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1 Purpose of the Document

1.1 To demonstrate how the Thetford Area Action Plan (TAAP) will be delivered and to act as an aide memoir for key partners (Norfolk County Council, Breckland Council, Thetford Town Council, Parish Councils and MTF) of the consequences for their services as a result of TAAP Policies on respective authority resources.

2 Background

2.1 The Thetford Area Action Plan is a Development Plan Document that contains policies and land allocations to guide the growth and regeneration of Thetford.

2.2 The TAAP indicates future work and tasks that key partners should undertake. These are detailed below.

2.3 Such tasks are included in the Implementation Framework for the TAAP which sets out who is responsible for what and when it will be done. The aim of this report is to start the process of securing commitment from the key partners to completing those tasks.

2.4 It is important through MTF and the formal consultation process that wider resource commitments are understood and acknowledged and potential problems addressed and contingencies identified.

2.5 This document summarises the commitments. Please see the TAAP for further details and guidance.

3 Proposed Commitments

Setting up of a Smarter Travel Thetford Team (See TH3)

3.1 Transport models show that even without the planned growth of Thetford, roads and junctions will experience congestion by 2026. Five Thousand dwellings and 40Ha⁽¹⁾ of employment land and associated jobs will add to the issue and as a result achieving modal shift is key to a transport solution that will work for the town.

3.2 One way to achieve modal shift is forming the Smarter Travel Thetford Team and this is identified in the Thetford Transport Study work.

3.3 A well developed, fully integrated Smarter Travel programme can deliver real benefits in bringing about lasting behaviour change. Such a programme could not only help accommodate the Thetford Area Action Plan but could also improve travel options and overall connectivity for the wider area. Smarter travel programmes have already demonstrated good results both in the UK and further afield

3.4 The overarching responsibility of the STT is to co-ordinate Town wide smarter travel measures. The STT will be responsible for the overarching communications and awareness campaign to promote the smarter choice measures on a town wide basis. The STT will also be responsible for ongoing monitoring of the delivery and impact of the Programme

3.5 Smarter travel requires a dedicated team to work on the smarter travel measures. The engagement of the local community within this programme is critical to its success and this will only be possible with the input from a strong and dedicated team who can operate across Thetford, not just within the Urban Extension development.

1 40Ha is made up of 18Ha at the Thetford Enterprise Park (with planning permission, but not developed) and 22Ha within the Urban Extension (awaiting outline planning permission).

3.6 It should be noted that such work could start now, rather than waiting for the growth, to help the existing 24,000 to 28,000 residents make alternative transport choices.

Commitment 1

Smarter Travel Thetford Team set up.

It is recommended that BDC and NCC work together in partnership with involvement from the Town Council and other agencies to set up a Smarter Travel Thetford Team. This will require the identification of staff and financial resources to ensure that the team is self sustaining. Funding will primarily be from developer contributions (either through a S106 agreement or a Community Infrastructure Levy).

- When: ongoing.
- Potential cost: Officer time, office accommodation and promotional material. An Annual budget would also be required.
- Responsible bodies: BDC, NCC, Town Council

3.7 March 2012 update: NCC have started looking into what this work could involve. A bid has been submitted by NCC to the Government for funding to promote travel behaviour change.

Reviewing Existing External and Internal Bus Services (See TH3)

3.8 Getting more people onto buses is seen as a key element of a deliverable Thetford Transport Strategy. A review is needed of the existing bus services that travel to surrounding urban areas such as Bury St Edmunds and Brandon. The review should investigate the frequency of the services as well as the last bus in either direction. It could investigate affordability of services. Taking Bury St Edmunds as an example, Thetford residents travel there for the cinema and hospital as well as students for College.

Commitment 2

Review of bus services

Norfolk County Council and Breckland Council will work together to encourage the existing bus operators in the town and the Urban Extension promoters to provide/improve bus services of a route, frequency and timing that will meet the needs of the existing and future residents of the town as well as residents in surrounding villages and towns. The aim of this approach is to encourage more people to use the bus for all types of journeys.

- When: 2012 - 2013
- Potential cost: Officer Time. LTP3.
- Responsible bodies: Bus operators, Thetford SUE applicant, NCC, SCC, BDC, St Edmundsbury Borough Council.

