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SECTION 5 MOVEMENT

1. Introduction

Four Principal Routes (the A47, A11, A140 and A146) link the Plan Area to Norwich, London, Cambridge, Kings Lynn, Yarmouth, Ipswich and Lowestoft. The District is also crossed by the A47 Norwich Southern Bypass, which is close to new development areas and the new hospital at Colney. The A143/A1066 also forms an important cross country route along the Waveney Valley linking Diss and Harleston, while also providing access to the ports of Great Yarmouth and Lowestoft. All of the Principal Routes have experienced large traffic increases which have also increased the adverse effects of heavy lorry traffic.

The Plan Area is also crossed by an important network of Main Distributor Routes which link the larger villages and small towns, and Norwich to commuter settlements in South Norfolk. The remainder of the District is served by a network of minor roads, many of which are only of a single vehicle width.

Road access within the Plan Area has been steadily improved by the Government's trunk road construction programme and the County Council's five year Local Transport Plan (LTP). However following improvements to the A11, longer term road improvement schemes affecting the A47 in particular have been deferred in preference to other regional priorities. The recent "de-trunking" of the A140 has allowed the County Council to investigate a route for a Long Stratton bypass to be funded through a review of the LTP.

Although the level of car ownership within the Plan Area is relatively high, many people do not have access to a car and are dependent upon public transport. However while most parishes have a bus service, few have a Sunday service and many do not have regular services suitable for journeys to work. The Plan Area is also served directly by three railway lines with stations at Diss, Haddiscoe, Wymondham and Spooner Row, plus a tourist railway between Wymondham and Dereham operated as the Mid-Norfolk Railway.

Future provision for transport must take a greater account of its environmental impact. Following predictions of a large increase in traffic and private car ownership and an increasing awareness of its implications for greenhouse gas emissions, air quality and the need for the protection of landscape and wildlife habitats, Government advice note Planning Policy Guidance Note (PPG) 13 "Transport" (March 2001) places great emphasis on policies to promote acceptable alternatives to the private car and to reduce peoples' need to travel.

These aims may be achieved through the co-ordination of policies for transport and land use, such as by concentrating development in existing major and local centres which are highly accessible by transport means other than the private car. To this end the Plan seeks to locate new development in the most appropriate locations as shown in Strategic Principle 3.

Part of the Plan Area is subject to the provisions of the joint local authorities Norwich Area Transportation Strategy (NATS), which is designed to manage transport demand in an environmentally sustainable way. The NATS places great emphasis on public transport, pedestrian safety and cycling provision. While the strategy is under review in 2003, elements of the existing strategy such as Park and Ride schemes and cycle routes continue to be implemented. All the major land use proposals made in the Local Plan are capable of being integrated into such a strategy, and are located to aid the reduction of the need to travel, fuel conservation and a reduction in carbon dioxide emissions.

2. Pedestrian and cycling provision

The Government is committed to the concept of sustainable development and considers walking and cycling to be environmentally friendly modes of transport. The recent road traffic increases have also increased the need to provide for safer walking and cycling. The District Council therefore supports the need to maintain and improve the necessary provisions and to provide for convenient, safe and attractive pedestrian and cycle links within new developments and to existing communities, in accordance with Government guidance in Planning Policy Guidance Notes (PPG's) 1 "General Policies and Principles" (February 1997) and 13 "Transport" (March 2001).

a) Footways and pedestrian access

New development should provide for pedestrians (including those with impaired abilities) in accordance with the principles set out in the "Norfolk Residential Design Guide" (1998). Footways in new developments should take account of existing footway networks and make walking via direct links to local facilities and neighbourhoods more attractive than driving a motor vehicle, to discourage the need to drive by car. Within new developments, roads should be designed for slow speeds to increase the safety of pedestrians and to avoid the need for segregated footpaths which may otherwise raise their own safety and crime related issues. Separate pedestrian (and cycle) links to adjacent residential and other areas may be used to improve accessibility without encouraging extra vehicular traffic and may provide, for example, multiple accesses to a residential area from a major road.

