

Sustainable development panel

Date: Wednesday, 13 September 2017

Time: 09:30

Venue: Westwick room, City Hall, St Peters Street, Norwich, NR2 1NH

Committee members:*

Councillors:

Stonard (chair)
Thomas (Va)
Brociek-Coulton
Davis
Grahame
Jackson
Lubbock
Malik

For further information please contact:

Committee officer: Jackie Rodger
t: (01603) 212033
e: jackierodger@norwich.gov.uk

Democratic services
City Hall
Norwich
NR2 1NH

www.norwich.gov.uk

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Date of publication: **Tuesday, 05 September 2017**



Sustainable development panel

09:30 to 11:40

19 July 2017

Present: Councillors Stonard (chair, following appointment), Thomas (Va) (vice chair following appointment), Brociek-Coulton, Carlo (substitute for Councillor Grahame), Davis, Jackson, Lubbock and Malik

Apologies Councillor Grahame

1. Appointment of chair

RESOLVED to appoint Councillor Stonard as chair for the ensuing civic year.

2. Appointment of vice chair

RESOLVED to appoint Councillor Thomas as vice chair for the ensuing civic year.

3. Declarations of interest

There were no declarations of interest.

4. Minutes

RESOLVED to agree the accuracy of the minutes of the meetings held on 29 March 2017.

5. Greater Norwich Local Plan Progress Report and Evidence Update

(Councillor Lubbock left the meeting towards the end of this item.)

The head of planning services introduced the report and explained the key issues contained in the recently published Strategic Housing Market Assessment (SHMA).

During discussion, the head of planning services and the Greater Norwich planning policy team manager, referred to the report, particularly Appendix A, and answered members' questions. The Greater Norwich Local Plan (GNLP) would include purpose built student accommodation as part of its evidence and would count towards the five year land supply. The housing need baseline would be marginally lower than the baseline for the Joint Core Strategy (JCS) but would be robust and defensible. There was a backlog of sites with planning permission that had yet to be developed. The highest level of need for affordable housing was in the city centre (38 per cent) and this needed to be rental (at affordable rents for people on benefits) or shared ownership. There was uncertainty about Brexit which affected market confidence. The panel considered the needs for new housing which included people living longer and the increase in the demand for smaller households; people moving

into the area and that not enough houses have been delivered. It was difficult to “regulate” that landlords accepted tenants on benefits through the planning process other than ensure that affordable rental housing was delivered.

A member outlined her concerns about the outcomes of the JCS and suggested that the assessment of housing need had been too high and had an unfortunate effect of allocating more housing to Greenfield sites, housing developments not being delivered and the number of affordable housing units had not been achieved. She referred to the housing development at Blofield which had been allowed at appeal because of the five-year land supply. The head of planning services replied that the JCS was based on the evidence at the time and a growth led plan to stimulate the economy and growth in the city council, South Norfolk and Broadland area. He said that there were different economic circumstances before 2008. Norwich could demonstrate a five-year land supply because of the allocation of sites and those sites with existing planning permission. There has been a spread of development since the JCS which was not in accordance with the plan. There was no mechanism to deliver through the market of other means. The delivery of affordable housing through development was balanced by the “loss” of affordable homes through the sale of council housing which outpaced the production of new affordable units. The member suggested that the projections of housing need were unrealistic. The head of planning services pointed out that the only time that housing need had been met was in the post war period where the public sector had delivered social housing. In reality the situation was to make the system work to the best advantage. The government proscribed the methodology used for the plan. Housing needs were extrapolated from past trends, such as birth-rates and people moving into the area. The housing needs in the GNLP would be at the lower end of this range of figures and sufficiently robust to defend the process. The Greater Norwich planning policy team manager said that the figure of 8,900 was the best estimate but would not stop the plan making use of windfall sites and allowed a buffer of around 20 per cent. The standard methodology would be used to assess housing need throughout the life of the plan.

The Greater Norwich planning policy team manager and the head of planning services then presented the Growth Strategy Options as set out in the report. It was essential that the city council co-operated with its neighbouring authorities as only 1,500 of the additional 8,900 housing units required to meet the needs of current and future residents were within the city council’s administrative area. Members were advised that 1,500 was a best estimate, which could rise or fall, and was additional to sites already allocated or with planning permission on them.

Discussion ensued on each of the options. Members considered that all options should be included in the consultation as to remove any at this stage would open the process up to legal challenge. However members did not favour Option 4 Dispersal and Option 5 Dispersal plus a new settlement because these options were the least sustainable. Dispersal to the edge of the city was only sustainable along transport corridors. Members considered that they were against the principle of new settlements but considered that there was potential to expand existing villages or towns, provided there were good transport links and that there was sufficient density and critical mass to sustain local services, such as vibrant district centres. Option 1 - Urban Concentration (close to Norwich) was the preferred option. However members considered a combination of all Option 1 with Option 2 – Transport Corridors and Option 3 – Supporting the Cambridge Norwich Tech Corridor could be

acceptable. Members were sceptical about Option 7 – Dispersal, Urban Growth and a New Village.

RESOLVED to:

- (1) note the progress being made on the Greater Norwich Local Plan and the publication of the updates Strategic Housing Market Assessment;
- (2) to recommend to cabinet that:
 - (a) Option 1 is the preferred option for additional housing allocations;
 - (b) no options to be ruled out at this consultation stage to ensure the robustness of the GNLP;
 - (c) a combination of Options 1, 2 and 3 will be considered but there needs to be evidence to support the sustainability of expansion of existing settlements;
 - (d) there needs to be further evidence to support the sustainability of Options 4, 5 and 7;
 - (e) opposes the principle of creating new settlements.

6. Feedback from the One Planet Norwich Festival 2017

The environmental strategy manager presented the report and answered members' questions. He said that sponsorship was being sought so that the event would be cost neutral next year. The combination with the Eco-awards made it cost effective.

Members said that they had enjoyed the event and praised the face painter who had raised £200 for Solar Aid.

RESOLVED to receive the report.

7. River Wensum Strategy Update

The head of planning services presented the report and said that there would be an opportunity for the panel to comment on the consultation at its next meeting. It was therefore proposed that the September meeting would be brought forward a week so that the panel could comment during the consultation period.

A member asked whether residential mooring on the banks of the River Wensum would be considered. The head of planning services said that there was reference to residential mooring in the strategy that would be put out to consultation.

RESOLVED to:

- (1) note the forthcoming consultation on the draft River Wensum Strategy;

- (2) bring forward the next meeting from 20 September to 13 September 2017, so that a collective response can be made to the River Wensum Strategy.

CHAIR

Report to	Sustainable development panel	Item
	13 September 2017	
Report of	Director of regeneration and development	4
Subject	Norwich City Council response to Norwich Airport Draft Masterplan	

Purpose

To consider Norwich Airport's proposals for the expansion of the airport to 2045, set out in the draft masterplan.

Recommendation

To recommend that cabinet endorses the draft masterplan for Norwich Airport, subject to a number of proposed changes, and further consideration of an amended draft.

Corporate and service priorities

The report helps to meet the corporate priority to provide a prosperous and vibrant city.

Financial implications

There are no direct financial implications arising from this report.

Ward/s: Catton Grove

Cabinet member: Councillor Stonard – Sustainable and Inclusive Growth

Contact officers

Judith Davison, planning policy team leader 01603 212529

Graham Nelson, head of planning services 01603 212530

Background documents

None

Report

Introduction

1. Norwich Airport (NA) has published a draft masterplan for the airport for public consultation. The consultation period commenced in June and ends on 15 September 2017. The document is available to view at <https://www.norwichairport.co.uk/masterplan/>.
2. The Department of Transport requires airports to prepare masterplans addressing the core areas of forecast growth, infrastructure proposals, safeguarding of land and property, impact on people and the natural environment, and proposals to minimise and mitigate impacts. The intention is that masterplans are updated every 5 years, or when conditions or proposals deviate from those in the agreed masterplan.
3. The draft masterplan for Norwich Airport looks ahead until 2045 and consists of 2 phases: phase 1 until 2030, and phase 2 from 2030-2045.

