

Foreword

Welcome to the Draft Final Thetford Area Action Plan, known as the TAAP.

Thetford has been given an opportunity to be transformed. It will not get this chance again for decades, so it is important that we get it right.

The vision for Thetford is to deliver a thriving 21st century market town at the centre of life in the East of England by implementing the sustainable growth and comprehensive social, economic and environmental regeneration of Thetford.

By 2026 Thetford will become a well planned, self-contained sustainable town where people feel part of the community and where they continue to enjoy living and working. It will be a place people will be attracted to with its renowned natural and historic environment qualities.

Thetford will be an important town for jobs, shops, services, schools and tourism, and will continue to be the fourth largest town in Norfolk. Thetford will be known as a town where healthy lifestyles are at the heart of what people, communities and businesses do.

The Draft Final TAAP contains the land allocations and policies which we think are needed to guide the growth and regeneration of the town to enable this to happen.

Please be part of this consultation opportunity, to help us shape this long term plan for Thetford's future.

How you have helped us in the past.

We (Breckland Council and Moving Thetford Forward) are very appreciative of the time and thoughts you have contributed so far – these have been essential in making sure we get the future planning right. We urge you to continue to be part of the process and respond to this document.

Your responses to the Issues and Options (Summer 2008) and the Preferred Options (Spring 2009) stages of the Thetford Area Action Plan (TAAP) have helped in the production of this Draft Final version. Rather than highlighting your responses to the Preferred Options consultation in this version of the TAAP, we have produced a report that summarises the comments we received, our initial response and ways to take on board what you have said. This can be found on www.movingthetfordforward.com and on the LDF pages of www.breckland.gov.uk

Why it is important you help us again.

The final proposals in the Thetford Area Action Plan will affect the lives of everyone in Thetford. It will help regenerate the town, it will decide where new homes and jobs should go, and it will set out what facilities and infrastructure are needed.

We cannot write the Thetford Area Action Plan in isolation. The best people to help decide exactly what should be done, where and when it should happen are you and your family, whether you live, work, visit or have some other interest in Thetford.

We will also be consulting infrastructure providers, environmental bodies and neighbouring communities who will all have valid points and contributions given the wider importance of Thetford, Norfolk's fourth largest town.

Your views are also helping us decide what action we should take now, on the ground. We are doing that, with investment in the town centre (including the purchase of the Anchor Hotel site), safer routes to schools and continuing work on education provision and an improved bus interchange.



Draft Final Thetford Area Action Plan - Historic Past, Healthy Future

Key Issues for Thetford

There are a number of key issues and challenges for this Plan, including: the very sensitive environmental setting of the town, funding issues, regeneration of the town centre, improving the existing communities, management of the change and welcoming new communities and overall raising the profile of Thetford as a place to live, work and invest in. Particularly big issues are the need to address both growth and regeneration simultaneously as well as the balance of jobs (employment land) and homes. In all these cases, one will fail without the other.

This document

We have combined your responses to the Preferred Options consultation with detailed background studies (the Evidence Base) to produce this Draft Final TAAP. This contains the Draft Final Policies and land allocations for the change that Thetford is beginning to experience. We hope this draft final document is a good reflection of the needs and requirements of the community and those who have a stake in Thetford.

Your comments

All the comments we receive are logged and read by officers in the first instance. The officers make a note of their response to the comments and present recommendations regarding what to do with the information contained within the document to Moving Thetford Forward as well as Breckland Council. Eventually this log will be available to the public and put on the Council's and MTF's website.



William Nunn

Leader of Breckland Council and Chairman of Moving Thetford Forward



Background

2 About this document	6
3 Introduction	10
4 Spatial Portrait of Thetford	17
5 Overarching Vision for Thetford	22
6 Objectives	27
7 Plan Area	29

Thetford Urban Extension

8 Thetford Urban Extension - Introduction	32
9 Housing	33
10 Vision and Objectives	35
11 Masterplan	36
12 The Existing Environment and Landscape	44
13 Movement	52
14 New Jobs	61
15 Local Centres	64
16 Infrastructure - Physical and Social	66

Thetford Area Action Plan Wide Policies

17 Thetford Area Action Plan Wide Policies - Introduction	78
18 Town Centre and Retail	79
19 Transport	84
20 Social Infrastructure	92
21 Green Infrastructure	94
22 Indoor Sports Facilities	103
23 Energy	104
24 Water and Flood Risk	107



25 Archaeology	113
26 Sustainable Construction Standards for Non-Residential Development	116

Area Interventions

27 Area Interventions - Introduction	117
28 Existing Residential Areas	118
29 Existing Employment Areas	120

Delivery and Implementation

30 Delivery	121
31 Monitoring and Implementation Framework	126
32 Monitoring	129

Appendices

33 Breckland District Council's Sustainable Community Strategy	136
34 Evidence Base	139
35 How the TAAP conforms with the Breckland Core Strategy and Development Control Policies DPD	140
36 The TAAP and Healthy Town	143
37 Saved Policies	144
38 Glossary	145
39 Flood Risk Assessment	156

List of Policies

Policy TH 1 Thetford Urban Extension Strategic Design Principles.	42
Policy TH 2 Locally Distinctive features of the landscape	44
Policy TH 3 Structural Tree Planting as Part of the Northern Development	45
Policy TH 4 Gallows Hill Scheduled Monument (SM)	46
Policy TH 5 Existing Buildings in the Thetford Urban extension	49
Policy TH 6 Surface Water Management	50
Policy TH 7 Walking and Cycling	52



Policy TH 8 Buses	53
Policy TH 9 Bus Design Principles	54
Policy TH 10 A New Railway Station in the Urban Extension	56
Policy TH 11 Changes to the A11 Trunk Road	58
Policy TH 12 Improvements to the Local Road Network	60
Policy TH 13 New Employment Land	61
Policy TH 14 New Local Centre in the Urban Extension	64
Policy TH 15 Energy and Carbon - Thetford Urban Extension	67
Policy TH 16 Decentralised Energy Supply	68
Policy TH 17 Education Provision in the Thetford Urban Extension	69
Policy TH 18 Health Provision	72
Policy TH 19 Community Buildings	74
Policy TH 20 New Bring Recycling Centres	76
Policy TH 21 Approach to the Town Centre	79
Policy TH 22 New Retail Development	83
Policy TH 23 Transport - Achieving Modal Shift	84
Policy TH 24 The Impact of Change on Pedestrians, Cyclists and Buses	88
Policy TH 25 Thetford Bus Interchange	89
Policy TH 26 Thetford Railway Station	90
Policy TH 27 Healthy Lifestyles	92
Policy TH 28 Allotments	94
Policy TH 29 Joe Blunt's Lane	96
Policy TH 30 The Thetford Loops	97
Policy TH 31 Indoor Sports Facilities	103
Policy TH 32 Energy and Carbon - TAAP Wide	104
Policy TH 33 Energy Service Company Development (ESCo)	106
Policy TH 34 Water and Drainage	107
Policy TH 35 Development in Flood Zones.	110
Policy TH 36 Area of Main Archaeological Interest	113
Policy TH 37 Investigation Required in Other Locations of Archaeological Interest	115
Policy TH 38 Sustainable Construction Standards for Non-Residential Development	116
Policy TH 39 Redevelopment proposals in Existing Residential Areas	118
Policy TH 40 Existing Employment Areas	120

2 About this document

What does 'Draft Final' Mean?

2.1 This document is a draft of what Breckland Council (BDC) as the Local Planning Authority are proposing for Thetford. The document contains the final proposed policies and land allocations for the growth and regeneration of Thetford. Previous comments have been combined with detailed studies to produce what is assessed to be the best way forward for achieving the regeneration and growth of the town over the period to 2026. Although we have used the word 'final', this document is a consultation opportunity to have your say, and the contents could be changed as a result of the response received. However, given the previous consultations and the large amount of evidence base we consider this document represents the best way forward for the long term planning of the town within the choices that are available.

Why have things changed since the Preferred Options Stage?

2.2 Since Preferred Options Stage, BDC have undertaken further detailed research and taken on board the findings from those studies. The following table shows the progression from Preferred Option to this version with regards to how the objectives were addressed by policy response.

Objective	Preferred Options	Draft Final
Thetford SO1: To provide the environment capable of delivering 5,000 net new homes in Thetford by 2026 of the right mix of housing to meet the needs of Thetford to ensure all residents have access to a decent affordable home. This new development will be integrated and meshed into the fabric of the town.	TH11, TH13, TH17, Th18	Thetford Urban Extension section, Transport sections.
Thetford SO2: To ensure high and stable levels of employment through restructuring the local economy providing the basis for a minimum of 5,000 net new jobs, especially high quality jobs, in Thetford in the period 2001-2021, so everyone can share in the prosperity of the District. To promote economic diversity and support economic growth.	TH4, TH11, TH17	New employment areas, Existing employment areas, Education section, Retail section, Transport sections.
Thetford SO3: To address Thetford's current infrastructure deficits, plan for new infrastructure and ensure it is delivered with growth and not after. This includes green infrastructure.	TH3, TH8, TH13, TH17	Thetford Urban Extension section, Green infrastructure sections, Water sections, Energy and carbon sections, Social infrastructure sections.
Thetford SO4: To strengthen Thetford as a place for shopping, work, services and leisure. Balancing housing, employment and service growth to promote self-containment.	TH2, TH3, TH11, TH15, TH18	Retail section, Town Centre section, Indoor sports section. Transport section.
Thetford SO5: To regenerate Thetford town centre as a focus for retail, services and leisure, including improving its evening economy offer.	TH2, TH3, TH9, TH15, TH17	Town centre section, Retail section. Transport section.
Thetford SO6: To address the most severe pockets of deprivation in Thetford's residential and employment estates, through physical, social and economic regeneration projects.	TH16, TH17	Existing estate (employment and residential) section.
Thetford SO7: To create an environment in Thetford that facilitates healthy lifestyles for all.	TH1, TH5, TH13, TH14, TH17	Healthy lifestyles section, Health facilities section, Walking and cycling section, Allotments.

Objective	Preferred Options	Draft Final
Thetford SO8: To conserve and enhance where appropriate the quality and distinctiveness of the biodiversity, geology and landscape setting of Thetford, and ensure growth respects such features.	TH6, TH7, TH12, TH13, TH15, TH17	Green infrastructure section, Gallows Hill section.
Thetford SO9: To protect and where appropriate enhance the heritage assets and townscape of Thetford and require new development to meet high quality design standards.	TH1, TH3, TH10, TH17	Green infrastructure section, Gallows Hill section, Town Centre section, Existing Buildings section, Design principles.
Thetford SO10: Development to be an exemplar for efficient use of resources (eg energy, water, building materials).	TH17	Energy section, Water section. BREEAM section.
Thetford SO11: To reduce greenhouse gas emissions, mitigate and adapt to the effects of Climate Change.	TH8, TH9, TH10, TH15, TH17	Energy section, BREEAM section, Transport sections, Green Infrastructure, Flood risk and SuDS sections.
Thetford SO12: To turn around Thetford's current heavy reliance on the car to more sustainable forms of transport whilst ensuring good accessibility for all to jobs, facilities and services (including Green Infrastructure) in Thetford.	TH9, TH10, TH14, TH17	Transport sections, Design Principles.

Table 2.1 Showing the changes between the Preferred Options and the Draft Final and the relation to the objectives.

How to Comment

2.3 The **full document** is available on line at <http://consult.breckland.gov.uk/portal>.

2.4 Summary leaflet - Separately, we have put a summary leaflet inside the 'About Thetford' magazine which is distributed to 10,000 households in Thetford. Leaflets will also be made available to the Parish Councils surrounding Thetford.

2.5 Printed versions of the Draft Final Summary Leaflet, the Main Document and the Sustainability Appraisal can be found here:

- ThetfordTown Council Offices, Kings Street, Thetford.
- Breckland House, St. Nicholas Street , Thetford.
- Peddars Way Offices, Exeter Way , Thetford.
- Thetford Library

2.6 Email: planningpolicyteam@breckland.gov.uk

2.7 By post

Freepost RLTE-BJSE-YZKA

TAAP Consultation
Planning PolicyBreckland Council
Elizabeth House

Walpole Loke
 Dereham
 Norfolk
 NR19 1EE

2.8 Drop off locations: You can drop off comments at the following locations in Thetford:

- Breckland House, St Nicholas Street - box in the contact centre
- Thetford Town Council, King's House, King Street - box in the reception area
- Keystone Development Trust - The Limes, 32 Bridge Street. Box in the reception area.
- Riversdale, Tanner Street. Box in the reception area.
- Londis/Post Office, Canons Walk.
- Fulmerston Christian Fellowship, Fulmerston Road - through the letter box.
- Church of the Nazarene, Croxton Road - through the letter box.
- Peddars Way Offices, Abbey Estate - box on the counter
- Cloverfields Community Church, Yarrow Close - through the letter box.

Responses must be received no later than 4pm on Friday 4 March.

Open days

2.9 Open days where the public can come and view large scale maps and talk to Planning Officers, will be held on:

- Saturday 5 February at the Methodist Church on Tanner Street from 10am to 12:30pm.

2.10 Furthermore, the One Stop Bus will be at the following places at the following dates and times, again giving the opportunity to view large scale maps and talk to Planning Officers:

- Tuesday 8 February 10am to 12.30pm Anchor Hotel car park
- Tuesday 8 February 1.30pm to 4pm Tesco's car park, Norwich Road
- Wednesday 9 February 10am to 12.30pm Croxton Village Hall car park
- Wednesday 9 February 1:30pm to 4pm Sainsbury's Car Park, London Road

Who Prepared this Document?

2.11 This document has been drafted by Breckland Council as the Local Planning Authority but in close collaboration with Moving Thetford Forward (MTF) as the local delivery body. For all general queries, please see the website www.movingthetfordforward.com or contact 01362 656870.

What stage are we at?

2.12 Here is the time line for the preparation of the Thetford Area Action Plan:

Stage	Dates	Completed?
Evidence Gathering and preparation of Issues & Options Document	2007 to May 2008	Yes
Issues & Options consultation published for 6 week consultation	Late June – Early August 2008	Yes
Responses to the consultation considered and Preferred Options document prepared	August 2008 – December 2008	Yes
Preferred Options published for 6 week consultation	Feb – March 2009	Yes

Stage	Dates	Completed?
Responses reviewed and considered, further detailed background information produced and draft final version prepared	April 2009 -Christmas 2010	Yes
Draft Final TAAP out for 5 week consultation	January -February 2010	Now
Responses reviewed and Submission Version prepared. Final TAAP taken to Council meetings.	March - April 2010	
Thetford Area Action Plan published - 6 weeks	April - May2010	
Submitted to Inspector	June 2011	

Table 2.2 Showing the timeline for the Thetford Area Action Plan



3 Introduction

Key Facts

3.1 The TAAP will;

- Provide an urban extension of 5,000 dwellings on greenfield land to the north of the town;
- Allocate 40 Ha of new employment land;
- Provide up to 5,000 net new jobs;
- Town Centre regeneration;
- Seek to regenerate the town centre and Existing Estates;
- Seek to improve education and health;
- Encourage modal shift to more sustainable modes of transport; and,
- Ultimately, improve the town's reputation.

Thetford Area Action Plan (TAAP)

3.2 The TAAP will provide a policy framework that steers significant change so it is delivered in a way that protects and enhances the environment, boosts the economy of the town and provides the needs of the existing and new communities.

3.3 The Thetford Area Action Plan should be read in conjunction with the Breckland Core Strategy and Development Control Policies DPD (Core Strategy) which contains policies and land allocations which cover all of the District of Breckland. The TAAP has regard to and is in overall conformity with the Core Strategy (more detail on this is included in section 35 'How the TAAP conforms with the Breckland Core Strategy and Development Control Policies DPD').

3.4 The policies and land allocations are supported by considerable background evidence. All this evidence is available on the LDF pages of the Breckland Council Website and are free to download: www.breckland.gov.uk or www.movingthetfordforward.com.

Thetford – a Growth Point

3.5 Thetford was awarded Growth Point Status in 2006. Growth Points are communities that are pursuing large-scale, sustainable housing growth through a partnership between local organisations and central government.

3.6 Growth Points are an example of a 'bottom-up' initiative, with the government encouraging and supporting proposals from local partners. In 2006, 20 local authorities and partnerships were named as first round Growth Points, with a wide regional spread covering the east (including Thetford), south east and south west of England as well as the Midlands.

3.7 Growth point status is a national designation, which only growing towns and cities receive. The main benefit of such a status is the extra funding by Government of around £6.4m for Thetford during 2008-11 to help enable growth and regeneration to happen.

Thetford – A Healthy Town.

3.8 Healthy Town status has been awarded to nine towns and cities across England, and will result in £1.8m of initiatives taking place in Thetford during 2009-11 to encourage healthy eating and tackle obesity issues. The projects and aims are centred around Healthy Travel, Healthy Food and Healthy Living.



Moving Thetford Forward.

3.9 The Moving Thetford Forward Partnership is dedicated to the delivery of the Thetford Growth Point Initiative. The aims of the Moving Thetford Forward (MTF) Partnership are to:

- Facilitate and accelerate the delivery of growth and economic development of Thetford
- Assist the regeneration and renaissance of Thetford for all its residents, existing and new
- Positively engage with all those with an interest in Thetford, including the public, local businesses, landowners and public bodies
- Positively communicate the benefits and potential of Thetford, in order to raise its profile and encourage investment in the town

3.10 More information can be found at www.movingthetfordforward.com

Local Planning Context

3.11 The Local Planning context for the preparation of the Thetford Area Action Plan is to be found in the adopted Breckland Core Strategy and Development Control Policies document. Policy SS1 of that document reads:

3.12 *'(Thetford) will provide 6000 homes over the period between 2001 and 2021 and between 1,500 and 2000 new homes between 2021 and 2026. In addition, up to 5,000 net new jobs to the end of the plan period will have been delivered. This jobs growth will include the allocation of a new business park. The centre of the town will be the subject of major regeneration and with expanded retail, leisure, cultural and educational facilities will become a civic hub bringing together existing and new communities. Total food and non-food retailing floorspace will expand by approximately 9,400m² over the plan period in connection with this town centre regeneration.'*

3.13 Since the adoption of the Core Strategy at the end of 2009 a considerable volume of work has been undertaken on housing delivery in Thetford. In particular examination has focused on the environmental capacity of the proposed urban extension to the north of the town and the impact of a reduced development area on the density of development. At this early part of the document it is useful to put into context housing numbers being planned for in Thetford as part of this version of the Area Action Plan.

3.14 The adopted Core Strategy at Policy H1 refers to a total delivery of 7,877 homes in Thetford between 2001 and 2026. This factored in 1,104 homes which had been built between 2001 and 2009 and a further 273 homes with planning permission at 1st April 2009. Importantly, the Core Strategy was based on an allocation of 6,500 homes. The additional work since 2009 has affected the allocation figure for Thetford which is now reduced to 5,000 homes. This reduction is as a consequence of a better understanding of the developable area to the north of Thetford and previous commitments not to allocate development north of the A11. Latest evidence indicates a developable area of 202hectares of which a maximum of 135hectares is for residential. Accommodating 6,500 homes on 135 hectares would result in densities in excess of 48 homes to the hectare; accordingly 5,000 homes on 135 hectares is a density of 37 homes to the hectare which is similar to recent developments. Breckland Council is keen that the new approach and character to an expanded town is not a hard, dense urban edge which does not respond to the rural character. More detail around the housing numbers is contained in a separate Housing Topic Paper published alongside this document.

3.15 The following table shows how the proposed dwellings will be delivered over the plan period:

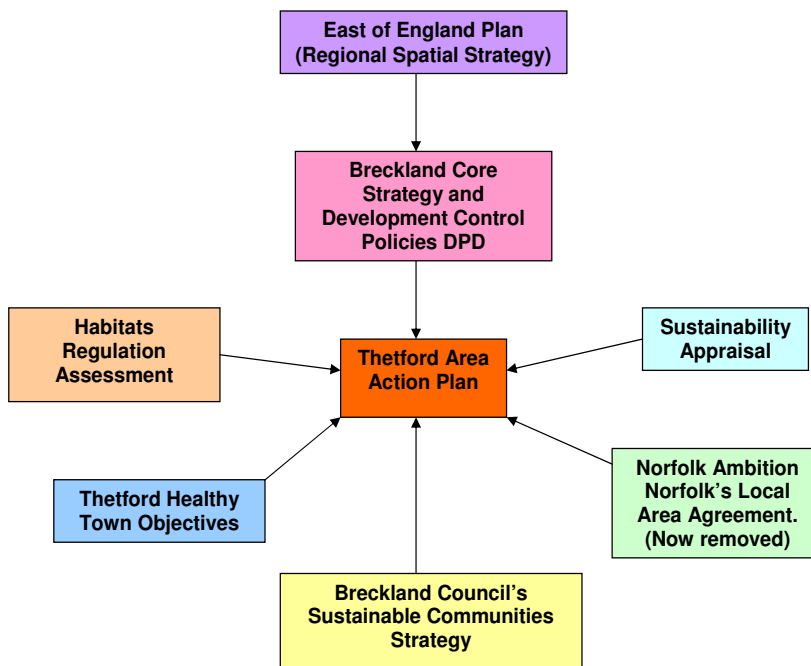


Town	Already built ⁽¹⁾	Currently permitted ⁽²⁾	New Allocations	Total
Thetford	1,179	249	5,000	6428

Table 3.1 Dwelling delivery between 2001 and 2026.

Documents and Initiatives influencing the TAAP

3.16 The following diagram shows which documents have directly influenced the Thetford Area Action Plan. ⁽³⁾



Picture 3.1 How the TAAP is influenced by other documents.

Sustainability Appraisal

3.17 Sustainability Appraisal (SA) incorporating a Strategic Environment Assessment (SEA) is a systematic process undertaken during the preparation of the plan, to assess the extent to which the emerging policies and proposals will help to achieve relevant environmental, social and economic objectives. In doing so, it will provide

2 (as of 1st April 2010)

1 (April 2001 to 31st March 2010)

3 The East of England Plan was part of the Development Plan for the preparation of the Core Strategy and early drafts of the TAAP. On 6 July 2010 the Rt Hon Eric Pickles MP, Secretary of State for Communities and Local Government, announced the revocation of Regional Strategies with immediate effect. The same letter also included guidance that the evidence informing the RSS could be treated as a material consideration in preparation of the Local DPDs. The revocation was subject to a legal challenge which was successful on 10 November 2010. The results of which means that Regional Plans have been reinstated but are likely to be removed in the forthcoming Localism Bill.



an opportunity to consider ways in which the plan or strategy can contribute to improvements in environmental, social and economic conditions as well as a means of identifying and addressing any adverse effects that policies and proposals might have which are subsequently addressed and the plan improved.

3.18 The Sustainability Appraisal Report (SAR) prepared for the Preferred Option of the TAAP contained detailed analysis of Preferred Alternative options. The SAR which accompanies this document confirms the sustainability of the preferred options strategy and policies.

3.19 This Draft Final TAAP also has a Sustainability Appraisal which is being consulted on at the same time as the Draft Final TAAP.

Habitats Regulations Assessment (HRA)

3.20 The European Habitats and Birds Directives protect sites of exceptional importance in respect of rare, endangered or vulnerable natural habitats and species within Europe. Currently these consist of Special Areas of Conservation (SACs) and Special Protection Areas (SPAs). Thetford has areas under both of these designations in close proximity.

3.21 Articles 6(3) and 6(4) of the Habitats Directive requires an 'appropriate assessment' of any plans or projects likely to have a significant effect on a feature of a European Site. The intention is that a plan or project should only be approved after determining that it will not adversely affect the integrity of any European Site. The requirements of the Directive were transposed into UK legislation by way of 'The Conservation of Habitats and Species Regulations' 2010 (otherwise known as the 'Habitats Regulations').

3.22 Breckland Council has prepared an Appropriate Assessment (AA) under the Habitats Regulations for its Core Strategy and Development Control Policies DPD (2009). For Thetford, the Breckland Core Strategy HRA is extremely important to inform what development, in broad terms, can be taken forward in Thetford and where. However, because the Thetford Area Action Plan will be more specific in terms of land allocations, and because of the sensitive habitats that are close to Thetford's urban edge, there is a need for a separate HRA to be prepared alongside the Thetford Area Action Plan, testing its detailed policies and land allocations for effects on European habitats and species.

3.23 Natural England is the statutory nature conservation body responsible for providing advice on AA and has been involved throughout the HRA of the Breckland Core Strategy. The Council has also consulted with and involved the RSPB, with particular reference to the Breckland SPA and the growth promoted in Thetford through this Area Action Plan.

Key Challenges and Opportunities facing Thetford

3.24 The following issues and challenges have been identified in the Sustainability Appraisal as a result of the literature review and assessment of the baseline indicators (evidence and information) and confirmed through previous consultation. It is right that the challenges are recognised so that they can appropriately be addressed but there is also a need to emphasise the opportunities arising from growth and regeneration for both existing and new communities.

3.25 The following table shows issues that could result from the growth and how such issues can be addressed.

Potential issue to result from the growth	How issue to be addressed.
Loss of agricultural land	Land around Thetford is lower grade. This is an unavoidable consequence of meeting the housing need as set out in the Core Strategy.
Tensions between water demand and supply in Breckland	Water policies look to address this by going further than the building regulations. BREEAM requirements.



Draft Final Thetford Area Action Plan - Historic Past, Healthy Future

Potential issue to result from the growth	How issue to be addressed.
Increased contamination of water and soil resources	SuDS policy gives some guidance.
Development in certain areas may be subject to fluvial flooding and the effects of climate change	Adoption of SFRA2 flood zones, PPS25, Surface Water Management Plans, SuDS
Reduced air quality	Modal shift to more sustainable modes of transport emphasised in the TAAP and related detailed transport policies.
Increased traffic congestion and increased dependency on forms of transport that contribute to climate change	Modal shift to more sustainable modes of transport emphasised in the TAAP and related detailed transport policies.
Energy supply issues.	ESCO and energy policies. BREEAM requirements.
Reductions in biodiversity and natural and semi-natural habitats as well as adverse effects on species as a result of development and the associated recreation pressure the increase in population will bring.	Gallows Hill Policy seeks to create habitat. TAAP seeks to protect locally distinctive features of the landscape and promotes tree planting. The TAAP has had a Habitats Regulation Assessment completed which has informed it.
Loss of heritage assets and impact on historical character.	Gallows Hill addresses in TAAP. Existing buildings in Urban Extension addressed. Town Centre policy highlights historical importance. TAAP contains 2 archaeological policies.
Pressures on landscape from new development	Locally distinctive features are protected and enhanced. Green roof requirement. Gallows Hill addressed in the TAAP.
The need for good quality design	The TAAP sets out design principles. The policies in the TAAP combine to result in good quality design.

Table 3.2 Potential issues arising from the growth and how issues are to be addressed.

3.26 The following issues currently exist in the town:

Issues in town	How issues to be addressed.
Loss and continued shortfalls in the provision of public open space.	Core Strategy policies still apply to Thetford and set open space requirements.
Inequalities in health.	Thetford is a Healthy Town and its programme seeks to address this issue. Healthy Town officers have been involved in the production of the TAAP. NHS Norfolk have helped identify the health needs of Thetford.
Higher crime rates in Thetford.	Police requirements are addressed in the TAAP. The Police Architectural Liaison Officer has been involved in the TAAP.
Ageing population	NHS Norfolk have helped identify the health needs of Thetford. Thetford is a Healthy Town.
Pressure placed on healthcare infrastructure.	NHS Norfolk have helped identify the health needs of Thetford. Thetford is a Healthy Town. Access to West Suffolk Hospital will be included as part of bus service review.
High incidence of Limiting Long Term Illnesses.	Thetford is a Healthy Town and its programme seeks to address this issue. Healthy Town officers have been involved in the production of the TAAP. NHS Norfolk have helped identify the health needs of Thetford.
Lack of affordable housing	Core Strategy policies still apply to Thetford and set affordable housing requirement at 40%. TAAP and MTF address and are addressing the existing residential estates.



Issues in town	How issues to be addressed.
Deprivation and low paid economy	TAAP and MTF address and are addressing the existing residential estates. TAAP seeks to address existing employment estates and also allocates employment land. NCC and Thetford Academy looking to improve education attainment in the town.
Poor education attainment	NCC and Thetford Academy looking to improve education attainment in the town. TAAP sets out the primary and secondary school requirement.
Vulnerable and constrained economy	TAAP seeks to address existing employment estates and also allocates employment land. REV programme seeks to promote area for businesses. Thetford Enterprise Park employment land allocated. Town Centre to be improved.
Higher order shopping centres outside the district attract shoppers from Thetford which results in a leakage of expenditure away from Thetford and Breckland.	Town Centre to be improved. TAAP identifies retail floorspace figures and directs retail to the town centre.

Table 3.3 Potential issues in the town and how issues is to be addressed.

3.27 The aim of the TAAP is to provide the planning framework to address these issues and challenges. The right planning policy framework can also help make the most of the opportunities already available in Thetford as well as deliver new successes and investment going forward.

Thetford - Opportunities and Successes

3.28 Thetford's opportunities result from its location, which in turn are influenced by the environment and reflected in the heritage. The proximity of the town to Thetford Forest and surrounding Brecks provides a superb area for leisure and tourism. There are significant green areas in and immediately around the town, not least the river, which provides a town centre waterside which is rare in market towns in the East of England. Moreover the town benefits from an historic core which is now being revitalised and promoted through the Thetford 13 project.

3.29 As well as the high environmental quality, Thetford's location and connections provide good access to regional cities, the national rail network, London and Stansted international airport. The dualling of the A11 has been confirmed recently with work due to start in 2015. This scheme will have positive effects for the safety and congestion along the key route as well as the economy of the town and the whole of Norfolk. To support the local economy Breckland Council has been proactively supporting local businesses and encouraging inward investment through the REV and REV-ACTIVE programmes. Despite recent restructuring in the local economy, new employers have been secured and existing businesses have expanded.

3.30 In terms of successes, Thetford is fortunate in that it has been awarded both Growth Point and Healthy Town status by central government. This means the government recognises the challenges and opportunities faced in Thetford and has been willing to help achieve the local vision and aims through £millions of investment. Compared to other Growth Point towns Thetford has done very well in securing more money per head of population from this fund. Additionally, Thetford is the only community in the East of England to have received the Healthy Town funding.

3.31 Moving Thetford Forward is also now well established as a local delivery vehicle to coordinate and deliver the ambitious plans. Going forward the local delivery vehicle could be a platform to creating other delivery groups and mechanisms which can make local authority assets and developer contributions work harder for Thetford.

3.32 The growth and regeneration framework set out in this document is intended to leave a positive legacy. A key strand to the Vision is about improving the reputation of Thetford as a place to live and for businesses to invest in. A good legacy will be achieved by addressing the challenges identified above but also by recognising, protecting and revitalising the many positive aspects of Thetford. This legacy is about the quality of new development going



forward, its environmental footprint and the ability of the town to respond to events in the next 20 years of its history. Most of all, the legacy is about maintaining the community of Thetford. This document must ensure growth and regeneration takes place simultaneously in a way which fosters and maintains one community.

How to use this document

3.33 The TAAP is a statutory planning document which is part of the Local Development Framework (LDF). It holds the policies and land allocations specific to Thetford. The policies (in purple boxes) within this document:

- are additional to the policies in the Core Strategy;
- apply to the area within the boundary of the Thetford Area Action plan in Plan Area; and,
- should be read in conjunction with each other.

Planning Policy and the Coalition Government

3.34 The Government has promised a radical reform of the planning system. At the time of writing, no details have been announced. The Council will continue to work on the production of the TAAP.



4 Spatial Portrait of Thetford

Location

4.1 Thetford is located about 80 miles north east of London, and has grown up at the confluence of the River Thet and the Little Ouse River, a tributary of the River Great Ouse. It is located in Norfolk in the East of England. The nearest major urban centres are the cities of Norwich (32 miles) and Cambridge (35 miles) and the towns of Bury St Edmunds (12 miles) and Newmarket (20 miles). The town serves a wide rural catchment including a number of scattered small villages and hamlets. The area surrounding Thetford is relatively sparsely developed, consisting largely of Thetford Forest, military and open agricultural land, and with few nearby villages. The A11 bypass connecting Cambridge and Norwich borders the town to the north and west.

History

4.2 Thetford's history stretches back to prehistoric occupation. The town has undergone several shifts and changes in its status of identity. It emerged as one of the most important late Saxon Towns in East Anglia, becoming the sixth largest town in early Medieval Period where for a very short time it held Cathedral Status. The town has survived many Danish invasions and was established as an important religious centre in the Medieval Period. The dissolution of England's Monastic and Ecclesiastical buildings in the 16th century, resulted in the decline of the town's economic importance.

4.3 The 18th and 19th centuries saw a revival in the town's industrial prowess where at the end of the 19th century, the town became a manufacturing centre for steam engines until the late 1920s. The industrial centre of the 19th and early 20th century disappeared resulting in a town with high unemployment. As a consequence, the town was identified by the London County Council (LCC) in the 1950s as a destination for relocating jobs and businesses from bomb-damaged London.

4.4 The second half of the 20th Century saw rapid growth and expansion of light industry on the town's periphery. Planned residential expansion in the 1950-70s brought an influx of new residents from the London area, housed in large new social housing estates, designed in Radburn⁽⁴⁾ based layouts typical of the period which unfortunately now exhibit signs of stress. Recent residential developments based around a low density cul-de-sac arrangement have consolidated growth on the northern periphery in land leading up to the bypass, and also extended beyond the River Thet creating new development to the east, into the parish of Brettenham in the 1990s. Thetford is developed in a very distinct 'zoned' way, with two large employment areas off London Road and Mundford Road and also residential zones.

4.5 The town has a historic core with a street pattern documented to have existed from the Medieval Period. As a result, Thetford is commonly described as containing a Medieval street arrangement. However archaeological evidence provides confirmation of Saxon occupation north of the river, consequently, many of the streets are said to be based on earlier Saxon trackways.

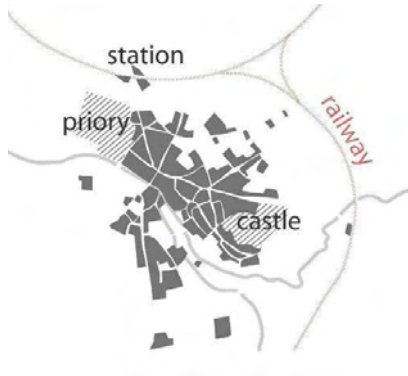
4.6 The town contains a number of sites of archaeological significance, both listed and of historic importance such as the Castle Mound, Priory and Gallows Hill. Thetford contains 182 listed buildings and obtained Conservation Area Status in 1973.

4.7 The following plans illustrate the growth of the town.

4 The primary innovation of Radburn was the separation of pedestrian and vehicular traffic. This was accomplished by doing away with the traditional grid-iron street pattern and replacing it with an innovation called the superblock. The superblock is a large block of land surrounded by main roads. The houses are grouped around small culs-de-sac, each of which has an access road coming from the main roads. The remaining land inside the superblock is park area, the backbone of the neighbourhood. The living and sleeping sections of the houses face toward the garden and park areas, while the service rooms face the access road.



Draft Final Thetford Area Action Plan - Historic Past, Healthy Future



Thetford before major growth.



London Overspill and more.



Highlighting the existing Industrial Estates.



More recent growth.

Landscape Context

4.8 The town benefits from a unique natural landscape setting in the valleys of the Little Ouse and Thet. It is on the edge of Thetford Forest, a large man-planted lowland coniferous forest which has colonised former Breck Heath. The town has a rich built heritage and distinctive townscape reflecting the local geology in the vernacular, notably flint and chalk. These natural and built heritage assets combine to make the town an important destination for tourism and recreation.

4.9 Thetford is surrounded by significant landscape and environmental assets, including the culturally and archaeologically important landscape of the Brecks and sites of European importance for Nature Conservation, including the Breckland Special Protection Area (SPA) and Special Area of Conservation (SAC).

4.10 Breckland SPA is designated due to its internationally significant populations of rare bird species (Woodlark, Nightjar and Stone Curlew), whilst the SAC is designated to ensure the extensive tracts of lowland heath, semi-natural dry grasslands, marshes, bogs and ancient woodland are protected. The Brecks is therefore a significant area for its landscape and natural heritage value and for its visitor value.

4.11 The landscape context of Thetford is a large scale landscape of coniferous plantation, arable fields and remnant heathland. It is a landscape of simple elements with an open, exposed quality, although localised variety, interest and microclimate is created by plantation blocks and locally distinctive twisted scots pine windbreaks.



Economy

4.12 Thetford is a major employment centre providing an estimated 17,000 jobs, many of which are in manufacturing including several established multi-national companies (Jeyes, Baxter Healthcare) with a higher proportion employed in this sector compared with the national average. In addition, a programme has been set up to establish Thetford as a centre for advanced engineering along the A11 corridor Rural Enterprise Valley (REV) in order to become a nationally significant employment cluster. The town is also a significant retail, service and administrative centre for South-West Norfolk and North-West Suffolk.

4.13 The town centre has a mix of uses including retail and office areas as well as residential and recreational areas. The principal retail areas in the centre are at Minstergate, Riverside Walk and King Street.

Population and Community

4.14 Thetford is currently Norfolk's fourth largest settlement with a diverse population of 24,700⁽⁵⁾ (Mid 2008 population estimates). The town has a significant proportion of young people with over a fifth of the population over the age of 16. More recently, the town has attracted many Eastern European immigrants living in the area. The main European nationalities present in Thetford, other than British, are Portuguese, Latvian, Polish and Lithuanian.

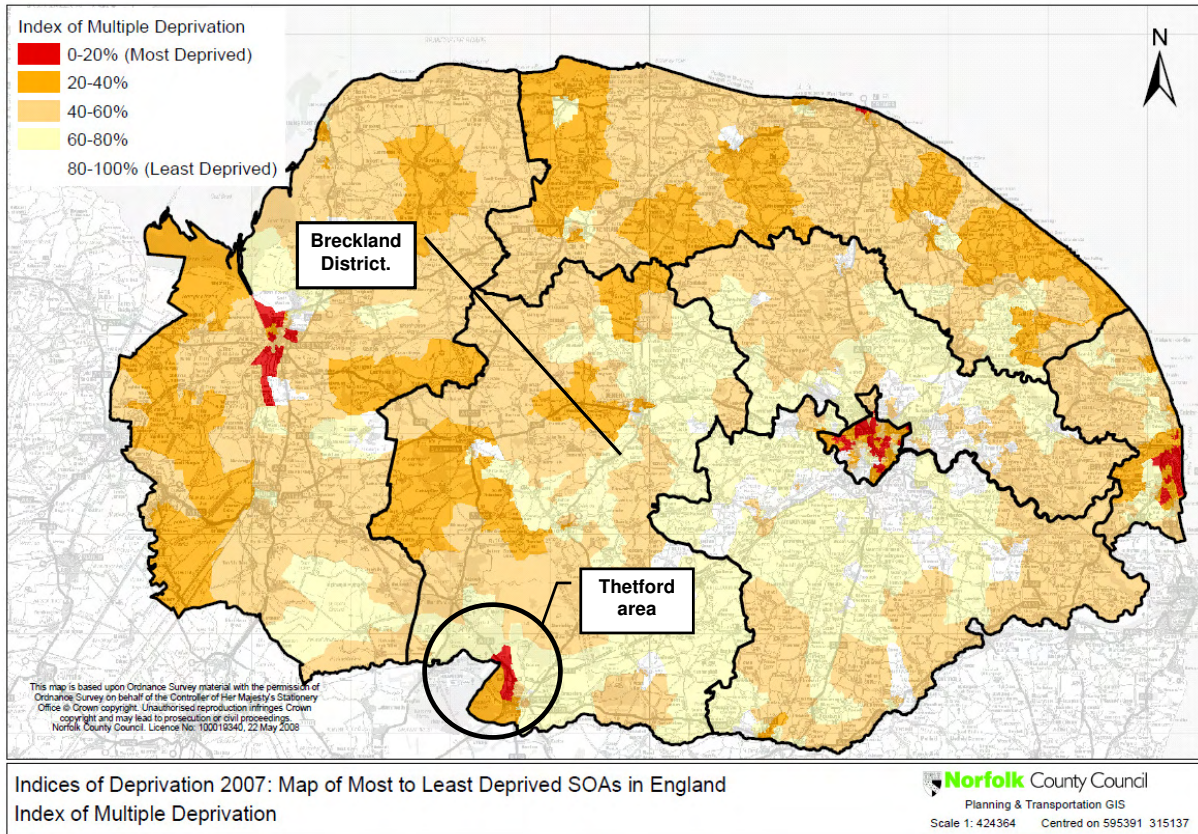
4.15 The Thetford-Abbey ward in Thetford is in the most deprived ten per cent nationally (Indices of Multiple Deprivation 2007).

4.16 Child health is a major concern as it has the highest number of children on the Child Protection Register for its size of population in the whole of Norfolk. There is a high rate of teenage pregnancy and anecdotally, there are said to be large problems associated with substance misuse.

4.17 With regards to health, in recognition of high adult obesity rates, Thetford was awarded Healthy Town Status in 2008/9. The town received £900,000 of funding from the Department of Health for healthy lifestyle projects in the town.