In general, continuous footpaths should exist to, or be provided for off-site by the developer to, the nearest settlement centre, public transport and community facilities. Developer requirements will be considered within the context of Government advice in Circular 1/97 "Planning Obligations". Pedestrian links to and from new developments are provided for by policy TRA 1.

Policy TRA 1: Provision of pedestrian links

The siting, layout and design of development will be required to make provision for safe and convenient pedestrian access and circulation, and to maximise practicable opportunities for users of the development to walk to and from town and village centres, public transport, and other community facilities.

b) Cycling

The provision of cycle routes to encourage cycling is an aid to reducing the number of vehicle trips to the benefit of energy conservation and pollution reduction. With the increased volume of vehicular traffic, it is also important that a network of safe, designated routes is provided for cyclists (and pedestrians) to serve new and existing residential and commercial developments, public transport interchanges and schools. Such routes should also be protected from development.

Within this context, Norfolk County Council has provided for designated and/or advisory cycle routes serving Costessey, Cringleford, Diss, Hethersett, Loddon/Hales and Trowse. Further routes are programmed in the County Council's LTP for Colney to Bowthorpe, Hethersett to Thickthorn (stage II recently completed), Trowse to Poringland and along the Waveney Valley between Diss and Beccles. The Sustrans National Cycle Route 1 also crosses the Plan Area through Costessey (Marriott's Way), and to the south of Norwich through Trowse, Loddon and Geldeston to Beccles. The existing and proposed routes are shown on the Proposals Map and the appropriate Inset Maps.

The County Council also proposes to review its Norwich Area Cycling Strategy to reallocate further road space for the benefit of cyclists, and to investigate potential cycle routes as part of the joint County/District Councils' development of "Whole Settlement Strategies" for the market towns. It is also carrying out a "Safer and Healthier Journeys to School" pilot schools' project which has a five year financial commitment for action and could ultimately provide for all of South Norfolk District's schools. Its traffic calming and management schemes are also designed for safer cycling conditions. Overall, the District Council supports and will help to develop the cycling network arising from the above actions and will protect it from prejudicial development through policy TRA 2.

Policy TRA 2: Safeguarding of the cycle network

Development will not be permitted on land required to implement the County Council's proposed cycleway network, as shown on the Proposals Map.

The District Council is keen to ensure that new development includes provisions to encourage cycle use in line with Government planning policy guidance. This will help to achieve the cycle use targets of "The National Cycling Strategy" (DoT, 1996) and the Norfolk LTP/NATS. Developers will be encouraged to provide for cycling priority measures and secure cycle parking facilities, the latter in accordance with "Standards for Parking in Norfolk" (1998).

As for pedestrian provisions, cycling should be made sufficiently convenient, safe and pleasant, through the provision by the developer of routes off-site to local facilities and adjacent neighbourhoods, to discourage the use of the car. Cycling may be made safer within new developments by the inclusion of roads designed for low speeds, or the provision of pedestrian/cycle links or segregated cycle ways. Cycling provision requirements will be considered in accordance with Government Circular 1/97 "Planning Obligations" and the "Norfolk Residential Design Guide" (1998).

Policy TRA 3: Provision of cycling facilities

The siting, layout and design of development which is likely to generate an increase in cycle use will be required to make provision for safe and convenient cycle access and circulation, and to maximise practicable opportunities for users of the development to cycle to town and village centres, public transport interchanges and other community facilities.

3. Public transport

Rising car ownership has resulted in a falling use of public transport. The County Council however considers that it has been broadly successful in maintaining the provision of public transport services in Norfolk following their earlier decline. The District Council is keen to see the promotion of public transport as a sustainable alternative to the growth in car travel. Consequently it has provided financial support for community transport initiatives in rural settlements, contributed to the enhancement of rail transport facilities through its membership of the Norfolk Rail Policy Group, contributed towards all stages of the NATS and commented on the preparation of Norfolk County Council's public transport policies.