Background

4. Norwich City Council is the local planning authority for the majority of the airport site and also has a landowner interest in the airport, jointly owning land within the airport boundary with Norfolk County Council. In addition the city council and county council jointly own the adjacent Norwich Airport Industrial Estate (NAIE) to the south.
5. Norwich Airport has been used as an airfield since the Second World War. Most of the airfield and buildings were bought by Norwich City Council and Norfolk County Council in 1967, and the civil airport opened for passengers in 1968.
6. The main terminal opened in 1988 and was extended in 2006. The airport handled approximately 460,000 passengers in 2015 and is now reporting that passenger numbers are in excess of 500,000 for the first time since 2008, although numbers remain some way below the peak recorded in 2007 of 772,000. The majority of passenger are scheduled and charter passengers. It also serves the off-shore market which represented around 22% of all passenger journeys in 2015.
7. The airport is an important local employer, generating around 1,240 full time equivalent (FTE) jobs on site, with an estimated 83% of employees living in Norwich, and supports a further 360 indirect jobs in the Norwich area. A number of aviation related businesses operate at the southern end of the airport site within the vicinity of the eastern apron. They include KLMUKE and Air Livery, both of which are aircraft Maintenance Repair and Overhaul (MRO) operations. KLMUKE has been providing maintenance at NA for 46 years; Air Livery carries out aircraft painting operations and has plans to grow in the future.
8. The airport also supports a considerable number of jobs elsewhere in the local economy. There are some airport related uses located on the adjacent Norwich Airport Industrial Estate (NAIE), for example the recently opened Aviation Academy.
9. The Northern Distributor Route (NDR), currently under construction and due to open in winter 2017-18, runs directly to the north of the airport and will greatly enhance its accessibility by car.

10. Due to the established nature of the use of the NA site as an airfield, permitted development rights apply to the development of operational land in connection with the provision of services and facilities.

Summary of proposals

11. The masterplan estimates that passenger numbers will grow steadily from 460,000 in 2015 to 930,000 in 2030, and to 1.4 million in 2045. The majority of the growth is anticipated in scheduled and chartered flights, rising from 77% of all passengers in 2015 to 95% in 2045. It is expected that the off-shore markets will significantly decline as a proportion of passengers over the same period.
12. Business aviation services are expected to grow within the masterplan period, through Norwich based operators such as Saxonair for example.
13. The masterplan sets out the main elements of the airport growth strategy to 2045 to support the increased passenger numbers. The majority of proposals are within the first phase of growth to 2030 and include: expansion of the existing main terminal building; additional apron capacity; limited expansion of existing maintenance facilities; increased car parking with new provision either through decking current car parks or potentially through reuse of the existing park and ride site assuming this can be relocated in future
14. Phase 2 (to 2045) includes: a 500 metre expansion of the main runway to the east (including land in Broadland District Council area) to accommodate larger aircraft in the future; and relocation of the air traffic control tower to the south of the runway. Longer term parking is also proposed on the Paddocks site on Holt Road.
15. The masterplan estimates a significant increase in jobs growth during its 20 year lifespan. It estimates that direct jobs will increase from the current figure of 1,240 jobs to 1,950 in 2030 and to 2,590 in 2045.
16. Notwithstanding these proposals for expansion and the potential extension of the runway the Masterplan concludes that there is no need to continue to safeguard 'Site 4' (41ha of land to the north of the runway which currently has planning permission for 95,000 sq m of aviation related development) for aviation related purposes. The Airport Masterplan, therefore, seeks the "flexibility to remove all or part of this area from within the operational boundary, depending on market demand for aviation and / or non-aviation related development".

Council's response to the masterplan

17. In general, Norwich City Council welcomes the publication of the draft masterplan for Norwich Airport, supporting its aspirations for expansion of the airport and welcoming the positive economic benefits that this will have for the local and regional economy.
18. The full text of the proposed response is set out at Appendix 1. The response covers a number of key issues including the airport's growth strategy and how best this can be managed to the benefit of both Norwich Airport and the city, transportation issues including surface access (formulated with input from Transport for Norwich), the future of Site 4, and potential environmental impacts. The response also discusses the interrelationship between the airport and the NAIE and the impact of the airport's expansion on the latter.

19. Members are recommended to endorse the masterplan subject to a number of proposed changes being incorporated within the revised document. The key changes required are:
- (a) that the Masterplan should contain a clear commitment to producing a Surface Access Strategy within a 3 year period supported by a Transport Assessment, and should also commit to an update of the Masterplan, if required, to ensure consistency with the Surface Access Strategy;
 - (b) the masterplan is amended so that it proposes retention of at least a significant part of Site 4 within the operational boundary, in the absence of objective evidence to support its entire removal, to allow long term possible expansion of existing MRO operators or the attraction of further such operators to the airport.
20. The intention is that the masterplan will be brought back to cabinet, once revised, for formal endorsement by the city council in due course.

Appendix 1:

Norwich City Council response to the Draft Airport Masterplan

Norwich Airport draft masterplan June 2017:

Norwich City Council response

Introduction

1. Norwich City Council welcomes the publication of the draft masterplan for Norwich Airport, supporting its aspirations for expansion of the airport and welcoming the positive economic benefits that this will have for the local and regional economy.
2. In addition to its role as local planning authority for the majority of the airport site, Norwich City Council also has a landowner interest in the airport, jointly owning land within the airport boundary (Site 4 – land to the north of the runway) with Norfolk County Council. In addition the city council and county council jointly own the adjacent Norwich Airport Industrial Estate (NAIE).
3. The city council's response to the draft masterplan covers a number of key issues including the airport's growth strategy and how best this can be managed to the benefit of both Norwich Airport and the city, transportation issues including surface access (formulated with input from Transport for Norwich), the future of Site 4, and potential environmental impacts. The response also discusses the interrelationship between the airport and the NAIE and the impact of the airport's expansion.

Future growth strategy

4. The city council supports the growth aspirations for the airport set out in the draft masterplan and the 30 year timeframe for its expansion plans.
5. The city council is keen to assist Norwich Airport to maximise the economic potential of the airport whilst addressing environmental impacts. In order to achieve this, the masterplan must provide an appropriate strategic framework to manage airport expansion, demonstrating how this growth will be managed sustainably, which will then inform consideration of future development proposals within the airport boundary.
6. As a principle, the management of the impacts of airport expansion should be linked to the growth in passenger numbers and flights (including freight and helicopter flights), so that growth is sustainable in terms of transportation terms and environmental impact. Norwich City Council therefore expects the masterplan to address the impacts of all aspects of the airport's operations within the masterplan period to ensure that future growth will be genuinely sustainable. The council also recognises that in order to carry out its expansion plans, NA would benefit from a planning framework that provides greater flexibility in responding to changes in the aviation market and demand for flights.
7. Sustainable access is fundamental to the future growth of the airport and the assumptions made about modal shift directly impact on masterplan proposals, for example the level of parking provision. A surface access strategy is therefore required at an early stage to radically change modal shift and ensure that the expansion of the airport is sustainable in transportation terms. The masterplan should contain trigger points for provision of key surface access measures related

to the intensification of airport operations. Further specific comments regarding transportation measures are set out in the Transportation section below.

8. The management of environmental impacts is also fundamental to the implementation of the expansion plans and their acceptability for residents in the surrounding area including both Norwich and Broadland council areas. In order to address this, the council suggests that the masterplan commits NA to investigate reviewing current planning controls for the wider airport site in partnership with the local planning authorities as part of the expansion strategy. This could set out principles and parameters around timing of flights which could be beneficial to NA in as it could provide it with greater flexibility in reacting to the demand for additional flights over the lifetime of the masterplan.
9. More detail on these issues is provided below.

