

Fine Particulate Matter (PM2.5) targets and the Local Plan for the Broads

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1: Introduction

This Topic Paper addresses the requirement set by Government to demonstrate how Fine Particulate Matter (PM_{2.5}) targets have been considered in planning applications and decisions and Local Plans.

2: What is PM_{2.5}?

The following information is taken from [Particulate matter \(PM₁₀/PM_{2.5}\) - GOV.UK](#).

Particulate matter (PM) is everything in the air that is not a gas. It consists of a huge variety of chemical compounds and materials, some of which can be toxic. Due to the small size of many of the particles that form PM some of these toxins may enter the bloodstream and be transported around the body, lodging in the heart, brain and other organs. Therefore, exposure to PM can result in serious impacts to health, especially in vulnerable groups of people such as the young, elderly, and those with respiratory problems. As a result, particulates are classified according to size. The UK is currently focused on measuring the fractions of PM where particles are less than 10 micrometres in diameter (PM₁₀) and less than 2.5 micrometres in diameter (PM_{2.5}) based on the latest evidence on the effects of PM to health.

Fine PM (PM_{2.5}) and the precursor pollutants (that can form secondary PM) can travel large distances in the atmosphere. A proportion of the concentrations of PM that people in the UK are exposed to come from naturally occurring sources such as pollen and sea spray and some is transported to the UK from other European countries or international shipping. However, around half of UK concentrations of PM comes from anthropogenic sources in the UK such as domestic wood burning and tyre and brake wear from vehicles.

In terms of trends:

- **Urban background PM_{2.5} pollution has generally decreased despite a period of little change between 2015 and 2019**
- **Roadside PM_{2.5} pollution has generally decreased despite a period of little change between 2015 and 2019.**

In terms of the sources of PM_{2.5}, DEFRA ([FAQ 141 - Sources and Effects of PM_{2.5} | LAQM](#)) say the following.

'Human-made sources of PM_{2.5} are greater than natural sources, which make only a small contribution to the total concentration. Within UK towns and cities, emissions of PM_{2.5} from road vehicles are an important source. Consequently, levels of PM_{2.5} (and population exposure) close to roadsides are often much higher than those in background locations. In some places, industrial emissions can also be important, as can the use of non-smokeless fuels for heating and other domestic sources of smoke such as bonfires. Under some meteorological conditions, air polluted with PM_{2.5} from the continent may circulate over the

UK – a condition known as the long range transportation of air pollution. Long range transport, together with pollution from local sources, can result in short term episodes of high pollution which might have an impact on the health on those sensitive to high pollution.

In addition to these direct (i.e. primary) emissions of particles, PM_{2.5} can also be formed from the chemical reactions of gases such as sulphur dioxide (SO₂) and nitrogen oxides (NO_x: nitric oxide, NO plus nitrogen dioxide, NO₂); these are called secondary particles. Measures to reduce the emissions of these precursor gases are therefore often beneficial in reducing overall levels of PM_{2.5}.

Primary emissions of PM, the formation of secondary PM within the UK and long range transport of pollution from outside the UK all contribute to regional PM levels across the UK. Local primary emissions are also important in urban areas’.

3: PM2.5 Targets: Interim Planning Guidance

In November 2024, the Government released [Interim Planning Guidance on the consideration of the Environment Act PM2.5 targets in planning decisions](#). The guidance says ‘Planning Authorities are encouraged to consider the cumulative impact of development both in developing their Local Plan and when making decisions on a case-by-case basis. Whilst contributions from individual developments may be small, cumulatively they can lead to an increase in regional exposure, and so will have public health impacts and affect progress towards the targets’.

The following questions are included in the guidance and are designed to be used as prompts to support the interim process:

1. How has exposure to PM2.5 been considered when selecting the development site?

Applicants are advised to consider the following in their application:

- Site proximity to people (particularly large populations and/or vulnerable groups, e.g. schools, hospitals, care homes, areas of deprivation) and the impact of the development on these,
- Site proximity to pollution sources and the impact of these on users of the development,
- Exposure and emissions during both construction and in-use.

2. What actions and/or mitigations have been considered to reduce PM2.5 exposure for development users and nearby receptors (houses, hospitals, schools etc.) and to reduce emissions of PM2.5 and its precursors?

