

## Appendix 2: Relationship with other Plans and Programmes

Note that the maps are copied from the relevant documents which are already in the public domain. They are not produced by the Broads Authority (unless the author of the document is the Broads Authority).

Relevant Plan or Programmes	Relevant Objectives or requirements of the plan or programme	Broads Local Plan relationship to Plan or Programme objectives or requirements.
<i>International</i>		
Ramsar Convention on Wetlands of international importance, especially waterfowl habitat (1971) (amended 1982)	Requires signatory States to <b>designate important wetlands for conservation in particular waterfowl habitats</b> . Designation of Ramsar Sites to be protected from development.	Relates to designated wetland sites in the Broads Authority area.
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 <b>conservation and sustainable use of biological diversity</b> .	Relates to designated biodiversity sites.
Kyoto Protocol (1997)	Implemented measures to <b>limit and / or reduce emissions of greenhouse gases</b> . The protocol was ratified in 2004.	Relates to greenhouse gas emissions.
The Rio Earth Summit 1992	<p>The issues addressed included:</p> <ul style="list-style-type: none"> <li>• systematic scrutiny of patterns of production — particularly the production of toxic components, such as lead in gasoline, or poisonous waste including radioactive chemicals</li> <li>• <b>alternative sources of energy</b> to replace the use of fossil fuels which are linked to global climate change</li> <li>• new reliance on public transportation systems in order to <b>reduce vehicle emissions</b>, congestion in cities and the health problems caused by polluted air and smoke</li> <li>• the growing <b>scarcity of water</b></li> </ul> <p>The Earth Summit resulted in the following documents:</p> <ul style="list-style-type: none"> <li>• <i>Rio Declaration on Environment and Development</i></li> <li>• <i>Agenda 21</i></li> <li>• <i>Forest Principles</i></li> </ul> <p>Legally binding agreements were opened for signature:</p> <ul style="list-style-type: none"> <li>• <i>Convention on Biological Diversity</i></li> <li>• <i>Framework Convention on Climate Change (UNFCCC)</i></li> <li>• <i>United Nations Convention to Combat Desertification</i></li> </ul>	Relates to climate change, biodiversity, transport, water resource.
The Johannesburg Declaration on Sustainable Development, 2002	Focus the world's attention and direct action toward meeting difficult challenges, including <b>improving people's lives</b> and <b>conserving our natural resources</b> 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.
UN Convention on Human Rights	a common standard of achievement for all peoples and all nations, to the end that every individual and every organ of society, keeping this Declaration constantly in mind, shall strive by teaching and education to promote respect for these <b>rights and freedoms</b> and by progressive measures, national and international, to secure their universal and effective recognition and observance, both among the peoples of Member States themselves and among the peoples of territories under their jurisdiction.	Especially relevant to social aspects of the plan.

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<i>European Union</i>		
European Climate Change Programme	To <b>combat climate</b> change by means of various cross-cutting measures in the fields of energy, industry and transport.	Relates to greenhouse gas emissions.
Air Quality Framework Directives 1996/62/EC, 1999/30/EC, and 2008/50/EC	Establish mandatory standards for <b>air quality</b> 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.	Relates to reducing emissions from development and ensuring that limit values are not exceeded due to resulting traffic.
Directive 2002/49/EC on the Assessment and Management of Environmental Noise	To define a common approach intended to avoid, prevent or <b>reduce noise</b> on a prioritised basis including the harmful effects of exposure to environmental noise in built-up-areas, public parks or other quiet areas.	Relates to environmental noise, especially impacts on tranquillity.
Birds Directive 1979 79/409/EEC.	Imposes duty on Member States to sustain populations of naturally occurring wild birds by <b>sustaining areas of habitats in order to maintain populations at ecologically and scientifically sound levels</b> . Designation of SACs and use of Appropriate Assessment.	Relates to SAC sites.
The Conservation of Natural Habitats and of Wild Flora and Fauna Directive (92/43/EC)	Requires Member States to take legislative and administrative measures to <b>maintain and restore natural habitats and wild species at a favourable conservation status</b> in the Community.	Relates to designated habitats sites.
Water Framework Directive 2000 2000/60/EC	Establishes a framework for the <b>protection of inland, coastal and ground waters</b> by: <ul style="list-style-type: none"> <li>Preventing further deterioration of aquatic ecosystems and terrestrial and wetland systems dependant on them</li> <li>Promoting sustainable water use</li> <li>Reducing discharges and emissions of hazardous or potentially hazardous substances</li> <li>Reducing pollution of groundwater</li> </ul>	Relates to restoring the rivers and broads to good status and help maintain navigation.
Sustainable Development Strategy (2006 and 2009)	The 2006 strategy <b>proposes measures to deal with important threats to our wellbeing, such as climate change, poverty, and emerging health risks</b> . The 2009 update underlines that in recent years the EU has mainstreamed sustainable development into a broad range of its policies. In particular, the EU has taken the lead in the fight against climate change and the promotion of a low-carbon economy. At the same time, unsustainable trends persist in many areas and the efforts need to be intensified. The review takes stock of EU policy measures in the areas covered by the EU SDS and launches a reflection on the future of the EU SDS and its relation to the Lisbon strategy.	Relates to mitigating and adapting to the threat of climate change.
European Strategic Environmental Assessment Directive (2001/42/EC)	The SEA Directive applies to a wide range of public plans and programmes (e.g. on land use, transport, energy, waste, agriculture, etc.). An environmental report is prepared in which the <b>likely significant effects on the environment and the reasonable alternatives of the proposed plan or programme are identified</b> .	SEA seeks to address the environment, however in England; this is included in the Sustainability Appraisal process. This process assesses the Local Plan and will result in improvements to aid sustainability.
Valetta Convention (the	Deals with the <b>inventorying and protection of sites and areas, the mandatory reporting of chance</b> finds (all in Article 2) and the	Relates to the heritage elements of

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European Convention on the protection of Archaeological heritage) (2001)	control of illicit trade in antiquities (Articles 10 and 11). It promotes high standards for all archaeological work, which should be authorised and should be carried out by suitably qualified people (Article 3). It recommends the creation of archaeological reserves, and requires the conservation of excavated sites and the safe-keeping of finds (Article 4).	the Local Plan.
European Landscape Convention (Florence Convention (2000))	The Convention aims to encourage public authorities to adopt policies and measures at local, regional, national and international level for protecting, <b>managing and planning landscapes</b> throughout Europe. It covers all landscapes, both outstanding and ordinary, that determine the quality of people's living environment. The text provides for a flexible approach to landscapes whose specific features call for various types of action, ranging from strict conservation through protection, management and improvement to actual creation. The Convention proposes legal and financial measures at the national and international levels, aimed at shaping "landscape policies" and promoting interaction between local and central authorities as well as transfrontier cooperation in protecting landscapes. It sets out a range of different solutions which States can apply, according to their specific needs.	Supports the landscape elements of the Local Plan.
EC Council Directive 99/31/EC, on landfill of waste (1999)	The objective of the Directive is to prevent or reduce as far as possible negative effects on the environment from the landfilling of waste, by introducing stringent technical requirements for waste and landfills. The Directive is intended to <b>prevent or reduce the adverse effects of the landfill of waste on the environment</b> , in particular on surface water, groundwater, soil, air and human health.	Whilst the BA is not a Minerals and Waste Authority, regard will be had to documents and advice from Suffolk and Norfolk Councils.
Bonn Convention on Conservation of Migratory Species (1979)	The Parties acknowledge the importance of migratory species being conserved and of Range States agreeing to take action to this end whenever possible and appropriate, <b>paying special attention to migratory species the conservation status of which is unfavourable</b> , and taking individually or in co-operation appropriate and necessary steps to conserve such species and their habitat.	Supports the biodiversity elements of the Plan.
Bern Convention on the Conservation of European Wildlife and Natural Habitats (1979)	All countries that have signed the Bern Convention must take action to: <ul style="list-style-type: none"> <li>• promote national policies for the <b>conservation of wild flora and fauna</b>, and their natural habitats;</li> <li>• <b>have regard to the conservation of wild flora and fauna in their planning and development policies</b>, and in their measures against pollution;</li> <li>• promote education and disseminate general information on the need to conserve species of wild flora and fauna and their habitats;</li> <li>• encourage and co-ordinate research related to the purposes of this Convention.</li> </ul> and also co-operate to enhance the effectiveness of these measures through: <ul style="list-style-type: none"> <li>• co-ordination of efforts to protect migratory species;</li> <li>• and the exchange of information and the sharing of experience and expertise.</li> </ul>	Supports the biodiversity elements of the Plan.
European Renewable Energy Directive (2001/77/EC)	Sets national <b>indicative targets for renewable energy production</b> from individual member states.	Renewable energy is a consideration as the plan is produced.
European Spatial Development Perspective (1999)	By adopting the ESDP, the Member States and the Commission reached agreement on common objectives and concepts for the future development of the territory of the European Union. The aim of spatial development policies is to <b>work towards a balanced and sustainable development of the territory of the European Union</b> . In the Ministers' view, what is important is to ensure that the three fundamental goals of European policy are achieved equally in all the regions of the EU: <ol style="list-style-type: none"> <li>1. economic and social cohesion;</li> <li>2. conservation and management of natural resources and the cultural heritage;</li> </ol>	Support the fundamental aim of the Local Plan: to achieve sustainable development.

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	<p>3. more balanced competitiveness of the European territory.</p> <p>The ESDP is a suitable policy framework for the sectoral policies of the Community and the Member States that have spatial impacts, as well as for regional and local authorities, aimed as it is at achieving a balanced and sustainable development of the European territory.</p> <p>In the interests of closer European integration, the Ministers consider co-operation on regional development among the Member States and among their regions and local authorities necessary. Regional and local authorities must work together in the future across national boundaries. The ESDP is a suitable reference document for encouraging co-operation, while at the same time respecting the principle of subsidiarity.</p> <p>All the participants were agreed that the ESDP does not provide for any new responsibilities at Community level. It will serve as a policy framework for the Member States, their regions and local authorities and the European Commission in their own respective spheres of responsibility.</p>	
<i>National</i>		
English National Parks and the Broads UK Government Vision and Circular (2010)	<p>Focusing on the achievement of the following key outcomes in the period 2010-2015:</p> <ul style="list-style-type: none"> <li>• a renewed focus on <b>achieving national park and Broads statutory purposes</b>;</li> <li>• leading the way in adapting to, and mitigating <b>climate change</b>;</li> <li>• a diverse and healthy natural environment, <b>enhanced cultural heritage</b> and inspiring lifelong behaviour change towards sustainable living and enjoyment of the countryside;</li> <li>• foster and maintain vibrant, <b>healthy and productive living and working communities</b>;</li> <li>• working in partnership to maximise the benefits delivered.</li> </ul>	Generally relevant to the Local Plan.
National Planning Policy Framework (2012)	The framework acts as <b>guidance for local planning authorities</b> and decision-takers, both in drawing up plans and making decisions about planning applications. Promotes an increase in ‘sustainable development’	Local Plan needs to be in conformity with the NPPF.
The UK Government Sustainable Development Strategy 2005	<p>The Government’s Strategy for sustainable development aims to <b>enable all people throughout the world to satisfy their basic needs and enjoy a better quality of life without compromising the quality of life of future generations</b>. The strategy contains four agreed priorities</p> <ul style="list-style-type: none"> <li>• sustainable consumption and production,</li> <li>• climate change,</li> <li>• natural resource protection and</li> <li>• sustainable communities</li> </ul>	Supportive of sustainable development.
Sustainable Communities: People, Places and Prosperity (2005)	<p>Sets outs the Governments strategy to:</p> <ul style="list-style-type: none"> <li>• <b>Give people a say in the way rural and urban locations are run</b></li> <li>• <b>Tackle areas of disadvantage</b></li> </ul>	Relevant to consultation and deprivation.
Energy Security Strategy. DECC (2012).	This strategy summarises the Government’s current assessment of the <b>current and future energy security outlook</b> , and the policy responses to this. The Government is taking forward activities in a number of areas which will enhance energy security. The key areas are: Competitive markets, Regulating for security, Increasing the energy efficiency of the UK, Maximising economic production of UK oil and gas, Decarbonising supplies.	Energy and renewable energy is a consideration as the Local Plan is produced.

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Wildlife and Countryside Act 1981 (as amended)	Addresses the problem of <b>species protection and habitat loss</b> by setting out the protection that is afforded to wild animals and plants in Britain.	Supportive re conserving species and habitats.
The Conservation Regulations, 1994 ('Habitats Regulations')	<b>Transposes requirements of the Habitats Directive.</b> Builds on existing legislation for the protection of species and habitats listed in the Directive.	Supportive re designated biodiversity sites.
Countryside and Rights of Way Act 2000	<b>Extends the public's ability to enjoy the countryside.</b> Section 74 sets Government duties: to have regard to the purpose of the conservation of biological diversity in the exercise of Government functions; and to take, or promote the taking by others, of steps to further the conservation of the habitats and species in the wider countryside. Gives additional protection to Sites of Special Scientific interest (SSSI).	Supportive re conserving biodiversity, species and habitats; and protecting and enhancing rights of way.
UK Biodiversity Action Plan	UK Biodiversity Steering Group 1995 set a goal to ' <b>Conserve and enhance biological diversity</b> within the UK and to contribute to the conservation of biodiversity through all appropriate mechanisms'. National BAP produces a series of action plans for priority species and habitats. The original lists of UK BAP priority species and habitats were created between 1995 and 1999, and were subsequently updated in 2007, following a 2-year review of UK BAP processes and priorities, which included a review of the UK priority species and habitats lists.	Supportive re biodiversity, priority species and habitats.
Localism Act (2011)	The aim of the act was to <b>devolve more decision making powers from central government back into the hands of individuals</b> , communities and councils. The act covers a wide range of issues related to local public services, with a particularly focus on the general power of competence, community rights, neighbourhood planning and housing. The key measures of the act were grouped under four main headings; <ul style="list-style-type: none"> <li>new freedoms and flexibilities for local government</li> <li>new rights and powers for communities and individuals</li> <li>reform to make the planning system more democratic and more effective reform to ensure decisions about housing are taken locally</li> </ul>	An important consideration as the Local Plan is produced.
Growth and Infrastructure Act (2013)	The main elements of the Act <b>that cover promoting growth and facilitating provision of infrastructure</b> , and related matters, are: <ul style="list-style-type: none"> <li>the option to make planning applications directly to the Secretary of State, when a local planning authority has been designated on the basis of not performing adequately in determining planning applications, which will (for example) enable applicants to avoid delays in local decision-making;</li> <li>broadening the powers of the Secretary of State to award costs between the parties at planning appeals;</li> <li>limits on the powers that local planning authorities have to require information with planning applications;</li> <li>allowing for the reconsideration of economically unviable affordable housing requirements contained in agreements under section 106 of the Town and Country Planning Act 1990;</li> <li>enabling the relaxation of the requirements in regulations made under section 109 of the Communications Act 2003 for installation of electronic communications apparatus; and</li> <li>excluding the right to apply for land proposed for development to be registered as a town or village green to safeguard against the system being used to stall or stop development, while protecting existing registered greens.</li> </ul>	An important consideration as the Local Plan is produced.
Community Energy Strategy: People Powering Change.	Community energy is about many different types of community getting involved in energy issues in many different ways. It could be a group of local people setting up their own solar installation or wind turbine; a local authority leading a collective purchasing scheme to help local people get a better deal on their energy tariff; an energy advice session at a local community centre; or a whole range of other schemes. <b>There are four main types of energy activity that communities can get involved in:</b>	Potential interest as the Local Plan is produced.

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DECC 27 January 2014.	<ul style="list-style-type: none"> <li>• <b>Generating energy (electricity or heat)</b></li> <li>• <b>Reducing energy use (saving energy through energy efficiency and behaviour change)</b></li> <li>• <b>Managing energy (balancing supply and demand)</b></li> <li>• <b>Purchasing energy (collective purchasing or switching to save money on energy)</b></li> </ul>	
Code for Sustainable Homes Technical Guide Code Addendum (2014) England. DCLG.	<b>This addendum brings the Code into line with regulatory or national guidance changes that have occurred recently.</b> In particular, to Part L of the building regulations, to reduce the need for Code users to duplicate work. It should be read in conjunction with the Code technical guide, November 2010.	Potential interest as the Local Plan is produced.
Scheduled Monuments & nationally important but non-scheduled monuments. DCMS 2013.	This statement sets out current <b>Government policy on the identification, protection, conservation and investigation of nationally important ancient monuments</b> for the benefit of current and future generations – including Scheduled Monuments. Together with the domestic legal framework that underpins them, this policy helps to fulfil obligations under the terms of the 1992 European Convention on the Protection of the Archaeological Heritage and the 1972 Convention Concerning the Protection of the World Cultural and Natural Heritage.	Supports the heritage elements of the Local Plan.
Progress report by the ministerial working group on tackling inequalities experienced by Gypsies and Travellers. DCLG 2012.	his report contains 28 commitments, for which Government will be held to account, in the following areas: <ul style="list-style-type: none"> <li>• Identifying ways of <b>raising educational aspirations and attainment</b> of Gypsy, Roma and Traveller children</li> <li>• Identifying ways to <b>improve health</b> outcomes for Gypsies and Travellers within the proposed new structures of the NHS.</li> <li>• <b>Encouraging appropriate site provision</b>; building on £60m Traveller Pitch Funding and New Homes Bonus incentives.</li> <li>• <b>Tackling hate crime</b> against Gypsies and Travellers and improving their interaction with the criminal justice system.</li> <li>• <b>Improving knowledge of how Gypsies and Travellers engage with services</b> that provide a gateway to work opportunities and working with the financial services industry to improve access to financial products and services.</li> <li>• Sharing good practice in engagement between Gypsies and Travellers and public service providers.</li> </ul>	Whilst neighbouring LPAs assess need in their area for delivery in their area, the Local Plan will need to consider Gypsy and Travellers.
Biodiversity 2020: A strategy for England's wildlife and ecosystem services. DEFRA 2011.	<p>The mission for this strategy, for the next decade, is: <i><b>to halt overall biodiversity loss, support healthy well-functioning ecosystems and establish coherent ecological networks, with more and better places for nature for the benefit of wildlife and people.</b></i></p> <p>Deliver these outcomes through action in four areas:</p> <ul style="list-style-type: none"> <li>• a more integrated large-scale approach to conservation on land and at sea</li> <li>• putting people at the heart of biodiversity policy</li> <li>• reducing environmental pressures</li> <li>• improving our knowledge</li> </ul> <p>Planning and Development – Through reforms of the planning system, the Government will take a strategic approach to planning for nature. They will retain the protection and improvement of the natural environment as core objectives of the planning system. They will pilot biodiversity offsetting, to assess its potential to deliver planning policy more effectively.</p>	Supportive re biodiversity, priority species and habitats.
East Inshore and East Offshore Marine Plans. MMO. 2014.	Vision for East Marine Plan Areas in 2034 By 2034 sustainable, <b>effective and efficient use of the East Inshore and East Offshore Marine Plan Areas</b> has been achieved, leading to economic development while protecting and enhancing the marine and coastal environment, offering local communities new jobs, improved health and well-being. As a result of an integrated approach that respects other sectors and interests, the East marine plan areas are providing a significant contribution, particularly through	Of relevance as the Local Plan is produced.



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	<p>offshore wind, to the energy generated in the United Kingdom and to targets on climate change.</p> <p>There are 38 separate marine plan policies. Where possible, plan policies are expressed spatially or locally by reference to maps and other information. Those that support a particular objective are included first, with some brief context as a link between the objective and policies; followed by those on individual sectors to avoid duplicating similar policies under several objectives. Few of the plan policies can be applied in isolation. Instead, it is likely that several plan policies will be pertinent to any decision, or situation. In many cases, policies set out for one sector will apply to other sectors.</p>	
UK Marine Policy Statement. MMO. 2011.	<p>This Marine Policy Statement (MPS) is the <b>framework for preparing Marine Plans and taking decisions affecting the marine environment</b>. It will contribute to the achievement of sustainable development in the United Kingdom marine area<sup>1</sup>. It has been prepared and adopted for the purposes of section 44 of the Marine and Coastal Access Act 2009.</p> <p>The Marine and Coastal Access Act 2009 requires all public authorities<sup>7</sup> taking authorisation or enforcement decisions<sup>8</sup> that affect or might affect the UK marine area to do so in accordance with the MPS unless relevant considerations indicate otherwise.</p>	Of relevance as the Local Plan is produced.
Laying the Foundations: A Housing Strategy for England. HM Government. 2011.	<p>Key elements are: <b>support to deliver new homes and support aspiration, supporting choice and quality for tenants, tackling empty homes, better quality homes, places and housing</b>.</p> <p>The strategy seeks:</p> <ul style="list-style-type: none"> <li>• Increasing supply: more homes, stable growth.</li> <li>• Social and affordable housing reform.</li> <li>• A thriving private rented sector.</li> <li>• Our strategy for empty homes.</li> <li>• Quality of housing experience and support.</li> <li>• Quality, sustainability and design.</li> </ul>	Whilst the BA does not have a housing target/need, through the call for sites, there is potential for some housing development promoted through the Local Plan, notwithstanding the various constraints of developing in a special place like the Broads.
Planning policy for traveller sites. CLG (2012)	<p>To benefit those engaged in planning for traveller sites, <b>specific planning policies for traveller sites</b> are clearly set out in this separate document. Plan Making policies relate to:</p> <ul style="list-style-type: none"> <li>• Policy A: Using evidence to plan positively and manage development</li> <li>• Policy B: Planning for traveller sites</li> <li>• Policy C: Sites in rural areas and the countryside</li> <li>• Policy D: Rural exception sites</li> <li>• Policy E: Traveller sites in Green Belt</li> <li>• Policy F: Mixed planning use traveller sites</li> <li>• Policy G: Major development projects</li> </ul>	Whilst neighbouring LPAs assess need in their area for delivery in their area, the Local Plan will need to consider Gypsy and Travellers.
Natural Environment and Rural Communities Act 2006	An Act to <b>make provision about bodies concerned with the natural environment and rural communities</b> ; to make provision in connection with wildlife, sites of special scientific interest, National Parks and the Broads; to amend the law relating to rights of way; to make provision as to the Inland Waterways Amenity Advisory Council; to provide for flexible administrative arrangements in connection with functions relating to the environment and rural affairs and certain other functions; and for connected purposes.	Supportive re biodiversity, priority species and habitats.
The Natural Choice: securing the value of nature. HM Government. 2011.	<p>Ambitions:</p> <ul style="list-style-type: none"> <li>• <b>Improve the quality of our natural environment</b> across England, moving to a net gain in the value of nature.</li> <li>• <b>A green and growing economy</b> which not only uses natural capital in a responsible and fair way but contributes to improving</li> </ul>	Supportive re biodiversity, priority species and habitats.

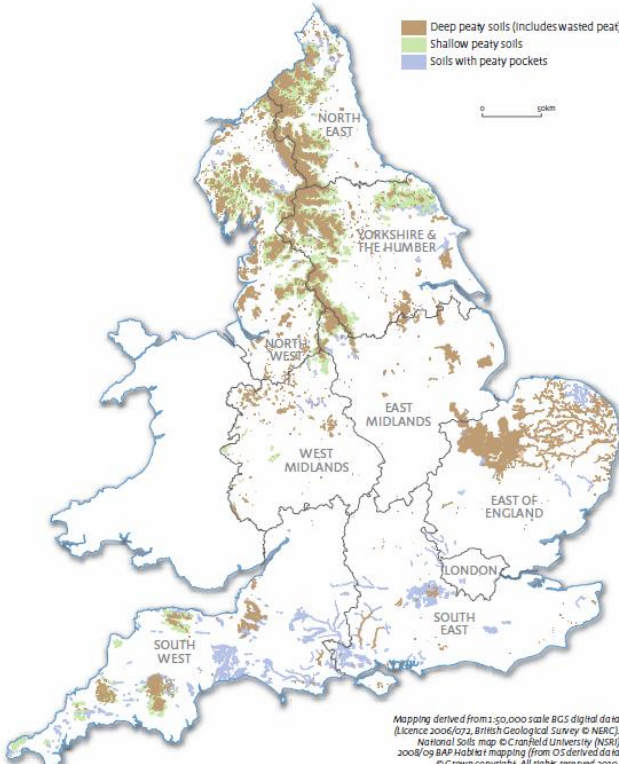
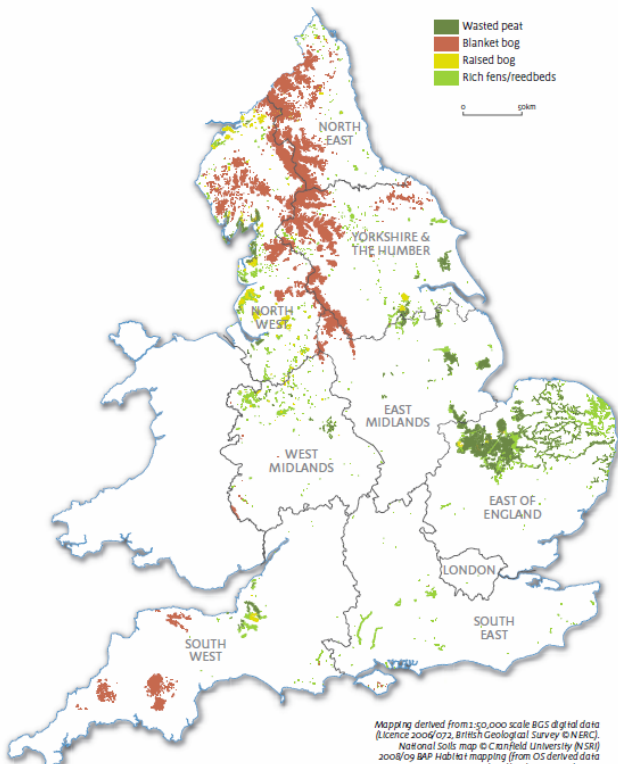
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	<p>it.</p> <ul style="list-style-type: none"><li>• To strengthen the <b>connections between people and nature</b>.</li><li>• Internationally, to <b>achieve environmentally and socially sustainable economic growth</b>, together with food, water, climate and energy security; and</li><li>• To put the EU on a path towards environmentally sustainable, low-carbon and resource-efficient growth, which is resilient to climate change, provides jobs and supports the wellbeing of citizens.</li></ul>	
You've got the power. A quick and simple guide to community rights. CLG. (2013).	<div><div><p>What do you want to do?</p><div><div>Have ideas about how your neighbourhood or community should develop?</div><div>Local places such as pub, shop or community centre closing?</div><div>Want to raise money for local community projects?</div><div>Have ideas about how to fix local problems?</div><div>Think you could run a local public service better?</div><div>Want to run your community with your neighbours?</div><div>Could you improve the way your housing is managed?</div><div>Could you make better use of vacant or underused land or buildings in your community?</div></div><div><div>→</div><div>→</div><div>→</div></div><div><p>What's the solution?</p><div><div>Neighbourhood Planning Community Right to Build Community Infrastructure Levy</div><div>Community Right to Bid Community Asset Transfer</div><div>Community Shares</div><div>Our Place!</div><div>Community Right to Challenge</div><div>Establish a Parish Council</div><div>Right to Manage</div><div>Right to Reclaim Land Compulsory Purchase Order</div></div></div></div></div>	Through the production of the Local Plan, there could be potential for various community rights to be of relevance to tackling or delivering solutions for particular issues.
Water For Life White Paper. DEFRA (2011).	<p>Linked to the EA's Case for Change (below). Sets out the following areas to address:</p> <ul style="list-style-type: none"><li>• <b>Reform of the abstraction regime.</b></li><li>• <b>Increasing interconnection and the trading of bulk supplies of treated water.</b></li><li>• <b>Improving river water quality.</b></li><li>• <b>Current unsustainable abstraction.</b></li><li>• <b>Aligning plans.</b></li><li>• <b>Infrastructure.</b></li><li>• <b>Wastewater and drainage.</b></li><li>• <b>Affordability.</b></li></ul>	Water quality and quantity is important to the Broads.