Transportation issues

10. Both the city council's planning policy for the airport (DM27 in the Development Management Policies Plan) and the Joint Core Strategy (policies 5 and 6) acknowledge the regional significance of Norwich Airport in supporting wider economic growth. The airport is of major importance as a strategic transport hub as well as being a key business driver for the local and regional economy and an employer in its own right. The JCS supports transportation improvements at the airport to expand business and leisure opportunities, to enable it to expand and cater for a wider range of international and domestic destinations. DM27 focuses on the need to enable the airport to function effectively, to accommodate a transport interchange, and to grow.
11. The Norwich Northern Distributor Road will soon provide much improved road links to the Airport site from across the sub region that will help to realise the aspirations of the Norwich Airport Masterplan in terms of passenger growth and airport development at the terminal and other sites.
12. In addition to development within the Airport boundary, developments in the vicinity are also planned. The airport's role as a transport hub should involve facilitation of travel for these developments. The Airport also has a role to mitigate any off site transport or parking issues that may arise from growth of the Airport itself.
13. As well as addressing a range of considerations related to development potential, land uses, layout, and design etc, the masterplan needs to make necessary and appropriate provision for sustainable travel through a number of measures including a travel plan and surface access strategy. Although the need for sustainable travel is acknowledged in the masterplan, the level of detail included in the document is considered insufficient to ensure that the expansion of the airport will be sustainable in transportation terms in accordance with policies DM27 and DM28 (Encouraging Sustainable Travel) in the Development Management Policies Plan.
14. There is currently no Surface Access Strategy for Norwich Airport. The production of such a document is a statutory requirement and it is recommended that Airport Surface Access Strategies include an analysis of the existing surface

access arrangements and targets for increasing the proportion of journeys made to the airport by public transport, cycling and walking.

15. This deficiency is recognised in the Masterplan and some potential high level targets are included, as is an undated commitment to producing a Travel Plan. However, this section of the masterplan is considered to be particularly weak especially given that current access to the airport by sustainable forms of transport is generally poor.
16. It is disappointing that a full Surface Access Strategy has not been prepared alongside the Masterplan. Whilst it may not be desirable to delay the preparation of the Masterplan for this to be completed it is considered the Masterplan should contain a clear commit to producing such a Strategy within a 3 year period supported by a Transport Assessment. An update to the Masterplan may be required to ensure consistency with the Surface Access Strategy.
17. It is suggested that the Surface Access Strategy should:
 - Be contiguous with the Airport's Operating area. Therefore it will include provision for the Airport Passenger Terminal, Airport Freight Terminal, any private operator e.g. Saxon Air, and Site 4 employment area.
 - Reflect the intention of the city council to implement a bus/taxi link from Anson Road to the Airport loop road to facilitate two way traffic movements and the potential this brings for additional scheduled bus services to be routed via the Airport terminal.
 - Acknowledge that additional highway links are also planned at Meteor Close (for completion in 2018, general traffic except HGVs) and Heyford Road (date tbc, bus/taxi/cycle only) to improve connectivity of the Airport industrial estate predominantly by bus, cycle and on foot.
 - Support the Airport P&R service has a role to play in serving the Airport terminal and passengers from the adjacent Industrial estate, in particular for the Aviation Academy.
 - Respond to the enhanced Norwich pedalway network which will serve the Airport terminal and nearby areas via the Purple and Yellow routes
18. Transport Assessments (TAs) will be required to scope the changing pattern of travel at the Airport associated with its growth and inform the Access Strategy. TAs enable necessary measures to be identified to facilitate travel demand and agree modal shift objectives.
19. For example staff journeys are a very significant element of future traffic generation. The masterplan states that there is no current intention to restrict car parking for staff and that the strategy is to retain sufficient spaces at the airport for staff. It is acknowledged that a significant number of staff do shift work however there is potential to greatly increase the numbers of staff using public transport and car sharing through increased investment in public transport facilities and other measures (see below), and to reduce future parking requirements

accordingly. The masterplan is an opportunity for the airport to encourage a significant reduction in staff and passenger travel by private car.

20. The city council recommends that an initial TA is carried out to initiate the Norwich Airport's Surface Access Strategy and then at future intervals triggered by major development.
21. The Airport TA should consider:
 - (a) Adequate provision for travel by all modes
 - (b) Explore the feasibility of an Airport Transport Interchange for bus, coach, taxi, private hire, cyclists.
 - (c) Benchmarking its provision for sustainable travel against best in class comparator airports in Europe. e.g. London City Airport.
22. The current undated commitment to produce a Travel Plan should be replaced by a commitment to produce one alongside the Access Strategy as it will be an essential means of implementing the Airport Surface Access Strategy on an operational basis. The city council recommends that a Travel Plan is prepared covering the first five years following the production of a Surface Access Strategy, and then reviewed at 5 yearly intervals thereafter, or as triggered by TA revisions or major development. The council also recommends that NA should work with the Park & Ride operator to actively encourage use of this facility by staff and other businesses on the airport site, and on provision of a direct bus link to Norwich railway station too (including working with Greater Anglia). Consideration should also be given to working with key trip generators to the airport, such as the University of East Anglia (UEA) and Norwich Research Park.
23. The Airport Travel Plan should consider:
 - (a) Access to the Airport site by all modes of travel including bus, coach, taxi, private hire, cycle, walking, motorcycle, car or car share.
 - (b) Provision of high quality and accurate onward travel information from the airport, as well as high quality travel information to the airport from the city centre and other key trip generators, such as UEA and Norwich Research Park.
 - (c) Employees, visitors and passengers.
 - (d) EV chargepoints should be provided for vehicles (staff parking, passenger parking).
 - (e) Development of improved walking and cycling routes from outside of the site to the Industrial Estate and along the A140 to the NDR.
 - (f) Establishing a revised Airport P&R service that serves the terminal and provides a direct connection to the rail station.
 - (g) Funding measures to implement the travel plan such as subsidy for a new bus service to kick-start it before it becomes commercially viable, or the creation of a Transport Interchange facility, and the funding of Travel Plan officers for day to day support for sustainable travel.

Norwich Airport Industrial Estate

24. The airport is adjacent to the Norwich Airport Industrial Estate (NAIE), which is a defined employment area (under policy DM16 in the Development Management Policies Plan) and is jointly owned by the city and county councils.

25. The regeneration, redevelopment and rationalisation of landholdings within the NAIE are priorities for the city council to enhance its attractiveness for businesses (including airport related businesses); the city and county councils are planning to invest in this established industrial estate. The airport already benefits from proximity to the NAIE; many occupiers are in airport related business.
26. As part of the expansion of the airport, there is potential to increase employment and local economic activity through attracting airport related uses both to the airport operational area and surrounding area. However there is little recognition within the masterplan of the importance of regenerating the NAIE, the airport's role in enabling this regeneration through improved transportation links, and the mutual benefits that this could bring to NA.
27. There is a need for improved linkages between key businesses on the NAIE and the airport (eg the proposed airport hotel and Aviation Academy are located on the NAIE both of which need links to NA but currently have no physical connections).
28. The city council considers it essential to the regeneration of the NAIE for Norwich Airport to enable the implementation of the following measures:
 - (a) All publicly accessible roads within the airport to be cycle friendly
 - (b) Anson Road to airport loop road (two-way) to serve buses, taxis and cycles is essential along with scheduled bus services

Site 4 (land to north of airport runway)

29. Land to the north of the runway (known as 'Site 4') has outline planning consent for aviation related B1/B2/B8 uses (13/00520/O and 16/00965/VC). The draft airport masterplan states that this land is not required for future operational or expansion purposes and in para 9.32 proposes its removal from the airport operation boundary "...depending on market demand for aviation and/or non-aviation related development".
30. Given that the aim of the masterplan is to enable the sustainable expansion of the airport over the next 30 years, and that the wording in the draft masterplan is unclear about future aviation requirements, the city council currently considers it premature to conclude that all of site 4 may be released from being safeguarded from non-aviation uses on the basis of the lack of current market interest in building out the consent. Site 4 represents a major opportunity for the long term resilience and success of the airport and offers the scope for new MRO operators to be attracted to the airport. The masterplan does not provide any objective evidence to support the contention that the site is no longer required for operational purposes therefore in policy terms Site 4 remains unacceptable for non-airport related development. In particular there appears to have been no longer term thinking about whether the proposed runway expansion could lead to a demand to have new or larger MRO facilities constructed on the airport.
31. It is recognised that there may be a case to release some of site 4 for non aviation employment purposes, especially if this provided the infrastructure and services which increased the prospects of new major aviation relation development attracted to the remaining part of the site. However, it should be noted that the suitability of otherwise of parts of site 4 for non aviation related development will

be determined by the Greater Norwich Local Plan and or planning applications and the role of the Masterplan should be confined to considering whether it should be safeguarded rather than seeking to determine acceptable alternative uses should this no longer be the case.