4.18 In terms of education provision and attainment, Thetford's secondary education provision operates as an Academy and has two campuses, South Site (formerly Charles Burrell) (542 pupils 11-16) and North Site (formerly Rosemary Musker) (697 pupils 11-16), with the shared Thomas Paine Sixth Form (200 students). Both schools have been getting help from National Challenge, a government programme to make sure that over 30% of young people get at least five GCSEs, including English and Maths, by 2011. Proposals are being considered to amalgamate and integrate provision.

5 Data from Norfolk County Council



Picture 4.1 2007 Indices of Multiple Deprivation - Norfolk

Transport Links

4.19 Thetford lies on the main railway line between Norwich and Cambridge. Two trains an hour stop at Thetford Station. One of the services provides a direct line to Manchester and Liverpool. London stations can be reached by changing at either Ely or Norwich. There is an internal bus service around Thetford and additional bus links to nearby towns and villages, including links to Bury St Edmunds. At present there is no direct bus connection to Norwich other than National Express.

4.20 The town provides necessary service and retail provision to outlying villages and hamlets. In particular the town supports higher order services to towns and villages to the west and north-east including Brandon, Mundford, Harling and Hockham. However, the retail catchment area of Thetford is reduced by the proximity to Bury St Edmunds to the south and the sparsely populated Brecks to the south west and north of the town. Thetford in turn looks to Norwich, Cambridge and Bury St Edmunds for services not provided in the town.

4.21 The A11 bypasses the town and is dualled between Norwich and Thetford with a single carriageway through Elvedon and onto Barton Mills. This single carriageway stretch is proposed to be dualled, which a decision expected later in 2010.

Transport and Accessibility

4.22 The following table shows the travel to work data for Thetford, from the 2001 Census.



Mode	Share
Walking and Cycling	22%
Bus	2%
Homeworking	6%
Train, Taxi and motor cycle	3%
Car driver	60%
Car passenger	7%

Table 4.1 Thetford Travel to Work data - Census 2001.

Housing

4.23 The proportion of affordable housing stock in Thetford is high relative to nearby towns. The condition of some of that stock and the neighbourhoods in which the stock stand is poor, with many homes coming to the end of their useful life at a uniform point in time. There are also some housing needs not being met such as smaller housing units and other specialist accommodation for the elderly and disabled.



5 Overarching Vision for Thetford

A Vision for the Sustainable Growth and Regeneration of Thetford

Overarching Vision for Thetford

To deliver a thriving 21st century market town at the centre of life in the East of England by implementing the sustainable growth and comprehensive social, economic and environmental regeneration of Thetford.

By 2026 Thetford will become a well planned, self-contained sustainable town where people feel part of the community and where they continue to enjoy living and working. It will be a place people will be attracted to with its renowned natural and historic environment qualities.

Thetford will be an important town for jobs, shops, services, schools and tourism, and will continue to be the fourth largest town in Norfolk. Thetford will be known as a town where healthy lifestyles are at the heart of what people, communities and businesses do.

Thetford's reputation will be improved.

5.1 The principal vision for Thetford and Breckland can be found in the Core Strategy and is therefore not repeated here. The over-arching vision for Thetford is broken down into themed mini visions. These mini visions show how Thetford will be in the future not only through the policies within this Area Action Plan, but also as a result of the work Moving Thetford Forward is doing. Moving Thetford Forward is an informal Local Delivery Vehicle, made up of partners from many local organisations working together to support and advise the growth and regeneration of Thetford and its environs. The themed mini-visions are as follows:

Climate Change and promoting efficient use of resources.

Alongside the growth, Thetford and its surrounding area will shift away from heavy reliance on the car towards more sustainable forms of travel, especially to walking, cycling and buses (with new bus interchange provided by around 2011/12) and improvements to the train station.

All the new development will comprise high quality design, high environmental performance and take advantage of all opportunities to maximise energy and water efficiency and energy coming from renewable resources.

The existing development will not be forgotten – owners and occupiers will have been offered help with retrofitting water and energy efficiency devices.

Measures will have been taken to not only reduce greenhouse gas emissions, but also to mitigate and adapt to any challenges that Climate Change could bring.

5.2 Thetford contributes to 50% of the growth in Breckland between 2009 and 2026. It is critical that such a large proportion of the District's growth is delivered in a way which minimises effects on climate change.



5.3 The scientific evidence is now overwhelming: climate change presents very serious global risks, and it demands urgent local responses across the globe. The stocks of greenhouse gases in the atmosphere (including carbon dioxide, methane, nitrous oxides and a number of gases that arise from industrial processes) are rising, as a result of human activity. Other than the effect on the climate, changing behaviour can benefit everyone on an individual basis by improving health or saving money⁽⁶⁾.

Biodiversity and the Historic Environment

Thetford's considerable natural and heritage assets will be conserved and enhanced where appropriate. In particular, all new development will protect the internationally-important wildlife sites and respect the significant historic, architectural and archaeological assets both within and surrounding the town.

A comprehensive network of accessible green spaces, corridors and other green areas will be put in place or improved, focused on the River Thet and Little Ouse corridors providing a viable network within, to and from surrounding areas such as Thetford Forest.

The biodiversity interest and Breckland SPA will be protected whilst recognising the recreation value/interest of Thetford Forest and other surrounding natural areas.

5.4 Thetford is well known for its Historic and Natural assets. It is important that these are recognised, protected and managed. These assets are core to the local distinctiveness and many are of international and national value. Part of the purpose of the TAAP is to manage change in such a sensitive location.

5.5 Thetford is set against the backdrop of the Brecks, a landscape of significant cultural and ecological importance. Thetford Forest Park which surrounds the town is a major recreational resource for the Brecks⁽⁷⁾.

Housing

Thetford will increase in size by at least 5,000 dwellings between 2001 and 2026 including a significant amount of affordable housing. The majority of these new dwellings will be located on greenfield land to the north and north-east of the town. Infrastructure will be delivered in a timely manner to keep pace with the rate of development.

All new development and regeneration projects will be appropriately co-ordinated and managed to ensure the integration between new and existing housing areas to promote a sustainable community across the town

5.6 The table below sets out how this strategic requirement will be met over the plan period.

Already Built (April 2001 to 31 March 2010)	Currently Permitted (1 April 2009)	New Allocations (to 2026)	Total (2001 to 2026)
1,179	249	5,000	6,428

Table 5.1 Showing Thetford's housing delivery over the plan period from 2001 to 2026.

6 STERN REVIEW: The Economics of Climate Change, www.hm-treasury.gov.uk/stern_review_report.htm

7 Thetford Green Infrastructure Study, Land Use Consultants, September 2007



5.7 The majority of the allocation will be on an Urban Extension to the North and North East of Thetford, inside the A11. Other important contributors to housing growth will be estate regeneration and town centre redevelopment opportunities.

5.8 This direction of growth is heavily constrained due to adverse impact of development on Breckland SPA. In order to protect the Breckland SPA and SAC, the Habitats Regulations Assessment work for the Core Strategy limited options for direction of growth at Thetford. If evidence comes forward to demonstrate an agreed mitigation for Stone Curlew is possible, then additional windfall development may come forward to contribute to the overall development numbers, provided there is sufficient infrastructure capacity.

Thetford Urban Extension

Thetford Urban Extension will have positive, tangible impacts for all who live in Thetford enhancing its status as a destination of choice and contribute to the revitalisation of Thetford town centre. It will create a unique environment for residents and businesses building on the riverside shopping district, the important, and diverse, heritage of the town combined with excellent access to the leisure and recreational opportunities provided by its intimate proximity to the forest. It will create a highly desirable location to live work and play. It will act as a catalyst for change, will improve social cohesion and contribute to Thetford's Healthy Town Status. The development will promote the use of public transport and a healthier lifestyle with the provision of pedestrian and cycle routes to the town and surrounding countryside.

The development will respect the local distinctive character of Thetford and will have the potential to come forward in a manner that has an organic feel. It will be well designed and deliver a place that maximises the locational advantages, particularly relating to landscape and green infrastructure and its location as a gateway into the town.

The site should provide distinct places and new communities which are also "of Thetford" and evolve with the town. The development will result in neighbourhoods whose delivery will be gradually phased to reflect local infrastructure capacity, the delivery of employment areas and ensure integration with existing communities.

5.9 It is intended that the Urban Extension is designed and developed in a way that benefits the rest of the town as well as reflects the existing landscape features. More details on the Thetford Urban Extension are given in section 8.

Economic development

5,000 new jobs will be created, especially on new employment areas and in a revitalised town centre, including high quality, high skilled jobs. The first phase of new jobs will be on the Thetford Enterprise Park to the north of the town. The A11 will be maintained as the key corridor of movement in the area encouraging new and growing businesses to locate in Thetford. The changes will help emphasise Thetford's important strategic position on the A11 for businesses. Serviced employment land (and consequently jobs) will be provided in line with housing growth.



5.10 Thetford benefits from good accessibility and a prominent location to the south of the A11 and lies on the mainline rail network. As such there is strong demand for industrial and distribution space from local, regional and national occupiers. The office market in Thetford is less developed than the industrial and distribution market. However, Thetford still has the most active market for this use within the administrative area of Breckland District Council. Thetford Enterprise Park is the key site that will kick start investment in the town.⁽⁸⁾

The community

By 2026, all people in Thetford and the surrounding area, whether new or long standing residents, will feel they have benefited from the growth and investment that is to take place. New development areas will be planned in a way to make the communities inclusive and to contribute to a balance between houses, jobs, services and leisure facilities. In addition, the new communities will feel an inclusive part of Thetford as a whole. Changes to education and the provision of new jobs upskilling the workforce, will have a positive effect on household incomes.

Thetford will become proud of its high level of education provision for all ages, with schools forming the heart of new and existing communities. Education will be transformed in Thetford by making learning and success irresistible and accessible for all within the community and beyond.

Health conditions will have improved and disparities reduced. This will be sustained by the opportunity for all the community to follow healthy lifestyles - a legacy of Thetford's Healthy Town Status.

5.11 With growth will be change. It is essential that this change benefits and includes the existing community. Furthermore, the new development should be an integral part of the town. It is important that when planning for services and facilities that town-wide opportunities are pursued. It does not automatically follow that new town services and facilities will be required to locate in the urban extension. The community in Thetford will benefit from equal access to improved and expanded services and facilities.

5.12 Up until August 2010 Thetford had two 11-18 secondary schools Thetford had two 11-18 comprehensive schools, Charles Burrell (542 pupils 11-16) and Rosemary Musker (697 pupils 11-16), with the shared Thomas Paine Sixth Form (200 students). From September 2010 both schools have been brought together as the Thetford Academy, under the sponsorship of Wymondham College, Norfolk County Council, Easton College and West Suffolk College

5.13 The way we live today means that lots of us have developed unhealthy lifestyles. This means all of us need to make small changes to eat well, move more and live longer. The Thetford Healthy Town programme is making it easier for Thetford residents to make these small changes that make a big difference. A number of projects and activities across the town will make it easy and fun for residents to participate in activities which will result in a healthier and happier future. The Healthy Town Programme aims to leave a legacy in healthy living, healthy travel and healthy food. Thetford is one of the most deprived communities in Norfolk and there are significant health issues and consequent health inequalities within the town. Improving health and reducing health inequalities requires a cross cutting approach tackling a wide range of social economic and environmental issues. The policies in the TAAP are designed to make a significant contribution to a healthier Thetford.

8 Breckland Employment Land Review, Roger Tymms and Partners, September 2006



Regeneration

The balance between growth of new communities and the regeneration of existing communities is vital. Existing residential areas will see significant benefits, with developers and public authorities contributing funding to projects which revitalise existing estates, the town centre and other important public areas. Wards where there is evidence of higher deprivation levels will be targeted first, with the aim of ensuring that the community is engaged in the regeneration process from the start. This regeneration will include environmental improvements, some new developments and improved community and social cohesion undertaken and managed in a holistic manner.

The town centre will be regenerated to become the focus of the community for leisure and shopping, unifying the existing and new areas of the town. Key town centre sites will be regenerated creating an attractive built environment for all.

- 5.14** The growth will also catalyse regeneration of the town. The new bus interchange and other town centre developments will also stimulate further town centre regeneration
- 5.15** Strategic Plans are being produced for the four Western Neighbourhoods with involvement by the local community. Barnham Cross neighbourhood has been the first to benefit from such work.
- 5.16** Any regeneration and associated changes will have due regard to the historic environment of Thetford.



6 Objectives

6.1 The following objectives have been derived from the issues/problems/challenges that face Thetford. The relevant policy is also identified.

6.2 These objectives compliment those of the Core Strategy.

Issue/Problem/ Challenge	Higher Strategic Theme	Individual Strategic Objectives (SO)	Relevant Policy
Housing, Employment and Regeneration	To deliver significant housing and employment growth in Thetford, supported by social, economic and environmental infrastructure. (Individual Objectives SO1-6 are subject to satisfactory Assessment work relating to protected habitats and species)	Thetford SO1: To provide the environment capable of delivering up to 5,000 net new homes in Thetford between 2001 – 2026 of the right mix of housing to meet the needs of Thetford to ensure all residents have access to a decent affordable home. This new development will be integrated and meshed into the fabric of the town.	Thetford Urban Extension section, Transport sections.
		Thetford SO2: To ensure high and stable levels of employment through restructuring the local economy providing the basis for a minimum of 5,000 net new jobs, especially high quality jobs, in Thetford in the period 2001-2026, so everyone can share in the prosperity of the District. To promote economic diversity and support economic growth.	New employment areas, Existing employment areas, Education section, Retail section, Transport sections.
		Thetford SO3: To address Thetford's current infrastructure deficits, plan for new infrastructure and ensure it is delivered with growth and not after. This includes utilities, education, sport, police, health and green infrastructure.	Thetford Urban Extension section, Green infrastructure sections, Water sections, Energy and carbon sections, Social infrastructure sections.
		Thetford SO4: To strengthen Thetford as a place for shopping, work, services and leisure. Balancing housing, employment and service growth to promote self-containment.	Retail section, Town Centre section, Indoor sports section, Transport section.
		Thetford SO5: To regenerate the town centre as a focus for retail, services and leisure, including improving its evening economy offer.	Town centre section, Retail section, Transport section.



		<p>Thetford SO6: To address the most severe pockets of deprivation in Thetford’s residential and employment estates, through physical, social and economic regeneration projects.</p>	Existing estate (employment and residential) section.
		<p>Thetford SO7: To ensure that all development contributes to the improvement of health and the reduction of disparities in health and that negative impacts on health are avoided or effectively mitigated.</p>	Healthy lifestyles section, health facilities section, Walking and cycling section, Allotments.
Environment	To comprehensively protect and enhance, as appropriate, the natural and historic assets of the Thetford area.	<p>Thetford SO8: To conserve and enhance where appropriate the quality and distinctiveness of the biodiversity, geology and landscape setting of Thetford, and ensure growth respects such features.</p>	Green infrastructure section, Gallows Hill section.
		<p>Thetford SO9: To protect and where appropriate enhance the heritage assets and townscape of Thetford and require new development to meet high quality design standards.</p>	Green infrastructure section, Gallows Hill section, Town Centre section, Existing Buildings section, Design principles.
Natural Resources	To make Thetford play its part in protecting the environment and in tackling climate change.	<p>Thetford SO10: Development to be an exemplar for efficient use of resources (eg energy, water, building materials).</p>	Energy section, Water section, BREEAM section.
		<p>Thetford SO11: To reduce greenhouse gas emissions, mitigate and adapt to the effects of Climate Change.</p>	Energy section, BREEAM section, Transport sections, Green Infrastructure, Flood risk and SuDS sections.
Accessibility	To enhance accessibility to services to reduce need to travel and inequalities in access.	<p>Thetford SO12: To turn around Thetford’s current heavy reliance on the car to more sustainable forms of transport whilst ensuring good accessibility for all to jobs, facilities and services (including Green Infrastructure) in Thetford.</p>	Transport sections, Design Principles.

Table 6.1 Objectives of the Thetford Area Action Plan

7 Plan Area

Boundary of the Thetford Area Action Plan

7.1 The boundary of the TAAP identifies areas which the policies and land allocations contained in this document apply. It is a requirement of Area Action Plans to set a boundary. The boundary is shown over the page.

7.2 This does not mean that the whole area will be developed or that every area within that boundary will see development. Some areas are protected and development in others is not promoted through this Plan for a variety of reasons. The area proposed for development is shown on the Proposals Map.

7.3 The TAAP boundary covers parts of Parishes other than Thetford (including Croxton, Kilverstone and Brettenham). The Settlement Boundary and TAAP Boundary are different. The boundary of the TAAP is larger because some proposals in the TAAP (such as the Thetford Loops and some Green Infrastructure proposals) extend beyond the settlement boundary within which housing and employment are to be located.

7.4 It is important that Thetford is seen to lie within and as an integral part of its surrounding landscapes, environment and communities.

Proposals Maps

7.5 The Proposals Maps show land allocations made in this document, the settlement boundary, plus any saved policies from the outgoing Local Plan which remain relevant, and highlights other areas discussed in the TAAP. The Proposals Maps include a [town wide map](#) as well as a separate [town centre inset map](#). There is also a [legend](#).

Settlement Boundary

7.6 The purpose of settlement boundaries is to spatially identify the areas in which particular housing and other policies will be applied. Policy DC2 of the adopted Core Strategy refers to the principles of new housing which states that:

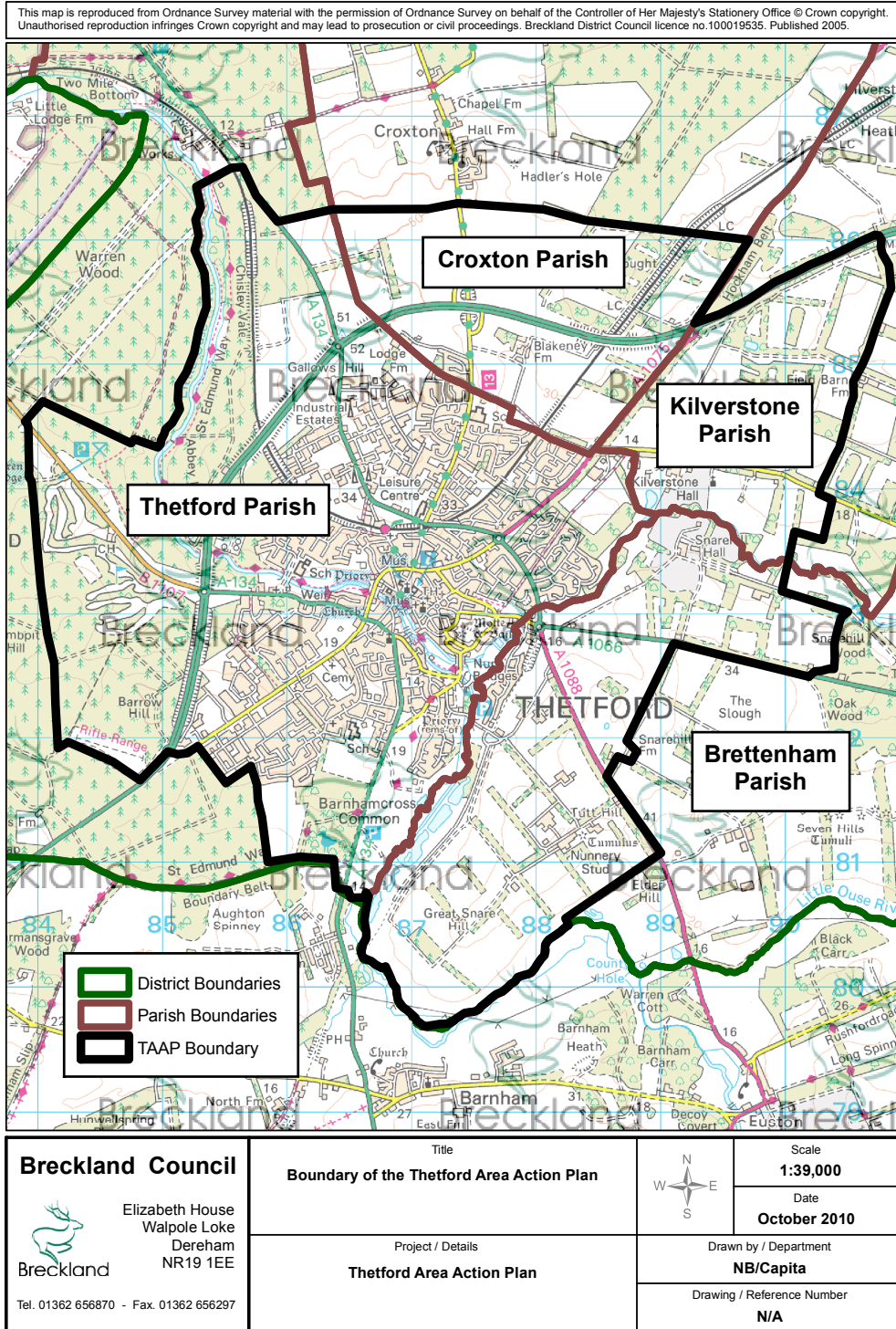
"Within the settlement boundaries as defined on the proposals map, new housing development will be permitted".

7.7 The Core Strategy rolled forward the settlement boundary from the outgoing District-wide Local Plan but acknowledged that this would be reviewed through subsequent DPDs. In this case, the revised Thetford settlement boundary is included within the TAAP.

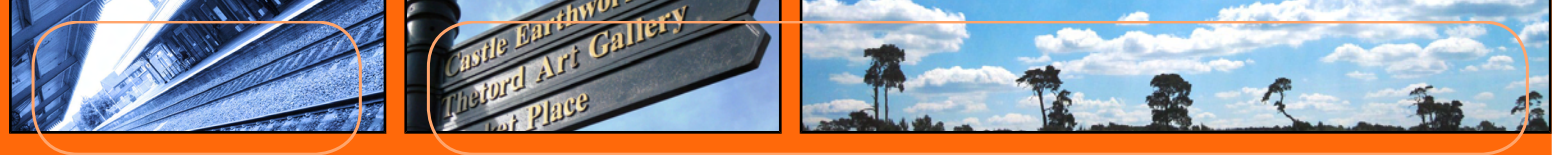
7.8 The settlement boundary for nearby Croxton village will be set out in the Site Specific Policies and Proposals DPD that is being prepared separately by Breckland Council. There is no separate settlement boundary for Kilverstone or the settlements of Brettenham and Rushford.



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Picture 7.1 Boundary of the Thetford Area Action Plan



Development North of the A11

7.9 At this stage, BDC remain of the view that residential, retail and employment development (i.e. built development) to the north of the A11 will not form part of the TAAP proposals. This is set out clearly in the adopted Core Strategy and endorsed by Inspectors considering that document. There has been no material change in the justifying reasons to consider land north of the A11 for built development in this Final Draft TAAP.

7.10 The reasons include (in no order of priority):

- The key site for the beetle (*Ophonus laticollis*) nationally is near Gallows Hill, Thetford (Croxtan Hall Farms), north of the A11 where the beetle lives on ESA arable margins and in the adjacent uncultivated field edges. On the basis of decline, the species became a Priority Species in the UK Biodiversity Action Plan process;⁽⁹⁾
- Transport: Housing and employment development to the north of the A11 would inevitably encourage greater car use, contrary to national and local policies and harming the strategic function of the A11;
- The A11 would also act as a potential barrier to encouraging sustainable modes of travel;
- Croxtan Village: Potential issues regarding coalescence of Thetford and Croxtan village;
- Housing/employment to the north of the A11 would likely result in an isolated satellite development not well connected physically or as part of the community of Thetford;
- Landscape and views: The Green Infrastructure Study (Land Use Consultants, 2007) highlighted the landscape of the area around Croxtan village as rural and tranquil in nature. It recommended that development should respect existing skylines and elevated views, most notably from Croxtan and the A1066, and the horizon/skyline features of these views, such as woodland blocks and scots pine windbreaks, in addition to the lowland valley location and context of Thetford. Housing/employment north of the A11 would be contrary to this advice; and,
- Breckland SPA: housing and employment development to the north of the A11 is likely to be near to the Breckland SPA.

9 MONITORING OPHONUS LATICOLLIS AT GALLOWS HILL, THETFORD, Dr. Mark G. Telfer, February 2009



8 Thetford Urban Extension - Introduction

8.1 This section of the TAAP contains policies that are only applicable to the Thetford Urban Extension. It covers the following topics:

- Housing - discusses housing figures and includes the housing trajectory;
 - Vision and Objectives - the Planning Performance Agreement vision and objectives;
 - Masterplan - plans showing land allocations, movement network, phasing as well as the land budget;
 - The Existing Environment and Landscape - includes surface water management, green infrastructure and the existing buildings in the Thetford Urban Extension;
 - Movement - transport and transport infrastructure;
 - New Homes - the housing mix
 - New Jobs - a section on employment;
 - Local Centres - a section on acceptable land uses at local centres; and
 - Infrastructure - water and energy.
-



9 Housing

9.1 The adopted Breckland Core Strategy and Development Control Policies DPD allocates a total of 7,877 dwellings in Thetford from 2001 to 2026, with 6,500 allocated from 2009 to 2026 (see Policy CP1).

9.2 Part of the justification for Thetford's housing allocation was provided in Policy TH1 of the East of England Plan which directed 6,000 homes to the town by 2021. It is important to recognise that the case for investment and growth in Thetford was locally driven by Breckland Council and others such as Thetford Town Council. The Government has stated that the local evidence used to inform Regional Plans remains a material consideration in plan preparation. The local case for 6,000 homes in Thetford was founded on the need to support the local economy, meet housing need and support the wider regeneration of the town. At the time of the Core Strategy examination in 2009 there was very little local objection to the housing figures or the rationale for growth and regeneration in Thetford. As the evidence base for Thetford develops, it has become clear that accommodating growth will not be without its challenges and a more flexible approach, whilst in broad conformity with the Core Strategy, is required.

9.3 The adopted Core Strategy states that the majority of these dwellings will be provided in the Strategic Urban Extension to the north of Thetford. This direction of growth was heavily influenced by the Habitats Regulations Assessment which informed the Core Strategy, in order to protect the qualifying features of the Breckland SPA from the development.

9.4 Breckland Council has prepared a more detailed topic paper which provides additional information on the housing numbers contained in this document. However, as set out in detail in the accompanying topic paper, there is local environmental evidence following the Core Strategy preparation which justifies the current proposed housing numbers for the town.

Housing trajectory

9.5 The Housing Trajectory for Thetford is shown on the next page. The trajectory shows that significant development is not due to commence until 2012/2013. There is a step change over 8 years to the peak at 450 dwellings per year from 2018. Please note that the red is that which has been developed or has planning permission; the blue is an allocation of 5,000 dwellings.

Housing Mix

9.6 The Urban Extension will provide for a mix of housing in line with the available evidence on housing need, including specialist forms of accommodation to meet particular need. The starting point will be evidence contained in the latest Strategic Housing Market Assessment and augmented with more localised evidence on particular needs in Thetford where available and agreed with Breckland Council. Affordable housing whether for sale, shared ownership or social renting will be integrated within the overall development and substantial areas of affordable housing will be avoided.

9.7 Over the plan period there will be an increasing need to enable independent living as the proportion of the population over 65 grows. Dwellings and neighbourhoods can be designed to facilitate living in ones own home with the support of the local community and care organisations. Careful design can facilitate this outcome.

9.8 Major residential development will be expected to include a proportion of dwellings that cater for elderly residents designed and located so as to be integrated with the scheme as a whole. The Local Planning Authority is keen to see as many dwellings as possible designed and built to lifetime home standards within the Urban Extension. Provision of additional space and facilities to facilitate independent living such communications systems and carer accommodation will be supported.



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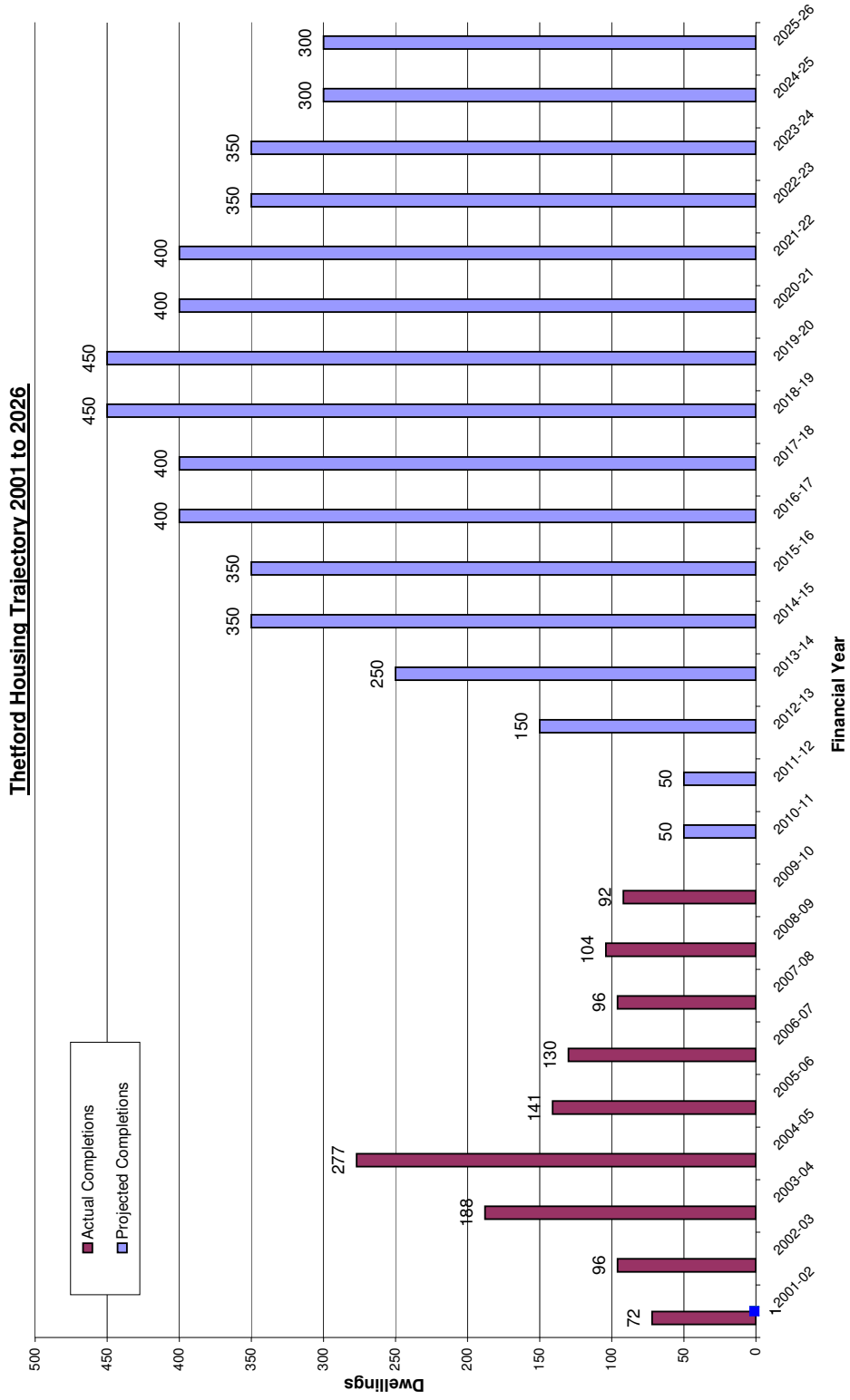


Figure 9.1 Thetford Housing Trajectory



10 Vision and Objectives

Vision

Vision for the Thetford Urban Extension

Thetford Sustainable Extension will have positive, tangible impacts for all who live in Thetford enhancing its status as a destination of choice and contributing to the revitalisation of Thetford town centre. It will create a unique environment for residents and businesses building on the riverside shopping district, the important and diverse, heritage of the town combined with excellent access to the leisure and recreational opportunities provided by its intimate proximity to the forest. It will create a highly desirable location to live work and play. It will act as a catalyst for change, will improve social cohesion and contribute to Thetford's Healthy Town Status. The development will promote the use of public transport and a healthier lifestyle with the provision of pedestrian and cycle routes to the town and surrounding countryside.

The development will respect the local distinctive character of Thetford and will have the potential to come forward in a manner that has an organic feel. It will be well designed and deliver a place that maximises the locational advantages, particularly relating to landscape and green infrastructure and its location as a gateway into the town.

The site should provide distinct places and new communities which are also "of Thetford" and evolve with the town. The development will result in neighbourhoods whose delivery will be gradually phased to reflect local infrastructure capacity, the delivery of employment areas and ensure integration with existing communities.

Planning Performance Agreement (PPA)

10.1 The major growth at Thetford is complex as it is for many different land usages and it has related environmental issues. A PPA facilitates joint working between a Local Planning Authority and a planning applicant for complex developments to secure a successful outcome and ensure the process of determining the planning application is managed accordingly.

10.2 A Planning Performance Agreement, or 'PPA', is a framework agreed between a local planning authority and a planning applicant for the management of complex development proposals within the planning process. A PPA allows both the developer and the Local Planning Authority to agree a project plan and programme which will include the appropriate resources necessary to determine the planning application to a firm timetable.

10.3 The PPA does not constitute a legally binding process nor is it intended in any way to prejudge or influence the determination of the planning application. Its purpose is to assure all Parties that they are in agreement as to the manner in which the Project is being taken forward. The PPA sets out:

- A shared Vision and Key Development Objectives for the project.
- Project Management, Project Team and Governance Arrangements
- Project issues and the tasks that need to be undertaken to address them. Key tasks will include engaging with statutory bodies, local groups and the general public.
- A Project Programme which sets out the key milestones, timescales and dependencies for the pre-application, decision-making and post Committee resolution process.
- A separate Project Plan setting out key actions, responsibilities and timescales.

10.4 The Council has sought the assistance of ATLAS (the Advisory Team for Large Applications). They are part of the Homes and Communities Agency and can provide free impartial guidance and advice on major proposals.



11 Masterplan

11.1 The Urban Extension to the north of Thetford will deliver some 5,000 new homes and 22ha of employment land adjacent to the A11 (plus TEP at 18Ha). Consequently the urban extension will contribute to the wider regeneration of the town and be connected to the existing town centre and services. Through a masterplanning approach the Urban Extension will contribute to the town's infrastructure and integrate with the social and transport networks already present in Thetford.

11.2 The following schematic diagram over page has been provided to illustrate how the masterplan⁽¹⁰⁾ for the Urban Extension will be framed and how it will relate to the policies in the adopted Core Strategy and this TAAP document.

Movement Network

11.3 The movement network identifies primary, secondary and tertiary roads as well as routes for walking and cycling. The principles underlying the movement network are two-fold. The first principle is to achieve the necessary modal shift away from single occupancy car journeys in combination with the high levels of internalised transport movements in Thetford which are resultant from the tandem delivery of homes and jobs. The second principle is to ensure that the movement network allows for orbital movement (principally by foot, cycle and bus) through the site away from the strategic road network (the A11) and the local road network in order to access employment, education and the town centre. The movement network is already framed by the only two arterial routes into the town (Croxtan Road and Norwich Road) and by some existing off-road foot/cycle links (Green Lane and Joe Blunt's Lane) which could be enhanced together with new linkages.

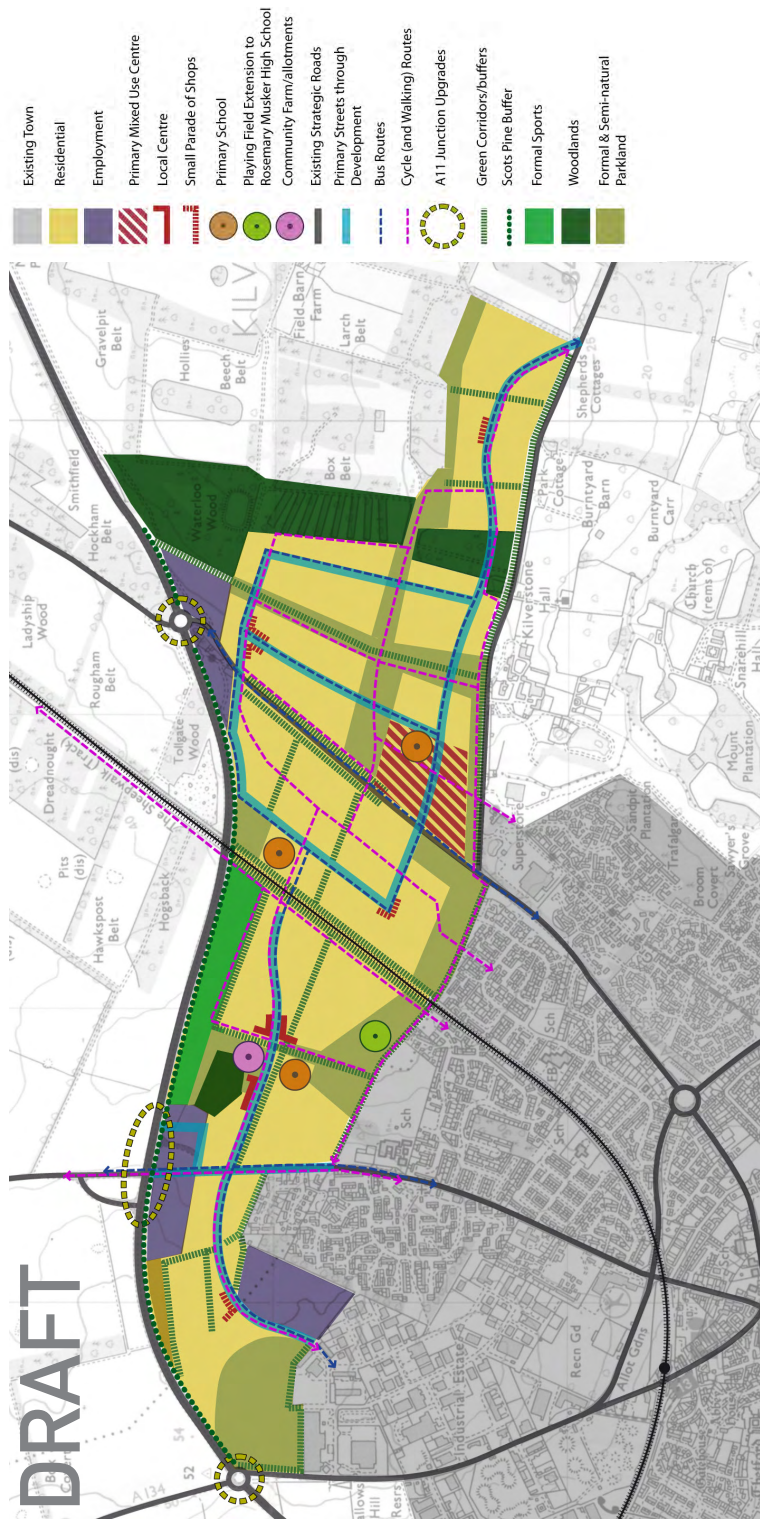
Land Budget

11.4 The land budget for the development of the Thetford Urban Extension has evolved as background reports and statutory designations have influenced the extent of land available for development. Detail on this issue in relation to the housing numbers is set out in a separate supporting Topic Paper. The results of a reduced area of land for development to the north of Thetford means that the Urban Extension masterplan will consist of the following land uses:

Land use	Total
Employment Land	28.2Ha
Residential	120 to 135 Ha
Allotments	5.2Ha
Playing Fields	19Ha
Open Space	22.2Ha
Centres - shops/units	1 Local Centres, 1 mixed use centre and 3 parades of shops/units
Primary Schools	Around 6Ha (3 x 420 place Primary Schools)
Secondary School	North Site Expanded (3.5 - 9ha)

Table 11.1 Thetford Urban Extension Land Budget

¹⁰ Records show that in parts of the land allocated for the Thetford Urban Extension, there are some back filled pits and old landfills. These are likely to require at the least desk top investigation but could result in site investigation. More details will be clarified as part of the PPA process and at the planning application stage.



THETFORD AREA ACTION PLAN	
THETFORD URBAN EXTENSION PROPOSAL	
14/09/12	
NOV 2010	Alan Baxter

Map 11.1 The proposed masterplan for the Thetford Urban Extension.

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Overview of Constraints Analysis and Land Budget

11.5 Taking into account all the requirements of the policies of the Core Strategy (such as employment allocation and open space), and also allowing for the existing cultural landscape such as tree blocks and pine lines as well as the varied environmental designations in the area, the potentially developable land area in the Thetford Urban Extension for residential development is between 120-135Ha. In order to meet the housing numbers as set out in the Core Strategy, a high density of around 50 dwellings per hectare would be required which would result in an unacceptably hard and dense urban edge to the town.

11.6 The Thetford Urban Extension does present an opportunity to make efficient use of land, develop sustainable patterns of development and allow for densities which enable greater numbers of non-car transport movements and the use of energy production technologies to be maximised. Correspondingly, where the Urban Extension abuts the rural and more sensitive hinterland, a softer and lower density edge will be more acceptable. At an average density of 37 houses per hectare (net), it is possible to accommodate up to 5,000 dwellings in the Urban Extension - the approach taken by the TAAP and covered in more detail in the separate Housing Topic Paper.