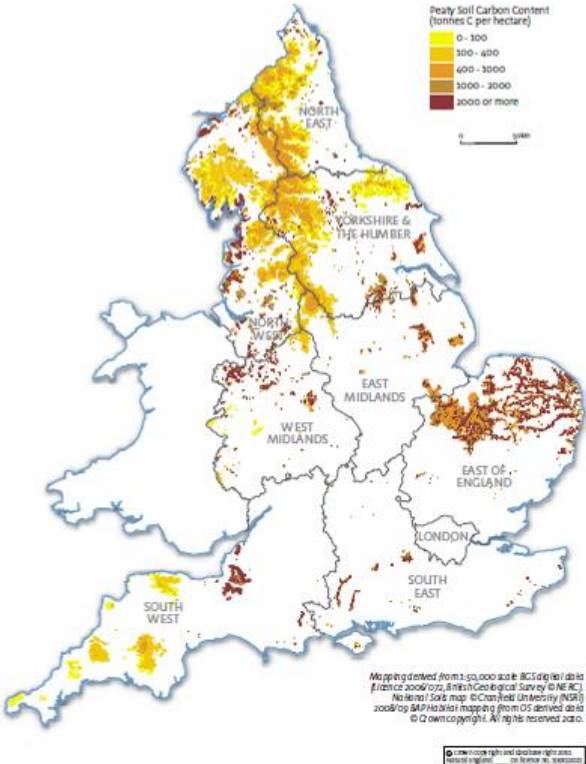
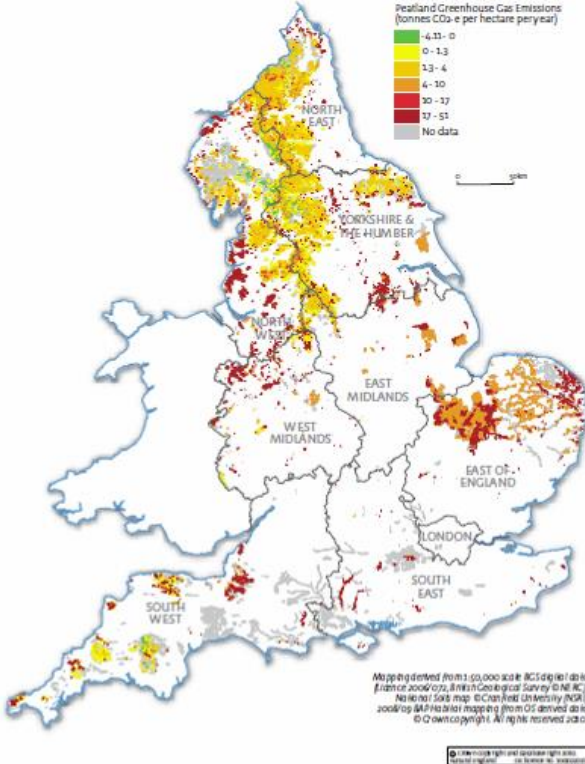
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<p>The case for change – current and future water availability. Environment Agency. (2011).</p>	<ul style="list-style-type: none"> <li>• <b>Water resource availability in the future is uncertain.</b></li> <li>• <b>The water environment will be different from that of today</b></li> <li>• There could be less water available for people, businesses, agriculture and the environment than today.</li> <li>• Future water resource availability pressures will not be limited to the south and East of England.</li> <li>• Over the longer term climate change could have a bigger impact on water resource availability than population growth.</li> <li>• Demand management will have an important role in the future but increased demand and climate change impacts could result in the need for significant new resources to be developed.</li> <li>• The scale of the problem needs to be considered at a strategic and local level.</li> </ul> <p>Explanation of water demand maps: Blue catchments have water surpluses while red catchments have deficits. The 8 left hand maps are based on lower population growth and substantial increase in water conservation, while the 8 right hand maps are based on higher population growth and increased water use. The top 8 maps are based on current levels of water flow protection, while the bottom 8 maps are based on flow requirements that alter as flows are affected by climate change. Lastly, each square has 4 maps based on 4 different scenarios of how climate change might affect future river flows (A, C, G &amp; J). See Figure ii.</p> <div data-bbox="1003 167 1758 1066"> </div>	<p>Water quality and quantity is important to the Broads.</p>

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Air Pollution: Action in a Changing Climate. DEFRA. (2010).	<p>Annex B: Short to medium term milestones for air quality and emission reduction policies</p> <p>Key:</p> <ul style="list-style-type: none"> <li>Ambient air quality deadlines</li> <li>EC review of ambient air quality directive</li> <li>Emissions reduction targets</li> </ul>	Supportive in relation to social, health and biodiversity aspects of the Local Plan.
Noise Policy Statement for England. DEFRA. 2010.	<p>Noise Policy Vision: <b>Promote good health and a good quality of life through the effective management of noise</b> within the context of Government policy on sustainable development.</p> <p>Noise Policy Aims: Through the effective management and control of environmental, neighbour and neighbourhood noise within the context of Government policy on sustainable development:</p> <ul style="list-style-type: none"> <li>avoid significant adverse impacts on health and quality of life;</li> <li>mitigate and minimise adverse impacts on health and quality of life; and</li> <li>where possible, contribute to the improvement of health and quality of life.</li> </ul>	Supportive re tranquil nature of the Broads.
Climate Change Act 2008, HM Government, 26 November 2008.	An Act to set a target for the year 2050 for the <b>reduction of targeted greenhouse gas emissions</b> ; to provide for a system of carbon budgeting; to establish a Committee on Climate Change; to confer powers to establish trading schemes for the purpose of limiting greenhouse gas emissions or encouraging activities that reduce such emissions or remove greenhouse gas from the atmosphere; to make provision about adaptation to climate change; to confer powers to make schemes for providing financial incentives to produce less domestic waste and to recycle more of what is produced; to make provision about the collection of household waste; to confer powers to make provision about charging for single use carrier bags; to amend the provisions of the Energy Act 2004 about renewable transport fuel obligations; to make provision about carbon emissions reduction targets; to make other provision about climate change; and for connected purposes.	Supportive re Local Plan and Climate Change.
The Carbon Plan: Delivering our low carbon future, HM	This plan sets out <b>how the UK will achieve decarbonisation</b> within the framework of our energy policy: to make the transition to a low carbon economy while maintaining energy security, and minimising costs to consumers, particularly those in poorer	Supportive re Local Plan and Climate Change.

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Government, December 2011 and The Carbon Budget Order 2011.	households.  With a view to meeting the 2050 target, the Secretary of State must set five year “carbon budgets” representing the maximum level of the net UK carbon account for these budgetary periods. The fourth carbon budget is the total permissible level of the net UK carbon account for the five year period 2023–2027. The carbon budget for the 2023–2027 budgetary period is 1,950,000,000 tonnes of carbon dioxide equivalent.	
Door to Door. A strategy for improving sustainable transport integration. DfT. (2013).	This strategy brings together, for the first time, the many <b>areas of work within the Department for Transport that contribute to delivering more convenient and efficient door-to-door journeys by sustainable transport</b> . It focuses on four core areas which we know need to be addressed so that people can be confident in choosing sustainable transport: <input type="checkbox"/> accurate, accessible and reliable information about the different transport options for their journeys; <input type="checkbox"/> convenient and affordable tickets, for an entire journey; <input type="checkbox"/> regular and straightforward connections at all stages of the journey and between different modes of transport; and <input type="checkbox"/> safe, comfortable transport facilities.	Whilst the BA is not a transport authority, this strategy could be of relevance to the Local Plan.
Water for life and livelihoods. Managing water for people, business, agriculture and the environment – summary. Environment Agency. (2013).	To focus our efforts moving forward, we have four main aims. <ul style="list-style-type: none"> <li>• <b>Protect and improve waters so they are clean and healthy.</b></li> <li>• <b>Reduce the risk of flooding and coastal erosion.</b></li> <li>• <b>Make sure there is enough water for people, business, agriculture and the environment.</b></li> <li>• <b>Support sustainable growth.</b></li> </ul>	Water quality, erosion, flooding, quantity are all relevant to the Broads.
Summary of the Key Findings from the UK Climate Change Risk Assessment 2012 (DEFRA 2012)	This summary presents key findings from the Climate Change Risk Assessment (CCRA), the first-ever <b>comprehensive assessment of potential risks and opportunities for the UK arising from climate change</b> . The CCRA represents a key part of the Government’s response to the Climate Change Act 2008, which requires a series of assessments of climate risks to the UK, both under current conditions and over the long term.  The Key Messages from the CCRA <ul style="list-style-type: none"> <li>• The global climate is changing and warming will continue over the next century.</li> <li>• The UK is already vulnerable to extreme weather, including flooding and heatwaves.</li> <li>• Flood risk is projected to increase significantly across the UK.</li> <li>• UK water resources are projected to come under increased pressure.</li> <li>• Potentially, there are health benefits as well as threats related to climate change, affecting the most vulnerable groups in our society.</li> </ul>	Supports the Climate Change and Flood Risk elements of the Local Plan.
England’s peatlands Carbon storage and greenhouse gases. Natural England. (2011).	This report describes the extent and <b>current management of England’s peatlands</b> . It estimates the amount of carbon stored in our peatlands and the scale of greenhouse gas emissions from a range of peatlands subject to different land uses and pressures. It then evaluates the costs and benefits of peatland restoration, and estimates the potential greenhouse gas benefits that this could deliver. Finally, the report describes current policy and restoration activity and sets out ideas for further progress. English peatlands are estimated to contain around 584 million tonnes of carbon, based on the limited information available on peat depth and quality. If this were all to be lost to the atmosphere, it would be equivalent to 2.14 billion tonnes of CO2, which is around five years of England’s total annual CO2 emissions.	The maps show that the Broads is an area of Peatland.

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	<p><b>Map 1: England's deep peatlands cover much of our uplands, but also include large lowland areas. Shallower peaty soils fringe our uplands.</b></p>  <p>Mapping derived from 1:50,000 scale BGS digital data (Licence 2006/072, British Geological Survey © NERC). National Soils map © Cranfield University (NSRI) 2008/09 BAP Habitat mapping (from OS derived data) © Crown copyright. All rights reserved 2010.</p> <p>© Crown copyright and database right 2010. Natural England OS licence no. 100022021</p> <p><b>Map 2: Blanket peat is the most extensive peatland type. Large areas of fen peatland remain but the majority has become wasted through drainage and cultivation. Raised bogs are mainly found in the lowlands of the north and west.</b></p>  <p>Mapping derived from 1:50,000 scale BGS digital data (Licence 2006/072, British Geological Survey © NERC). National Soils map © Cranfield University (NSRI) 2008/09 BAP Habitat mapping (from OS derived data) © Crown copyright. All rights reserved 2010.</p> <p>© Crown copyright and database right 2010. Natural England OS licence no. 100022021</p>	



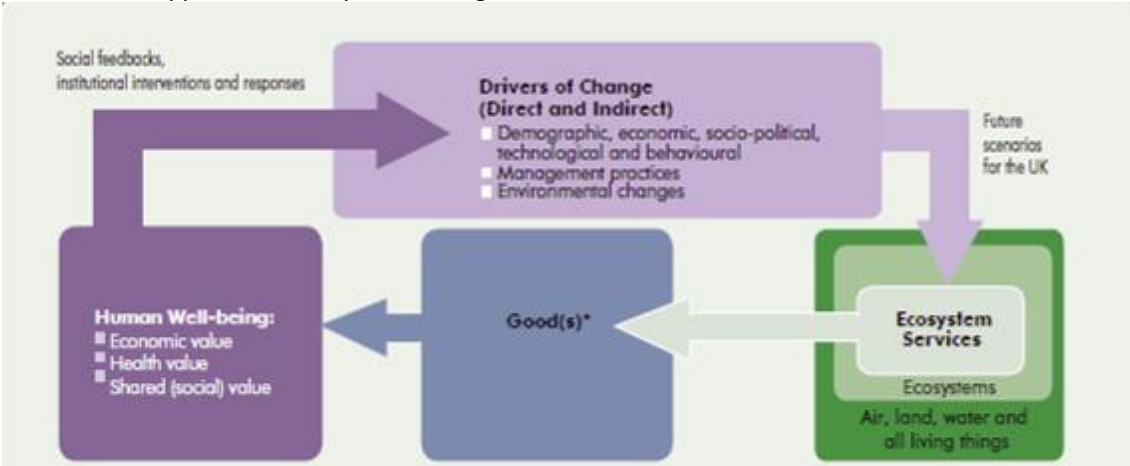
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	<p>Map 8: Limited peat depth information suggest that while our upland peatlands cover a larger area, our lowland peatlands remain highly important for carbon storage, even in areas of wasted peatland. Much of this may already be lost through cultivation and wastage.</p>  <p>Map 9: The majority of England's peatlands are currently sources of greenhouse gases, with notable 'hotspots' in the lowlands. Some upland peat areas are still capturing carbon, but most are also sources.</p>  <p>Map 8: Peat Soil Carbon Content (tonnes C per hectare)</p> <p>Map 9: Peatland Greenhouse Gas Emissions (tonnes CO<sub>2</sub>e per hectare per year)</p>	
<p>Making space for wildlife in a changing climate. Supplement. Natural England. (2014).</p>	<p>Case studies and further information as well as checklist. The planning policy or decision:</p> <ul style="list-style-type: none"><li>• Is based on a sound evidence base, including climate change projections, information on existing biodiversity and the vulnerabilities and opportunities brought by a changing climate.</li><li>• <b>Protects existing biodiversity sites, habitats and species.</b></li><li>• <b>Delivers biodiversity enhancement.</b></li><li>• <b>Protects, restores, re-creates and enhances habitat networks.</b></li><li>• Ensures natural processes are protected and enhanced, particularly watercourses and coasts.</li><li>• Contributes to the provision and management of accessible, multifunctional green infrastructure, which delivers the widest range of linked environmental, social and economic benefits.</li><li>• Ensures habitat diversity and function within development sites is maintained or compensated for where avoidance or mitigation is not possible.</li><li>• Reflects the local biodiversity action plan targets and land management priorities.</li><li>• Delivers Sustainable Urban Drainage Systems.</li></ul>	<p>Supportive of biodiversity elements of the Local Plan.</p>

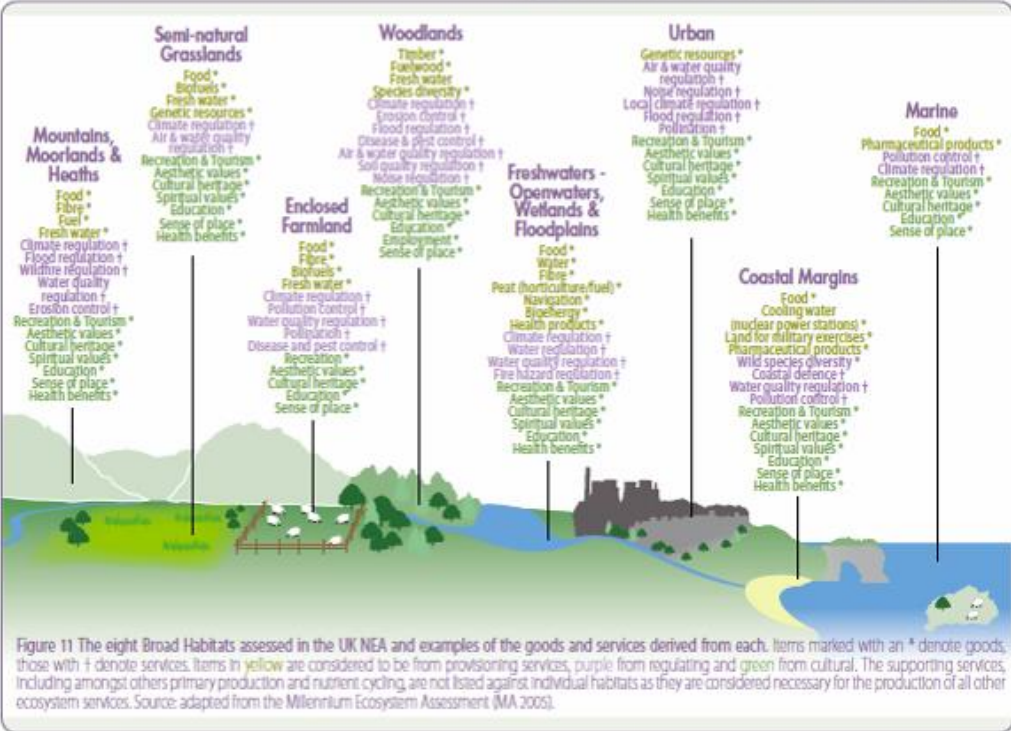
Relevant Plan or Programmes	Relevant Objectives or requirements of the plan or programme	Broads Local Plan relationship to Plan or Programme objectives or requirements.
	<ul style="list-style-type: none"> <li>Ensures landscaping associated with all scales of development respects local landscape character and incorporates biodiversity adaptation benefits.</li> <li>Includes clear requirements for developer contributions on biodiversity adaptation.</li> <li>Incorporates monitoring of biodiversity response to climate change and the success of the plan or decision in assisting biodiversity to adapt and provision for adaptation measures to be amended if unsuccessful.</li> <li>Considers the long term implications of climate change on biodiversity.</li> <li>Fully implements biodiversity and climate change adaptation policies.</li> <li>Incorporates local Biodiversity Opportunity Areas for the design or creation of ecological networks, utilising local stakeholder expertise where appropriate.</li> </ul>	
Spatial planning for biodiversity in our changing climate. Natural England (2011).	<ul style="list-style-type: none"> <li>Climate change is already affecting and will continue to affect wildlife habitats and species.</li> <li>To help wildlife and habitats adapt to climate change, biodiversity and land managers and many other stakeholders in the environment will need to take specific measures with this aim.</li> <li><b>Spatial planners can play a vital role in enabling wildlife to adapt, via policy and practical measures, often working in partnership with others.</b></li> <li>Some of these measures (eg SEA, EIA, master-planning) are already in place and understood but planners may need guidance and encouragement to use them, as many uncertainties exist - for instance with regards to impacts of climate change, the response by biodiversity and the likely effectiveness of any measures. Other approaches need further development – such as integrated planning and river basin management planning.</li> <li>Whilst the uncertainties will remain, it is recognised that action is needed, bringing together approaches which will protect habitats and species, will promote their resilience to climate change, and will also provide opportunities for the future. At the same time, a view to the broader picture is needed, encompassing planning for other sectors, such as water, infrastructure and development.</li> <li>If this is done, then biodiverse landscapes in rural, urban, coastal and inland areas can be safeguarded for future generations. At the same time, other social, economic and environmental benefits can be achieved by doing this, such as maintaining or enhancing quality of life and ensuring more sustainable development.</li> </ul>	Supportive of biodiversity elements of the Local Plan.
Understanding the risks, empowering communities, building resilience The national flood and coastal erosion risk management strategy for England. Environment Agency and DEFRA. (2011).	<p>The strategy <b>encourages more effective risk management by enabling people, communities, business, infrastructure operators and the public sector to work together</b> to:</p> <ul style="list-style-type: none"> <li>ensure a clear understanding of the risks of flooding and coastal erosion, nationally and locally, so that investment in risk management can be prioritised more effectively;</li> <li>set out clear and consistent plans for risk management so that communities and businesses can make informed decisions about the management of the remaining risk;</li> <li>manage flood and coastal erosion risks in an appropriate way, taking account of the needs of communities and the environment;</li> <li>ensure that emergency plans and responses to flood incidents are effective and that communities are able to respond effectively to flood forecasts, warnings and advice;</li> <li>help communities to recover more quickly and effectively after incidents.</li> </ul>	Supportive of flooding elements of the Local Plan.
A Coastal Concordat for England. DEFRA. (2013).	This coastal concordat is an agreement between the Department for Environment, Food and Rural Affairs, the Department for Communities and Local Government, the Department for Transport, the Marine Management Organisation, the Environment Agency, Natural England and the Local Government Association's Coastal Special Interest Group. <b>It sets out the principles according to which the regulatory and advisory bodies propose to work with local planning authorities to enable sustainable</b>	Of relevance to the coastal part of the Broads Executive Area.

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	<p><b>growth in the coastal zone.</b></p> <p>The concordat applies to the consenting<sup>3</sup> of coastal developments in England where several bodies have a regulatory function, and is designed to form the basis of agreements between the main regulatory bodies and coastal local planning authorities. It provides a framework within which the separate processes for the consenting of coastal developments in England can be better coordinated.</p> <p>The concordat is based on five high level principles, as set out below:</p> <ol style="list-style-type: none"> <li>1. Applicants seeking regulatory approval should be provided with a single point of entry into the regulatory system for consenting coastal development, guiding them to the organisations responsible for the range of consents, permissions and licences that may be required for their development.</li> <li>2. Regulators should agree a single lead authority for coordinating the requirements of Environmental Impact Assessment Directive or Habitats Regulations Assessments.</li> <li>3. Where opportunities for dispensing or deferring regulatory responsibilities are legally possible and appropriate, they should be taken.</li> <li>4. Where possible, at the pre-application stage, competent authorities and statutory advisors should agree the likely environmental and habitats assessment evidence requirements of all authorities at all stages of the consenting process.</li> <li>5. Where possible regulators and statutory advisors should each provide coordinated advice to applicants from across their respective organisations.</li> </ol>	
THE ARCHAEOLOGY OF NORFOLK’S BROADS ZONE RESULTS OF THE NATIONAL MAPPING PROGRAMME - ENGLISH HERITAGE PROJECT NO: 2913. ENGLISH HERITAGE. (2007).	The results of the project have significantly transformed our knowledge of the historic environment of the Broads, the lowland areas of which have a designated status equivalent to a National Park. <b>The project has identified, and enhanced our knowledge of, a wide variety of sites ranging in date from the Neolithic to World War Two.</b> Highlights include the mapping of numerous prehistoric ceremonial and funerary sites, including Neolithic mortuary enclosures, Bronze Age barrow cemeteries, and possible Iron Age square barrows. For the Iron Age and Roman period extensive swathes of field systems, trackways and enclosures have been mapped across vast areas of the uplands. Several possible Roman villas or large farmsteads were newly identified in the central area of the Broads, making a significant addition to the countywide distribution of this site-type. A considerable amount of new evidence for medieval and post medieval peat extraction was identified. Significant numbers of World War One to World War Two military sites were also recorded. Two main areas of research particularly stand out: the Iron Age to Roman field systems and settlement, and medieval to post medieval peat extraction.	Supports the Heritage element of the Local Plan.
HISTORIC ENVIRONMENT GOOD PRACTICE ADVICE IN PLANNING Note 1: The Historic Environment in Local Plans. CONSULTATION DRAFT (11 July 2014). English Heritage.	The purpose of this English Heritage Good Practice Advice note is to provide information on good practice to assist local authorities, planning and other consultants, owners, applicants and other interested parties in implementing historic environment policy in the National Planning Policy Framework (NPPF) and the related guidance given in the National Planning Practice Guide (PPG). This <b>good practice advice therefore supports the implementation of national policy</b> , but does not constitute a statement of Government policy itself, nor does it seek to prescribe a single methodology or particular data sources. Alternative approaches may be equally acceptable, provided they are demonstrably compliant with national policies and objectives.	Supports the Heritage element of the Local Plan.
HISTORIC ENVIRONMENT GOOD PRACTICE ADVICE IN PLANNING Note 3: The Setting of	<ul style="list-style-type: none"> <li>• <b>Relationship of setting to curtilage, character and context</b></li> <li>• <b>The extent of setting</b></li> <li>• <b>Views and Setting</b></li> <li>• <b>Setting and the significance of heritage assets</b></li> </ul>	Supports the Heritage element of the Local Plan.



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Heritage Assets. CONSULTATION DRAFT (11 July 2014). English Heritage.		
Lifetime Neighbourhoods (CLG, 2011)	<p><b>Figure 1: Lifetime Neighbourhoods: Key Components</b></p>	For consideration as the Local Plan evolves.
Active by Design Designing places for healthy lives. Design Council. 2014.	<p>Active by Design will <b>promote the use of good design to encourage greater levels of daily physical activity</b> in buildings and public spaces in cities and towns, and increase access to healthy and nutritious food.</p> <p>As town planners...</p> <p>Can Active by Design principles be embedded in planning policy as part of promoting healthy communities, as set out in National Planning Policy Guidance? Can you identify places within your towns where a series of schemes could be developed, across both new developments and existing neighbourhoods, to promote activity? How could you work with colleagues in other areas such as highways, public health and youth services to provide facilities that will boost physical activity levels amongst your residents and people who work in your areas?</p>	For consideration as the Local Plan evolves. Design is an important issue in a special place like the Broads.
UK National Ecosystem Assessment Understanding nature's value to society. Synthesis of the Key Findings. (Coordinating Lead	The UK National Ecosystem Assessment (UK NEA) is the <b>first analysis of the UK natural environment in terms of the benefits it provides to society and the nation's continuing prosperity</b> . It is based on the processes that link human societies and their well-being with the environment and emphasises the role of ecosystems in providing services that bring improvements in well-being to people.	<p>Supports the biodiversity elements of the Local Plan.</p> <p>Emphasises links between the</p>

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<p>Authors: Robert Watson and Steve Albon, 2011)</p>	<p>Key messages:</p> <ul style="list-style-type: none"><li>• The natural world, its biodiversity and its constituent ecosystems are critically important to our well-being and economic prosperity, but are consistently undervalued in conventional economic analyses and decision making.</li><li>• Ecosystems and ecosystem services, and the ways people benefit from them, have changed markedly in the past 60 years, driven by changes in society.</li><li>• The UK’s ecosystems are currently delivering some services well, but others are still in long-term decline.</li><li>• The UK population will continue to grow, and its demands and expectations continue to evolve. This is likely to increase pressures on ecosystem services in a future where climate change will have an accelerating impact both here and in the world at large.</li><li>• Actions taken and decisions made now will have consequences far into the future for ecosystems, ecosystem services and human well-being. It is important that these are understood, so that we can make the best possible choices, not just for society now but also for future generations</li><li>• A move to sustainable development will require an appropriate mixture of regulations, technology, financial investment and education, as well as changes in individual and societal behaviour and adoption of a more integrated, rather than conventional sectoral, approach to ecosystem management.</li></ul>  <p>Figure 9 Conceptual Framework for the UK NEA showing the links between ecosystems, ecosystem services, good(s), valuation, human well-being, change processes and scenarios. *Note that the term good(s) includes all use and non-use, material and non-material benefits from ecosystems that have value for people.</p>	<p>environment and society.</p>

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	 <p>Figure 11 The eight Broad Habitats assessed in the UK NEA and examples of the goods and services derived from each. Items marked with an * denote goods, those with + denote services. Items in yellow are considered to be from provisioning services, purple from regulating and green from cultural. The supporting services, including amongst others primary production and nutrient cycling, are not listed against individual habitats as they are considered necessary for the production of all other ecosystem services. Source: adapted from the Millennium Ecosystem Assessment (MA 2005).</p>	
<p>This way to better residential streets. CABE/Design Council. 2009.</p>	<ul style="list-style-type: none"> <li>• <b>Think strategically about growth, avoid isolated sites, and connect new and existing neighbourhoods.</b></li> <li>• Rediscover the public transported model of suburban development. Focus higher densities and mixed uses at new suburban centres connected by viable public transport links.</li> <li>• Ensure space is clearly public or private – a space whose ownership is ambiguous is likely to be under-used and become a maintenance burden.</li> <li>• Avoid compromising on materials and quality at the construction stage. This is also often known as ‘value engineering’.</li> <li>• Create a logical structure of neighbourhood streets and spaces, to aid navigation for all and to encourage walking and cycling.</li> <li>• Use a range of parking solutions that are appropriate to the context. Design streets to accommodate on-street parking.</li> <li>• Establish inclusive design as a core competency within design teams. Engage those who represent the widest possible range of local people early in the design process.</li> <li>• Audit completed schemes.</li> </ul>	<p>For consideration as the Local Plan evolves. Design is an important issue in a special place like the Broads.</p>
<p>Planning for places. Delivering good design through core strategies. CABE/Design Council. 2009.</p>	<p>Key message for local authorities</p> <ul style="list-style-type: none"> <li>• Tell the story: <b>A good core strategy needs to tell the story of the place, explain how it works and highlight its qualities and distinguishing features.</b> Telling the story helps everyone understand how the qualities of the place have shaped the strategy and its priorities for future quality.</li> <li>• Set the agenda: Use the core strategy to say what is wanted for the area, express aspirations and be proactive and positive about the future of the place and say how this will be achieved. Set out what is expected in terms of design quality and where</li> </ul>	<p>Whilst refers to ‘Core Strategy’, for consideration as the Local Plan evolves. Design is an important issue in a special place like the Broads.</p>

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	<p>necessary provide links to the relevant development plan documents or supplementary planning documents.</p> <ul style="list-style-type: none"> <li>Say it clearly: Make the core strategy relevant and understandable to a wide audience. Use diagrams to inform the text and communicate the strategy and show what quality of place means.</li> </ul>	
<p>The Value of Public Space</p> <p>How high quality parks and public spaces create economic, social and environmental value.</p> <p>CABE/Design Council.</p>	<ul style="list-style-type: none"> <li><b>A good public landscape also offers very clear benefits to the local economy in terms of stimulating increased house prices, since house-buyers are willing to pay to be near green space.</b></li> <li>Access to good-quality, well-maintained public spaces can help to improve our physical and mental health by encouraging us to walk more, to play sport, or simply to enjoy a green and natural environment.</li> <li>Good-quality public spaces – including well-designed school grounds – can help to fill this gap, providing children with opportunities for fun, exercise and learning.</li> <li>These spaces shape the cultural identity of an area, are part of its unique character and provide a sense of place for local communities.</li> <li>Well-designed streets and public spaces encourage walking and cycling, and have the power to make our environment a safer one by reducing vehicle speeds and use.</li> <li>Vegetation also provides an opportunity for people to be close to ‘nature’, with the associated positive impact that this can bring in terms of mental health and the simple pleasure of experiencing trees, birds, squirrels, ladybirds and other wildlife in an urban situation.</li> </ul>	Of consideration when considering landscape and landscaping.
<p>Inclusion by design</p> <p>Equality, diversity and the built environment.</p> <p>CABE/Design Council.</p>	<ul style="list-style-type: none"> <li>Getting around is about much more than accessible buses and trains. <b>It is as important to have well-designed and well-managed streets that don’t act as a barrier to movement.</b> Inclusive design means designing for transport that is dignified, accessible, affordable, safe and easy to use.</li> <li>Centres for learning are important particularly for people who need a space in which to study in comfort. Inclusive design means a library that is accessible, helpful, stimulating and reflects the diversity of its community.</li> <li>Well-maintained parks and green spaces help us to unwind and relax and are good for our health, well-being and for sociability across communities.</li> <li>Inclusive design means an open space that is safe, accessible, and practical and a pleasure to use.</li> <li>Inclusive design means a cultural space that is accessible, inviting and exciting to use.</li> <li>Inclusive design means a place to live that is adaptable, practical, secure and somewhere you want to settle.</li> </ul>	Of consideration with regards to design.
<p>Second Progress Report on the Promotion and Use of Energy from Renewable Sources for the United Kingdom. Article 22 of the Renewable Energy Directive 2009/28/EC. 2013.</p>	<p><b>At the end of 2012, 4.2% of UK energy consumption came from renewable resources.</b> This is up from 3.8% in 2011. Across 2011 and 2012 combined, an average of 4.0% energy consumption came from renewable resources against the first interim target of 4.04%, with the small shortfall falling within the margin of error around the estimate.</p> <p>Renewables’ share of electricity consumption in 2012 was 10.8 %, an increase from 8.8% in 2011. Around 40.2 TWh of renewable electricity was generated in 2012, an increase of 23% on the 32.7 TWh in 2011. Capacity increased by 27% from 12.2GW to 15.5GW between the end of 2011 and 2012 with strong growth in the onshore and offshore wind and solar sectors.</p> <p>Building on the 2011 and 2012 achievements set out above, 2013 has been one of the most successful years ever for Britain’s renewable energy drive, with considerable progress in increasing levels of deployment, in new announced projects and in longer term policy completion.</p>	Of relevance regarding renewable energy production.
<p>Public space lessons</p> <p>Adapting public space to climate change.</p>	<p>Checklist:</p> <p>Research:</p> <ul style="list-style-type: none"> <li>Understand and quantify the existing and future climate pressures on your networks of spaces and surrounding</li> </ul>	Of relevance when addressing Climate Change adaptation in the