The County Council has increased its investment in and the promotion of new public transport initiatives, and identified a range of policies to enhance the future provision of public transport. These policies are also welcomed and supported by the District Council.

The NATS proposes measures to improve the attractiveness of public transport, constrain the use of private cars and improve the links between non car modes of transport. The major development provisions of the Plan in the Norwich Policy Area are considered to complement the NATS emphasis on public transport. The major development allocations are capable of being served by the existing or an enhanced and mainly bus-based public transport. The various elements associated with a greater emphasis on public transport are considered below, and current initiatives are also noted. These various elements all reflect the aims of Strategic Principles 3 and 10.

a) Bus services

Bus services provide essential links for the many people lacking access to a car during the day, and especially the young, the elderly and those making trips for school or shopping purposes. Many settlements however lack journey to work and Sunday services. In some instances the introduction of mini-buses by the major operators has enabled the continuation of a service, and some six areas benefit from community mini-buses supported by the District Council (such as the Wymondham Area Flexibus and the Diss and District "Borderhoppa").

The District Council recognises the importance of bus services to certain sectors of the population but, apart from seeking legal agreements with developers to provide bus services or to contribute to their improvement, has relatively little control over the general services provided. Such control is a County Council function

The District Council allocates land for development in locations which can be efficiently served by public transport. The Council considers that new development should provide people with the maximum opportunities to use public transport and will seek to ensure this through the design and layout of development on sites within Development Limits and Village Boundaries. The District Council seeks legal agreements with the developers of major developments to provide for bus services or to contribute towards their improvement. Such bus service enhancements will be implemented through planning conditions or negotiations to secure planning obligations within the context of Government Circular 1/97.

With significant new developments, the District Council will require developer provisions to encourage the use of public transport in accordance with the requirements of Norfolk County Council's "Public Transport Policies" and the "Norfolk Residential Design Guide" (1998). Developer requirements will include ensuring that all development is within 400 metres of a bus stop, the possible provision of bus stops and shelters, and the necessary road layout and design and off-site engineering improvements to existing roads and junctions to facilitate the required public transport access. Developer requirements will also take into account other measures taken to reduce car use such as enhanced pedestrian (policy TRA 1) and cyclist (policy TRA 3) provisions and commercial businesses' provisions for staff transport to work.

Policy TRA 4: Provision for public transport

Planning permission will only be granted for development if the siting, design and layout includes, wherever practicable, measures to maximise public transport usage. Planning obligations may be sought to secure the necessary facilities and service provision in accordance with Circular 1/97.

b) Park and Ride

The County Council's NATS, of 1991, proposed measures to reduce the increasing pressure on the traffic circulation system and parking facilities in Norwich, and provided for seven Park and Ride locations on the main radial routes from the City. The NATS review of 1998 has maintained this commitment, as reflected by the Norfolk Structure Plan (1999) policy N10. Four of the proposed locations are within South Norfolk. To date, four Park and Ride sites have been established around Norwich to its north (Norwich airport), east (Postwick), west (Costessey) and south (Harford Bridge/Norwich Cattle Market), but the latter site is temporary and is to be replaced.

Three sites are therefore required within the Plan Area along the radial route corridors at Cringleford (A11), Harford Bridge (A140) and Trowse (A146) to provide for County Council policy. South Norfolk Council has assisted the County Council to identify sites at these locations to which the County Council has also made a commitment in its LTP. Recent progress has included the construction of the site at Costessey and the start of construction of the new site at Harford Bridge (albeit the latter is adjacent to the A47 Norwich Southern Bypass and not on the allocated site). The Plan also allocates a site at Trowse. The Plan therefore protects the required Park and Ride sites from alternative development in support of the County Council's proposals in policy TRA 5 as shown on the Proposals Map for Costessey (Inset Map 17C) and Harford Bridge, and Inset Maps 16 (Cringleford) and 55 (Trowse).