Phasing

11.7 An urban extension of the scale planned for Thetford will need to be phased over the next 20 years in line with known infrastructure delivery and assessments of the market capability for annual delivery (expressed in the housing trajectory). It is envisaged that the Urban Extension will come forward in five phases which reflect community areas informed by infrastructure delivery, the existing landscape and green infrastructure and transport networks. Initial phases are influenced by existing infrastructure availability and the ability to deliver incremental infrastructure upgrades as the urban extension progresses.

11.8 Development should be phased so as to ensure the optimum relationship between demand for education, health and retail facilities and public transport and the incoming population and to minimise the disruption to early occupants from construction activities. Other facilities such as cycle routes and open space should be front loaded as far as possible to ensure that early occupants can take advantage of them. The phasing of the Thetford Urban Extension is shown on the following map.



Draft Final Thetford Area Action Plan - Historic Past, Healthy Future

Summary

11.9 The draft land-use area breakdown and phasing summary is as follows:

	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Total
Estimated dates	2013/14/15	2016/17/18	2019/20	2021/22/23/24	2025/26	-
employment ⁽¹¹⁾	4.0Ha	14.5Ha	2.5Ha	6.5Ha	0.7Ha	28.2Ha
Dwellings	1,160	920	940	1,230	750	5,000
Allotments	1.0Ha	2.1Ha	-	1.4Ha	0.7Ha	5.2Ha
Sports Fields	4Ha	4Ha	4Ha	4Ha	3Ha	19Ha
Amenity open space	3.2Ha	7.87Ha	1.8Ha	7.4Ha	2.0Ha	22.2Ha
Children's Play	Will be provided in line with policy DC11 of the Core Strategy and include a variety of play equipment.					
Local Centre/Parade of Shops	Potential retail (mixed use) in the area of Tesco.	Parade of Shops and part of Local Centre	More of Local Centre	Parade of Shops	Parade of Shops	3 parades of shops and 1 local centre
Primary School	1 (2Ha)	1 (2Ha)	-	1 (2Ha)	-	3 (6Ha)
Secondary School	-	Expanded	-	-	-	North Site Expanded
Energy and water	Foul drainage: Gravity pumping station and rising main from Norwich Rd to Thetford STW via Joe Blunts lane and Croxton Rd. Electricity: 11kV extension for the first 500 homes. 33kV substation for further development Gas: Low pressure mains from medium pressure mains at Joe Blunts lane	Foul drainage: Second pumping station and rising main towards gravity head Electricity: 11kV extension from new substation Low pressure mains from medium pressure mains at Joe Blunts lane Energy: CHP biomass plant	Foul drainage: Gravity drainage to existing pumping station Electricity: 11kV extension from existing network Gas: Low pressure mains extensions	Foul drainage: Gravity drainage to existing pumping station Electricity: 11kV loop back to primary substation Gas: Possible low pressure mains extensions	Foul drainage: Gravity drainage to existing pumping station Electricity: 11kV loop back to primary substation Gas: Possible low pressure mains extensions	
Health Provision		New health centre to incorporate primary medical and dental services, and additional community services.				8 GPs and 3 Dentists.

11 This does not include 18Ha at TEP.

	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Total
Police Provision	An expanded Police station in current location with response unit near to A11.					
Transport Infrastructure	<ul style="list-style-type: none"> <input type="checkbox"/> Bus service from SUE via Norwich Road <input type="checkbox"/> Mundford Road/Hurth Way roundabout improvement <input type="checkbox"/> Commence implementation of parking strategy and town centre Masterplan measures <input type="checkbox"/> Commence implementation of walking and cycling improvements on key routes and as part of the SUE development <input type="checkbox"/> Continue Smarter Choices work 	<ul style="list-style-type: none"> <input type="checkbox"/> Bus service from SUE via Croxton Road <input type="checkbox"/> Enhance frequencies of external bus services to destination outside of Thetford <input type="checkbox"/> Croxton Road/Mundford Road improvement <input type="checkbox"/> Internal link road bus corridor within SUE <input type="checkbox"/> Rail bridge inside SUE to provide bus link between two areas <input type="checkbox"/> Improvement to Brandon Road/Bury Road/London Road junction <input type="checkbox"/> Consider need for new railway station based on demographics of SUE residents <input type="checkbox"/> Continue implementation of walking and cycling improvements on key routes and as part of the SUE development <input type="checkbox"/> Continue Smarter Choices work 		<ul style="list-style-type: none"> <input type="checkbox"/> Capacity improvements along A1075 Norwich Road <input type="checkbox"/> Bus priority improvement on A1075 Norwich Road approach to Hurth Way Roundabout <input type="checkbox"/> Continue implementation of walking and cycling improvements on key routes and as part of the SUE development <input type="checkbox"/> Continue Smarter Choices work 		

Table 11.2 Showing the indicative land budget and phasing of the Thetford Urban Extension.

Employment

11.10 The total allocation in the TAAP for the Thetford Urban Extension is 40Ha. The Thetford Enterprise Park at 18Ha is included in that 40Ha. The land allocated for employment, including the TEP, amounts to 46.2Ha and exceeds the TAAP requirement.

Dwellings

11.11 In the region of five thousand dwellings are to be delivered in the Thetford Urban Extension. The estimated densities of each phase are illustrated in Table 11.3 'Estimated densities by phase' below.

	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	
Area (ha)	32	22.5	24	35	19	132.5
Number of houses	1,160	920	940	1,230	750	5,000
Density dph (gross)	36	41	39	35	39	Average - 37 to 38.

Table 11.3 Estimated densities by phase



Policy TH 1

Thetford Urban Extension Strategic Design Principles.

The following principles for development will apply to development in the Thetford Urban Extension⁽¹²⁾ and planning applications shall show how these principles have been addressed.

- The setting of the distinctive buildings north and south of Kilverstone Road near to Kilverstone Hall and associated parkland will be protected and enhanced;
- Any new planting should be sympathetic to patterns with the valley including riparian planting and parkland plantation;
- Opportunities for enhancing ecological interest, including heathland creation will be explored; Views to the wooded skylines are sensitive and will be retained;
- Existing green lanes will be preserved;
- Development will follow local topography;
- Development will avoid creating a hard solid edge adjoining the bypass; Native woodland planting to enable filtered views in and out rather than introducing blanket woodland screening;
- The effect of road lighting on night time character of the landscape will be considered and new development should maintain dark night skies through carefully controlled lighting, especially to the development edge;
- Residential and non residential development in the Green Roof Area must incorporate green roofs;
- Residential development should be of high quality design and create a sense of place; and,
- Neighbourhoods should be safe and walkable through permeable, well overlooked street networks;
- Density of development will reflect the access to services and facilities;
- Cyclists and pedestrians will be provided for in a safe and convenient way; and
- The road network seeks to address the issue of inappropriate vehicle speeds.

Reasoned Justification

11.12 There is generally a harsh and poorly integrated urban edge to the north of Thetford, with large steel clad industrial sheds, car parking and service yards and chainlink/palisade fencing all evident, in addition to patchy and neglected field boundary hedgerows and structural vegetation. As such the Urban Extension offers the opportunity for enhancement and softening to provide a better gateway and entrance to Thetford.

11.13 The potential for long views to the current Thetford settlement edge within this very open landscape are sensitive. Structural vegetation which filters views, including oak trees and pine hedgerows, should be conserved and enhanced. Areas of mass woodland planting would not reflect landscape character.

11.14 Future development should create a porous wooded edge, in addition to enhancing the character of the key gateways, notably to the A1066 and A1075. The higher land and exposed open landscape also increases potential visual sensitivity of development in this area.

11.15 The buildings in the Kilverstone Hall area are listed and as such their setting should be appropriate to reflect this status.

12 Settlement fringe Study, LUC 2008 and Green Infrastructure Study, LUC 2007



Green Roofs

11.16 The Thetford Green Infrastructure Study prepared by LUC (2007) recommended the use of green roofs on development flanking the A11 corridor, close to valley crests i.e. at the highest points of the site.

11.17 Green roofs will:

- mitigate impacts of certain forms of development;
- assist in delivering development that is climate change adapted;
- further mitigate the visual effects of the development from views to the north, contributing to landscape
- enhance the landscape setting/sense of place of the development
- enhance the biodiversity credentials of development; and
- assist in surface water management.

11.18 Green roofs are sometime referred to as Living Roofs. There are also Brown Roofs, the main aim of which is to maximise the number of species on the roof as well as planting specific species, such as a threatened species living on a brownfield site.

11.19 The Council encourages developers to consider Green Roofs on developments out of the Green Roof Area.

Density

11.20 The density of population bears a direct relationship to the catchment population for services of all kinds. Densities should be managed so as to ensure that there is a rapid build up of demand such that the provision of services can take place at the earliest possible opportunity and that under capacity on the one hand or unacceptable lead times for new facilities are avoided. Every opportunity should be taken to bring complementary uses together to maximise accessibility and choice.

Road layout

11.21 Despite the continuing decline in pedestrian casualties there are still avoidable accidents. Vehicle speeds higher than 30 mph result in increased severity of injuries or fatalities; injury rates decline with vehicle speeds. 20mph zones and associated measures have been shown to lead to reduced numbers and severity of accidents and to encourage walking and cycling. Manual for Streets demonstrates how these conditions can be created through the design and layout of road networks. Proposals for home zones and for shared surfaces in appropriate situations will be supported.



12 The Existing Environment and Landscape

Policy TH 2

Locally Distinctive features of the landscape

Features of Thetford's locally distinctive landscape including pine belts, contorted pines, woodland blocks and field boundaries will be conserved and managed to provide for biodiversity and create a focus for new green infrastructure and to protect local distinctiveness. Structural landscape features within developments should be conserved, reinforced and enhanced as enhancements to the wider townscape/landscape, biodiversity and recreational functions. New native field boundary hedgerow planting will be encouraged to create both sustained/long term cover and to enhance habitat connectivity.

A management plan for these features should be submitted alongside planning applications and agreed by the Local Planning Authority and subsequently implemented.

Where development proposes the loss of features of the Locally Distinctive Landscape (for example to provide access to developments), proposals should provide justification for such a loss and also provide appropriate mitigations and/or compensation measures. The mitigation measure will be agreed with the Local Planning Authority and subsequently implemented to ensure that the integrity of the cultural landscape is maintained.

Development will not be 'hard up' to the features of the Locally Distinctive Landscape. Root protection areas will be respected in all design considerations with details provided as part of planning applications.

Reasoned Justification

12.1 It is important to conserve and manage the features of the locally distinctive landscape in order to:

- provide for biodiversity;
- give a sense of place to the Thetford Urban Extension;
- acknowledge the agricultural past of the site; and
- help maintain the existing green network and associated biodiversity benefits.

12.2 Appropriate arboricultural management should be undertaken to prolong the lifespan of the pine belts, contorted pines, woodland blocks and field boundaries and opportunities should be taken not only to retain existing features within development to set the framework in which development can occur but also to plant new lines to create developments with a clear 'Thetford' sense of place and identity. Such management could seek to incorporate the guidelines and principles behind the agricultural land related Agri-Environment schemes in order to benefit biodiversity.

12.3 Loss of important features of locally distinctive landscape should be minimised and located in areas agreed with the Local Planning Authority. Mitigation for any loss will be agreed with the Local Planning Authority and could be in the form of:

- Appropriate enhancement of existing features
- Contribution to the management of existing features.

Policy TH 3

Structural Tree Planting as Part of the Northern Development

In order to mitigate the impacts of the existing transport infrastructure on development in the Thetford Urban Extension, a tree buffer between the northern edge of the development and the A11 shall be provided. This will be native mixed understorey planting.

Planting between the development areas and the railway is also required, as well as between the A1075 (Norwich Road) and the development areas, although at less of a scale.

New employment land in the Thetford Urban Extension should provide strategic buffers from sensitive land uses. Such buffers should be agreed with the Local Planning Authority to ensure they are acceptable in landscape terms.

Details (extent and variety of species) of such planting and the management should be submitted with any planning application and agreed with the Local Planning Authority.

Reasoned Justification

12.4 Structural planting is required to mitigate the impacts within of development. This provides the opportunity to impart a clear sense of the Breckland landscape character within the Thetford Urban Extension and to create a setting/sense of place that is recognisably Thetford. Such planting should be undertaken at an early stage of development in order to allow the trees to become more mature prior to the occupancy of the dwellings.

12.5 In terms of new employment proposals, continuous engineered bunding/banking should be avoided as this would be harmful to landform and landscape character. It is more desirable in landscape terms to have a bund which includes landform variation and is not continuously banked with different planting types and densities to 'foil' rather than screen development. This would provide some Breckland Character to the development.

12.6 The width of the buffers should be agreed with the Local Planning Authority and is likely to reflect the scale of existing vegetation. This will vary across the area. If land uses such as playing fields are proposed to adjoin the transport infrastructure, the dimensions of the planting could potentially be less when compared to residential land uses. Proposals that include new planting buffers will need to be subject to archaeological evaluation and mitigation to avoid damaging important remains and artifacts. This will be considered through assessment of detailed Planning Applications.

12.7 It is important to maintain local distinctiveness and character of the tree stock. Where new landscaping is proposed, stock should be of local provenance. The pines around Thetford, which form the distinctive Breckland pine belts and hedges come from an 'Elveden' strain, however as Beech lines and edges to plantations are also a local landscape feature on certain approaches to the town. Broadleaved species, such as Oak, should also form part of landscaping schemes where appropriate.

12.8 Liaison with the Forestry Commission as well as taking advantage of any national tree planting campaigns could aid the delivery of this policy.



Policy TH 4

Gallows Hill Scheduled Monument (SM)

The Local Planning authority will support soft enhancements that raise awareness of the scheduling and aid biodiversity on the Gallows Hill Scheduled Monument as shown on the Proposals Map. Proposals that harm the Monument will not be permitted.

Any detailed plans for the phase of the Urban Extension which includes Gallows Hill should be produced in close liaison with English Heritage, Natural England, Norfolk County Council's Historic Environment Service and the Local Planning Authority. An associated implementation plan for improvements and long-term management regime for the Gallows Hill SM will be secured by a legal agreement as part of the application for the Urban Extension.

Residential and commercial development and associated transport infrastructure adjacent to the Monument will be permitted where the density and orientation of the development engenders ownership by the community and enhances the setting of the Monument.

Reasoned Justification

Background

12.9 The area of Gallows Hill, and the Fison Way Industrial Estate in particular, have provided evidence for Iron Age occupation, significant Romano-British finds and possible late Roman finds and buildings. Since its excavation in the 1980s, the site has been returned to cultivation and was designated a Scheduled Monument in 2009. The Scheduled Monument represents a potent symbol of late Iron Age power in East Anglia.

12.10 Any tentative history of the site has become entwined with the Boudica story and the site is often referred to in the public sphere as the 'Boudica Site'. Its correct title is An Iron Age Religious Site and Associated Enclosures on Gallows Hill.⁽¹³⁾ The area was ruled out of any potential development early on in the planning process for Thetford due to the potential for scheduling and the biodiversity on the site. However, development north of Thetford allows for the setting of the Monument to be enhanced and for its longer term archaeological and ecological management to be considered.

12.11 The Council considers that the area could be managed in a way which increases potential tourism, benefits biodiversity and provides an open area for the wider benefit of Thetford's residents. The site has the potential to meet Neighbourhood Scale provision for the north of the town in relation to ANGSt⁽¹⁴⁾.

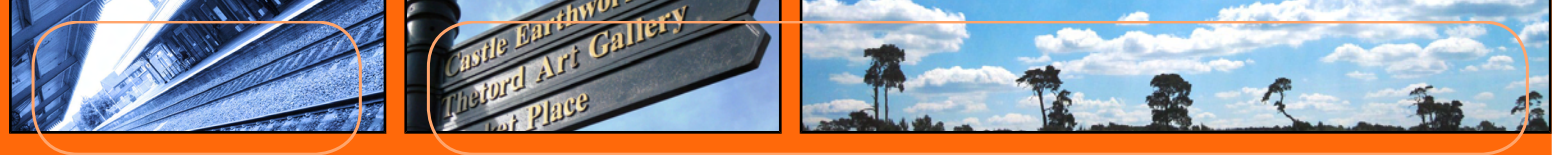
The Scheduled Monument

12.12 Plans for the site could include some or all of the following soft enhancements on or adjacent to the SM, which are presented in no particular order.

12.13 To highlight the importance of the SM, appropriate provisions could be made for tourists. The principle of making the SM a tourist attraction has long been expressed. This could include interpretation panels and a raised ground to provide views over the SM and towards Thetford Forest and, if appropriate, a small car park adjacent to the SM and not directly on it.

13 THETFORD HISTORIC ENVIRONMENT SURVEY, NAU Archaeology, 2009

14 Natural England's Accessible Natural Greenspace Standard (ANGSt) provides a set of benchmarks for ensuring access to places near to where people live.



12.14 The SM itself should be used and managed to encourage biodiversity. Initial discussions have identified that the site could be usefully managed as acid heathland with uncultivated margins to accommodate the Brush-Thighed Seed-Eater (*Harpalus Froelichii*) which is a ground beetle that requires open vegetation on sandy soil, extensive bare ground and regular and intense soil disturbance.⁽¹⁵⁾ A Management plan should be produced as part of any application for this area.

12.15 To prevent compaction of the SM, public access onto the monument should be limited. The potential for either an area of the SM or an area adjacent to the SM to be provided as open space to reduce public access onto the rest of the SM should be considered as part of the masterplan and subsequent applications.

Areas adjacent to the SM

12.16 Currently the setting of the Monument is compromised by existing industrial development to the immediate south of the site. English Heritage have identified that development has the opportunity to enhance the SM by incorporating it into a wider scheme and providing a belt of screen planting on the strip of land between the SM and the industrial buildings to the south.

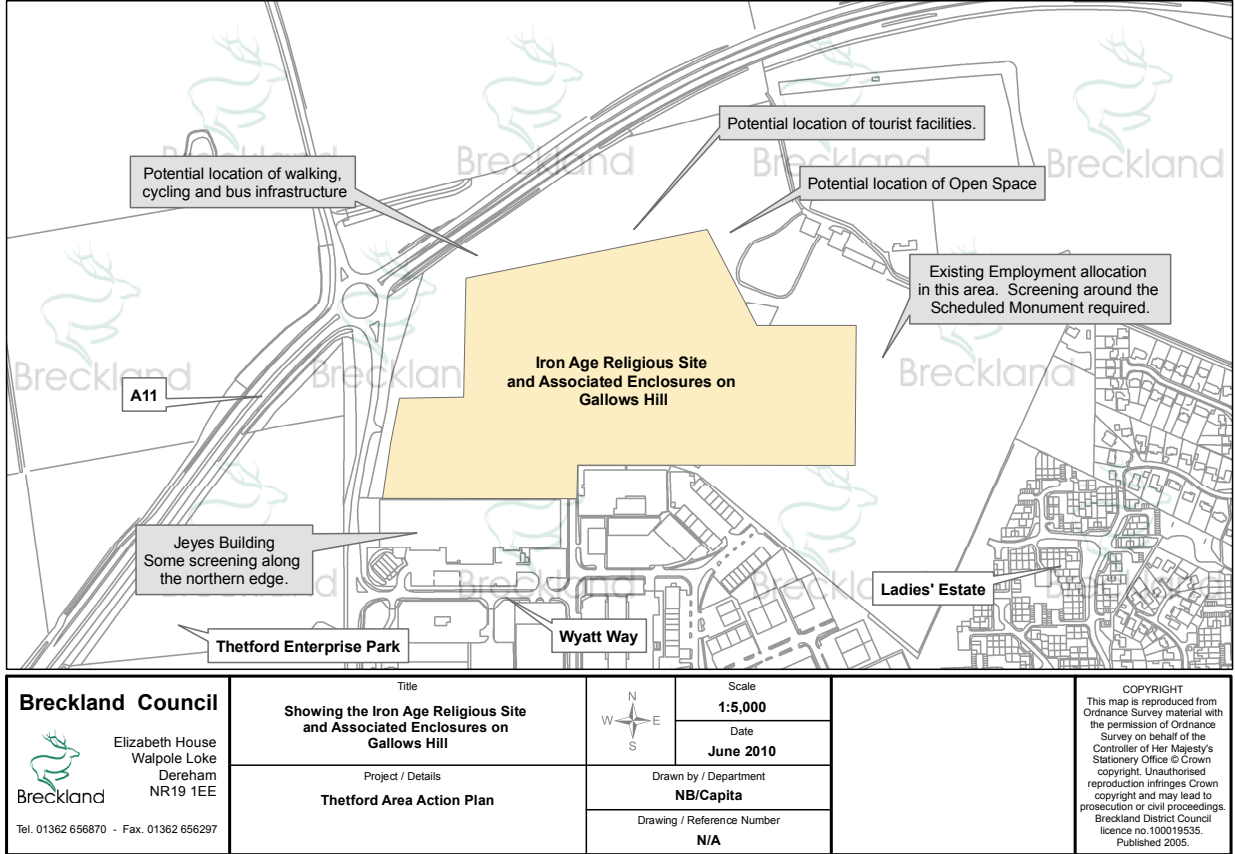
12.17 Any residential development near to the SM should be designed in a way to enhance the setting and reflect the SM. Housing should face the monument, rather than having back gardens in between the buildings and the monument. There should be no hard boundary in the form of fencing or roads immediately next to the monument.

12.18 As Map 12.1 over page illustrates the designation of the Monument, the principle of walking and cycling is accepted between the northern boundary of the SM and the A11. A bus route could also be considered here. Any provision should be designed in an appropriate way, taking account of the SM and avoiding encroachment. A section of the Thetford Loops runs between the SM and A11. With regards to bus routes, other potential bus routes between Mundford Road and the new neighbourhoods should be investigated with a guided bus route between the SM and A11 the last resort. Such infrastructure should be designed in a way to enhance the setting of the SM, taking care of likely archaeological remains as per policy TH37 and 38. Careful consideration will be given to the construction techniques and foundation depths of any transport infrastructure required in proximity to the SM.

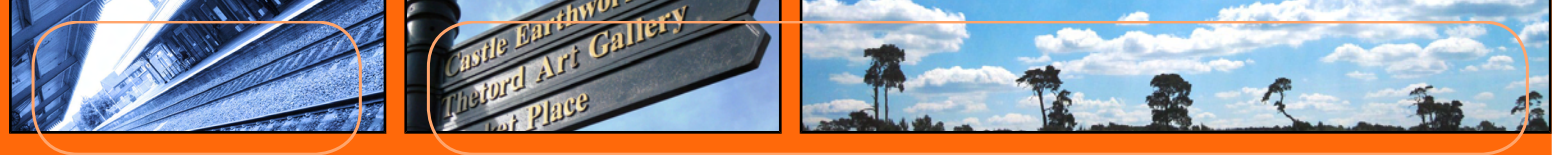
15 The UK Species Action Plan target is to “ensure the maintenance of five viable populations [of *H. froelichii*] across the historic range by 2010”. The Survey for the Brush-Thighed Seed-Eater *Harpalus Froelichii* in Norfolk Breckland, by Dr. Mark G. Telfer 2009, reported finding populations on the 6 metre ESA Margin on the Scheduled Monument.



Draft Final Thetford Area Action Plan - Historic Past, Healthy Future



Map 12.1 Gallows Hill Scheduled Monument.



Policy TH 5

Existing Buildings in the Thetford Urban extension

Existing buildings within the Thetford Urban Extension as identified on the Proposals Map should be retained as undesignated heritage assets of local historic interest. The Council will require such buildings to be thoroughly assessed for biodiversity as part of the Planning Application. Changes to the buildings must be agreed with the Local Planning Authority. Careful consideration will be given to ensuring any proposals for these buildings benefits biodiversity and results in appropriate renovation and re-use which retains the character and settings of these buildings.

The Council accepts the principle of Blakeney Farm and Lodge Farm being used for community uses or public houses as part of a Local Centre or small shopping parade in the Urban Extension.

Reasoned Justification

12.19 The buildings identified for the purpose of the Policy TH5 are Red House, Keepers Cottage, Turnpike Cottage, Tollgate and Well Cottage, Blakeney Farm and Lodge Farm.

12.20 The Council wishes to protect, retain and enhance a number of existing buildings within the Urban Extension which have been identified as being suitable for undesignated heritage assets of local historic interest. These buildings reflect the evolution of the town and the agrarian history to the north of the town, in particular farms and associated cottages linked to estate management of this area in Victorian and Edwardian periods. A number of these buildings occupy prominent positions in the landscape and are constructed of materials typical of the Thetford vernacular from these periods (namely flint, red brick, pantiles and later slate and gault bricks). The notably exception is Red Lodge on Norwich Road which is Edwardian and an unusual building type for Thetford with a broad palette of materials.

12.21 The Council's assessment is that the existing buildings identified within the Urban Extension are not of such value that they merit Listed status, however, they are valuable local reference points to the history of the site and the historical management of farmland on the periphery of Thetford in the C19th and early C20th. The retention of these buildings and a respect for their setting will be expected as part of the masterplan for the Urban Extension and subsequent planning applications. Proposals to remove or significantly alter these locally distinctive buildings must be accompanied by evidence in the Design and Access Statement outlining the justification for the proposal and an explanation as to why alternative options which could retain these buildings have not been selected. In the case of Blakeney Farm and Lodge Farm, the Council recognises that the traditional farmhouse and barn buildings have been significantly altered over time to reflect changing agricultural practises. The Council is supportive of proposals that retain these buildings as part of Local Centres and would encourage their reuse for community uses or as a public house to serve the new community.

12.22 Such traditional buildings, in particular farm buildings, have the potential to be used by breeding birds, bats and barn owls. As such, the Council requires thorough and robust surveys to understand the biodiversity value of the buildings. Any improvements to the buildings should accommodate provisions for biodiversity which should be agreed with the Local Planning Authority.



Policy TH 6

Surface Water Management

Development proposals within the Thetford Urban Extension will be permitted where this provides an appropriate Surface Water Management Plan (SWMP). The SWMP should be provided as part of any application. A full ground investigation will be required to inform such SWMPs.

The SWMP in the Urban Extension must address, to the satisfaction of the Local Planning Authority and SuDS Approval Body⁽¹⁶⁾, the following:

- Provide details on the Infiltration Sustainable Drainage Systems (SuDS) methods to be used;
- Show how the recommendations of the SWMP will be designed and integrated into the development with drainage, recreation, biodiversity and amenity value; and
- Take into account potential effects on biodiversity, including demonstration that the recommendations of the SWMP will be managed in a way that would enhance their biodiversity potential;
- Show how such features will be multi-functional in their use.

Any submitted SWMP must include evidence that the Environment Agency has agreed an acceptable level and type of infiltration.

Reasoned Justification

12.23 Management of surface water is key to preventing downstream flood risk as a result of development. It is important that all new developments should provide appropriate Sustainable Drainage Systems (SuDS) for the disposal of surface water so that it is retained either on-site or within the immediate area, or other water retention and flood storage measures. SuDS reduce overall run-off volumes leaving the site, control the rate of flow and improve water quality before it joins any water course or other receiving body.

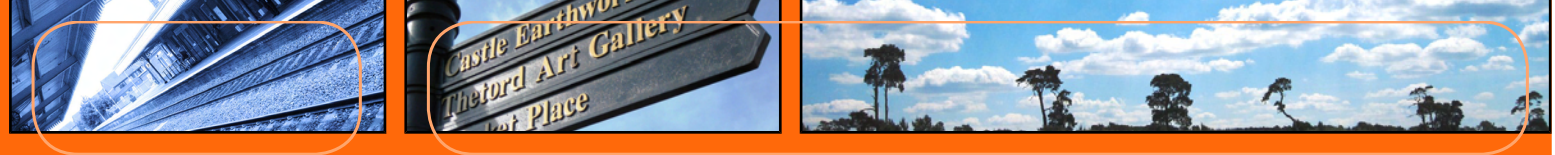
12.24 The geology and soils underlying the Urban Extension are believed to be permeable and therefore conducive to the use of infiltration SuDS methods. SuDS are an alternative approach to drainage that replicate as closely as possible the natural drainage of the site before development. This reduces the risk of flood downstream of the development, helps replenish ground water and remove pollutants gathered during run-off, benefiting local wildlife, in line with the SuDS management train. The SuDS 'management train' (otherwise known as source to stream) is a sequential process which aims to deal with surface water runoff locally returning the water to the natural drainage system as near to the source as possible. National Planning Policy highlights the aims for greenfield and brownfield applications of SuDS in PPS1 and PPS25. The latter (at Annex F10) establishes the key principles in relation to run-off from developments on greenfield and previously developed land.

12.25 It should be noted that regard should be had to any future national SuDS standards and the Interim Code of Practice for SUDS⁽¹⁷⁾ or an appropriate successor document. SuDS design should be discussed with the relevant SuDS adoption agency.

12.26 The Breckland Water Cycle Study (Stage 2, Detailed Study, 2010) has identified evidence for the use of sustainable drainage and has set out respective target run off rates for greenfield development in Thetford. Therefore, all greenfield developments in Thetford will be required, through appropriate SuDS features, to achieve no overall net increase in surface water runoff to meet the relevant standards specified in the Water Cycle Study.

16 Norfolk County Council

17 http://www.ciria.org.uk/suds/pdf/nswg_icop_for_suds_0704.pdf



12.27 Developers will normally be expected to make provision for SuDS on site. However, where this cannot be achieved, suitable in-lieu financial contributions will be sought through Section 106 Agreements or the proposed strategic tariff for the provision, management and maintenance of 'strategic SuDS' that may provide a sustainable drainage solution for more than one site. The Council are keen to emphasise that the provision of SuDS does not necessarily have an impact on any land budget as they can be of dual use (e.g. Green Infrastructure) and integrated into the development - as well as optimising the use of space, this form of integration of key infrastructure functions can significantly reduce longer term maintenance and aftercare liabilities.

12.28 With regards to managing SuDS in a way to benefit biodiversity, such management plans should be prepared in consultation with Natural England.

12.29 The management of surface water also has implications on water quality and there is a strong relationship between sustainable drainage and Water Framework Directive targets for the UK, delivered in this region through the Anglian River Basin Management Plan (led by the Environment Agency)

12.30 Due to the large site areas, it is likely that both smaller scale source control methods (e.g. soakaways, infiltration trenches) and larger scale regional control methods (e.g. infiltration basins) could be used. A review of relevant OS mapping (1:40,000 scale) indicates that the nearest significant watercourse to the sites is the River Thet. However, in order to connect to this, a small ('B' class road) and potential third party land would have to be crossed. Therefore, infiltration methods should be investigated as the primary method of surface water management.

12.31 The presence of a Source Protection Zone 2 local to the Urban Extension could present some potential constraints to the use of infiltration method, particularly if there are significant contaminants present within underlying soils. It may be that only clean roof runoff will be acceptable for discharge to ground. Discussions on suitable infiltration SuDS will be needed with the Environment Agency prior to adoption of a surface water management strategy in order to determine the acceptable level and type of infiltration.



13 Movement

Policy TH 7

Walking and Cycling

A walking and cycling network will be identified and the design detailed as part of any planning application for the Urban Extension and agreed with both the Local Planning Authority and the Local Highways Authority. This network must show how it fits into the town wide network (see section 19 'Transport') as well as the Thetford Loops. The network must ensure that destinations such as services and facilities are part of it.

Subsequent planning applications for detailed development phases will be permitted where they positively plan for and deliver the identified walking and cycling networks. Proposals which detract from the attractiveness of the networks will not be permitted.

Reasoned Justification

13.1 Walking and cycling are healthy and sustainable modes of transport. The Thetford Urban Extension must be designed in a way to accommodate walking and cycling by providing a comprehensive and convenient network with few barriers so as to attain the necessary modal shift. Walking and cycling should become obvious and attractive modes of travel for those living in the Thetford Urban Extension. The relatively flat and compact nature of Thetford lends itself to an attractive walking and cycling environment, particularly for commuting and school.

13.2 Links with the existing walking and cycling network in Thetford must also be made. The Council will expect developers/promoters to look beyond the immediate boundary of the application site to ensure that residents in the Thetford Urban Extension and adjoining communities are able to walk and cycle towards the rest of the town. The Thetford Urban Extension walking and cycling network should fit seamlessly into the town-wide network as detailed in section 19 (Transport).

Policy TH 8

Buses

The Council will seek developer contributions (via S106 in the short term and Community Infrastructure Levy or equivalent in the future) towards the provisions of new bus services to the town centre and preferably to the existing employment areas on Mundford Road and London Road (i.e. an orbital route). These will be in place from the first day of occupation by a resident in the Thetford Urban Extension.

The frequency of these bus services must be at least every ten minutes to and from the Urban Extension in at least the peak period but preferably more frequent. Fares must be affordable to ensure buses are an attractive alternative to single occupancy car use. The precise bus service package will be agreed with the local highways authority.

The layout in the agreed Masterplan of the Urban Extension will facilitate attractive and practical routes which maximise bus penetration across the Urban Extension and individual phases of development will be permitted when this will be achieved. The new bus services must include services and facilities as destinations.

As part of the transport network provided in the Masterplan, the Urban Extension will deliver a bridge crossing over the railway between Joe Blunt's Lane and the A11 which enables bus, pedestrian and cycle movement. The design, position and standard of the bridge will be identified on the Masterplan and agreed with Network Rail and the Local Highways Authority.

The provision of bus services and bus infrastructure, including the railway bridge and bus stops, will be funded from the new development either through CIL or similar charge or through direct provision through a legal agreement to the satisfaction of the local highways authority.

Reasoned Justification

13.3 The bus is seen as the form of public transport as having greatest potential as an alternative to single occupancy car use in Thetford. It is envisaged that the mode split levels for buses could increase significantly over the plan period.

13.4 Evidence contained in the Transport Plan for Thetford (Mott Macdonald, 2010), recommends a frequency of at least 6 buses an hour from the Urban Extension which will provide a frequent service and will enable the bus to be an appealing alternative to single occupancy car use.

13.5 Services from the Urban Extension should include the new bus interchange in the centre of Thetford on its route. The route could be extended to include the existing employment areas in the town.

13.6 The bridge over the railway would provide a safe and convenient link between the east and west sections of the new Urban Extension. To encourage the use of sustainable transport modes, this bridge will only accommodate pedestrians, cyclists and buses. Any mechanism to control the use of the bridge to these modes should not unduly inconvenience these bonafide users - i.e. Barrier arrangements to allow only bus usage, should not act as barriers to pedestrians or cyclists.

13.7 Buses should be fuel efficient and low polluting.

13.8 Peak period is defined as between 8am and 9am in the morning and 5pm and 6pm in the later afternoon/evening.



Policy TH 9

Bus Design Principles

The following design principles will be included in the Thetford Urban Extension and detailed in all Planning Applications for the principle of

- 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.

Reasoned Justification

13.9 Buses are seen as key to movement in and around the town and the Urban Extension. As such it is important that the facilities are put in place to promote the bus as a real alternative to single occupancy car use. The design of junctions and bus stops has the potential to make the bus an attractive mode of transport for residents in the town and the Urban Extension.

Bus Priority

13.10 Bus priority should be incorporated into the development, with a particular emphasis placed on links to employment zones and along the entrance and exit routes to the growth area. All bus lanes would be accessible to cyclists and designated 'safer routes to school' would also feature strongly.

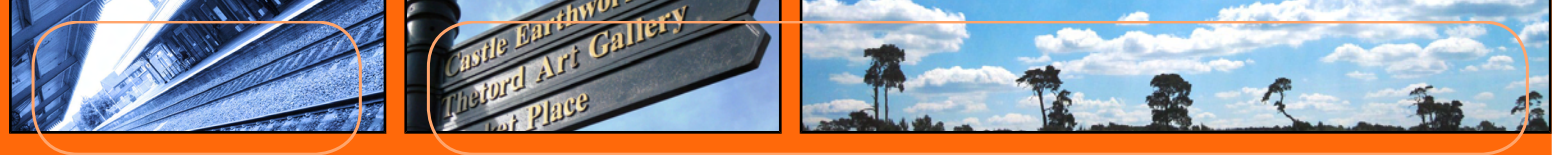
Bus Boarder

13.11 A bus boarder consists of a section of pavement built out in to the road to create a narrowing of the carriageway at the site of the bus stop. The key benefits of bus boarders are:

- They create a designated area of footway for passengers waiting for the bus and minimise the kerb space required for a bus to pull in and out of a stop;
- They can deter illegal parking at the bus stop as the build out makes it more obvious that parking there would cause an obstruction;
- They raise the prominence of bus services in the area;
- They maintain the place of the bus in the traffic flow, reducing the time taken to rejoin the flow;
- They allow the bus to stop parallel with the kerb, without complex manoeuvres which in turn makes it easier for older and disabled passengers, and those with children and pushchairs to board and alight from the vehicle;
- By stopping in the correct place, at the correct angle boarding and alighting, time can be reduced as passengers can easily step on and off the vehicle;
- They can be helpful in reducing the overall speed of traffic on the road;
- They are helpful in reducing the overall time spent at the bus stop

Bus Stops

13.12 It is essential that every stop should have a static display of timetables, route maps and location maps for every service utilising the stop, along with any relevant information such as that relating to limited stop services.



13.13 Given the urban nature of the proposed route corridors, a target for at least 50% of all stops within the Thetford area to have shelters is suggested, with the remaining 50% being either major interchanges or stand-alone bus stops.

13.14 The provision of Real Time Information (RTI) will give accurate arrival times for all services passing the stop and is likely to contribute to passenger growth on all passing bus routes. RTI could also potentially give advice on the approach of any limited stop buses which do not serve the stop in order to avoid passenger confusion.

13.15 Lighting could be provided either through existing mains supplies where available, or in the case of new stops there is potential to use solar power to provide flag lighting and on-demand LED lighting for the timetable panel.



Policy TH 10

A New Railway Station in the Urban Extension

The masterplan for the Urban Extension and subsequent proposals are required to set aside land between Joe Blunt's Lane and the A11 to enable the delivery of a new railway station in the period 2016-2026. The location of land for the proposed station should be accessible and well related to the proposed bus, cycle and pedestrian bridge over the railway which will provide an orbital connection through the Urban Extension and beyond. The area of land to be set aside for the station will be agreed with the Local Transport Authority through the masterplanning process and reflected in subsequent proposals.

Proposals which inhibit the delivery of this facility will not be permitted unless it can be demonstrated to the satisfaction of the Local Planning Authority that there is no feasible prospect of a station being delivered in the plan period (by 2026).

The interim use of the site for temporary development will be permitted where the proposed use is compatible with the adjoining railway and the timeframe to vacate the site, as secured through conditions, is compatible with any plan or decision to implement a station proposal.

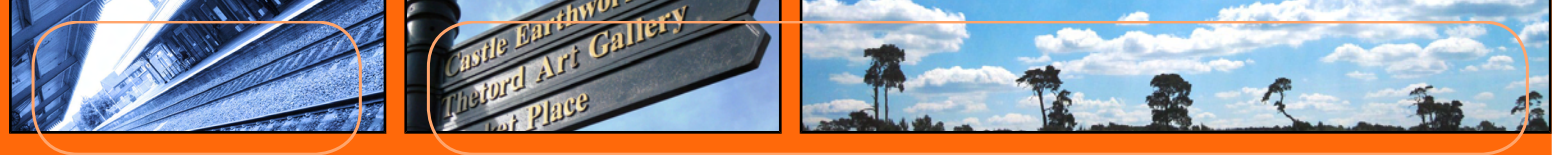
Reasoned Justification

13.16 The Thetford Transport Study (2010) has identified that a station in the Thetford Urban Extension could potentially serve a useful transport purpose and play a significant role in promoting sustainable transport choices from the new community and surrounding rural villages. Such a station would be additional to the existing Railway Station - i.e. Thetford could have 2 railway stations.

13.17 It is most likely that any new demand arising from the opening of a new station at Thetford North would be largely derived from walk up passengers. A high-level distance-band analysis suggests that while there would be a degree of overlap where the new station may abstract some users living in the currently built-up area from the existing station, the new station could be expected to have a catchment area covering the vast majority of the proposed new development area. It also suggests that those living in this area would otherwise be unlikely to use rail, especially for the critical journeys to Norwich, because they are not within the main walk-up catchment of Thetford's current station, but are within easy driving distance of the main Norwich road, which itself links into Norwich's park-and-ride bus facilities. This leads to a preliminary conclusion that a station at Thetford North may have the potential to serve a meaningful new market for rail, and assist the new development in promoting sustainable transport choices along a critical artery.

13.18 Land should be set aside for this use, although it is acknowledged that there is the need for further analysis of the physical feasibility of such a station, of its operating implications, and, critically, of the likely levels of demand before an outline business case appraisal can be carried out to establish whether there is a clear socio-economic basis for the project to proceed. Before detailed work is carried out, the masterplanning process will be advised by the Local Transport Authority on the land requirements following engagement with Network Rail and train operating companies.