3.9 March 2012 update: Some work looking into new external and internal bus services from the Urban Extension has been completed as part of the Planning Application. This work recommends the provision of new services, although there could be potential to tweak and improve the existing services.

Retrofitting Bus Facilities to the Rest of the Town (See TH3)

3.10 The TAAP sets the following bus facility design infrastructure for the Urban Extension:

- Bus priority measures at all junctions;
- Bus boarders;
- A bus stop within 400m of all properties;
- Provision of service related bus information at all stops;
- At least 50% of all stops within the Thetford area will have shelters, preferably more; and
- Real Time Information at all stops.

3.11 The existing town would benefit greatly from such provision. This is linked to the review of existing bus services (see 3.8) and would help attain modal shift to more sustainable modes of transport – increased use of the improved services would be helped by improved facilities.

3.12 There is also the potential to retrofit technology in existing buildings, of all types, that helps commuters to use the bus by providing up to date information to help make the bus an attractive alternative to single occupancy car use.

3.13 For consistency and equality of service, it is important that infrastructure quality is harmonised as far as practicable between the Urban Extension proposals and the wider Thetford.

Commitment 3

Retrofitting improved bus facilities.

It is recommended that BDC, NCC and ThetfordTown council work together in partnership to identify ways of implementing quality bus facilities to the existing routes and services within the town. This will involve liaison with the bus operators and could also involve discussions with the promoters of the Urban Extension to explore how their proposals could benefit the existing parts of the town.

- When: 2011 onwards.
- Officer time cost, capital cost of implementation.
- Responsible bodies: BDC, NCC, Thetford Town Council, Bus Operators.

3.14 March 2012 update: No action on this to date.

Wayfinding and De-cluttering (See TH1)

3.15 Thetford lacks an obvious signing strategy to help residents and visitors get around the town, be they on foot, on cycle or in the car.

3.16 In order to improve the townscape, a Thetford theme of signing and street furniture could be agreed. The agreed style could be retro-fitted to the town and be used by future developments.

3.17 De-cluttering the town by removing or repairing signs or street furniture and removing obsolete aspects of the townscape can have a real positive effect on the appearance of the town.

Commitment 4

Wayfinding and De-cluttering Exercise

It is recommended that BDC, NCC and ThetfordTown Council work together in partnership to identify and implement themed improvements to directional signing around the town for all modes as funding permits. This will need to involve liaison with the promoters of the Urban Extension to ensure it is well integrated with the town in terms of wayfinding and could also involve a de-cluttering exercise to remove/repair/replace unnecessary or broken/unkept signage and street furniture where appropriate.

- When 2011 onwards.
- Officer time cost, capital cost of implementation.
- Responsible bodies: NCC, BDC, Thetford Town Council, Residents Associations, Thetford SUE applicant.

3.18 March 2012 update: The Culture and Heritage Thematic Group are working on design for signing, but it is not clear to what extent this can be applied to the rest of the town and the SUE. No action on de-cluttering and street finding.

Thetford's Rail Service and Station (See TH3, TH6 and 8.30)

3.19 BDC and NCC responded to the recent Greater Anglian Franchise consultation asking for increased carriage capacity as well as better separation between the trains/improved frequency – ideally every 30 minutes.

3.20 Anyone wanting to travel from Thetford to either London or Stansted is discouraged by the lack of an early morning or late evening ability to use the rail Network. If the Norwich Cambridge Service became Norwich Stansted this would provide an effective link to national and international travel without the necessity to use long distance car travel.

3.21 With regards to the Station, the crossing of the railway requires improvement as it is not DDA compliant, the appearance of the station needs to be improved, car and cycle parking investigated as well as there being potential for the redundant buildings to be used.

Commitment 5

Thetford Rail Services and Station Improvements

It is recommended that NCC, BDC and ThetfordTown Council work together to identify and lobby for improvements to train services that serve Thetford. Furthermore, Network Rail, Abellio, Thetford Town Council, BDC and NCC work together to improve the facilities at the existing station.

- When: ongoing.
- Potential cost: Officer time.
- Responsible bodies: Network Rail, Abellio, NCC, BDC and Thetford Town Council.