Environmental impacts

32. The airport runway was constructed in 1940 prior to the introduction of the town and country planning system, and flights using the runway are uncontrolled unless they use the terminal buildings (ie holiday flights) which are subject to planning restrictions on hours of operation. This can lead to noise impacts during the night despite the existing restrictions. The expansion of the airport over the next 30 years including a proposed runway extension is likely to give rise to more complaints in terms of noise, air quality and ecology.
33. Noise generation is mostly an issue outside of Norwich City Council's area, particularly within the adjoining Broadland District Council parishes of Hellesdon and Old Catton but also further afield. The city council accepts that there will be some noise impact and that this needs to be mitigated through restriction in operating hours and balanced against the airport's contribution to the local economy.
34. Additional night flights are proposed for 4 nights per week during summer months. The masterplan contains some noise contour maps which indicate a moderate increase in some noise levels however the council would wish to see further evidence of projected levels of noise and disturbance in the surrounding area. A fuller noise impact assessment will need to be carried out to identify changes to the times and aircraft type, which is likely to be fully covered by any application to change usage times and extension of the runway. The noise contour maps appear to relate just to passenger flights. It is not clear what the increase in noise levels will be for all flights from the airport in the future (for example including helicopter flights and business flights), so clarification is required on this issue.
35. At present it is considered premature to indicate any acceptance or otherwise of the proposal for additional late night flights at the airport. Such a limited and specific proposal is more properly dealt with by an application seeking to vary the current planning conditions on the terminal building rather than through the masterplan which will need to be determined on its own merits.
36. Indeed it is somewhat surprising that the masterplan doesn't seek to address the issues of the airport operating hours in more substance as it is perhaps questionable how an airport handling 1.5 million passengers per year could effectively operate without any scheduled flying between the hours of 11pm and 6am. Also it should be noted that the current planning framework does allow late flying in certain circumstances and in the first six months of this year the City Council was notified of 22 instances of late flights in accordance with planning controls. In the light of this it is considered that there would be merit in exploring alternative approaches to managing the issue with a view to providing more certainty and support for the long term expansion of the airport.
37. Air quality: based on past air quality monitoring at the airport perimeter the current use of the airport does not give any air quality concerns, and increased usage is

not expected to increase air pollution levels to actionable levels. An air quality assessment would be expected with any planning application; this could be a simple calculation of aircraft emissions data and increased aircraft traffic.

38. Ecology: although the airport site is acknowledged to be of limited ecological value, the masterplan should acknowledge that the proposed expansion could have ecological impacts on surrounding areas of higher ecology value. For example, information provided as part of the Northern Distributor Road planning application states that land adjacent to Site 4 includes a major multi-species bat roost at a barn of Quaker's Farm, a tree roost of Natterers bats, an important bat flight line at Quaker Lane and also several other potential roost trees.

Report to Sustainable development panel

Item

13 September 2017

Report of Director of regeneration and development

Subject Norfolk Strategic Framework Consultation

5

Purpose

To consider the consultation draft of the emerging Norfolk Strategic Framework. A further iteration of the Framework will be reported back to the Panel in due course in advance of it being considered for adoption by Cabinet.

Recommendation

To comment on the emerging framework to inform discussion at future meetings of the Norfolk Strategic Planning Member Forum.

Corporate and service priorities

The report helps to meet the corporate priority to provide a prosperous and vibrant city.

Financial implications

There are no direct financial implications arising from this report.

Ward/s: All

Cabinet member: Councillor Stonard – Sustainable and Inclusive Growth

Contact officers

Graham Nelson, head of planning services

01603 212530

Background documents

None.

Report

Introduction

1. When preparing Local Plans the authority is subject to a number of legal and regulatory requirements. Amongst these the council must discharge a legal duty to co-operate with neighbouring authorities in relation to strategically important land use issues which cross administrative boundaries. The result of such co-operation is expected to be better planning outcomes.
2. The Norfolk Authorities have a strong track record of working together with perhaps the best example being the preparation of a single local plan to cover Norwich, Broadland and South Norfolk planning authority areas. In 2015 a formal county wide Strategic Planning Member forum was established with terms of reference to ensure that the duty to co-operate was effectively discharged. These can be seen at <https://www.norfolk.gov.uk/what-we-do-and-how-we-work/policy-performance-and-partnerships/partnerships/norfolk-strategic-planning-member-forum>.
3. All authorities in Norfolk including the county council participate in the forum which is supported via an officer team drawn for the councils. The forum sought and gained agreement from each of the partner authorities to prepare a framework document.
4. A first draft of the framework has now been published for an eight week period of public consultation following which it will be amended and offered to each authority for formal agreement. The consultation document is available here <https://norfolk.citizenspace.com/consultation/norfolk-strategic-framework/>.

The Norfolk Strategic Framework (NSF)

5. The Norfolk Strategic Framework is not a policy document and if it is approved it will not comprise part of the development plan. As such it does not include planning policies or proposals, rather it is intended to document areas of agreement that the Norfolk Planning Authorities have reached and which they will be following when they prepare their individual Local Plans. It has been prepared by an officer team drawn from all of the Norfolk Authorities supported by others from organisations such as the Environment Agency, Anglian Water and the LEPs. The document includes:
 - (a) A high level vision for the future development of the county over the next 20-30 years.
 - (b) Four topic based high level objectives covering the economy, housing, the environment, and infrastructure.
 - (c) Around 20 separate draft agreements that each council is being asked to sign up to.
6. In addition the document describes the spatial characteristics of the county drawing on a range of previously published, and specifically prepared, evidence.

The Agreements

7. The document asks that each authority in the country signs up to a number of agreements. These are intended to ensure that the planning authorities work closely together where it is desirable to do so but not to be so prescriptive that they would

limit the local production of development plan documents. In summary the agreements are:

Agreements 1-3 – That the Norfolk planning authorities will plan to a common plan period extending to at least 2036 and in producing Local Plans they will seek to contribute towards the shared vision and objectives as outlined in the Framework.

Agreement 4. - That the Norfolk Authorities agree to prepare and maintain a consistent evidence base in relation to housing needs in three separate housing market areas. This will include the joint commissioning of Strategic Housing Market Assessments when updates are required.

Agreements 5,6 and 7 – That outside of the greater Norwich Authorities (Norwich City, South Norfolk, and Broadland) each planning authority will continue to prepare separate local plans unless the evidence suggests that joint Local Plan production is justified.

Agreement 8 – That the focus for economic investment in the county will be what are called the ‘Tier One’ Employment sites.

Agreement 9- That Local Plans will be prepared having regard to cross boundary infrastructure issues.

Agreements 10 -17 – That each local plan will aim to address all housing needs (OAN) **plus a buffer of 10%**; that housing need in the Broads will be addressed by the adjacent authorities if the Broads Plan does not meet need; that Norwich, South Norfolk and Broadland will address the housing requirement arising from the City Deal within their areas (this results in the setting of higher housing targets, dealt with via a buffer, to ensure that the aspirational jobs growth targets included in the City Deal are matched with sufficient homes to accommodate workers); each authority will quantify and plan for the delivery of specialist types of accommodation for gypsies, students and the elderly together with the identified need for affordable homes; that housing capacity will be assessed using a common methodology; and finally further measures will be taken to improve delivery rates of new housing development.

Agreement 18 – That the Authorities endorse the Planning for Health Protocol which establishes processes for more joined up working between health and planning when preparing plans and determining planning applications.

Agreement 19 –That the planning authorities will work together to produce a County wide Green Infrastructure (GI) strategy.

Agreement 20- That the authorities will work together to developed a combined approach to the roll out of the supporting infrastructure for 5G mobile technology.

Report to Sustainable development panel

Item

13 September 2017

Report of Head of planning services

6

Subject Public consultation on draft River Wensum Strategy

Purpose

This report outlines the main contents of the draft River Wensum Strategy and seeks members' endorsement of the draft strategy as part of the consultation process.

Recommendation

To endorse the vision, objectives and proposed content of the draft River Wensum Strategy.

Corporate and service priorities

The report helps to meet the corporate priority to provide a safe, clean and low carbon city, and a prosperous and vibrant city.