To encourage their use, the proposed Park and Ride sites within the Plan Area are at or near the intersections between Norwich's radial routes and the Norwich Southern Bypass. However the sites have raised environmental impact issues within the context of Norfolk Structure Plan (1999) policy N.6, which provides for the protection of among other things, the historic setting of Norwich, river valleys to the south of Norwich and the setting of the A47 Norwich Southern Bypass. The proposed sites are not deemed to be "inappropriate development" (see glossary for definition) within this context, as they are considered to provide for the greater benefits to the historic Norwich city centre of reduced traffic congestion, reduced environmental impact, reduced parking demands, decreased pollution from traffic fumes and increased safety for pedestrians and cyclists.

The development of the sites will include the softening of their impact with extensive landscaping and the provision of small bus shelters rather than intrusive terminal buildings. A significant consideration will also be the disposal of surface water drainage.

Policy TRA 5: Safeguarding of Park and Ride sites

Sites at the following locations, as shown on the Proposals Maps, will be protected from development which would prejudice their use as Park and Ride sites:

- i) Costessey (A1047 corridor)**
- ii) Cringleford (A11 corridor)**
- iii) Harford Bridge (A140 corridor)**
- iv) Trowse (A146 corridor)**

(NB: The Costessey site has since been opened).

c) Rail services

The District Council encourages the use of local rail services through the activities of the Norfolk Rail Policy Group and support for the Mid-Norfolk Railway (the Dereham – Wymondham tourist railway which has aspirations to run commuter services to Norwich). The Council also supports County Council provisions for integrated transport and hopes to encourage this further through the protection of railway routes for future transport use and the allocation of land for potential rail freight depots as shown below.

d) Protection of railway routes

Government guidance in Planning Policy Guidance Note (PPG) 12 "Development Plans" (December 1999) advises local authorities to consider the potential of disused railway track beds for potential future transport schemes and apply protective policies where justified. The Norfolk Rail Policy Group has done this and recommended protection from development for the Fakenham-Wymondham line (including the Kimberley-Wymondham section within the Plan Area), the Forncett-Wymondham ex-rail route and a Great Yarmouth-Ipswich route (including the Haddiscoe-Aldeby section within the Plan Area). While the Kimberley-Wymondham line has recently been opened as part of a tourist railway, the Forncett-Wymondham ex-rail route could form part of a future mid-Norfolk link. The Great Yarmouth-Ipswich route is proposed to be protected as a strategic route for all purposes, of which the Haddiscoe- Beccles section via Aldeby is currently an ex-railway route which could be restored to form a vital missing link. The protection of these routes, as shown on the Proposals Map, could also enable their use for alternative forms of transport in accordance with Government advice in PPG 13.

Policy TRA 6: Protection of railway routes

The District Council will protect existing railway routes in the event that they become disused, as well as protecting the disused routes between Kimberley - Wymondham, Wymondham - Fornsett, Haddiscoe - Aldeby and the route through Costessey from further development, as shown on the Proposals Map.

e) Potential rail freight depots

Government advice in PPG 12 encourages local planning authorities to include policies on the creation of transport infrastructure such as rail depots, but also advises that such proposals should “include an indication of the time-scale and priorities for the proposed developments, especially railway projects”. PPG 12 also states that local authorities should “apply appropriate protective policies where justified”.

Within this context, a County Council study has identified sites for potential rail freight depots to be protected from adverse development in local plans, including sites at Diss, Hethersett and Wymondham. The Rail Policy Group has considered these and requested that the District Council protect these sites from adverse development.

The identification of these sites also complements the aims of the Norfolk County Council “Rail Freight Strategy for Norfolk” adopted in July 1998. This strategy recognises that the County Council does not provide or operate the rail system, or control the freight companies that may use such a system. It therefore focuses on measures to enable greater use to be made of rail distribution, rather than proposing a firm development programme for building a network of new facilities.

Sites that are already, or have the potential to be, conveniently connected to the rail network and which are well related to the local road and settlement pattern are a relatively scarce resource. Their loss to development which may prejudice the exploitation of their locational advantages should therefore be avoided, even though there may be no firm proposals at present for their use for the transfer of freight between road and rail.