3.22 March 2012 update: A new franchisee in place (Abellio), but on a short term contract (18 months). Network Rail have indicated issues at Trowse and Ely North Junctions are constraints to improvements. With regards to the Station itself, the Thetford Youth Council have adopted the station and seek to improve the appearance of the Station.

The Existing Employment Estates (see TH37)

3.23 The existing employment estates could be improved in relation to access by sustainable modes, landscaping, appearance, security and usability. The TAAP promotes appropriate intensification as well as the use of Planning Initiatives to enable and promote change.

Commitment 6

Regenerating the Existing Employment Estates.

It is recommended that appropriate plans are produced to enable change in the Existing Employment Estates over time.

- When: from 2012
- Potential cost: £50,000 for plans
- Responsible bodies: Businesses, Business Forum, Manufacturing Forum, BDC, NCC, Thetford Town Council

3.24 March 2012 update: No action on this to date

The Existing Residential Estates (see TH36)

3.25 The existing Residential Estates are in need of regeneration.

3.26 The Council's policy for regeneration proposals in the existing residential areas in Thetford has been developed to specifically respond to the particular circumstances experienced in some of the post-war housing areas to the west of the town (Barnham Cross, Abbey, Redcastle Furze and Ladies Estates). The properties on these estates were constructed between the 1950's and 1970's, and much is now reaching the end of its design life at a similar time.

3.27 The Council has been working with Flagship Housing under the auspices of the Moving Thetford Forward (MTF) partnership to develop a positive policy framework through this Area Action Plan that will enable a range of regeneration schemes on the western estates to come forward. Flagship Housing have also been developing a number of schemes to improve and enhance the estates which include local environmental enhancements, and changes to reflect modern living patterns such as increased levels of car ownership and other local access issues. The Council's Housing Team have developed pilot projects at Barnham Cross to highlight the potential for retrofitting various building fabric improvements (such as water and energy efficiency measures) to help improve the efficiency of housing. Evidence of a recent regeneration scheme that has included the redevelopment of a number of existing dwellings that have reached the end of their life can be seen at Sweyn Close.

Commitment 7

Regenerating the Existing Residential Areas

It is recommended that the Strategic Plans are taken forward in order to regenerate the existing Residential areas of Thetford.

- When: 2012 onwards
- Potential cost: ?
- Responsible bodies: BDC, Thetford Town Council, Keystone Development Trust, Registered Providers, Resident's Associations.

3.28 March 2012 update: Strategic Plans produced but no timetable for implementation.

Education (See TH32)

3.29 The TAAP addresses the requirements of NCC in terms of the number of schools required as well as setting aside land for other education uses. NCC has suggested that they will monitor pupil numbers generated by the development as well as consider a review of the school organisation of the existing primary schools as well as their catchments.

Commitment 8

Monitoring Pupil Numbers and Education Provision in Thetford.

It is recommended that NCC commit to the monitoring and reviews as set out above.

- When: ongoing
- Potential cost: Officer time.
- Responsible bodies: NCC and BDC where relevant to the Thetford Urban Extension.

3.30 March 2012 update: An ongoing task.

River Valley Park (RVP) (See 11.43)

3.31 The RVP concept includes river and wetland habitat restoration and landscape enhancement projects, multifunctional routes connecting within Thetford and out to the wider GI of the region. The aim would be that the river corridor becomes a focus for recreation within Thetford and access out from Thetford to surrounding countryside sites.

3.32 The River Valley Park will fulfil many functions of a Country Park and due to its central location has the advantage of integrating existing and new communities. It will potentially alleviate visitor pressures on Barnham Cross Common SPA through enhanced links and links to Nunnery Lakes, in addition to potential new links to the disused railway line at Arlington Way. It will also be accessible from the potential growth area at the Thetford Northern Extension.

3.33 In essence, it has 4 areas:

- Improving access to various places and attractions, such as Thetford Forest.

- Water based recreation
- Habitat restoration
- Protecting this area from urbanisation.

Commitment 9

River Valley Park Project

It is recommended that MTF works with partners to commission a study and implementation plan on the River Valley Park concept and explore the potential for local business investment or sponsorship.

