

# **Great Yarmouth Third River Crossing**

## **Application for Development Consent Order**

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### **Document 6.2: Environmental Statement Volume II: Technical Appendix 17A: Legislation, Policy and Guidance**

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**Planning Act 2008**

**The Infrastructure Planning (Applications: Prescribed Forms and Procedure)  
Regulations 2009 (as amended) (“APFP”)**

APFP regulation Number: 5(2)(a)

Planning Inspectorate Reference Number: TR010043

Author: Norfolk County Council

Document Reference: 6.2 – Technical Appendix 17A

Version Number: 0 – Revision for Submission

Date: 30 April 2019

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# 1 Legislation, Policy and Guidance

1.1.1 Table 1.1 to Table 1.3 summarise the applicable legislation, policy and guidance to Chapter 17: Traffic and Transport.

*Table 1.1 Summary of Legislation*

Legislation	Summary of Legislation	How the Legislation is Addressed
<b>The Town and Country Planning and Infrastructure Planning (Environmental Impact Assessment) Regulations 2018</b>	The objective of these regulations is to provide a high level of protection to the environment and to help integrate environmental considerations into the preparation of proposals to reduce their impact on the environment.	<p>The processes in the directive have been followed:</p> <ul style="list-style-type: none"> <li>• An Environmental Statement has been prepared</li> <li>• Public consultation has been undertaken</li> <li>• This will be examined by PINS at the DCO examination</li> </ul>

*Table 1.2: Summary of Policy*

Policy	Summary of Policy	How the Policy is Addressed
<b>National Policy Statement for National Networks (NPS NN) (Ref 17.5)</b>	The NPS NN highlights the need for the development of the national road network in the context of Government policy for economic performance, environment, safety, technology, sustainable transport, accessibility and journey reliability. The national road network connects towns, cities and regions and there is a critical need to address congestion issues to	The Transport Assessment (document reference 7.2) has been prepared taking into account both national and local planning policy and supplementary development guidance.

Policy	Summary of Policy	How the Policy is Addressed
	<p>provide safe and resilient networks. The pressure on this network is predicted to increase as the long-term drivers for demand to travel, Gross Domestic Product (GDP) and population, are also forecast to increase.</p> <p>The document states:  <i>“Applicants should have regard to the policies set out in local plans, for example, policies on demand management being undertaken at the local level”.</i></p> <p>The NPS NN states the following:  <i>“Applicants should consult the relevant highway authority, and local planning authority, as appropriate, on the assessment of transport impacts”.</i></p> <p>The document states:  <i>“Applicants should consider reasonable opportunities to support other transport modes in developing infrastructure. As part of this, the applicant should provide evidence that as part of the project they have used reasonable</i></p>	<p>A summary of consultation regarding transportation impacts is outlined in Table 17.4 of the ES.</p> <p>The transport assessment (document reference 7.2) and ES Chapter 17 considers the impact of the Scheme on non-motorised users.</p> <p>Any mitigation measures relating to traffic and transport effects have been considered in Section 17.8 of ES Chapter 17 and the TA (document reference 7.2).</p> <p>A Framework Construction Traffic Management Plan (document reference 6.16A) has been developed.</p>

Policy	Summary of Policy	How the Policy is Addressed
	<p><i>endeavours to address any existing severance issues that act as a barrier to non-motorised users”.</i></p> <p>The document also states:</p> <p><i>“Where development would worsen accessibility, such impacts should be mitigated so far as reasonably possible. There is a very strong expectation that impacts on accessibility for non-motorised users should be mitigated”;</i></p> <p><i>“Mitigation measures may relate to the design, lay-out or operation of the scheme” and;</i></p> <p><i>“a construction management plan may help codify mitigation”</i></p>	
<b>National Policy Statement for Ports (Ref 17.6)</b>	<p>The National Policy Statement for Ports is a framework for decisions regarding UK port developing proposals. Where relevant, the document is also applied to associated road and rail links.</p> <p>The policy document provides the following</p>	<p>A Transport Assessment has been produced (document reference 7.2).</p> <p>Any mitigation measures relating to traffic and transport effects have been considered in Section 17.8 of ES Chapter 17.</p>