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<p>CABE/Design Council. 2008.</p>	<p>neighbourhoods through UKCIP scenarios data (see <a href="http://www.ukcip.org.uk/scenarios">www.ukcip.org.uk/scenarios</a>).</p> <ul style="list-style-type: none"> <li>Gather baseline information to generate robust solutions that consider both the risks and opportunities and allow for flexibility.</li> </ul> <p>Resources:</p> <ul style="list-style-type: none"> <li>Work in multidisciplinary teams across council departments and with partners to make sure the right skills and knowledge are brought to the project.</li> <li>Ensure your project has a champion to secure long-term continuity, focus and delivery.</li> <li>Use the planning system to release funding and achieve progress on the ground.</li> <li>Consider forming a management trust to safeguard funding.</li> <li>Make sure management and maintenance is specified and can be both funded and delivered.</li> </ul> <p>Engagement</p> <ul style="list-style-type: none"> <li>Engage the local community in the design process to get buy-in to new ways of using public space.</li> <li>Ensure the space meets users’ needs, considering potential increased use in the face of climate change.</li> </ul> <p>Design</p> <ul style="list-style-type: none"> <li>Maximise the space you have and make the most of vacant or redundant space that could contribute more to climate change adaptation.</li> <li><b>Design integrated solutions for adaptation</b>, for example SUDS, which can combine their drainage function with other uses such as recreation and space for development.</li> </ul>	<p>Local Plan.</p>
<p>Anglian Water Services, Water Resource Management Plan, 2014.</p>	<p>Shows how AWS are going to maintain the balance between supply and demand over the next 25 years, as well as deal with the longer term challenge of population increase, climate change and growing environmental needs.</p> <p>AWS developed a flexible and adaptive plan that commits to reducing leakage and consumption by at least 139 Ml/d. It also increases the volume of water traded and transferred from areas of surplus to areas of deficit. The demand management measures that we will deliver are cost-beneficial, while our supply-side schemes are the most cost-effective of a large number of alternative options. In AMP6, we will deliver a Habitats Regulations compliant scheme to restore the River Wensum to a favourable hydro-ecological condition.</p> <p>Under dry year annual average conditions and without investment to maintain the supply-demand balance, we forecast that the following resource zones (RZs) will be in deficit by 2039-40:</p> <ul style="list-style-type: none"> <li>Ruthamford South (including Milton Keynes, Bedford and Huntingdon)</li> <li>Hunstanton</li> <li>Fenland (Kings Lynn and Wisbech)</li> <li><b>Norwich and the Broads (Norwich)</b></li> <li>Cheveley</li> <li>Ely</li> <li>West Suffolk (Bury St Edmunds)</li> <li>East Suffolk (Ipswich)</li> <li>South Essex (Colchester)</li> <li>Central Essex (Halstead).</li> </ul>	<p>Of relevance regarding water.</p>



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	<p>Under critical period (peak) conditions, the deficits are restricted to our <b>Norwich and the Broads RZ</b>, Cheveley RZ and Ruthamford South RZ. Specific issues include:</p> <ul style="list-style-type: none"> <li>• Increase in population. Over the forecast period, the population may increase by as much as 1,000,000. Even if highly water efficient rates of per capita consumption (PCC) are achieved, growth of this magnitude will be equivalent to an extra 80 MI/d of demand. Including target headroom requirements and other changes, our overall demand is forecast to increase by 144 MI/d</li> <li>• Sustainability reductions. Where it is shown that our abstractions have an adverse impact on the environment, we are required to reduce this to more sustainable levels. For this round of planning, the EA has specified a series of sustainability reductions which in total are equivalent to 110 MI/d, and</li> <li>• Climate change. Including target headroom requirements and effects on demand, mean estimates of the impact of climate change are of the order of 50 MI/d. Sources which rely on abstraction from rivers are primarily affected.</li> </ul> <div data-bbox="392 542 1003 1420"> <p>RZ Supply Demand Balance Average 2039-2040 Key to Map:</p> <ul style="list-style-type: none"> <li>Deficit &gt; 10 MI/d</li> <li>Deficit 1-10 MI/d</li> <li>Deficit 0-1 MI/d</li> <li>Surplus 0-1 MI/d</li> <li>Surplus 1-10 MI/d</li> <li>Surplus &gt; 10 MI/d</li> </ul> <p>Baseline Average supply-demand balance 2039-40</p> </div> <div data-bbox="1030 534 1641 1420"> <p>WRMP Schemes Key to Map:</p> <ul style="list-style-type: none"> <li>New Water Treatment Works</li> <li>New Source Works</li> <li>RZ in deficit</li> <li>AMP6 Sustainability Reduction Schemes</li> </ul> <p>25-year Supply-Demand Strategy (Supply side schemes only)</p> </div>	

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	<p>Details of the full 25 year plan (excluding the WREA RDM project) are given below. Key features include:</p> <ul style="list-style-type: none"> <li>• Demand management in all RZs, including leakage control, water efficiency and metering</li> <li>• A river augmentation scheme</li> <li>• The transfer of resources from areas of surplus to areas of deficit</li> <li>• The selection of a trading option, and</li> <li>• The deferral of resource development options to the end of the forecast period. The options selected include water reuse schemes and the recommissioning of a reservoir.</li> </ul> <table border="1"> <thead> <tr> <th>Resource Zone</th><th>Scheme</th><th>Delivery</th></tr> </thead> <tbody> <tr> <td>Central Essex</td><td>South Essex RZ transfer</td><td>AMP8</td></tr> <tr> <td>Cheveley</td><td>To Newmarket RZ transfer</td><td>AMP8</td></tr> <tr> <td rowspan="2">East Suffolk</td><td>South Essex RZ transfer</td><td>AMP9</td></tr> <tr> <td>Ipswich water reuse</td><td>AMP10</td></tr> <tr> <td>Ely</td><td>Newmarket RZ transfer</td><td>AMP7</td></tr> <tr> <td>Fenland</td><td>Ruthamford North RZ transfer</td><td>AMP7</td></tr> <tr> <td>Hunstanton</td><td>Fenland RZ transfer</td><td>AMP6</td></tr> <tr> <td>Newmarket<sup>(1)</sup></td><td>To West Suffolk RZ transfer</td><td>AMP8</td></tr> <tr> <td rowspan="2">Norwich and the Broads</td><td>Norwich intake to existing bankside storage</td><td>AMP6</td></tr> <tr> <td>Norwich reuse</td><td>AMP9</td></tr> <tr> <td>Ruthamford North</td><td>Reduction of Ruthamford North raw water export</td><td>AMP10</td></tr> <tr> <td rowspan="2">Ruthamford South</td><td>Ruthamford North transfer</td><td>AMP8</td></tr> <tr> <td>Foxcote</td><td>AMP10</td></tr> <tr> <td>South Essex</td><td>Amendment to Ardleigh Agreement</td><td>AMP9</td></tr> <tr> <td rowspan="2">West Suffolk</td><td>East Suffolk RZ Resilience Transfer</td><td>AMP7</td></tr> <tr> <td>River Augmentation Scheme</td><td>AMP8</td></tr> </tbody> </table>	Resource Zone	Scheme	Delivery	Central Essex	South Essex RZ transfer	AMP8	Cheveley	To Newmarket RZ transfer	AMP8	East Suffolk	South Essex RZ transfer	AMP9	Ipswich water reuse	AMP10	Ely	Newmarket RZ transfer	AMP7	Fenland	Ruthamford North RZ transfer	AMP7	Hunstanton	Fenland RZ transfer	AMP6	Newmarket <sup>(1)</sup>	To West Suffolk RZ transfer	AMP8	Norwich and the Broads	Norwich intake to existing bankside storage	AMP6	Norwich reuse	AMP9	Ruthamford North	Reduction of Ruthamford North raw water export	AMP10	Ruthamford South	Ruthamford North transfer	AMP8	Foxcote	AMP10	South Essex	Amendment to Ardleigh Agreement	AMP9	West Suffolk	East Suffolk RZ Resilience Transfer	AMP7	River Augmentation Scheme	AMP8	
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<p>Water for life and livelihoods. River Basin Management Plan, Anglian River Basin District (Defra and EA 2009)</p>	<p>The Anglian River Basin District is a unique environment; the landscape ranges from gentle chalk and limestone ridges to the extensive lowlands of the Fens and East Anglian coastal estuaries and marshes. Water is essential to the maintenance of the rivers, lakes, estuaries, coasts and groundwater that underpins these landscapes and their wildlife. And it is vital to the livelihoods of those who live and work here.</p> <p>A range of challenges remain, which will need to be addressed to secure the predicted improvements. They include:</p> <ul style="list-style-type: none"> <li>• point source pollution from sewage treatment works;</li> <li>• the physical modification of water bodies;</li> <li>• diffuse pollution from agricultural activities;</li> <li>• water abstraction;</li> <li>• diffuse pollution from urban sources.</li> </ul> <p><b>Some key actions for Broadland River Catchment:</b></p> <ul style="list-style-type: none"> <li>• Installation of a permanent eel pass and trap at Taverham on the River Wensum.</li> <li>• The Bure Valley Living Landscape. The purpose of this initiative is to increase connectivity between the 6 Sites of Special Scientific Interest in the lower Bure valley. This will be achieved by re-naturalising the river and enhancing arable land to reduce diffuse pollution. An important element will be to develop new opportunities for people to enjoy wildlife.</li> <li>• Pennywort control on River Waveney and Rockland Board.</li> <li>• Partnership working in the Broads to deliver Wetland Opportunities, with wetland sites being enhanced that include South Fen in the Ant, Hickling in the Thurne and Upton in the Bure.</li> </ul>	<p>Of relevance regarding water quality and quantity.</p>																																															



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Benefits of green infrastructure Report by Forest Research 2010	<p>There is good evidence that green space can make positive impacts on both local and regional economic regeneration, especially for job creation, business start-up and inward investment.</p> <p>There is a strong body of evidence which shows that they can have a beneficial impact on mental well-being and cognitive function. At their best, green spaces can also help facilitate social interaction, integration and the development of community cohesion.</p> <p><b>Urban green infrastructure can deliver a wide range of environmental benefits, particularly:</b></p> <ul style="list-style-type: none"> <li>• <b>Reduction in air pollution.</b></li> <li>• <b>Reduction in flood risk as part of sustainable urban drainage systems.</b></li> <li>• <b>Improvement of the perceptions of an urban area as aesthetically pleasing.</b></li> <li>• <b>Amelioration of high summer temperatures caused by the urban heat island effect and climate change.</b></li> </ul> <p>The regeneration of brownfield land presents a prime opportunity to make the connections between existing green space and facilitate its functioning at a larger scale. Green infrastructure can provide hydrological benefits in two key areas: flood alleviation and water quality (improvement and protection). Ecological benefits of urban green infrastructure are largely related to the provision of habitat.</p>	Of relevance to Green Infrastructure and landscape and landscaping.
UK Post-2010 Biodiversity Framework. Published by JNCC and Defra (2012).	<p>The UK Post-2010 Biodiversity Framework covers the period 2011 – 2020. It forms the UK Government’s response to the new strategic plan of the United Nations Convention on Biological Diversity (CBD), published in 2010 at the CBD meeting in Nagoya, Japan. This includes 5 internationally agreed strategic goals and supporting targets to be achieved by 2020. The 5 strategic goals agreed were:</p> <ul style="list-style-type: none"> <li>• Strategic Goal A: <b>Address the underlying causes of biodiversity</b> loss by mainstreaming biodiversity across government and society</li> <li>• Strategic Goal B: <b>Reduce the direct pressures on biodiversity</b> and promote sustainable use</li> <li>• Strategic Goal C: To <b>improve the status of biodiversity</b> by safeguarding ecosystems, species and genetic diversity</li> <li>• Strategic Goal D: <b>Enhance the benefits to all</b> from biodiversity and ecosystem services</li> <li>• Strategic Goal E: <b>Enhance implementation through participatory planning</b>, knowledge management and capacity building</li> </ul>	Supportive of biodiversity elements of the Local Plan.
The Marmot Review: Fair Society, Healthy Lives.	<p>The detailed report contains many important findings, some of which are summarised below.</p> <ul style="list-style-type: none"> <li>• People living in the poorest neighbourhoods in England will on average die seven years earlier than people living in the richest neighbourhoods</li> <li>• People living in poorer areas not only die sooner, but spend more of their lives with disability - an average total difference of 17 years</li> <li>• The Review highlights the social gradient of health inequalities - put simply, the lower one's social and economic status, the poorer one's health is likely to be</li> <li>• Health inequalities arise from a complex interaction of many factors - housing, income, education, social isolation, disability - all of which are strongly affected by one's economic and social status</li> <li>• Health inequalities are largely preventable. Not only is there a strong social justice case for addressing health inequalities, there is also a pressing economic case. It is estimated that the annual cost of health inequalities is between £36 billion to £40 billion through lost taxes, welfare payments and costs to the NHS</li> <li>• Action on health inequalities requires action across all the social determinants of health, including education, occupation,</li> </ul>	For consideration with respect to social elements of the Local Plan.

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	<p>income, home and community.</p> <p>Central to the Review is the recognition that disadvantage starts before birth and accumulates throughout life. This is reflected in the 6 policy objectives and to the highest priority being given to the first objective:</p> <ol style="list-style-type: none"> <li>1. giving every child the best start in life</li> <li>2. enabling all children, young people and adults to maximize their capabilities and have control over their lives</li> <li>3. creating fair employment and good work for all</li> <li>4. ensuring a healthy standard of living for all</li> <li>5. creating and developing sustainable places and communities</li> <li>6. strengthening the role and impact of ill-health prevention.</li> </ol> <p>Detail of number 5:</p> <ol style="list-style-type: none"> <li>1 Prioritise policies and interventions that reduce both health inequalities and mitigate climate change, by: <ul style="list-style-type: none"> <li>— Improving <b>active travel</b> across the social gradient</li> <li>— Improving the availability of <b>good quality open and green spaces</b> across the social gradient</li> <li>— Improving the food environment in local areas across the social gradient</li> <li>— Improving energy efficiency of housing across the social gradient.</li> </ul> </li> <li>2 <b>Fully integrate the planning, transport, housing, environmental and health systems to address the social determinants of health in each locality.</b></li> <li>3 Support locally developed and evidence based community regeneration programmes that: <ul style="list-style-type: none"> <li>— <b>Remove barriers to community participation</b> and action</li> <li>— Reduce social isolation.</li> </ul> </li> </ol>	
Air Quality Strategy for England , Scotland, Wales and Northern Ireland (DEFRA 2011)	<p>This Air Quality Strategy <b>sets out air quality objectives and policy options to further improve air quality in the UK</b> from today into the long term. As well as direct benefits to public health, these options are intended to provide important benefits to quality of life and help to protect our environment.</p> <p>Air pollution is currently estimated to reduce the life expectancy of every person in the UK by an average of 7-8 months. The measures outlined in the strategy could help to reduce the impact on average life expectancy to five months by 2020, and provide a significant step forward in protecting our environment.</p> <p>The main relevant policy is related to Smarter Choices. Smarter Choice measures include workplace and school travel plans, personalised travel planning, public transport information and marketing, travel awareness campaigns, car sharing, car clubs, teleworking and teleconferencing, cycling and walking. Provided that Smarter Choice measures are implemented within a supportive policy context, they can be sufficiently effective in facilitating choices to reduce car use and offer good value for money.</p>	For consideration as the Local Plan is produced.
Creating Growth, Cutting Carbon Making Sustainable Local Transport Happen (DfT 2011)	<p>The local transport white paper sets out the government’s vision for a sustainable local transport system that supports the economy and reduces carbon emissions. It explains how the government is placing localism at the heart of the transport agenda, taking measures to empower local authorities when it comes to tackling these issues in their areas. The white paper also underlines central government’s direct support to local authorities, including through the Local Sustainable Transport Fund.</p>	Of general consideration with respect to transport and carbon emissions.

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	<ul style="list-style-type: none"> <li>providing funding for Bikeability cycle training, to allow as many children as possible to undertake high quality on-road cycle training;</li> <li>improving end-to-end journeys by enabling most public transport journeys to be undertaken with a smart ticket by December 2014;</li> <li>reviewing the way in which investment decisions are made to ensure that the carbon implications are fully recognised;</li> <li>setting out in a road safety strategy, by spring 2011, how to ensure that Britain’s roads are among the world’s safest;</li> <li>reviewing traffic signs policy so as to provide more freedom for local authorities to reduce the number of signs they put up and to develop innovative traffic management solutions.</li> </ul>	
Healthy lives, healthy people: our strategy for public health in England. (HM Government, 2010)	<p>This White Paper outlines commitment to <b>protecting the population from serious health</b> threats; helping people live longer, healthier and more fulfilling lives; and improving the health of the poorest, fastest.</p> <p>Of particular relevance: <b>designing communities for active ageing and sustainability</b>. We will make active ageing the norm rather than the exception, for example by building more Lifetime Homes, protecting green spaces and launching physical activity initiatives, including a £135 million Lottery investment in a Mass Participation and Community Sport legacy programme. We will protect and promote community ownership of green spaces and improve access to land so that people can grow their own food.</p>	Health is of relevance to the Local Plan.
Planning for climate change – guidance for local Authorities. (Planning and Climate Change Coalition, 2012)	<p>The guide gives detailed guidance on principles that can underpin plan-making and development management.</p> <p><b>Local development plans can support the move to a low-carbon economy and secure low-carbon living in a changing climate.</b></p> <p>Local planning authorities are advised to design their policies to support and not unreasonably restrict renewable and low carbon energy developments. Strategic sites which are central to delivering the local planning approach for decentralised energy can be allocated in the local plan.</p> <p>Local development plans can set out how the local authority area will be planned over the long term to adapt to the opportunities and impacts arising from changes in the climate.</p> <p>In assessing sites for suitability for new development, local authorities are advised to consider their potential to support the move to a low-carbon future and to adapt to or mitigate the impacts of climate change.</p>	Climate change is important to the Local Plan.

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Future Water – The Government’s water strategy for England (DEFRA. 2008)	<table><tr><th colspan="8">Vision for 2030</th></tr><tr><th>Water demand</th><th>Water supply</th><th>Water quality in the natural environment</th><th>Surface water drainage</th><th>River and coastal flooding</th><th>Greenhouse gas emissions</th><th>Charging for water</th><th>Regulatory framework, competition and innovation</th></tr><tr><td>Consumers using water wisely, appreciating its value and the consequences of wasting it  A sustainable supply-demand balance across England with no seriously water stressed areas.  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Consumers using water wisely, appreciating its value and the consequences of wasting it  A sustainable supply-demand balance across England with no seriously water stressed areas.  Reduced per capita consumption of water through cost effective measures, to an average of 130 litres per person per day by 2030, or possibly even 120 litres per person per day depending on new technological developments and innovation  Water companies actively encouraging demand management to protect customer and environmental needs  Low levels of leakage, with targets set and met at the optimum balance of economic, environmental and other costs  Water efficiency playing a prominent role in achieving a sustainable supply demand balance, with high standards of water efficiency in new homes, and water-efficient products and technologies improving standards in existing buildings  Pro-active industrial and commercial sectors leading by example through initiatives such as voluntary agreements	People, businesses and industry using water resources sustainably, with no interruptions to essential supply during drought  A water sector contributing to the protection and enhancement of the natural environment with abstraction management consistent with habitats conservation  A water sector planning for the long term and medium term needs of the environment and the community, including resilience and emergency response	Large majority of water bodies in England having good ecological and chemical status  People maximising sustainable use and amenity benefits gained from safe, healthy and attractive waters and water environments  Healthy rivers, lakes, estuaries, coasts and groundwaters that provide maximum resilience to climate change and sustain biodiversity  Major improvements achieved from tackling problems of nutrient pollution, chemical pollution, water resources, litter and microbial contamination  Land increasingly flexibly managed for flood storage and water quality  Reduced adverse impact of agriculture through continued evolution of the EU's Common Agricultural Policy to deliver more environmental benefit	More adaptable drainage systems delivering reduced flood risk, improved water quality, and decreasing burdens on the sewer system  Better management of surface water drainage, allowing for the increased capture and reuse of water; slow absorption through the ground; and more above-ground storage and routing of surface water separate from the foul sewer system  Better public appreciation of the causes and consequences of surface water run-off and the actions we can all take to minimise the risks	Flood and coastal erosion risk management which contributes to sustainable development, combining the delivery of social and environmental benefits with the protection of economic assets  An understanding of the future risks of river and coastal flooding fully embedded into the spatial planning system, including planning for new settlements and other new developments  Consistent and holistic management of urban flood risk, with strategic planning, partnerships of responsible bodies and clear understanding of various flood risk responsibilities  Public understanding of the risks we face and the actions we can take to help manage flood and coastal erosion risk  Community resilience to flooding from improved development planning, emergency planning and response, and resilience of homes, buildings, services and utilities	A water industry contributing fully to the achievement of national emission reductions targets and maximising its potential for renewable energy use and generation  A water industry fully meeting its drinking water, environmental quality and other objectives while minimising its greenhouse gas emissions  All sectors of society working collaboratively to remove pollutants at source to minimise the need for energy intensive end-of-pipe clean up treatment  Householders aware of the link between water use in their homes and greenhouse gas emissions, and acting accordingly to minimise water wastage and maximising water efficiency	Fair, affordable and cost-reflective water and sewerage charges which incentivise environmentally responsible behaviour. We believe we will need near universal metering before 2030 in water stressed areas  Targeted and appropriate protection for vulnerable customers and those least able to pay  Customer appreciation of services and benefits paid for through water bills	A strategic framework for the water industry which incentivises innovation, sustainability, demands long term planning and ensures short-term efficiency savings to reduce customers' bills  Modern, effective and risk-based regulation  Water service companies helping customers become more water efficient  An efficient, flexible and innovative water industry playing its full part in addressing challenges from rising demand, pollution and climate change																											
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Manual for Streets (DfT, 2007)	<p>It presents guidance on how to do things differently within the existing policy, technical and legal framework.</p> <p>MfS aims to assist in the creation of streets that:</p> <ul style="list-style-type: none"><li>• <b>help to build and strengthen the communities they serve;</b></li><li>• <b>meet the needs of all users, by embodying the principles of inclusive design;</b></li><li>• <b>form part of a well-connected network;</b></li><li>• <b>are attractive and have their own distinctive identity;</b></li><li>• <b>are cost-effective to construct and maintain; and</b></li><li>• <b>are safe.</b></li></ul> <p>The principles of inclusive design</p> <ul style="list-style-type: none"><li>• places people at the heart of the design process;</li></ul>	For consideration in relation to travel and transport.																																

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	<ul style="list-style-type: none"><li>• acknowledges diversity and difference;</li><li>• offers choice where a single solution cannot accommodate all users;</li><li>• provides for flexibility in use; and</li><li>• provides buildings and environments that are convenient and enjoyable to use for everyone.</li></ul> <p>The main changes in the approach to street design that MfS recommends are as follows:</p> <ul style="list-style-type: none"><li>• applying a user hierarchy to the design process with pedestrians at the top;</li><li>• emphasising a collaborative approach to the delivery of streets;</li><li>• recognising the importance of the community function of streets as spaces for social interaction;</li><li>• promoting an inclusive environment that recognises the needs of people of all ages and abilities;</li><li>• reflecting and supporting pedestrian desire lines in networks and detailed designs;</li><li>• developing masterplans and preparing design codes that implement them for larger-scale developments, and using design and access statements for all scales of development;</li><li>• creating networks of streets that provide permeability and connectivity to main destinations and a choice of routes;</li><li>• moving away from hierarchies of standard road types based on traffic flows and/or the number of buildings served;</li><li>• developing street character types on a location-specific basis with reference to both the place and movement functions for each street;</li><li>• encouraging innovation with a flexible approach to street layouts and the use of locally distinctive, durable and maintainable materials and street furniture;</li><li>• using quality audit systems that demonstrate how designs will meet key objectives for the local environment;</li><li>• designing to keep vehicle speeds at or below 20 mph on residential streets unless there are overriding reasons for accepting higher speeds; and</li><li>• using the minimum of highway design features necessary to make the streets work properly.</li></ul>	
Creating the conditions for integration (CLG 2012)	<p>Five key factors of integration:</p> <div><div>1</div><div><b>Common ground</b> A clear sense of shared aspirations and values, which focuses on what we have in common rather than our differences.</div></div> <div><div>2</div><div><b>Responsibility</b> A strong sense of our mutual commitments and obligations, which brings personal and social responsibility.</div></div> <div><div>3</div><div><b>Social mobility</b> People able to realise their potential to get on in life.</div></div> <div><div>4</div><div><b>Participation and empowerment</b> People of all backgrounds have the opportunities to take part, be heard and take decisions in local and national life.</div></div> <div><div>5</div><div><b>Tackling intolerance and extremism</b> A robust response to threats, whether discrimination, extremism or disorder, that deepen division and increase tensions.</div></div> <ul style="list-style-type: none"><li>• Speak honestly about the issues facing us and create the space for response.</li><li>• Give people the power, knowledge and control which enables them to come together locally as an <b>integrated community</b>.</li><li>• We recognise that integration is a local issue, and requires a local response which brings together public, private and civic</li></ul>	Of general relevance when producing the Local Plan.

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	<p>and philanthropic partners.</p> <ul style="list-style-type: none"><li>• We strongly encourage the different local partners to work together to drive action and to learn from each other in promoting integration and challenging extremism. Local authorities are well placed to take a leading role working through existing partnerships with the police, other agencies and the business and voluntary sectors.</li><li>• Integration comes from everyday life, and long-term social and economic challenges create barriers to a more integrated nation.</li></ul>																																																																															
2013 British Social Attitudes survey: attitudes to transport ((DfT, 2014)	<p>The key findings from the 2013 British Social Attitudes Survey include:</p> <p>☐ In 2013, concern about congestion in towns and cities and on motorways rose</p> <p>☐ Concern about damage to the countryside from road building remained at 2012 levels, the lowest level since inclusion in the survey</p> <p>☐ Women (including women cyclists) and older age groups showed higher levels of concern over roads being too dangerous for them to cycle</p> <p>☐ Concern about exhaust fumes in towns and cities was slightly above last years' historic low</p> <p>☐ People remain reluctant to reduce the amount they travel by plane</p> <p>☐ People's willingness to buy a car with lower CO2 emissions was similar to 2012</p> <p>☐ There is strong support for the proposition that people who drive cars that are better for the environment should pay less to use the roads</p> <p>☐ Support for closing residential streets to through traffic was similar to that in 2012 which was an historic low</p> <p>☐ There were some gender differences in the survey. For example women were more inclined than men to agree that if someone has drunk alcohol they should not drive. They were also more supportive of the use of speed cameras.</p> <p>☐ Agreement that the law on using mobile phones whilst driving is not properly enforced has remained at its current level for the past four years after falling in 2010.</p> <p>☐ Responses to certain questions have remained relatively unchanged since they were first included in the survey. These include the willingness to switch from cars to more sustainable transport mode.</p> <div><div><p><b>Figure 2.1: frequency of travel by mode of travel</b></p><table><tr><th>Mode of travel</th><th>Every day or nearly every day</th><th>2-5 days a week</th><th>Once a week</th><th>Less often</th><th>Never/Don't drive</th><th>Don't know</th></tr><tr><td>Bicycle</td><td>4%</td><td>5%</td><td>5%</td><td>17%</td><td>69%</td><td></td></tr><tr><td>Train</td><td>2%</td><td>4%</td><td>4%</td><td>54%</td><td>36%</td><td></td></tr><tr><td>Local bus</td><td>7%</td><td>11%</td><td>9%</td><td>28%</td><td>44%</td><td></td></tr><tr><td>By car as a passenger</td><td>8%</td><td>25%</td><td>24%</td><td>30%</td><td>12%</td><td></td></tr><tr><td>By car as a driver</td><td>46%</td><td>19%</td><td>4%</td><td>2%</td><td>30%</td><td></td></tr></table><p>Source: British Social Attitudes survey, 2013 (NatCen Social Research) Unweighted base: 3,244 (all respondents, CAPI)</p></div><div><p><b>Figure 2.3: many of the journeys of less than 2 miles that I now make by car I could just as easily.....</b></p><table><tr><th>Response</th><th>Agree strongly</th><th>Agree</th><th>Neither agree/disagree</th><th>Disagree</th><th>Disagree strongly</th><th>Never/rarely by car</th><th>Can't choose</th><th>Not answered</th></tr><tr><td>go by bus</td><td>7%</td><td>26%</td><td>9%</td><td>27%</td><td>12%</td><td>15%</td><td>3%</td><td>3%</td></tr><tr><td>cycle, if I had a bike</td><td>9%</td><td>28%</td><td>10%</td><td>21%</td><td>12%</td><td>14%</td><td>3%</td><td>3%</td></tr><tr><td>walk</td><td>8%</td><td>32%</td><td>10%</td><td>20%</td><td>6%</td><td>19%</td><td>2%</td><td>2%</td></tr></table><p>Source: British Social Attitudes survey, 2013 (NatCen Social Research) Unweighted base: 904 (all respondents, self-completion, version A)</p></div></div> <td>Of general interest as the Local Plan is produced.</td>	Mode of travel	Every day or nearly every day	2-5 days a week	Once a week	Less often	Never/Don't drive	Don't know	Bicycle	4%	5%	5%	17%	69%		Train	2%	4%	4%	54%	36%		Local bus	7%	11%	9%	28%	44%		By car as a passenger	8%	25%	24%	30%	12%		By car as a driver	46%	19%	4%	2%	30%		Response	Agree strongly	Agree	Neither agree/disagree	Disagree	Disagree strongly	Never/rarely by car	Can't choose	Not answered	go by bus	7%	26%	9%	27%	12%	15%	3%	3%	cycle, if I had a bike	9%	28%	10%	21%	12%	14%	3%	3%	walk	8%	32%	10%	20%	6%	19%	2%	2%	Of general interest as the Local Plan is produced.
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	<div><p>Figure 2.5: too dangerous to cycle on roads by age group</p><table><thead><tr><th>Age group</th><th>Percentage</th></tr></thead><tbody><tr><td>18-24</td><td>47%</td></tr><tr><td>25-34</td><td>55%</td></tr><tr><td>35-44</td><td>54%</td></tr><tr><td>45-54</td><td>61%</td></tr><tr><td>55-59</td><td>64%</td></tr><tr><td>60-64</td><td>68%</td></tr><tr><td>65 and over</td><td>76%</td></tr></tbody></table><p>Source: British Social Attitudes survey, 2013 (NatCen Social Research) Unweighted base: 3,244 (all respondents, CAPI)</p></div>	Age group	Percentage	18-24	47%	25-34	55%	35-44	54%	45-54	61%	55-59	64%	60-64	68%	65 and over	76%	
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HOUSE OF LORDS Select Committee on Public Service and Demographic Change Report of Session 2012–13 Ready for Ageing? Report Ordered to be printed 5 March 2013 and published 14 March 2013	<p>Longer lives can be a great benefit, but there has been a collective failure to address the implications and without urgent action this great boon could turn into a series of miserable crises.</p> <p>Key projections about ageing include:</p> <ul style="list-style-type: none"><li>51% more people aged 65 and over in England in 2030 compared to 2010</li><li>101% more people aged 85 and over in England in 2030 compared to 2010</li><li>10.7 million people in Great Britain can currently expect inadequate retirement incomes</li><li>over 50% more people with three or more long-term conditions in England by 2018 compared to 2008</li><li>over 80% more people aged 65 and over with dementia (moderate or severe cognitive impairment) in England and Wales by 2030 compared to 2010.</li></ul> <p>Relevant conclusion and recommendation: Central and local government, housing associations and house builders need urgently to plan how to ensure that the <b>housing needs of the older population are better addressed</b> and to give as much priority to promoting an adequate market and social housing for older people as is given to housing for younger people</p>	Of general interest as the Local Plan is produced.																
Housing in later life: planning ahead for specialist housing for older people (2012)	<p>The term ‘specialist housing for older people’ is used in this report to refer to a range of housing options built to assist older people with their accommodation and support needs in later life. Key features include individual dwellings with their own front door (whether for rent, sale or shared ownership), communal areas such as lounges and restaurants, scheme manager (or other types of support service) and varying levels of personal care and support. There is a variety of different specialist housing, and there are constantly new models being created.</p> <ul style="list-style-type: none"><li>Addressing older people’s needs in</li><li><b>Addressing older people’s needs in housing and land assessments</b></li><li>Incorporating specialist housing for older people into local plans</li><li>Consideration in planning obligations</li><li>Local strategies for older people</li><li>Use of the New Homes Bonus</li><li>Design and lifetime neighbourhoods</li><li>Connecting health and social care strategies with housing and planning</li></ul>	Of general interest as the Local Plan is produced.																