- When: 2011-12
- Potential cost: £30,000
- Responsible bodies: Planning and GI MTF Thematic Group, Brecks Partnership, Environment Agency, Thetford Town Council, BDC, NCC.

3.34 March 2012 update: No action on this specific project to date, although the Flood Zones have been adopted by the Core Strategy and Haling Path has been improved.

Greening Thetford Project (See 11.53)

3.35 The project aims to 'green' Thetford's existing major transport routes such as the Norwich Road and Mundford Road and existing network of paths and bridleways and the Thetford Loops. It will create a continuous green network of pedestrian and cycle routes and help improve the environment along roads and pavements extending from the town centre and major transport hubs out into the countryside, Thetford Forest and Brecks beyond. Trees could also be planted at car parks and open spaces, where appropriate, to provide shade to users.

3.36 By concentrating planting along these routes, the project will contribute to making Thetford more visually attractive, help make it a more pleasant place to live and work and reinforce its uniqueness. Visitors will be able to walk or cycle along uninterrupted newly 'greened' routes from the town centre, train station or bus interchange out into the countryside beyond. Alongside major roads, tree planting will help to reduce traffic noise, improve air quality, reduce light pollution and create a safer pedestrian environment without the need for less sensitive measures such as metal guard railing.

3.37 The origins of this project concept come from the Draft Thetford Prospectus Work by Urban Delivery.

Commitment 10

Planting More Trees

It is recommended that MTF works with partners to undertake the necessary work required to plan and plant more trees in Thetford with potential for funding under a CIL or similar mechanism as well as National Tree Planting programmes.

- When: ongoing
- Potential cost: Project planning and purchase of suitable trees. Potential officer time to supervise. Potential for the BCTV and other similar voluntary groups to be involved in the delivery.
- Responsible bodies: BDC, Thetford Town Council, Resident Associations, Forestry Commission, BCTV.

3.38 March 2012 update: Jubilee Woods project being promoted in Breckland, but unsure of plans for Thetford.

Play Equipment (See 25.12)

3.39 According to the Council's 2010 Open Space survey, Thetford is deficient in children's play areas by 19.73Ha in comparison to the National Play Field Association standards. For every 1,000 people, the NPFA standard states there should be 0.8Ha of children's play - the standard used in Policy DC11 of the Core Strategy.

3.40 New development cannot be expected to meet the existing shortfall. As such, Breckland Council and Thetford Town Council will work together to look at ways of increasing the provision of play equipment. This could be through improving the variety of equipment in place, replacing broken equipment or looking at areas of open space suitable for play equipment.

3.41 Such equipment includes swings and roundabouts, basketball hoops and MUGAs (Multi Use Games Areas).

3.42 In the main there is also a lack of variety in the play equipment. There is the potential to provide different types of play equipment for different ages.

3.43 An adequate and varied provision of play equipment will help tackle anti-social behaviour and would help people move more – one of the aims of ThetfordHealthyTown.

Commitment 11

More and Varied Play Equipment.

It is recommended that BDC and ThetfordTown Council commit to investigating where a varied provision of play equipment can go and try and meet existing shortfalls in provision. This work should be undertaken in close partnership with Registered Social Landlords as part of estate regeneration proposals.

- When: 2011 - 2012
- Potential cost: Officer Time. Purchase and installation of equipment. Ongoing maintenance.
- Responsible bodies: BDC, Thetford Town Council, Residents Associations.

3.44 March 2012 update: No action on this to date.

Bring Recycling Facilities (See TH35)

3.45 In order to help Thetford's residents to recycle and divert waste from landfill, the Council expects new Bring Recycling Facilities will be provided as part of the Thetford Urban Extension. These sites would have bottle banks or textile collection points for example.

3.46 It is stated in the Policy that land for this use will be handed over to Breckland Council at nil charge who could subsequently hand over to the Town Council or community groups for management to potentially benefit from any funding the use of the bring recycling centres could bring.

Commitment 12

Provision of Bring Recycling Facilities in the Urban Extension

As part of the planning applications for the Urban Extension, these facilities should be provided in the Local Centres.

- When: After 2012
- Potential cost: Officer Time.
- Responsible bodies: BDC in relation to the Planning Application and Developer with respect to delivery.