13.19 The delivery of a new station for the urban extension will be at best a medium term project (ie after 2016) and there remains a considerable uncertainty that it will be delivered in this plan period. However, at this early stage of detailed local planning for Thetford up to 2026, the evidence in the Thetford Transport Study (2010) identifies that a second station is a desirable contribution to achieving modal shift. The proposal for a new railway station is not currently contained in any franchise arrangement or capital investment plan. Setting land aside for its provision within this document will secure the option for the future. However, given the restricted land budget to the north of Thetford it is also desirable not to see the site area for a new station sterilised in the short-medium



term. On this basis the Local Planning Authority will be supportive of temporary land uses which are compatible with its track-side location. This could include open space, car parking and temporary structures/compounds associated with the development of the urban extension. The Local Planning Authority will consider the use of necessary conditions to limit occupation and use of the area.



Policy TH 11

Changes to the A11 Trunk Road

(a) Delivery of Upgraded Junctions

The five junctions on the A11 bypass around Thetford will be upgraded during the period of this Plan as follows:

- i. The Masterplan for the Urban Extension is required to make provision for improvements of the A11 junctions as a result of the new growth;
- ii. The precise timing for delivery of the junction improvements will be agreed with the Highways Agency and Local Transport Authority based on monitoring of traffic levels on the A11 and the trajectory for housing and employment development in the Urban Extension as agreed with the Local Planning Authority in the Masterplan;
- iii. The delivery of the Urban Extension will be controlled by necessary conditions, including occupation of development, until such points that the required junction improvements have been implemented;
- iv. The Council requires the development of the Urban Extension to fund the delivery of the A11 junction upgrades;
- v. The first phase of junction improvements (2011-16) will include upgrades to the Mundford Road and Norwich Road junctions. A second phase of junction improvements will include the Brandon Road and Croxton Road junctions; and
- vi. Proposals for development which inhibit the delivery of the necessary junction improvements will not be permitted

(b) Junction Standards.

The five junctions of the A11 Thetford Bypass must be improved at grade, with signalisation as appropriate (to be agreed with Highways Agency). Surface water run off should be addressed as part of the design as well as the potential for the central areas of the roundabouts to be managed for biodiversity.

The design and details of how and when the improvements are to be provided must be included in any Masterplan and associated planning applications for the Urban Extension. The delivery, timing and funding of the junction improvements will be secured by legal agreement.

(c) A11 Lighting

Any revisions to the lighting schemes for the junctions on the A11 Thetford bypass must be designed to minimise be efficient and reduce light pollution and retain as far as practicable the unlit night time character at the fringe of Thetford. Any proposals to light the full length of Thetford Bypass will be resisted by the Local Planning Authority.

Reasoned Justification

13.20 Studies show that even without the proposed growth in Thetford, the junctions around the town with the A11 will suffer congestion to some extent by 2026, with the Mundford Road (A134) junction experiencing the worst congestion. The issues are exacerbated by the proposed growth of Thetford.



13.21 Mitigation measures involving enlarging the roundabout and providing bypass routes into and out of Thetford at some junctions, with signalisation, all at grade, proved that a solution that provides nil detriment⁽¹⁸⁾ to the A11 network is possible, at an acceptable, albeit significant, monetary cost (Transport Plan for Thetford, Stage 2, Mott Macdonald, 2010).

13.22 The Transport Assessment of planning applications for the Urban Extension will detail the improvements to the A11 junctions, providing justification for the approach taken and proving the changes are acceptable in terms of archaeology and biodiversity in the area. The Transport Assessment will also include a timescale of when improvements will take place.

13.23 The Local Planning Authority will ensure that any other development proposals in the area will not inhibit the ability to deliver future improvements to the A11 junctions.

13.24 Signalisation can be used as a potential mitigation measure which will help bring traffic congestion and delays to a situation no worse than the 2026 'no Thetford growth' baseline level as set out in the Transport Study (2010). There are some junctions which will continue to operate in an acceptable manner without signalisation. There could potentially be a safety case for signalling all the junctions and timely advice will be sought from the Highways Agency on the precise package of junction improvements.

13.25 Section 21.34 identifies the A11 junctions as being gateways to the centre. Furthermore, the central areas of the roundabouts could be improved and managed to benefit biodiversity.

13.26 Artificial flood sources include raised channels such as canals, or storage features such as ponds and reservoirs. In 2006 blocked gullies on the A11 resulted in flooding of the A11.

13.27 Regarding the A11 junction with London Road (A1075), Breckland Council, Norfolk County Council and the Highways Agency will discuss the changes proposed as part of the proposed A11 Thetford to Five-Ways dualling scheme in order to ensure a junction form is provided that can accommodate the planned additional movements at this junction. Such discussions could result in efficiency and costs savings to all parties as well as minimising disruption to users.

18 nil detriment means no worse than the 2026 no Thetford growth baseline figures - i.e. the congestion the A11 is likely to experience in 2026 with growth will be no worse than the congestion the A11 is likely to experience without the growth in Thetford. This benchmark originated from the Highways Agency early on in the Transport Plan production process.



Policy TH 12

Improvements to the Local Road Network

To deliver the Urban Extension the capacity of the local road network in Thetford will be upgraded by 2026 as follows

- Croxton Road/Mundford Road junction will be enlarged and signalised;
- Hurth Way/Norwich Road roundabout will be enlarged and signalised;
- Bury Road/London Road/Brandon Road/Norwich Road junction will be enlarged and re-signalised whilst protecting the Scheduled Monuments nearby;
- Mundford Road north of Wyatt Way to A11 will be the subject of capacity enhancements whilst protecting the Scheduled Monument nearby;
- Norwich Road from Hurth Way to the A11 will be the subject of capacity enhancements whilst protecting the integrity of the mature trees to the north of Kilverstone Road and the mature tree buffer to the south of Kilverstone road; and,
- Norwich Road, between Hurth Way and the Bury Road junction, will be the subject of capacity enhancements.

The locations of these local road network capacity enhancements are shown on the Proposals Map. Developments which prevent the implementation of these proposals will not be permitted.

The timing, design and construction of these schemes will be agreed through the Masterplan for the Urban Extension and associated planning permissions. The Council requires the development of the Urban Extension to fund the delivery of these improvements.

Reasoned Justification

13.28 Modelling has shown that the areas identified would suffer from congestion by 2026, even without the growth of Thetford. Adding the traffic related knock on effects of the Thetford Urban Extension will exacerbate the issue significantly. As a result, the 5 areas identified will require changes. These changes will essentially aim to increase capacity of the aforementioned junctions or links.

13.29 Any changes will be required, however, to appreciate:

- Scheduled Monuments and other areas of historic interest (see Section 12 and 25);
- The existing townscape and landscape, including trees and hedges (see Section 12); and
- Pedestrians, cyclists and buses (see Section 19)
- Amenity issues (Core Strategy policy DC1)
- Surface water runoff
- The nature of Thetford as a rural Market Town
- Relevant strategies and plans (e.g. the town centre masterplan)

14 New Jobs

Policy TH 13

New Employment Land

(a) Amount of employment land and location

Land amounting to at least 40 hectares⁽¹⁹⁾ for new employment development shall be provided within the Thetford urban extension. This shall be in locations which provide good access to the A11 trunk road and the land should be provided as appropriately serviced. This shall include mains services such as water, electricity and gas brought to site in order to ensure timely supply and delivery of land to the commercial market. The provision of the 40 hectares of employment land in the urban extension should be phased for delivery as indicated in the table below:

Location	Area	Phasing
Thetford Enterprise Park (TEP)	18 Ha	From 2011
Near Tesco	4.0 Ha	Phase 1 - 2013/14/15
Lodge Way	14.5 Ha	Phase 2 - 2016/17/18
Off Croxton Road	2.5 Ha	Phase 3 - 2019/20
Off Norwich Road	7.2 Ha	Phase 4 and 5- 2020 to 2026

Table 14.1 Location and Phasing of employment development

The saved employment allocation (E.1)⁽²⁰⁾ adjacent to the Gallows Hill Scheduled Monument (Lodge Way in the above table) will be maintained in this location for employment development subject to the following:

- i. It is accessed by business related traffic from Wyatt Way and Lodge Way;
- ii. The actual shape of the allocation is amended to reflect the Scheduled Monument, with the overall land take remaining unchanged;
- iii. Appropriate screening is provided which enhances the setting of the Scheduled Monument; and,
- iv. The design allows for ease of access by buses and walking and cycling.

(b) Layout and design principles

Planning applications for employment land should have regard to the following principles in order to make the new employment areas in Thetford attractive, integrated into the town, quality places and attract a wide range of tenants:

- i. Convenient access by walking, cycling and public transport;
- ii. Well connected to the rest of the town;
- iii. Screening from the existing and future neighbouring residential uses;

19 Please note that this figure includes 18Ha at the Thetford Enterprise Park which has planning permission - i.e. The remaining 22Ha of employment land should be provided within the Urban Extension.

20 saved from the Breckland Local Plan (1999)



- iv. Ensure appropriate and sympathetic boundary treatments to key road frontages within employment areas using native hedgerow planting with fencing set behind;
- v. Ensure car parking and service yards are clear of road frontages, particularly to the A1066;
- vi. Quality tree planting and landscaping;
- vii. Efficient use of land;
- viii. Provide for a wide range of land uses in order to attract a wide range of tenants;
- ix. Designed to provide a quality working environment and image, including the gateways into the site; and
- x. Innovative waste and recycling infrastructure.
- xi. Design out crime.
- xii. Potential for biodiversity to be provided for.

Reasoned Justification

14.1 Thetford is identified as a key employment location along the A11 corridor and is the focus for significant jobs growth in the Breckland Adopted Core Strategy. The Core Strategy identifies at Policy CP3 the need to plan for some 30-40 hectares of strategic employment land at Thetford within the A11 to deliver 5,000 new jobs to 2026. The amount of new employment land proposed, along with a high jobs growth target seeks to ensure that the town not only continues to be an important economic location, but also improves the balance between jobs and new homes contributing to the objective of self containment - i.e. people living and working in Thetford. Delivery of jobs is also critical to the transport strategy for Thetford. The Council will expect a range of new employment sites to be delivered across Thetford's Northern Extension in accordance with the above policy.

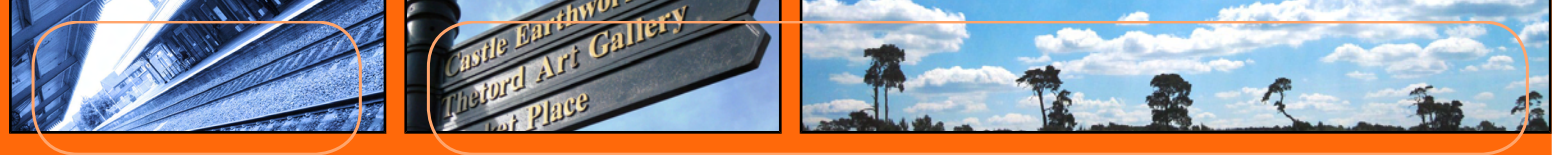
14.2 Thetford is also a key location within the Rural Enterprise Valley (REV) and the Council has placed significant emphasis on delivering quality and high value employment opportunities in the finance, ICT, research and advanced engineering and manufacturing sectors. There are already a number of these types of businesses in the Thetford area, and the continued growth of motorsport-related industry along the A11 can help to ensure town benefits from economic growth in this sector, consistent with the REV objectives.

14.3 The Thetford Enterprise Park (TEP) is a key employment site in close proximity to the A11. The site has the benefit of outline Planning Permission and is currently being serviced in order to aid the delivery of new employment development in the short to medium term. This site will make an important contribution to delivering new jobs; however this will not be sufficient on its own to deliver the requirement and further sites will be needed. The Employment Land Review (2006) recommended that a new business park be developed along with the Thetford Enterprise Park in order to bring forward inward investment to the town and the preferred policy approach seeks to ensure suitable employment provision in the urban extension. The policy seeks to ensure that the additional employment land proposed in Thetford as part of the northern urban extension comes forward in a timely manner to help deliver the significant jobs growth target along with housing growth in the town. Ensuring such land is serviced by the developers will make sure land is ready to be developed when the commercial market is in a position to expand.

14.4 In deciding where to locate employment and how the allocations are built out, Core Strategy Policy DC1 is of importance - the effect of differing land uses on each other needs to be considered. For example the juxtaposition of residential and light employment could result in amenity issues for residents in terms of noise.

Existing employment allocation

14.5 Since this allocation was recommended to be saved as part of the Core Strategy, some of its area has since been Scheduled as part of the Scheduled Monument at Gallows Hill. The general location of this allocation remains, next to the existing Wyatt Way Industrial Estate. The only vehicular access to this employment area



should utilise Wyatt Way and Lodge Way (with the footways continued and adequate provisions for cyclists). Walking and cycling routes should be provided to access the site in a well designed way from Amelia Opei Way. Other walking and cycling routes should be provided from the north of the allocation.

Design Principles

14.6 The design principles as set out in the policy seek to ensure that new employment areas learn from the successes and mistakes of the design of existing employment estates. They have been produced in liaison with CABI expert design enablers using elements of the evidence base produced to support the TAAP, namely the Thetford Green Infrastructure Study, Thetford Transport Study and the Employment Land Review.

14.7 The criteria seek to ensure the issues that the TAAP address are taken into account as part of the design - for example transport issues as well as setting a good image for the new employment areas and creating a good working environment for workers.



15 Local Centres

Policy TH 14

New Local Centre in the Urban Extension

At least two new Local Centres, consistent with definition in national planning policy (currently PPS4 or successor document), will be provided in the Urban Extension to serve the new development to the north of the town. The Local Centres should be capable of including a range of small shops and services, and should be in locations which maximise opportunities for access by foot and cycle by new communities as identified on the Masterplan.

The Local Centres delivered as part of the Urban Extension will provide a total of approximately 2,300m² (net) floorspace. Of this, approximately 1,100m² (net) should be provided as new comparison goods or other A class floorspace, and 1,200m² (net) new convenience floorspace. The preference is that the convenience floorspace is provided as small foodstores of under 500m² (net) to meet local needs, with the comparison or other A class elements comprising smaller units of around 200m².

The development of the Local Centres shall be phased for completion post 2016 (phase 2 onwards) as significant new housing and population growth takes place.

Reasoned Justification

15.1 The Urban Extension will provide local shopping facilities within walking distance for new residential development, and these facilities will deliver longer term retail floorspace projections between 2016 and 2026. The provision of new local shopping provision to serve these areas should be phased to coincide with the completion of residential units as the population expands, and as such the policy seeks to phase the local centres for delivery post 2016 which coincides with phase 2 of the urban extension⁽²¹⁾.

15.2 The Council expects the Local Centre in the Urban Extension to be easily accessible by modes other than single occupancy car use and designed for linked trips, as well as providing suitable facilities for pedestrians and cyclists including cycle parking.

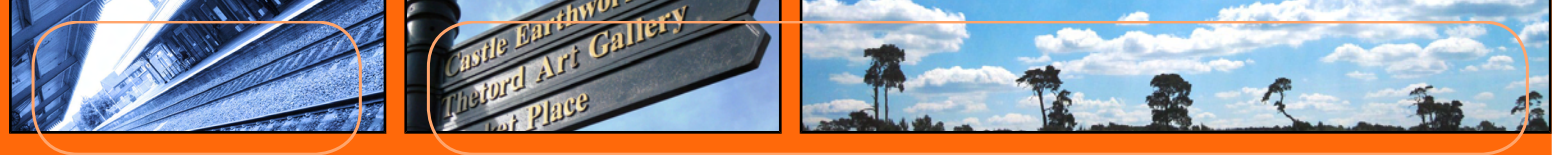
15.3 Suitable land uses within Local Centres could include religious buildings, community centres, bring recycling facilities, convenience shops, small-scale comparison shops or other A class uses, and health services.

15.4 Efforts are needed to stem the continuing increase in obesity. Diet, alongside the levels of physical activity, which are addressed in other policies, is a crucial influence on a persons weight. It is thus important to ensure that all residents have reasonable levels of access to outlets selling fresh food.

15.5 The Local Centres will complement, not compete with the town centre, and as such the policy seeks to ensure that smaller units are provided so as not to adversely impact the town centre. The future expansion of local centres into District Centres will be dependant on future retail evidence and subsequent assessment of impact upon the town centre.

15.6 The Retail Study includes projections up to 2026, however it should be noted that projections beyond 5 years become less reliable. There could be the potential for the Local Centre to expand to a District Centre in the future depending evidence to support this, however this will require a careful assessment of its impact on the town centre and this will be considered through future reviews of this document.

21 based on the current draft of the masterplan (2010)



15.7 In deciding where to locate such centres and how the allocations are built out, Core Strategy Policy DC1 is of importance - the effect of differing land uses on each other needs to be considered. For example the juxtaposition of residential and residential or public house could result in amenity issues for residents in terms of noise.

15.8 The Local Centre should be designed in a way to design out crime.



16 Infrastructure - Physical and Social

Water Supply

16.1 The Water Cycle Studies, undertaken by Scott Wilson on behalf of Breckland Council in 2008 and 2010, are the evidence base used to inform this section.

16.2 A strategic main passes to the east of the proposed development areas and would be sufficient to feed the new development areas. However, the developers would be responsible for funding an extension to the rising main to the development areas as there is no water mains coverage within Thetford North, and this would most likely require a new local pumping station. Local connections would then be required on a house by house basis.

16.3 The proposed route for the new wastewater pipeline could run north-westerly to the A11 and then run westerly parallel to the south embankment of the road to Thetford Wastewater Treatment Works. The pipeline could run to the north of the Gallows Hill Scheduled Monument, avoiding the designated Scheduled Monument. Through this area it is suggested that the main would be laid in the highway verge.

16.4 The location and layout of any pumping station proposal will be permitted where it is agreed with the water company having regard to local amenity, landscape and future maintenance requirements.

16.5 The Water Cycle Study assumed that any spare 'capacity' in the existing wastewater network would be required to cater for the infill development (identified for Thetford as approximately 1,000 new properties) and for increases in storm flows with climate change in order to prevent an increase in sewer flooding within the existing urban extent of Thetford.

16.6 The conclusion from this assumption was that there was no spare capacity in the wastewater network and that the majority of new development in the proposed greenfield areas would require new wastewater transmission infrastructure.

16.7 The outline assessment did conclude that, as well as capacity for infill, there is further capacity in the existing wastewater network in the north of the town to allow development to occur with connections up to approximately 1,000 homes in this location; however strategic scale investment would be required for any future development in terms of wastewater network infrastructure in order to service the new development. The outline study identified a potential route for a new mains sewer connecting potential development sites to the east and north of the town.

16.8 The design and planning period to contract award for the wastewater pipeline is of 30 month duration due to the need to acquire railways and highways consents owing to the proposed location of the pipeline to the south of the A11 and the requirement for the new pipe to pass beneath the railway line.

16.9 Assuming a start date of 2010 (the beginning of AMP5), the pipeline could be completed in 2013/2014. This means, that realistically, it will not be possible to connect any new development in the development areas to the new wastewater pipeline until mid-2013 at the earliest.

Waste Water Infrastructure

16.10 The new pipeline system could run inside the A11 and to the north of the Gallows Hill Scheduled Monument, in conjunction with and taking account of any walking, cycling and bus infrastructure provided in this area. Detailed planning of the route of new pipeline systems must take account of potential archaeological and Biodiversity sensitivities in this area and should be combined if appropriate with any other infrastructure in the area (such as public transport).

Policy TH 15

Energy and Carbon - Thetford Urban Extension

New development in the Urban Extension will be required to demonstrate to the satisfaction of the Local Planning Authority through an Energy Statement, that it can meet the level of carbon compliance in line with the national timetable for implementing the levels under the Building Regulations and its equivalent code level in the Code for Sustainable Homes (CSH).

Reasoned Justification

16.11 Energy efficiency is a key part of delivering the Government's vision for the achievement of zero carbon housing. The Government's preferred hierarchy for achieving zero carbon housing developments is the use of Fabric Energy Efficiency Standards (FEES), on-site Low and Zero Carbon technologies (up to 70% carbon compliance), and then allowable solutions.

16.12 The Government has set out its approach to improving the fabric of buildings and tasked the Zero Carbon Hub with developing FEES for new homes. FEES is a standard for limiting the energy demands of heating and cooling the dwelling. FEES sets out a number of potential design specifications for different dwelling types; however, adopting FEES will not itself secure net zero carbon on site (although this will depend on the Government's final definition, currently set at 70% regulated emissions on-site).

16.13 In 2006, the Government announced a 10-year timetable towards a target that all new homes must be built to zero carbon standards from 2016, to be achieved through a step-by-step tightening of the Building Regulations. The following table illustrates the changes to the Building Regulations and their equivalents under the Code for Sustainable Homes (CSH).

	Date		
	2010	2013	2016
Energy efficiency improvement of the dwelling compared to 2006 (Part L Building Regulations)	25%	44%	Zero carbon
Equivalent standard within the Code for Sustainable Homes (CSH)	Level 3	Level 4	Level 6

Table 16.1 Improvements to the Building Regulations and equivalents under CSH

16.14 Under the Government's current definition of Zero Carbon homes (CSH level 6), a range of 'allowable solutions' could be used to meet the remaining percentage of regulated emissions under the code. The definition of 'allowable solutions' is still being finalised but this could include off-site retrofitting of energy efficient/low carbon technologies to existing housing stock.

16.15 The Council will expect development in Thetford to be delivered in accordance with the Government's timetable for improvements to the Building Regulations, and as such, will require developers to provide an Energy Statement as part of the information included with planning applications in the plan area. This statement should set out how development will meet these requirements.



Policy TH 16

Decentralised Energy Supply

New development in the Urban Extension is to be designed in a manner that allows for the connection, or potential future connection, to a decentralised energy supply as part of meeting relevant carbon compliance levels in the Building Regulations.

Reasoned Justification

16.16 Decentralised and renewable energy, such as biomass Combined Heat and Power (CHP), is a recognised technology which can reduce carbon emissions on-site, and forms part of the Government's hierarchy for achieving zero carbon housing developments. Evidence contained within the Council's A11 Energy Study⁽²²⁾ reveals that biomass community heating⁽²³⁾ saves between 570-1,500 kg/yr of CO₂ per dwelling, based on displaced mains electricity). The A11 Energy Study considers that a community biomass scheme (CHP) should be the preferred approach to delivering a zero carbon energy solution to meet the new growth in Thetford in terms of delivery and cost-effectiveness and the Council endorses such an approach.

16.17 Paragraph 27 of PPS1 supplement considers that where there are firm proposals for decentralised renewable energy (for example the EPR proposal off the A134, or another decentralised renewable energy solution), Local Planning Authorities can expect development to connect to them or to be capable of connecting to them in future. This is relevant to Thetford as the A11 Energy Study finds that a decentralised biomass solution is the most cost effective mechanism to achieve zero carbon developments in the town. The Council considers that the development of the Urban Extension should explore opportunities to connect to decentralised and renewable energy supply in meeting reductions in carbon emissions in line with the national timetable.

16.18 The Council considers that the Urban Extension should also be designed/laid out in a manner so as not to irreversibly preclude options to connect to a decentralised energy supply solution as part of meeting requirements to develop new homes to zero carbon standards post 2016.

22 prepared by consultants IT Power (2010)

23 A central energy centre contains a wood chip fuelled boiler. A heat main delivers heat to individual houses.

Policy TH 17

Education Provision in the Thetford Urban Extension

(a) Primary Sector Schools and Nursery Provision

The Urban Extension to the north of Thetford will require the building of three new 420 place Primary Schools, with nursery provision, within the new development. The land area to be set aside for each of these schools will be around 2 ha depending on site conditions.

The detailed phasing of delivering schools would need to be developed through the emerging master-plan and a heads of terms agreement associated with any development proposal.

The County Council will monitor the pupil numbers generated by this development as the first two schools fill.

The third schools could be designed to be built in two phases; first as a 210 place with scope for expansion to a 420 place school later should the need arise.

In addition the County Council will keep school organisation in the existing primary sector schools in the town under review.

(b) Secondary Schools

An additional 3.5 ha to 9 ha of land (depending on Education Strategy and subsequent reviews of this document and the education needs of the town), to the north of Joe Blunt's Lane, should be set aside in the Urban Extension to allow for expansion of the Academy (North site) (Formerly Rosemary Musker High School).

(c) Post-16 Centre

An additional 3.5 ha of land should be set aside adjacent to the Academy (North site) for a post-16 and vocational learning centre should the current plans for the Forum site not be delivered. In the event of the land not being required for this use, other uses could include:

- Community uses
- Residential
- Open space/Green Infrastructure

(d) Location

The location of any new school, or expanded facility, will need to be agreed with the Local Education Authority and Local Planning Authority at the masterplan/planning application stage.

(e) Access

Proposals for new or extended schools and educational sites will be expected to demonstrate that a significant majority of the workforce and clientele are able to access the site safely and conveniently on foot, by cycle or by public transport.



Reasoned Justification

16.19 The development of 5,000 dwellings is likely to result in the following number of children based on all the dwellings being family units (i.e. multi-bed units). (Norfolk County Council, July 2010):

School (age)	Number of Children
Nursery (3 - 5)	420
Primary (5 – 11)	1,270
High (11- 16)	700
Sixth Form (16 - 18)	140

Table 16.2 The number of children of different ages likely to be associated with 5,000 dwellings.

16.20 A development of 5,000 new homes would generate an additional 1,270 primary sector pupils. There are only a few surplus places in the primary sector schools in the north of Thetford, where this development will take place which will not meet the demand of the new development. Therefore there is a need to provide 3 primary schools in the Thetford Urban Extension.

16.21 On the basis of 5,000 new houses to the north of Thetford, the implication for secondary provision is that there would be a requirement to accommodate a further 700 pupils at the Academy (North Site)(formerly Rosemary Musker). The Academy (North Site) currently has over 770 pupils on roll and is over capacity. The Academy will need to be expanded to accommodate up to 1,500 pupils. This would require a land area of up to 10.5 ha. The existing land area of the Academy (North Site) is 8.59 ha, but this includes approximately 2 ha of protected woodland. As such 3.5-4 ha of land is required to be set aside. The policy provides for the maximum land required, but ultimately less land could be required depending on detailed design and reviews of projected Academy numbers. The time scale for the expansion of the Thetford Academy will depend on the rate of housing growth. While there are some surplus places in the Academy (South Site), this would only be enough to accommodate the pupil yield from approximately 650 new homes.

16.22 Some existing areas of school playing field may need to accommodate some new building to enable the expansion of existing schools to meet the needs of a growing town. The Council will however ensure the adequate amount of playing fields to serve the needs of the expanded school.

16.23 There is still a possibility of the Forum site in the centre of Thetford not being available for the development of a post-16 centre. In such a scenario the next best option may be to build a post-16 centre to the north of the town. It would therefore be prudent to lay aside an additional 3.5 ha of land for this purpose contiguous with the Rosemary Musker site. If the Forum site in the centre of the town becomes available for post-16 facilities, this additional land could be made available for other uses. This issue is also set out in the accompanying Monitoring and Implementation Framework.

16.24 Joe Blunt’s Lane is a track along the Parish Boundary between Thetford and Croxton. As such it is an important feature of the landscape which has a significant recreational and biodiversity value. Policy TH29 seeks to protect and enhance Joe Blunt’s Lane as a pedestrian and cycle route for many different uses. It is therefore expected that either playing fields or school buildings associated with Academy (North site) (formerly Rosemary Musker High School) and its expansion as well as the Post 16 Centre will be north of Joe Blunt’s Lane and implemented in such a way that the Lane’s route remains uninterrupted. As a consequence there would need to be suitable mitigation/safeguarding measures to ensure adequate security.

16.25 It is important that schools and school sites support healthy living objectives. These include:



- Active play on site
 - Access by active travel means in particular walking and cycling
 - Healthy food procurement
 - Sustainable architecture and energy use.
-



Policy TH 18

Health Provision

Provision in the Urban Extension will be made for a new health centre to incorporate primary medical and dental services, and additional community services located on or in a location highly accessible to the bulk of the population of the proposed Urban Extension to the north of Thetford.

This facility will be made available for use from 1st April 2016 (subject to the planned growth reflecting current projections).

The facility should provide for approximately 3 dentists and 8 GPs as well as necessary accommodation for community services.

Reasoned Justification

16.26 There are currently three medical practices and one dental practice providing services to the population of Thetford and surrounding areas. One of those practices is located in the Healthy Living Centre which also provides some additional community services. Two of the medical practices currently have an estimated capacity for an additional 7,500 patients. This can be taken to represent provision for 'normal' population growth. The dental practice is at capacity. Hospital provision is generally at West Suffolk Hospital in Bury St. Edmunds and also the Norfolk and Norwich University Hospital in Norwich.

16.27 Provision of community services, particularly health visiting and district nursing, will need to be expanded to provide appropriate levels of care for the project population increase. Based on an analysis of typical activity levels in the primary sector and using projected population increase information, existing additional capacity as referred to above will be sufficient to 2015. Additional capacity will be needed from a notional base date of April 2016 rising to comprise a practice of circa 8 GPs by 2026.

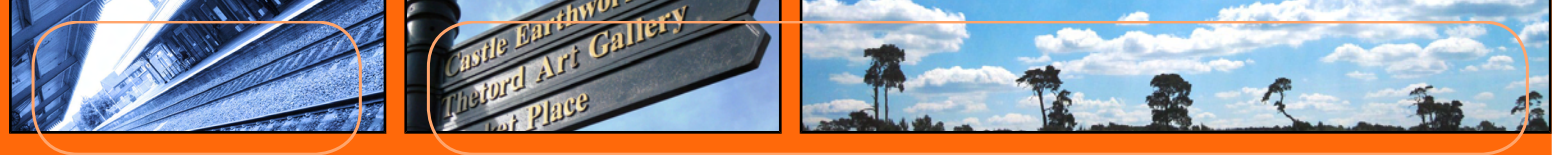
16.28 Existing Dental services are at capacity but NHS Norfolk are looking to locate another provider in Thetford to help ease current pressures in the short term. Further capacity will be needed from 1 April 2016 rising to a practice of circa 3 dentists by 2026.

16.29 In order to provide sufficient health services, additional district nursing additional staff will be required which will be accommodated in the existing or proposed health facilities.

16.30 In line with the current NHS Norfolk strategy the areas of identified additional healthcare provision would be located in a new facility located in the proximity of the sustainable urban extension to house primary medical, primary dental and community services. The Health Centre would need to be operational from April 2016 and be of sufficient size to provide those services to a population of 13,000 minimum.

16.31 The location should be easily accessible by many modes of transport. It is envisaged that the facility could be located in a Local Centre in the Urban Extension, highly accessible to the majority of the community. The location should also be well served by public transport and have excellent walking and cycling access as well as Sheffield Stand cycle stands in convenient and well surveyed locations with shelters.

16.32 The preferred model for additional health services is, where feasible, to co-locate primary and community services in one location. This would allow for improved accessibility to a range of services, opportunities to reconfigure and expand out of hospital services, and a better 'one stop shop style' service for patients. Central to this will be developing the use of the Thetford Healthy Living Centre, in particular relocating outpatient and diagnostic



services for which Thetford residents currently have to travel elsewhere. In addition it would allow economies of scale resulting in better use of NHS resources in a tight financial climate, and a much better likelihood of being responsive to future changing needs.

16.33 In line with Core Policies 4 and 5 of the Core Strategy the Council recognises the need to secure developer funding either through CIL or other finance initiatives towards the capital costs of new health infrastructure directly related to the planned growth. The detail around CIL will be contained in a separate document being produced by Breckland Council.



Policy TH 19

Community Buildings

(a) Shared Facilities

The Council's preference is to support community usage of school and education facilities. As such;

- i. new education facilities should provide for and be set up to allow for appropriate community usage of the facilities.
- ii. any education facilities that are refurbished or rebuilt should provide for and allow community usage of its facilities to at least a similar standard as before refurbishment or rebuilding but preferably more.

(b) New Community Centres

Proposals to deliver 1 x 300m² small multi-purpose community facility by 2016 and 2 x 300m² small multi-purpose community facility between 2016 and 2026 will be permitted subject to the following criteria and set out in a detailed planning application(s):

- i. the need cannot be served by using schools or education facilities as set out under part (a) above;
- ii. a long term funding (minimum 10 years), maintenance and management plan is produced to assure the Council of the proposed facility's sustainability which could include a permanent usage for part of the facility (e.g. health or social care);
- iii. the proposed community centre is located as part of the proposed centres or small shopping parades as identified on the Proposals Map; and
- iv. it is designed in a way so as to reduce running and maintenance costs (including appropriate water and energy efficiency measures).

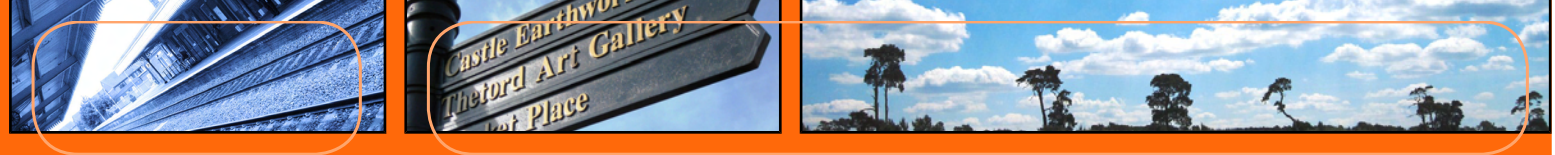
(c) Religious Buildings

Such proposals should be located at the proposed centres as shown on the Proposals Map.

Reasoned Justification

16.34 In order to provide the most appropriate facilities for the proposed development, an analysis of the existing facilities in Thetford was undertaken and can be found in the report titled 'Community Infrastructure and Thetford' the assessment shows that:

- Thetford is well catered for in terms of facilities for the community to hire out;
- There is a spread of sizes of venues – the smallest being capable of holding less than ten people and the largest over 300 people;
- All venues might have or do have spare capacity;
- The cost of venues ranges from as little as £8 an hour up to £40 an hour; and
- Barring any obstacles such as the river or railway, all of the existing town and much of the proposed development area is within 800m of an existing venue of some kind.
- The majority of schools in Thetford hire out some facilities to the public.



16.35 Thetford has three community centres which provide a strong base on which to serve the growing population. Existing provision of community facilities is not utilised to full capacity. In some areas, improvements to quality and / or access need to be made to ensure that any surplus capacity can and is taken up by the community. Through improvement of quality and accessibility it is likely that the current provision will be sufficient to meet demand arising from the earliest phases of development.

16.36 Furthermore, the existing schools provide excellent facilities for the community to hire out. Indeed the Government in their White Paper entitled 'Your child, your schools, our future: building a 21st Century schools system' says 'The best schools have long recognised that offering a wide menu of positive activities, both in and out-of school hours, can be integral to improving attainment, narrowing gaps between different groups and engaging with parents'.

16.37 The Council's preferred approach of supporting community use of education facilities is thus a reflection of Thetford being well served by many varied types of facilities and these facilities being underutilised. It is acknowledged that the ultimate decision for allowing schools to be used by the public is that of the Governing Body. As such, there is provision in the policy for new community buildings if several criteria are met. These criteria will ensure that any new community facility's usage and existence is sustained, learning from the experience of other such facilities in Thetford which have in some cases have had intervention in order to maintain their existence.

16.38 The primary purpose of these buildings is to provide a community meeting space. However there should be the scope to accommodate ancillary uses, some of which may be permanent. Some examples of acceptable permanent uses include a café, out reach health and social care or a community enterprise.

16.39 Community facilities could be multi-functional and provide a venue and facilities for such activities as martial arts, table tennis or badminton in line with policy TH31 on Indoor Sports.

16.40 In order to promote efficient use of land, car parking should be shared with that of the local centre. Where car parking is proposed, parking multiplier in Policy DC19 of the Core Strategy will be applied to reduce the amount from appendix D in the Core Strategy. The Council will positively support the provision of cycle parking above and beyond the standards set out in the Core Strategy as the centres would be located close to communities who will use them.

16.41 In the context of this policy, the term school or education facility refers to Primary Schools, Secondary School (Academy) and the Thetford Forum (Post 16 Education Centre) - i.e. venues where people are taught.



Policy TH 20

New Bring Recycling Centres

New bring recycling centres shall be provided in locations easily accessible by the public, at the Local Centre as identified on the Proposals Maps. These should be fenced off and secure, have no overhead cabling nearby and be sited in areas where the emptying of them does not cause undue disruption to the community in terms of the noise from emptying or general use. Sites also require appropriate traffic management in order to allow suitable access for service vehicles.

The land, once developed to suitable standards, as agreed by the Local Planning Authority should then be handed over to Breckland Council at nil charge.

Reasoned Justification

16.42 The Core Strategy requires consideration be given to the provision of appropriate waste storage and means of collection in new development. As such, 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 should include bottle banks or textile collection points for example.

16.43 Such sites attract users at all times producing noise and fumes from vehicles if not properly sited and designed. The operating hours and servicing (emptying of bins / receptacles) of the site needs careful consideration due to the potential impact noise of materials thrown into empty bins, vehicles dragging bins across concrete surfaces and the significant noise from the emptying of glass recycling bins into collection lorries.

16.44 The policy sets out a number of criteria that will ensure new bring recycling facilities are provided in a manner than enhances the use by the community and aids the collection of recycled materials.



Picture 16.1 Bottle banks, paper and cardboard banks and textiles collection points - example of 'Bring' Recycling Facilities.

Integration of the new and existing residents.

16.45 The Council realises the importance of the Thetford Urban Extension forming part of Thetford, rather than being a separate entity. Early occupiers of major new housing areas can experience isolation and disruption and may be unable to access services which may lag behind the population growth. The provision of community development support can help in overcoming these problems and give new residents a channel through which to seek information and reassurance. In time this support may lead to greater social cohesion and greater health and well being.



16.46 The support may take the form of facilities such as community space or services tailored to meet diverse needs of young families and elderly people for instance

16.47 The Council and its partners will prepare for the development with the aim of integrating the extension with the existing town.



17 Thetford Area Action Plan Wide Policies - Introduction

17.1 This section of the TAAP contains policies relevant to the area covered by the boundary of the Thetford Area Action Plan. It covers the following topics:

- Town Centre and Retail - principles for development in the town centre and convenience and comparison floor space capacity.
 - Transport - movement around Thetford and to surrounding urban areas.
 - Social Infrastructure - education, health and police.
 - Green Infrastructure - new green infrastructure as well as protection of existing.
 - Indoor sports facilities and play equipment - the recreation provision for the town.
 - Energy - energy supply and Energy Service Companies.
 - Water and Flood Risk - resources and efficiency. Flood risk is also addressed.
 - Archaeology - protecting remains underground.
 - Sustainable Construction Standards for Non-Residential Development - setting sustainability standards for commercial buildings.
-



18 Town Centre and Retail

Policy TH 21

Approach to the Town Centre

The Primary Shopping Area as identified on the Proposals Map will be the focus for new comparison and convenience retail and commercial leisure uses. Complementary office, cultural, educational and community-related uses will be appropriate given the need to strengthen Thetford town centre. Within this core area the priorities include maintaining vibrant high street activity and giving priority to pedestrians. The Key sites for development and change in the Primary Shopping Area are:

- the Carnegie Rooms;
- Tanner Street Car Park;
- Riverside Walk;
- Minstergate; and
- the Bridge Street Car Park/Anchor Hotel site.

Proposals to redevelop or enhance the Riverside Walk development and the relationship of the site to the waterfront will be dealt with positively.

Elsewhere within the Town Centre a further key site is the Thetford Retail Park, which will be an area where the intensification of retail activity and new commercial leisure will be permitted.

Across the town centre car parking provision will be provided in a way which seeks to increase the relative proportion of short-stay spaces and providing these in concentrated, specific centralised locations.

The public realm across the town centre will be improved through a consistent approach of creating a clear sense of place and a better defined street hierarchy with enhanced linkages which improve shopper and visitor circulation around the town. Development proposals together with activities of various agencies and utilities will be expected to contribute towards a general de-cluttering of the streetscene together with improved signage and street furniture which enhances the experience of being in the historic Thetford town centre.

Town Centre - Guiding Principles

The following key planning objectives will apply to all development proposals within the town centre as defined on the Proposals Map. These objectives complement the more general objectives in the Core Strategy.

- a. Create a balance and mix of uses within key sites around the town centre as a whole that helps to generate a varied and interesting urban environment
- b. Create attractive and vibrant primary frontages, including appropriate building forms fronting these streets, with active ground floor frontages and proportionate heights;
- c. Allow for ease of access by sustainable modes of transport including bus priority measures (as well as by walking and cycling);
- d. Create a network of public spaces in the town centre, including protection and enhancement of the river corridor;
- e. Deliver an attractive and safe urban environment with a strong sense of place through the high quality design of buildings and public spaces;
- f. Protect resident's quality of life and create new living environments of lasting quality;



- g. Design out crime; and
- h. Take advantage of, and enhance where possible and viable, the historic and natural assets which exist in the town centre.

To help achieve these over-arching objectives a Town Centre Masterplan will be produced covering the area defined as the Town Centre on the proposals map. The masterplan will be accompanied by a Health Impact Assessment of the approach to the town centre proposed in the masterplan.

A comprehensive approach is required to surface water management in the town centre. The masterplan will include, and subsequent proposals will be considered against, a Surface Water Management Plan for Thetford Town Centre in order to demonstrate that flow rates of surface water leaving developments are managed sustainably. A full ground investigation will be undertaken to ensure that any risk from the potential presence of contaminants is minimised.