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	<ul style="list-style-type: none"><li>Future funding models</li></ul>							
Reuniting Health with Planning – Healthier Homes, Healthier Communities By Andrew Ross, with Michael Chang Published by the Town and Country Planning Association July 2012	<div><p><b>What planners and public health specialists can do</b></p><p>This section outlines actions that planners and public health specialists can take, separately and working together.</p><div><p><b>What planners can do:</b></p><ul style="list-style-type: none"><li>Review the local plan for compliance with NPPF health policies</li><li>Engage public health on major planning applications</li><li>Involve health in infrastructure planning</li><li>Conduct health impact assessments (HIAs)</li><li>Measure planning's influence on health and wellbeing outcomes</li></ul></div><div><p><b>What public health specialists can do:</b></p><ul style="list-style-type: none"><li>Focus on topics that matter locally</li><li>Understand the role of elected members</li><li>Engage a variety of stakeholders</li></ul></div><div><p><b>What planners and public health specialists working together can do:</b></p><ul style="list-style-type: none"><li>Encourage your directors</li><li>Help elected members to understand the links between planning and public health</li><li>Develop a collaborative evidence base</li><li>Engage clinical commissioning groups (CCGs)</li><li>Improve how you communicate</li></ul></div></div> <table><thead><tr><th>NPPF policies</th><th>Questions with a planning lead</th><th>Questions with a public health lead</th></tr></thead><tbody><tr><td><p><b>Achieving sustainable development</b> Planning system to perform a social role, supporting strong, vibrant and healthy communities, and creating a high-quality built environment, with local services to support health, social and cultural wellbeing (para. 7, second bullet point).</p><p><b>Core planning principles</b> Planning which takes account of and supports local strategies to improve health, social and cultural wellbeing for all, and delivers sufficient 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	<b>NPPF policies</b>	<b>Questions with a planning lead</b>	<b>Questions with a public health lead</b>
	<p><b>Meeting the challenge of climate change, flooding and coastal change</b> Local plans should take account of climate change over the longer term. New development should be planned to avoid increased vulnerability to climate change impacts (para. 99).</p> <p><b>Conserving and enhancing the natural environment</b> Planning policies and decisions should ensure that new development is appropriate for its location, taking into account effects of pollution on health (para. 120), and should avoid the adverse impact of noise on health and quality of life (para. 123, first and second bullet points).</p> <p><b>Plan-making: using a proportionate evidence base</b> The strategic housing market assessment (SHMA) should identify the scale, mix of housing and the range of tenures (para. 159, first bullet point).</p> <p>Local planning authorities should work with other authorities and providers to assess the quality and capacity of health and social care infrastructure and its ability to meet forecast demands (para. 162, first bullet point).</p> <p>Local planning authorities should work with public health leads and health organisations to understand and take account of the health status and needs of the local population, including expected future changes, and relevant barriers (para. 171).</p> <p><b>Planning strategically across boundaries</b> Local planning authorities should work collaboratively with other bodies to ensure that strategic priorities across local boundaries are properly co-ordinated and clearly reflected in individual local plans (para. 179).</p>	<ul style="list-style-type: none"><li>● Do you have a climate change strategy?</li><li>● What, where and for whom are the risks and vulnerabilities to climate change impacts (people, places and buildings)?</li><li>● Does your local plan have specific area policies to help address or mitigate the range of local climate change impacts, and implications for health and wellbeing?</li></ul> <ul style="list-style-type: none"><li>● What, where and for whom are the risks and vulnerabilities to significant impacts from pollution and noise (people and places)?</li><li>● Does your local plan have specific area policies to prevent or mitigate the impacts?</li></ul> <ul style="list-style-type: none"><li>● What existing evidence base is still valid, including from regional strategies?</li><li>● Does your SHMA reflect the existing and future housing needs of your population?</li><li>● What are the infrastructure requirements for health and social care for your area, and are they reflected in planning obligations/Community Infrastructure Levy policies?</li><li>● How can you make better use of JSNAs in plan-making and development management decisions to account for local health needs, changes and barriers?</li></ul> <ul style="list-style-type: none"><li>● Are you co-operating with the relevant health bodies in your local plan on the strategic priority of health and community infrastructure provision?</li><li>● What will be the product or evidence of your co-operation: a joint plan or policy, a memorandum of understanding, or a jointly prepared strategy?</li><li>● What mechanisms or structures do you have to continue the process of co-operation?</li></ul>	<ul style="list-style-type: none"><li>● How are you working to embed the health and wellbeing risks identified locally and regionally through the climate change risk assessment in the local plan?</li></ul> <ul style="list-style-type: none"><li>● How can you raise better awareness or present evidence to planning colleagues to enable them to develop policies and make informed judgements on appropriate land use activities?</li></ul> <ul style="list-style-type: none"><li>● How can you be involved in the development of the council's Community Infrastructure Levy charging schedules and infrastructure assessments, and what supporting evidence can you bring to the table?</li><li>● How are you involving the planning team in the development and implementation of JSNAs?</li><li>● Do your JSNAs include the evidence needs highlighted in this checklist, and is the evidence in a format that can be used by your planning colleagues?</li><li>● How can your JSNAs be developed so that they can be used by your planning colleagues as part of the evidence base?</li></ul>
	<b>NPPF policies</b>	<b>Questions with a planning lead</b>	<b>Questions with a public health lead</b>
	<p><b>Neighbourhood plans</b> Neighbourhood plans should reflect the local plan strategic policies, and neighbourhoods should plan positively to support them (para. 184).</p> <p><b>Decision-taking</b> Local planning authorities should consider using Local Development Orders to relax planning controls, or the use of Article 4 directions to remove national permitted development rights to protect local amenity or the wellbeing of the area (paras 199 and 200).</p> <p>Local planning authorities should consider whether otherwise unacceptable development could be made acceptable through the use of conditions or planning obligations (para. 203).</p>	<ul style="list-style-type: none"><li>● Can the parish/town council or neighbourhood forum demonstrate how it is seeking the views of the wider community?</li><li>● How will neighbourhood plans positively contribute to local health and wellbeing?</li></ul> <ul style="list-style-type: none"><li>● Is there scope to relax or restrict certain uses or developments to help to reduce health inequalities?</li><li>● Will planning obligations as part of planning permissions place unnecessary financial burdens on development?</li><li>● Will planning obligations meet the key tests of necessity and direct relationship to the scale and kind of development?</li></ul>	<ul style="list-style-type: none"><li>● Is public health represented in steering groups for the development of neighbourhood planning documents?</li></ul> <ul style="list-style-type: none"><li>● How can you raise awareness or present evidence to planning colleagues to enable them to develop policies and make informed judgements on planning applications?</li></ul>
	<b>Planning Policy for Traveller Sites</b>	<b>Questions with a planning lead</b>	<b>Questions with a public health lead</b>
	<p>Local planning authorities should ensure that policies promote, in collaboration with commissioners of health services, access to appropriate health services (para. 11, point b).</p> <p>In decisions on applications, weight should be attached to promoting opportunities for healthy lifestyles (para. 24, point c).</p>	<ul style="list-style-type: none"><li>● In co-operating with the relevant health bodies when preparing the local plan, are you discussing relevant traveller issues?</li><li>● What level of engagement and involvement do you have with the traveller community?</li><li>● Is there scope to include travellers in the assessments of needs, changes and barriers required in the NPPF?</li></ul>	<ul style="list-style-type: none"><li>● Are you working with planning colleagues to engage travellers and assess their specific needs for access to local services?</li><li>● Do JSNAs reflect the specific needs of travellers?</li></ul>

Relevant Plan or Programmes	Relevant Objectives or requirements of the plan or programme	Broads Local Plan relationship to Plan or Programme objectives or requirements.
Healthy people, healthy places briefing. Obesity and the environment: regulating the growth of fast food outlets. March 2014.	<ul style="list-style-type: none"><li>• identify a councillor who will be a champion on behalf of the local authority and provide leadership (and in two tier areas, to engage with work with district councillors)</li><li>• work with key partners: local authority public health teams and clinical commissioning groups, to identify a senior lead officer with responsibility for this work who will champion it within the health and wellbeing board</li><li>• work with other professional groups to identify lead officers, such as environmental health practitioners, to support this work early on, especially in two-tier authorities that may otherwise not be directly involved</li><li>• in addition to statutory consultees, ensure the engagement of planners and environmental health practitioners as early as possible when developing a policy Public health teams</li><li>• identify a person within the public health team to liaise with planning officers</li><li>• establish a programme of health impact assessment (HIA) training for public health teams, planning officers, and others</li><li>• agree a process with the planning team for incorporating HIAs in the planning process. Some councils are writing such requirements into their assessment processes for planning or development applications over a certain size or scale</li><li>• use government buying standards for food and catering services as the basis for school food procurement</li><li>• conduct wider community engagement to incorporate the views of local residents, community groups and schools in planning Decisions</li><li>• review all the publications in the ‘additional resources section’. These contain detailed advice and case studies</li><li>• consider collecting other data such as surveys of school children’s purchasing habits on the way to and from school</li></ul>	Of interest and relevance as the Local Plan is produced.

Relevant Plan or Programmes	Relevant Objectives or requirements of the plan or programme	Broads Local Plan relationship to Plan or Programme objectives or requirements.
<p>Healthy people, healthy places briefing. Obesity and the environment: increasing physical activity and active travel. November 2013.</p>	<div> <div> <p><b>Working across the local authority</b></p> <ul style="list-style-type: none"> <li>work in partnership with colleagues in the transport department and when the local transport plan is reviewed (which takes place every five years), help ensure it prioritises active travel. Shift the balance of investment to reflect the proportion of journeys undertaken by bike and on foot</li> <li>set realistic but ambitious targets for walking and cycling within the local authority, and consider a dedicated town-wide programme along the lines of the sustainable travel towns and cycling demonstration towns</li> <li>public health colleagues should work with transport colleagues to review the road safety strategy, benchmark it against the WHO guidance, <a href="http://www.euro.who.int/__data/assets/pdf_file/0003/87564/E82659.pdf">www.euro.who.int/__data/assets/pdf_file/0003/87564/E82659.pdf</a>, and commit to a default 20mph speed limit where people live, work and shop</li> </ul> </div> <div> <p><b>Supporting data and information</b></p> <ul style="list-style-type: none"> <li>review all the publications in the 'additional resources section'. These contain detailed advice and case studies</li> <li>consider training for public health and planning colleagues in the use of the HEAT tool for walking and cycling to estimate the value of different scenarios of increasing walking and cycling levels and working with transport planners on how public health evidence can support their work</li> </ul> </div> <div> <p><b>Evaluation</b></p> <ul style="list-style-type: none"> <li>evaluation should be an element of any approach that is not of proven value or effectiveness. Walking and cycling projects should be evaluated where feasible, including their impact on health inequalities. Routine data collection should be built in to programmes to support this</li> </ul> </div> </div> <div> <p><b>6. Ideas for action</b></p> <p>Public health professionals and others who wish to promote physical activity and active travel in their area to support healthier lifestyles may find the following actions helpful:<sup>15</sup></p> <p><b>Strategic leadership: local authority and health and wellbeing boards</b></p> <ul style="list-style-type: none"> <li>identify a senior councillor responsible for active travel to be a champion on behalf of the local authority, provide leadership, and work with district councillors in two-tier areas to be responsible for promoting walking and cycling</li> <li>ensure the JSNA, the joint health and wellbeing strategy, and other local needs assessments and strategies, take into account opportunities to increase walking and cycling. Recent NICE guidance provides useful advice on reducing impediments to active travel</li> <li>check local policies for their impact on physical activity, including those relating to: air quality; community safety; disability; education; environment (including sustainability and carbon reduction); health and wellbeing; housing; land use, planning and development control; regeneration and economic development and transport</li> <li>review proposed schemes to see how they could be enhanced from a pedestrian or cyclist perspective at little cost by, for example, making pavements wider</li> <li>provide a safer, more appealing environment for walking and cycling wherever possible. This should support all groups, including people from deprived communities and people with current low levels of walking and cycling</li> </ul> </div>	<p>Of interest and relevance as the Local Plan is produced.</p>
<p>Department for Environment, Food and Rural Affairs Artificial Light in the Environment</p>	<p>A Dark Sky Reserve is “public or private land possessing an exceptional or distinguished quality of starry nights and nocturnal environment that is specifically protected for its scientific, natural, educational, cultural, heritage and/or public enjoyment mission of a large peripheral area”.</p> <ul style="list-style-type: none"> <li>continue to work on our commissioned research projects, support our ongoing NEWP commitment and to monitor</li> </ul>	<p>Of general importance as the Local Plan is produced.</p>


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Policy Update December 2013	<p>light pollution and artificial light nuisance issues in the same way as we do for other nuisances.</p> <ul style="list-style-type: none"><li>• continue to work with other Government Departments and other organisations to deliver further recommendations from the RCEP report, where appropriate;</li><li>• continue to promote the protection and restoration of dark skies and the reduction of unnecessary artificial light within our National Parks, Areas of Outstanding Natural Beauty and other areas, where possible, working with National Park Authorities and others that plan to apply for Dark Sky status;</li><li>• work with the Chartered Institute of Environmental Health, to continue to monitor complaints about light nuisance (in particular the exempt premises) to ensure the current statutory framework remains fit for purpose;</li><li>• continue to work with DCLG and others to keep the Government planning guidance on light pollution updated as and when required;</li><li>• disseminate the results of our research projects, highlighting them, as necessary, to Research Councils etc; and</li><li>• keep in touch with practitioners, researchers and other interested parties to monitor whether any new, major issues are emerging that may require Government intervention.</li></ul>	
<i>Counties</i>		
Norfolk Ambition (Community Strategy) 2003-2023 (refreshed 2008).	<p>This document aims to <b>improve the quality of life for all of the people of Norfolk</b>. Specifically relevant:</p> <ul style="list-style-type: none"><li>• To reduce carbon dioxide emissions by reducing energy consumption, promoting low-emission technology and increasing the use of renewable resources</li><li>• To find an acceptable means of managing floodwaters</li><li>• To adopt an holistic approach to land and heritage management, land use and biodiversity enhancement.</li><li>• Norfolk retains an attractive and sustainable blend of rural villages, market towns and urban areas with a range of good quality, affordable housing, a significantly improved transport infrastructure to, from and within Norfolk, and accessibility to broadband throughout the county.</li></ul>	Supportive of quality of life and the ambitions identified.



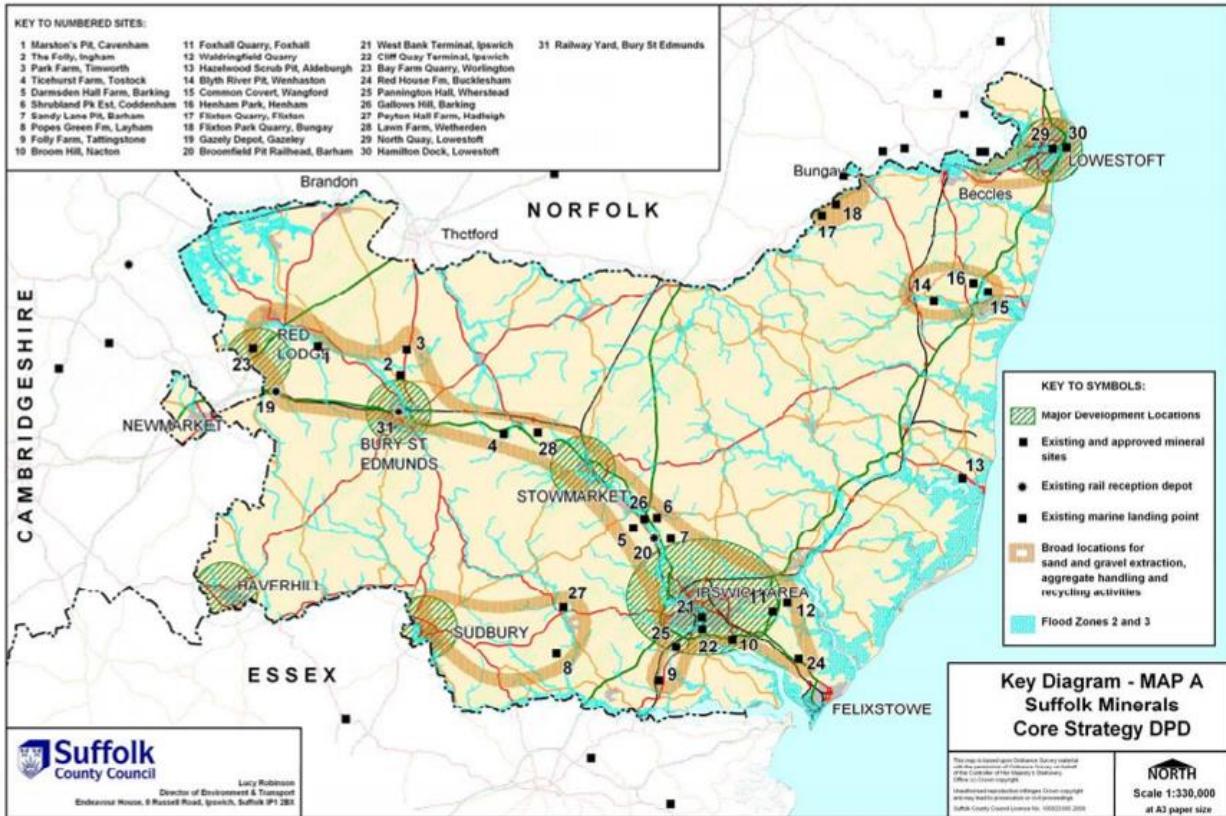
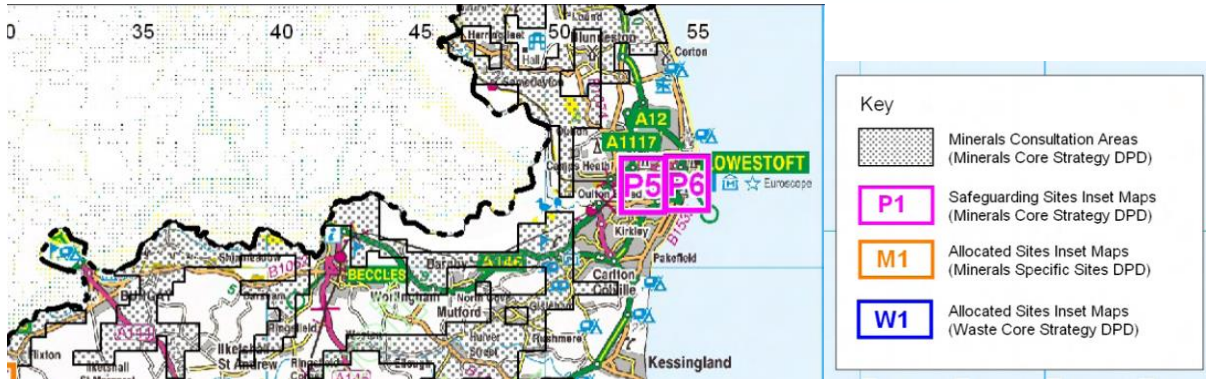
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Transforming Suffolk Suffolk’s Community Strategy 2008-2028	<table><tr><th>Theme</th><th>Outcome</th><th>Focus Areas</th><th>Cross Cutting Principles</th></tr><tr><td>A Prosperous and Vibrant Economy</td><td>Suffolk — the most innovative and diverse economy in the East of England</td><td>Use Suffolk’s unique selling points to capture emerging markets Reduce economic inequalities across the country Transport and infrastructure to support sustainable economic growth</td><td rowspan="4">A strong Suffolk identity Affordable, quality housing for all Cohesive communities Active citizenship and civic pride Access and opportunities for all Increased participation in culture, sport and recreational activities</td></tr><tr><td>Learning and Skills for the Future</td><td>Suffolk — learning and skills levels in the top quartile in the country</td><td>A workforce with the skills to meet the needs of Suffolk’s economy High aspirations and opportunities to realise them through quality learning opportunities</td></tr><tr><td>The Greenest County</td><td>Suffolk — the county with the greatest reduction in carbon emissions</td><td>Reduce Suffolk’s carbon footprint and adapt to the changing climate and geography Retain, enhance and value Suffolk’s natural and historic environment</td></tr><tr><td>Safe, Healthy and Inclusive Communities</td><td>Suffolk — a place where every one is safe, healthy and included, no matter who they are or where they live</td><td>Reduce crime and disorder Reduce fear of crime People and communities are safeguarded from harm Minimise impact from drugs and alcohol on communities People are able to pursue a healthy lifestyle Reduce the gap in health inequalities People with choice and control to enable them to live independent lives A sense of belonging in communities that are valued, engaged and supported</td></tr></table> <p>communities where everyone is valued; minimal impact from drugs and alcohol on communities; people and communities safeguarded from harm; and cohesive communities.</p>	Theme	Outcome	Focus Areas	Cross Cutting Principles	A Prosperous and Vibrant Economy	Suffolk — the most innovative and diverse economy in the East of England	Use Suffolk’s unique selling points to capture emerging markets Reduce economic inequalities across the country Transport and infrastructure to support sustainable economic growth	A strong Suffolk identity Affordable, quality housing for all Cohesive communities Active citizenship and civic pride Access and opportunities for all Increased participation in culture, sport and recreational activities	Learning and Skills for the Future	Suffolk — learning and skills levels in the top quartile in the country	A workforce with the skills to meet the needs of Suffolk’s economy High aspirations and opportunities to realise them through quality learning opportunities	The Greenest County	Suffolk — the county with the greatest reduction in carbon emissions	Reduce Suffolk’s carbon footprint and adapt to the changing climate and geography Retain, enhance and value Suffolk’s natural and historic environment	Safe, Healthy and Inclusive Communities	Suffolk — a place where every one is safe, healthy and included, no matter who they are or where they live	Reduce crime and disorder Reduce fear of crime People and communities are safeguarded from harm Minimise impact from drugs and alcohol on communities People are able to pursue a healthy lifestyle Reduce the gap in health inequalities People with choice and control to enable them to live independent lives A sense of belonging in communities that are valued, engaged and supported	<p>Supportive of quality of life and the ambitions identified.</p> <p><b>Waveney Vision</b> ‘By 2010, to have prosperous, attractive and vibrant communities with good access to jobs, services and facilities and where everybody can feel safe, and be healthy and happy.’</p> <p>Waveney seeks to achieve: affordable housing for all; a strong, vibrant economy; more businesses attracted to the area; a workforce with the skills to meet the needs of Suffolk’s economy; a reduced carbon footprint; minimal impact of climate change on communities; a healthy lifestyle; a positive sense of belonging within</p>
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Norfolk Biodiversity Action Plan	Contains Action Plans for <b>species and habitats</b> .	Supportive of Biodiversity Action Plan.																	
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Norfolk County Council Third Local Transport Plan 2011 - 2026	Norfolk’s 3 <sup>rd</sup> transport plan, Connecting Norfolk has been adopted. This describes the county’s strategy and policy framework for delivery up to 2026. It will be used as a guide for transport investment and considered by other agencies when determining planning or delivery decisions. Norfolk’s Transport Vision: <b>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.</b>	An important consideration as the Local Plan is produced.																	

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	<p>We will achieve this by:</p> <ul style="list-style-type: none"><li>• Making the best use of what we have to facilitate reliable journeys</li><li>• Reducing the need to travel</li><li>• Influencing others and ensuring transport is integrated into development plans</li><li>• Working with communities and our partners to seek new solutions and new ways of delivering</li><li>• Lobbying for and pursuing improvements to Norfolk’s strategic transport network.</li></ul> <p>Connecting Norfolk reflects the views of local people and stakeholders, identifying six priorities for transport:</p> <ul style="list-style-type: none"><li>• Maintaining and managing the highway network</li><li>• Delivering sustainable growth</li><li>• Enhancing strategic connections</li><li>• Reducing emissions</li><li>• Improving road safety</li><li>• Improving accessibility</li></ul> <p>It is important that Connecting Norfolk takes adequate regard of sustainability considerations, such as its impact on biodiversity, social exclusion, carbon emissions and health of the population. For this reason a Sustainability Appraisal, Carbon Impact Assessment and Health Impact Assessment were undertaken. These have influenced Connecting Norfolk and helped to ensure the end result is a more balanced strategy.</p>													
Suffolk Local Transport Plan 2011-2031	<div><div><p>A number of strategic transport improvements are planned for delivery in the short/medium term. These include the council’s major transport scheme Ipswich – Transport fit for the 21st Century, the Government’s trunk road schemes to complete the dualling of the A11 and improve the A14/A12 junction at Copdock, the Beccles Loop rail improvement, and Ipswich rail chord. These improvements, taken together, will significantly enhance Suffolk’s transport networks.</p><p>Within the urban areas there are three strands to our approach:</p><ol style="list-style-type: none"><li>1. reducing the demand for car travel</li><li>2. more efficient use and better management of the transport network</li><li>3. where affordable - infrastructure improvements, particularly for sustainable transport.</li></ol><p>Rural areas</p></div><div><table><tr><th>Key transport issues for Waveney</th></tr><tr><td>Lack of bus connections to/from Lowestoft, market towns and rural areas</td></tr><tr><td>Access to development sites south of Lake Lothing in Lowestoft</td></tr><tr><td>Impact of traffic in north Lowestoft</td></tr><tr><td>Impact of lorries in Beccles</td></tr><tr><td>Impact of lorries in Bungay town centre</td></tr><tr><td>Poor frequency of service on the East Suffolk line</td></tr><tr><td>Poor transport connections at rail stations on the East Suffolk line</td></tr><tr><td>Traffic congestion at Outlon Broad rail station</td></tr><tr><td>Lack of pedestrian/cycle bridges over Lake Lothing</td></tr><tr><td>Pinch points for north/south traffic in Lowestoft</td></tr><tr><td>Sea level change and coastal erosion</td></tr></table></div></div>	Key transport issues for Waveney	Lack of bus connections to/from Lowestoft, market towns and rural areas	Access to development sites south of Lake Lothing in Lowestoft	Impact of traffic in north Lowestoft	Impact of lorries in Beccles	Impact of lorries in Bungay town centre	Poor frequency of service on the East Suffolk line	Poor transport connections at rail stations on the East Suffolk line	Traffic congestion at Outlon Broad rail station	Lack of pedestrian/cycle bridges over Lake Lothing	Pinch points for north/south traffic in Lowestoft	Sea level change and coastal erosion	An important consideration as the Local Plan is produced.
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	<p>1 Better accessibility to employment, education and services.</p> <p>2 <b>Encouraging planning policies to reduce the need to travel</b></p> <p>3 Maintaining the transport network and improving its connectivity, resilience and reliability</p> <p>4 <b>Reducing the impact of transport on communities</b></p> <p>5 Support the county council's ambition of improving broadband access throughout Suffolk</p> <p>Beccles: Beccles Loop rail scheme, Beccles southern relief road*, cycle route improvements</p> <p>Bungay: Townscape enhancement</p> <p>Lowestoft: A12/ Commercial Road Improvement, sustainable transport package (subject to successful bids), completion of northern spine road*, cycle and pedestrian improvements</p>  <p><i>Figure 1- Strategic transport improvements</i></p> <p><small>Crown Copyright. All rights reserved. Suffolk County Council Licence No. 100023395 2011</small></p>	
<p>Tomorrows Norfolk, Today's Challenge – A Climate Change Strategy for Norfolk</p>	<p>To <b>cut carbon emissions</b> by reducing energy consumption and promoting a shift to low-carbon technology.</p> <p>To <b>improve Norfolk's resilience</b> to the changing climate, including reduction of the socio-economic and environmental risks associated with flooding and coastal erosion.</p>	<p>Ensure sites are allocated in accessible locations</p>
<p>Suffolk Climate Action Plan Supporting the transition to a green economy (2012)</p>	<ul style="list-style-type: none"> <li>Property management</li> <li>Procurement</li> <li>Education, training and skills Development</li> <li>Development Planning &amp; Transport: Ensuring the position and construction of new buildings and transport policy significantly <b>reduces emissions and supports adaptive responses to future climate change.</b></li> <li>Economic Development</li> </ul>	<p>Ensure sites are allocated in accessible locations</p>
<p>Norfolk and Suffolk Gypsy and Traveller Strategy.</p>	<p>The new merged service will continue to support Gypsies and Travellers by providing a framework for:</p> <ul style="list-style-type: none"> <li>Improving community cohesion by promoting good relations between Gypsies and Travellers and settled communities</li> </ul>	<p>Of importance as the Local Plan is produced.</p>

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	<ul style="list-style-type: none"> <li>• Increasing awareness and understanding of Gypsy and Traveller needs, culture and lifestyle</li> <li>• Managing unauthorised encampments in Norfolk and Suffolk, helping to ensure that accommodation needs and other welfare issues are addressed</li> <li>• Further generating knowledge and understanding of hate crime and incidents and encouraging Gypsy and Traveller communities to report them</li> <li>• Working to reduce and eliminate harassment and discrimination towards Gypsy and Traveller communities</li> <li>• Improving fire safety and personal welfare for Gypsies and Travellers in Norfolk and Suffolk</li> <li>• Improving access to learning for pre-school children, young people and adults on Gypsy and Traveller sites and encampments</li> <li>• Reduce health inequalities, improve health and wellbeing, and promote health education and awareness amongst Gypsies and Travellers</li> </ul> <ul style="list-style-type: none"> <li>• Partner agencies are committed to meeting the <b>accommodation needs</b> of Gypsy and Traveller communities by consulting with Gypsies and Travellers themselves, as well as other stakeholders.</li> <li>• The strategy aims to improve relations between Gypsies and Travellers and settled communities, by increasing shared knowledge and awareness and by providing mechanisms to ensure both groups have their needs and rights protected.</li> <li>• Improving personal safety and wellbeing on Gypsy and Traveller sites is a priority.</li> <li>• The Strategy aims to build on the work of the Traveller Education Support Service and other Children and Young People’s Services to improve access to learning for those from a Gypsy Traveller background.</li> </ul>	
Central Norfolk SHMA	Not published yet, but will be reviewed in subsequent SAs.	Of importance as the Local Plan is produced.
‘Delivering Economic Growth in Norfolk’ The strategic role for Norfolk County Council 2012 – 2017	<p>Based on the challenges for the County, five Priority Themes form the basis for the strategy.</p> <ul style="list-style-type: none"> <li>• To provide <b>support for growth</b> and removing infrastructure constraints.</li> <li>• To help businesses to start up and grow.</li> <li>• To improve perceptions of Norfolk’s business offer and secure inward investment and growth in key sectors.</li> <li>• To address Norfolk’s skills and employability challenges.</li> <li>• Fair access to the public sector.</li> </ul>	Of general relevance when producing the Local Plan.