3.47 March 2012 update: No action on this to date.

Allotments (See TH9)

3.48 The TAAP sets requirements for the provision of allotments as part of large scale development. It sets certain criteria for design and running.

Commitment 13

Provision of Allotments in the Urban Extension

As part of the planning applications for the Urban Extension, these facilities should be provided across the site. It is stated in the Policy that allotments will be handed over to the Town/Parish Council for management.

- When: After 2012
- Potential cost: Officer Time and ongoing revenue to maintain/manage and administer allotments.
- Responsible bodies: BDC in relation to the Planning Application and Developer with respect to delivery and Town and Parish Council regarding adoption and running.

3.49 March 2012 update: The Masterplan submitted with the Planning Application indicates adequate allotments provision across the site.

Gateways into Thetford (See 11.50)

3.50 The aim of this concept is to promote Thetford as an attractive place to work and visit, with a clear sense of identity and of place, of its relationship to its landscape setting and its past as well as the potential for its future.

Commitment 14

Enhancing the Gateways into Thetford.

BDC and Thetford Town Council should liaise with partners and developers as appropriate to enhance the gateways into the town.

- When: After ongoing
- Potential cost: Officer Time and funding for set projects from various sources as appropriate.
- Responsible bodies: BDC, Thetford Town Council, Thetford SUE applicant, NCC. Potentially Highways Agency where related to the A11.

3.51 March 2012 update: No action to date on this although the Planning Application could address relevant gateways?

Town Centre Masterplan (See TH1)

3.52 At the broadest scale, Thetford town centre is now in direct competition with web-based retail and consumer services, larger out of town stores and other regional towns and cities all of which are vying for a finite supply of shoppers and visitors. At the more local level there are a number of physical issues that have contributed to this decline such as the ageing of poor quality buildings and public spaces creating an unpleasant and unwelcoming environment. As well as the physical improvements to the town centre, there is potential for other non-physical measures such as improving the offer of the market, having farmers markets or local stores which would add another visitor element to the town centre, aiding the revitalisation of the town.

Commitment 15

Production and Delivery of a Town Centre Masterplan.

It is recommended that BDC and its partners (potentially under the auspices of MTF) commission and produce a Town Centre Masterplan. The fundamental aim will be to revitalise the town centre. The content would include:

- riverside regeneration and to looking into any redevelopment opportunities
- help to reverse the decline in the historic heart of the town and create a sustainable retail, leisure and residential environment for future generations
- review of on and off street car parking to ensure the most effective and efficient use of sites
- access issues, in particular, improving access for pedestrians and cyclists, measures to address the servicing needs of town centre businesses and an investigation of measures to ensure journey time reliability for bus services taking account of predicted town centre congestion on Norwich Road.
- When: 2010-11
- Potential cost: £80,000
- Responsible bodies: MTF, BDC, NCC, Thetford Town Council

3.53 March 2012 update: Funding is secured and the brief being produced by BDC.

Healthy Lifestyles (See TH7)

3.54 A Health Checklist and Health Impact Assessment are required for major or large and complex schemes as per the policy.

Commitment 16

Implementing the Healthy Lifestyles Checklist and Health Impact Assessment.

It is recommended that NHS Norfolk ensure experts check such work to ensure it is adequate and advise BDC Development Management Officers accordingly.

NHS Officers are discussing the resource implications of this requirement internally although they have suggested that it is for Development Management Officers to check this information. This could add to the time and resource of Capita Symonds for determining planning applications.

- When: ongoing
- Potential cost: Officer time as planning applications come in.
- Responsible bodies: BDC/Capita Symonds regarding Planning Applications. NHS Norfolk regarding assessment of checklists and HIAs.

3.55 March 2012 update: Guidance has been produced. Await confirmation that the policy is sound. Potential tasks if found sound include an Agent's forum and workshop with NHS Norfolk as well as with Planners to discuss protocols etc.

Health Facilities (See TH33)

3.56 The TAAP sets out the proposed strategy for health facilities in the town. These include maintaining town centre presence for health facilities, expanding the GP provision of the Healthy Living Centre, reviewing the medical use of the Healthy Living Centre, commissioning new services as part of the Urban Extension and potentially serving the south of the town to improve their access to facilities and reduce the need to travel.