Applicants are advised to explain (with evidence where possible) why each measure was implemented. Or, if no mitigation measures have been implemented, why this was not proposed. Actions can refer to, but are not limited to, the following:

- Site layout,

- The development's design,
- Technology used in the construction or installed for use in the development,
- Construction and future use of the development.

4: PM2.5 and the Local Plan for the Broads

Taking into account the prompt questions set out in the guidance, which relate to the impact on human health, the following types of policies have been scoped into consideration in this Topic Paper:

- Allocations for residential dwellings
- Allocations for residential moorings
- Site specific policies relating to employment areas
- Some of the development management policies

The following table uses the prompts that are set out in section 3 above and assesses the relevant policies of the Local Plan for the Broads.

Policy	Summary of policy	Potential relevant sources of PM2.5	Site proximity to people and the impact of the development on these	Site proximity to pollution sources and the impact of these on users of the development	Exposure and emissions during both construction and inuse.	Site layout	The development's design	Technology used in the construction or installed for use in the development	Construction and future use of the development.	Conclusion	Proposed changes to the policies
Policy PUBDM3: Pollution and Hazards in development and protecting environmental quality	All development proposals will protect the quality of the environment.	This is not a site-specific policy.								This policy addresses air pollution already so is relevant to the PM2.5 guidance. It could refer to PM2.5 in the supporting text.	Refer to PM2.5 in the supporting text.
Policy PUBDM20: Energy demand and performance of new buildings (including extensions)	The expected energy use of buildings must be as low as possible.	This is not a site-specific policy.								This policy will generally be positive in aiming to reduce PM2.5 as it seeks low energy use of buildings.	None.
Policy PUBDM27: Amenity	Protecting the amenity of both the future occupiers of new development and the occupiers of existing developments	This is not a site-specific policy.								The policy already refers to airborne pollutants. Reference to PM2.5 could be made in the	Refer to PM2.5 in the supporting text.

Policy	Summary of policy	Potential relevant sources of PM2.5	Site proximity to people and the impact of the development on these	Site proximity to pollution sources and the impact of these on users of the development	Exposure and emissions during both construction and inuse.	Site layout	The development's design	Technology used in the construction or installed for use in the development	Construction and future use of the development.	Conclusion	Proposed changes to the policies
	is vital for the sustainability of communities in the Broads.									supporting text.	
Policy PUBSP8: Accessibility and Transport	Development will be well located and designed to maximise the use of sustainable forms of transport appropriate to its particular location. All new development is required to address the transport implications of that development. Development proposals need to contribute towards an efficient and safe transport network that	This is not a site-specific policy.								The policy is generally positive in relation to aiming to reduce PM2.5 as it seeks the use of sustainable modes of travel.	None.

Policy	Summary of policy	Potential relevant sources of PM2.5	Site proximity to people and the impact of the development on these	Site proximity to pollution sources and the impact of these on users of the development	Exposure and emissions during both construction and inuse.	Site layout	The development's design	Technology used in the construction or installed for use in the development	Construction and future use of the development.	Conclusion	Proposed changes to the policies
	offers a range of transport choices for the movement of people and goods.										
Policy PUBDM29: Transport, highways and access	Requires assessment of development on the highway and seeks sustainable modes of transport.	This is not a site-specific policy.								The policy is generally positive in aiming to reduce PM2.5 as it seeks sustainable modes of transport. Reference to PM2.5 in the supporting text would be useful.	Refer to PM2.5 in the supporting text.
Policy PUBDM31: New employment development	Sets criteria that new employment development needs to meet.	This is not a site-specific policy.								The policy already refers to airborne emissions and locational criteria that seek less	Refer to PM2.5 in the supporting text.

Policy	Summary of policy	Potential relevant sources of PM2.5	Site proximity to people and the impact of the development on these	Site proximity to pollution sources and the impact of these on users of the development	Exposure and emissions during both construction and inuse.	Site layout	The development's design	Technology used in the construction or installed for use in the development	Construction and future use of the development.	Conclusion	Proposed changes to the policies
										motor vehicle usage. Reference to PM2.5 in the supporting text would be useful.	
Policy PUBSP12: Sustainable tourism and Policy PUBDM36: Sustainable tourism and recreation development	Sets criteria that new tourism development needs to meet.	This is not a site-specific policy.								The policy already refers to locational criteria that seek less motor vehicle usage. Reference to PM2.5 in the supporting text would be useful.	Refer to PM2.5 in the supporting text.
Policy PUBDM44: Residential development within defined Development Boundaries	Directs development to areas with access to key services.	Transport, construction.	The development boundaries are in towns.	No known pollution sources in the settlements. The amenity policy (PUBDM27) will guide what is acceptable,	Development boundaries relate mainly to residential houses and moorings, but also employment	Not known. Policies in the Local Plan will influence this.	Not known. Policies in the Local Plan will influence this.	Not known at this stage.	Development boundaries relate mainly to residential houses and moorings, but also employment	Generally, this is positive in relation to aiming to reduce PM2.5 because residential development	None.

