

ANNEX 2

SUSTAINABILITY APPRAISAL RECOMMENDATIONS AND CITY COUNCIL RESPONSE

DM Policy (Reg. 19 stage)	SA recommendation (Reg. 19 stage)	Norwich City Council response to recommendation	Norwich City Council recommended policy change
COMMUNITIES			
Community Facilities (DM22)	Schools have the potential to significantly increase the number of private car journeys. Policy DM22 should explicitly state the need to keep private car travel as low as feasibly possible.	ACCEPTED: Although both policies DM1 (delivering sustainable development) and Policy DM28 (sustainable travel) require development to reduce car dependency, an explicit requirement in the policy clause on schools development would reinforce this.	Recommended to amend Policy DM22 clause a) to read “Proposals for new or replacement schools and other educational facilities, extensions to existing schools and changes of use for school or other educational and training purposes will be accepted and permitted where: a) they would not undermine the objectives for sustainable development set out in policy DM1; <u>in particular by increasing the need to travel by private car</u> ”
NORWICH AIRPORT			
Norwich Airport (DM27)	It is recommended that the Norwich Airport Masterplan, once complete, is subject to Sustainability Appraisal/Strategic Environmental Assessment.	NOTED: However it is expected that the Airport Masterplan would be prepared by the airport operating company. Although it would be necessary to ensure that sustainability considerations were fully taken into account in order for the city council to endorse the masterplan, a privately prepared planning and	No change recommended to policy DM27. Recommended that a reference be added in the supporting text clarifying the council's expectations for sustainability issues to be addressed in the masterplan; delegated approval to be given to officers to finalise wording prior to publication.

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		management framework for a commercial airport is not a development plan document and would therefore not be subject to the requirements for formal sustainability appraisal.	
Norwich Airport (DM27)	It is recommended that safeguards to ensure that pollution from airport related development arising as a result of DM policy 27 will not have a significant effect on watercourses draining to the Broadland SAC, SPA and Ramsar site are confirmed with Natural England and the Environment Agency.	NOTED: It is acknowledged that watercourses to the north of the airport in the vicinity of Horsham St Faith drain into the Bure and there may be potential for indirect impacts from aviation-related development in that area on protected habitats in the Broads. However it is considered that Joint Core Strategy policies 1 and 3 provide sufficient safeguards by requiring development to <i>"minimise water use and protect groundwater sources"</i> (Policy 1) and to <i>"ensure that water quality is protected or improved, with no significant detriment to areas of environmental importance"</i> (Policy 3).	No change recommended to policy DM27.
PLANNING OBLIGATIONS			
Planning Obligations (DM33)	It is considered that although a more detailed policy DM33 is inappropriate for a Local Plan policy, the potential benefits of listing the types of the infrastructure that can be funded through planning obligations are significant. Therefore it is recommended that an Appendix	NOT ACCEPTED. Although further detailed guidance on the scope and operation of planning obligations may be appropriate to bring forward through SPD, we consider it inappropriate to include an appendix seeking to set out definitively	No change recommended to policy DM33. No appendix proposed, since it would not add anything to what is already in the Joint Core Strategy and CIL provisions. Consider appropriate review and amplification of existing SPDs which make provision for local

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	<p>is created for this policy that lists the following infrastructure: Transportation; Green infrastructure; Community infrastructure; Historic environment; Waste recycling; Renewable energy infrastructure; Flood prevention and drainage; Economic development infrastructure (and associated skills and training). This would help to ensure that funding for essential infrastructure is a material consideration of a proposed development.</p>	<p>which matters must be dealt with by planning obligations. Appendix 7 of the Joint Core Strategy already sets out a broad overview of the types of strategic infrastructure that are necessary to deliver growth in the greater Norwich area (this will be funded through CIL, not planning obligations). The city council's list of qualifying infrastructure under Regulation 123 of the CIL regulations will also set out matters which still need be covered by planning obligations locally. Strategic infrastructure priorities (identified through a delivery plan) and the Regulation 123 list itself will be subject to at least annual review through publicly accountable member decisions informed by the investment priorities of the GNDP and any specific spending priorities identified by local communities. Inclusion of such material in an appendix to this plan would be unsound in advance of the introduction of CIL and government decisions on CIL funding of affordable housing. Such an approach would also be highly inflexible (since it could not be amended over the intended 15 year plan period without reviewing the plan in its entirety).</p>	<p>planning obligations to cover specific matters once CIL is adopted.</p>