Commitment 17

Review of Healthy Living Centre, Provision of new Health Facility

It is recommended that NHS Norfolk expand the GP provision and review the Healthy Living Centre, Commission new services in the Urban Extension and investigate how to serve the south of Theftord be it be a satellite service or facility.

- When: Healthy Living Centre Review 2011; serving the south investigation 2011; commissioning new services to reflect demand.
- Potential cost: Officer time to review and liaise with the necessary partners. Provision of new services.
- Responsible bodies: NHS Norfolk, Local GPs, BDC

3.57 March 2012 update: Plans are afoot to provide further services at the Healthy Living Centre. The Planning Application for the Urban Extension includes a Health Facility, the precise details of which will need to be discussed as the Planning Application is progressed.

Walking and cycling network (See TH3)

3.58 As mentioned previously, modal shift is key for Thetford, even without the growth; the need is made more essential as a result of the growth. A walking and cycling network is proposed for Thetford.

3.59 Pedestrians and cyclists use any and all routes. The routes identified in the network are more strategic ones and ones where there will be signage and improved provision of suitable and useful facilities.

3.60 Some routes are currently an adequate standard; others however will need a range of works to make them more useful to pedestrians and cyclists.

Commitment 18

Provide, Improve and Promote the Walking and Cycling network.

It is recommended that NCC, BDC and Thetford Town Council work together to identify and implement improvements to the walking and cycling network as funding permits. Additionally NCC and BDC will investigate alternative funding sources for such improvements.

- When: ongoing
- Potential cost: potential for a detailed feasibility study. Officer time to ensure provision and co-ordinate. Capital contributions to implement improvements.
- Responsible bodies: NCC, Thetford Town Council, BDC

3.61 March 2012 update: The network is in the TAAP which is yet to be adopted. No action taken to date.

Thetford Loops (See TH11)

3.62 The Loops offer considerable potential to enhance the walking and cycling network in Thetford by providing convenient and attractive paths for pedestrians and cyclists which improve access to the surrounding countryside. They will also augment the existing urban path network helping to further facilitate and encourage local journeys on foot or by bike – to school, to work and to the shops; achieving high levels of ‘utility’ walking and cycling trips is seen as a vital element in how local travel is undertaken.

3.63 The Loops are largely based on existing networks, but some improvements to most sections are required - be it improved surfacing or changes to the status of the route and ongoing maintenance.

3.64 Whilst some sections could be implemented as part of developments (for example the section of the Northern Loop that travels through the Urban Extension) and other parts could be delivered as part of improvements to the walking and cycling network, there are other parts of the concept which require attention. For example the branding and marketing as well as the co-ordination and maintenance of what is provided. MTF and its partners may also choose to deliver some improvements to some sections as one of its projects. NCC, as the local highways authority, would seem the obvious body to adopt and maintain the Loops.

Commitment 19

Providing and Promoting the Thetford Loops.

It is recommended that BDC, NCC and the Forestry Commission and their partners work together to implement, promote and maintain improvements to the walking and cycling routes that comprise the Thetford Loops.

- When: ongoing
- Potential cost: Officer time to coordinate. Potential capital funding to deliver some sections. Maintenance, promotion and branding.
- Responsible bodies: BDC, NCC, Forestry Commission, Thetford Town Council and potentially Suffolk Councils.

3.65 March 2012 update: The Loops are in the TAAP which is yet to be adopted. No action to date.

Serving the New Community and Integration Between the New and Existing Community (See 2.37)

3.66 All parties involved in the growth and regeneration of Thetford are keen to ensure the new development is fully integrated into the existing town.

3.67 The approach to transport and education as well as improving the town centre could aid integration and are covered in the TAAP. The better use of the existing community facilities will also assist in this regard.

3.68 BDC, NCC, TTC and other partners on MTF are all service providers and could start gearing up for providing the necessary services to the new community, be it their day to day role, or specific programmes to aid integration.

Commitment 20

Serving the New Community and Integration Between the New and Existing Community

It is recommended that BDC, NCC, TTC and other MTF partners consider how best to ensure that services are provided in a timely manner and other programmes they can run or influence to support the integration between the existing and future communities and residents.