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Minerals Core Strategy Adopted Version. Suffolk CC. (2008)	<p><b>Map A – Key Diagram</b></p>  <p><b>KEY TO NUMBERED SITES:</b></p> <table><tr><td>1 Marsdon's Pit, Cavenham</td><td>11 Foxhall Quarry, Foxhall</td><td>21 West Bank Terminal, Ipswich</td><td>31 Railway Yard, Bury St Edmunds</td></tr><tr><td>2 The Folly, Ingham</td><td>12 Waddingfield Quarry</td><td>22 Cliff Quay Terminal, Ipswich</td><td></td></tr><tr><td>3 Park Farm, Timworth</td><td>13 Hazelwood Scrub Pit, Aldeburgh</td><td>23 Bay Farm Quarry, Worlington</td><td></td></tr><tr><td>4 Ticehurst Farm, Tostock</td><td>14 Blyth River Pit, Westhamton</td><td>24 Red House Farm, Bucklesham</td><td></td></tr><tr><td>5 Daresden Hall Farm, Barking</td><td>15 Common Cove, Wangford</td><td>25 Pennington Hall, Wherstead</td><td></td></tr><tr><td>6 Shrubland Pit Ext. Coddensham</td><td>16 Henham Park, Henham</td><td>26 Gallows Hill, Barking</td><td></td></tr><tr><td>7 Sandy Lane Pit, Barham</td><td>17 Flixton Quarry, Flixton</td><td>27 Payton Hall Farm, Hadleigh</td><td></td></tr><tr><td>8 Popes Green Farm, Layham</td><td>18 Flixton Park Quarry, Bungay</td><td>28 Lawn Farm, Weltheden</td><td></td></tr><tr><td>9 Folly Farm, Tattingstone</td><td>19 Gazeley Depot, Gazeley</td><td>29 North Quay, Lowestoft</td><td></td></tr><tr><td>10 Broom Hill, Nacton</td><td>20 Broomfield Pit Railhead, Barham</td><td>30 Hamilton Dock, Lowestoft</td><td></td></tr></table> <p><b>KEY TO SYMBOLS:</b></p> <ul style="list-style-type: none"><li>Major Development Locations</li><li>Existing and approved mineral sites</li><li>Existing rail reception depot</li><li>Existing marine landing point</li><li>Broad locations for sand and gravel extraction, aggregate handling and recycling activities</li><li>Flood Zones 2 and 3</li></ul> <p><b>Key Diagram - MAP A</b> <b>Suffolk Minerals</b> <b>Core Strategy DPD</b></p> <p>This map is based upon Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office (c) Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Suffolk County Council Licence No. 100023395 2008</p> <p><b>Scale 1:330,000</b> <b>at A3 paper size</b></p> <p><b>And See baseline maps showing sites.</b></p>  <p><b>Key</b></p> <ul style="list-style-type: none"><li>Minerals Consultation Areas (Minerals Core Strategy DPD)</li><li>Safeguarding Sites Inset Maps (Minerals Core Strategy DPD)</li><li>Allocated Sites Inset Maps (Minerals Specific Sites DPD)</li><li>Allocated Sites Inset Maps (Waste Core Strategy DPD)</li></ul>	1 Marsdon's Pit, Cavenham	11 Foxhall Quarry, Foxhall	21 West Bank Terminal, Ipswich	31 Railway Yard, Bury St Edmunds	2 The Folly, Ingham	12 Waddingfield Quarry	22 Cliff Quay Terminal, Ipswich		3 Park Farm, Timworth	13 Hazelwood Scrub Pit, Aldeburgh	23 Bay Farm Quarry, Worlington		4 Ticehurst Farm, Tostock	14 Blyth River Pit, Westhamton	24 Red House Farm, Bucklesham		5 Daresden Hall Farm, Barking	15 Common Cove, Wangford	25 Pennington Hall, Wherstead		6 Shrubland Pit Ext. Coddensham	16 Henham Park, Henham	26 Gallows Hill, Barking		7 Sandy Lane Pit, Barham	17 Flixton Quarry, Flixton	27 Payton Hall Farm, Hadleigh		8 Popes Green Farm, Layham	18 Flixton Park Quarry, Bungay	28 Lawn Farm, Weltheden		9 Folly Farm, Tattingstone	19 Gazeley Depot, Gazeley	29 North Quay, Lowestoft		10 Broom Hill, Nacton	20 Broomfield Pit Railhead, Barham	30 Hamilton Dock, Lowestoft		<p>Of importance as the Local Plan is produced.</p> <p>This map is based upon Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office (c) Crown copyright.</p> <p>Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings</p> <p>Suffolk County Council Licence No. 100023395 2008</p>
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Waste Core Strategy Including Development Management Policies. Suffolk CC (2011).	<p>The Waste Core Strategy covers the period to 2026 and establishes the overarching principles and policy direction for determining waste planning applications within Suffolk during this period. It also <b>identifies strategic waste management sites</b> across the County.</p> <p>Bungay: AWS Water Recycling</p> <p>Beccles: Household Waste &amp; Recycling Centre</p> <p>Lowestoft: Household Waste &amp; Recycling Centre and Metals/End of life Vehicles (ELV)</p> <p>See baseline maps showing sites.</p>	Of importance as the Local Plan is produced.
Norfolk County Council Minerals and Waste Core Strategy (2011)	<p>The Core Strategy, along with the Proposals Map, sets out the spatial <b>vision for future mineral extraction and associated development and waste management facilities in Norfolk</b>. Some policies of relevance to the Broads:</p> <ul style="list-style-type: none"> <li>CS11 and CS12: Whitlingham Waste Water Treatment Works location close to the Broads also raises landscape and flood risk concerns. A more detailed policy setting out the considerations for future development of the site will be included in the Waste Site Specific Allocations DPD, with the aim of minimising the impact on nearby dwellings and the Broads area whilst recognising the strategic significance of Whitlingham WWTW for housing and employment growth in the Norwich Policy Area.</li> <li>Core Strategy Policy CS16 - Safeguarding mineral and waste sites and mineral resources (see baseline maps showing safeguarded resources)</li> <li>Core Strategy Policy CS14 – Environmental protection</li> <li>DM1 Nature Conservation</li> </ul>	Of particular relevance to some of the Policies is Core Strategy Policy CS16 - Safeguarding mineral and waste sites and mineral resources.
Mineral Site Specific Allocations Development Plan Document. Norfolk CC (2013)	The Minerals Site Specific Allocations Development Plan Document (DPD) covers the period until the end of 2026 and <b>allocates specific sites considered suitable in principle and available for mineral extraction</b> . See baseline maps showing safeguarded resources	
Waste Site Specific Allocations Development Plan Document. Norfolk CC (2013)	Its purpose is to set out specific, allocated sites where <b>waste management facilities</b> are considered acceptable in principle over the next 15 years. See baseline maps showing sites.	
Norfolk Rural Development Strategy 2013-2020. Developed by the Norfolk Rural Development Strategy Steering Group September 2013	<p>The ten priority issues for rural development in Norfolk are to:</p> <ol style="list-style-type: none"> <li>1. Build on strengths in agri-tech, engineering and manufacturing sectors</li> <li>2. <b>Increase the quality and number of rural jobs</b></li> <li>3. Increase the number of rural business start-ups</li> <li>4. Deliver superfast broadband</li> <li>5. Improve mobile phone coverage</li> <li>6. Increase attainment in rural schools</li> </ol>	



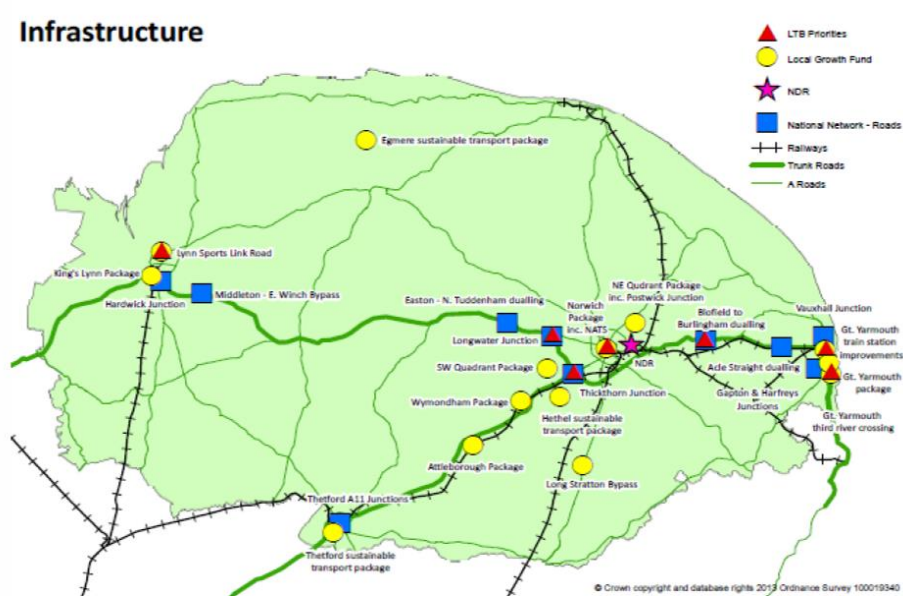
Relevant Plan or Programmes	Relevant Objectives or requirements of the plan or programme	Broads Local Plan relationship to Plan or Programme objectives or requirements.
	<p>7. Improve links to research and development to drive innovation</p> <p><b>8. Increase the rate at which new affordable housing is developed</b></p> <p>9. Increase private water storage capacity</p> <p>10. Increase the area of land in environmental management</p> <p>The strategy identifies:</p> <ul style="list-style-type: none"> <li>• Emerging and existing sectors which can deliver long term growth and high value jobs</li> <li>• Other sectors which are important to the future of the rural economy</li> <li>• Key areas of enabling action (enablers) which are needed to deliver sustainable growth</li> </ul>	
<p>New Anglia Strategic Economic Plan.</p>	<p>We are ambitious to transform the economy of Norfolk and Suffolk and establish the New Anglia area as a centre of global business excellence. Our Strategic Economic Plan (SEP) sets out our ambition to harness our distinct sector strengths and our natural assets to deliver more jobs, new businesses and housing.</p> <p>We are targeting by 2026:</p> <ul style="list-style-type: none"> <li>• 95,000 more jobs - which is 50 per cent higher than forecast</li> <li>• 10,000 new businesses - which is more than double previous trends</li> <li>• 117,000 new homes - which is 30 per cent higher than previous delivery</li> <li>• Increased productivity (added value per job) to equal the national average - increasing Gross Value Added (GVA) from £36,000 a job to £40,000 on present Numbers</li> </ul> <p>Our plan is to capitalise on our global strengths in areas such as agri-tech and life sciences, energy, ICT and creative digital, to accelerate growth in our economy</p> <p>Our plan identifies five high impact sectors which offer the opportunity for rapid growth in absolute terms and productivity.</p> <ul style="list-style-type: none"> <li>• Advanced Manufacturing and Engineering</li> <li>• Agri-tech</li> <li>• Energy</li> <li>• ICT/Digital Culture</li> <li>• Life Sciences</li> </ul> <p>We have also identified four underpinning sectors which are the largest employers in our economy and which we will continue to support in order to improve their productivity and competitiveness:</p> <ul style="list-style-type: none"> <li>• Agriculture and food and drink</li> <li>• Financial and insurance services</li> <li>• Ports and logistics</li> </ul>	<p>Of importance as the Local Plan is produced.</p>

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	<ul style="list-style-type: none"> <li>• <b>Tourism and culture</b></li> </ul> <p>In addition to supporting our high-impact sectors we intend to strengthen our leadership role in the green economy.</p> <ul style="list-style-type: none"> <li>• Energy efficiency</li> <li>• Green investment</li> <li>• Business resource efficiency</li> <li>• Resilience</li> </ul> <p>Our strategy is focused on creating more high value jobs and improving the productivity of existing businesses. To achieve this, businesses need to make better use of support and that support needs to be targeted towards productivity growth.</p> <p>To attain our goal of more high value jobs and more productive businesses, we need to improve our skills system.</p> <p>New and expanding businesses need space to grow and high quality infrastructure to help them be productive and Competitive: Greater Norwich and Lowestoft and Great Yarmouth</p> <p>Broadband, Mobile and Other Infrastructure</p> <p>Housing: We are planning for a further 117,000 homes to 2026, which represents a 30% increase on historic delivery rates. We intend to accelerate delivery wherever possible and encourage local authority partners (in line with government guidance) to prepare up to date estimates of <b>housing need and to plan accordingly.</b></p>	
<p>Norfolk Infrastructure Plan, NCC, 2014.</p>	<p>This plan pulls together information on key infrastructure needed to deliver economic growth in Norfolk. It is a working document that will be regularly updated as information becomes available. The Plan will help us to co-ordinate implementation, prioritise activity and respond to any funding opportunities.</p> <p>Working with partners, the County Council is seeking to progress a number of key infrastructure initiatives in 2012/13 and beyond. In summary, the initiatives are:</p> <ul style="list-style-type: none"> <li>• A11. To ensure that dualling of the final stretch of the A11 is completed by end 2014.</li> <li>• Transport for Norwich. To put in place a funding package for the ‘Transport for Norwich’ strategy.</li> <li>• A47. <b>To promote the status of the</b> A47 and secure funding for key junctions, a new river crossing in Great Yarmouth and other targeted improvements.</li> <li>• 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 and seek <b>improvements on the Great Yarmouth line</b>. Also to push for improvements on Norwich-Cambridge and Cambridge-King’s Lynn services.</li> <li>• Broadband. By 31 March 2015, the <b>‘Better Broadband for Norfolk’</b> project seeks to achieve: <ul style="list-style-type: none"> <li>-A minimum speed of 2 megabits per second (Mbps) for all premises</li> <li>-‘Superfast’ Broadband (24Mbps+) for as many premises as possible</li> </ul> </li> </ul>	<p>Of general relevance when producing the Local Plan.</p>



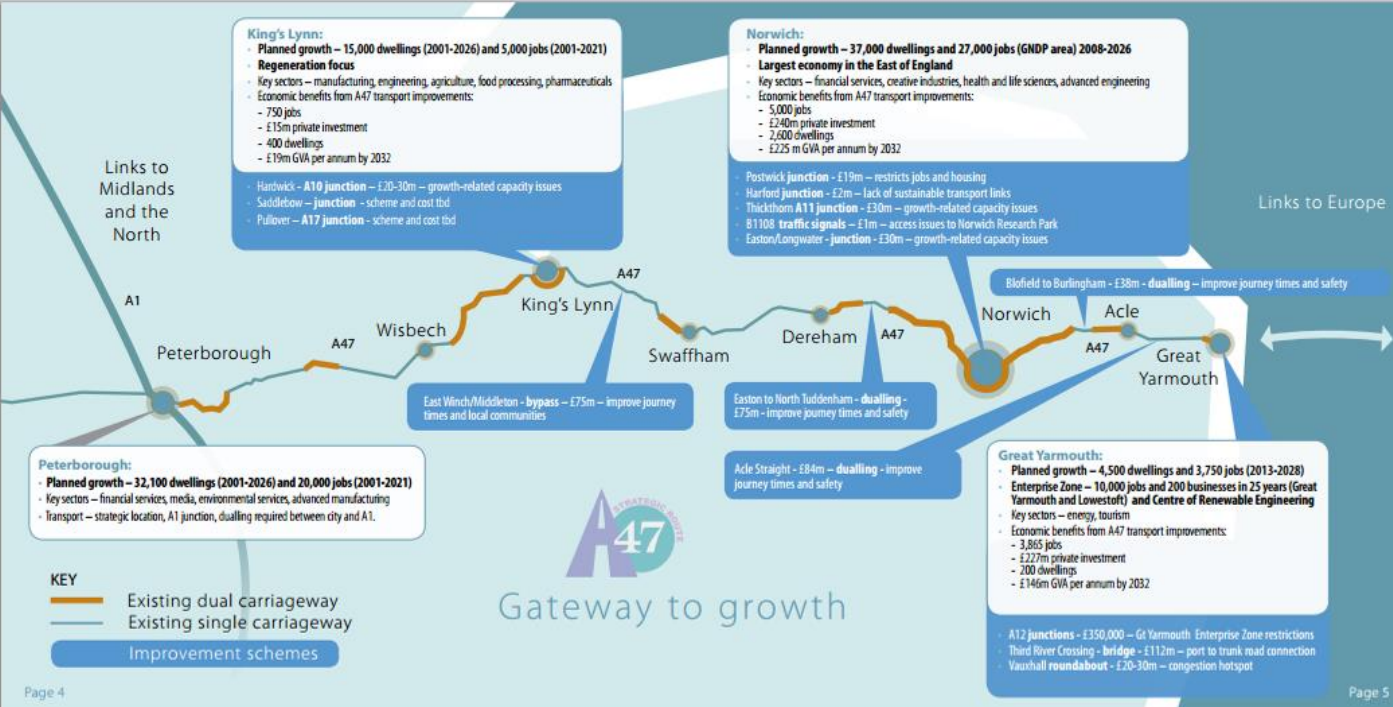
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	<p><b>A47 Dualling – Acle Straight and Blofield to North Burlingham</b></p> <p>The long term objective of the County Council and other partners is for complete dualling of the A47 along its full length from the A1 to Great Yarmouth. However, it is recognised that this may need to be achieved through a phased approach to improvements. Both the Acle Straight and the Blofield to North Burlingham stretches have previously been identified as potential areas for dualling. In dualling these sections, safer by design elements could be incorporated in order to reduce traffic accidents and associated road closures.</p> <p>The most recent estimate for dualling the Acle Straight was £84 million updated to present costs from a study in 2001. A more recent estimate for the stretch between Blofield and Burlingham is £38 - £52million. The county council has engaged Mouchel to undertake work to bring the cost estimates for A47 dualling up to date.</p> <p>A scheme to identify whether the habitats in the dykes along the Acle Straight can be recreated is a necessary precursor to any scheme to widen or dual the Acle.</p> <p>© Crown copyright and database rights 2013 Ordnance Survey 100019340</p>	

Fig. 1 - growth corridors by which infrastructure is grouped



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Norfolk's Earth Heritage - valuing our geodiversity	<div data-bbox="392 175 1209 718"> <p><b>Bedrock deposits</b></p> <p>Geological Mapping derived from DigMap GB-50. British Geological Survey © NERC 2009. IPN 118-46C.</p> </div> <div data-bbox="392 758 1209 1292"> <p><b>Superficial deposits</b></p> <p>Geological Mapping derived from DigMap GB-50. British Geological Survey © NERC 2009. IPN 118-46C.</p> </div> <div data-bbox="1243 175 1769 933"> <p>In Mediaeval times Norfolk was densely populated and prosperous, with a high demand for <b>peat</b> as a fuel. The Broads originated as peat diggings, before being flooded by rising water levels in the 14th century. The straight edges of some Broads mark the edges of former peat diggings.</p> <p>In recent centuries, human activity has radically altered many of Norfolk's wetlands. Principal among these are the Fens and the Broads. The low-lying river valleys of the Broads were exploited for peat fuel in the early Middle Ages.</p> <p>Holocene peatland and marine alluvium giving rise to open water, fen and carr habitats; broads developed in former early Mediaeval peat diggings; rivers including lower reaches of Bure, Waveney and Yare and their tributaries including Ant, Chet and Thurne.</p> </div>	Of importance as the Local Plan is produced.
Norfolk Geodiversity Partnership site audit	See table in baseline data for sites in, near or relevant to the Broads. Also see map in baseline data section showing County Geodiversity Sites.	Of importance as the Local Plan is produced.
Suffolk Structure Plan Saved Policies. 2013.	<p>The Broads</p> <p>ENV21 The overall strategy for the Broads is:</p> <p>(a) to <b>protect and conserve the landscape, waterways and wildlife</b> of the area from inappropriate uses and development;</p>	Of general relevance when producing the Local Plan.

Relevant Plan or Programmes	Relevant Objectives or requirements of the plan or programme	Broads Local Plan relationship to Plan or Programme objectives or requirements.
	<p>(b) to <b>protect and enhance the built environment</b> by only allowing development which is appropriate in location, scale and form;</p> <p>(c) to allow the development of new facilities for informal recreation and holidays only in locations and on a scale which will not damage the ecological and landscape qualities of the area and its built environment;</p> <p>(d) to give priority to the <b>conservation and enhancement</b> of the Broads landscape, waterways, water quality and wildlife over other considerations in the determination of development proposals; and</p> <p>(e) to consider <b>development proposals having regard to the social and economic well being of the area.</b></p> <p>Proposals for development inconsistent with the above and/or policy ENV7 will not be acceptable.</p> <p>Waterborne Recreation  REC4 Development of new marinas and yacht harbours and associated facilities will be acceptable within towns, particularly on existing derelict, redundant or under-used water frontages, where there is no material conflict with residential amenity or with policies for transport or protection of the environment. Proposals for such development in other locations will also be considered in the light of those policies.</p>	
No school an island Suffolk Education inquiry executive summary. RSA. 2013.	<ol style="list-style-type: none"> <li>1. Building a movement for educational change</li> <li>2. Strengthen capacity for leadership and collaboration</li> <li>3. Enhance and enrich the quality of teaching and learning</li> <li>4. Broaden horizons for growth, enterprise and well-being</li> <li>5. Celebrate success and sustain momentum over time</li> </ol>	Of general relevance when producing the Local Plan.
A good school for every Norfolk learner. Norfolk County Council. 2014.	<p>Children and young people in Norfolk schools achieve less well than in other parts of England. They are also less likely to be educated in a school that is rated by Ofsted as at least ‘good’. The ambitions at the heart of this report are:</p> <ul style="list-style-type: none"> <li>• to accelerate the pace of educational improvement in Norfolk in order to provide for every Norfolk child or young person a place in a good school</li> <li>• to place improving education at the heart of Enterprising Norfolk so that young people are skilled and ready to commit to sustaining and growing the Norfolk economy and so that aspirational families regard Norfolk as a desirable place to live.</li> </ul>	Of general relevance when producing the Local Plan.
A47 - Gateway to Growth (New Anglia)	Our programme of targeted improvements will <b>transform the 105 miles of the A47 into a true strategic link</b> between central/northern Europe and the Midlands and the North – boosting the economic development of a large part of the east of England and making a significant contribution to the national economic recovery.	Of general relevance when producing the Local Plan.

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	 <p><b>King's Lynn:</b></p> <ul style="list-style-type: none"> <li>Planned growth – 15,000 dwellings (2001-2026) and 5,000 jobs (2001-2021)</li> <li>Regeneration focus</li> <li>Key sectors – manufacturing, engineering, agriculture, food processing, pharmaceuticals</li> <li>Economic benefits from A47 transport improvements: <ul style="list-style-type: none"> <li>750 jobs</li> <li>£15m private investment</li> <li>400 dwellings</li> <li>£19m GVA per annum by 2032</li> </ul> </li> <li>Hardwick – A10 junction – £20-30m – growth-related capacity issues</li> <li>Sudleytown – junction – scheme and cost tbd</li> <li>Pullover – A17 junction – scheme and cost tbd</li> </ul> <p><b>Norwich:</b></p> <ul style="list-style-type: none"> <li>Planned growth – 37,000 dwellings and 27,000 jobs (GNP area) 2008-2026</li> <li>Largest economy in the East of England</li> <li>Key sectors – financial services, creative industries, health and life sciences, advanced engineering</li> <li>Economic benefits from A47 transport improvements: <ul style="list-style-type: none"> <li>5,000 jobs</li> <li>£240m private investment</li> <li>2,600 dwellings</li> <li>£225 m GVA per annum by 2032</li> </ul> </li> <li>Postwick Junction – £19m – restricts jobs and housing</li> <li>Harford Junction – £2m – Lack of sustainable transport links</li> <li>Thickthorn A11 junction – £30m – growth-related capacity issues</li> <li>B1108 traffic signals – £1m – access issues to Norwich Research Park</li> <li>Easton/Longwater – junction – £30m – growth-related capacity issues</li> </ul> <p><b>Peterborough:</b></p> <ul style="list-style-type: none"> <li>Planned growth – 32,100 dwellings (2001-2026) and 20,000 jobs (2001-2021)</li> <li>Key sectors – financial services, media, environmental services, advanced manufacturing</li> <li>Transport – strategic location, A1 junction, dualling required between city and A1.</li> </ul> <p><b>Great Yarmouth:</b></p> <ul style="list-style-type: none"> <li>Planned growth – 4,500 dwellings and 3,750 jobs (2013-2028)</li> <li>Enterprise Zone – 10,000 jobs and 200 businesses in 25 years (Great Yarmouth and Lowestoft) and Centre of Renewable Engineering</li> <li>Key sectors – energy, tourism</li> <li>Economic benefits from A47 transport improvements: <ul style="list-style-type: none"> <li>3,865 jobs</li> <li>£227m private investment</li> <li>300 dwellings</li> <li>£146m GVA per annum by 2032</li> </ul> </li> <li>A12 junctions – £350,000 – Gt Yarmouth: Enterprise Zone restrictions</li> <li>Third River Crossing – bridge – £112m – port to trunk road connection</li> <li>Vauxhall roundabout – £20-30m – congestion hotspot</li> </ul> <p><b>Other schemes:</b></p> <ul style="list-style-type: none"> <li>East Winch/Middleton – bypass – £75m – improve journey times and local communities</li> <li>Exton to North Tuddenham – dualling – £75m – improve journey times and safety</li> <li>Acle Straight – £84m – dualling – improve journey times and safety</li> <li>Blotfield to Burlingham – £38m – dualling – improve journey times and safety</li> </ul> <p><b>KEY</b></p> <ul style="list-style-type: none"> <li>Existing dual carriageway</li> <li>Existing single carriageway</li> <li>Improvement schemes</li> </ul> <p><b>Gateway to growth</b></p> <p>Page 4</p> <p>Page 5</p>	<p>Links to Midlands and the North</p> <p>Links to Europe</p>
<p>Once in a generation – A rail prospectus for East Anglia</p>	<p>Calls for significant, but not unrealistic, investment in additional infrastructure and rolling stock. Key priorities include tackling the congestion in and around London Liverpool Street and lines to the north through north London, Essex and Hertfordshire. Our rolling stock is also not fit for purpose. Continued investment in our branch lines, increasing track capacity, enhancing stations and improving line speed and frequency of services to support the planned economic growth in our communities.</p> <p><b>Branch lines:</b></p> <p>The short-term vision (to 2019)</p> <ul style="list-style-type: none"> <li>Line by line analysis of incremental service improvements on each route to address key gaps or constraints, as appropriate. e.g. train length, Sunday services, late-night services or seasonal, or event-driven provision, e.g. football matches and festivals, including a review of the size and capability of the local train fleet needed to respond to these peaks in demand</li> <li>Underpinned by incremental infrastructure improvements to address key gaps or constraints as appropriate - line speed issues to signalling capacity, platform lengths, level crossings or lack of loops/passing places on single lines</li> <li>Refurbishment of trains</li> <li>Better reliability with punctuality performance of at least 93%</li> <li>Smarter ticketing options, including print at home</li> <li>Improved bus connections to towns without stations e.g. Haverhill</li> </ul> <p>The long-term vision (to 2032)</p> <ul style="list-style-type: none"> <li>Half-hourly weekday/Saturday and hourly Sunday services on all routes</li> </ul>	<p>Of general relevance when producing the Local Plan.</p>

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	<ul style="list-style-type: none"> <li>• Faster journey times with minimum 75mph line speeds and fewer half-barrier level crossings to maximise rail's competitiveness against other travel modes, thus achieving significant modal shift</li> <li>• Electrification where appropriate</li> <li>• New, high quality, longer passenger trains on all routes (all trains to have air-conditioning, automatic doors,Wi-Fi and plug sockets)</li> <li>• Better reliability with punctuality performance of at least 95%</li> </ul>	
Essex and Suffolk Water Draft Final PR14 Water Resources Management Plan	<p>ESW's public water supply abstraction from Ormesby Broad was identified by the Agency as having the potential to significantly effect the hydrology of the Broads and therefore impact on the condition of the water dependant designated features. ESW has since undertaken NEP investigations in both AMP3 and AMP4 which have fed into the Agency's Review of Consents (RoC) process.</p> <p>These investigations concluded that while the Broad water inflows and outflows were balanced, a minimum Broad water depth of 30cm is not maintained across the extent of the Broads in a drought year. These areas tend to be close to the margins, within bays and near to Filby Bridge and Rollesby Bridge. Consequently, ESW's River Bure &amp; Ormesby Broad abstraction licence (7/34/09/*S/0054) will be modified to include a Broad abstraction cessation level of -0.14mAOD based on the lowest drought water level observed in 1996/97.</p> <p>The Northern/Central WRZ is bounded by the River Waveney and River Bure to the west, and the Suffolk coastline from Southwold to Winterton-on-Sea in the east. The WRZ includes the towns of Lowestoft, Great Yarmouth, north Halesworth, Bungay and Beccles. Demand in the WRZ is heavily influenced by the large population centres of Lowestoft and Great Yarmouth.</p> <p>Approximately 70% of the water supplied in the Northern/Central WRZ is sourced from surface water, and 30% sourced from groundwater in the south of the WRZ.</p> <p>Surface water is provided via four sources, namely the River Waveney at Shipmeadow, the River Bure at Belaugh, and groundwater fed lakes called Ormesby Broad, Lound Ponds and Fritton Lake. Water from the River Waveney is treated at Barsham River WTW, water from the Bure and Ormesby Broad is treated at Ormesby WTW and water from Lound Ponds and Fritton Lake is treated at Lound WTW.</p> <p><b>Suffolk Northern Central Water Resource Zone In the 2012/13 base year, there is a supply surplus of 19MI/d. This reduces to 4.9MI/d by 2039/40. Consequently, there is no need to develop new water resources supply schemes.</b></p>	Of importance to the Local Plan.