The District Council therefore supports the protection from other development of sites identified for rail freight terminals comprising existing rail terminals at Diss and Hethersett (ie. the ex-Hethersett station site and oil tanker siding in Ketteringham parish) and a potential freight depot at Browick Road, Wymondham. The land will be safeguarded to enable the construction of a rail freight depot if it is expedient to do so, but this does not mean that any of the identified sites will actually be required, or that other material planning considerations will be overturned should firm proposals come forward. This site protection also does not rule out the consideration of other suitable sites that have not been identified, or make a firm commitment to ensuring the development of a network of such sites.

The Plan therefore proposes the safeguarding of the above sites as defined on Inset Map 19A (Diss), Inset Map 31B (Hetherset) and Inset Map 62A (Wymondham). The allocation at Diss includes the current station car park, and any developers of the rail freight terminal would be expected to provide for alternative car parking at the station to offset this loss. The allocation at Wymondham is adjacent to land of designated landscape and nature conservation value. Any development proposals would still require consideration against the policies of the Plan to protect the nature conservation interest of wildlife sites and the amenity of residential areas, and the desirability of preserving or enhancing the character or appearance of the Conservation Area.

Policy TRA 7: Safeguarding of sites with potential for use as rail freight terminals

Sites at the following locations, as shown on the Proposals Map, will be protected from development which would prejudice their potential for use as rail freight terminals:

- i) Diss - station car park and sidings (east side)**
- ii) Hetherset – Station Lane**
- iii) Wymondham – Browick Road**

f) Community car schemes

Although not strictly defined as public transport services, such non-profit making schemes may be established by Parish Councils or private individuals using local volunteer drivers and be partially funded by Parish Councils and the District Council. The Council currently funds five community car schemes and supports the east Norfolk “Carlink” scheme. Public interest has continued to be shown in establishing further schemes and the Council will encourage their provision and provide financial support in appropriate circumstances.

Policy TRA 8: Community car schemes

~~The District Council will encourage the provision of community car schemes.~~

Attention: Please note that Local Plan policy **TRA 8** has been **discontinued** since 28th September 2007 as part of the ‘saved policy’ process. Applicants should now instead refer to the programme of action within the South Norfolk Sustainable Community Strategy.

4. Major road schemes

a) Trunk roads

National forecasts predict a major increase in road traffic, which will result in the design capacity for many of the junctions on the A47 Norwich Southern Bypass being reached earlier than first thought. The Department for Transport is therefore opposed to any large scale development having direct access from any of these junctions unless major and potentially costly improvements are undertaken which themselves may be environmentally unacceptable. (See also policy ENV 6 - Norwich Southern Bypass Landscape Protection Zone).

b) Other principal routes

Following the completion of the A140 Dickleburgh to Scole improvement, the Government has “de-trunked” the A140 and passed responsibility for the Norfolk section to the County Council. The County Council has subsequently proposed to construct a Long Stratton bypass as part of the next review of the LTP and agreed in principle to a route to the east of the village.

The District Council considers that the safety of residents and the quality of the built environment requires protection and improvement within settlements on the A140 (such as Long Stratton) which are subjected to relatively high levels of traffic and HGVs. The District Council therefore supports the need to improve the A140 within the Plan Area, subject to minimizing the impact on the landscape and land of nature conservation value.

Policy TRA 9: A140 improvements

The District Council will press the relevant agencies to restore the previously proposed A140 improvements, including in particular a Long Stratton bypass, to the national roads programme.

(NB: This policy has been overtaken by the “de-trunking” of the A140, the County Council’s new responsibilities and its proposals to construct a Long Stratton bypass).

The A143/A1066 and A146 also form important links within the Plan Area and the District Council has pressed for their improvement through consultations on the County Council's transportation spending policies. The County Council has carried out major improvements to the A143, the A146 and parts of the A1066, while the Norfolk Structure Plan (1999) proposes one scheme, the A143 Broome and Ellingham bypass, for implementation by 2011. This scheme has since been completed but for technical reasons, the following policy must remain in the Plan.