- When: Planning could start in 2011, with services rolling out in line with development.
- Potential cost: Officer Time.
- Responsible bodies: all service providers

3.69 March 2012 update: Health and Education infrastructure needs is understood and key stakeholders involved (for example planning permission granted and funding available for an improved Academy on one site). No action on other issues although perhaps more aligned to the planning application now than the TAAP.

Biodiversity Management (See TH8)

3.70 Working with neighbouring authorities, work is required to monitor and mitigate some of the urban effects associated with the growth and regeneration in the wider area as well as at the local level. As such the Council will seek contributions and work with neighbours and relevant organisations towards:

- The review of management plans as a result of the proposed growth;

- The monitoring of the impact of recreation and urban effects resulting from the changes in Thetford on the qualifying features of key sites; and
- The management of key sites in response to visitor pressure and urban effects.

Commitment 21

Action the Biodiversity Management Policy

It is recommended that BDC ensures any charge work includes an element as detailed above and that they work with neighbouring authorities and relevant organisations.

- When: 2011 onwards.
- Potential cost: met through charge but an element of Officer Time.
- Responsible bodies: Natural England, NCC, BDC, Neighbouring Local Planning Authorities, RSPB, Norfolk Wildlife Trust, Brecks Partnership

3.71 March 2012 update: No action to date.

Reviewing the Thetford Area Action Plan

3.72 As is recommended with all Development Plan Documents, a review approximately every 3 years is recommended. This would involve an assessment of how the TAAP has been performing and whether any new or refreshed evidence is required. If changed, the TAAP would require adopting again and as such the related public consultation and examination in public will be required.

Commitment 22

Reviewing the TAAP.

It is recommended that, once adopted, BDC monitor the Thetford AAP to determine whether any formal review is required in the context of the Core Strategy.

- When: approximately every 3 or so years after adoption.
- Potential cost: officer time, evidence base production and examination in public.
- Responsible bodies: BDC, NCC and other stakeholders.

3.73 March 2012 update: TAAP yet to be updated. No need to be reviewed for a while.

Updating Evidence Base/Background

3.74 Further to the above section on reviewing the TAAP, some evidence base would require regular updating and refreshing. Some is Thetford specific, others are district wide:

- Habitats Regulation Assessment: every 3 years (to accompany the TAAP review)
- Education: every 3 years (to accompany the TAAP review)
- Health: annually: every 3 years (to accompany the TAAP review)
- Employment/Land Review: every 5 years
- Retail: 3 years

Commitment 23

Reviewing and Updating Evidence Base

It is recommended that BDC, NCC and NHS Norfolk review evidence base regularly.

- When: see above
- Potential cost: Officer Time and employment expert consultants.
- Responsible bodies: BDC in the main but NHS Norfolk in relation to demand on Health Facilities and NCC in relation to Education.

3.75 March 2012 update: Retail likely to be the first study to refresh in 2013. Others in line with DPD production.

4 Charge/Community Infrastructure Levy (CIL)

4.1 The Council is committed to the CIL which uses a per unit development charge to contribute to infrastructure improvements – for example the CIL. Such charges, however, are to plug any deficit and not replace public funding. It is also worth noting that there will be many interested parties expecting and wanting a share of any charge. The majority of the issues raised in this paper require officer time in the main.

4.2 It should be noted however that the Planning Application for the Thetford Urban Extension will be determined using Section 106 legal agreements as a Breckland CIL will not be in place in time.

5 Conclusion/recommendation

5.1 This report is for information as well as action, to help the Council and its partners understand the implications on their resources as a consequence of the TAAP policies. A number of these issues are well understood as a result of collaborative working on evidence base behind the policies and the joint preparation of policy together with early consultation. Most of the actions involve a resource of officer time and this paper is intended to help the Council manage this resource.

5.2 It is strongly recommended that Councils and partners include these commitments in their forward planning process and budget setting process.

5.3 Please note that this is professional, impartial advice from Capita Symonds on behalf of Breckland Council. Whilst Capita Symonds have the experience and expertise to deliver many of the projects identified in this paper, the advice in this paper is not binding on the organisations identified as potential lead organisations to use them; there is the likelihood that a quotation or tendering process would need to be undertaken.