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				reflecting the proposal and location of any scheme or proposal.	and tourism uses.				and tourism uses.	is directed to areas with access to key services by a variety of modes of transport.	
Policy PUBPS16: Strategic Design Policy and Policy PUBDM52: Design	Seeks well-designed places. All development will be expected to be of a high design quality.	These are not site-specific policies.								Generally, these policies will be positive in aiming to reduce PM2.5 because they seek permeability for sustainable transport modes and refer to construction waste	None.
Policy PUBDM53: Source of heating	The policy sets out a preferred method of heating hierarchy in respect of	This is not a site-specific policy.								Generally, this policy will be positive in aiming to reduce	Refer to PM2.5 in the supporting text as further

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	source of heating. Replacement buildings are required to improve their method of heating in line with the hierarchy. New buildings are required to be ready for other heating technologies.									PM2.5 as it refers to heating source and seeks schemes that do not use oil. Reference to PM2.5 in the supporting text would be useful.	justification for this policy.
Policy PUBDM59: Designing places for healthy lives	Development proposals that support healthy choices, healthy behaviours and reduce health inequalities will be supported.	This is not a site-specific policy.								The small sites and large sites checklist already refers to dust associated with construction and active travel modes.	None.
Policy PUBBRU2: Riverside Estate Boatyards, etc., including land	Guides development at the boatyards.	Industrial, construction, transport.	The site is not a new site; it is existing. Not aware of any	No known pollution sources nearby.	Not known at this stage. The Local Plan and other relevant	Not known at this stage. The Local Plan and	Not known at this stage. The Local Plan and other relevant	Not known at this stage. The Local Plan and other relevant	Policy does not propose development, it seeks to guide	Policy does not allocate a specific use for the site,	None.

Policy	Summary of policy	Potential relevant sources of PM2.5	Site proximity to people and the impact of the development on these	Site proximity to pollution sources and the impact of these on users of the development	Exposure and emissions during both construction and in use.	Site layout	The development's design	Technology used in the construction or installed for use in the development	Construction and future use of the development.	Conclusion	Proposed changes to the policies
adjacent to railway line			vulnerable groups nearby. The amenity policy (PUBDM27) will guide what is acceptable, reflecting the proposal and location of any scheme or proposal.		guidance will influence any future proposals.	other relevant guidance will influence any future proposals.	guidance will influence any future proposals.	guidance will influence any future proposals.	any development proposals put forward. As such, the construction and future use of any proposals on site are not known. That being said, the site will likely continue as boatyard use.	but guides what is acceptable. Other general development management policies referred to earlier in this table will apply.	
Policy PUBBRU6: Brundall Gardens	Residential mooring allocation.	Transport.	The site is not a new site; it is existing. Not aware of any vulnerable groups nearby. Few nearby residents. The amenity policy (PUBDM27) will guide what is acceptable, reflecting the proposal and location of any	No known pollution sources nearby.	Limited, if any, construction as the moorings are in place already. In use would be transport and travel associated with living at the moorings.	Residential moorings would replace existing moorings, no new moorings expected.	Residential moorings would replace existing moorings, no new moorings expected.	Residential moorings would replace existing moorings, no new moorings expected.	Limited construction work expected as existing moorings would be used for residential boats. Travel and transport to and from the site. The site is next to a train station and walking distance to key	Limited construction. Other general development management policies referred to earlier in this table will apply.	None.