Policy TRA 10: A143 Broome bypass

The District Council will protect the line of the proposed A143 Broome bypass.

(NB: This scheme has since been constructed).

Attention: Please note that Local Plan policy TRA 10 has been discontinued since 28th September 2007 as part of the ‘saved policy’ process, because the scheme has been completed.

c) Secondary routes

The Plan Area is served by a system of ‘B’ roads which provide important cross country links. Following a County Council appraisal of major road schemes, no “B” road improvement schemes were proposed by the 2000 Norfolk Local Transport Plan. However improvements to the B1108 have since been proposed as part of access improvements to the Norwich Research Park and the new hospital at Colney.

At the time of the Plan’s initial preparation, South Norfolk Council had permitted (in 1982) a planning application for the section of the Bowthorpe estate (Norwich) to B1108 link within South Norfolk, and this remained a valid permission due to the completion of associated drainage works. This scheme has since been built, but for technical reasons the following policy remains in the Plan.

Policy TRA 11: Bowthorpe to B1108 link road

~~The District Council will protect the line of the Bowthorpe to B1108 link road.~~

(NB: This scheme has since been built).

Attention: Please note that Local Plan policy TRA 11 has been discontinued since 28th September 2007 as part of the 'saved policy' process, because the scheme has been completed.

While the proposed schemes are welcomed, the District Council is concerned that selective improvements should be made also to the sub-standard sections of other 'B' roads and in particular the B1135 and B1136. Although it is appreciated that such schemes must be considered in competition for resources with higher priorities elsewhere, the District Council wishes to see the implementation of improvements to the main commuter routes such as the B1332, and selective improvements to sub-standard parts of important cross country 'B' roads as joint first and second priorities respectively. Such schemes should have a minimal impact on the landscape and land of nature conservation value.

Policy TRA 12: Environmental impact of identified road schemes

~~The District Council will seek to ensure that the environmental impact of the road schemes referred to in policies TRA 9 to 11 are fully considered by the County Council or other developers, and that their design and implementation are carried out in a sympathetic manner to minimise their landscape and nature conservation impact.~~

Attention: Please note that Local Plan policy TRA 12 has been discontinued since 28th September 2007 as part of the 'saved policy' process, because the schemes referred to have been completed.

d) Corridors of movement

Government advice in PPG 13 (paragraphs 6.3 and 6.4) provides for the protection of trunk roads outside central urban areas and primary routes from new development proposals that would generate significant local traffic movements. It proposes that such roads should be defined as 'corridors of movement' to protect their national and strategic roles of carrying long distance traffic, and that direct accesses onto them should be precluded as far as possible in favour of access via a secondary road.

The Norfolk Structure Plan (1999) defines corridors of movement as Trunk and Principal Roads. The appropriate roads within the Plan Area are shown below and on the Proposals Map and Inset Maps.

- A47T King's Lynn - Great Yarmouth
- A11/A11T Norwich - London
- A140 Norwich - A14 (Suffolk)
- A143 Bury St Edmunds - Great Yarmouth
- A146 Norwich - Lowestoft
- A1066 Thetford - Scole
- A1074 Dereham Road, Costessey (ex-A47T)

Policy TRA 13: Corridors of movement

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

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

e) Service areas

Proposals for major road improvements may encourage proposals for the development of new service areas, especially where existing facilities have been bypassed. Current trends suggest that such proposals are unlikely to be for fuel sales alone but may also incorporate ancillary food retailing and other sales.

The Department for Transport (DfT) is keen to encourage the development of key sites to reduce the number of sites required and to become the focus for a range of facilities for motorists, including lorry drivers whose traditional facilities are largely disappearing or being replaced by car orientated services. The DfT also considers that petrol filling stations should be between 12 and 25 miles apart, dependent on local circumstances, and that when considering their needs, local authorities must take into account the developer's own assessment of demand.