Reasoned Justification

18.1 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 such as the ageing of poor quality buildings and public spaces creating a difficult environment to attract shoppers and visitors.

18.2 Breckland Council, Norfolk County Council, Thetford Town Council and their partners (MTF) will produce a Town Centre Masterplan to act as a catalyst in regenerating the town centre. The content of the masterplan will include reviewing car parking provision, meeting the requirements of a Surface Water Management Plan and informing innovative approaches to regenerating the riverside areas as well as providing assessment of the key redevelopment opportunities already identified in existing evidence reports. In setting out guiding principles for the Town Centre and a commitment to preparing a masterplan, the Area Action Plan will help to reverse the decline in the historic heart of the town and create a sustainable retail, leisure and residential environment for future generations.

18.3 The over-arching strategy for the town centre is to halt the slow drift of activity away from the town centre by creating a series of anchors and concentrating footfall along the major shopping routes notably King Street, White Hart Street, Minstergate, the Market Place, Well Street and the Riverside Walk (map 18.1). In these locations the focus will be on vibrant activity, public realm improvements and ensuring these are environments which are safe, attractive and appealing for people. This will require the use of planning policies in the Core Strategy which seek to protect existing retail activity as well as encouraging physical measures which will revitalise this core area such as enhanced market provision, street cafes and improvements to public spaces. Changes would also seek to improve the evening economy offer in the town.

18.4 To the west of the Town Centre, the Minstergate area will accommodate the new bus interchange including the sensitive redevelopment and repair of the listed building on St Nicholas Street. Elsewhere within the Minstergate area there are other Listed Buildings and the retention and wider use of these buildings as a focus for cultural and commercial uses will be encouraged. In particular, with the increased footfall from the bus interchange facility, the intensification of existing retail properties will be favourably considered. To the east of the Town Centre the Thetford Retail Park provides an edge of town location for a variety of uses including a small-scale supermarket, non-food retail and other commercial activities. Some parts of the site are vacant and others underused and further retail and commercial leisure activity could be accommodated. Linkages to the core of the town centre would need to be improved.

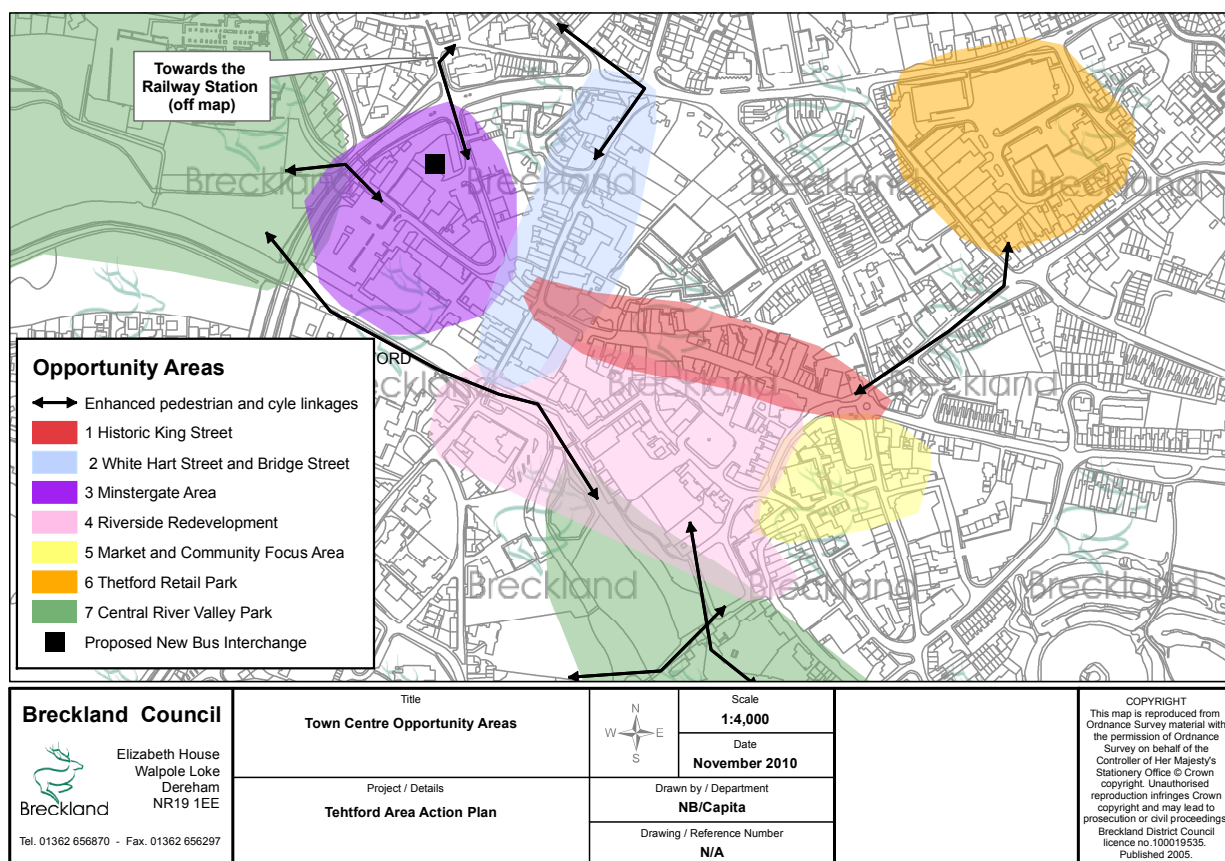
18.5 In other parts of the Town Centre, notably, Earls Street, Raymond Street, Guildhall Street, Castle Street and Magdalen Street, a more flexible approach to the town centre will be considered. In these areas, residential uses are already dominant with retail and office uses being ancillary. Further residential development in these



locations will be considered favourably. The Local Planning Authority also recognises the potential of these areas to accommodate those uses which are encouraged to accessible locations but which may not increase footfall in the core areas of the town centre but would be acceptable in predominantly residential areas such as health facilities, vets, some financial businesses and office premises.

18.6 The Town Centre Masterplan will be influenced by the adopted policies of the Breckland LDF, SFRA 2 (Scott Wilson, 2010), the draft Thetford Prospectus (Urban Delivery, 2010) and Breckland Retail and Town Centre Study (Nathaniel Lichfield and Partners, 2010). The Masterplan will also be expected to utilise other relevant local documents produced by the Town Council, Moving Thetford Forward and Norfolk County Council. The fundamental aim of the Town Centre Masterplan will be to produce an implementable plan to rejuvenate and reinvigorate the town centre, improving the public realm, access, parking and retail and leisure offer. The Masterplan will expand on the guiding principles identified in the policy above as they relate to the specific opportunity areas. The Town Centre Masterplan could form a Supplementary Planning Guidance (SPD).

Opportunity Areas



Map 18.1 Town Centre Opportunity Areas.



Car Parking

18.7 There are nearly 800 off-street public car parking spaces in Thetford town centre. Observations show that demand currently approximates to capacity on weekdays and exceeds capacity at weekends which leads to various issues. A car parking strategy is required for the town centre which could form part of a future Town Centre Masterplan. It is proposed that the strategy should have the following objectives:

- Remove traffic from sensitive streets.
- Provide parking directly off approach roads: 'drive to, not through'.
- Provide preferential access to public transport (PT).
- Be numerically justified in relation to the PT accessibility of the retail area and the retail floor area.
- Provide for mobility impaired, bicycles, powered two wheelers, taxis and freight.
- Be affordable.

Surface Water Management in the Town Centre

18.8 The geology and soils underlying sites in the town centre have the potential to be conducive for infiltration methods⁽²⁴⁾. However, the presence of naturally high groundwater and thin clay layers could be a significant constraint. Given the limited area of the sites, it is likely that small-scale source control SuDS methods (e.g. soakaways) would be most appropriate. In the event that infiltration is not possible, source control and attenuation could be provided by green roofs, permeable paving reservoirs and/or water recycling. The proximity of the sites to the Little Ouse River should allow connection to the watercourse as long as the runoff rate is controlled to that of current conditions.

18.9 Thetford Town Centre is also located within a Source Protection Zone (SPZ), an area that recharges existing public water supply wells. The SuDS design will need to prevent possible groundwater contamination within the SPZ, by preventing infiltration of contaminated runoff. Therefore, SuDS attenuation techniques should be used, with a discharge (no greater than the rates prior to the proposed development) to the nearest surface water receptor (River Thet / Little Ouse). Due to the large roof areas associated with the development type proposed within Thetford Town Centre additional attenuation and water capture can be achieved effectively using source control measures such as rainwater harvesting and green roofs. These techniques should not be relied upon as stand alone systems, but should be viewed as additional storage to ensure runoff control.

18.10 If development proposals come forward in advance of a Surface Water Management Plan, applications must provide evidence of meeting PPS25 requirement with their proposals. If development proposals come forward when a Surface Water Management Plan for the Town Centre is in place, proposals must show how they meet the requirement of the SWMP.

24 Level2 Strategic Flood Risk Assessment, Scott-Wilson (2010)

Policy TH 22

New Retail Development

In the period up to 2016, additional convenience floorspace capacity (around 330m² net) will be directed to sites within the town centre.

The Council will consider the need to identify sites to meet Thetford's long-term retail needs in accordance with the sequential approach. The identification of any sites to meet this long-term need will be considered through future reviews of this AAP. Other retail proposals in Thetford will be considered against the policies contained within the adopted Core Strategy and the requirements of national planning policy.

Out-of-centre retail proposals that jeopardise the potential to provide the comparison shopping provision identified within the urban extension and/or undermine the vitality and viability of the town centre will not be permitted.

Reasoned Justification

18.11 The Core Strategy identifies Thetford for 7,000 - 7,500m² (net) comparison goods floorspace to 2018, which was based upon the findings of the Council's Retail and Town Centre Study⁽²⁵⁾. However, the latest information contained in the Retail and Town Centre Study⁽²⁶⁾ indicates a range of lower capacity figures which mean that there is no need for the Council to plan for further comparison goods floorspace in Thetford until after 2016. Recent planning permissions and completions for comparison goods as well as changes in the expenditure projections mean that there is no longer any need for additional comparison floorspace in Thetford in the short term. The Retail and Town Centre study (2010) indicates that there is a projected floorspace requirement for approximately 3,800m² (net) of comparison goods floorspace by the year 2021. However, it should be noted that projections this far into the future are much less reliable than the short term projections (up to 5 years), and as such, this long-term potential to 2021 will require a careful assessment of its impact on the town centre. Therefore, this will be considered through future reviews of this document.

18.12 The latest retail study indicates limited need for further convenience goods (food) floorspace in Thetford until beyond 2016, principally due to existing stores and recent planning permissions granted. The policy TH1 identifies the majority of new convenience goods floorspace to the Urban Extension so that a small foodstore as part of a Local Centre can serve the new population to the north of the town. The remaining balance of convenience floorspace (around 330m² net) to 2016, could be met within Thetford town centre by further reducing retail vacancy or through reuse/ redevelopment of other sites.

18.13 The draft Thetford Vision and Prospectus (undertaken by consultants Urban Delivery in 2010) identified a number of opportunities in the town centre for redevelopment/intensification that could accommodate further retail development as part of mixed-use schemes. The draft Prospectus indicates that these areas could make a contribution to improving the retail offer in the town centre and are suitable and viable for retail use.

25 Nathaniel Litchfield and Partners 2007

26 Nathaniel Litchfield and Partners 2010



19 Transport

Policy TH 23

Transport - Achieving Modal Shift

All development in Thetford will be required to contribute proportionally to a raft of measures necessary to achieve the modal shift from single occupancy car journeys to other forms of movement. Without attaining modal shift transport infrastructure cannot be upgraded to accommodate the growth and regeneration of Thetford. Development which fails to contribute to the measures identified in this policy or directly prevents their implementation will not be permitted.

Early discussion should be had with the Local Planning Authority (BDC) and the Local Highways Authority (NCC) and the approach detailed in planning applications.

Promoters and developers are expected to look beyond their development and consider how the community access their site. Thetford's Modal Shift will be achieved through the following measures:

- The delivery of a functional walking and cycling network as shown on the following map;
- The delivery of a wider cycle network (the Thetford Loops);
- The establishment and operation of a Smarter Travel Thetford Team to inform, deliver and monitor modal shift;
- The implementation of priority measures for pedestrians, cycles and buses within the highway network;
- The introduction of technology within new and existing residential and commercial development increase awareness of public transport;
- Enhancements to the frequency, routing and facilities for local bus provision within Thetford; and
- Enhancements to bus services to nearby settlements such as Bury St. Edmunds and Brandon.

Development will be assessed in terms of its ability to contribute to the achievement of modal shift (including pedestrian and cycle accessibility and access to public transport), its impact on the road network and the environmental impact of traffic generated. The Council will require mitigation measures to be provided to the satisfaction of the Local Transport Authority where appropriate.

Developers will either make direct provision of the necessary modal shift measures relating to their site or will contribute to an overall fund for the provision of these measures through forthcoming levy/tariff mechanisms. A mixture of the two approaches may also be acceptable.

Reasoned Justification

19.1 The adopted Breckland Core Strategy at Policy CP4 recognised the transport implications arising from the growth and that development itself will have a primary role in directly delivering and funding wider transport improvements. A detailed Thetford Transport Study has been developing during 2009 and 2010 and emphasises that a modal shift from single occupancy car use to more sustainable forms of transport will be required to accommodate the growth and regeneration proposals in the TAAP and consequentially ensure that transport infrastructure upgrades are at a scale and cost which will be viable and environmentally acceptable. The overall modal shift from single occupancy car journeys to other means of movement is ambitious but recognised as achievable by the Highways Agency and Norfolk County Council. However achievement is dependent on a sustained and coordinated approach involving measures to increase walking and cycling. The detailed Thetford Transport Study has identified a raft of measures which are identified in the policy and places great emphasis on improving the quality of bus provision in Thetford as being central to achieving local modal shift.



19.2 It is acknowledged that Thetford has certain characteristics that result in key challenges for instigating travel behaviour change. Specifically, these challenges are its relatively rural location and comparative lack of existing public transport infrastructure. However, there are also certain opportunities which must be exploited in the TAAP:

- The relatively compact geographical nature of the area;
- The high proportion of current car based trips under 10km which are an ideal target market for promoting walking and cycling; and
- The development of major housing and employment schemes which provide an opportunity to design in sustainable travel for some 12,000 new inhabitants and 5,000 employees (the majority of whom will also live in Thetford).

Walking and Cycling

19.3 The starting point to modal shift is walking and cycling. The following map identifies a critical walking and cycling network which must be protected and enhancements delivered. These will provide safe and convenient routes for travel to work, schools and leisure. Extensions to the network will be directly delivered through the major areas of change such as the Urban Extension, town centre regeneration, employment estate regeneration and Western Estates regeneration. Elsewhere improvements will be secured through a combination of on-site improvements and financial contributions as part of planning proposals. Local authorities will also maintain, and where practicable, enhance the network through their own maintenance and asset investment programmes.

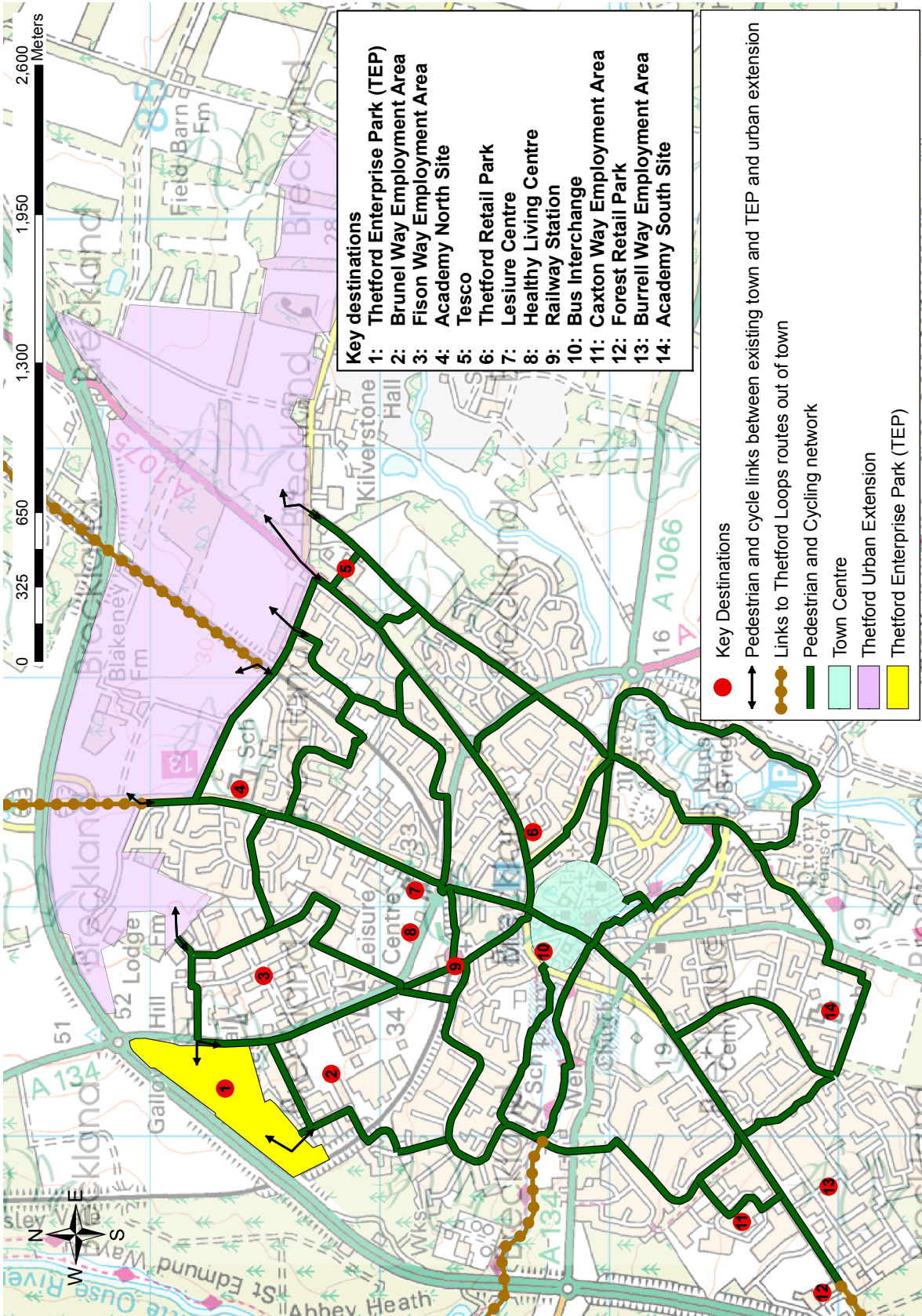
19.4 In addition to the delivery of an improved walking and cycling network, the growth and regeneration of Thetford will deliver an enhanced level of bus provision for the town. Moving Thetford Forward are leading on the relocation and expansion of the bus interchange in the town centre and this will be a catalyst for improved bus services. Modal shift to buses will be central to the successful transport strategy for the Urban Extension and policies elsewhere in this document outline site specific measures for buses. Across the town a coordinated approach will be taken towards ensuring consistent improvements to bus infrastructure such as upgraded bus stops, enhanced frequency of bus provision and uniform coding and presentation of bus services. Where practicable this will be secured as part of a development elsewhere financial contributions will be sought including through forthcoming levy/tariff mechanisms.

Bus

19.5 In the early part of this Plan period (by 2016) a review will look into the frequency and routes of the existing bus services to surrounding settlements. The focus of this Review will be services to Bury St Edmunds, Brandon and Attleborough and if proved viable, even as far as Norwich. In particular, given the provision of hospital and higher education facilities in Bury St Edmunds attention will particularly focus on evening services and the time of the last bus in either direction in a way that would avoid undermining the viability of existing bus services within Bury St Edmunds. The Review will also assess improving routes to include the Urban Extension as well as the new Bus Interchange in a logical order and also to stop on the radial routes out of town. Any review will include the bus operators and the cross boundary co-operation of local planning and transport authorities to ensure that public transport integrates well with planned growth and other local priorities such as enhancing rural activity.



Draft Final Thetford Area Action Plan - Historic Past, Healthy Future



Map 19.1 Walking and Cycling Network.



19.6 A new bus service from Thetford to Attleborough and Snetterton Heath would naturally pass through the Urban Extension to the north and the potential for such a service to connect to the new development needs to be maximised. The delivery of internal bus service improvements could be secured through subsidised services funded by the Urban Extension development as well as commercially driven improved services reflecting the wider policies and activities aimed at securing modal shift. Residential and commercial developments in the Urban Extension are required by the policy to include the provision of such technologies that will enable residents and employees to access real time information on local bus services. The TAAP does not prescribe a particular form of technology. The Masterplan and subsequent application for the Urban Extension are expected to include an approach from the development to achieve this aspect of policy and how this will be operational from the occupation of the first dwellings and commercial premises. Such technology could be retrofitted to the rest of the town in order to aid modal shift towards the bus.

19.7 With regards to bus facilities, the Council will seek to bring the existing bus facilities in the town to the required standard of the Urban Extension as detailed in Policy TH9 and the supporting text.

Smarter Travel Thetford

19.8 The efforts on walking, cycling and buses need to be underpinned by a well designed smarter travel programme so as to fully deliver significant modal shift and achieve wider benefits on carbon emission reductions, decreased congestion and health benefits. The detailed Thetford Transport Study recommends as part of an approach to smarter travel choices, the establishment of a Smarter Travel Thetford (STT) programme based on the concept of delivering smarter travel initiatives which best meet and / or have propensity to influence local community travel needs. Such initiatives could include car sharing, car clubs as well as promoting walking and cycling.

19.9 A well developed, fully integrated STT programme can deliver real benefits in bringing about lasting behaviour change. Such a programme could not only help accommodate the proposals in this TAAP 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.

19.10 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 choices measures on a town wide basis. The STT will also be responsible for ongoing monitoring of the delivery and impact of the Programme. Smarter travel is resource intensive and therefore provision for a dedicated team to work on the smarter travel measures will be essential. 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. There are also a significant number of key stakeholders within the area that are vital for successful implementation of a Smarter Travel Thetford programme. These include local community groups and resident's associations as well as the business community.

19.11 The STT will be established in the first phase of this Area Action Plan (by 2016) so as to coincide with the occupation of the first new homes and businesses. Norfolk County Council, Breckland Council and the NHS will all be involved and contribute to the setting up and running of this team although the significant majority of the funding for STT will be secured from development through a levy/tariff mechanism.



Policy TH 24

The Impact of Change on Pedestrians, Cyclists and Buses

Any type of development which adversely affects the identified movement routes of pedestrians, cyclists and public transport will not be permitted.

All traffic management schemes, residential development over 5 dwellings and commercial development over 500m² will be required to identify how all types of pedestrians, cyclists and buses are affected by the scheme and how they access or leave the scheme to determine if the provision is adequate and beneficial to these sustainable modes of travel.

The assessment should provide evidence to compare how those users move prior to change in the vicinity of the proposed scheme and how they are likely to move after the scheme is completed in order to determine the effect of the scheme on those modes of travel.

The Local Planning Authority will require the assessment to be completed after the preliminary design stage. Suitable mitigation against any negative effects and maximising the positive effects must be identified and incorporated into subsequent stages of design work in order to improve on the preliminary design.

Evidence of such an assessment and how the findings have informed the final design must be provided as part of the design and access statement accompanying the Planning Application.

Reasoned justification

19.12 The Transport evidence base for Thetford (Mott Macdonald, 2009 and 2010) highlights the transport related issues the town is likely to experience, even without the proposed growth. Thetford is identified as a Healthy Town and there is an emphasis to get people to move more and live a healthier lifestyle. However, there is high single occupancy car use in the town and as a consequence significant effort is required to get modal shift to more healthy and environmentally acceptable modes of transport.

19.13 The town of Thetford will undergo many changes over the coming years ranging from small scale residential development to the construction of entire neighbourhoods, town centre regeneration and wider improvements to the internal highway network. The effect of these schemes on how pedestrians, cyclists and buses move now and how they move, arrive and leave after the scheme is completed needs to be understood in order to not deter such modes of travel. The transport strategy for the TAAP is predicated on challenging levels of modal shift; therefore, a specific policy response to maintain the attractiveness of walking, cycling and public transport during a period of significant development and change in the town is required.

19.14 The assessment should be seen as a tool for understanding the effect of change leading to mitigating the scheme against any negative impacts or maximising any positive impacts.

19.15 Such improvements could see the provision of bus, cycle or pedestrian priority measures at junctions such as advanced cycle stop lines.

19.16 The term pedestrian is to be interpreted in its widest extent and applies to such members of the community as able bodied, people with pushchairs or young children, disabled people or those using mobility scooters.

Policy TH 25

Thetford Bus Interchange

Land is identified between St Nicholas Street, Minstergate and London Road on the Proposals Map for a new Thetford Bus Interchange.

Subject to statutory approvals the bus interchange will provide for 5 bays with covered waiting areas, public toilets, real time public transport information and automated ticket vending.

The former warehouse of Charles Burrell (more recently used by Cosy Carpets) which is a Listed Building currently in a derelict state will be refurbished and brought back into beneficial use with occupiers compatible with its Town Centre location adjacent to a significant transport node.

Access to the proposed Bus Interchange will seek to minimise pedestrian and vehicle conflicts, in particular along Minstergate which has a significant number of pedestrian movements to and between the adjacent retail units, the Town Centre and London Road subway. The traffic light junction at London Road will be improved to cater for the additional pedestrian and vehicular demands that will arise.

Reasoned Justification

19.17 There is a strong desire of the public, backed up by evidence in studies, of the need to address the shortcomings of Thetford's existing bus station/interchange at Bridge Street. The existing station lacks facilities, is difficult to access for passengers, buses struggle to get to the site, and it is not fully compliant with the Disability Discrimination Act.

19.18 MTF have been looking at the potential relocation of the bus station/interchange in the area around St Nicholas Street and Minstergate. In a study on options for the location of a bus interchange by Mott MacDonald, this area was favoured due to its proximity to the town centre, opportunities presented by underused land, good access to routes already used by buses and the regeneration benefits it would bring. Overall, it was felt this area would be a far more pleasant and convenient place for most passengers. The earliest a new bus station/interchange could open is during the 2011/12 financial year.

19.19 Unfortunately there is limited scope to improve the existing location and the access roads to it. In addition the existing site, together with adjacent land, offers the potential to bring forward a major town centre regeneration scheme, the Thetford Forum, which seeks to provide, within an iconic building in the historic heart of Thetford, a new educational and community facility.

19.20 The new bus interchange is a destination on the walking and cycling map as shows at map 19.1.

19.21 In addition to the former warehouse of Charles Burrell, there are other Listed Buildings adjoining the site and the site is within the town centre Conservation Area. The site is also likely to have archaeological significance. Detailed design of the bus interchange will preserve and/or enhance the historic assets of the area, including the Listed Buildings, Conservation Area and archaeological deposits.

19.22 The proposed site is not currently in public ownership. Discussions are on-going with the owner(s) with a view to securing ownership. If this can not be achieved through mutual agreement, then consideration will be given to the Compulsory Purchase of the site.



Policy TH 26

Thetford Railway Station

Proposals for increased use and improvements to Thetford Railway Station will be promoted and supported whilst respecting the amenities of nearby residents.

Proposals at Thetford Railway station will be permitted where these:

- a. result in the active use of the existing and vacant station buildings;
- b. promote appropriate conservation and repair of listed and curtilage listed buildings and structures;
- c. deliver viable, new and improved access between platforms for all users;
- d. improve essential train station services and facilities (waiting rooms, toilets etc);
- e. improve walking, cycling and bus connections to the station from around the town, especially between the proposed new bus interchange and the railway station;
- f. consider any impact on Station Road;
- g. increase the amount of cycle parking; and
- h. consider an increase in car parking provision if the need is proven, within the zone of search identified (see map).

Proposals for development within classes A1, A3 and B1 (offices) of the Use Class Order (as amended), will be permitted if they result in the active use of the station buildings.

Reasoned Justification

19.23 Thetford Railway Station is a grade II Listed Building, which includes curtilage Listed Buildings and structures, some of which are vacant and underused. The provision of appropriate conservation, repair and re-use of these buildings is encouraged to provide a positive contribution to Thetford’s local character and the distinctiveness of its historic environment. Furthermore, the enhancement of the historic environment together with the provision of ancillary retail or leisure proposals would be positively supported providing that conflict does not arise with the retail policies of the Core Strategy and National Policy.

19.24 Thetford Railway Station will be a key destination/origin in the walking and cycling network as well as on the public transport route. Improvements to these networks will aid access to the Train Station from around the town. However, to secure the objective of significant modal shift, there is a need to enhance facilities such as cycle parking at key public transport connections such as the Railway Station.

19.25 Thetford Station's catchment is split into two main types – a walk-up element (comprising some 44% of demand) overwhelmingly originating within 1.2 km of the station, and a substantial drive-up element, many of whom travel substantial distances, often more than 15 km, to park at the station and catch the train to their destinations.



Picture 19.1 Thetford Railway Station

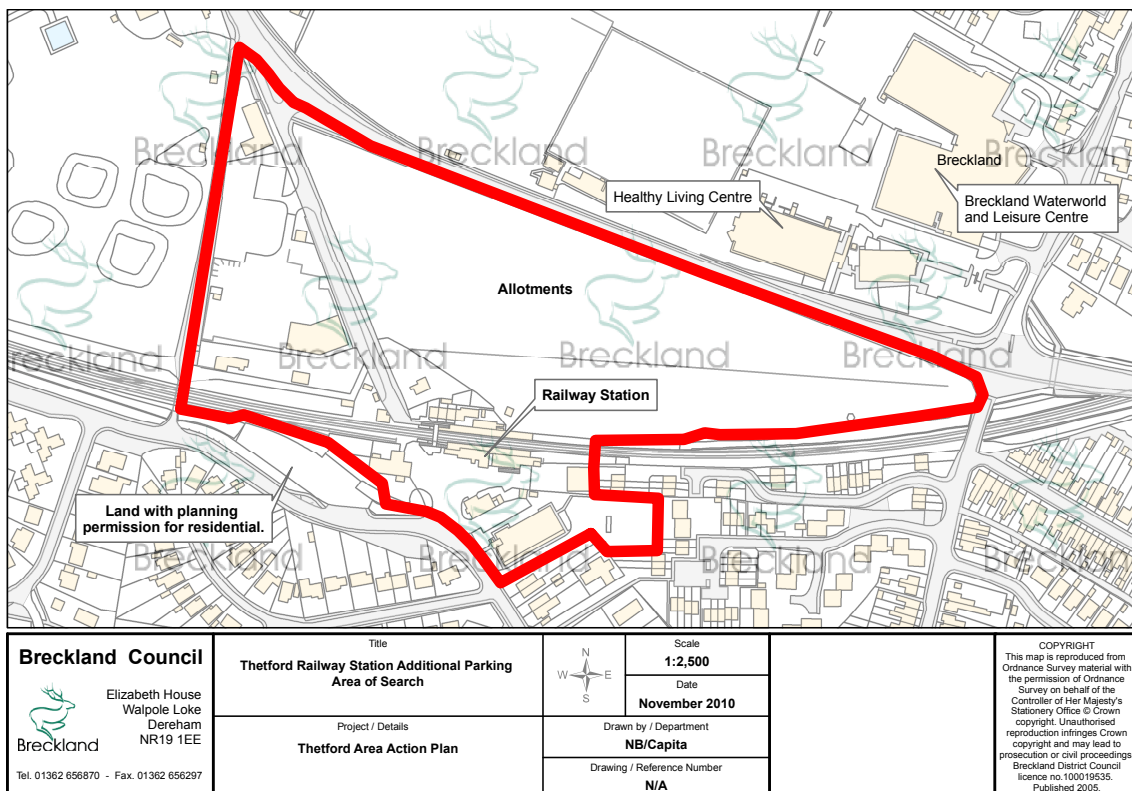


19.26 Evidence suggests that car parking at the Station is not currently at capacity however, as the town grows demand could increase⁽²⁷⁾. The zone of search (highlighted on map below) identifies the area within which the Council (in conjunction with partners) will investigate opportunities for a review of car parking provision if a need is proven. If provision of new car parking is required resulting in the loss of existing important uses (e.g. a business or allotment land), the Council will work with the occupiers to find an alternative site of at least equal quality and convenience. Any potential improvements will be subject to an appropriate transport assessment.

19.27 The existing Thetford station is used more for journeys originating in the town and its surroundings, than for incoming journeys to destinations in and around the town. The most important destination is Norwich, to which there appears to be a significant commuter flow, though other destinations which can be reached without a change of train from Thetford, such as Cambridge and Ely. There is also demand for longer-distance journeys – other than London that can be reached without interchange.

19.28 Improvements to the access between platforms and facilities at the station need to consider and provide for all disabled users.

19.29 The Local Transport and Planning Authorities will continue to work with all applicable bodies to secure improvements to all of the rail services from Thetford Rail Station and that enhancements for all users of Thetford station are delivered over the plan period to create a transport gateway to the town which meets modern expectations whilst respecting its historic context.



Picture 19.2 Area of search for parking at Thetford Railway Station

27 Transport Plan for Thetford, Mott Macdonald, 2010.



20 Social Infrastructure

Policy TH 27

Healthy Lifestyles

Development will be expected:

- to demonstrate that appropriate steps have been taken through its design and construction and implementation to avoid or mitigate potential negative effects on the health of the population;
- to facilitate enhanced health and well being through the provision of conditions supportive of physical and mental health including physical activity; and
- to reduce, where possible, disparities in health between different parts of Thetford by addressing detrimental environmental social and economic conditions.

In implementing these criteria, developers will be expected to complete and submit with planning applications:

- Health Impact Assessment for large and complex proposals
- A Healthy Urban Development Checklist for development of 5 dwellings/1,000m² or more

Reasoned Justification

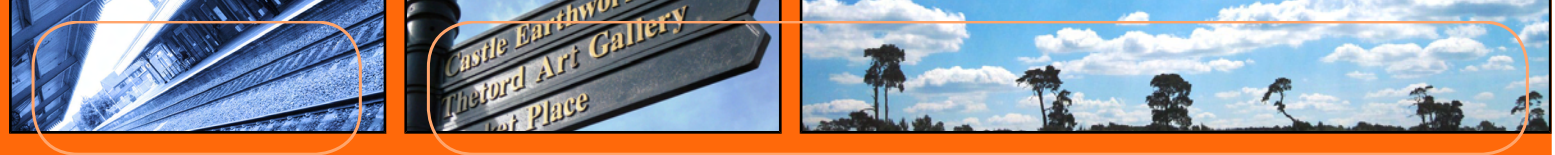
20.1 Improving the health and well being of the community is a priority of the Council's Sustainable Community Strategy and Thetford Healthy Town. Parts of Thetford experience relatively high levels of deprivation and these impact on aspects of health, in particular life expectancy. Health is influenced by social, economic and environmental conditions and planning policies have a significant role to play in creating the conditions for improving health. Accordingly, proposals for development will be screened to ensure in so far as is possible that they will contribute to improved health outcomes for all and that negative effects are avoided.

20.2 Major development will be subject to the most comprehensive screening which in the case of particularly large complex development and those that have clear health implications may take the form of a formal Health Impact Assessment (whether or not such an application also requires an EIA). In such cases the developer will be required to commission such an assessment from an independent and reputable body.

20.3 Health Impact Assessment is a well established and widely used range of techniques aimed at systematically assessing the health implications of strategies, plans and projects. The purpose of HIA is essentially to systematically check that a policy or project will not have unforeseen and negative effects. Approaches to HIA may range from a quantitative emphasis, relying heavily on epidemiological analysis to a qualitative analysis, drawing on community or stakeholder perceptions, or a combination. The methodology should be agreed with the PCT/NCC Public Health at an early stage.

20.4 The Thetford Urban Extension, improvements to the town centre, changes to existing residential estates and changes to existing employment areas will result in *significant change*. As such, the Council requires a HIA to accompany any planning application.

20.5 In other cases development will be appraised using a health urban planning checklist that encompasses all the potential health implications of development. This is to be part of the local validation list as this will allow for changes to the check list in the future without needing to change the TAAP as experience of using the checklist changes with time.



Police Facilities

20.6 The Thetford Police Station provides a current base for the Thetford Safer Neighbourhood Team. The Police Station has recently been extended and is expected to cater for the town's growing demand over the next 10 years. The Custody Suite is being moved to Bury St. Edmunds as part of joint PFI. As such, there could potentially be enough space to accommodate the growth with a 2 storey extension. Parking for personal and service vehicles could be an issue, however, travel planning presents a solution given the relatively central location of the Norwich Road Police Station.

The Police Response Team for Thetford

20.7 The Police Response team (answering 999's) for Thetford and much of the Breckland area will grow as a result of the growth in the area and with potential increased vehicular usage from the new development and Town centre, this function would be better located on a new site near the A11, on an employment site.

20.8 The Council prefers locating the Police Response Team for Thetford in an existing employment area as this has the potential to bring into use a vacant unit and could act as a catalyst for change in the area.

20.9 This approach could be seen to not necessarily be in accordance with the Core Strategy Policy DC6; however, the Council sees such a land use as complementary to an Employment Area and therefore promotes this land use as an acceptable one in Employment Areas in Thetford.

Existing Thetford Police Station

20.10 The Police would want the front desk function of the station to be located in the centre of Thetford. Due to the estimated number of dwellings in the Thetford Urban Extension and growth of and potential changes to the Town centre, the Police expect the Safer Neighbourhood Teams (SNT) and Protective Services functions to grow and take up more space and car parking at the existing Thetford Police Station.

20.11 As the SNT is managed as one team for the whole of Thetford, the Police would wish for Officers to continue to be deployed from the existing Thetford Police Station located on Norwich Road. This has benefits for Town Centre access and the management resource required to supervise the team. The future changes to the site gives the opportunity to improve the design and environmental performance of the Police station.

20.12 The delivery section of this document sets out the funding situation and the role/potential for developer contributions. Existing deficiencies with the police station will need to be remedied from existing revenue sources. However, with an expanding population, additional service provision and facility capacity will be required and in accordance with policy CP4 of the Core strategy, a developer contribution will be sought.

Travel to work - Police

20.13 It is evident in section 19 that Thetford requires modal shift in order to accommodate the growth as well the well advertised associated benefits of using more sustainable modes of travel (health, pollution for example). The changes to the police operations in Thetford offer an opportunity to gain modal shift for journeys to work by the police.

Fire and Ambulance

20.14 The fire station and ambulance station are both located in close proximity to the police station, neither is currently in need of expansion in response to the growth contained in this document.



21 Green Infrastructure

Green Infrastructure (GI)

21.1 The provision of new Green Infrastructure and the protection and enhancement of existing landscape and environmental assets to ensure they are not compromised by new growth is essential.

21.2 Green infrastructure is multi-functional and can provide a range of environmental, social and economic functions, including positive health benefits and aid social cohesion as well as acting as wildlife corridors aiding the movement of wildlife. Access to and regular use of Green Infrastructure is strongly associated with both physical and mental health benefits.

21.3 This section identifies a number of Thetford specific projects which should be regarded in the context of Policy CP6 of the Core Strategy.

21.4 Any proposals for GI will have due regard to the historic environment, including archaeological remains and landscape character.

21.5 Please note that this section refers to town-wide elements of GI embedded in the TAAP. In the Thetford North section, there are area specific GI elements directly associated with the Urban Extension.

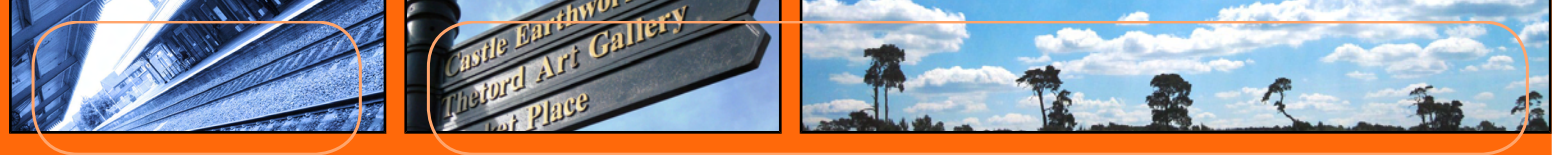
Policy TH 28

Allotments

All significantly sized new development in the plan area is required to provide new allotment provision of at least 5,000m²/0.5ha (approx 20 full or 40 half-sized plots) per 500 new dwellings. Planning permission will only be granted where it can be demonstrated that the land:

- a. is located on land which is suitable for the growing of crops or is made suitable prior to occupation (in terms of drainage, contamination and landscaping for example);
- b. is well related to new and/or existing residential areas;
- c. is secure;
- d. has good access by foot and cycle;
- e. has suitable provision for vehicle and cycle parking;
- f. contributes to a linked network of open spaces or green corridors
- g. avoids archaeologically sensitive sites.

The Council will seek a legal agreement to transfer the prepared allotments to the appropriate Town/Parish Council (or other appropriate body) at nil cost whereby it will then likely be legally classified as allotment land for the purposes of the allotment act(s).