Policy	Summary of policy	Potential relevant sources of PM2.5	Site proximity to people and the impact of the development on these	Site proximity to pollution sources and the impact of these on users of the development	Exposure and emissions during both construction and inuse.	Site layout	The development's design	Technology used in the construction or installed for use in the development	Construction and future use of the development.	Conclusion	Proposed changes to the policies
			scheme or proposal.						services within the town.		
Policy PUBCAN1: Cantley Sugar Factory	Guides development at this industrial site.	Industrial, construction transport.	On the edge of Cantley which is a small village. Not aware of any vulnerable groups nearby.	The processes on site and related traffic are likely to mean this site is classed as a source of pollution.	The processes on site and related traffic may class this site as a source of pollution.	This is an existing site and new proposals will fit within the constraints on site.	This is an existing site that is industrial in nature.	The site produces sugar and there are technical processes associated with that.	Policy does not propose development, it seeks to guide any development proposals put forward. The construction and future use of any proposals on site are not known, it is likely that the site will continue as a factory that produces sugar.	This is an existing site that has technical processes associated with sugar production. It does emit pollution and there will be associated guidance and regulations for the technology used on site that sit outside of planning. Other development management policies referred to earlier in this table will apply.	Refer to PM2.5 in the supporting text as further justification for this policy.

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Policy PUBCHE1: Greenway Marine residential moorings	Residential mooring allocation.	Transport.	The site is not a new site,it is existing. Not aware of any vulnerable groups nearby. Few nearby residents. The amenity policy (PUBDM27) will guide what is acceptable, reflecting the proposal and location of any scheme or proposal.	No known pollution sources nearby.	Limited, if any construction as the moorings are in place already. In use would be transport and travel associated with living at the moorings.	Residential moorings would replace existing moorings. So no new moorings expected.	Residential moorings would replace existing moorings. So no new moorings expected.	Residential moorings would replace existing moorings, so no new moorings expected.	Limited construction work expected as existing moorings would be used for residential boats. Travel and transport to and from the site. The site is next to a train station and walking distance to key services within the town.	Limited construction. Other general development management policies referred to earlier in this table will apply.	None.
Policy PUBGIL1 Gillingham residential moorings (H. E. Hipperson's Boatyard)	Residential mooring allocation.	Transport.	The site is not a new site, it is existing. Not aware of any vulnerable groups nearby. Few nearby residents. The amenity policy (PUBDM27) will guide what is acceptable, reflecting the	No known pollution sources nearby.	Limited, if any construction as the moorings are in place already. In use so would be transport and travel associated with living at the moorings.	Residential moorings would replace existing moorings. So no new moorings expected.	Residential moorings would replace existing moorings. So no new moorings expected.	Residential moorings would replace existing moorings. So no new moorings expected.	Limited construction work expected as existing moorings would be used for residential boats. Travel and transport to and from the site. The site is next to a train station	Limited construction. Other general development management policies referred to earlier in this table will apply.	None.

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			proposal and location of any scheme or proposal.						and walking distance to key services within the town.		
Policy PUBGTY1: Marina Quays (Port of Yarmouth Marina)	Mixed use allocation.	Transport, construction.	Few nearby residents. Not aware of any vulnerable groups nearby. The amenity policy (PUBDM27) will guide what is acceptable, reflecting the proposal and location of any scheme or proposal.	No known pollution sources nearby.	Uses could include residential and water related uses. In terms of travel and transport, site is near to a railway station and bus route.	Not known at this stage. The Local Plan and other relevant guidance will influence any future proposals.	Not known at this stage. The Local Plan and other relevant guidance will influence any future proposals.	Not known at this stage. The Local Plan and other relevant guidance will influence any future proposals.	Could include residential and water related uses. In terms of travel and transport, site is near to a railway station and bus route.	Policy does not allocate a specific use for the site, but guides what can happen. Other general development management policies referred to earlier in this table will apply.	None.
Policy PUBHOR6: Horning - Boatyards, etc. at Ferry Road. and Ferry View Road	Guides development at the boatyards.	Industrial, construction transport.	The site is not a new site, it is existing. Not aware of any vulnerable groups nearby. The amenity policy (PUBDM27) will guide what is	No known pollution sources nearby.	Not known at this stage. The Local Plan and other relevant guidance will influence any future proposals.	Not known at this stage. The Local Plan and other relevant guidance will influence	Not known at this stage. The Local Plan and other relevant guidance will influence any future proposals.	Not known at this stage. The Local Plan and other relevant guidance will influence any future proposals.	Policy does not propose development. Policy seeks to guide any development proposals put forward. The construction and future use of	Policy does not allocate a specific use for the site, but guides what can happen. Other general development	None.