<i>Local</i>		
These local documents are of particular relevance to the Local Plan production. Planning Policy documents guide planning decisions next to the Broads Executive Area and corporate documents cover the entire area of that particular Council, including that which is the Broads.		
Relevant Plan or Programmes	Relevant Objectives or requirements of the plan or programme	
Broadland Community Plan (sustainable community strategy) – Update to the	<ul style="list-style-type: none"> <li>• To reduce the amount of carbon dioxide we pump into the atmosphere as a way of tackling climate change and associated environmental issues</li> <li>• To increase people's ability to access the countryside by walking, cycling and other appropriate transport means</li> <li>• To promote the culture and leisure sector more</li> <li>• To provide new education courses to support lifelong learning based around the distinctive culture and heritage of Broadland, both built and natural</li> </ul>	



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Relevant Plan or Programmes	Relevant Objectives or requirements of the plan or programme
BCOP Community Strategy adopted 2008	
Broadland Development Management DPD. Regulation 19. 2014.	Policies to help determine planning permissions.
Broadland Site Allocations DPD. Regulation 19. 2014.	Policies allocated certain sites for certain land uses with set criteria. Some of the settlements shared between the Broads Authority and Broadland have some development allocated.
Broadland Housing strategy 2012 to 2015.	<p>Enable every household in Broadland to have available to them, a home that is affordable, of good quality, suited to their needs in a good environment and in so far as possible at a tenure of their choice. Of relevance to the Broads Local Plan:</p> <ul style="list-style-type: none"> <li>• Maximise the number of affordable homes delivered through the planning system</li> <li>• Deliver the affordable homes set out in the Joint Core Strategy (JCS) and Local Investment Plan and Programme (LIPP)</li> <li>• Take a leading role in maintaining and improving rural sustainability</li> <li>• Contribute to the creation of safer and sustainable communities</li> </ul>
Broadland District Council Business Plan 2013/14	<div> <p><b>OUR VISION</b></p> <p><i>...is to continually strive to improve the quality of life for all in Broadland.</i></p> </div> <div> <p><b>OUR AIM</b></p> <p><i>...is to lead the way in demonstrating that a District Council working collaboratively, can provide cost effective services, responding to community priorities in an accountable way.</i></p> </div> <div> <p><b>OUR VALUES</b></p> <p><i>...underpinning our work are our values:</i></p> <ul style="list-style-type: none"> <li>● <i>We are customer focused.</i></li> <li>● <i>We provide innovative and cost effective services.</i></li> <li>● <i>We are a caring and engaging employer.</i></li> </ul> </div>
Broadland Growth Triangle Area Action Plan. Regulation 19. September 2014.	Plans in detail delivery of 10,000 dwellings in the Growth Triangle. Of relevance to the Broads is the potential for recreational impacts on the designated sites of the Broads.

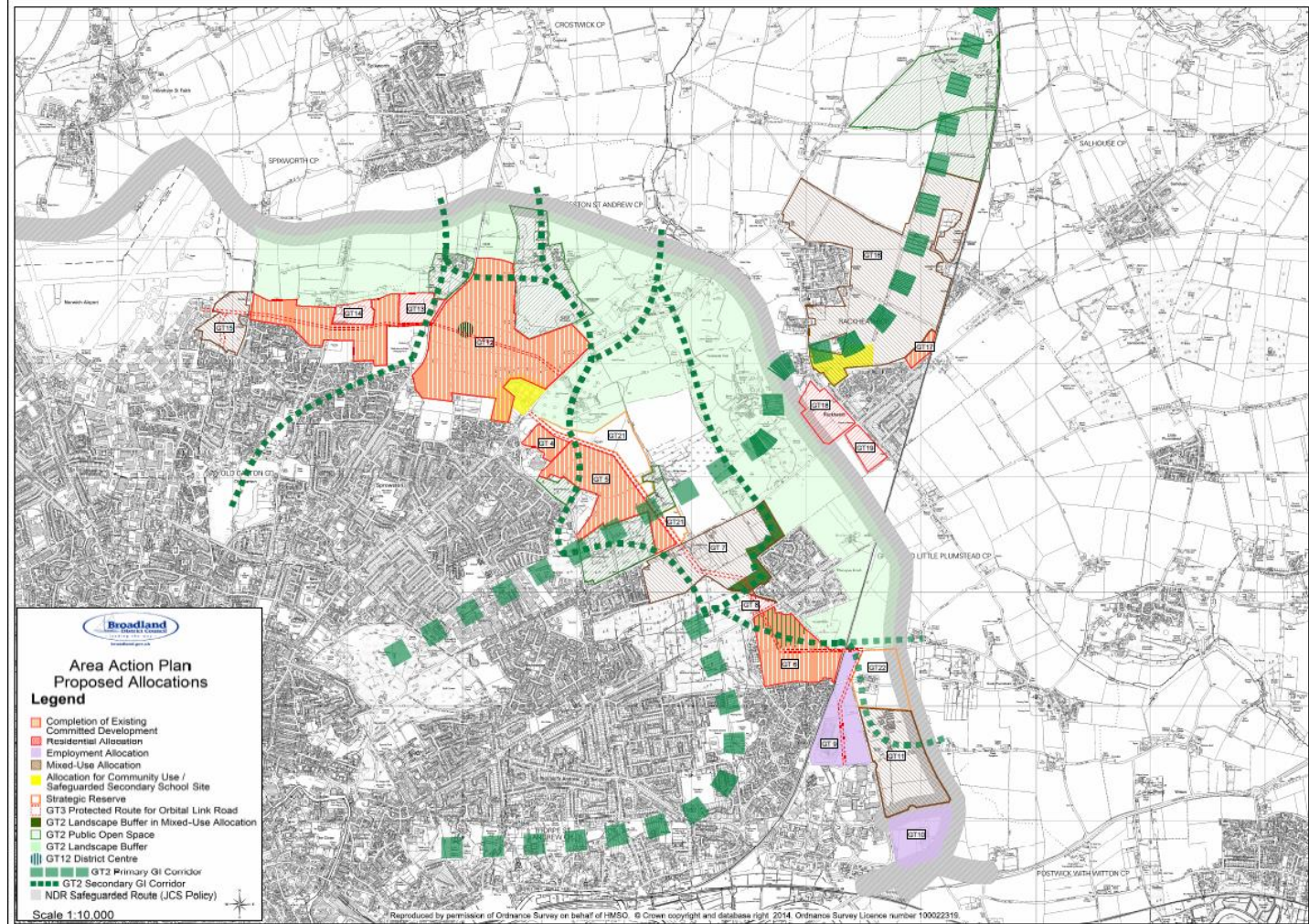


## Local

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Relevant Plan or Programmes

Relevant Objectives or requirements of the plan or programme



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(Norwich City, Broadland District and South Norfolk District) Greater Norwich Development Partnership Joint Core Strategy DPD

Plans for major housing and employment growth around Norwich.

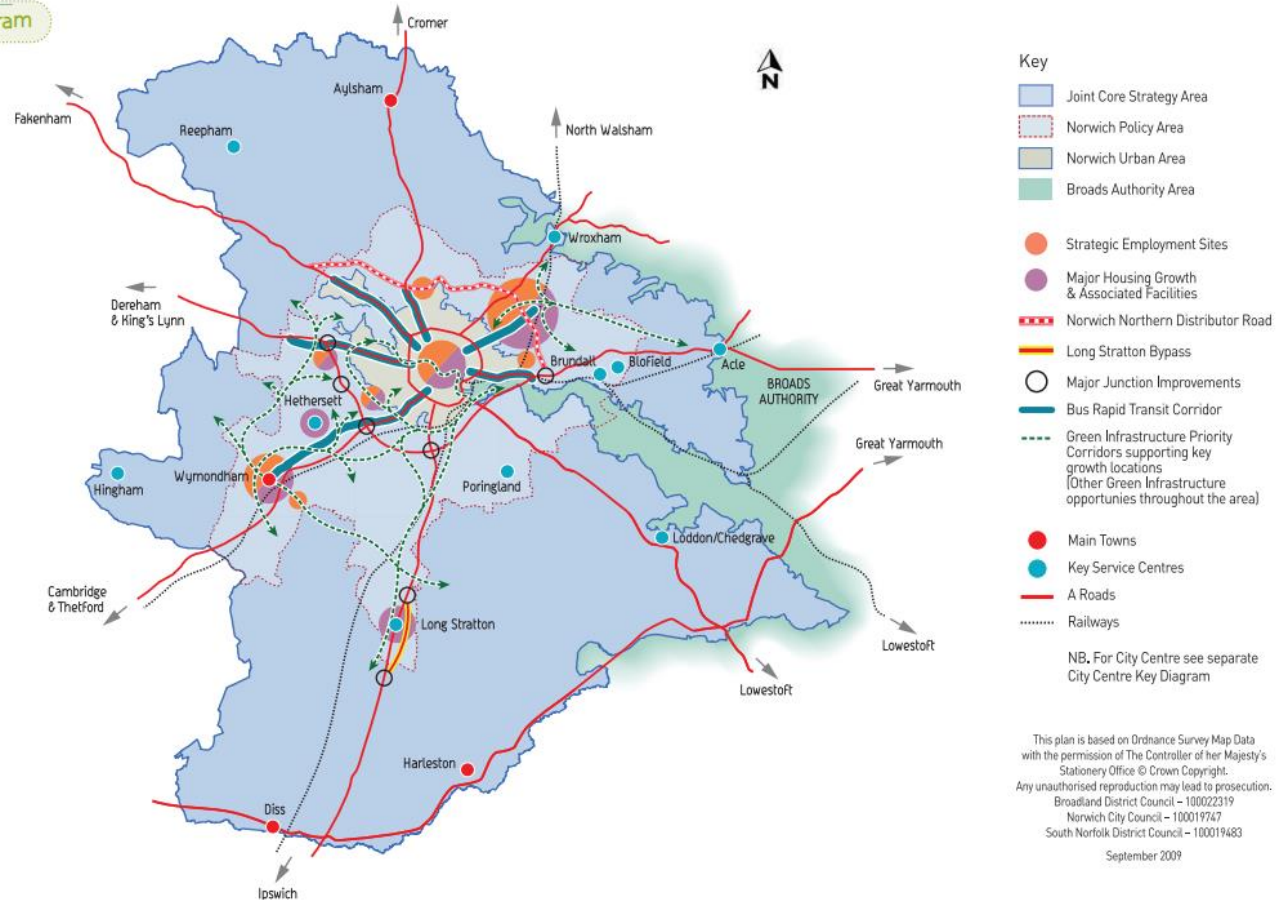
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### Relevant Plan or Programmes

### Relevant Objectives or requirements of the plan or programme

Key Diagram



Sustainable Community Strategy for South Norfolk 2008-2018

1. Thriving Economy
2. Improving Skills and Fulfilling Aspirations
3. Improving Housing
4. Environmental Sustainability
5. Stronger Communities
6. Safer Communities

<b>Local</b>	
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<b>Relevant Plan or Programmes</b>	<b>Relevant Objectives or requirements of the plan or programme</b>
	7. Supporting Independence 8. Improving Health and Well-being
South Norfolk Sites Specifics Regulation 19. April 2014.	Policies allocated certain sites for certain land uses with set criteria. Some of the settlements shared between the Broads Authority and South Norfolk have some development allocated.
South Norfolk Development Management Policies Regulation 19. April 2014.	Includes policies to aid determination of planning applications.
South Norfolk Economic Strategy 2011-2014.	The Economic Strategy has been grouped into four themes and related objectives. The themes are:- 1. Business support and infrastructure 2. Growth sectors and strategic locations 3. Skills and aspirations 4. Market towns, rural economy and tourism
South Norfolk Business Plan 2011 – 2014.	Vision: to retain and improve the quality of life in South Norfolk, for now and future generations, to make it one of the best places to live and work in the country.” <ul style="list-style-type: none"> <li>• Enhancing our quality of life and the environment we live in</li> <li>• Promoting a thriving local economy</li> <li>• Supporting communities to realise their potential</li> <li>• Driving services through being businesslike, efficient and customer aware.</li> </ul>
South Norfolk Gypsy and Traveller Local Plan. Issues and Options. September 2014.	An early version of this Local Plan which ultimately will allocate land for Gypsy and Traveller use.
Norwich City Development Management Policies	Includes policies to aid determination of planning applications.
Norwich City Site Allocations. Reg 19. 2014.	Policies allocated certain sites for certain land uses with set criteria. Some of the allocations are near to the Broads Authority.
Norwich City Sustainable Community Strategy. S008 to 2020.	Our vision for Norwich: “To make Norwich a world-class city in which to live, work, learn and visit.” Our themes and strategic objectives for Norwich: Theme 1: City of Economic Growth and Enterprise Theme 2: City of Environmental Excellence Theme 3: City of Culture and Creativity Theme 4: City of Safe and Strong Communities

### Local

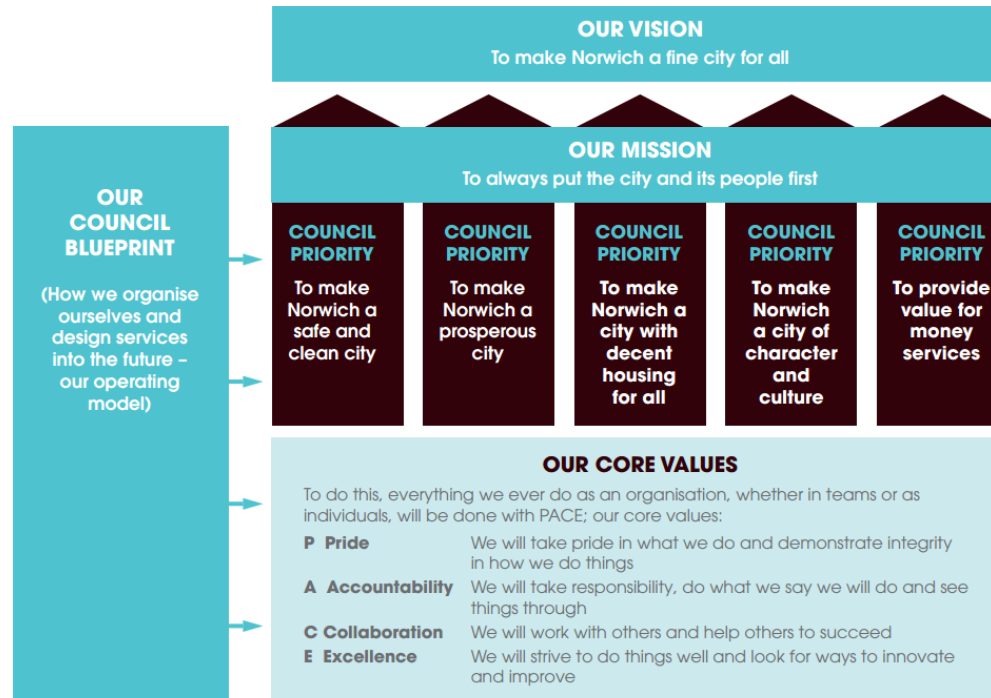
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#### Relevant Plan or Programmes

#### Relevant Objectives or requirements of the plan or programme

Theme 5: City of A and Well-being  
Theme 6: City of Learning and Personal Development

Norwich City Corporate Plan 2012 - 2015





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### Relevant Plan or Programmes

### Relevant Objectives or requirements of the plan or programme

Norwich City Housing Strategy. 2013 – 2018.

#### Outcome 1: We want to ensure an adequate supply of good quality homes across all tenures

##### Priority

- a) To build a minimum of 250 new council homes, let at a social rent by 2017-18.
- b) To identify at least 8 new pitches for Gypsies and Travellers on good quality, well-managed sites by 2016.
- c) Work with partners to meet the housing policy requirements as set out in the Joint Core Strategy/Local Plan to ensure a balanced mix of housing types, sizes and tenures across the city.
- d) To identify funding and investment opportunities for the development of new homes.
- e) To bring at least 100 empty homes back into use by 2018.
- f) To explore options for increasing the size of the private rented sector.
- g) To ensure all new development is built to high Joint Core Strategy design and environmental standards.

#### Outcome 3: We want all vulnerable residents with a specialist housing need to have access to suitable accommodation, care and support

##### Priority

- a) To promote independent living through the provision of information, disabled facilities grants, discretionary loans and adaptations of council homes.
- b) To collaborate with Norfolk County Council as commissioners of social care and Supporting People services, the voluntary sector and the NHS Norwich Clinical Commissioning Group and other partners to ensure an integrated approach towards providing housing care and support to vulnerable groups and people with specialist housing needs.
- c) To tackle and prevent homelessness and rough sleeping.

#### Outcome 2: We want our residents to have the choice of good quality, well-managed, affordable accommodation of different types and sizes across the city

##### Priority

- a) To identify and remove barriers to residents who want to rent privately.
- b) To address the imbalance between housing need and supply of council social rented accommodation.
- c) To ensure the continued provision of a high quality housing advice and options service with access to a range of support services.
- d) To prevent and remedy harassment and illegal eviction of private-sector tenants.
- e) To promote community cohesion and continue to tackle anti-social behaviour, domestic abuse and hate crime.
- f) To ensure the operation of a fair and transparent allocation scheme to meet individual housing and support needs.
- g) To achieve customer co-regulation through continuing to develop council tenant involvement and empowerment.
- h) To improve the council's housing stock through a programme of upgrades and maintenance, including new kitchens, bathrooms, windows and doors.

#### Outcome 4: We want to improve economic prosperity in Norwich through a healthy and balanced housing market

##### Priority

- a) To review the council's options for intervening in the housing market to ensure a balance of housing types, sizes and tenures across the city to meet the economic needs of the city.
- b) To ensure that all new council-funded construction includes training and job opportunities for the workforce.
- c) To work with our partners to help increase training and employment opportunities in the city.

#### Outcome 5: We want to tackle poor housing and reduce health inequalities

##### Priority

- a) To ensure that the strong links between housing and health are reflected in the Norfolk Joint Strategic Needs Assessment (JSNA) and the evidence base supporting the Healthy City Programme.
- b) To contribute to delivery of the Healthy City Programme.
- c) To substantially reduce the number of hazardous, poorly managed and sub-standard privately rented homes through enforcement.
- d) To improve the energy efficiency of all homes in Norwich.
- e) To carry out research to improve our understanding of the condition of the private sector stock.



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GNPD. Economic Strategy.	<div data-bbox="719 300 1276 724" style="border: 1px solid black; padding: 10px; margin-bottom: 10px;"> <p><b>Objective 1: Enterprise - To strengthen the area's economy, maximise diverse employment opportunities and ensure that businesses can flourish</b></p> <ul style="list-style-type: none"> <li>• <b>Priority 1:</b> Create more sustainable jobs by increasing the number of new business start ups and supporting the growth of small and medium sized enterprises.</li> <li>• <b>Priority 2:</b> Support the growth of the knowledge economy by encouraging key sectors and facilitating the attraction and development of businesses which can exploit the commercial potential of the research expertise in the UEA and Norwich Research Park.</li> </ul> <p><b>Objective 2: People and Skills - To improve the skills of the labour force to ensure that it matches the needs of existing and potential employers and local people benefit from job growth</b></p> <ul style="list-style-type: none"> <li>• <b>Priority 1:</b> Raise the aspirations of local people, particularly young people, and provide appropriate learning opportunities.</li> <li>• <b>Priority 2:</b> Address mismatches between skills availability and skills requirements</li> <li>• <b>Priority 3:</b> Ensure there is a strong economic component to regeneration and neighbourhood renewal strategies</li> </ul> </div> <div data-bbox="1301 236 1861 715" style="border: 1px solid black; padding: 10px;"> <p><b>Objective 3: Infrastructure for Business - Ensure that the area has the necessary infrastructure and quality of environment to attract and retain investment and support business growth</b></p> <ul style="list-style-type: none"> <li>• <b>Priority 1:</b> Contribute to the development of an improved and sustainable transport and communications infrastructure to support planned growth and development</li> <li>• <b>Priority 2:</b> Maintain an appropriate supply of suitably located employment land and premises</li> <li>• <b>Priority 3:</b> Ensure that the investment required in public utilities infrastructure and other essential infrastructure takes place so that the development of key sites is not constrained.</li> </ul> <p><b>Objective 4: Profile and Investment - To raise the profile of Greater Norwich as a high quality place to live work and visit</b></p> <ul style="list-style-type: none"> <li>• <b>Priority 1:</b> Promote a strong and coherent image of Greater Norwich capitalising on its particular strengths as a business location.</li> <li>• <b>Priority 2:</b> Attract and retain private and public investment to drive growth and regeneration</li> <li>• <b>Priority 3:</b> Support the continued development of a vibrant City Centre that is unique in its retail, cultural and heritage offers</li> <li>• <b>Priority 4:</b> Revitalise market towns and rural economies and encourage the development of distinctive retail, cultural and heritage offers.</li> </ul> </div>
Norwich's Environment Strategy 2003-2008	<p>Relevant objectives include:</p> <ul style="list-style-type: none"> <li>• To significantly reduce activities in the city that contribute to climate change</li> <li>• To protect and enhance the natural built and historic environment</li> <li>• To work toward sustainable resource use</li> <li>• To develop sustainable transport</li> <li>• To protect and improve health and well-being</li> <li>• To further integrate social, economic and environmental decision-making by promoting the principles of sustainable development</li> </ul>
City of Norwich Replacement Local Plan 2004 (saved policies)	<p>The aim of the plan is to create the conditions for sustainable long-term regeneration of the City, taking account of the needs of the present population without threatening the viability of the environment or services on which future generations will depend.</p>

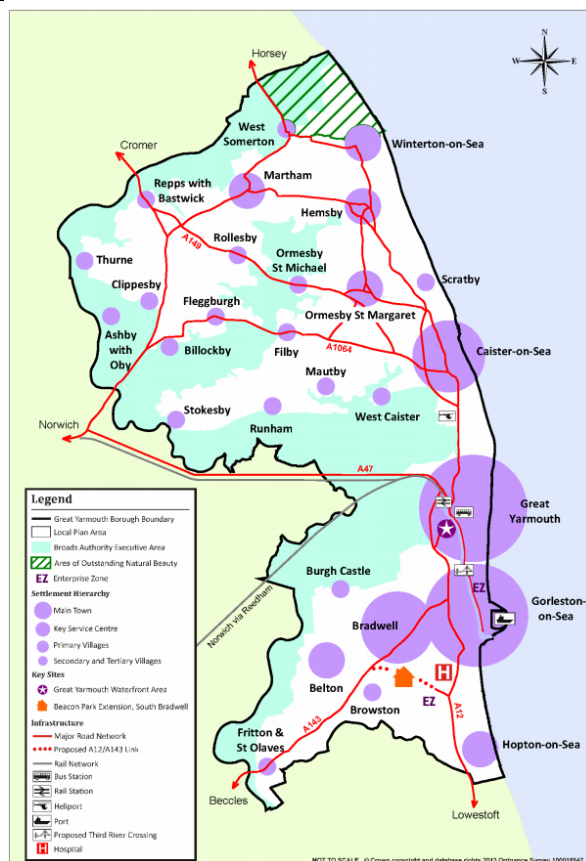
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Core Strategy Local Plan.  
GYBC. Regulation 19  
version. 2014.



The Core Strategy is a key document in the emerging Local Plan setting out strategic policies for new homes, jobs, retail and leisure facilities, transport and local services as well as the environment. The Core Strategy also allocates two strategic mixed use development sites: one in the heart of Great Yarmouth along the riverside and the Beacon Park extension at land south of Bradwell. The policies in the Core Strategy and future Local Plan Documents will be used when decisions on planning applications are made.

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Great Yarmouth Economic  
Strategy 2011 – 2016

The actions in the strategy have been split into four key themes to help focus the delivery. These themes are:

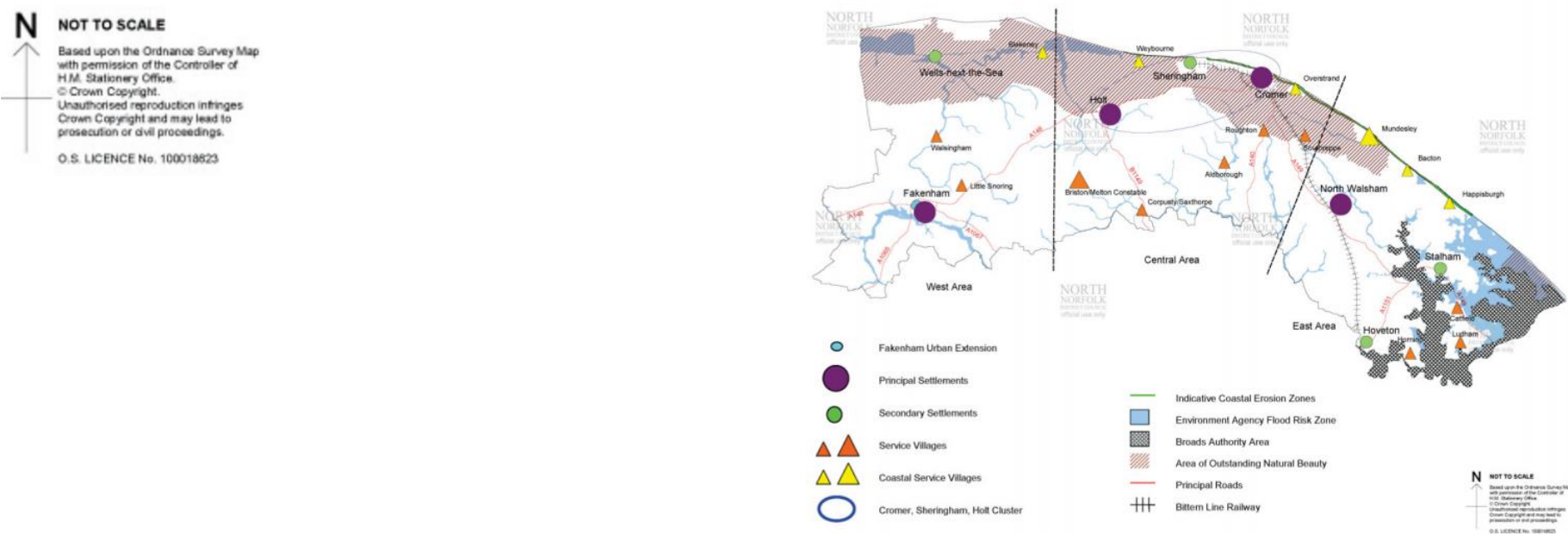
- Image and Perception
- Competitiveness
- Infrastructure
- Employment and Skills

A Long Term Vision and a  
Sustainable Community  
Strategy for  
2008-2011. GYBC, 2008.