Reasoned Justification

21.6 Allotments provide the opportunity for residents to grow their own vegetables and flowers, and are especially valuable to those people who have small or no gardens. Allotments can contribute to a healthy lifestyle meeting the aims of Thetford's Healthy Town Status and have the potential to boost local biodiversity and green infrastructure networks within the town. Growing local food can also reduce carbon emissions.

21.7 Significantly sized developments include the Urban extension as well as potentially the existing estate residential regeneration schemes, depending on the scale of change. Typically a significantly sized development would be one in excess of 100 dwellings.

21.8 The provision of allotments in the Urban Extension should be located in a place that is easily accessible by both the existing residents and the new residents could assist with social cohesion and integration.

21.9 Parking should be provided at a rate of approximately 10 car spaces and 10 Sheffield Stands for cycle parking per 100 allotment plots. Cycle parking should be spread across the site.

21.10 In order to meet criterion (b) above, the Council does not anticipate allotment provision in the Urban Extension to be provided as one concentration of allotments, but rather provided in pace with development and at locations that will also assist in the delivery of criterion (d).

21.11 Land that is known or suspected to be contaminated will only be considered for allotment use if it can be demonstrated through investigation that the site will not present an unacceptable risk to human health or the environment as a result of its previous use.

Community Gardens

21.12 The principle behind community gardens is supported by the Council. Proposals would be assessed on a case by case basis but are likely to be required to meet the guidelines as set out in the previous allotment policy.

21.13 Community gardens are community-managed projects working with people, animals and plants. They range from tiny wildlife gardens to fruit and vegetable plots on housing estates, from community polytunnels to large city farms. They aim to encourage strong community relationships and an awareness of gardening and farming. Most projects provide food-growing activities, training courses, school visits, community allotments and community businesses. In addition, some provide play facilities and sports facilities, and after school and holiday schemes.



Policy TH 29

Joe Blunt's Lane

The existing route of Joe Blunt's Lane will be protected and enhanced as a green route to the north of Thetford. Development (including roads and buildings) will not be permitted where it interrupts the integrity of Joe Blunt's Lane. Limited pedestrian/cycle path connections will be permitted in locations where there is minimal harm to the vegetation and character of the lane. The details of such connections will be agreed with the Local Planning Authority.

The Council and partners will need to change the status of the Lane to legally allow cycling.

Reasoned Justification

21.14 Joe Blunt's Lane is a well used, direct and uninterrupted lane to the north of the existing town. It is currently used by pedestrians and cyclists for many types of journeys including school and work journeys. It is currently a footpath and forms the Parish boundary between Thetford and Croxton.

21.15 The lane is an integral part of the Thetford Loops (see policy TH30) and also part of the wider cycle network (see map 19.1). It will become a route serving the existing population and the future population of Thetford. It occupies a strategic location sandwiched between the urban extension and the existing town; however the Council will protect the undeveloped/rural character of the lane.

21.16 The need to attain modal shift away from single occupancy car use is essential for transport and health related issues and the Council wishes to protect the integrity of this route from encroachment of any kind.

21.17 The vegetation on either side of the path is subject to policy TH2 Locally Distinct Features of the Landscape to improve this lane as a green/wildlife corridor.



Policy TH 30

The Thetford Loops

The developers/landowners of the Major Development Locations will work in partnership with other organisations and landowners to provide the Thetford Loops as shown on the Proposals Map. The Loops will be multi-purpose, with high quality routes for pedestrians and cyclists for leisure and utility trips.

Key features along the Loops will include: the new growth locations to the north; Gallows Hill; the forest; the river valley; the priory; Barnham Cross Common (see following section on HRA), Croxton Village and the town centre. Additional features could be added in due course, including public art and interpretation boards relating to the history of the area (such as the Thetford 13) as well as the nature and wildlife.

Masterplans and subsequent planning applications for areas that include parts of the Loops network running through or directly adjacent should provide the Loops with details accompanying any Planning Application. The provision of the sections of the Loops will be required as part of that development. The Council will seek a legal agreement to enable the subsequent handing over at nil charge to Norfolk County Council.

Financial contributions to the provision of the Loops will only be considered where it can be demonstrated to the satisfaction of the Local Planning Authority this is a more appropriate option than direct provision.

Reasoned Justification

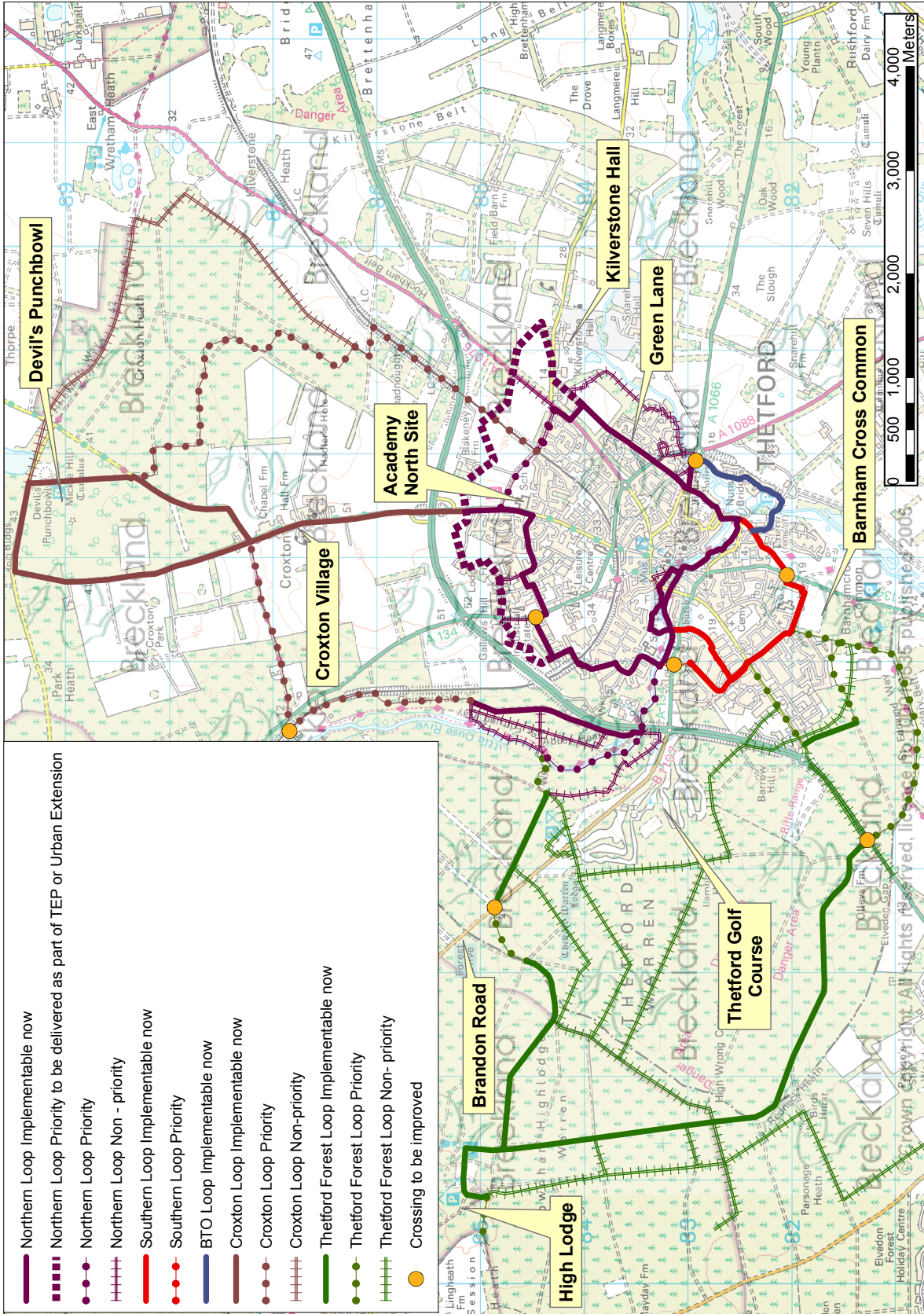
21.18 The Loops offer considerable potential to enhance the walking and cycling network (see Section 19) by providing convenient and attractive paths for pedestrians and cyclists which improve access to the surrounding countryside. They will also augment the existing urban path network (branded as the 'Thetford Connect' 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.

21.19 The Loops are largely based on existing networks, but some improvements to most sections are required, although some will be limited to improving surfacing or changes to the status of the route and ongoing maintenance. All sections of the Loops will be provided in accordance with the available technical evidence ⁽²⁸⁾ in the first instance.

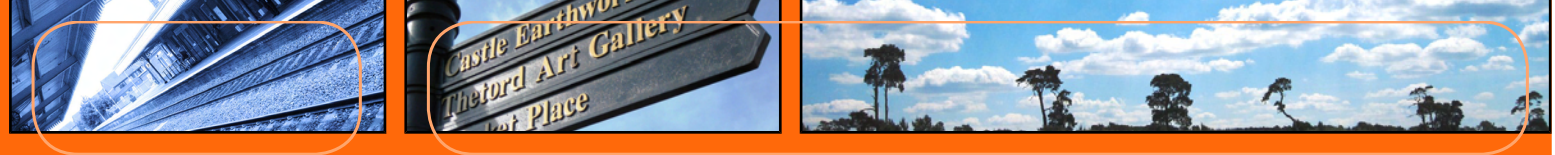
28 Thetford Loops Reports (Stage 1 by Capita Symonds, 2010 and Stage 2 by TI et al 2010)



Draft Final Thetford Area Action Plan - Historic Past, Healthy Future



Map 21.1 The proposed Thetford Loops



The Loops

21.20 There are 5 Loops shown on the Proposals Map and on the previous map. The Northern Loops, Southern Loops and the BTO Loop mainly utilise existing routes and enhance connectivity to the town centre from surrounding residential and commercial areas and where possible enhance linkages to open areas close to the town.

21.21 The Loops will be part of the Green Infrastructure for Thetford not only in themselves as 'green' routes in and around town but as safe, convenient routes to the wider green infrastructure close to the town. The Thetford Forest Loop includes all the forest routes in Thetford Warren, and the area to the west and southwest of the town. The Forestry Commission actively promotes public access throughout most of this area and paths of varying quality and 'rideability' are in place already. High Lodge provides visitors with excellent facilities and serves as a focus for making better use of the forest amenities. The priority route recommendations are based on the use of the highest quality existing forest routes as designated by the Forestry Commission as their 'easy, family routes'.

21.22 The Croxton Village Loop is located to the north of the town and provides access to Croxton Village, Croxton Heath and the Devil's Punch Bowl (an interesting geological feature). The Loops also pick up the signed National Cycle Route 13 and the Two Rivers Regional Cycle Route 30, both of which make use of the quiet roads in the area. The Hereward Way (a National Trail) is also adjacent to the Loop proposals and available for walkers.

Delivery and Design

21.23 The Riverside route and the vital link out to High Lodge should be the first priority, followed by making the most of any opportunities to enhance and improve the more urban network. Including this route, the Priority 1 recommendations are:

- Riverside route – Nuns' Bridges to High Lodge (several links)
- BTO route – Nunnery Place via Arlington Way to Green Lane
- Croxton on-road route – Croxton village via Devil's Punch Bowl
- Southern inner orbital route - Nun's Bridges, Kimms Belt to Redcastle Furze

21.24 Breckland Council, Norfolk County Council and MTF will consider how they can contribute to delivery of the Loops, although it is anticipated that some sections will be directly provided as part of developments be it directly by the developer or as a result of legal agreements or the provision of funding.

21.25 The Loops should be designed and implemented so that they are:

- Traffic-free
- Useable and available all year round
- Of an adequate standard that encourages walking and cycling by those of all abilities
- Provided with accessible, safe crossings of roads, railways and waterways
- Barrier-free
- Connected, with useful local links to places of interest and to where people live and work
- Signed and 'legible' making them easy to follow
- Provided with resting and sheltering provision where possible
- Supported by route maps, information boards and other promotional events and activities
- Designed from the outset with low maintenance requirements, and thereafter adequately maintained
- Conceived, designed and implemented with the 'travelling landscape' in mind

21.26 The following design guidelines will be used to develop the Loops:

- Minimum width of 2m
- Through wooded and rural areas, self binding gravel is acceptable, laid over a base material and separation geo-textile membrane



- Locally agreed signs including time to destinations, the loops logo will be acceptable
- Efficient lighting that minimises light pollution should be considered within the built up areas. Rural routes are unlikely to need lighting.
- General presumption against barriers, unless there is a proven need. Barriers should be designed in a way to not inconvenience legitimate users.
- Urban carriageway crossings should seek to have Toucan crossing facilities. Roads outside urban areas should seek to have pedestrian refuges. Along minor roads, raised tables, dropped kerbs and zebra crossings should be considered.
- Art, attention to detail and views will be considered to enhance the users experience.

Habitat Regulations

21.27 The Thetford Loops Network proposals must be considered for their potential impact on particular national Sites of Special Scientific Interest (SSSI), and European Special Protection Area (SPA), and Special Area of Conservation (SAC) in the Thetford Area.

River Valley Park Concept (RVP)

21.28 Thetford is unique in Norfolk in having a freshwater River flowing through the heart of the town. It contributes significantly to the environmental quality of the town centre, the Abbey and the recent developments at Cloverfields. 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 as well as providing a 'green lung'/biodiversity function.

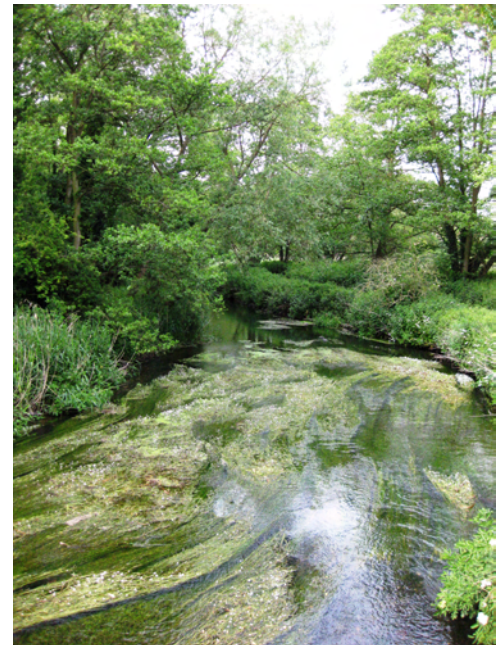
21.29 The River Valley Park will fulfil many functions of a Country Park and due to its central location has the advantage of integrating existing and new communities. It will potentially alleviate visitor pressures on Barnham Cross Common SPA through enhanced links and links to Nunnery Lakes, in addition 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.

21.30 In essence, it has four aspects:

- Improving access to various places and attractions, such as Thetford Forest.
- Water based recreation
- Habitat restoration
- Protecting this area from urbanisation.

21.31 The concept is not a policy in itself, but one which the TAAP can contribute to as some policies fall under the RVP project. These are:

- The Thetford Loops
- Adoption of the Flood Zones as shown on the Proposals Map
- Town Centre section



Picture 21.1 The Little Ouse



21.32 Of relevance to the RVP is The Great Ouse Wetland Vision⁽²⁹⁾, which is a vision to restore and enhance river and floodplain habitat to benefit biodiversity. It is a joint Environment Agency and Natural England initiative to deliver an enhanced environment for fish and other wildlife. Its key objectives are:

- To protect and restore habitats locally and at a wider catchment scale
- To provide green space for both people and wildlife
- To provide a flexible framework for key stakeholders to deliver their aspirations for fish and other biodiversity in the catchment

21.33 Options to explore the wider navigation of the river from Brandon to Thetford Town Centre will be investigated over the lifetime of this plan in conjunction with the Environment Agency and Forestry Commission.

21.34 More work will be needed on the RVP concept to bring the aspects of the RVP together, create synergies with the Great Ouse Wetland Vision and involve key stakeholders.

Gateways into Thetford Concept

21.35 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 the Council wishes for the gateways into Thetford to be enhanced.

21.36 Such gateways could highlight Thetford's heritage and culture as well as it being the gateway to Suffolk and Norfolk and the centre of the Brecks. They could be linked to the Thetford 13 work⁽³⁰⁾. Thetford possesses a remarkable set of both tangible and intangible heritage assets – an Iron Age site of national and probably international importance with probable connections to an iconic British figure and another of great significance; very important Viking Age remnants; major Norman and medieval assets; one of the world's great democratic thinkers; important milestones in the cosmopolitan development of England; industrial revolution pioneers; landmark events associated with both World Wars and major social migration programmes. The report concludes that there are 13 historic periods with which 13 characters are associated. As such, 13 potential gateways have been identified, in no particular order:

<ul style="list-style-type: none"> • A11/London Road • A11/Brandon Road • A11/Mundford Road • A11/Croxton Road • A11/Norwich Road • Kilverstone Road • A1066 (to Diss) 	<ul style="list-style-type: none"> • A1088 (to Ipswich) • Bury Road • Train Station • Bus Interchange • River/Little Ouse Path • Town Centre
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21.37 Such work could be completed as an integral part of the A11 junction improvements as set out in the Transport Section in order to recognise the new edge of Thetford and also to some extent to the South of Thetford where the edge will not change, but improvements to the gateway could be beneficial. The gateways are marked on the Proposals Map.

29 The Great Ouse Wetland Vision, Environment Agency and Natural England, Background, 2008

30 Discovering Thetford – A Feasibility Study & Business Case, Heritage Economic & Regeneration Trust (HEART), 2010



Greening Thetford Project⁽³¹⁾

21.38 One characteristic that makes Thetford unique when compared to other market towns is its setting within Thetford Forest and in particular the historic planting of the contorted scots pines along major routes and field boundaries. It is proposed in the draft Prospectus that 10,000 trees are planted in appropriate locations over the next ten years.

21.39 The pines around Thetford, which form the distinctive Breckland pine belts and hedges come from an 'Eleveden' strain. As such, stock should be used of the correct local provenance, it could be linked with local tree nurseries to cultivate the correct strain of pine. It is important to maintain local distinctiveness and character of the tree stock. The planting of pines should not be at the expense of all other species however as Beech lines and edges to plantations are also a local landscape feature on certain approaches to the town. Broadleaved species, such as Oak, should also form part of this project.

21.40 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.

21.41 By concentrating planting along these routes and the Loops, 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. 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. As well as removing CO2 from the atmosphere directly, green infrastructure and trees in urban areas have the potential to improve microclimate, reduce heat stress during the summer months by provision of direct shade for people and by reducing the urban heat island effect.

21.42 The project will be led by Breckland Council but implemented with the support of a range of voluntary groups such as the BCTV and Thetford Green Gym (projects associated with the town's Healthy Town status). The project will seek to involve the local community, especially schools, to increase understanding and awareness of green infrastructure and interpretation of the local historic environment. Planting will be in appropriate locations, where the effect of the tree as it grows on surrounding land uses as well as the effect of the land uses on the tree will have been considered (for example archaeology or foundations of buildings).

31 The idea for this project has come from the Draft Thetford Prospectus Work (Urban Delivery 2010) and the Green Infrastructure Study (Land Use Consultants 2007) on behalf of Breckland Council.

22 Indoor Sports Facilities

Policy TH 31

Indoor Sports Facilities

Proposals to provide new indoor sports facilities will be supported in the town centre.

The Council will consider alternative provision through an expanded Breckland Leisure Centre or the use of existing community facilities for sports facilities where:

- It can be demonstrated that the proposal cannot be accommodated in the town centre;
- There is a demonstrable need for the development; and
- There are inherent sustainability and access to services advantages to the proposal being located outside of the town centre.

Reasoned Justification

22.1 The Breckland District-Wide Infrastructure Needs, Funding and Delivery Study completed by EDAW (2009) recommended the following for Thetford as it grows:

Facility	By 2016	Total by 2026
Sports Court	1	4
Swimming Lanes	1	3

22.2 The Council acknowledges that the area around the Breckland Leisure Centre and Waterworld is a relatively constrained site with the parking, Healthy Living Centre, adjoining sports pitches and potentially the new Skate Park. However, if the Breckland Leisure Centre and Waterworld is extended to accommodate demand, the Council will invoke the Core Strategy's adopted Open Space policy which requires compensatory provision elsewhere.

Play Equipment

22.3 According to the 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.

22.4 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. Improvements to existing play areas could be secured using financial contributions secured under Policy DC11 of the Core Strategy.

22.5 The regeneration of existing estates work could also present opportunities to increase the variety and provision of play equipment especially where the regeneration proposals are directly related to existing play areas.



23 Energy

Policy TH 32

Energy and Carbon - TAAP Wide

(a) Energy Efficiency and Low and Zero Carbon Homes

Infill development in the area of the TAAP, outside of the Urban Extension, will be required to demonstrate a building by building approach to meeting the Government's timetable for the tightening of the Building Regulations and utilise fabric measures to meet the levels of carbon compliance.

(b) Carbon Offsetting

Depending on legislation, the Council will consider the need to secure contributions towards a Carbon Offset Fund as part of a tariff/CIL to meet the remaining carbon compliance levels (of regulated emissions) not delivered as part of development proposals on-site.

Reasoned Justification

23.1 Energy efficiency is a key part of delivering the Government's vision for the achievement of zero carbon housing. The Government's preferred hierarchy for achieving zero carbon housing developments is the use of Fabric Energy Efficiency Standards (FEES), on-site Low and Zero Carbon technologies (up to 70% carbon compliance), and then allowable solutions.

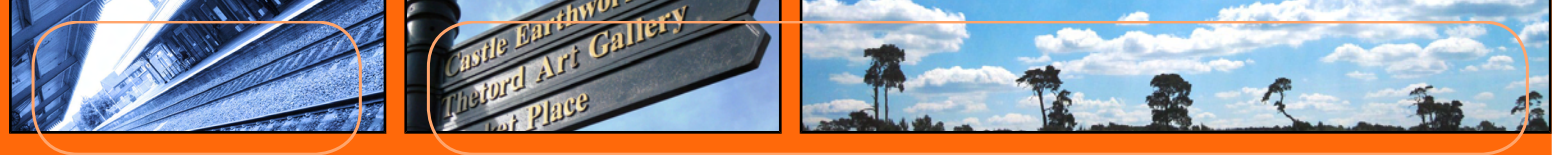
23.2 The Government has set out its approach to improving the fabric of buildings and tasked the Zero Carbon Hub with developing FEES for new homes. FEES is a standard for limiting the energy demands of heating and cooling the dwelling and be limited to passive measures only. FEES sets out a number of potential design specifications for different dwelling types; however, adopting FEES will not itself secure net zero carbon on site (although this will depend on the Government's final definition, currently set at 70% regulated emissions on-site).

23.3 In 2006, the Government announced a 10-year timetable towards a target that all new homes must be built to zero carbon standards from 2016, to be achieved through a step-by-step tightening of the Building Regulations. The following table illustrates the changes to the Building Regulations and their equivalents under the Code for Sustainable Homes (CSH).

	Date		
	2010	2013	2016
Energy efficiency improvement of the dwelling compared to 2006 (Part L Building Regulations)	25%	44%	Zero carbon
Equivalent standard within the Code for Sustainable Homes (CSH)	Level 3	Level 4	Level 6

Table 23.1 Improvements to the Building Regulations and equivalents under CSH

23.4 Under the Government's current definition of Zero Carbon homes (CSH level 6), a range of 'allowable solutions' could be used to meet the remaining percentage of regulated emissions under the code. The definition of 'allowable solutions' is still being finalised but this could include off-site retrofitting of energy efficient/low carbon technologies to existing housing stock.



23.5 The Council will expect development in Thetford to be delivered in accordance with the Government's timetable for improvements to the Building Regulations, and as such, will require developers to provide an Energy Statement as part of the information included with planning applications in the plan area. This statement should set out how development will meet these requirements.

Carbon Offsetting

23.6 The energy components of the Code for Sustainable Homes levels are mandatory as they relate to the improvements to the Building Regulations, and have minimum requirements at each code level. However, in order to deliver net zero carbon developments, contributions to a carbon offset fund can be more cost effective than achieving full on-site Zero Carbon solutions. The Council will consider whether to seek contributions towards a Carbon Offset Fund through any tariff/CIL developed as part of the national timetable for zero carbon developments by 2016.

23.7 Depending on legislation, the Council will seek a greater than 70% carbon compliance level of regulated emissions in meeting its local definition of zero carbon. This is due to the fact that evidence contained in the A11 Energy study considers that it is not possible to offset the maximum 30% remaining compliance in Thetford due to the particular construction of large components of the existing housing stock. The precise compliance level is still to be determined but will need to have regard to the particular circumstances identified in the stock, but this could be around 20% remaining compliance. The remaining percentage that is subject to offsetting could in future be sought beyond Thetford (e.g. elsewhere in Breckland) although this will be dependent upon Government legislation.



Policy TH 33

Energy Service Company Development (ESCo)

The Council will promote and encourage ESCOs / MUSCOs who wish to develop and supply energy within the TAAP area. In particular, the Council will support the principle of ESCo developments where these would secure the delivery of zero carbon homes by 2016 by supplying decentralised renewable energy.

Reasoned Justification

23.8 The A11 Energy Study also confirms that ESCo (Energy Service Company) or MUSCo (Multi-Utility Service Company) development is both feasible and viable in Thetford. The Council will support and / or work with an ESCo or MUSCo to promote the delivery of decentralised and renewable energy solutions in Thetford. Where possible, infill and existing developments will be encouraged to source energy from any ESCo set up to deliver and manage decentralised renewable energy proposals in the town.

23.9 Paragraph 28 of the PPS1 supplement considers that developments should not limit occupiers to any one energy supplier in perpetuity. However, to encourage an ESCo or MUSCo to develop in Thetford it may be necessary to expect potential future customers to source energy for a certain reasonable period, for example between 15-20 years. This can help to ensure that there is a level of demand (principally for heat supply) in order to minimise risk to the ESCo. In particular, the commitment of the public sector and/or public and private sector consortium to source energy from an ESCo could further aid the conditions for ESCo development.

24 Water and Flood Risk

Policy TH 34

Water and Drainage

(a) Water Resources

Major development proposals (10 dwellings and 1,000m² non residential) will only be permitted where a developer has provided evidence to the satisfaction of the Local Planning Authority that an agreement has been reached with the water and wastewater provider that there is sufficient capacity in existing or future water services infrastructure (both supply and waste water) to accommodate the needs of the proposal.

(b) Water Efficiency

All new houses will be required to have a water demand in keeping with at least levels 3 & 4 in the Code for Sustainable Homes which is 105 litres of water per person per day.

(c) Site Drainage

All new development, including that on brownfield land, must be served by separate surface water and wastewater drainage. No new development will be permitted to discharge surface water runoff to foul drainage connections.

Reasoned Justification

Water Resources

24.1 Water resources are an important factor which need to be considered in developing a growth strategy for an area. The Breckland area has large quantities of groundwater held within the Chalk aquifers which underlie large parts of the East Anglian region. These aquifers also provide important feeds to the baseflow of the region's rivers and numerous wetlands areas. It is therefore important to take a regional perspective when assessing the water resources of an area. The East of England is one of the driest parts of the country (due to relatively lower rainfall) and this, combined with the high demand from its residents (both permanent and tourist populations) and industrial sources (including agriculture) means that despite the chalk aquifers Breckland lies within an area of serious water stress.

24.2 Initially Thetford will be reliant on the availability of spare groundwater sources (within their existing licence capacity) in order to supply the extra demand growth. Beyond a certain date, major growth in Thetford will require the development of a new groundwater source locally, plus potentially some Aquifer Storage and Recovery (ASR)⁽³²⁾. The ecological impacts of any scheme would need to be understood.

24.3 For the purposes of the policy, 'Commercial Development' is defined as retail, hotel and B⁽³³⁾, C1 (Hotels), C2 (Residential Institutions) and D⁽³⁴⁾ Class land uses. The policy will also apply to changes of use.

32 An ASR scheme involves storing water under ground in the winter and re-using this water in the summer.

33 B1 Business, B2 General Industrial, B8 Storage and Distribution

34 D1 Non residential institutions and D2 Assembly and Leisure



Water Efficiency

24.4 Under the high water demand scenario as identified in the Water Cycle Study, the additional growth forecast for Thetford will require extra groundwater to be abstracted from sources with spare licensed capacity (e.g. the Carbrooke borehole near Watton) up until 2019 (in AMP6 2015-2020⁽³⁵⁾), when a further additional resource development in the form of a new groundwater resource development will be required. Because of rapid growth in Thetford (and without further water efficiency measures), an extension of this groundwater resource using an ASR scheme will also be required by 2024 in AMP7 (2020 to 2025).

24.5 Under the low water demand scenario, the extra groundwater to be abstracted from sources with spare licensed capacity will be sufficient to last through to end of the plan period (2025/26). Therefore, the introduction of at least levels 3 and 4 in the Code for Sustainable Homes is required to negate the need for costly and environmentally sensitive levels of water abstraction. Code Level 3 or 4 equates to 105 litres of water per person per day. The Building Regulations part G require 125 litres per day per person. As such the requirement is beyond that of the Building Regulations at the time of writing.

24.6 The Council will support any opportunity to retrofit water efficiency devices to the existing town.

Site Drainage

24.7 The Water Cycle Study has highlighted that sewer flooding and Combined Sewer Overflows are an existing concern in Thetford and that with climate change, capacity in combined network going forward will be limited. Therefore, the continued use and extension of the combined drainage network will not be permitted, in order to prevent exacerbation of existing problems.

24.8 In accordance with the Core Strategy SuDS will be pursued as the primary site drainage mechanism in accordance with the relevant national standards on SuDS. The onus will be on developers to demonstrate the appropriateness of the particular SuDs option selected to address site drainage in consultation with the SuDS adoption authority⁽³⁶⁾.

Wastewater and the Water Framework Directive

24.9 The overall requirement of the EU Water Framework Directive is that all water bodies in the UK must achieve “good status” by 2015 unless there are grounds for deferring this until 2027. An increase to the volumetric and quality consents and/or an upgrade to Thetford Wastewater Treatment Works (WwTW) may be required in order to treat wastewater from new development up to 2026 both in terms of volume and the treatment process to meet tighter consents on the quality of discharge, particularly with regards to meeting the Water Framework Directive (WFD) targets for Phosphorus.

Habitats

24.10 Water resource schemes developed to meet water demand from new development have the potential to affect numerous hydrologically sensitive sites local to Thetford.

24.11 Seven nationally and/or internationally important sites that are linked to the underlying chalk aquifer lie within 10km of Thetford, some of which (Thetford Golf Course & Marsh, Stanford Training Area) are immediately adjacent to Thetford:

- Thetford Golf Course & Marsh SSSI (Breckland SAC)
- Stanford Training Area SSSI (Breckland SAC)
- East Wretham Heath SSSI (Breckland SAC)

35 The water industry operates on five-yearly cycles called Asset Management Plan (AMP) periods.

36 Norfolk County Council



- Thompson Water Carr & Common SSSI (Norfolk Valley Fens SAC)
 - Swangey Fen SSSI (part of Norfolk Valley Fens SAC)
 - Weston Fen SSSI (Waveney & Little Ouse Valley Fens SAC)
 - Middle Harling Fen SSSI
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Policy TH 35

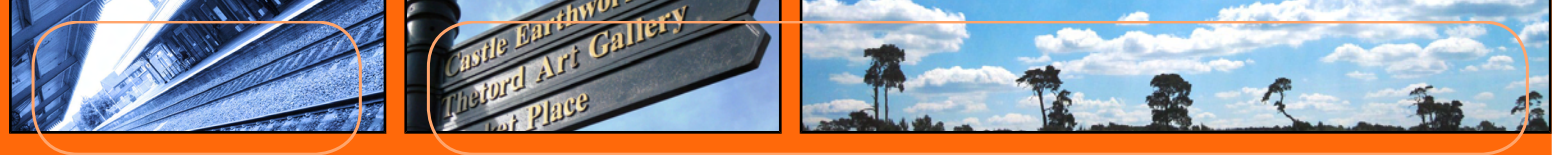
Development in Flood Zones.

To facilitate the regeneration of Thetford and in particular the town centre, development proposals will be permitted in Flood Zones 3a and 2 where the proposed use is compatible with the sequential test and exceptions test set out in national planning policy (currently PPS25 or a successor document). In assessing development proposals in areas of identified flood risk in Thetford, the Local Planning Authority will require the following:

- Evidence that the development will be safe throughout its life. To achieve this, dry pedestrian egress and emergency vehicular access should be achievable above the 1 in 100 year flood level (flood zone 3a), when accounting for the anticipated effects of climate change;
- Where development is proposed within the 1 in 1000 year flood extent (flood zone 1), a Flood Evacuation Plan should be prepared in liaison with the Environment Agency and Norfolk County Council emergency planners. The Flood Evacuation Plan should set out specific actions based on the fact there is no flood warning system in Thetford;
- Opportunities to increase biodiversity and improve amenity value (e.g. pedestrian / cycle routes along the river) will be sought in areas of higher risk directly adjacent to the river. This would contribute to the River Valley Park project;
- Compensation (level for level and volume for volume) for loss of floodplain storage in Flood Zone 3a/b in accordance with Environment Agency requirements and with no risk to existing third party developments and no environmental loss in terms of appearance or habitat value;
- A feasible SuDS solution designed to ensure that (a) the runoff from the site (post development) is either to greenfield runoff rates where the site is undeveloped at present or provide betterment, where possible, where the site is previously developed and (b) that the underlying groundwater is adequately protected.
- Where underground car parking is proposed, it is necessary to ensure that access points and any venting or other penetrations are situated 300 mm above the 1 in 100 year fluvial flood level (flood zone 3a) when accounting for the anticipated effects of climate change for the life of the development; and
- Development to be set-back a distance of 9 m from a watercourse to allow appropriate access for routine maintenance and emergency clearance;

Reasoned Justification

24.12 Thetford is centred on the confluence of the Rivers Little Ouse and Thet. The River Thet borders development to the east of the town, whilst the Little Ouse flows west from the town centre close to the Abbey Estate. The regeneration of Thetford will however require the use of previously developed land within the 1 in 100 year event with climate change flood extent as Flood Zone 3a as shown on the Proposals Map. The regeneration of Thetford is widely supported to ensure the sustainability of the existing town centre into the future, and to maximise the reuse of the limited areas of previously developed land in the Town.



24.13 In 2009 a detailed level 2 Strategic Flood Risk Assessment was prepared for Thetford. Breckland Council and developers will have regard to the Level 2 flood risk mapping to, where possible, sequentially locate development based on flood risk vulnerability classification⁽³⁷⁾ to areas of lowest risk e.g. residential developments should be restricted to lowest risk areas and parking and open space areas can be placed on lower ground with a higher probability of flooding.

24.14 Sites within the TAAP have been subjected to both the Sequential Test and Exception Test (PPS 25). Where selected, sites are considered to have passed parts a) and b) of the exception test, that is:

a) that the development provides wider sustainability benefits to the community that outweigh flood risk, and

b) that the development is on developable previously-developed land, or if it is not on previously developed land, that there are no reasonable alternative sites on developable previously-developed land.

24.15 Notwithstanding the above, selected sites in the AAP area will have to also pass part c) of the Exception Test, i.e. a (site-specific) FRA must demonstrate (to the satisfaction of the Environment Agency) that the development will be safe, without increasing flood risk elsewhere, and, where possible, will reduce flood risk overall.

24.16 Some sites within the TAAP contain land in two or more Flood Zones. In these locations it is expected that a sequential test will be applied at a site level to ensure that the more vulnerable uses are located on the lowest Flood Zones. To pass part c) of the Exception Test it is anticipated that in practical terms, appropriate mitigation measures must be put in place. Furthermore, it is likely that appropriate compensatory replacement floodplain storage may be required or other suitable flood risk management measures employed to ensure risk to others is not increased.

24.17 Land raising in the flood plain will not usually be regarded as an acceptable solution to enable development. Proposals involving land raising would normally be opposed by the Environment Agency as flood storage and flow paths may be lost, worsening flood conditions elsewhere. However, proposals to raise land and provide compensatory storage elsewhere may be acceptable providing they do not increase the risk of flooding on site or elsewhere, and that there is no environmental loss in terms of appearance or habitat value.

24.18 Where developing in flood risk areas is unavoidable, the most common method of mitigating flood risk to people is to ensure floor levels are raised above the 1 in 100 year plus climate change flood water level derived for the immediate vicinity within the site (i.e. relative to the extent of a site along a watercourse as flood levels are likely to vary with increasing distance downstream). Guidance in the level 2 SFRA considers that an additional freeboard allowance of 300 mm should be included as a precautionary approach to take account of the uncertainty of climate change effects on peak river flows in the future. Additionally it is recommended that internal access is provided to upper floors to provide safe refuge in a flood event (it is appreciated that this may not always be possible where commercial properties are to be located underneath privately owned residential accommodation).

24.19 Some of the potential sites for change in the Town Centre are bounded by or have designated 'main' rivers running through or adjacent to them. Where this is the case, no built development will be allowed within nine meters of the top of the bank. Opportunities to remove existing buildings from close proximity from the riverbank are encouraged. Ancillary structures such as (bus, bike) shelters, park benches and refuse bins (and associated storage areas) located in areas with a high flood risk should be flood resilient and be firmly attached to the ground.

24.20 Developers should consult the Environment Agency and Breckland Council when considering feasible flood alleviation options. A site specific FRA would have to demonstrate that raising ground levels or constructing a flood wall would not pose an increased flood risk to the development or to any existing buildings at risk from flooding



Flood Risk Assessments

24.21 A site specific Flood Risk Assessment (FRA) aims to refine available information and minimise risks through site design, layout and where required, mitigation. In the preparation of a site specific flood risk assessment for developments located in a flood risk area the developer and/or their consultant should work in consultation and partnership with the Local Planning Authority and Environment Agency. The EA website provides standing advice on the requirement of FRAs for developers and LPAs and Section 39 Flood Risk Assessment gives further guidance for relevant applications in Thetford.

25 Archaeology

Policy TH 36

Area of Main Archaeological Interest

Within the Area of Main Archaeological Interest (as defined on the Proposals Map and shown on the following map), development will not be permitted which may disturb remains below ground, unless the proposal is supported by an appropriate archaeological assessment of the archaeological significance of the site and, if necessary, a programme of archaeological work in accordance with that assessment.

Planning permission will only be granted if this assessment demonstrates that:

- (a) there is little likelihood of remains being found and the proposal (or an appropriate planning condition) allows for suitable monitoring of works under archaeological supervision during construction; or
- (b) remains which should be preserved in situ can be protected and preserved during construction and when the development is in use and includes an agreement for appropriate subsequent management; or
- (c) other remains which would not justify preservation in situ will be protected by an agreement covering an appropriate programme of archaeological work at the site, and allowing such remains to be removed to and displayed in an appropriate location and context.

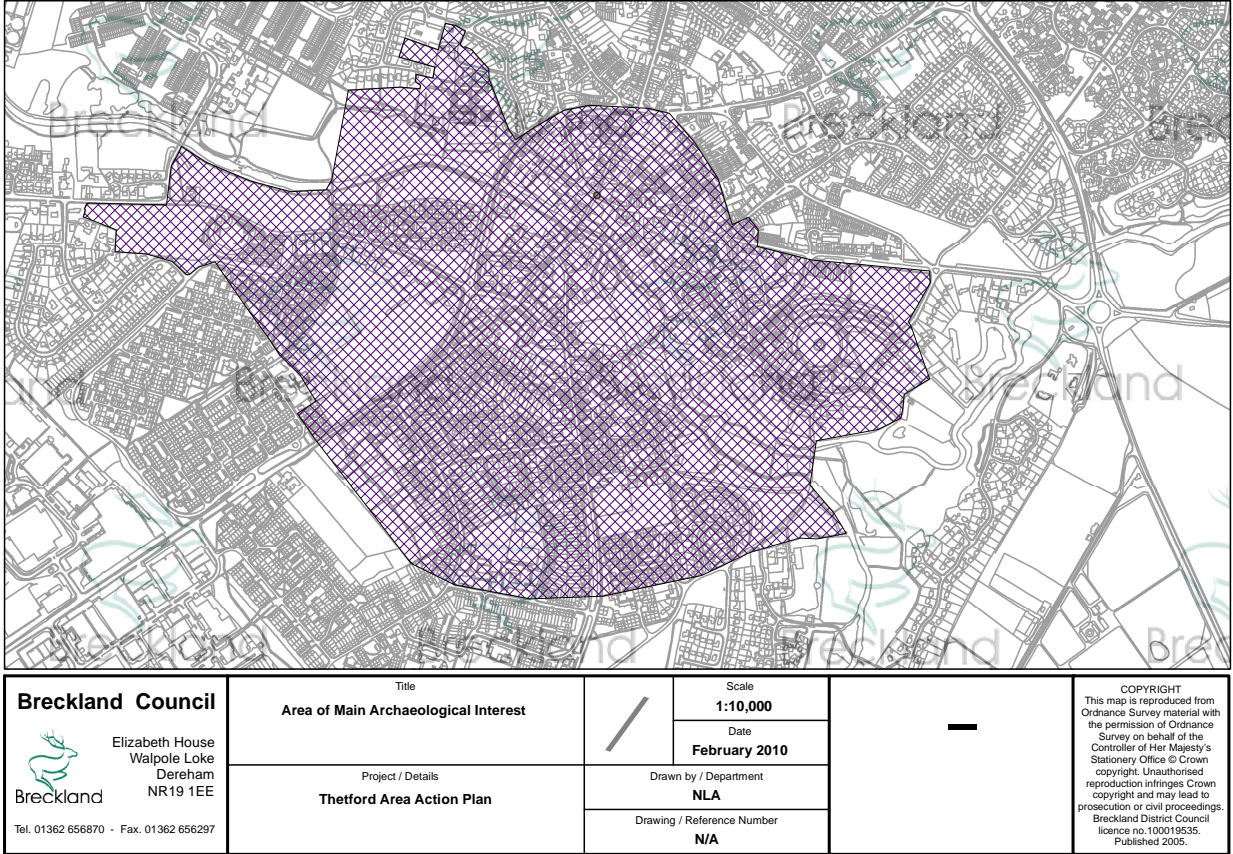
Planning Permission will not be granted if the remains identified are of sufficient importance to be preserved in situ and cannot be so preserved in the context of the development proposed, taking account of the necessary construction techniques to be used.