Financial implications

None

Ward/s: All Wards

Cabinet member: Councillor Stonard – environment and inclusive growth

Councillor Kendrick - resources

Contact officers

Judith Davison – Planning policy team leader

01603 212529

Graham Nelson – Head of planning services

01603 212530

Background documents

None

Report

Introduction

1. A report was taken to Sustainable Development Panel on 19 July 2017 to inform members about the public consultation on the draft River Wensum Strategy which runs from 26 July to 15 September 2017..
2. It was agreed at the July panel meeting that the date of the September meeting would be moved forward to 13 September to enable the panel to respond to the draft Strategy within the consultation period.
3. The purpose of this report is to outline the main contents of the draft strategy and to seek members' endorsement of the strategy through the consultation process. Background to the development of the strategy, including the creation of the River Wensum Strategy Partnership (RWSP), was set out in the July report so is not repeated here.

Overview of the draft strategy

4. The River Wensum is a valuable asset to the city with a rich heritage and great potential to drive wider economic, social and environmental improvements. The city council has significant assets in the river corridor in terms of land and buildings, and also significant liabilities including maintenance of open spaces, riverside walk, and river structures, for example. The development of the strategy is an opportunity to facilitate positive change in the river corridor by helping to change perceptions of the city as a visitor destination, improving the quality of life, and acting as an economic driver to attract external investment and contribute to the city's regeneration. One of the key aims of the strategy is identification of funding opportunities and potential to attract private sector investment to the river corridor.
5. The strategy also addresses the issue of maintenance. Projects within the draft strategy will not add to the council's management and maintenance costs, and it is anticipated that, through more streamlined management of the river corridor, management issues such as illegal mooring should be resolved more quickly and help reduce related costs.
6. The full draft strategy including appendices is available on the council's website: https://www.norwich.gov.uk/info/20225/planning_policies_supporting_documents/1511/the_river_wensum_strategy
7. The strategy looks ahead for a ten year period, and includes an action plan focused on the first three years to kick-start regeneration of the river corridor. The strategy contents have been informed by the previous issues and opportunities consultation, and through ongoing dialogue between partners and stakeholders.
8. The strategy's overarching vision for the river corridor is to: ***'Breathe new life into the river by enhancing it for the benefit of all and increasing access to, and greater use of, this important asset. The river will once again play an important part in the growth and vitality of the city, strengthening the visitor***

economy and helping to give the city a competitive advantage in attracting inward investment’.

9. The objectives for delivering the vision are:
- (a) improving the management of the river corridor and its surroundings for the benefit of the city, residents of the wider Norwich area, and visitors;
 - (b) increasing access to, and use of, the area by all, including enhanced connectivity with the Norfolk Trails network;
 - (c) enhancing the natural environment and green infrastructure;
 - (d) enhancing the city’s environmental, cultural and historic offer in a manner which maximises the attractiveness of the area as a location to do business;
 - (e) enhancing heritage, making the most of the unique historic environment within the river corridor;
 - (f) addressing social deprivation and inequalities;
 - (g) maximising the efficiency of public expenditure in the river corridor, where possible reducing the pressure on stretched public sector budgets; and
 - (h) identifying and exploiting external funding opportunities including private sector investment.

•

Strategy themes, policies and proposals

10. The objectives have informed the main strategy chapter themes set out below. Some of the objectives, for example enhancing heritage, and addressing social deprivation and inequalities, are cross-cutting and inform policies and proposals in several chapters, so are not identified as chapters in their own right.
11. Some of the strategy’s policies and proposals are referred to under the themes below. The policies set out the strategy’s general approach for a number of issues, and the proposals are for specific improvement projects, some of which are considered capable of being delivered in the short to medium term (and therefore form part of the action plan) and others which require further investigation or are more aspirational.
12. **Management and partnership working:** A well-managed river corridor, with effective joint working between partners, is considered a pre-requisite for the regeneration of the river corridor. The strategy proposes:
- (a) Closer working between strategy partners (in particular the city council and Broads Authority) to improve and streamline management of the river corridor. As part of this the city council and BA have developed a joint protocol to ensure a co-ordinated approach to key management and enforcement issues including illegal mooring and sunken boats.
 - (b) Clarification of key partner responsibilities for the river is provided in the strategy (see appendix 1 within the strategy annex). This shows that primary responsibility for maintenance within the river corridor falls upon the city council, including grounds maintenance, maintenance of river structures, open spaces and of the riverside walk for example. In response, the strategy seeks opportunities to maximise volunteer and community

input into maintenance and environmental improvements, and to explore potential for sponsorship for some ongoing maintenance where appropriate. The strategy also states that development of individual proposals must fully address maintenance costs and identify how this will be funded so as not to add to existing council maintenance liabilities.

- (c) Working with external partners, including the business community, to deliver the strategy and access external funding. There is great potential for partnership working with those external organisations whose objectives complement those of the strategy, which could include development of projects and initiatives to maximise benefits for the river - both physical improvements to access for example, as well as a more joined up approach to issues within the river corridor such as health and wellbeing, and economic development. Paragraph 3.13 in the strategy sets out a list of potential partners which includes Norwich BID which now includes the river within its expanded area, Norfolk Trails and Active Norfolk.
- (d) The management chapter includes a policy to reduce social inequalities and promote health and wellbeing (Policy 1) by ensuring that the design of individual projects and the implementation of the strategy will address health and social inequalities of local communities adjacent to the river where appropriate and feasible. This reflects the priorities in the council's corporate plan.

13. Access for walking and cycling: The strategy proposes:

- (a) Completion of the Riverside Walk between New Mills and Trowse Swing Bridge within the strategy lifetime (see policy 2). This includes action plan projects to complete two key 'missing links' (in the vicinity of the Playhouse, between Duke's Palace Bridge and St George's Bridge; and between Fye Bridge and Whitefriars).
- (b) Accessibility improvements are also proposed, including infrastructure improvements to the Riverside Walk to ensure access for people of all ages and abilities (policy 3), and improved signage (policy 4). A CIL funded action plan project has recently commenced which will address these key accessibility issues.
- (c) The strategy also proposes greater connectivity between the Riverside Walk and Norfolk Trails (policy 5) including better links between the Riverside Walk and Marriott's Way at Barn Road to encourage commuters and leisure users (action plan project A4), and enhanced links with Whitlingham Country Park in the longer term. The RWSP is also exploring whether Riverside Walk could be part of Norfolk Trails network which could have benefits for promotion and for greater coordination in terms of management and maintenance.

14. Waterways access and leisure: The strategy proposes:

- (a) Provision of new river infrastructure and enhancement of existing infrastructure to encourage greater recreational use of the Wensum (policies 6 and 7). The chapter includes a number of action plan projects

which are shown on map 12 including an upgrade to Friar's Quay slipway, new canoe launches at new Mills, enhanced moorings at the Yacht station, and other new moorings in a number of locations. A proposal for new short stay visitor moorings at Quayside has the potential to address illegal mooring and associated anti-social behaviour through management of the new facility.

- (b) Angling is also promoted in appropriate locations (policy 8).
- (c) The strategy addresses potential conflict of interest between key river users by ensuring appropriate provision for specific users groups (map 12 allocates bank space for angling and for mooring purposes).
- (d) There is a public right of navigation within the BA area which includes the River Wensum up to New Mills. As part of the development of the strategy the BA has produced a navigation advice note to summarise its approach to assessing proposals for development in or adjacent to the navigation area.
- (e) The strategy encourages greater commercial activity in the river corridor (policy 9) including floating restaurants, hotels and other suitable leisure uses.
- (f) The strategy supports promotion of events and trails (policy 10). The RWSP has made an initial funding bid for a river festival.

15. Environment: The strategy proposes:

- (a) Improvements to water quality (policy 11) and includes an action plan project to improve water quality by reducing the levels of fats oils and grease entering the river in the Magdalen Street / Fye Bridge Street area which has a significant number of fast food establishments.
- (b) Protection and enhancement of biodiversity, and habitat creation (policy 12), which includes an action plan project for a biodiversity enhancement management plan, and a pilot project for floating vegetation platforms to soften the hard-piled river edges and improve habitat and biodiversity.
- (c) The strategy also promotes opportunities to renaturalise the profile of the river and to create additional flood storage, where feasible, to reduce flood risk (policy 13).
- (d) Renewable energy generation is encouraged (policy 14) including water source heat pumps.
- (e) The enhancement of green infrastructure and areas of open space is proposed (policy 15). The strategy includes an action plan project to enhance the setting of one of the historic Boom Towers adjacent to Carrow Bridge. The Devil's Tower is a scheduled ancient monument located at one of the historic gateways to the city, with potential for an enhanced open space to serve the rapidly expanding local population and visitors.