- Key aim 1: Building safe, strong and cohesive communities where diversity is valued
- Key aim 2: Promoting health and well-being and tackling inequalities
- Key aim 3: Protecting and enhancing the local environment and tackling climate change
- Key aim 4: Promoting a flourishing economy and enterprise and prosperity for all
- Key aim 5: Encouraging lifelong learning and personal development

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<p>North Norfolk Community Partnership Sustainable Community Strategy 2006-2009</p>	<ul style="list-style-type: none"> <li>• We will continue to take a strategic view of the needs of the whole district, concentrating on the priorities identified in last autumn's consultation which we have grouped together into three outcomes: <ul style="list-style-type: none"> <li>○ Improved housing</li> <li>○ Better jobs and prospects</li> <li>○ Sustaining a high quality of life – a nice place to live, work and visit</li> </ul> </li> <li>• We will continue to support the seven Local Area Partnerships (LAPs).</li> <li>• We will support the voluntary and community sector infrastructure which in turn enables a wide range of organisations to thrive, and we will continue to provide grant funding for community groups and community development projects, working through the North Norfolk Community Fund which we have set up in conjunction with the Norfolk Community Foundation.</li> </ul>
<p>North Norfolk Core Strategy. 2011.</p>	<p>This document provides a detailed framework for the control of development and use of land that guides most day-to-day planning decisions in North Norfolk.</p>  <p><b>Figure 3 Key Diagram</b></p> <p><b>Legend:</b></p> <ul style="list-style-type: none"> <li>Fakenham Urban Extension</li> <li>Principal Settlements</li> <li>Secondary Settlements</li> <li>Service Villages</li> <li>Coastal Service Villages</li> <li>Cromer, Sheringham, Holt Cluster</li> <li>Indicative Coastal Erosion Zones</li> <li>Environment Agency Flood Risk Zone</li> <li>Broads Authority Area</li> <li>Area of Outstanding Natural Beauty</li> <li>Principal Roads</li> <li>Bittern Line Railway</li> </ul>
<p>North Norfolk Site Allocations, 2011.</p>	<p>Policies allocated certain sites for certain land uses with set criteria. Some of the allocations are near to the Broads Authority.</p>

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North Norfolk Corporate Plan, 2011.

#### We want

##### ...strong governance arrangements

We will operate an effective audit committee.

We will update the Local Code of Corporate Governance in line with the new Corporate Plan.

##### ...effective communications

We will develop a communication and engagement strategy that defines our approach to internal and external communications and encompasses our approach to localism.

##### ...strong and proportionate organisational management

We will review the management arrangements within the Council, reducing hierarchies and empowering staff.

##### ...services and functions prioritised in line with the wishes of our communities and to deliver our corporate objectives

We will prioritise services and redirect resources in line with those priorities.

##### ...year-on-year improvements in efficiency

We will review business processes and create a culture of challenge.

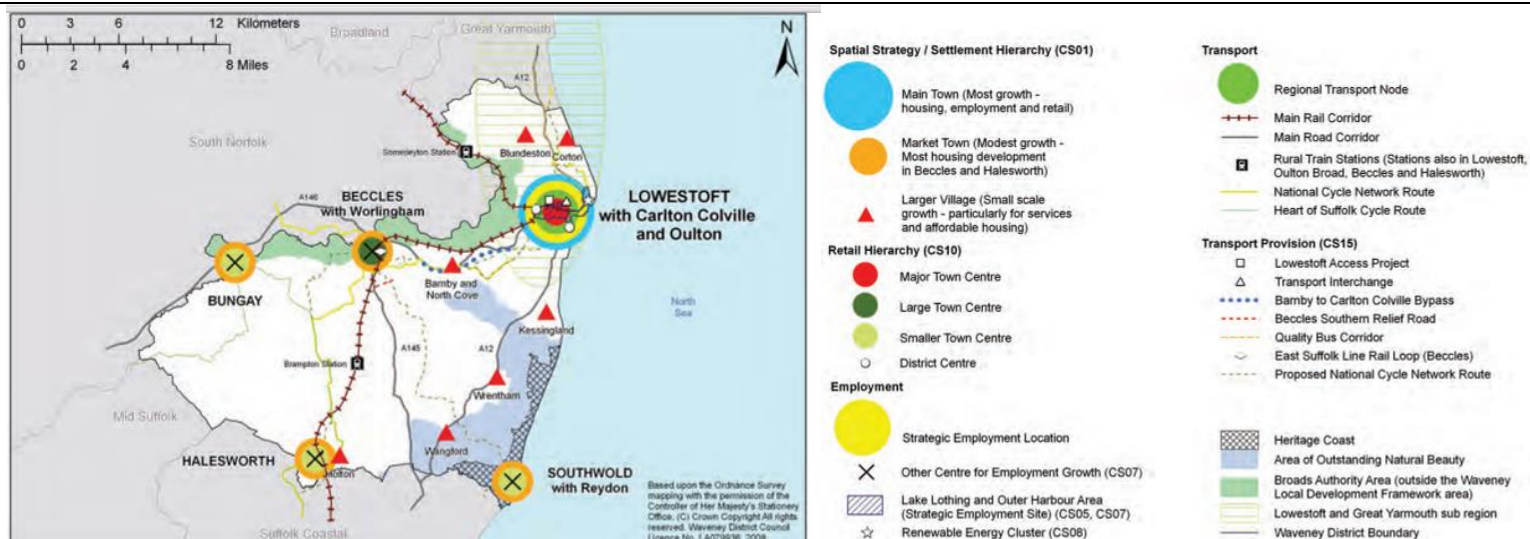
We will invest in new technology where this can support more efficient ways of working.

We will explore opportunities to deliver high quality services more effectively through new partnerships with public, private and voluntary organisations.

We will encourage and reward our staff for finding innovative new ways to deliver higher quality services more efficiently.

Waveney Core Strategy 2009.

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Waveney Business Plan 2012.

## Waveney Business Plan 2012-22

*“Maintaining and sustainably improving the quality of life for everybody growing up, living in, working in and visiting the area”*



*“Waveney Means Business”*



A HOUSING STRATEGY FOR THE WAVENEY DISTRICT 2014.

Our strategy and action plan for the future focuses particularly on;

- Quantity – Delivery of Affordable Housing and how this can be maximised in the future.
- Quality – look to ensure that both new build and existing social and private sector properties meet current standards and provide a housing choice for all.
- People – look at the specific housing needs of Waveney residents.

Waveney Prospectus

Waveney has been through a significant period of change with the decline and restructuring of a number of its key sectors. The Prospectus presents a strategic approach to economic investment and community regeneration over the next 10 years for Beccles, Bungay, Halesworth, Kessingland, Lowestoft and Southwold.

INVESTMENT INITIATIVE	INVESTMENT OBJECTIVE	GEOGRAPHY	POTENTIAL DELIVERY PARTNERS	INDICATIVE FUNDING	DELIVERY TIMEFRAME
FI-1 Collaboration with Great Yarmouth and Suffolk around tourism and renewables	FO-1, FO-5	Lowestoft	WDC, GYMI, 1st East, SATs, Kessingland Parish Council	-	2007
FI-2 Sector Action Teams (SATs)	FO-3, FO-5	Waveney	WEP, L & W CC, Market Town Business Associations, other specialist organisations depending on sector	-	2008
FI-3 Sector Champions within WDC	FO-3	Waveney	WDC	-	2008
FI-4 Market towns' calendar of events	FO-4, FO-3, FO-5	Market towns	RCP, Town Councils, Business Associations	Approx. cost of £3K to £5K – per annum	2007-2008
FI-5 Market Town Plans and Prospectus	FO-4, FO-5	Market towns and Kessingland	WDC, Town Partnerships, Parish Councils	Approx. cost of £40-50K per town	2010
FI-6 Leveraging on the proximity to Norwich	FO-1, FO-5	Waveney	WDC, SCC, SDA, L & W CC, SATs, LSC, UCS, EEDA	-	2009



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Waveney Economic Regeneration Strategy 2008.

Thematic Areas	Key objectives
<b>A</b> Business performance and competitiveness	<b>A01</b> Grow a diverse and competitive economy <ul style="list-style-type: none"> <li>Expand and safeguard investment opportunities from the existing economic base taking into account diversification strategies in traditional sectors</li> <li>Attract mobile investment opportunities from key growth sectors and new market opportunities</li> <li>Support the development and growth of small and medium sized businesses</li> </ul> <b>A02</b> Increase the availability of jobs and remuneration levels across the district
<b>B</b> Innovation and technology	<b>B01</b> Realise and support innovation in science, technology and research for the new economy <b>B02</b> Encourage entrepreneurship and support small and medium sized business formation
<b>C</b> Participation and social inclusion	<b>C01</b> Improve employment rates and economic activity among disadvantaged groups and within deprived areas <b>C02</b> Enhance access to services and facilities for all communities (particularly young people) <b>C03</b> Promote a community based approach to regeneration involving the voluntary and community sector in service delivery
<b>D</b> Education and skills	<b>D01</b> Enhance the skills offer and infrastructure to improve the employability of young and old, and to support priority sectors <b>D02</b> Ease the transition between education and work <b>D03</b> Improve educational achievement, attainment and aspirations of the local population <b>D04</b> Ensure that all communities in Waveney have access to learning and training
<b>E</b> Environment and infrastructure	<b>E01</b> Improve accessibility and transport links within the region, between the towns and within the towns <b>E02</b> Increase the number and quality of affordable homes <b>E03</b> Ensure development schemes protect and enhance the built, historic and natural environment, and implement sustainable construction methods <b>E04</b> Make town centres sustainable locations and ensure they are the focus for investment, environmental enhancement and regeneration
<b>F</b> Leadership and collaboration	<b>F01</b> Enhance strategic linkages with Great Yarmouth, Norwich and the rest of Suffolk <b>F02</b> Develop synergies between 1st East and the rest of Lowestoft / Waveney <b>F03</b> Develop business collaboration and leadership around key sector initiatives <b>F04</b> Empower town communities and their leaders to get involved in service delivery and strategic decision making <b>F05</b> Promote a consistent and distinctive image for Waveney that is appealing to investors and creates a sense of identity for its individual communities

Waveney will have a strong and diverse economy, based on a culture of enterprise. There will be a strong intellectual knowledge base, focused on all forms of renewable resources. Economic prosperity will reflect our strategic European location and there will be an integrated, sustainable transport system with good links to the rest of the country and overseas. Unemployment will be low and the highly skilled workforce will have well-paid and high value added jobs.

Waveney Affordable Housing Delivery Plan November 2013

Ideally, the delivery of around 100 dwellings per annum across the District should be worked towards, taking into account all of the above factors. An indication of the potential split across the District would be:

- 40-50% of the new homes apportioned to each of the 4 market towns (circa 40/50 in total from all sources), with delivery in Southwold/Reydon every two years.
- The delivery of 50 - 60% of the annual total of new homes per year in Lowestoft/Kessingland (from all sources).
- A small rural exception site per annum (a guide of around 8 homes)
- Although only a guide, this is not an ambitious target given the much greater levels of need. However this will require partnership working with Housing Associations

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	to “sell” Waveney, seeking new models of delivery, working up a supply chain of opportunities and a flexible approach by the council.							
Waveney Local Strategic Partnership - Community Strategy	Protect and improve Waveney’s distinctive environment							
Waveney Development Management DPD 2011.	Includes policies to aid determination of planning applications.							
Waveney Site Allocations DPD 2011.	Policies allocated certain sites for certain land uses with set criteria. Some of the allocations are near to the Broads Authority.							
North Norfolk AONB Management Plan 2009-2014. Norfolk Coast Partnership.	<ul style="list-style-type: none"><li>• Landscape, biodiversity and geodiversity;</li><li>• Built and historic environment;</li><li>• Farming, forestry and fishing;</li><li>• Sustainable communities; and</li><li>• Access and recreation.</li></ul>							
Broadland Rivers Catchment Flood Management Plan. Environment Agency 2009.	Table 1 Number of people and properties at risk in the catchment				Table 3 Locations of towns and villages with 25 or more properties at risk from a 1% annual probability river flood, a 0.5% annual probability tidal flood or the combined river and tidal flood, taking account of current flood defences			
		Risk from a 1% annual probability river flood <sup>1</sup>	Risk from a 0.5% annual probability tidal flood <sup>1</sup>	Combined river/ tidal flood <sup>2</sup>				
	Number of people at risk	1,400	2,000	500				
					Locations			
					Number of properties at risk	At risk from 1% annual probability river flood	At risk from 0.5% annual probability tidal flood	Combined river/ tidal flood <sup>3</sup>
					500 to 1,000	None	Lowestoft	None
					100 to 500	None	None	Wroxham/ Hoverton, Horning
	Table 2 Critical infrastructure at risk							
					50 to 100	Buxton with Lamas	None	Brundall
					25 to 50	Bungay, Thornham Magma	None	Hales

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### Relevant Plan or Programmes

### Relevant Objectives or requirements of the plan or programme

Map 4 The flood risk management policies for the Broadland Rivers CFMP area

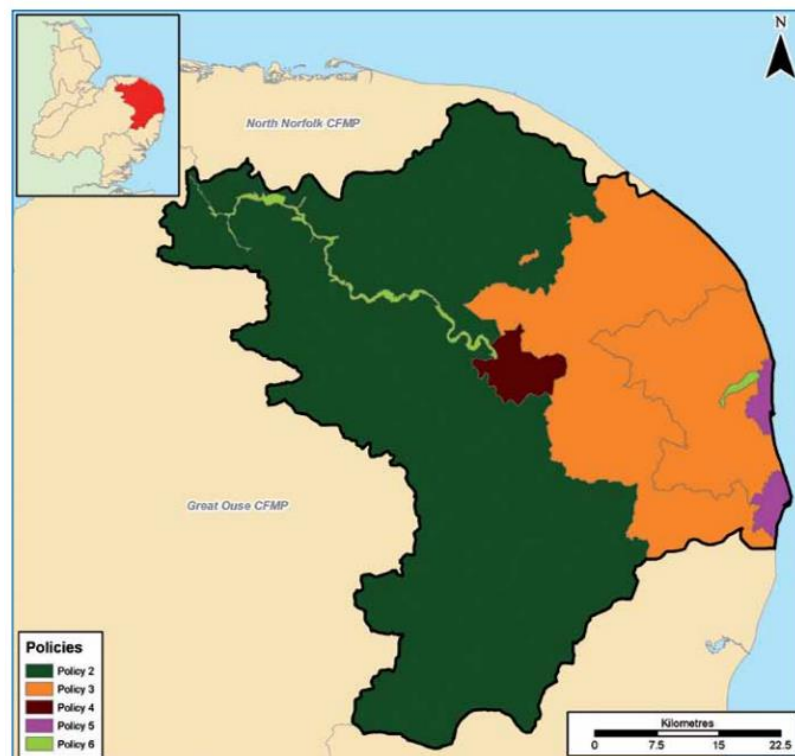


Table 4 Flood risk management policy options

#### → Policy 1

Areas of little or no flood risk where we will continue to monitor and advise

This policy will tend to be applied in those areas where there are very few properties at risk of flooding. It reflects a commitment to work with the natural flood processes as far as possible.

#### → Policy 2

Areas of low to moderate flood risk where we can generally reduce existing flood risk management actions

This policy will tend to be applied where the overall level of risk to people and property is low to moderate. It may no longer be value for money to focus on continuing current levels of maintenance of existing defences if we can use resources to reduce risk where there are more people at higher risk. We would therefore review the flood risk management actions being taken so that they are proportionate to the level of risk.

#### → Policy 3

Areas of low to moderate flood risk where we are generally managing existing flood risk effectively

This policy will tend to be applied where the risks are currently appropriately managed and where the risk of flooding is not expected to increase significantly in the future. However, we keep our approach under review, looking for improvements and responding to new challenges or information as they emerge. We may review our approach to managing flood defences and other flood risk management actions, to ensure that we are managing efficiently and taking the best approach to managing flood risk in the longer term.

#### → Policy 4

Areas of low, moderate or high flood risk where we are already managing the flood risk effectively but where we may need to take further actions to keep pace with climate change

This policy will tend to be applied where the risks are currently deemed to be appropriately-managed, but where the risk of flooding is expected to significantly rise in the future. In this case we would need to do more in the future to contain what would otherwise be increasing risk. Taking further action to reduce risk will require further appraisal to assess whether there are socially and environmentally sustainable, technically viable and economically justified options.

#### → Policy 5

Areas of moderate to high flood risk where we can generally take further action to reduce flood risk

This policy will tend to be applied to those areas where the case for further action to reduce flood risk is most compelling, for example where there are many people at high risk, or where changes in the environment have already increased risk. Taking further action to reduce risk will require additional appraisal to assess whether there are socially and environmentally sustainable, technically viable and economically justified options.

#### → Policy 6

Areas of low to moderate flood risk where we will take action with others to store water or manage run-off in locations that provide overall flood risk reduction or environmental benefits

This policy will tend to be applied where there may be opportunities in some locations to reduce flood risk locally or more widely in a catchment by storing water or managing run-off. The policy has been applied to an area (where the potential to apply the policy exists), but would only be implemented in specific locations within the area, after more detailed appraisal and consultation.

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Broads Sites Specifics DPD 2014.	The most recently adopted Planning Policy Document which allocates sites for particular types of development and sets criteria to guide proposals.
Broads (strategic management) Plan 2011	<ul style="list-style-type: none"> <li>• Planning for the long-term future of the Broads in response to climate change and sea level rise;</li> <li>• Working in Partnership on the sustainable management of the Broads;</li> <li>• Encouraging the sustainable use and enjoyment of the Broads.</li> </ul>
Broads Integrated Access Strategy (2013)	<p>The key objectives for meeting the long-term aim for integrated access in the Broads are:</p> <p>(1) To improve links between land and water and to the water's edge</p> <p>(2) To improve access links to local facilities, settlements and visitor destination points</p> <p>(3) To encourage sustainable travel choices such as public transport, walking, cycling and non-powered boating, and improve links between public transport provision, visitor destination points and access routes</p> <p>(4) To provide appropriate information on access to recreational opportunities and interpretation about recreational sites.</p> <p>Integrated Access Strategy for the Broads 2013 Broads Authority Page 6 of 12</p> <p>The strategy also aims to ensure that the benefits of access and recreation in the Broads are recognised in local and regional planning policy frameworks and given adequate weight in the planning process.</p> <p>The Broads Authority will work with partners and local communities towards the long-term aim and objectives of this strategy, seeking to make the best use of shared knowledge and resources. The strategy will be delivered through an annual action plan and monitored in line with the Broads Plan review process.</p>
Broads Core Strategy (2007)	Sets policies for determining planning applications. (Note that an NPPF assessment has been undertaken on the Core Strategy)
Broads Flood Risk SPD (2008)	<p>The Development and Flood Risk Supplementary Planning Document (SPD) covers the whole of the Broads Authority's executive area. The purpose of this SPD is to increase awareness of the nature of flood risk in the Broads area, give advice to developers and others about the Authority's approach to the issue of development and flood risk, and stress the need to maintain a high standard of design in new waterside development.</p> <p>This SPD supplements Policy CS20 of the Broads Authority's Core Strategy (adopted September 2007) and is in conformity with the East of England Plan 2008.</p> <p>The guidance in this SPD will be applied alongside the Core Strategy policies which define appropriate development for rural sustainability within the Broads, in particular policies CS18 and CS23. The SPD reflects the approach of the Authority's Development Policies Development Plan Document (submission report to be published in 2009).</p>
Broads Development Management Policies (2011)	Sets policies for determining planning applications. (Note that an NPPF assessment has been undertaken on the Core Strategy)
Strategic Flood Risk Assessment (2007)	Maps setting out flood risk in the Broads.
Landscape Character Assessment (2006 and 2012)	<p>The main Character Assessment was completed in 2006. Established methodologies, outlined in the report, were used to collate the information. The Broads area has presented some unique challenges in the assessment process due to the nature of its simple elemental, low lying physical landscape.</p> <p>The process has concentrated on identifying a series of Local Character Areas each with a unique set of characteristics, which combine to give them their own</p>



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	<p>distinct sense of place. The work has been subject to consultation with a variety of organizations and has been reviewed by the individual Parish Councils within the area covered.</p> <p>Further assessment work was undertaken in 2012 with the purpose of adding additional information in relation to the Key Characteristics of the individual Local Character Areas in particular, to the perceptual and experiential qualities of the Broads. As with the original document, the relevant Parish Councils have been consulted in relation to the revised content. These updates can be found with the individual Local Character area sheets.</p> <p>The work will continue to evolve as further information is gathered from local communities and over the course of the next year the information will be combined to create a revised document.</p>
Drainage Mills Strategy	Individual sheets for each Mill have been produced giving details on the Mill and also potential actions. Each Mill is reviewed once every few years.
Broads Authority Biodiversity Action Plan and Framework (2009)	<div> <div> <p>The Broads Biodiversity Action Plan (Broads BAP) is made up of two parts. This Framework document describes Broads habitats and species and provides the overall structure for what the Broads Authority will be doing with its partners over the next five years to meet some of these biodiversity challenges. The second part of the Broads BAP is the Action Plan document, and this sets out the actions required by the Broads Authority, working with partners over the next five years (2009-2014). Formation of a Broads BAP group will provide the focus for mapping progress of the Action Plan, challenging current thinking and combining resources to deliver action on the ground.</p> </div> <div> <p><b>Broads Biodiversity - Habitat Strategies</b></p> <ul style="list-style-type: none"> <li>• Deliver biodiversity gains at the landscape scale using the Whole Valley Approach</li> <li>• Implement the Lake Restoration Strategy and Sediment Management Strategy to deliver the long-term programme of lake restoration across the Broads</li> <li>• Carry out a review of the Fen Management Strategy following the conclusions of the Fen Ecological Survey</li> <li>• Appraise the Drained Marsh Strategy as required</li> </ul> </div> <div> <p><b>Recording and Researching the Broads</b></p> <ul style="list-style-type: none"> <li>• Share data with the Norfolk Biodiversity Information Service, the Suffolk Biological Records Centre and other bodies, and develop a programme of monitoring work</li> <li>• Commit to recording data on the national Biological Action Reporting System (BARS)</li> <li>• Complete the Fen Ecological Survey and widely disseminate the findings</li> <li>• Carry out scientific and practical research into restoration techniques, with the emphasis on furthering sustainable habitat management</li> <li>• Review Broads research programme to identify future themes for research-based restoration</li> </ul> </div> </div> <div> <div> <p><b>Partnership working</b></p> <ul style="list-style-type: none"> <li>• Join internally and with other key biodiversity partners to create a Broads BAP group to deliver the Broads BAP</li> <li>• Work with the County Wildlife Sites Steering Group and landowners to identify and designate County Wildlife Sites on non-SSSI land</li> <li>• Work with the co-ordinator of the Norfolk Non-Native Species Initiative to develop and manage a programme of works in the Broads to reduce the threats from non-native species</li> <li>• Work with the Water Quality Partnership to minimise diffuse non-agricultural pollution to improve water quality in the Broads</li> <li>• Work with farmers and communities to address diffuse pollution</li> <li>• Join with and influence others in managing land and water to prepare for the impacts of climate change</li> </ul> </div> <div> <p><b>Resource Management</b></p> <ul style="list-style-type: none"> <li>• Plan for further sustainable restoration work, particularly in fens and lakes</li> <li>• Work closely with Natural England to engage landowners in agri-environment schemes on priority sites to deliver biodiversity gains</li> <li>• Implement the Fen Management Strategy through the work of the Fen Audit appraisal by using the fen harvester, digger and extensive grazing project</li> <li>• Deliver short-term climate change adaptation projects as part of the Connecting Wetlands project linking into an ecosystems services approach</li> <li>• Work as part of the Greater Norwich Development Partnership on the implementation of Green Infrastructure</li> </ul> </div> </div>
Building at the Waterside (2004)	Regulations governing building work in the Broads are different because the area is designated a National Park. That means planning rules are sometimes



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	stricter to help us all preserve our unique environment and keep it special. This note covers many aspects of design: Proportion, Scale, Form, Colour, Sustainability, Materials and Detail.
Keeping the Broads Special (2007)	The Broads is a very special place. The protection of the Broads as a national park is recognition of its unique qualities. It tells us how important it is to look after the area for the future. Design is crucial in a protected landscape like the Broads. Development needs to take account of the characteristics of the site as well as what is distinctive in the wider Broads setting.
Riverbank Protection Works (2004)	Traditionally, riverbanks have been protected using timber or steel piling driven into the riverbed at the bank edge. However, this damages riverbank habitats and can create a very urban feel to an otherwise rural area, and may also encourage boat mooring in inappropriate areas. Many alternative methods of bank protection have been tried, and the Environment Agency and Broads Authority continue to work together to find new methods which are acceptable visually and in conservation terms. The most useful methods of bank protection are described in this leaflet. Timber Piling, Timber Decking, Alder Pole Piling, Faggots and Willow Spiling
A Mooring Strategy for the Broads Authority (2009)	<ul style="list-style-type: none"> <li>- To collate available baseline data on all moorings in the Broads area, to include permanent, short stay and staithes.</li> <li>- To quantify the overall provision of moorings, to include informal moorings, and identify key strategic locations.</li> <li>- To determine the percentage of Broads Authority moorings of the total available.</li> <li>- To consider, determine and prioritise the necessary provision of short term, de-masting and 24hr moorings by the Broads Authority, with consideration of associated facilities.</li> </ul> <p>Some principles:</p> <ul style="list-style-type: none"> <li>- Maintain free use of Broads Authority unmanned moorings</li> <li>- Protect and enhance existing sites/facilities including working in partnership regarding third party provision</li> <li>- Seek contributions/ establish charges for ancillary services e.g. water/ Ranger etc.</li> <li>- Promote double alongside mooring at appropriate sites and review effectiveness of national schemes.</li> <li>- Encourage sustainable development of boating and associated infrastructure to be consistent with Water Framework Directive (WFD) and planning policies.</li> <li>- Ensure sites have no negative impact in environmentally sensitive localities.</li> <li>- Encourage innovative mooring design to provide habitat opportunities and mitigate landscape impacts.</li> <li>- Improve the dissemination of information to users, to include location of sites, facilities available and consider a "Moorings Code" to refer to behaviour.</li> <li>- Mitigating user conflict through design and alternative provision, i.e. relocate angling to adjacent facilities.</li> <li>- Strategy to be linked to Broads Flood Alleviation Project, Electric Charging Point strategy, angling strategy, slipway strategy and water related sport and recreation strategy, to consider and encourage partnership development/ funding opportunities.</li> <li style="padding-left: 40px;">- Byelaw enforcement will be undertaken to discourage misuse.</li> </ul> <p>The Action Plan, Appendix 8, has been developed to include all the proposed actions from the Strategy, which include</p> <ul style="list-style-type: none"> <li>• Provision for existing maintenance requirements of 24hr moorings,</li> <li>• Retrospective safety installations and</li> <li>• Proposals for new developments, e.g. upgrade to footpath surfacing, installation of electric charging points etc.</li> <li>• Development of interpretive material, e.g. Moorings Code etc.</li> </ul>

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The Economic and Social Impact of the Broads Marine Industry (2008)	One of the major development issues for the Broads Authority and which will need to be addressed in the LDF documents will be the future of waterside sites currently in economic activity e.g. boatyards, pubs etc. and the pressures for redevelopment and/or diversification.
The Trinity Broads Management Plan (2012)	<p>The Trinity Broads Management Plan will guide what happens in the Trinity Broads area over the next five years. The Trinity Broads Partnership works to safeguard and enhance the Trinity Broads for wildlife and people. The four partners have been working together for over 15 years to restore the habitats to their full potential, and to encourage sustainable enjoyment of the site by the local community and visitors.</p> <p>Our Vision for the Trinity Broads</p> <ul style="list-style-type: none"> <li>• <i>Biodiversity</i> - We would like to maintain a landscape that has natural transitions between shallow lakes, dykes, marginal reedbed, open fen and wet woodland, which supports a wealth of plants and animals.</li> <li>• <i>Water Quality</i> - We would like to achieve consistently clear, low nutrient water in the Trinity Broads that supports diverse communities of aquatic wildlife and provides a high quality drinking water supply.</li> <li>• <i>Recreation</i> - We would like to manage the Trinity Broads as a place where people come to enjoy the peace and quiet, both on the water by boat and from land using viewing areas and walkways.</li> <li>• <i>Local Community</i> - We would like to encourage local people to become passionate and well-informed about the Trinity Broads, and facilitate their involvement by providing volunteer opportunities, events for the public and school projects.</li> </ul>
Synthesis of the Upper Thurne Research and Recommendations for Management (2008)	<p>The importance of the Upper Thurne (including Hickling Broad, Horsey Mere, Martham North and South Broads) for biodiversity is recognised under national and international conservation legislation.</p> <p>Appropriate water management (water resources, quality and flood defence) is fundamental to conservation in the broads. However, the incomplete understanding of the surface water system and their interactions with the wider catchment, particularly with respect to nutrient cycling, was recognised by the Appropriate Assessment Team (Broads Authority, 1999).</p> <p>The report has 4 sections:</p> <ol style="list-style-type: none"> <li>1. How the Upper Thurne water spaces have changed;</li> <li>2. A description of the current status of the Upper Thurne waterways, and how these compare to the Favourable Condition criteria under the EC Habitats Directive;</li> <li>3. A synthesis of the activities to identify the significant catchment water management issues, which is focussed around salinity and ochre, biocides and heavy metals within the sediment and water column, point and diffuse sources of nutrients (nitrate and phosphate) under current and future climate, sea level rise and coastal protection, monitoring and the population biology of charophytes;</li> <li>4. Recommendations for management actions to address the significant issues previously identified and thereby achieve Favourable Conservation Status.</li> </ol> <p>The recommendations for management actions to achieve Favourable Conservation Status centre around:</p> <ul style="list-style-type: none"> <li>• Reducing salinity and ochre discharges from the land drainage pumps, principally the Brograve pump. An approach to identifying a solution is suggested based on principles of no significant change in current flood risk; compatibility with a range of farm systems; being consistent with existing agri-environment schemes; having a means of removing any seawater from a future coastal breach without discharging it through the Special Area of Conservation; and that there is recognition that the Brograve sub-catchment is a system that is 'naturally' brackish and which produces limited ochre;</li> </ul>

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	<ul style="list-style-type: none"> <li>reducing diffuse source losses of nutrients from agriculture. Assuming that the farming community are following Codes of Good Agricultural Practice and Good Agricultural and Environment Condition requirements, a non-exhaustive list of practical measures to reduce nutrient losses from agricultural activities are suggested.</li> </ul>
Oulton Broad Study (1991)	Provides a detailed framework for the implementation of Local Plan and Structure Plan Policies. Addresses matters relating to the historical background, certain areas of the wider Oulton Broad area as well as including recommendations.
Former Pegasus and Hamptons Boatyards Site at Oulton Broad, Suffolk Development Brief (2007)	Purpose is to inform potential developers of land use planning and transportation opportunities and constraints on the site. Prepared by Broads Authority with Waveney DC.
East Norwich pre- application advice note	<p>This note provides officer level guidance for development proposals on the Deal Ground, Utilities, and May Gurney sites in the east Norwich area. While the majority of the sites fall within the Norwich City Council area, the attached plan (at Appendix 1) shows how the sites relate to local administrative boundaries and planning authorities.</p> <p>Although the main focus of this note is on the regeneration of the Deal and Utilities sites, the note includes the May Gurney site in Trowse as this is the most likely access point to the Deal Ground and, potentially, also to the Utilities site.</p> <p>This guidance note is based on existing planning policy documents and other evidence including studies carried out to date. The guidance note has been prepared by officers from the relevant planning authorities for the sites, which are Norwich City Council, South Norfolk Council, and The Broads Authority, and by Norfolk County Council as highway authority.</p> <p>The shared objective of the City Council and its partners is the delivery of sustainable and comprehensive regeneration of the Deal Ground and Utilities sites, to support employment and housing growth in the wider Norwich area. It is essential that incremental development proposals do not prejudice the wider benefits of comprehensive regeneration for the area.</p> <p>For the purposes of this note the Deal Ground, Utilities, and May Gurney sites are referred to as 'the core area'. It is also important that development proposals that come forward outside but close to the core area have regard to this guidance note, to ensure that they do not prejudice the regeneration of these key sites and the wider east Norwich area.</p>
Sustainable Tourism in the Broads (2011)	<p>The document is in three main sections: an assessment of the current position; a presentation of the strategic approach and objectives; and an identification of priorities for action.</p> <p>Much of the vision set out in 2005 is still relevant looking forward over the next five years. Some changes have been made to reflect progress made the current situation and the guiding principles.</p> <p>In 2015: The Broads is a well-known destination for boating and countryside holidays and breaks which has consolidated its brand position in Norfolk and Suffolk and the UK. It is recognised as a well-managed destination with strong involvement by the private sector working together with the Broads Authority,</p>

***Broads***

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**Relevant Plan or Programme.**

**Relevant Objectives or Requirements of the Plan or Programme.**

local authorities, conservation bodies, land managers and other local interests, coordinated through Broads Tourism. Visitor numbers, both land and water based, have increased, especially out of season and proportionally in the southern broads. Tourism businesses have improved their levels of business across the year and there has been a significant, on-going level of investment in facilities and services. A large majority of businesses reach identified standards and many are nationally recognised for their quality. A wide range of experiences and activities is available for all kinds of visitors, both on, alongside and away from the water, including those which involve appreciation of the special wetland habitats and wildlife and the unique Broads heritage. The richness of the biodiversity and overall environmental quality has further increased and there is tangible evidence of how this has been supported by tourism. Internationally designated wildlife sites have been protected and enhanced.