Proposals for such development may have adverse implications for nearby residential amenity, the settings of settlements and the identified local landscape designations. Although the Plan generally precludes new development in open countryside, the nature and frequency of petrol filling station or service area developments may require exceptions to be made in certain circumstances. The Council will consider such applications on their merits within the context of Government advice and the general policies of the Plan. Particular consideration will be given to the location, scale, design, colouring and signing of such proposals.

In respect of the A47 Norwich Southern Bypass, service station provision has been made following consultation with the County Council and DfT. However the completion of service stations at the Longwater, Costessey and the A11 Thickthorn junctions has largely overtaken the provisions of policy TRA 14.

~~Policy TRA 14: Service station provision: Norwich Southern Bypass~~

~~Provision in accordance with the Department for Transport's recommendations will be made for service station provision to serve traffic on the Norwich Southern Bypass at the A47 Longwater intersection within or immediately contiguous with the Longwater Employment Area. Further provision at other junctions will be resisted.~~

Attention: Please note that Local Plan policy TRA 14 has been **discontinued** since 28th September 2007 as part of the 'saved policy' process, because the scheme has been completed.

Policy TRA 15: Service areas and petrol filling stations

Proposals for the development of new service areas and petrol filling stations will not be permitted within Areas of High Landscape Quality* and will normally be permitted where:

- i) They have no adverse impact on nature conservation, the landscape or built environment**
- ii) Their location, scale, design, colouring and signing are sympathetic to the local environment**
- iii) They provide for appropriate landscaping in accordance with the provisions of policy IMP 2 to minimise their environmental impact**
- iv) Within proposals for service areas, provision is made for lorries.**

(* NB: The term Areas of High Landscape Quality remains due to a technicality but has been replaced by alternative local landscape designations protected by policies ENV 1, 2, 3, 5 and 6).

5. Other road schemes, traffic management and pedestrianisation proposals

Other small improvements are required to the remainder of the road network to improve traffic flows, remove accident blackspots, improve road alignments, and to improve safety for pedestrians and cyclists. Traffic management schemes may also be required in relation to proposed road schemes or other new developments. Such small schemes are mostly financed by the County Council.

Traffic management schemes have been introduced in Diss and Wymondham. The District Council has implemented pedestrian enhancement schemes in Diss and Harleston town centres in conjunction with the County Council and proposes further schemes for Diss, Hingham and Trowse. The District Council will press the County Council to implement the necessary traffic management policies to enable the proposed enhancement schemes to proceed.

Enhancement schemes and traffic management proposals have clear implications for accessibility. In many cases pedestrian flows may be enhanced, sometimes at the expense of vehicular flows. In discussing such schemes with the County Council, the District Council will be aware of the need for "Access to Everyone".

Policy TRA 16: Road improvement, traffic management and pedestrian proposals

The District Council will press the County Council to implement the road improvement schemes, traffic management measures and pedestrianisation proposals identified in Part Two of the Plan. In pressing for particular schemes, the District Council will have regard to suitable pedestrian access for everyone and special vehicular provision for the needs of people with disabilities.

6. New accesses, road schemes and new development

a) New access

It is important that new developments do not compromise the safe movement and free flow of traffic or the safe use of the road by others. New accesses onto roads should, whenever possible, be on level ground or in hollows where there is good visibility. They should not be near the crest of a hill, near a sharp bend or where there are double white lines (indicating restricted visibility). The type of access provided should reflect the nature of the road involved and the volume of traffic likely to use it. As highway authority, the County Council requires all accesses to have a fifteen year design life and would expect developer promoted schemes to be justified by a Traffic Impact Assessment (TIA). See policy IMP 8.

b) Other roads

Off-site road improvements may be necessary to enable a new development to proceed. Developers may themselves be required to pay the cost of such works where the need is directly created by their development, as provided for in Annex "C" to PPG 13. The District Council has adopted the County Council's standards and requirements for all highway works in the Plan Area. As highway authority, the County Council requires all non-trunk road schemes to have a fifteen year design life and would expect developer promoted schemes to be justified by a TIA.