Policy	Summary of Policy	How the Policy is Addressed
	<p>guidance in relation to transport.</p> <p>If a project is likely to have significant transport implications, the applicant's ES should include a transport assessment.</p> <p>Applicants should consult the relevant highway authority on the assessment and mitigation. The assessment should distinguish between the construction, operation and decommissioning stages as appropriate.</p> <p>Where appropriate, the applicant should prepare a travel plan including demand management measures and details of proposed measures to improve access by public transport, walking and cycling, to reduce the need for parking associated with the proposal and to mitigate transport impacts.</p>	<p>A Framework Construction Worker Travel Plan has been produced (document reference 6.16B).</p>
<b>National Planning Policy Framework (NPPF) (Ref. 17.4)</b>	The NPPF sets out the Governments planning policies and how they should be applied.	Consultation with the relevant authorities has been undertaken, as detailed in Chapter 5:

Policy	Summary of Policy	How the Policy is Addressed
	<p>The document stresses the importance of pre-application engagement with the relevant local planning authorities and stakeholders stating:</p> <p><i>“Good quality pre-application discussion enables better coordination between public and private resources and improved outcomes for the community”</i></p> <p>By doing so, transport issues have been considered from the earliest stages of plan making. Paragraph 102 of the NPPF states transport issues should be considered so that:</p> <p><i>“a) the potential impacts of development on transport networks can be addressed;</i></p> <p><i>b) opportunities from existing or proposed infrastructure, and changing transport technology and usage, are realised- for example in relation to the scale, location of density of development that can be accommodated;</i></p>	<p>Consultation (document reference 6.1).</p> <p>Details of consultation specific to traffic and transport are provided in Section 17.4 of ES Chapter 17.</p> <p>Section 17.7 of ES Chapter 17 provides details of Variable Message Signs that form part of the Scheme.</p> <p>The Scheme has a primary aim of reducing congestion and will thereby support reduced greenhouse gases and pollutants.</p> <p>Whilst the Scheme is not ‘development’ which itself generates trips, it will cause traffic reassignment around the town which requires assessment. A Transport Assessment has been produced to inform the DCO submission (document reference 7.2).</p> <p>In addition, a Framework Construction Worker Travel Plan has been produced (document reference 6.16B) for the construction period.</p>



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	<p><i>c) opportunities to promote walking, cycling and public transport use are identified and pursued;</i></p> <p>Paragraph 148 states that:</p> <p><i>“The planning system should help to shape places in ways that contribute to radical reductions in greenhouse gas emissions”.</i></p> <p>With particular reference to transport, paragraph 111 of the NPPF states that:</p> <p><i>“All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed”.</i></p>	
<b>Great Yarmouth Borough Wide Local Plan</b>	<p>Some policies from this 2001 plan remain in effect until the Great Yarmouth Local Plan: Core Strategy supersedes them. The Local Plan refers to most new developments being permitted as long as they</p>	<p>ES Chapter 17 and the Transport Assessment (document reference 7.2) undertake an in-depth assessment to understand the effect of traffic growth associated with future development.</p>

Policy	Summary of Policy	How the Policy is Addressed
	do not impede the free flow of traffic on any highway, or give rise to traffic congestion. The Scheme aims to accommodate traffic growth in Great Yarmouth in order to facilitate growth in the area.	

*Table 1.3: Summary of Guidance*

Guidance	Summary of Guidance	How Guidance is Used
<b>Design Manual for Roads and Bridges</b>	<p>The Design Manual for Roads and Bridges (DMRB) includes all current standards, advice and guidance relating to the design, assessment and operation of trunk roads, including motorways. The guidance was first introduced in 1992 and is now followed throughout England, Wales, Scotland and Northern Ireland.</p> <p>Volume 11, Section 3, Part 8 – Pedestrians, Cyclists, Equestrians and Community Effects (Ref 17.3)</p> <p>This section provides guidance on assessing a schemes impact on pedestrian, cyclist and equestrian journeys. Where relevant, the same principles can be applied</p>	Applied for the assessment of NMU journey times in ES Chapter 17 Section 17.8.

Guidance	Summary of Guidance	How Guidance is Used
	to the impact of vehicle traffic. The guidance also considers the effects of road safety and severance.	
<b>Institute of Environmental Management and Assessment (1993) Guidelines for the Environmental Assessment of Road Traffic</b>	<p>The Institute of Environmental Management and Assessment (IEMA) has produced a set of guidelines to assist those involved in the EIA process.</p> <p>The principles outlined in this document have been used as the basis for assessment of the Scheme.</p>	The Assessment Methodology section of ES Chapter 17 (paragraphs 17.3.34 to 17.3.55) describe how the IEMA Guidelines have been applied to the assessment process.