In all other circumstances, where Planning Permission is to be granted the Council will impose a condition allowing an appropriate contractor to monitor the works under archaeological supervision and control during the necessary stages of construction.

Reasoned Justification

25.1 The Thetford Historic Environment Survey (2010) has assisted in refining the definition of areas of Thetford in which archaeology is a significant consideration. The Area of Main Archaeological Interest (AMAI) has been defined on the following map illustrating the area in which the above policy will apply.

25.2 The Council will, in consultation with Norfolk County Council's Historic Environment Service, require that any development in this area which may disturb remains below ground, should be subject to an archaeological assessment and agreement on a programme of works. The starting point for such an assessment will be the record contained in the Historic Environment Record (HER) for that area and the depth of assessment will reflect the interest identified in that record.



Map 25.1 Area of Main Archaeological Interest.

25.3 Early pre-application consultation with Norfolk County Council's Historic Environment Service will be important, as it is likely that the results of any assessment will need to be submitted with applications for Planning Permission in this area. Should an archaeological assessment indicate that important remains may exist, then developers must make provision for a field evaluation, usually through an excavation of the site (or relevant part thereof) by an archaeological contractor, in line with a method statement approved by Norfolk County Council's Historic Environment Service. However, if the assessment suggests that remains may be found, but not of such importance as to require retention in situ, then an appropriate programme of archaeological work will normally be expected to be agreed before permission is granted (although in some circumstances the use of a condition may be possible).

25.4 In many cases involving historic assets there will be strong public interest in the process. Where possible, this should include allowance for public access or the presentation of results. Wherever a site produces archaeological finds, the Council considers there should be provision for the post-excavation treatment and display of those finds and will seek a planning obligation or condition to secure such display.

Policy TH 37

Investigation Required in Other Locations of Archaeological Interest

In locations outside of the Area of Main Archaeological Interest and within the TAAP Boundary, where it is apparent, either before or after archaeological investigation at the planning application stage that there is an overriding case for archaeological remains found to be preserved in situ, then the requirements of policy TH37 will apply.

Elsewhere, where there is no overriding case for any remains to be preserved in situ, Planning Permission for development which would destroy or disturb potential remains will be granted subject to an appropriate programme of archaeological investigation and recording being undertaken prior to the commencement of such development. The Council will seek a Planning Obligation or Condition with the developer to set out the following:

- a. the parties employed to carry out the investigation
- b. the extent and scope of the works and activities involved in the investigation; and
- c. the extent and scope of any mitigatory work as may be required.

Reasoned Justification

25.5 There is likely to be archaeology present in other areas outside the Area of Main Archaeological Interest that may be affected by development. There may be some cases where the assessment of information contained within the Thetford Historic Environment Survey or other archaeological records suggests that archaeological deposits below ground may be discovered, but will not warrant preservation in situ, or where a field evaluation suggests a similar conclusion, an appropriate programme of archaeological work will be requested. Significant archaeological finds that should be preserved in situ will be dealt with under the relevant criterion in Policy TH37.

25.6 The Council will seek a planning obligation to ensure that an appropriate investigation as set out in Policy TH37 is carried out and any finds or archaeological remains are appropriately treated. The requirement for a Planning Obligation to secure a programme of archaeological investigation will only be triggered where development is proposed in other areas of interest and where it is not known whether there may be remains in the vicinity.

25.7 The Council will consult Norfolk County Council's Historic Environment Service to confirm whether such interest warrants a full investigation and, therefore, whether a Planning Obligation should be sought. Any Planning Obligation will need to specify the parties to carry out the investigation, the funding of the investigation (normally by the developer) and the extent and scope of the works involved in the investigation. It should also provide for amendments in the event that significant finds are required to be retained on the site, although this is generally an exception in such areas of Thetford.



26 Sustainable Construction Standards for Non-Residential Development

Policy TH 38

Sustainable Construction Standards for Non-Residential Development

All new / adapted / refurbished non-residential development above 1,000sqm will be permitted where they are developed to BREEAM 'very good' standard between 2010 and 31st March 2013. Proposals after 31st March 2013 will be permitted where they are developed to BREEAM 'excellent' standard.

The approach for meeting the required BREEAM standards should be detailed in planning applications.

Reasoned justification

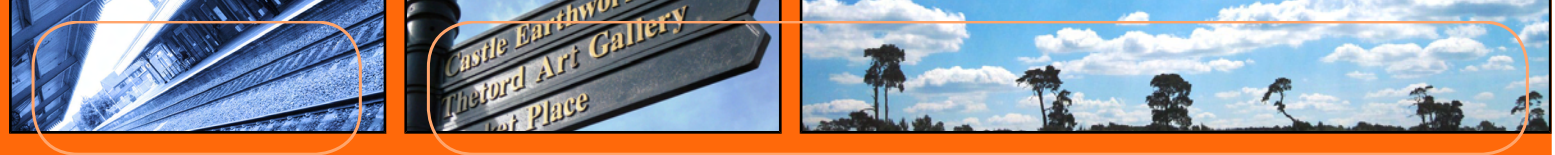
26.1 The Building Research Establishments Environmental Assessment Method (BREEAM) is a flexible and widely recognised quality assured scheme that independently assesses the environmental performance of buildings. Breckland Council has identified transport movements, energy, water and materials as key resource issues critical to growth in Thetford. Detailed Energy and Water Cycle Studies have highlighted that Thetford should move towards energy, waste and water neutral development through both on-site and off-site measures and the adopted Core Strategy advocates this overall goal.

26.2 Non-residential uses are those defined within Classes A (retail and food/drink), B (business and industrial) and D (non-residential institutions and Leisure) as defined in the Use Classes Order 2006. It will also apply to other sui-generis uses which are not defined as residential.

26.3 The growth and regeneration of Thetford will result in significant new commercial and other non-residential development. This will be focused in the regenerated town centres, developments on the existing general employment areas and in new employment and commercial areas throughout the Thetford Urban Extension. Part of the justification for implementing BREEAM is to minimise the use of energy and consequently reduce carbon emissions. The evidence to justify the BREEAM standards in the policy is contained in the A11 Energy Study.

26.4 The application of BREEAM standards in relation to energy use has good alignment to the REACTIVE programme. This is a programme of activity being implemented by Breckland Council which in part aims to enhance the performance of businesses in Thetford and along the A11 in terms of their environmental efficiency. The REACTIVE programme will work with businesses to reduce their energy consumption through brokering new and existing products and interventions such as environmental assessments of premises, grants and training. The project looks to assist businesses to recognise and implement resource efficiency improvements to reduce their carbon footprint and cost base.

26.5 However, BREEAM as a standard for sustainable construction is wider than energy use. At the 'very good' standard developments will be required to reduce water consumption, mitigate ecological impact and address microbial contamination. The introduction of excellent standard after 2013 is mainly aimed at reducing carbon emissions. A number of funding streams (such as healthcare provision) already require that new developments must be to the relevant BREEAM very good or excellent standards for that development.



27 Area Interventions - Introduction

27.1 This section identifies areas for interventions. They are:

- The Existing Residential Estates - namely the Abbey Estate, Redcastle Furze, Barnham Cross Estate and the Croxton Road area.
 - Existing Employment Areas - there are some vacant units which could be due to their size of the quality estates. Again, this is an area with great potential for change.
-



28 Existing Residential Areas

Policy TH 39

Redevelopment proposals in Existing Residential Areas

Proposals for the infill/redevelopment of existing housing stock within the urban area of Thetford will be permitted where:

- a. The uses, spaces, layouts and the buildings all contribute to a positive public realm, a positive and vibrant streetscape and exhibit high design standards (including designing out crime);
- b. Schemes achieve a mix of housing consistent with identified local housing needs (including lifetime homes) in order to help deliver balanced communities;
- c. The levels of children's play equipment and open space are maintained, but preferably increased (net increase). This includes variety of play equipment.

The Council will positively support proposals to redevelop redundant parking courts on existing housing estates to provide for additional housing subject to meeting the above criteria.

Proposals for redevelopment of dwelling stock that results in a net reduction in housing density will also be supported where this provides for an overall improvement to the housing mix and the site layout, particularly in the treatment of outdoor space, and where this improves the water and energy efficiency of the housing stock.

The Local Planning Authority will consider whether the redevelopment of existing affordable housing under the management of an appropriate Registered Provider should benefit from a reduction in developer contributions or Community Infrastructure Levy (CIL) (or successor funding regimes). This will be determined through any CIL Development Plan Document (or successor funding regimes), should this be prepared.

Reasoned Justification

28.1 Thetford, unlike the rest of Breckland currently has significant quantities of its housing stock under the management of a Registered Provider (previously known as Registered Social Landlord (RSL) who acquired the stock when it was transferred from the Local Authority in the 1992. The 'planned' form of the built environment of Thetford that has developed since the 1950's has left the town with a legacy of large quantities of the housing stock reaching the end of its useful life and unsuitable for twenty-first century living. Where such stock is under the management of a Registered Provider, this provides opportunities for regeneration that could enhance the built environment for the future, improve living standards as well as other physical benefits. In particular, parts of the Abbey, Redcastle Furze, Ladies and Barnham Cross neighbourhoods experience social inequality, in part due to the nature and form of the built environment in these estates.

28.2 The Council considers that it is important for the Thetford Area Action Plan to provide a positive policy framework for the existing residential areas to ensure that the existing residential areas do not suffer from greater social imbalance when new housing growth is delivered elsewhere in the town. All partners involved in Moving Thetford Forward are committed to ensuring that Thetford does not become a split community between new and existing communities.

28.3 The vision for the existing estates is for the gradual regeneration of these areas that brings about progressive improvements to the built environment. These improvements will improve the living conditions of households, enhance the appearance and function of the built environment, along with improvements to the efficiency of the



existing housing stock. A number of individual redevelopment schemes within the above housing estates have come forward over the last few years that have resulted in localised enhancements to these areas. The approach in this policy is to provide a framework to support the continued regeneration of these principal estates.

28.4 Flagship Housing (the Registered Provider who manage transferred former Local Authority housing in Breckland) have developed a high level strategic plan for the regeneration of housing stock in Thetford. The focus is on properties under their management, but the strategic plan recognises the issues and complexities resulting from other owner occupied units on these estates.

28.5 In order to secure comprehensive redevelopments within the estates, development proposals that seek to develop on existing areas of protected open space within housing estates will be carefully controlled in accordance with the Core Strategy Policy DC11 on open space, sport and recreation. However, the Council is mindful that the reorganisation of some areas of open space within the estates could represent significant social benefits to residents, and it is expected that any regeneration schemes should be brought forward in a comprehensive manner to allow the wider impacts to be considered.

28.6 As well as physical neighbourhood regeneration, The Council supports opportunities to retrofit energy and water saving devices to the existing dwellings in the town. Support is also given to measures which would aid in modal shift to more sustainable forms of transport, away from single occupancy car use. Such improvements would improve the quality of life of Thetford's residents.

28.7 In line with section 22.3 on children's play equipment, the Council will take a flexible approach to the provision of children's play in order to maintain, but preferably result in a net increase, in the variety and amount of children's play. The Council will consider the provision of children's play equipment on amenity open space

28.8 The Council's latest evidence on housing needs in Thetford⁽³⁸⁾ reveals that there is currently a considerable level of unmet need for smaller social rented properties in Thetford. As part of redevelopment schemes within the estates, where proposals are brought forward by Registered Providers it is expected that these will provide an opportunity to realign the stock profile to better reflect the housing need. In particular, the focus will be on smaller housing units and other specialist accommodation.

28.9 The Council will consider a reduction in contributions (on schemes brought forward by eligible Registered Providers where there is net increase in dwellings) on a case by case basis to aid in the delivery of regeneration schemes on the Barnham Cross, Redcastle Furze, Ladies and Abbey neighbourhoods. Applications will be expected to provide supporting necessary financial information in order for the Council to consider such a reduction. This will help to provide further stimulus to neighbourhood regeneration. Any such reduction would be brought forward through a tariff/CIL (or successor funding regimes) should the authority decide to prepare.

38 Breckland Housing Team: Housing Needs Study Thetford Update (2010)



29 Existing Employment Areas

Policy TH 40

Existing Employment Areas

Within the existing and proposed General Employment Areas as identified on the Proposals Map for Thetford, the Council will support the intensification of development with Classes B1, B2 and B8 of the Use Classes Order (as amended) consistent with the Core Strategy. In particular, proposals for new economic development which improve the quality and choice of unit size of the employment stock in these areas will be supported.

The Council will investigate the preparation and use of concept statements/spatial framework plan in supporting the regeneration of existing employment areas.

Reasoned Justification

29.1 The Council recognises that a certain level of jobs growth will be created through the regeneration of the town centre, as well as through the retail and other services supporting housing growth. However, the Council recognises that this will not deliver the full expectations of the jobs growth target for the town to promote self containment, and there still remains a need for higher value jobs to improve Thetford's overall economic position.

29.2 Many of the existing employment areas in Thetford are of dated, low quality stock which is not attractive to the commercial market. Proposals for new employment development that seek to redevelop and intensify these areas will help to deliver jobs growth during the plan period. The Council is supportive of such redevelopment schemes that would improve the existing industrial estates in meeting the above aims, particularly those employment uses which increase employment density. The Council will also support schemes which provide a greater range of business unit sizes to help smaller business start up, grow, and stay within the town.

29.3 The use of Concept Statements/Spatial Framework Plans could help to assist in the localised regeneration of existing employment areas. Such statements could investigate the following issues:

- access and connection/integration - both the ease of access to and from the area by vehicles and its integration with the rest of the town, particularly for local access on foot and cycle for people working in the employment areas and living in the town.
- image and quality of place as a working environment - looking at visual and experiential impacts.
- how efficiently the land is being used - are the current units the right type and size or do they need to be smaller or larger.



30 Delivery

30.1 The Thetford Area Action Plan must be supported by sound delivery mechanisms. Breckland Council and its partners through the Moving Thetford Forward initiative have provided a Programme of Delivery specifically for the Growth Point Funding awarded and have summarised their priorities for delivery through the 'Thetford Prospectus' (Urban Delivery 2010). Additionally, Breckland Council has set out its expectations, priorities and timetable for delivery of key infrastructure in a document entitled 'Breckland Integrated Delivery Document' (BIDD) which embraces the requirements of both an Integrated Delivery Programme (IDP) and a Local Investment Plan (LIP). Breckland Council has instigated a joint approach on infrastructure planning to reflect the strong synergies between job delivery and housing delivery associated with key infrastructure projects.

30.2 The key infrastructure projects as they relate to Thetford have been presented in a Thetford package within the BIDD. A summary extract of these projects will be provided once the BIDD work is completed. The BIDD shows how the effective implementation of the plan's main objectives can be achieved and sets out the expected timelines for delivery. Breckland Council is committed to ensuring that infrastructure delivery keeps pace with the regeneration of the town and the delivery of new homes and employment to the north of Thetford. As well as facilitating the physical delivery of regeneration and growth there are a number of projects in the BIDD which are more readily aligned to making Thetford a more sustainable community.

30.3 Delivery of the TAAP will be dependent on a number of agencies working together to deliver shared goals. Moving Thetford Forward has provided an arena for partner agencies active in the regeneration and growth of Thetford. Importantly, a number of partner agencies have assisted in preparing the BIDD most notably in relation to projects for the housing estate regeneration. The extract from the BIDD (to be provided) represents the current understanding of the main projects agreed through the consultative process of preparing that document. It is recognised that the BIDD is an iterative process and will be reviewed (likely to be an annual process). However, as new priorities are identified the BIDD may need to be adjusted or dissolved into its constituent IDP or LIP components. It is important that all infrastructure plans relating to Breckland and Thetford are seen as 'living documents' which will be updated over the lifetime of this document.

30.4 A number of partner agencies will deliver the shared goals of the TAAP. These include:

Local Enterprise Partnership	Moving Thetford Forward	Thetford Town Council
Norfolk County Council	Croxton Parish Council	Norfolk Constabulary
Fire Services	Network Rail and Rail Operating Companies	Bus Operators
Sport England	Parkwood Leisure	NHS Norfolk
Existing Businesses	Landowners & potential developers	Highways Agency
Homes & Communities Agency	Registered Providers - notably Flagship Housing	Forestry Commission
Breckland Council	Brettenham and Kilverstone Parish Council	

Table 30.1 Delivery partners and agencies.

30.5 The delivery of the TAAP will also be linked to successful masterplans for the urban extension and the regeneration of the town centre and the engagement of delivery partners in the preparation and agreement of those masterplans. This will ensure that development proposals contribute to the key infrastructure priorities



identified in the BIDD as well as specific on-site requirements arising from policies in this Plan as well as requirements and standards from partner strategies which will result in infrastructure which can be delivered, adopted and maintained.

30.6 The Council will expect to maximise the benefits from development through on-site infrastructure provision in the first instance. Direct provision reduces risks to delivery and given the scale of the main allocations and areas of intervention in this Plan it is recognised that on-site provision will be integral to securing sustainable delivery rather than through commuted payments. This is particularly the case for open space, affordable housing, site access improvements, sustainable drainage and energy efficiency measures. The Local Planning Authority requirements for these areas of provision is set out in the adopted Breckland Core Strategy and Development Control Policies document.

30.7 To ensure that the infrastructure required in relation to the growth and regeneration proposals is delivered through the planning process, the Local Planning Authority will apply relevant conditions to planning permissions as well as entering into legal agreements with developers. This may take the form of conditions which secure on-site provision of necessary infrastructure and or conditions which restrict the start or occupation of a development until the necessary infrastructure is provided to make the development acceptable. Economic viability will inevitably flex over the period of this Area Action Plan in line with the markets. The Council encourages and will support an open approach to examining viability including advice on the viability testing model to be used. Where viability is an issue the Council will require developers to underwrite the cost of any market viability appraisal. Where a market viability case is accepted, the Local Planning Authority will require the developer to enter into an agreement to cover the cost of compliance monitoring throughout the lifetime of any obligation which invokes an uplift clause if the market recovers.

30.8 As well as conditions and obligations, the Council will also implement any mechanism of infrastructure delivery in the form of the Community Infrastructure Levy (CIL) or a successor tariff arrangement. At present the legal mechanism for securing wider off-site infrastructure delivery remains the CIL although there is a strong likelihood that it will be replaced by a very similar product likely to be presented as a development tariff. The principles behind either approach remain similar with the starting point being the identification of a charging schedule reflecting local infrastructure priorities and associated economic viability work reflecting local land and development values. Breckland Council has commenced work on a CIL document which is scheduled to be adopted at the end of 2011. This document will recommend a specific CIL charge for Thetford based on local infrastructure priorities associated with delivery of the growth and regeneration strategy. The outputs of the CIL and the detailed economic viability will not be contained in this document but there are references throughout the document to developer contributions, of which some will be gathered within a CIL or tariff process. In accordance with the CIL Regulations it is recognised that affordable housing, renewable energy schemes and charitable developments will be exempt. Additionally the starting point for the CIL charging schedule will be those requirements identified in policies CP4 and CP5 of the adopted Core Strategy which identify the strategic infrastructure requirements necessary to deliver the planning strategy.

30.9 In line with Government advice, it is recognised that a CIL or tariff in itself will not be the sole mechanism to fund infrastructure delivery. The partners identified above will have to strategically assess their capital and revenue assets in the context of the policies and proposals of this plan. Breckland Council is not averse to working partnership on the emerging delivery mechanisms which are likely to make publicly owned assets work harder over the longer term to yield the significant wider benefits which growth and regeneration will bring to Thetford. This may take the form of a Local Asset Backed Vehicle (LABV) where land or assets are contributed to facilitate growth or a Tax Incremental Financing (TIF) scheme where finance is secured and used against future revenue from developments. Additionally there are options for the Council and possibly partners to explore delivery mechanisms such as an ESCO or MUSCO to deliver specific utilities (principally renewable energy) to ensure new and existing developments meet improving standards and better value costs for services such as energy or broadband.



30.10 As well as these innovative measures it may become necessary to use Compulsory Purchase Orders (CPOs) to bring forward proposals in the TAAP where wider delivery of the plan objectives are significantly compromised and all alternative courses of action have proved unsuccessful.

30.11 In the Thetford context, the evidence from the Breckland Infrastructure Study (2009) and Breckland's Integrated Delivery Document (2010) indicates the following local infrastructure priorities for Thetford which are either critical or essential to delivering sustainable growth and regeneration in Thetford:

- Upgrades to the A11 junctions
- Public transport enhancements - bus services and railway station access and facilities
- Junction improvements on roads within the town
- A new electricity substation to the north of Thetford
- Upgrades to the waste water pipe network; and after 2021 upgrades to the treatment works
- Additional education provision
- Additional primary health provision

30.12 These priorities and their associated costs will be relevant in the preparation of the CiL/tariff document. It will also be necessary through the CIL process to determine which developments contribute to the levy/tariff and whether exemptions are required for certain developments for viability reasons or for reasons of economic stimulus or advantage.

30.13 The principle of a levy or tariff approach was established in the Core Strategy and is anticipated in Policy CP4. Furthermore Policy CP5 of the Core Strategy identified a number of developer obligations which would have previously been secured via legal agreement but some of which now need to be considered under a levy and or tariff.

30.14 The infrastructure needs arising from growth and regeneration will influence the timing and phasing of development to ensure that existing and new communities in Thetford are not compromised and that sound land use planning principles are observed. It is important to recognise that not all infrastructure delivery can be resolved through developer contributions either on-site or through a financial payment. The financing of infrastructure relating to water and energy is now governed by the regulatory bodies and certain aspects of those infrastructure networks are only readily funded from the agreed Asset Management Plans of the utility companies. These documents and associated funds are agreed on a cyclical basis (usually every 5 years) and therefore funding resolution to certain infrastructure upgrades may not be available in the short term (i.e. Before 2016).

Growth & Regeneration Area	Infrastructure Interdependencies	Timeframe	Potential Funding Sources	Leadership & Key Stakeholders
Urban Extension (including Thetford Enterprise Park)	New Electricity Sub Station	0-5 years	Private Sector	Land Owners / BDC / EDF Energy
	New Waste Water Pipeline	0-5 years	Private Sector	Land Owners / Anglian Water
	A11 Junction Improvements	0-10 years	Private Sector	Land Owners / Highways Agency/ NCC
	Local Highway Improvements	0-10 years	Private Sector	Land Owners / NCC/ Highways Agency/
	Public Transport Improvements	0-15 years	Private sector	Land Owners / bus operators
	Education Provision	0-15 years	Central Government / Private Sector	Thetford Academy / Landowners / NCC
	Health Provision	5-15 years	NHS / Private Sector	NHS / Landowners



Growth & Regeneration Area	Infrastructure Interdependencies	Timeframe	Potential Funding Sources	Leadership & Key Stakeholders
Town Centre regeneration	Town Centre Masterplan	0-5 years	Moving Thetford Forward	BDC / Thetford Town Council / NCC / local businesses
	Education	0-5 years	Central Government	
	Bus station relocation	0-5 years	Moving Thetford Forward	
Estate Regeneration		0-10 years	HCA / RSLs / Private Sector / Moving Thetford Forward	Flagship Housing / BDC / HCA

Table 30.2 Infrastructure needs, timeframes, funding and leadership.

30.15 In the next iteration of this document a full Infrastructure Delivery Programme will be provided in accordance with the Planning Advisory Service template which is endorsed by the Planning Inspectorate. This will provide detail on what is required, when and why it is required and how it will be delivered and managed. Importantly it will also provide detailed costs on the overall programme.

General Viability Statement

30.16 For the purposes of assessing the general viability of the infrastructure package for key capital schemes over the plan period are likely to be in the order of £96.9million. This information is taken from Breckland Council's forthcoming Local Investment Plan (LIP) and Integrated Delivery Programme (IDP) work ⁽³⁹⁾ together with evidence from the Breckland Infrastructure Study ⁽⁴⁰⁾. The figure includes transport, energy and waste water network improvements as well as open space provision, estate regeneration options, education and health provision. Not all of this cost will be met by developer contributions. A number of funding mechanisms are already in place through government funding and the asset management plans of Utility companies. The likely funding gap is in the region of £64.3million and it is this figure which will be addressed by a combination of contributions from developers as well as other sources of funding both at a local and national level.

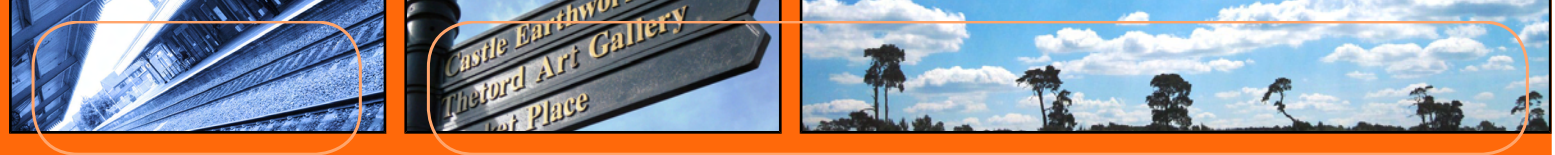
30.17 Whilst £64.3million is a considerable sum it is a reasonable guide and in the context of other growth locations a less challenging figure. The contributory factors for the £64.3million are transport (approximately a third); education (approximately a third); open space (approximately a sixth) and utility reinforcement (approximately a sixth).

30.18 Through the Core Strategy process, Government Inspectors have concluded that there is a reasonable prospect of growth in Thetford being viable and deliverable. This is the test for the planning system. The ultimate viability of the Area Action Plan will need to be re-examined in more detail for the next version of this document. This will enable the forthcoming work on the Breckland Community Infrastructure Levy document to be factored in as well as ongoing finalisation of detailed infrastructure costs. Moreover the next version of the Area Action Plan will include a viability statement which reflects the outcomes of this consultation including the proposed levels of development and associated infrastructure policies.

30.19 Further information on the interdependencies between infrastructure and delivery are set out in the following monitoring sections of this document including indicators and targets to assess the quantitative and qualitative implementation of the TAAP. The monitoring process for the TAAP will also need to feed into the review of infrastructure planning work including the requirements of both the IDP and the LIP documents.

39 The Breckland Integrated Delivery Document (Capita Symonds, 2010)

40 EDAW (2009)



Recent and Forthcoming National Policy Changes on Infrastructure Delivery

30.20 Although the precise detail has yet to be finalised, the Government is moving ahead with the New Homes Bonus to incentivise new house building. This will be a positive source of funding for Local Government in the next 5 years with affordable housing delivery receiving potentially more bonus. Additionally, the recent White Paper on Local Growth highlights new ways for Local Authorities to fund infrastructure. This includes options on Tax Increment Financing (local authorities borrowing against future revenue), retention of locally raised business rates and asset backed vehicles (public-private development partnerships). Breckland Council will investigate these measures as more detail is known and in recognition that CIL and developer contributions alone are unlikely to close any infrastructure funding gap.



31 Monitoring and Implementation Framework

31.1 Monitoring and review are key elements of the planning system. Through comprehensive monitoring of the planning framework and of delivery, an assessment of past performance and likely future performance can be established which provides the basis for triggering any necessary contingencies to be implemented or the need for a review to be undertaken. Through continuous monitoring of the performance of the policies in the plan and of delivery, and review where necessary, the efficient delivery and the sustainability of the Thetford Area Action Plan can be maintained.

31.2 This section will identify:

- key dependencies between the delivery of development and the Area Action Plan and necessary infrastructure provision;
- what the risks to delivery of development associated with infrastructure provision are, and what the contingency measures are relative to changes in the timing of infrastructure delivery if there is a failure to deliver infrastructure; and
- the framework for monitoring policy performance.

Key Infrastructure Dependencies

31.3 Essential in the delivery of growth and development is the timely delivery of necessary supporting infrastructure. The ability to deliver infrastructure (or otherwise) and the timing of its delivery are critical determinants of the scale and location of development and its phasing.

31.4 Infrastructure is provided by a variety of commercial and public agencies through a range of different funding and delivery mechanisms. In terms of public bodies responsible for infrastructure funding, prioritisation and delivery decisions are taken at different levels varying from the national through the regional to the local, or at a combination of the levels. Decisions relating to development contributions and prioritisation are taken at the local level with regard being had to other funding and delivery mechanisms.

31.5 MTF has adopted a 'prospectus' approach to investment priorities and these have been reflected in Breckland Council's Local Investment Plan / Integrated Delivery Programme which has been brought together under one infrastructure delivery document known as the Breckland Integrated Delivery Document (2010). These approaches have allowed early consideration and understanding of potential funding available to underpin delivery of the Area Action Plan and to start to establish with the relevant bodies and agencies particular roles and responsibilities.

31.6 Generally in Thetford the critical areas of dependency between development and infrastructure arise in transport and access including public transport provision; the provision of utilities including power and waste water networks, and supporting community infrastructure including education and health facilities.

31.7 The strategy for growth and regeneration in Thetford has been determined following consultation with the bodies responsible for infrastructure delivery. Whilst the views of those bodies have been used in testing the robustness of the delivery of the Area Action Plan and underpin the policies, there remain some areas which will require further detailed evidence based assessment in consultation with the responsible bodies and agencies. This arises from the planning cycles of some organisations being on different time frames from the Area Action Plan; limitations placed on some commercial providers by the regulatory provisions governing their activities in relation to the degree of certainty they require before being able to undertake more detailed feasibility work, and from matters being identified in consultation.

31.8 The key dependencies between the delivery of the Area Action Plan and infrastructure provision are set out in the table on the next page. Where a risk arises and the identified contingency can not implemented then a review of the Area Action Plan strategy and policies may be required. Please note that this section will be further informed by Breckland's IDP and LIP work.



Draft Final Theford Area Action Plan - Historic Past, Healthy Future

Location and Development Description	Key Infrastructure Dependencies	Funding/ Timescales	Risks	Contingencies	Responsible agencies/bodies
Theford					
Urban Extension	Reinforcing Power Supply	New sub-station for northern expansion (est. cost £8million). Commissioning could commence by 2013	Delay in the implementation of new power supply will result in delays in development in Theford (particularly northern expansion). Delay would adversely affect delivery rate and result in increased development rate in later phases of plan period.	Alternative 'local power sources' provided ahead of strategic network delivery.	EDF, Breckland Council and Private Developers/Landowners.
Urban Extension	Increase junction capacity at A11. Enhancements to Croxton Road junction.	Estimated cost is £12.5million and likely implementation date is 2012 onwards. Some junctions will require upgrading sooner than others although work could be undertaken simultaneously to reduce impact.	Limited capacity reduces development levels. Delayed provision delays development.	Consider alternative siting of employment allocations to minimise development scenarios to minimise impact on highway network.	Highways Agency, Highways Authority and Private Developers/Landowners
All Development	Increased Waste Water Treatment Capacity	Developer contributions. Upgrades required post 2016.	Capacity of existing Wastewater Treatment Plant effectively caps development level	Increase existing plant capacity or provide new treatment facilities (additional or additional/ replacement)	Anglian Water, Environment Agency and Private Developers
Urban Extension	Childcare and Primary schools.	Developer Contributions. Primary school provision required after first 100 homes in the Urban Extension, assuming windfall developments within the urban fabric absorb remaining capacity.	Limitations to existing school capacities and the ability of some facilities to expand on site will require constrain the amount of development that can be built.	New nursery facilities and new primary schools.	Norfolk County Council, Theford Academy, and Private Developers.



Draft Final Thetford Area Action Plan - Historic Past, Healthy Future

Location and Development Description	Key Infrastructure Dependencies	Funding/ Timescales	Risks	Contingencies	Responsible agencies/bodies
All development	Refurbishment of existing provision (Academy) and expansion of Secondary provision to accommodate growth	Developer Contributions in relation to expanded capacity for growth. Central Government funding being sought to implement the delivery of a Theford Academy on a single site.	Government funding does not materialise for the single site Academy proposal. Limitations to existing school capacities and the ability of some facilities to expand on site will require constrain the amount of development that can be built.	Retain existing Academy campus sites and expand provision through developer contributions.	Norfolk County Council, Theford Academy, and Private Developers.
Urban Extension	Health and Social Care.	NHS Norfolk Commissioning GPs Private Developers.	Constraints upon the availability of primary care facilities will limit the ability to accommodate increased population levels.	Provision of new primary care facilities.	Primary Care Trust, Private Developers.
Housing	Emergency and Essential Services.	Norfolk Constabulary, Norfolk Fire Service, NHS Norfolk, Developer Contributions.	The existing level of service from emergency and essential services needs expanding to accommodate a much enlarged population.	Provision of New Safer Neighbourhood Team for the Urban Extension and enhanced police facilities to meet growing needs from the growing population.	Norfolk Constabulary, Norfolk Fire Service, Primary Care Trust, Private Developers.
Employment	A11 capacity between Thetford and Fiveways (Mildenhall)	Construction expected to commence 2015/16 (this is subject to any further funding delays)	Single carriageway (limited capacity) reduces accessibility and inhibits inward investment along A11 corridor (and beyond) with impact on employment growth and economic restructuring	Increase capacity of A11 by dualling	Department for Transport and Highways Agency.

Table 31.1 Key Infrastructure Dependencies

32 Monitoring

Policy Monitoring Framework

Policy	Spatial Objectives	Indicators(s)	Target	Responsible bodies
Urban Extension Policies				
TH 1 - Theftord Urban Extension Strategic Design Principles	SO8, SO9, SO10	Number of historic buildings/structures restored.	Maximise.	Breckland Council, Landowners, developers.
		Building for Life Criteria.	No target identified.	
		Progress of habitat creation.	Progress report.	
		Protected trees and hedgerows lost as a result of development.	No target.	
TH 2 - Locally distinctive features of the landscape	SO8	Protected trees and hedgerows lost as a result of development.	No target.	Breckland Council, Landowners, developers.
TH 3 - Structural Tree Planting as Part of the Northern Development	SO8	Progress of habitat creation.	Progress report.	Breckland Council, Landowners, developers.
		No. of trees planted.	Maximise.	
TH 4 - Allotments	SO3	Ha of allotment provision.	Maximise.	Breckland Council, Landowners, developers, Town Councils.
TH 5 - Gallows Hill Scheduled Monument (SM)	SO9	Number of historic buildings/structures restored.	Maximise.	Breckland Council, Landowners, developers, English Heritage, Landscape Archaeology, Theftord Town Council.
TH 6 - Existing Buildings in the Theftord Urban extension	SO8, SO9	Number of historic buildings/structures restored.	Maximise.	Breckland Council, Landowners, developers.
TH-7 - Surface Water Management	SO10	Production of SWMPS.	Maximise.	Breckland Council, Landowners, developers, Anglian Water, Norfolk County Council.
		Provision of SuDS.	Maximise.	
TH 8 - Walking and Cycling	SO7, SO11, SO12	Progress on cycle network.	Progress report.	Breckland Council, Landowners, developers, Norfolk County Council.
		Levels of cycling.	Maximise.	



Draft Final Thetford Area Action Plan - Historic Past, Healthy Future

Policy	Spatial Objectives	Indicators(s)	Target	Responsible bodies
Urban Extension Policies				
TH 9 - Buses	SO7, SO11, SO12	Levels of bus usage.	Maximise.	Breckland Council, Landowners, developers, Bus Operators.
TH 10 - Bus Design Principles	SO12	Buildings for life criteria.	No target identified.	Breckland Council, Landowners, developers, Bus Operators.
		Bus usage rates.	Maximise.	
TH 11 - A new train station in the Urban Extension	SO3, SO11, SO12	Development of essential infrastructure.	No target identified.	Breckland Council, Landowners, developers, Network Rail, Train Operating Company.
TH 12 - Changes to the A11 Trunk Road	SO3, SO4	Development of essential infrastructure.	No target identified.	Breckland Council Norfolk County Council, Highways Agency.
TH 13 - Improvements to the local road network	SO3, SO4	Development of essential infrastructure.	No target identified.	Breckland Council Norfolk County Council, Highways Agency.
TH 14 - New Employment Land	SO2	Ha of employment land developed.	Maximise.	Breckland Council, Landowners, developers, Local Enterprise Partnership, Existing Business.
		Ha of employment land availability.	Maximise.	
		Employee jobs created.	Up to 5000 net new jobs by 2026.	
TH 15 - New Local Centre in the Urban Extension	SO2, SO4,	M ² net floor space developed.	Maximise.	Breckland Council, Landowners, developers, Local Enterprise Partnership, Existing Business.
		A Class floor space.	Maximise in accordance with Policy CP7 of the Adopted Core Strategy.	
		% non retail on primary and secondary frontages.	Maximum 25% non-retail in primary frontages. Maximum 50% non-retail in secondary frontage.	
TH 16 - Water Supply	SO11	Levels of water abstraction/ Average household water consumption (ltr/head/day).	Minimise.	Breckland District Council, Anglian Water, Environment Agency.



Draft Final Theford Area Action Plan - Historic Past, Healthy Future

Policy	Spatial Objectives	Indicators(s)	Target	Responsible bodies
Urban Extension Policies				
TH 17 - Energy and Carbon	SO11	Number of developments achieving the Code for Sustainable (CSH)Homes in line with the national timetable.	Maximise.	Breckland Council, Developers.
TH 18 - Decentralised Energy Supply	SO11	Number of developments achieving the Code for Sustainable (CSH)Homes in line with the national timetable.	Maximise.	Breckland Council, Developers.
		Installed renewable energy capacity (MW)	Maximise.	
		Number of developments providing 10% of the energy they require from renewable sources	Maximise.	
TH 19 - Education Provision in the Theford Urban Extension	SO3, SO10	Ha of land set aside for nursery, primary, secondary and post 16 school provision.		Breckland Council, Norfolk County Council.
		New nursery, primary, secondary and post 16 school school places provided.		
		Building for Life Criteria.	No target identified.	
TH 20 - Health Provision	SO7	Indices of Multiple Deprivation - Barriers index.	Minimise.	Breckland Council, NHS Norfolk.
		Numbers of school places, dentists and GPs provided above 2009 baseline.	Maximise.	
TH 21 - Community Buildings	SO3, SO7, SO10	Amount of completed floor space of community, recreation and leisure facilities by location (m2).	1 x 300m2 multi purpose community facility by 2016 and 2 x 300 m2 small multi purpose community facility between 2016-2026.	Breckland Council, Landowners, developers, Theford Town Council.
		Floor space of key services lost to re-development of other uses (m ²).	Minimise.	
TH 22 - New Bring Recycling Centres	SO11	M ² of area provided and designated for new recycling facilities.	Maximise.	Breckland Council, Developers.



Draft Final Thetford Area Action Plan - Historic Past, Healthy Future

Policy	Spatial Objectives	Indicators(s)	Target	Responsible bodies
Urban Extension Policies				
Area Action Plan Wide Policies				
TH 23 - Approach to the Town Centre	SO2, SO4, SO5, SO8, SO9, SO11, SO12	% non retail on primary and secondary frontages.	Maximum 25% non-retail in primary frontages. Maximum 50% non-retail in secondary frontage.	Breckland Council, Landowners, developers, Thetford Town Council, Moving Thetford Forward, Local Business.
		A Class retail floor space.	Maximise in accordance with Policy CP7 of the Adopted Core Strategy.	
		Level of bus and cycle usage.	Maximise.	
		Number of historic buildings/structures restored and/or enhanced.	Maximise.	
TH 24 - New retail development	SO2, SO4, SO5, SO10	M2 net retail floor space developed.	Maximise.	Breckland Council, Landowners, developers, Local Enterprise Partnership, Existing Business.
		A Class retail floor space.	Maximise in accordance with Policy CP7 of the Adopted Core Strategy.	
		% non retail on primary and secondary frontages.	Maximum 25% non-retail in primary frontages Maximum 50% non-retail in secondary frontage.	
		Progress on cycle network.	Progress report.	
TH 25 - Transport - Achieving Modal Shift	SO11, SO12	Levels of cycling.	Maximise.	Breckland Council, Landowners, developers, Bus Operators, Network Rail.
		Levels of bus usage.	Maximise	
		Progress on cycle network.	Progress report.	
TH 26 - The impact of change on pedestrians, cyclists and buses	SO11, SO12	Levels of cycling.	Maximise.	Breckland Council, Landowners, developers, Bus Operators, Network Rail.
		Levels of bus usage.	Maximise.	
		Levels of bus usage.	Maximise.	



