ geomorphologic value.**

Development which is likely to adversely affect any local nature reserve, site of importance for nature conservation (County Wildlife Site) or a regionally important geological/ geomorphological site will not be permitted unless there are material planning considerations of sufficient importance to outweigh the need to safeguard the nature conservation interest of the site, or its geological/ geomorphological value. In cases where development is compatible with safeguarding the site's nature conservation interest or its geological/ geomorphological value, planning conditions may be imposed and/or planning obligations sought in connection with any permission granted to ensure that the site's interest and value are protected or enhanced.

**Policy ENV14 Habitat protection**

Where sites include features of habitats which are identified in a national or local biodiversity action plan or which, either individually or cumulatively, are of demonstrable importance to wildlife or nature conservation, development will not be permitted unless:

- i) The development would not harm those features or habitats; or
- ii) The features and habitats can, and would be, fully reinstated; or
- iii) The integrity of the features and habitats would be maintained through the establishment of regime of protective management.

**Policy ENV15 Species protection**

Planning permission will not be granted for any development that would be likely to cause demonstrable harm to a species of animal or plant which is:

- i) Protected under European or British Law; or
- ii) Identified in a National or Local Biodiversity Action Plan

Unless planning conditions can be imposed, or a planning obligation is in place, to:

- iii) Facilitate the survival of the species on site; or
- iv) Cause minimum disturbance of the species; or
- v) Sustain current levels of the species' population in an alternative location.

**Policy ENV18 Planting of trees and hedges**

The District Council will continue to promote the planting of native deciduous trees and hedges in appropriate locations and will encourage the positive management of woodland in the Plan Area.

**Policy ENV19 Tree Preservation Orders**

Within or adjacent to development boundaries Tree Preservation Orders will be made to protect individual trees, groups of trees and woodland where they make a significant contribution to the amenity, landscape or character and appearance of a settlement. Within the Norwich Policy Area important areas of woodland that help to define the hard edge of the built up area and maintain the physical separation between settlements will be protected from inappropriate development. Outside development boundaries orders will be made where a demonstrable threat to fell exists and similar amenity value is eminent.

**Policy ENV21 Protection of land for agriculture**

Development which would result in the loss of the best and most versatile agricultural land, will not be permitted unless:

- i) The development cannot be accommodated on land within the defined Development Limits of existing towns and villages or within defined Village Boundaries, or on previously developed land, or, failing that, on poorer quality farmland; and
- ii) The need for the development outweighs the agricultural considerations.

Transport Policies that could support or conflict the NATS Policy 2: Northern Distributor Road

**Policy TRA13 Corridors of movement**

Planning permission will be granted for development involving the formation or intensified use of a direct access\* to a corridor of movement if it would not:

- i) Prejudice the safe and free flow of traffic along the corridor of movement; and
- ii) Be practicable to gain access from the site to the corridor of movement via a secondary road; and
- iii) Facilitate the use of the corridor of movement for short local journeys.