Most tourism enterprises are actively involved in environmental management and are providing their guests with good information to enhance their stay in the Broads. Actions are grouped under 5 themes: Brand Awareness, Consistent quality, Geographical spread, Distinctive experiences, Waterway excellence, Environmental responsibility, Business climate.

The Broads LAG Local Development Strategy 2014 – 2020.

- Creating resilient communities, growing businesses and enriching the environmental heritage of the Broads to build a thriving sustainable economy.
- Encouraging sympathetic, innovative and sustainable business growth in a sensitive landscape
- Future Proofing against climate change
- Building thriving vibrant rural communities

## Broads

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### Relevant Plan or Programme.

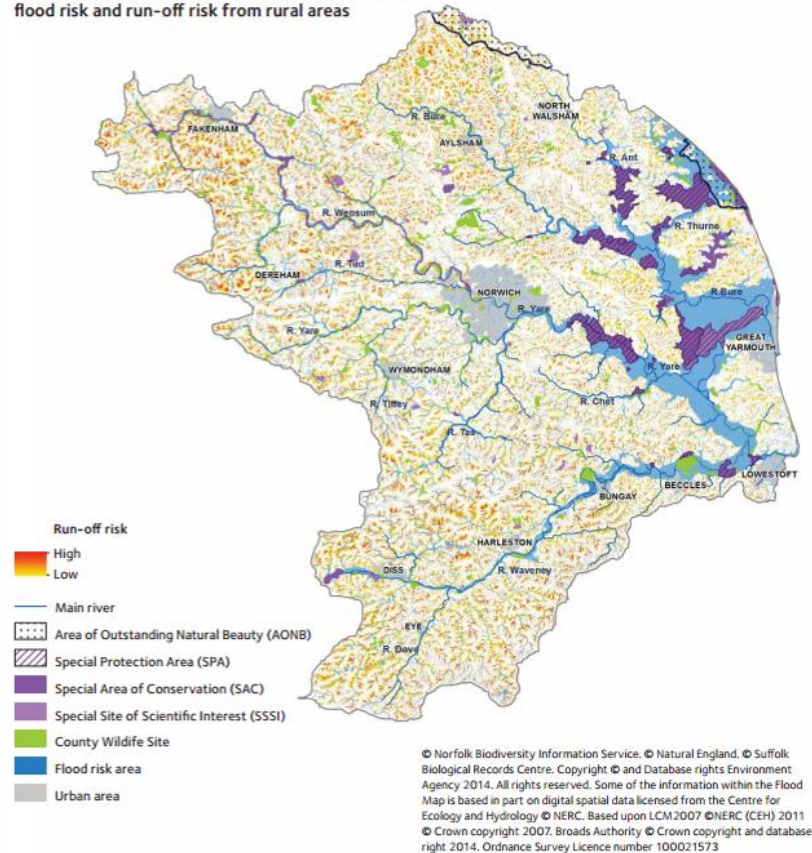
Broadland Catchment Plan.  
Broadland Catchment Partnership,  
2014.

### Relevant Objectives or Requirements of the Plan or Programme.

By 2027, we want to see:

- ☐ Rivers and broads meeting requirements of European legislation and local aspiration
- ☐ Nature conservation areas achieving national and European guideline standards
- ☐ No raw water supplies regularly at risk of failing drinking water standards

**Map 3 Wildlife habitats, landscape designations, flood risk and run-off risk from rural areas**



Goals	Partnership action summary for 2014
<b>1. Land management</b> Reduce run-off, and soil, nutrient and pesticide loss, and link habitats and access	1.1 Seek funding for additional independent advisers to provide face-to-face advice and support to land managers and farmers. 1.2 Through existing advisers and agronomists, make surface water run-off risk maps available to farmers to help locate effective measures and demonstrate this to funders. 1.3 Hold talks with farmers and their advisers to get their views on effective environmental land management measures and how best to incentivise these. 1.4 Agree, with all interest groups, suitable key locations for targeting environmental land management measures to provide multiple benefits.
<b>2. Waste water management</b> Reduce nutrients in watercourses from public and private waste water	2.1 Raise awareness of effects of misconnections, washing products, waste disposal and septic tank best practice at community events and on school visits. 2.2 Explore potential locations for reed beds and constructed wetlands and seek funding for local trials in areas where waterbodies have high phosphorus levels.
<b>3. Water management</b> Increase water capture and water efficiency	3.1 Raise awareness of water efficiency, water capture and water friendly gardening and promote free water saving packs at community events and on school visits. 3.2 Support the whole farm water management approach by Essex & Suffolk Water in part of the Waveney sub-catchment and promote in other sub-catchments.
<b>4. Flood risk management and sustainable drainage</b> Reduce and slow run-off and increase aquifer recharge	4.1 Agree key areas of high flood incident and upstream run-off risk, including roads, with landowners, communities, flood and highways authorities and drainage boards. 4.2 Seek funding for demonstration projects for rural drainage in high run-off risk areas in each of the Bure, Wensum, Waveney and Yare sub-catchments in association with local communities.
<b>5. River channel and floodplain management</b> Increase connectivity of river habitats, reduce fish barriers and control invasive species	5.1 Agree potential locations, in non-tidal areas, to reconnect river with floodplain, and seek funding for projects. 5.2 Scope potential woody debris installation project on the upper River Bure with relevant farmers and landowners. 5.3 Establish priorities for fish barrier bypass, or removal, and eel projects involving local community action, and seek funding for demonstration schemes. 5.4 Promote workshops for landowners and encourage co-ordinated invasive species control on rivers, including extending 'Check, Clean, Dry' messages beyond the Broads.
<b>6. Recreation and understanding</b> Increase sustainable use of, and learning about, water and wetlands	6.1 Raise awareness of riparian owner responsibilities, river care, canoe trails and angling opportunities at community events and on school visits. 6.2 Co-ordinate volunteer catchment walkover surveys of tributaries and compare findings with run-off and habitat models. 6.3 Populate website and promote information sharing to include mapping, projects, events and activities at a sub-catchment scale. 6.4 Raise awareness of catchment processes and the water cycle at community events and on school visits.
<b>7. Investment</b> Increase, combine and attract new funding for projects	7.1 Seek funding opportunities around sustainable catchment management and climate change adaptation, with European partners where necessary.

The Broadland Catchment Partnership will co-ordinate these actions with partner organisations involved in delivery. The extent of involvement will vary depending on the specific action in question and in line with partners' own plans, work programmes, statutory duties or members' interests.

Support from any local organisation, group, business or individual is encouraged and welcomed.

Broads Climate Change Adaptation Plan

Yet to be completed. Will be reviewed on completion.



Broads Visitor Survey 2010 – a preliminary report

This short report presents some preliminary findings from a sizeable face to face visitor survey which was conducted in August and September 2010, a repeat of a similar survey carried out in 2005.

	Water-based visitors		Land-based visitors	
	2005	2010	2005	2010
% ABC1 socio-economic code	64	63	59	63
% with children in group	32	27	26	24
% on day visit	7	8	45	50
% on short break (1-3 nights)	22	26	20	15
% on a stay of 4 or more nights	70	67	36	36
% visiting Broads for first time in 5 years	27	32	26	23
% member of a conservation body	25	28	30	31
% using hire boat	63	66		
% using own or friend's boat	35	34		
% using caravan/camping/hostel			37	43
% using self-catering cottage/flat			21	18
% using hotel, B&B			23	18
% staying with friends or relatives			13	14
% using second home			2	2

The eight most frequent activities remain exactly the same, most popular first:

- Going for a short walk
- Eating/drinking in pubs etc.
- Watching wildlife
- Buying local products
- Going for a long walk
- Visiting a tourist attraction

- Fishing
- Visiting a church

	2005		2010		
Statement	% agree strongly	% agree	% agree strongly	% agree	
The area should be kept as natural as possible, with limited development	56	38	70	26	↑
The Broads is clean and tidy, with little litter	29	65	34	62	
I would be more likely to choose accommodation that was committed to being environmentally friendly	21	50	13	43	↓
I would be interested in trying more local dishes using Broads local produce	18	60	23	56	↑
There should be more places to find out about the area's cultural heritage	18	42	15	42	
There should be more places to find out about the area's natural heritage	17	41	14	40	
I would be prepared to donate a small amount to help the conservation of the Broads	15	58	11	60	
I would be interested in more local crafts for sale	14	47	14	45	
I would be interested in using a shuttle boat to take me to different parts of the Broads	13	36	18	32	
I would be interested in using a shuttle bus to take me to different parts of the Broads	6	32	11	28	
There should be more attractions/activities for children	6	23	5	19	
There should be more sports facilities in the area	5	15	3	15	

Towards a GHG Reduction Strategy  
for the Broads – Identifying and  
Prioritising Actions  
Final Report  
On Behalf of:  
The Broads Authority  
May 2010

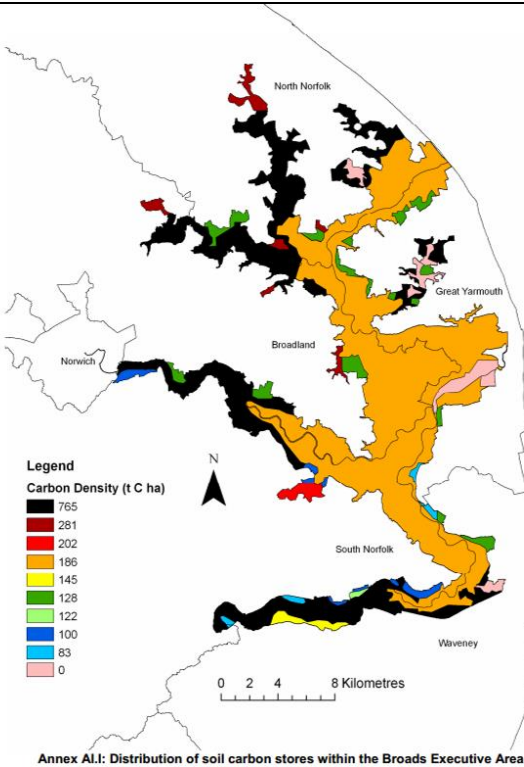
Emissions 'connected with' the Broads (more BA influence - more detail required)	Emissions 'NOT/Less connected with' the Broads (less BA influence - less detail required)
<b>Tourism and Recreation</b> <b>Private boat owners</b> Use of boats Transport to/from boats  <b>Hire boats</b> Hire boat emissions Boatyards Visitors' transport to/from boats  <b>Other tourism and recreation</b> Accommodation Food and drink Recreation (spending on) Travel to/from Broads  <b>All visitors</b> Travel around the Broads  <b>Land and Land Use</b> <b>'Natural'</b> Woodland / dense scrub Marsh / fen Rivers Broads  <b>Agriculture</b>  <b>Agri/semi-natural</b> Drainage channels  <b>Other management and activities</b> Other conservation organisations/operations Water level management BA Operations  <b>Broads Carbon Stores</b> Soil Vegetation	<b>Emissions from industry &amp; commerce</b> With the exception of some key point source emitters that the BA may be able to influence (e.g. Cantley Sugar Beet factory) which have been considered alongside Broads Connected emissions.  <b>Emissions from domestic sources</b> While not outside of the BA's scope of activity, domestic sources are more the preserve of other authorities with whom the BA works  <b>Emissions from transport</b> UK GHG emissions data by area provides emissions from estimated travel <u>within</u> that area but not travel to that area. The latter has been considered as connected with the Broads and an estimate of Broads-related travel <u>within</u> the Broads has been estimated there.

- Broads Authority operations (Level1): ~1,900 tCO<sub>2</sub>e<sup>3</sup>;
- Activities and operations connected with Broads services (including the above): ~131,000 tCO<sub>2</sub>e; and
- Other activities in the Executive Area (but not specifically connected with the Broads itself): ~359,000 tCO<sub>2</sub>e.

In addition to GHG emissions, the carbon stored in soils and vegetation within the Broads Executive Area has also been estimated. This suggests a total carbon store within the Broads Executive Area of the order of **40 million tCO<sub>2</sub>e**.

Table 1.1: Overview of the likely magnitude and context of GHG emissions and carbon stores (t CO <sub>2</sub> e)				
Broads Emissions	Level 2a: estimated magnitude of GHG emissions 'connected with' the Broads	Level 1: Broads Authority Operations	1,900	131,000
		Other management and organisations	1,900	
		Tourism and Recreation	54,000	
		Land and Land Use	73,500	
	Level 2b: estimated magnitude of emissions 'NOT connected with' the Broads	Emissions from industry & commerce*	75,000	360,000
		Emissions from domestic sources	55,000	
		Emissions from transport**	76,000	
		Point source emissions (British Sugar Cantley factory)	154,000	
Broads Carbon Stores		Soil	38,800,000	39,900,000
		Vegetation	1,100,000	

All of these emissions can be put into a wider context by comparing them with standard emissions data over a wider area of reference (beyond that of the Executive Area alone). Here, if a the wider reference area is taken as that dictated by Grid references TG170310 East to the Coast and North to TM170870 and east to the coast, emissions for all sources derived using GIS analysis of the National Atmospheric Emissions Inventory (NAEI) suggests a total emission of **5 million tCO<sub>2</sub>e from all sources in this wider reference area**.



Level 1: Emissions from Broads Authority Operations;  
Level 2: Wider GHG Emissions in the Broads Executive Area –GHG emissions and sequestration for the wider Broads Area and the services provided by the Broads divided into:  
a. Level 2a: emissions connected with the Broads and its services.  
b. Level 2b: emissions occurring within the Broads Executive Area but generally unconnected with Broads services;  
When considering these data, it should be noted that there is uncertainty associated with all estimation and resulting estimates. The purpose of the data is to help inform a strategy to reduce GHG emissions rather than provide a very precise estimate for any other purpose.

BA Operations	BA Operations	1,900
Tourism and Recreation	Visitor's Transport	18,920
	Boat Emissions	5,500
	Services	30,000
Land and Land Use	Land Use Emissions	73,500
	Conservation and other management	1,900
<b>TOTAL</b>		<b>~131,000</b>

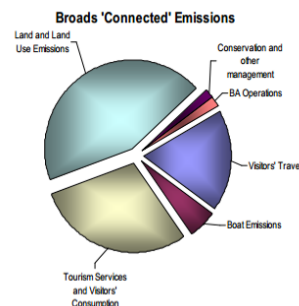
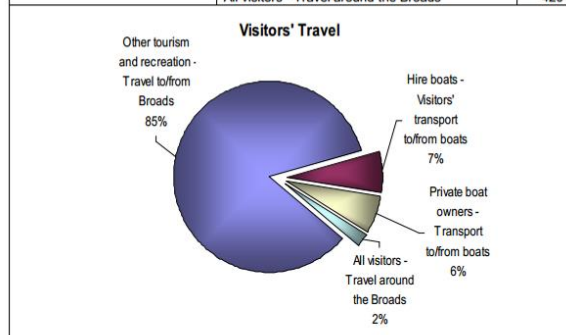


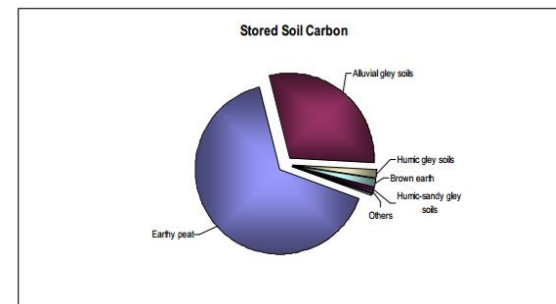
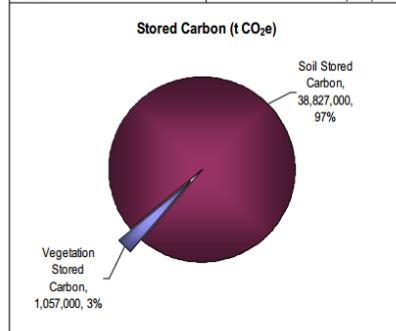
Table 3.1 provides an overview of the emissions and stored carbon.

Table 3.1: Overview of wider emissions	
Category	Emissions (tCO <sub>2</sub> e)
<b>Emissions</b>	
Visitors' Travel	18,920
Boat Emissions	5,500
Tourism Services and Visitors' Consumption	30,000
Land and Land Use Emissions	73,500
Conservation & management	1,850
The BA's Operations (addressed in Section C2)	1,900
<b>TOTAL</b>	<b>131,500</b>
<b>Stored carbon</b>	
Cantley Sugar beet Factory	154,000
<b>Vegetation Stored Carbon</b>	<b>1,057,000</b>
<b>Soil Stored Carbon</b>	<b>38,827,000</b>

<b>Visitor's Transport – 18,920t (14% of total)</b>	Other tourism and recreation - Travel to/from Broads	16,000
	Hire boats - Visitors' transport to/from boats	1,300
	Private boat owners - Transport to/from boats	1,200
	All visitors - Travel around the Broads	420



Vegetation Stored Carbon	1,000,000
Soil Stored Carbon	39,000,000
<b>Total</b>	<b>40,000,000</b>



NORFOLK COAST AREA OF  
OUTSTANDING NATURAL  
BEAUTY MANAGEMENT PLAN  
2014-19. STRATEGY PLAN 2014-  
19. *Norfolk Coast Partnership*

**Landscape, biodiversity and geodiversity** - Policies - members of the Norfolk Coast Partnership, including the staff team will, cooperating where necessary:

PL1 Refer to and use the Integrated Landscape Character Guidance for the AONB to guide decision making and delivery of conservation objectives across the area

PL2 Continue to promote understanding of the area's key qualities of natural beauty, particularly those less understood and valued at present and including seascapes and the marine environment, and take account of these in decision-making

PL3 Continue to improve understanding of changes to landscape and biodiversity arising from climate change (including sea level rise and other effects) and other drivers, and plan to adapt to and mitigate these changes

PL4 Work together on a landscape scale to improve resilience to change for key habitats and species through development of ecological networks that increase, extend, link and buffer key habitat areas

PL5 Be proactive to reduce and manage adverse impacts on the key qualities of natural beauty from past development and activities, as well as resist and mitigate damaging new impacts and influence decisions by organisations outside the Partnership

PL6 Protect the area's distinctive native biodiversity from the impacts of invasive non-native species where possible by restricting pathways of

introduction and carrying out targeted eradications

PL7 Plan and prepare for implementation of coastal realignment where necessary to allow maximum ability to adapt and maintain active coastal geomorphology, landscape and seascape character including ecological links between land and sea, taking into account conservation objectives for coastal sites and the interests of coastal communities (see also policy PC7)

PL8 Identify and implement opportunities for the relocation of key habitats that are threatened by coastal change

PL9 Take into account in plans and decision-making the services to society that habitats in the AONB provide (eco-systems services)

PL10 Work with landowners to bring Sites of Special Scientific Interest, County Wildlife Sites and other Biodiversity Action Plan habitats and non-statutory geodiversity sites into positive management where this is required

**Built and historic environment** - Policies - members of the Norfolk Coast Partnership, including the staff team will, cooperating where necessary:

PB1 Ensure that historic and archaeological heritage assets within their ownership or powers of regulation, particularly heritage assets at risk, are recorded, conserved and enhanced

PB2 Provide opportunities for public understanding and appropriate access to historic environment sites within their ownership and promote this elsewhere, where consistent with conservation objectives

PB3 Ensure that new development, including changes to existing buildings and infrastructure, within their ownership or powers of regulation are consistent with the special qualities of the area and relevant conservation objectives

PB4 Demonstrate good practice and provide examples of how to incorporate measures for energy, water use, resource reduction and biodiversity enhancements sensitively into new, vernacular and historic buildings and structures

PB5 Support new development and conversion that is consistent with local and national planning policy and the principles above, in order to retain and develop residential and employment opportunities that support natural beauty

**Farming, forestry and fishing** - Policies - members of the Norfolk Coast Partnership, including the staff team will, cooperating where necessary:

PF1 Aim to develop and maintain understanding of the key issues affecting local farming, farmland habitats and wildlife under changing circumstances within the framework of the new Common Agricultural Policy and influence the development and implementation of the new Environmental Land Management Scheme in the area to benefit farming in the AONB and farmland landscapes, habitats and wildlife and its historic environment features

PF2 Continue to develop support for grazing infrastructure and local grazing networks as a means of maintaining specific areas of distinctive agricultural landscapes and habitats, including historic environment features, and meeting conservation objectives

PF3 Support development and diversification associated with farming, forestry, fishing and other marine industries which respects, and ideally contributes to, conserving the special qualities of the area, including their enjoyment and understanding

PF4 Promote and support the development of sustainable practice in farming, forestry and fishing, including through promotion of appropriate grant schemes and advice, and support for cooperation to develop local initiatives and marketing of sustainable local products

PF5 Promote and implement an integrated catchment-based approach to all aspects of water management throughout the area to achieve



benefits for landscape, biodiversity, the historic environment and the economy

**Sustainable communities** - Policies - members of the Norfolk Coast Partnership, including the staff team will, cooperating where necessary:

PC1 Support opportunities for economic growth that invest in the natural capital and sustainable management of the special qualities of the AONB

PC2 Promote and support services and products from the local area and use these whenever possible, especially those that are sustainable and high quality, and which contribute to maintaining natural beauty in some way, in order to support the local economy and jobs and to reduce 'supply miles'

PC3 Continue to develop understanding amongst second home owners to enable them to contribute to maintaining sustainable local communities and natural beauty

PC4 Continue to involve and develop communication and cooperation with local people and communities in the work of the Norfolk Coast Partnership

PC5 Support the development of renewable energy in the area in ways and locations that contribute to the area's local economy and jobs and maintain its natural beauty

PC6 Continue to investigate and develop ways of securing a mix of different housing tenures which will enable local people or those with local connections to live and work in the AONB, in ways that maintain the area's natural beauty

PC7 Manage traffic and transport issues, including car parking and provision and promotion of effective public transport and other non-car means of travel, to reduce traffic congestion at peak times, conserve tranquillity and manage pressures on sensitive sites in the area

PC8 Involve local communities in the development of plans and projects that may affect them, for example Shoreline Management Plans, and inform them of progress on plans and programmes

PC9 Support the provision of necessary facilities and new development to meet proven needs of local communities and businesses, in ways that maintain the area's natural beauty, including the provision of fast broadband throughout the area

PC10 Seek to maintain support for community projects in the area that contribute to AONB objectives and sustainable development, including through availability of grants

**Access and recreation** - Policies - members of the Norfolk Coast Partnership, including the staff team will cooperate and share information to:

PR1 Continue to improve communication of the area's special qualities, including seascapes

PR2 Continue to improve understanding about current and future visitor numbers, behaviours, visit profiles and recreational activities, particularly for coastal Natura 2000 sites

PR3 Investigate and seek to secure funding contributions from new housing development, both within and outside the area, that are likely to provide sources of recreational pressures on Natura 2000 sites, to enable their mitigation

PR4 Develop consistent messages with the tourism sector and local communities about promotion of the area that takes into account sensitivity to visitor and recreational pressures and capacity to manage these

	<p>PR5 Work with tourism businesses to develop and promote ways for visitors to contribute to conserving and enhancing the features and qualities that bring them to the area, and to maximise benefits and minimise impacts from visitors to communities</p> <p>PR6 Develop integrated and holistic management of recreation activities along the area's coast to provide opportunities that do not impact on sensitive sites, especially coastal Natura 2000 sites</p> <p>PR7 Ensure that opportunities, information and incentives for visitors to enjoy the area without using the car, including new public access links, are easily available and increased where appropriate</p> <p>PR8 Encourage the provision of appropriate levels and types of visitor facilities and information at key sites, including public lavatories and facilities for visitors with restricted mobility, together with information that promotes the aims of the AONB management plan in a coordinated way and ensure that opportunities and information are easily available for all actual and potential users to enable enjoyment of the range of the area's natural beauty sensitively and encourage suitable activities away from sensitive areas</p>
<p>Kelling to Lowestoft Ness Shoreline Management Plan. 2012.</p>	<p>A Shoreline Management Plan (SMP) provides a large-scale assessment of the risks associated with coastal evolution and presents a policy framework to address these risks to people and the developed, historic and natural environment in a sustainable manner. Relevant part for the Broads is Eccles to Winterton Beach Road. Due to the considerable assets at risk and the uncertainty of how the coastline could evolve, the policy option from the present day is to continue to hold the line of the existing defence. This policy option is likely to involve maintenance of existing seawalls and reef structures, replacing groynes as necessary and continuing to re-nourish beaches with dredged sand. This policy option will provide an appropriate standard of protection to all assets behind the present defence line, and, with the recharge, a beach will be maintained as well as a supply of sediment to downdrift areas.</p>

**Location reference:** Eccles to Winterton Beach Road

**Policy Unit reference:** 6.13

**PREDICTED IMPLICATIONS OF THE PLAN FOR THIS LOCATION**

<b>Time Period</b>	<b>Property &amp; Land Use</b>	<b>Nature Conservation</b>	<b>Landscape</b>	<b>Historic Environment</b>	<b>Amenity &amp; Recreational Use</b>
<b>By 2025</b>	No loss of property or land behind the existing defences.	No loss of dunes behind seawall and beach maintained through recharge.	No change from present.	No loss of sites behind the existing defences.	Beach present (with recharge) Car parking facilities maintained. Sea Palling IRB station maintained. No change to facilities behind existing defences.
<b>By 2055</b>	No loss of property or land behind the existing defences.	No loss of dunes behind seawall and beach maintained through recharge.	No change from present.	No loss of sites behind the existing defences.	Beach present (with recharge) Car parking facilities maintained. Sea Palling IRB station maintained. No change to facilities behind existing defences.
<b>By 2105<sup>1</sup> Whilst holding the line.</b>	No loss of property or land behind the existing defences.	No loss of dunes behind seawall and beach maintained through recharge (although increased rates and frequency of recharge likely).	No change from present.	No loss of sites behind the existing defences.	Beach present (with recharge), but may become more difficult to maintain. Car parking facilities maintained. Sea Palling IRB station maintained. No change to facilities behind existing defences.
<b>By 2105<sup>2</sup> When moving to managed</b>	Loss of large numbers of properties and up large areas of agricultural land.	Naturally-functioning system with possible large biodiversity gain but wider impact on Broadland habitats.	Significant impact on existing landscape of the broads, but with a possible enhancement of landscape quality in the long	Loss of/ damage to heritage sites, including Waxham Barn, windmills and Grade II and II* properties.	Change in beach location/ characteristics. Car parking facilities lost.

<b>realignment</b>	Associated infrastructure lost	Net loss in frontal dune volume.	term.		Sea Palling IRB station lost. Loss of facilities. Major loss of tourism draw of Norfolk Broads
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