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			acceptable, reflecting the proposal and location of any scheme or proposal.			any future proposals.			any proposals on site are not known. That being said, the site will likely continue as boatyard use.	management policies referred to earlier in this table will apply.	
Policy PUBHOV3: Brownfield land off Station Road, Hoveton	Mixed use allocation.	Industrial, construction transport.	Within a town. Not aware of any vulnerable groups nearby. The amenity policy (PUBDM27) will guide what is acceptable, reflecting the proposal and location of any scheme or proposal.	No known pollution sources nearby.	Uses could include residential, holiday and town centre uses given its location. In terms of travel and transport, site is near to a railway station and bus route.	Not known at this stage. The Local Plan and other relevant guidance will influence any future proposals.	Not known at this stage. The Local Plan and other relevant guidance will influence any future proposals.	Not known at this stage. The Local Plan and other relevant guidance will influence any future proposals.	Could include residential, holiday and town centre uses given its location. In terms of travel and transport, site is near to a railway station and bus route.	Policy does not allocate a specific use for the site, but guides what can happen. Other general development management policies referred to earlier in this table will apply.	None.
Policy PUBNOR1: Utilities Site	Mixed use allocation.	Industrial, construction transport.	On the edge of a city. Not aware of any vulnerable groups nearby. The amenity policy	No known pollution sources nearby. Site is near a train depot, but that is not necessarily a	Uses could include residential and employment.	Not known at this stage. The Local Plan and other relevant guidance will	Not known at this stage. The Local Plan and other relevant guidance will	Not known at this stage. The Local Plan and other relevant guidance will influence any	Uses could include residential and employment.	Policy does not allocate a specific use for the site, but guides what can happen.	None.

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			(PUBDM27) will guide what is acceptable, reflecting the proposal and location of any scheme or proposal.	pollution source.		influence any future proposals.	influence any future proposals.	future proposals.		Other general development management policies referred to earlier in this table will apply.	
Policy PUBORM1: Ormesby waterworks	Guides development at the waterworks.	Industrial, construction transport.	Few nearby residents. Not aware of any vulnerable groups nearby. The amenity policy (PUBDM27) will guide what is acceptable, reflecting the proposal and location of any scheme or proposal.	No known pollution sources nearby.	Proposals would be associated with water supply for the local population.	Not known at this stage. The Local Plan and other relevant guidance will influence any future proposals.	Not known at this stage. The Local Plan and other relevant guidance will influence any future proposals.	Not known at this stage. The Local Plan and other relevant guidance will influence any future proposals.	Continued use of waterworks. The details of future projects is not known at this stage. The policy generally guides future development.	Policy does not allocate a specific use for the site, but guides what can happen. Other gnereal development management policies referred to earlier in this table will apply.	None.
Policy PUBOUL2: Oulton Broad - Former	Mixed use allocation.	Transport, construction.	This is within a Town. Not aware of any vulnerable groups nearby.	No known pollution sources nearby.	Uses could include residential and employment.	Not known at this stage. The Local Plan and other	Not known at this stage. The Local Plan and other relevant guidance will	Not known at this stage. The Local Plan and other relevant guidance will	Uses could include residential and employment.	Policy does not allocate a specific use for the site, but guides	None.

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Pegasus/Hamptons Site			Residential uses are next to the site. There are key services within walking distance which could be accessed by means other than motor vehicle.			relevant guidance will influence any future proposals.	influence any future proposals.	influence any future proposals.		what can happen. Other general development management policies referred to earlier in this table will apply.	
Policy PUBSOM1: Somerleyton Marina Residential Moorings	Residential mooring allocation.	Transport.	The site is not a new site; it is an existing site. Not aware of any vulnerable groups nearby. Few nearby residents The amenity policy (PUBDM27) will guide what is acceptable, reflecting the proposal and location of any scheme or proposal.	No known pollution sources nearby.	Limited, if any construction as the moorings are in place already. In use so would be transport and travel associated with living at the moorings.	Residential moorings would replace existing moorings. So no new moorings expected.	Residential moorings would replace existing moorings. So no new moorings expected.	Residential moorings would replace existing moorings. So no new moorings expected.	Limited construction work expected as existing moorings would be used for residential boats. Travel and transport to and from the site. The sites is next to a train station and walking distanc to key services within the town.	Limited construction. Other general development management policies referred to earlier in this table will apply.	None.