The Government has issued guidelines (July 1996) requiring developers to pay for any highway works required to cater for the traffic from a new development, where the traffic demands on a trunk road would materially change or increase as a result of that development. The Government however, requires developers to pay only for the improvements necessary to ensure that conditions on the affected trunk road are, as far as possible, no worse than if the development had not taken place.

The guidelines require the Highways Agency to be consulted by the Council in such circumstances and a TIA to be carried out for the development for the opening year of the development, and for fifteen years after it first opens. The TIA and the design of the improvements required are to take account of measures to encourage the use of other modes of transport proposed as part of a planning application, and other considerations set out in the guidelines.

All necessary road improvements required of developers will be considered through the application of planning conditions and requests for financial contributions within the context of Government Circular 1/97 "Planning Obligations".

Policy TRA 17: Off site road improvements

Developers will be expected to meet the cost of necessary off- site road improvements specifically required to facilitate their proposals, in order that traffic generated by the development will not:

- i) Endanger highway safety;**
- ii) Prejudice the free flow of traffic on the highway network**

Planning conditions may be imposed or planning obligations sought accordingly, in compliance with the provisions of Annex "C" to PPG 13 and Circular 1/97 respectively.

7. Parking

a) Car and lorry parking provision

There is a need to provide for public car parking in the small towns and larger villages. Car parking comprises on-street and short-stay and long-stay off-street provision, and the District Council is responsible for the provision of most off-street public car parks. Government guidance in PPG 13 provides for the limitation of parking provision for new development plus on or off-street parking to discourage reliance on the car for work and other journeys, where there are effective alternatives.

The District Council supports the County Council's NATS parking policies review and will seek to ensure that the appropriate provision exists in the larger settlements elsewhere in the District. The District Council will seek to provide for the appropriate balance between short-stay and long-stay off-street parking, and will pay due regard to the environmental impact of new parking provision in accordance with policy IMP 6. At Diss, a lorry park has been provided in conjunction with a haulage contractor, whilst at Harleston and Wymondham, studies will be undertaken to see if one is required. (See policies HAR 16 and WYM 11).

Significant numbers of people within the District suffer from mobility problems and such people do not have easy access to public transport. The private car often remains their main means of travel, but disabled people may experience problems at the point of destination. They are often unable to progress without a rest, and thus require purpose made vehicle parking within a relatively short distance of their destination, serviced by a direct access via hard surfaced paths.

The County Council has produced car parking standards endorsed by this Council, but has only provided standards for the provision of car parking for people with mobility problems since the initial drafting of this Plan. The District Council, however, will seek to ensure that the appropriate parking provision for people with disabilities is maintained in accordance with County Council standards and the District Council's guidelines set out in Appendix 3.

Policy TRA 18: Off street parking provision

The District Council will monitor the use of existing parking provision and seek to ensure that there is an appropriate provision of short-stay and long-stay off-street parking, subject to environmental considerations, the provision of appropriate landscaping and the provisions of the Council's Guidelines for Parking for People with Disabilities.

b) New development

In considering the amount of parking space required in a new development, the District Council will take account of the availability of transport by means other than the private car. The District Council will press the County Council to define an 'accessibility index' to the District's major settlements to indicate those areas where proximity to non-car transport modes would permit a reduction in the provision of "non-operational" car parking. There is also a need to balance car parking with landscaping requirements. In this regard reference should also be made to policy IMP 2 - Landscaping.

Policy TRA 19: Parking standards

Planning permission will not be granted for development unless provision is made for parking, loading and turning areas in accordance with the County Council's adopted car parking standards 1998 (see *Appendix 3*) and its revisions. In applying these standards, the Council will also have regard to:

- i) The availability of transport by means other than the private car; and
- ii) The provisions of the Council's guidelines for parking for people with disabilities (*Appendix 3*).