16. **Longer term opportunities:** The strategy also identifies some potential projects as opportunities for the future which may be developed in the strategy lifetime as opportunities arise. These include the historic New Mills pumping house, the medieval Boom Towers and city walls/wooded ridge in east Norwich, Mary Chapman Court riverside site in the northern city centre, and Wensum Park. These potential opportunities require detailed investigation in order to establish feasibility and costings.
17. **Implementation:** The 'action plan' referred to above of projects considered capable of implementation within the short to medium term (approximately 3 years) is attached at appendix 1. Some of these projects are cross-cutting and address several strategy themes.
18. Having a strategy in place will assist in the identification of funding opportunities and has potential to attract private sector investment. Funding is being explored for action plan projects and has already been secured for project A3 (Riverside Walk access and signage improvements) and A4 (improvements to connectivity at Marriott's Way / Barn Road gateway). Sponsorship and crowdfunding are also promoted where appropriate. A project identified during development of the strategy, to introduce an eel pass at New Mills to enhance the river's eel population by assisting their migration, was installed in Spring 2017 with EA funding.
19. The strategy sets out proposed delivery arrangements including a Strategic Board to oversee implementation of the strategy, and a Delivery Board.

Conclusions

20. The River Wensum Strategy has many potential benefits for the city council, its partners, residents, and visitors to the city. It will help to:
- **Attract external investment:** the strategy will act as a basis for funding bids; its emphasis on working closely with key partners and stakeholders is likely to improve access to funding opportunities.
 - **Support growth:** Delivery of enhanced green infrastructure along the river corridor will support the major housing and employment growth planned for the city centre and east Norwich.
 - **Support the local economy:** a more accessible river corridor with a high quality public realm will help boost the local economy, both by providing a backdrop more attractive to the relocation and creation of business in the creative sector and also by attracting tourists and visitors with benefits to Norwich's shopping, heritage and visitor attractions.
 - **Reduce inequalities:** the strategy has potential health and recreational benefits for existing communities adjacent to the river, some of which suffer from high levels of deprivation and health inequalities.
 - **Address management and maintenance of the river corridor:** The strategy will not add to the council's management and maintenance liabilities. Through more streamlined management of the river corridor, issues such as illegal mooring should be resolved more quickly and help reduce related costs. There is also potential for involving volunteers and local communities in

delivery, which has the potential for reducing management and maintenance costs.

- **Generate income:** The strategy has potential to assist with income generation for the city council, for example by creating the conditions to increase activity in the river corridor and support the use of council owned river infrastructure, such as some of its pontoons, thus leading to increased revenue.

21. It is therefore recommended that Sustainable Development Panel endorses the vision, objectives and content of the draft River Wensum Strategy.

22. All comments received during the consultation process will be considered by the RWSP following the end of the consultation period on 15 September. It is anticipated that a report including a summary of the public consultation and the final version of the strategy will be taken to Sustainable Development Panel in late 2017 (dependent on the level of response and issues raised) and to Cabinet for adoption in early 2018.

Appendix 1: Action plan of short-medium term projects

Theme	Ref	Project	Anticipated delivery	Lead authority
Walking and Cycling Access	A1	Missing link in Riverside Walk between Duke St and St George's Bridge	2019/20	Norwich City Council (NCC)
	A2	Missing link in Riverside Walk between Fye Bridge and Whitefriars (north bank)	2020/21	NCC
	A3	Riverside walk accessibility improvements including signage and interpretation	2017/18 – 2018/19	NCC
	A4	Marriott's Way - Barn Road gateway	2017/18 – 2019/20	Norfolk County Council
Waterways Access and Leisure	W1	Friar's Quay slipway enhancement	2020/21	Broads Authority (BA)/NCC
	W2	Yacht station expansion	2020/21	BA/NCC
	W3	New Mills Canoe portage	2018/19	BA/NCC
	W4	Quayside short stay moorings	2019/20	BA/NCC
	W5	Boom towers repiling and mooring	2019/20	BA/NCC
	W6	New short-stay moorings between Carrow Bridge and Lady Julian Bridge	2018/19	BA/NCC
	W7	New short stay visitor and demasting mooring at the NR1 Development	2017/18	BA/NCC
	W8	Hydrographic survey for dredging	2017/18	BA
	W9	River festival	2018/19 (at earliest)	NCC
Environment	E1	FOG (Fats Oils and Grease) project	2018/19	Anglian Water
	E2	Biodiversity enhancement plan including management of non-native species	2020/21	Wild Anglia
	E3	Floating vegetation platforms in key locations (and as part of new development)	Pilot – 2017/18	Environment Agency
	E4	Boom Towers - enhancement scheme to Devil's Tower	2019/20	NCC

Report to	Sustainable development panel	Item
	13 September 2017	
Report of	Director of regeneration and development	7
Subject	Carbon Footprint Report	

Purpose

This report informs members of the outcomes of the annual carbon footprint exercise.

Recommendation

To note the progress being made on the delivery of the council's Carbon Management Programme

Corporate and service priorities

The report helps to meet the corporate priority Value for money services and the service plan priority percentage reduction in CO₂ emissions from local authority operations.

Financial implications

None.

Ward/s: All wards

Cabinet member: Councillor Maguire – Environmental strategy

Contact officers

Dave Moorcroft, Director of regeneration and development	01603 212226
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Richard Willson, Environmental strategy manager	01603 212312
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Claire Tullett, Environmental strategy officer	01603 212545
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Background documents

None

Report

1. In 2008/09 the council produced its first Carbon Management Plan and set a target to achieve a 30% reduction in carbon emissions by 2013-14 (using a 2006/07 baseline). In total over the 5 year period a reduction of 24% (29% when weather corrected) was achieved using previous conversion factors. Following the production of the council's second Carbon Management Plan this target has been re-set to achieve a total reduction of 40% in carbon emissions over the next 5 years (from the 2006/07 baseline)
2. All local authorities were required to annually report their carbon emissions to the Department of Energy and Climate Change. By using a carbon conversion factor emissions from vehicle use (litres/km) and gas and electricity (kWh) use can be directly compared and the amount of carbon emissions reported as CO₂kg emitted.
3. There have been requests in previous years that officers present the council's energy consumption (kWh, litres/km) alongside the carbon emissions figures (kgCO₂^e). Therefore, both sets of figures have been provided in this report on the understanding that although these figures are related they are not directly comparable due to the use of carbon conversion factors which are influenced by factors at a national level.
4. In order to minimise the effect of spikes in data in any year we have compared this year's figures to a 4 year average figure. This makes comparison over time fairer as it seeks to smooth any sharp increases or decreases in any given year which can happen when one year is directly compared with another and does not allow the scope for a trend over time.
5. Over the period 1 April 2016 to 31 March 2017 the council reduced its carbon dioxide emissions by 1.57%, or 111,175 kg of CO₂^e, or over 111 tonnes. In addition, in October 2016 the council changed electricity provider to an OFGEM certified Green Tariff. In effect this means that the electricity the council uses in its own assets is certified to come from a renewable source and therefore does not count towards the council's carbon footprint. When this significant reduction in CO₂ is factored in, it means that in the year 2016/17 Norwich City Council has reduced its carbon footprint by 14.6% on the previous year, or 1,031,718 kg of CO₂^e. (This is approximately the equivalent of the amount of CO₂ created if you were to drive an average car to drive to the moon and back 5 times!)
6. This brings the total reduction, against a 2007 baseline, to 54.1% and exceeds the 40% carbon emissions reduction target set in the council's 2015-2019 environmental strategy.
7. Table A gives an overview of the figures for the 2016-17 period. The data is split out in Scopes as dictated by the DECC/DEFRA carbon footprint requirements and detailed below: The third column of Table A shows the amount of energy use either in kWh, litres of fuel used or km travelled. The fourth column shows this year's figures as a percentage increase or decrease against a 4 year average from 2012-16 in order to allow for one off anomalies in reporting. The fifth column shows the amount of carbon emissions produced by each factor of each scope in the 2016-17 period. Finally, the sixth column shows this year's figures as a percentage increase or decrease against a 4 year average from 2012-16.