Policy	Summary of policy	Potential relevant sources of PM2.5	Site proximity to people and the impact of the development on these	Site proximity to pollution sources and the impact of these on users of the development	Exposure and emissions during both construction and inuse.	Site layout	The development's design	Technology used in the construction or installed for use in the development	Construction and future use of the development.	Conclusion	Proposed changes to the policies
Policy PUBSTA1: Land at Stalham Staithe (Richardson's Boatyard)	Guides development at the boatyard. Residential mooring allocation.	Industrial, construction transport.	The site is not a new site; it is an existing site. Not aware of any vulnerable groups nearby. Few nearby residents. The amenity policy (PUBDM27) will guide what is acceptable, reflecting the proposal and location of any scheme or proposal.	No known pollution sources nearby.	Limited, if any construction as the moorings are in place already. In use would be transport and travel associated with living at the moorings. In terms of boatyard uses, not known at this stage. The Local Plan and other relevant guidance will influence any future proposals.	Residential moorings would replace existing moorings. So no new moorings expected. In terms of boatyard uses, not known at this stage. The Local Plan and other relevant guidance will influence any future proposals.	Residential moorings would replace existing moorings. So no new moorings expected. In terms of boatyard uses, not known at this stage. The Local Plan and other relevant guidance will influence any future proposals.	Residential moorings would replace existing moorings. So no new moorings expected. In terms of boatyard uses, not known at this stage. The Local Plan and other relevant guidance will influence any future proposals.	Limited construction work expected as existing moorings would be used for residential boats. Travel and transport to and from the site. The site is next to a train station and walking distance to key services within the town. The site will likely continue as boatyard use.	Limited construction. Other general development management policies referred to earlier in this table will apply. In terms of boatyard use, policy does not allocate a specific use for the site, but guides what can happen.	None.
Policy PUBTSA3: Griffin Lane – boatyards and industrial area	Guides development at the boatyards.	Industrial, construction transport.	The site is not a new site; it is an existing site. Not aware of any vulnerable groups nearby. The amenity policy	No known pollution sources nearby.	Not known at this stage. The Local Plan and other relevant guidance will influence any future proposals.	Not known at this stage. The Local Plan and other relevant guidance will influence	Not known at this stage. The Local Plan and other relevant guidance will influence any future proposals.	Not known at this stage. The Local Plan and other relevant guidance will influence any future proposals.	Policy does not propose development. Policy seeks to guide any development proposals put forward. As	Policy does not allocate a specific use for the site, but guides what can happen. Other	None.

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			(PUBDM27) will guide what is acceptable, reflecting the proposal and location of any scheme or proposal.			any future proposals.			such, the construction and future use of any proposals on site are not known. The site will likely continue as boatyard use.	general development management policies referred to earlier in this table will apply.	
Policy PUBTHU1: Tourism development at Hedera House, Thurne	Residential and holiday dwellings allocation.	Transport, construction.	Some nearby residents, but Thurne is a small village. Not aware of any vulnerable groups nearby. The amenity policy (PUBDM27) will guide what is acceptable, reflecting the proposal and location of any scheme or proposal.	No known pollution sources nearby.	Residential land use.	The site has planning permission. It will be for promoters to design scheme according to the site and any constraints on site.	The site has planning permission. It will be for promoters to design scheme according to the site and any constraints on site.	The site has planning permission. It will be for promoters to design scheme according to the site and any constraints on site.	Development will be housing with construction and travel and transport associated with housing use.	Other general development management policies referred to earlier in this table will apply.	None.
Policy PUBSSA47: Road schemes on	Seeks to guide roads schemes on the A47.	Industrial, construction transport.	Few residential properties nearby. Users are in motor	No known pollution sources nearby.	In terms of construction, would expect National	Layout to be determined, although there will be	Design to be determined, although there will be national	For National Highways to determine.	For National Highways to determine.	The policy does not propose road schemes, but	Refer to PM2.5 in policy and

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the Acle Straight (A47T)			vehicles. Not aware of any vulnerable groups nearby.		Highways to address PM2.5 emissions. In terms of use, this is a road that exists and passes through the Broads and will have motor vehicles using it.	national guidance for road schemes.	guidance for road schemes.		In terms of use, this is a road that exists and passes through the Broads and will have motor vehicles using it.	seeks to guide any schemes that come forward. There will be guidance and standards for the design of roads, but the policy could refer to PM2.5.	supporting text.