Definition of Scopes 1-3

8. Scope 1 emissions: Process emissions (owned buildings), Data obtained from utility bills (kWh) Process emissions (contractor-operated buildings) Data obtained from contractor's energy records (kWh) Fuel use (owned vehicles) Data obtained from fuel invoices (litres).
9. Scope 2 emissions: Electricity emissions (own buildings, Data obtained from utility bills (kWh). Electricity emissions (contractor-operated buildings). Data obtained from contractor's energy records (kWh)
10. Scope 3 emissions: Business travel (grey fleet and contractor) Data taken from officer and member business mileage claim forms (km) Data taken from contractor business mileage records (km) Public transport Data taken from officer and member business mileage claim forms (km) Data for train journeys taken from rail account invoices (km) Fuel use in contractor vehicles, Data obtained from contractor fuel records (litres).

Table A - Data by scope:

Scope	Detail	2016-17 energy use	Inc/ dec on 4 year average (2012- 15)	2016-17 carbon emissions (kgCO₂)	Inc/ dec on 4 year average (2012-15)
1	Gas council owned buildings	13,951,106 (kWh)	Decrease (10.2%)	2,567,004 (kgCO ₂)	Decrease (11.2%)
	Gas contractors	100,880 (kWh)	Decrease (4.8%)	18,564 (kgCO ₂)	Decrease (5.1%)
	Fuel council managed vehicles	13,163 (litres)	Decrease 8.3%	7481 (kgCO ₂)	Decrease (84%)
	Total Scope 1 emissions (kgCO ₂)			2,593,049	
2	Electricity council owned buildings	5,742,922 (kWh)	Decrease (22.5%)	2,366,371 (kgCO ₂)	Decrease (34.3%)
	Electricity contractors	234,179 (kWh)	Decrease (17.2%)	96,525 (kgCO ₂)	Decrease (31.4%)
	Total Scope 2 emissions (kgCO ₂)			2,462,896	
3	Grey fleet (km)	47,159 (km)	Decrease (4.2%)	14,617 (kgCO ₂)	Decrease (49%)
	Public transport (km)	28,632 (km)	Decrease (44%)	2,821 (kgCO ₂)	Decrease (62%)
	Contractors data (km)	9,369,944 (km)	Increase (31.3%)	1,879,866 (kgCO ₂)	Increase (-42.6%)
	Total Scope 3 emissions (kgCO ₂)			1,897,304	
	Total emissions – All Scopes (kgCO ₂)			6,953,249	

Overview

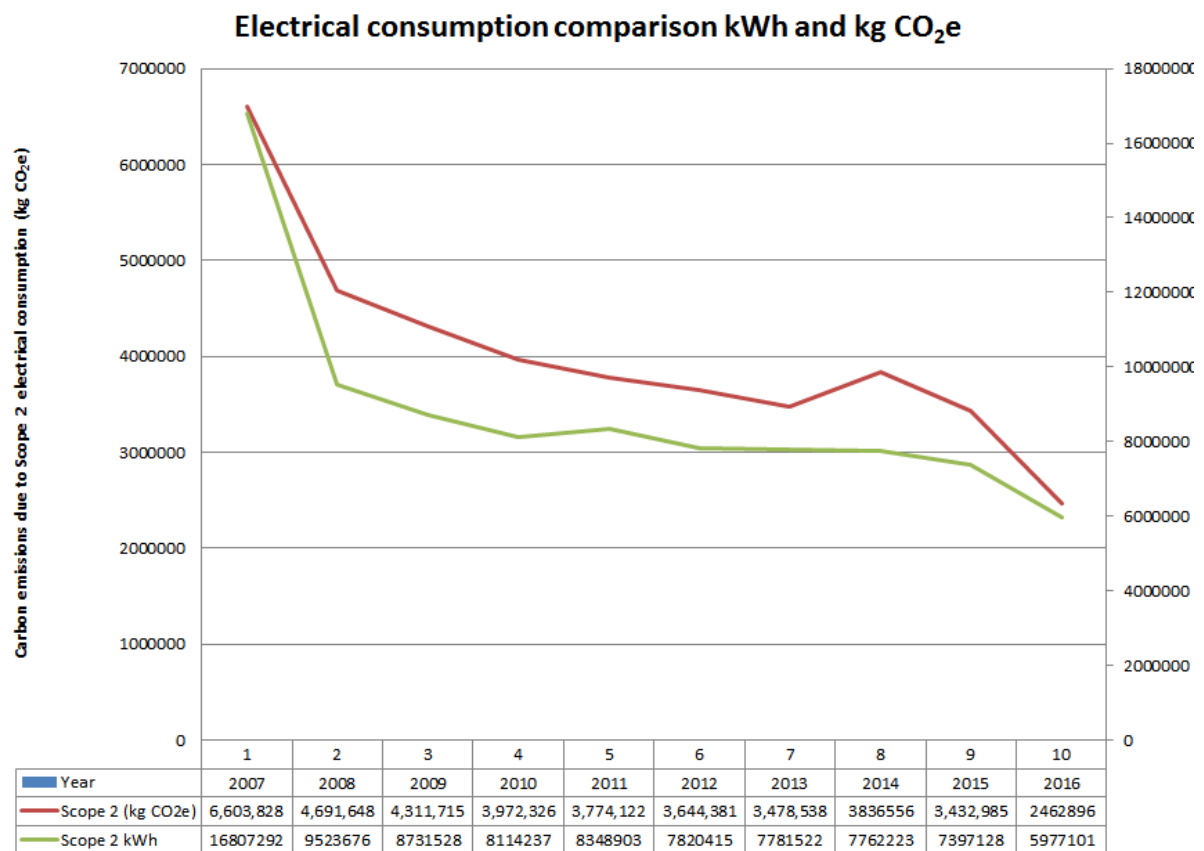
11. Overall there has been a 10.2% decrease in gas use across council owned assets when compared with the average of the previous 4 years. The trend is for a year on year reduction since 2007.
12. In the period 2016-17 there was an overall reduction in gas use by contractors of 4.8% against an average of the previous 4 years. We continue to work with contractors to monitor their energy use, but we do not monitor their data for them and rely upon contractors to provide accurate data.
13. There was a decrease of 8.3% on the fuel used by staff through the council owned fleet against the previous 4 year average figure. The environmental strategy team is currently working closely with the transformation team to monitor use of the council's fleet and it is anticipated the outcome of this work will be to reduce the size of the council's pool fleet and/or introduce more hybrid vehicles. For local journeys, as an alternative to pool car and taxi use, the team introduced pool bikes in 2012 and most recently an electric bike has been added to the bike fleet.
14. There was a decrease of electricity consumption in kWh of 22.5% across the council's portfolio of properties compared to the four year average figure. However, when we consider the carbon reduction figure (kg CO₂) for the same period this shows a saving of 34.3% against a three year average. This is due to the carbon conversion factor which we are required by DECC/DEFRA to use when reporting the annual carbon footprint of the council. The following 'carbon conversion factor' section gives more details on this.
15. Officers continue to work with NPS to look for further opportunities to reduce this figure further. We have implemented a wide range of electricity saving projects across our portfolio since 2008 and it is becoming more challenging to find new opportunities. However, 3 variable speed drives have just been installed at Riverside leisure centre, and officers are investigating the replacement of lighting with LED lighting at car parks and churchyards. LED upgrades are being installed at Riverside swimming pool and City Hall. In addition we are looking to install VSD's in several sheltered housing schemes this year, as well as City Hall. Finally a number of social housing trials of LED Landlord Lighting are planned.
16. This year has seen a decrease of 17.2% in electricity use by our contractors against a 4 year average. Our figures have been impacted in the past by a lack of consistency in reporting and this may be the reason for decreases this year. Equally the contractors we work with are not always the same each year and the sizes of the contracts also fluctuate depending on demand from the council.

Carbon conversion factor:

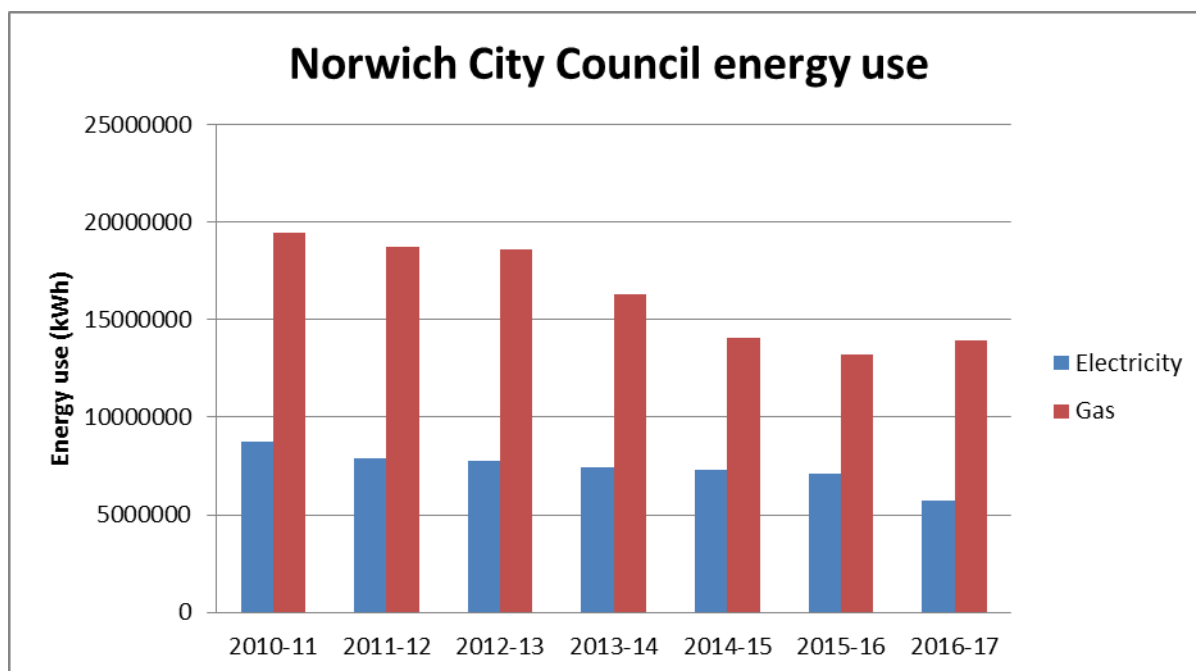
17. The carbon conversion factor allows litres of fuel used, km travelled and kWh of energy burned to be compared to one another by measuring the carbon emissions produced during each activity. Carbon emissions are measured in kg of CO₂. In 2014 DECC/ DEFRA updated their kgCO₂ conversion factor. Instead of using a 5 year rolling average figure for electricity reporting they now use a 1 year average figure. The reason for the change was to make reporting easier for those companies who report energy use on a frequent basis.

18. This factor is outside of the council's control, but does affect our annual carbon emissions figure quite profoundly. The council's efforts to reduce the energy use through the introduction of energy efficient technologies and behaviour change will either, a) compound any changes in the national grid energy mix which assist with 'greening the grid', thereby further reducing emissions, or b) help to counterbalance changes in the national energy mix which may lead to an increase in carbon emissions at a grid level. We may be 'winners' some years and 'losers' in other years. In order to provide a more accurate picture for members it is intended continue to provide the energy use data e.g. kWh, litres fuel consumed, km travelled alongside the carbon emissions data.
19. The Department of Energy and Climate Change has since been abolished and responsibility for energy monitoring at a national level has fallen to the newly formed Department of Business, Energy and Industrial Strategy (DBEIS).

Graph 1 – Electricity consumption kWh vs kg CO₂e over time:

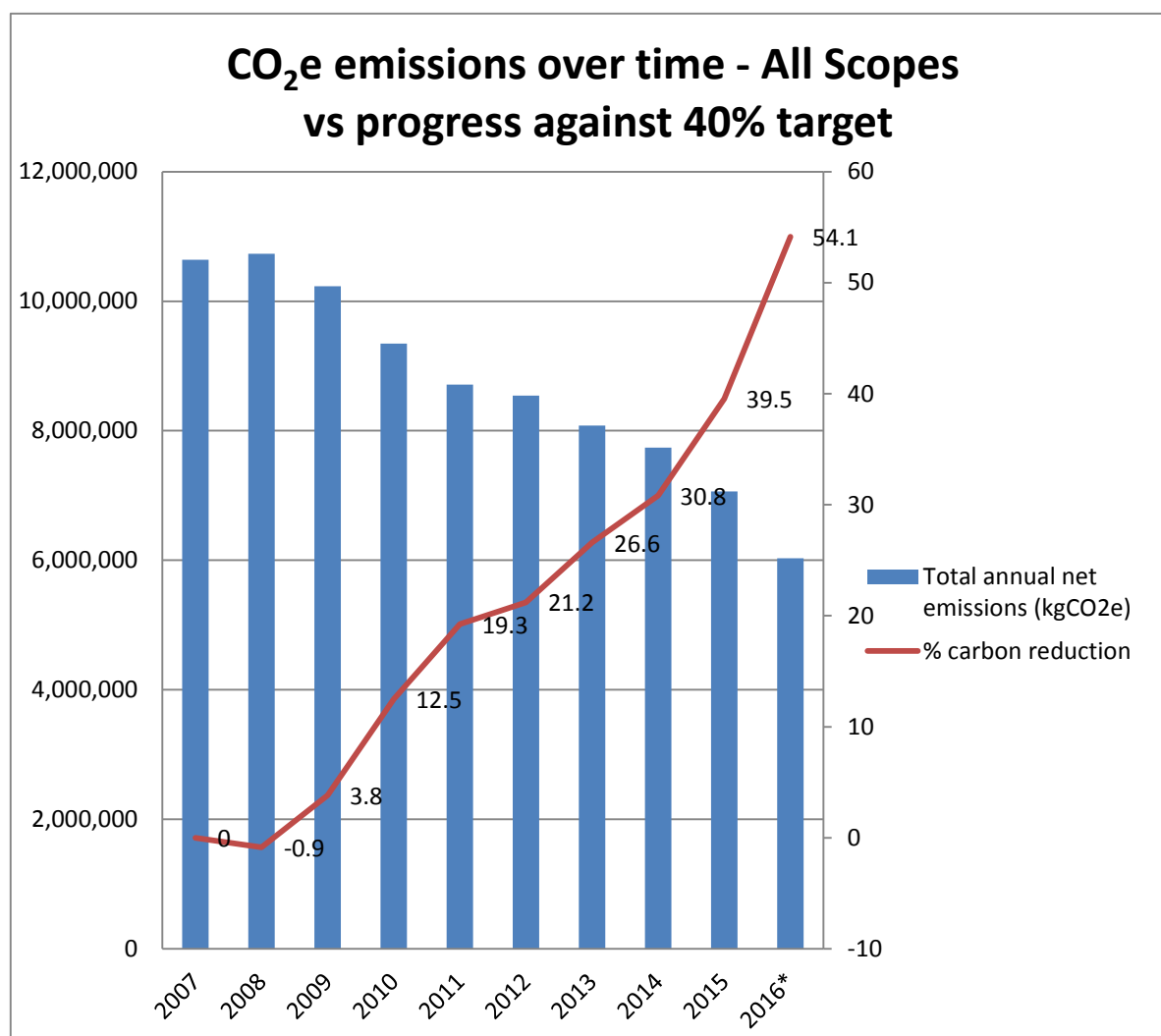


Graph 2 – Norwich City Council gas and electricity (kWh) consumption over time:



20. The team have worked with our Asset Management partners, NPS, over a number of years to implement a variety of energy saving technologies across our wide and varied assets. Often these have been at least part-funded by Salix funding, an interest free loan scheme for energy reduction projects.
21. Graph 3, below, shows a clear trend over time to lowering the council's carbon dioxide emissions, as we move closer to and then beyond achieving the 40% carbon emissions reduction target.

Graph 3 – Emissions levels over time – all scopes:



*Graph 3 includes the additional impact of the electricity green tariff in the year 2016/17.

Public Reporting

22. The council has published a summary of this report on its website.

Norwich City Council Carbon Footprint report:

[www.norwich.gov.uk/downloads/file/4058/carbon footprint report 2016-17](http://www.norwich.gov.uk/downloads/file/4058/carbon_footprint_report_2016-17)