Draft Final Theford Area Action Plan - Historic Past, Healthy Future

Policy	Spatial Objectives	Indicators(s)	Target	Responsible bodies
Urban Extension Policies				
TH 27 - Theford Bus Interchange	SO5, SO9, SO11,SO12	Levels of bus usage.	Maximise.	Breckland Council, developers, Network Rail.
		Number of historic buildings/structures restored.	Maximise.	
		Building for Life Criteria.	No target set.	
TH 28 - Theford Railway Station	SO5, SO9, SO11,SO12	Levels of train usage.	Maximise.	Breckland Council, developers, Bus Operators.
		Number of historic buildings/structures restored.	Maximise.	
		Building for Life Criteria.	No target set.	
TH 29 - Healthy Lifestyles	SO7	Adult obesity levels.	Minimise.	Breckland Council, developers, NHS Norfolk.
		Childhood obesity levels (school aged children in Year 6)	Minimise.	
		Deaths of under 75s from circulatory diseases per 1,000 population.	Minimise.	
		Numbers of GP's and Dentists.	Maximise.	
		Amount of new green infrastructure provided by new developments.	No target identified.	
		Green infrastructure lost due to development without replacement.	Minimise.	
TH 30 - Joe Blunt's Lane	SO3, SO7, SO8	Theford loops provided by new developments.	No target identified.	Breckland Council, Landowners, developers, Town and Parish Councils.
		Theford loops provided by new developments.	No target identified.	
TH 31- The Theford Loops	SO3, SO7, SO8	Indoor sports provision provided form development (ha).	IN accordance with standards IN DC11 of the Adopted Core Strategy.	Breckland Council, Landowners, developers.
		Number of developments achieving the Code for Sustainable (CSH)Homes in line with the national timetable.	Maximise.	
TH 32 - Indoor Sports Facilities	SO3, SO6, SO7	ESCO or Musco provided by new development.	Maximise.	Breckland Council, Developers.
TH 33- Energy and Carbon	SO11			
TH 34 -	SO11			



Draft Final Thetford Area Action Plan - Historic Past, Healthy Future

Policy	Spatial Objectives	Indicators(s)	Target	Responsible bodies
Urban Extension Policies				
Energy Service Company Development (ESCO)				
TH 35 - Water and Drainage	SO10	Levels of water abstraction/ Average household water consumption (ltr/head/day).	Minimise.	Breckland Council, Anglian Water, Environment Agency.
TH 36 - Development in Flood Zones	SO10	Number of dwellings permitted in EA flood zones 2 or 3, or flood risk areas identified in SFRA contrary to TAAP policies.	Zero dwellings per annum.	Breckland Council, Environment Agency.
		Other development types permitted in EA defined flood zones or risk areas identified in SFRA and contrary to TAAP policy.	Zero ha per annum.	
		Number of permissions granted contrary to Environment Agency advice.	Zero ha per annum.	
TH 37 - Area of Main Archaeological Interest	SO9	Number of planning permission granted contrary to English Heritage or Conservation Area advice.	Minimise.	Breckland Council, Landowners, Developers, English Heritage, Norfolk Landscape Archaeology.
TH 38 - Investigation Required in Other Locations of Archaeological Interest	SO9	Number and percentage of heritage features at risk.	Minimise.	Breckland Council, Landowners, Developers, English Heritage, Norfolk Landscape Archaeology.
		Number of planning permission granted contrary to English Heritage or Conservation Area advice.	Minimise.	
TH 39 - Sustainable Construction Standards for Non-Residential Development	SO10, SO11	Number of developments achieving the BREEAM 'very good' standard up to the 31st March 2013.	Maximise.	Breckland Council.
		Number of developments achieving the BREEAM 'excellent' standard after 31st March 2013.	Maximise.	
Area Intervention Policies				
TH 40 - Redevelopment proposals in Existing Residential Areas	SO1, SO6, SO7, SO8, SO9	Ha of redeveloped land.	No target identified.	Breckland Council, Developers.



Policy	Spatial Objectives	Indicators(s)	Target	Responsible bodies
Urban Extension Policies				
TH 41 - Existing Employment Areas	SO2	Employment land developed in hectares and floor space (M2).	Maximise.	Breckland Council, Landowners, developers, Local Enterprise Partnership, Existing Business.

Table 32.1 Policy Monitoring Framework



33 Breckland District Council's Sustainable Community Strategy

The Sustainable Community Strategy is a long term plan to deliver sustainable communities and improved quality of life for local people. It is the overarching vision for Breckland, which guides the priorities and objectives of all plans and strategies relating to the District. It can be found here: www.breckland.gov.uk/sustainablecommunitystrategy.pdf. There are 6 priorities and this section identifies how the LDF and TAAP reflect or contribute to these priorities.

1 > Develop safer and stronger communities

'So that all Breckland's communities are free of crime and anti-social behaviour, where people actively participate in community activities and differences are respected.'

Local Development Framework outcomes

- Not applicable

TAAP outcomes

- The TAAP has actively engaged with the local community in order to provide the opportunity to shape the future of the town.

2 > Improve homes

'So that the number of affordable and quality homes available in the District is increased.'

Local Development Framework outcomes

- SO1 To deliver a minimum 15,200 net new homes
- SO2 To secure sufficient affordable housing for those in need

TAAP Outcomes

- 5,000 net new homes in Thetford by 2026

3 > Promote and develop a thriving economy

'So that Breckland is an economically prosperous place, which attracts and supports businesses and encourages local enterprise.'

Local Development Framework outcomes

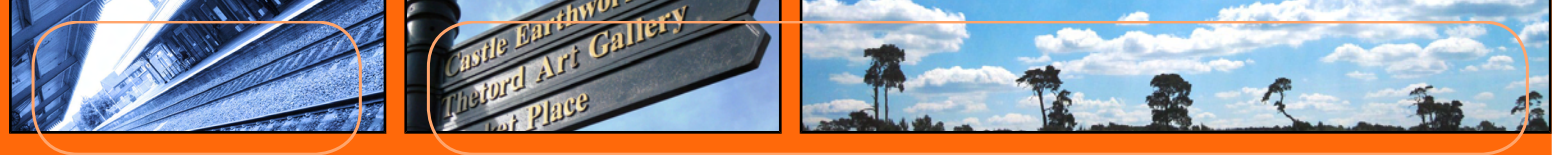
- SO4 To develop and retain a flexible and highly skilled workforce through training
- SO13 To ensure high and stable levels of employment through restructuring the local economy
- SO19 To ensure good accessibility for all to jobs, facilities and services in Breckland

TAAP Outcomes

- 14-19 year old vocational College proposal for central Thetford.
- Employment allocations on Map of Proposals.
- Section on education

4 > Improve the health and wellbeing of local people

'So that people in Breckland lead healthier lives and inequalities in health across the District are reduced.'



Local Development Framework outcomes

- SO19 To ensure good accessibility for all jobs, facilities and services in Breckland
- SO20 To reduce rural isolation through the protection and provision of key services and facilities in rural areas

TAAP Outcomes

- HIA requirements for major projects
- Physical Activity Audit Checklist
- Health Facilities
- Thetford Loops – for walking and cycling and recreation
- Allotment provision
- Thetford is a Healthy Town
- Walking and Cycling network

5 > Ensure the accessibility of all services

'So that all Breckland's communities can access a level of service, which they choose or their needs require.'

Local Development Framework outcomes

- SO19 To ensure good accessibility for all jobs, facilities and services in Breckland
- SO20 To reduce rural isolation through the protection and provision of key services and facilities in rural areas
- SO21 To reduce urban isolation and social exclusion through the promotion of appropriate tenure mixes in new developments and improved accessibility to key services and facilities

TAAP Outcomes

- Improved Town Centre
- Transport section
- Education provision
- Health facilities
- New bus interchange

6 > Achieve environmental sustainability

'So that Breckland's outstanding rural environment is respected and that action is taken to enhance and sustainably manage the local environment.'

Local Development Framework outcomes

- SO8 To protect and enhance the quality and distinctiveness of the biodiversity, geology and landscape of Breckland
- SO10 To require high quality design that meets high environmental standards
- SO11 To enhance open space provision throughout the District
- SO12 To promote renewable energy to reduce carbon emissions
- SO13 To minimise the risk of flooding to existing and new developments
- SO14 To maximise the opportunity to redevelop sustainable previously developed land
- SO15 To prevent groundwater contamination and a deterioration in air, water and soil quality
- SO16 To require the efficient use of water resources



Draft Final Thetford Area Action Plan - Historic Past, Healthy Future

- SO17 To minimise the amount of waste produced and promote sustainable waste management
- SO18 To provide for a significant modal shift from a reliance on the private car, in particular single person car use, to sustainable forms of transport

TAAP Outcomes

- Green Infrastructure
- Bus interchange
- Energy and Water policies
- Transport section
- 'Bring' recycling sites
- Adoption of SFRA2 flood risk data



34 Evidence Base

Background Evidence

In order to help prepare this document, we have undertaken a considerable amount of necessary research. Most were completed by independent consultants, considered experts in that particular field. Some are Breckland wide and some are Thetford specific. The studies have been used to inform the policies within this TAAP.

You can find these reports either at the following websites www.movingthetfordforward.com or www.breckland.gov.uk and then go on the LDF pages. If you do not have access to the internet, please contact the Planning Policy Team:

- Norfolk Economic Growth Study (Roger Tym and Partners 2005)
- Breckland Employment Land Review (Roger Tym and Partners 2006)
- Sub-district Employment Projections (Roger Tym and Partners 2006)
- Updated Retail and Town Centres Study (Nathaniel Lichfield and Partners 2007)
- Moving Thetford Forward Vision & Development Strategy (Urban Practitioners 2006)
- Housing Needs Study (Fordham Research 2006)
- Housing Market Assessment (Fordham Research 2007)
- Thetford Growth Framework and Infrastructure Study (EDAW 2007)
- Green Infrastructure Study (LUC 2007)
- Thetford Water Cycle Study – Stage 1 (Scott Wilson 2008)
- Open Space Assessment (Breckland Council 2007)
- A Thetford Profile (Keystone Development Trust 2004)
- A11 Energy Study - Stage 1 (IT Power 2008)
- Thetford Transport Study - Stage 1 (Mott Macdonald 2008)
- Thetford Urban Design Framework (Roger Evans Associates 2008)
- Thetford Strategic Flood Risk Assessment - Stage 2 (Scott Wilson 2009)
- Thetford Community Infrastructure Audit (Capita Symonds 2009)
- Thetford Loops - Stage 1 Feasibility Study (Capita Symonds 2010)
- Thetford Loops - Stage 2 Technical Audit (JMP and TI, 2010)
- A11 Energy Study - Stage 2 (IT Power 2010)
- Thetford Water Cycle Study - Stage 2 (Scott Wilson 2010)
- Thetford Transport Study - Stage 2 (Mott Macdonald 2010)
- Monitoring Ophonus Laticollis at Gallows Hill (Dr Mark G Telfer 2009)
- Surveying Harpalus Froelichi (DR Mark G Telfer 2009)
- Thetford Historic Environment Assessment (Breckland Council 2009)
- Thetford Historic Environment Survey (NAU Archaeology 2009)
- Retail Study (NLP 2010)
- Draft Thetford Prospectus (Urban Delivery, 2010)
- Discovering Thetford: A Feasibility Study and Business Case (Norwich Heritage and Regeneration Trust, 2010)
- Thetford Health Needs Assessment (UEA, 2010)
- Thetford Health Schedule (NHS Norfolk, 2010)
- Thetford 5,000 Schedule (Norfolk County Council, 2010)
- Woodlark and Nightjar Predation Study (UEA, 2010)

35 How the TAAP conforms with the Breckland Core Strategy and Development Control Policies DPD

This section is intended to be an easy way of showing how the Thetford Area Action Plan is in conformity with the Core Strategy.

Issue identified in Core Strategy	How TAAP addresses this issue.
<p>In addition to the Core Strategy and Development Control Development Plan Document (DPD), Breckland plans to produce a number of other Local Development Document (LDDs) as listed below: Strategy and Development Control Policies. Thetford Area Action Plan DPD</p>	<p>This document is the Thetford Area Action Plan DPD</p>
<p>Thetford will provide for 6,000 of the District's housing requirement in conjunction with a diversified employment base that will maintain the town's self containment.</p>	<p>The TAAP has sections and policies on Housing and Employment.</p>
<p>SS1: It will provide 6000 homes over the period between 2001 and 2021 and between 1,500 and 2000 new homes between 2021 and 2026. In addition, up to 5,000 net new jobs to the end of the plan period will have been delivered. This jobs growth will include the allocation of a new business park. The centre of the town will be the subject of major regeneration and with expanded retail, leisure, cultural and educational facilities will become a civic hub bringing together existing and new communities. Total food and non-food retailing floorspace will expand by approximately 9,400m² over the plan period in connection with this town centre regeneration.</p>	<p>All aspects are reflected in the relevant sections of the TAAP. Retail figures are different due to more recent evidence base.</p>
<p>CP1: The new greenfield allocations in Thetford will consist of a strategic urban extensions to the north-east of the town within the boundary of the A11.</p>	<p>See Proposals Map.</p>
<p>At Thetford mechanisms will be set out in an Area Action Plan for monitoring and managing the release of land to 2021 to meet RSS requirements, including phasing and any sequential release of land. The Area Action Plan will also address the circumstances under which reserve land to 2026 would be released at Thetford. Beyond 2021, new housing growth in Thetford will take place on identified sites within the town that may include deliverable brownfield land. The precise land areas and mix of uses will be set out in the Thetford Area Action Plan utilising evidence base work undertaken in respect of the town's Growth Point Status. The town is also constrained to the east, and north of the A11 due to protected European habitats and species. The Council will require demonstration, through subsequent Habitats Regulations Assessments, that proposed development to the north-east of Thetford will not result in harm to European habitats or species.</p>	<p>See section 11 on phasing. See sections 11 which has further detailed plans. See the Proposals Map. The TAAP has its own HRA.</p>
<p>A separate housing trajectory will be developed for Thetford as part of the Area Action Plan and will be used to monitor the progress of housing delivery in this strategic location.</p>	<p>Housing trajectory in housing section.</p>
<p>CP3: In particular the town centre of Thetford will be regenerated to provide a significant uplift in town centre related employment.</p>	<p>See Town Centre section.</p>
<p>In addition to the development of the Thetford Enterprise Park and protecting existing employment sites in the town, the LDF will deliver a strategic employment site(s) to the north of town within the A11 as part of a mixed-use sustainable urban extension, the details of which will be determined through an Area Action Plan for Thetford. Employment growth in Thetford will be further bolstered by the regeneration of the town centre and increased jobs in the retail and service sectors and smaller scale local employment provision in other locations, contributing to an overall target of 5,000 net new jobs for the town by 2021.</p>	<p>Aspects reflected throughout the TAAP. See proposals map. Bus interchange, Forum and Town Centre improvements as referred to in the TAAP will all contribute to regenerating the town.</p>





Issue identified in Core Strategy	How TAAP addresses this issue.
<p>CP4: Providing for health and social care facilities, in particular supporting the Strategic Services Development Plan of the Primary Care Trust, the provision of new and improved health and social care facilities at Theftord and Attleborough and the improvement of health and social care facilities at other market towns and service centre villages.</p>	<p>See health section of TAAP.</p>
<p>CP4: Secondary Education provision in Theftord including a dedicated tertiary education campus and the expansion of existing High Schools.</p>	<p>See Education section of TAAP</p>
<p>CP4: New primary school provision in Theftord, Attleborough and Dereham</p>	<p>See Education section of TAAP</p>
<p>CP4: Providing for strategic enhancement of the energy supply network (electricity) to Attleborough, Theftord, Dereham, Watton and Snetterton to support housing and employment growth.</p>	<p>See Housing section of TAAP.</p>
<p>CP4: This will include the strategic transport requirements as identified in the Transport and Infrastructure studies for Theftord, Attleborough and Dereham.</p>	<p>See Transport section of TAAP.</p>
<p>CP4: In respect of sustainable urban extensions at Theftord and Attleborough the potential of a tariff approach to infrastructure provision will be investigated through Area Action Plans.</p>	<p>See Delivery section of TAAP.</p>
<p>CP5: During the later part of the plan period, Theftord and Attleborough have the potential of a tariff approach to assist funding strategic infrastructure through their respective Area Action Plans. Subject to legislation, the Council will also consider the introduction of a Community Infrastructure Levy (CIL) to address strategic infrastructure delivery, which will supersede any tariff which was already in place.</p>	<p>See Delivery section of TAAP.</p>
<p>CP7: Floor Space figures</p>	<p>See Retail section of the TAAP.</p>
<p>In Theftord there are some small clusters of shops/services on the western estates and proposals at these locations will be considered in the context of national planning policy in relation to town centres and retail development. Additionally, the scale of growth at sustainable urban extensions in Theftord and Attleborough could deliver new Local or District Centre(s). The area comprising any new Local Centre at Theftord together with the role of existing centres on the Western Estates will be identified through further evidence underpinning the Theftord Area Action Plan and updated on the Proposals Map.</p>	<p>See Proposals Map and Retail section.</p>
<p>..with a particular emphasis on integrating waste management facilities for the strategic development locations at Theftord, Attleborough, Snetterton and Dereham. Consideration will also need to be given to the provision of appropriate waste storage and means of collection</p>	<p>See Housing section of TAAP.</p>
<p>In Theftord, all development proposals will have regard to the findings of the Theftord Green Infrastructure Study, District-wide Landscape Character Assessment and Settlement Fringe Assessment as well as other supporting evidence recognising the need for regeneration in the town centre whilst ensuring that the historic environment is protected. Additional detailed policy dealing with townscape will be provided in the Theftord Area Action Plan.</p>	<p>See Policy TH37 and TH38 on Archaeology and also TH5 on Existing Buildings in the Theftord Urban Extension. See Green Infrastructure section of TAAP.</p>



Issue identified in Core Strategy	How TAAP addresses this issue.
<p>Significant regeneration will occur in Theftord; new development should be integrated into the existing historic fabric. Consideration will be given to the individual characteristics or group value of historic buildings and Conservation Areas, in particular the Castle Hill, Nunnery and Priory. Development that fails to make sufficient use of, or contribution to, the historic areas of the town will not be considered appropriate. Detailed guidance for development in Theftord will be published in the form of the Theftord Area Action Plan.</p>	<p>See Policy TH37 and 38 on Archaeology and also TH5 on Existing Buildings in the Theftord Urban Extension.</p>
<p>In addition, the Area Action Plans for Attleborough and Snetterton Heath and for Theftord will be supported by detailed Transportation Strategies which will examine the specific options for securing modal shift at these locations informed by transport partners including Network Rail and bus operators. In preparing transport options particular regard will be given to policies in the Local Transport Plan and successor documents.</p>	<p>See Transport section in TAAP.</p>
<p>Key Infrastructure Dependencies</p>	<p>See Implementation Framework.</p>

Table 35.1 How the TAAP meets the requirements of the Core Strategy.



36 The TAAP and Healthy Town

36.1 The following are the main aims of the Thetford Healthy Town programme

- **Healthy Living** - helping residents to become active and enjoy a healthy lifestyle
- **Healthy Travel** - advice and support to get residents biking and walking
- **Healthy Food** - all the help residents need to eat well and prepare healthy, inexpensive food

36.2 The following table shows how the TAAP addresses these aims.

Aim	TAAP section or policy
Healthy Living	Walking and cycling policies, Thetford Loops, green infrastructure policies, health facilities, healthy lifestyles, indoor sports, regeneration policies, children's play policies, water supply and flooding policies.
Healthy Travel	Walking and cycling policies, Thetford Loops.
Healthy Food	Allotments and retail policies.

Table 36.1 How the TAAP meets the aims of Thetford Healthy Town.



37 Saved Policies

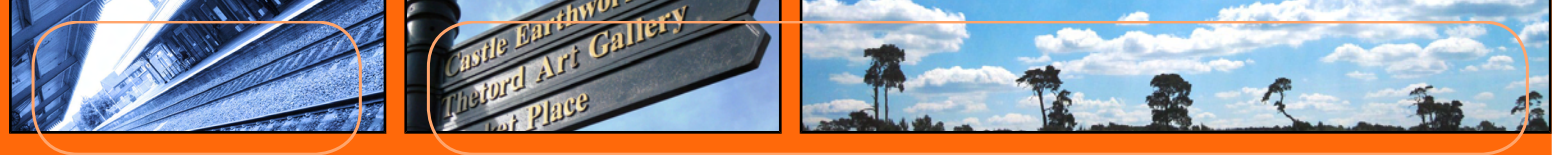
37.1 The Breckland District Local Plan was adopted in 1999. In 2007, Breckland Council made representations to the Secretary of State to save a number of policies from the adopted Breckland Local Plan (1999) beyond the transition period from the implementation of the Planning and Compulsory Purchase Act (2004).

37.2 The Council's adopted Core Strategy and Development Control Policies document has already superseded a number of the saved policies from the Local Plan.

37.3 The Council has assessed those remaining saved policies that relate to Thetford to determine which are to be superseded by the policies in the Thetford Area Action Plan. Table below indicates those that are to be saved or replaced. Highlighted in red are ones of particular relevance to Thetford.

Saved Local Plan Policy No.	Local Plan Policies to be saved or replaced by the Thetford Area Action Plan
(099)1 - Allocation of sites E1 and E2 (Thetford)	Policy to be saved.

Table 37.1 Local Plan policies to be saved or replaced



38 Glossary

Adoption

The final confirmation of a development plan or Local Development Document as having a statutory status by a Local Planning Authority (LPA).

Affordable Housing

There is no simple definition of affordable housing, but it's generally thought to mean low-cost housing for rent, often from a housing association, to meet the needs of local people who cannot afford accommodation through the open market. It can be delivered through social renting, shared ownership or low-cost housing on the open market. Affordable housing usually involves some form of subsidy. In the case of affordable housing provided through planning obligations, much of the subsidy is provided by the developer. This is understood in terms of dwellings that have to be sold at a rate lower than what the developer would achieve on the open market.

Allocation

An area of land identified in a development plan. The allocation will indicate the Council's preferred use for the land.

Ancient Woodlands

Woodland that is believed to have existed from at least medieval times.

Annual Monitoring Report (AMR)

A report produced each financial year to indicate the progress of production of the local development framework and effectiveness of policies contained within the plan. The report will outline action that may need to be taken to meet targets or if policies need to be replaced. Changes will be implemented through a revised local development scheme.

Area Action Plans (AAP)

Plans for areas of change or conservation. Their purpose is to deliver planned growth, stimulate regeneration, and protect areas sensitive to change through conservation policies, make proposals for enhancement and resolve conflicting objectives in areas where there is significant development pressure. Area action plans are Development Plan Documents, which means they carry the full weight of the planning system in determining planning applications.

Biodiversity

The whole variety of life encompassing all genetics, species and ecosystem variation including plants and animals.

Brief / Planning Brief

A planning brief can include site-specific development briefs, design briefs, development frameworks and master plans that seek to positively shape future development.

Brownfield Land or Site

Brownfield land is another term for previously developed land, or land that contains or contained a permanent structure and associated infrastructure. Brownfield land occurs in rural and urban areas, but does not include agricultural or forestry land or buildings. The definition laid down in Government policy, which all local planning authorities should follow, is in Annex B of PPS3: Housing.



Community Forest

A large area of land transformed into a wooded landscape by a partnership of local authorities, national/agencies and private, voluntary and community organisations to support employment, recreation, education and wildlife.

Community Strategy

A strategy prepared by a community to help deliver local aspirations, under the Local Government Act 2000.

Comparison Goods

This term refers to goods that are generally not purchased as often as groceries such as clothing, CD's, and domestic electrical items.

Convenience Goods

This term refers to everyday items such as food and groceries.

Compulsory Purchase Order (CPO)

An order issued by the Government or a local authority to acquire land or buildings for public interest purposes. For example the redevelopment of certain brownfield sites.

Conservation Area

An area of special architectural or historic interest, designated under the Planning (Listed Buildings & Conservation Areas) Act 1990, whose character and appearance it is desirable to preserve and enhance. There are special rules on some development in conservation areas.

Core Strategy

The Core Strategy is one of the Development Plan Documents forming part of a Local Authority's Local Development Framework. It should set out the vision, spatial strategy and core policies for the spatial development of the area.

County Wildlife Site

A site of important nature conservation value within a County context but which are not protected under the Wildlife and Countryside Act

Density

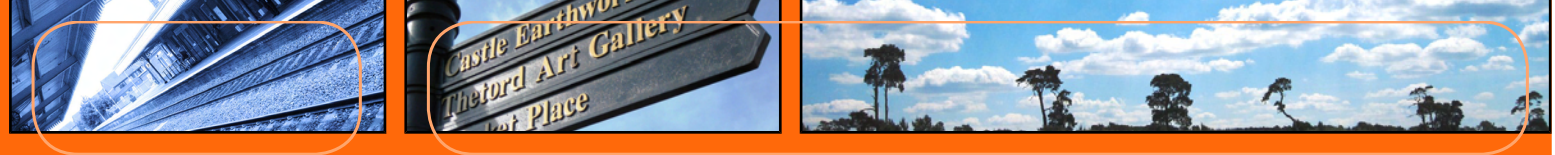
In the case of residential development, a measurement of either the number of habitable rooms per hectare or the number of dwellings per hectare.

Design guide

A document providing guidance on how development can be carried out in accordance with the design policies of a local authority or other organisation often with a view to retaining local distinctiveness.

Design statement

A design statement can be made at a pre-planning application stage by a developer, indicating the design principles upon which a proposal is to be based. It may also be submitted in support of a planning application.



Development

Development is defined under the 1990 Town and Country Planning Act as "the carrying out of building, engineering, mining or other operation in, on, over or under land, or the making of any material change in the use of any building or other land." Most forms of development require planning permission (see also "permitted development").

Development Control

The process whereby a local planning authority manages, shapes, and considers the merits of a planning application and whether it should be given permission with regard to the Development Plan.

Development Plan (DP)

The approved or adopted statutory land use and spatial plans for an area. The Development Plan sets a Local Planning Authority's policies and proposals for the development, conservation and use of land and buildings in the Authority's area. Under the present planning system, the development plan generally includes the structure plan and the minerals and waste local plans prepared by the County Council and the Local Plan prepared by the district council - or the single unitary development plan prepared by unitary councils.

The Planning and Compulsory Purchase Act 2004 replaces this system with a Regional Spatial Strategy prepared by the regional assembly and a local development framework prepared by district or unitary councils.

The Development Plan - with its policies and proposals - is the most important consideration for Local Planning authorities when they make a decision on a planning application.

Development Plan Document (DPD) - Under the new system of local planning brought in under the Planning & Compulsory Purchase Act 2004, the term 'development plan document' covers any Local Development Document that is part of the Development Plan. A Development Plan Document has to be independently tested by a Government inspector and carries full weight in relation to planning applications, which distinguishes it from a supplementary planning document. Development Plan Documents include the Local Planning Authority's Core Strategy, Area Action Plans and Proposals Map.

Examination in Public (EIP)

A term given to the examination of the Regional Spatial Strategy, or Structure Plans under transitional arrangements.

Environment Agency

Government appointed body responsible for pollution control and water quality.

Environmental Impact Assessment (EIA)

EIA is a procedure that must be followed for certain types of development before they are granted permission. The procedure requires the developer to compile an Environmental Statement (ES) describing the likely significant effects of the development on the environment and proposed mitigation measures.

Energy Services Company (ESCO)

An ESCO is a commercial business providing a broad range of comprehensive energy solutions including designs and implementation of energy savings projects, energy conservation, energy infrastructure outsourcing, power generation and energy supply, and risk management.



Evidence base

The information and data gathered by Local Authorities to justify the 'soundness' of the policy approach set out in Local Development Documents, including physical, social and economic characteristics of an area.

Flood plain

Generally flat-lying areas adjacent to a watercourse, tidal lengths of a river or the sea where water flows in times of flood or would flow but for the presence of flood defences.

Flood Risk Assessment

An assessment of the likelihood of flooding in a particular area so that development needs and mitigation measures can be carefully considered.

Flood Zones

1 in 100 year event - an event that on average will occur once every 100 years. Also expressed as an event which has a 1% probability of occurring in any one year.

Flood Zone 1 - This zone comprises of land assessed as having a less than 1 in 1000 annual probability of river or sea flooding in any year (0.1%). Low risk of flooding.

Flood Zone 2 - This zone comprises land assessed as having between a 1 in 100 year and 1 in 1000 year annual probability of river flooding (1% - 0.1%) or between a 1 in 200 year and a 1 in 1000 year annual probability of sea flooding (0.5% - 0.1%) in any year. Medium risk of flooding.

Flood Zone 3a - This zone comprises land assessed as having a 1 in 100 or greater annual probability of river flooding (>1%) or a 1 in 200 or greater annual probability of flooding from the sea (>0.5%) in any year. Higher risk of flooding.

Flood Zone 3b – Functional Floodplain - This zone comprises land where water has to flow or be stored in times of flood. Land which would flood with an annual probability of 1 in 20 (5%) or greater in any year or is designed to flood in an extreme (0.1%) flood.

General Conformity

A process by which Regional Planning Bodies consider whether a Development Plan Document is in "general conformity" with the Regional Spatial Strategy. Also, all other DPDs must conform to a Core Strategy DPD.

General Employment Areas

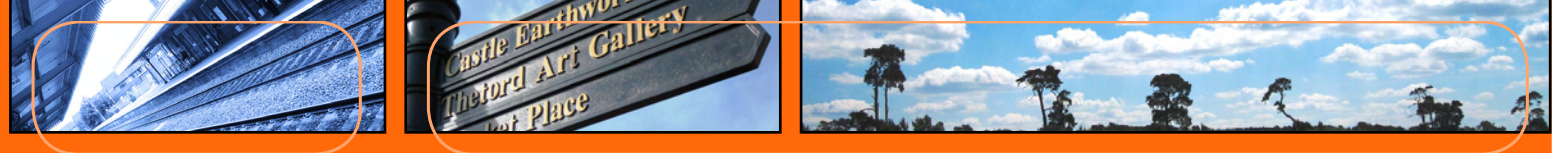
Existing employment sites which have been identified to be protected for employment uses including business, general industrial and storage/distribution uses.

Government Offices (GOs)

Representatives of central Government in the regions, bringing together the work of ten government departments.

Government Planning Policy / PPGs / PPSs

National Planning Policies that regional planning bodies and local planning authorities need to take into account when drawing up development plans and other documents and making decisions on planning applications. Government Planning Policy guidance is set out in a series of Planning Policy guidance notes (PPG's). These policies are produced by the Office of the Deputy Prime Minister. As a result of the Government's planning green



paper in 2001, many of the PPG's are being revised and renamed Planning Policy statements (PPS's). These focus on stating Government policy; whilst good practice guidance for local authorities is set out in separate documents accompanying the PPS's.

Greenfield Site

Land that has not previously been used for urban development. It is usually land last used for agriculture and located next to or outside existing built-up areas of a settlement.

Green Infrastructure

Green infrastructure is defined as: '...the sub regional network of protected sites, nature reserves, green spaces and greenway linkages which should be multi functional and operate at all spatial scales from urban centres through the open countryside'.

Green infrastructure can provide a range of environmental, social and economic functions, including positive physical and mental health benefits. The Town and Country Planning Association's 'Biodiversity by Design' Guide¹ outlines the purpose of green infrastructure as follows: 'Green infrastructure should provide for multi-functional uses i.e. wildlife, recreational and cultural experience, as well as delivering ecological services, such as flood protection and microclimate control. It should also operate at all spatial scales from urban centres through to open countryside.'

Many different types of element are included in GI. Just some are – woodlands, archaeology sites and historic landscapes, country and urban parks, recreational routes and nature reserves. The elements can be designated or undesignated, and with or without public access. GI sits within, and is inseparable from, the wider urban and rural scene.

Habitat

The natural home of an animal or plant, often designated as an area of nature conservation interest.

Heat Stress

When the body becomes overheated, a condition of heat stress exists. Heat stress can lead to a number of problems, including heat exhaustion, heat stroke, heat cramps, fainting, or heat rash.

Historic Parks and Gardens:

Parks and gardens which are of historic value and have been included on the national *Register of Parks and Gardens of special historic interest in England* based on an assessment by English Heritage.

Human Rights Act

The Human Rights Act 1998 incorporated provisions of the European Convention on Human Rights (ECHR) into UK law. The general purpose of the ECHR is to protect human rights and fundamental freedoms and to maintain and promote the ideals and values of a democratic society. It sets out the basic rights of every person together with the limitations placed on these rights in order to protect the rights of others and of the wider community. The specific Articles of the ECHR relevant to planning include, Article 6 (Right to a fair and public hearing), Article 8 (Right to respect for private and family life, home and correspondence), Article 14 (Prohibition of discrimination) and Article 1 of Protocol 1 (Right to peaceful enjoyment of possessions and protection of property).

Independent Examination

The process by which an Independent Planning Inspector may publicly examine a 'Development Plan Document' or a 'Statement of Community Involvement', and any representations, before issuing a binding report.



Infrastructure

The physical features (for example roads, rails, and stations) that make up the transport network.

Inspector's Report

A report issued by an Independent Planning Inspector regarding the planning issues debated at the independent examination of a development plan or a planning inquiry. Reports into DPDs will be binding upon local authorities.

Issues, Options and Preferred Options

The 'pre-submission' consultation stage of DPD's with the objective of gaining public consensus over proposals ahead of submission to Government for independent examination.

Landscape Character Assessment

A tool to identify and understand the factors that give character to the landscape and to help inform policy and decisions about how the landscape may change in the future.

Listed Building

A building or other structure of Special Architectural or Historic Interest included by the Government on a statutory list and assigned a grade (I, II* or II).

Local Development Document (LDD)

(1) Development Plan Documents (DPDs) – these are the statutory planning documents that the Council must produce under the legislation and include:

(2) Supplementary Planning Documents (SPDs) – documents that will provide additional and supporting detail for policies and proposals, where necessary. Whilst the community will be consulted on their content, these documents will not be subject to independent scrutiny.

Local Development Framework (LDF)

A portfolio or folder of Local Development Documents collectively setting out the Spatial Planning Strategy for a Local Planning Authority area. As a result of the Planning & Compulsory Purchase Act 2004, it replaces local plans and unitary development plans.

Local Development Scheme (LDS)

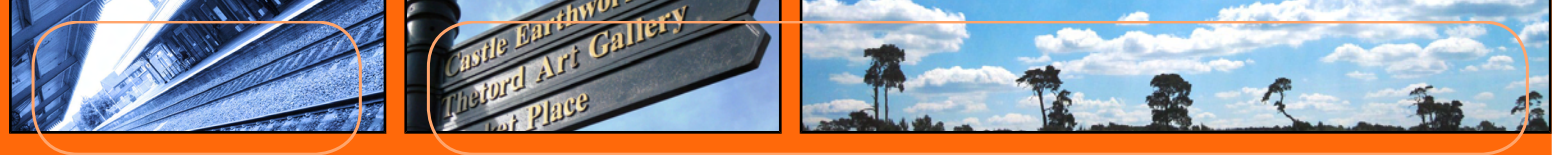
A public statement setting out a project plan for how all parts of the local development framework will come together. It lists the documents to be produced and the timetable for producing them. Every Local Planning Authority's Local Development Scheme must be approved by the Secretary of State.

Local Nature Reserve (LNR)

Area designated under the National Parks and Access to the Countryside Act 1949 as being of particular importance to nature conservation and where public understanding of nature conservation issues is encouraged.

Local Plan

An old-style development plan prepared by District and other Local Planning Authorities. These plans will continue to operate for a time after the commencement of the new development plan system, by virtue of specific transitional provisions.



Local Planning Authority (LPA)

The Local Government body responsible for formulating Planning Policies (in a Local Development Framework), controlling development through determining planning applications and taking enforcement action when necessary. This is either a District Council, Unitary Authority, Metropolitan Council or National Park Authority. For the purposes of development concerned with minerals or waste, the County Council or Unitary Authority is normally the Local Planning Authority - and is also referred to as the Minerals Planning Authority or the Waste Planning Authority.

Local Transport Plan (LTP)

A five-year integrated transport strategy, prepared by local authorities in partnership with the community, seeking funding to help provide local transport projects. The plan sets out the resources predicted for delivery of the targets identified in the strategy. Local transport plans should be consistent with the policies and priorities set out in the Regional Transport Strategy as an integral part of the RSS.

Material Consideration

A matter that should be taken into account in deciding on a planning application or on an appeal against a planning decision.

Mixed use (or mixed use development)

Provision of a mix of complementary uses, such as say residential, community and leisure uses, on a site or within a particular area.

Nature Conservation

The protection, management and promotion of wildlife habitat for the benefit of wild species, as well as the communities that use and enjoy them.

National Nature Reserve (NNR)

Area designated by Natural England to protect and conserve nationally important areas of wildlife habitat and geological formations and to promote scientific research.

Neighbourhood Centre

A number of shops serving a local neighbourhood sometimes referred to as a Local Centre.

Open Space

Open space is defined in the Town and Country Planning Act 1990 as *'land laid out as a public garden, or used for the purposes of public recreation, or land which is a disused burial ground'*. Open space should be taken to mean all open space of public value, including not just land, but also areas of water such as rivers, canals, lakes and reservoirs which offer important opportunities for sport and recreation and can also act as a visual amenity.

Planning and Compulsory Purchase Act 2004

The Planning and Compulsory Purchase Act 2004 is the latest piece of planning legislation. It amends much of the Town and Country Planning Act 1990. In particular, the 2004 act has made major changes to the system of development plans and introduced sustainable development, as defined by Government policy, as an objective of the planning system.



Planning Obligations and Agreements

A legal agreement between planning authority and a developer, or offered unilaterally by a developer ensuring certain works related to a development are undertaken or contributions made to the provision of infrastructure or facilities (sometimes called a section 106 agreement).

Planning permission

Formal approval sought from a Council, often granted with conditions, allowing a proposed development to proceed. Permission may be sought in principle through outline plans, or be sought in detail through full plans.

Previously Developed Land

Previously Developed Land is another term for brownfield land, or land that contains or contained a permanent structure and associated infrastructure. Brownfield land occurs in rural and urban areas, but does not include agricultural or forestry land or buildings. The definition laid down in Government policy, which all local planning authorities should follow, is in Annex B of PPS3: Housing.

Protected Species

Plants and animal species afforded protection under certain Acts of Law and Regulations.

Ramsar site

Area identified under the internationally agreed Convention on Wetlands of International Importance (signed at Ramsar in Iran), focusing on the ecological importance of wetlands generally.

Regeneration

The economic, social and environmental renewal and improvement of rural and urban areas.

Regionally Important Geological/Geomorphological Sites (RIGS)

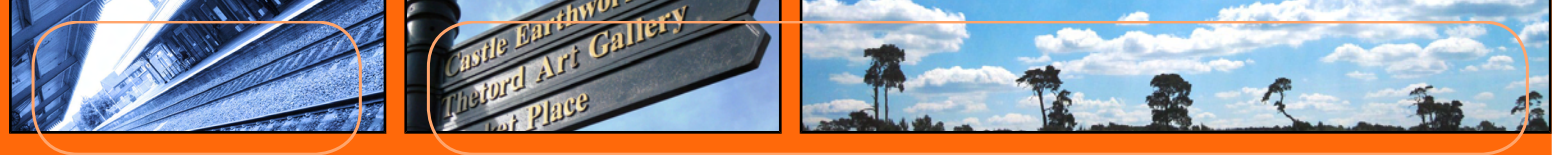
Non-statutory sites of regional importance recognised by Natural England and local authorities.

Regional Planning Body (RPB) / Regional Assembly

Each of the English regions outside of London has a Regional Chamber that the regions generally call "Regional Assemblies" (not to be confused with the term "Elected Regional Assemblies"). They are responsible for developing and co-ordinating a strategic vision for improving the quality of life in a region. The Assembly is responsible for setting priorities and preparing certain regional strategies, including Regional Spatial Strategies. For example, in the East of England the RPB is the East of England Regional Assembly (EERA).

Regional Spatial Strategy (RSS)

Statutory regional spatial strategies will replace non-statutory regional planning guidance notes produced for each English region. Regional spatial strategies will be part of the development plan. As a consequence, they are likely to be more detailed and will carry much more weight in relation to determining planning applications. In London, the spatial development strategy prepared by the mayor forms the regional spatial strategy.



Roadside Nature Reserve

Fragments of unimproved, semi-natural grassland verges containing plant species that are now rare or scarce at the national or county level. To help to protect them, these sensitive sites are designated Roadside Nature Reserves (RNRs) by Norfolk Wildlife Trust, and are individually managed to ensure the survival of the species for which they are designated.

Saved Policies /Saved Plan

Policies within Unitary Development Plans, Local Plans, and Structure Plans that are saved for a time period during replacement production of Local Development Documents.

Scheduled (Ancient) Monument

A structure placed on a schedule compiled by the Department of National Heritage in England for protection under the Ancient Monuments and Archaeological Areas Act.

Scoping

The process of working out the issues, environmental impacts, alternatives and depth of investigation which an environmental impact assessment or strategic environmental assessment should go into.

Section 106 Agreement

A legal agreement under section 106 of the 1990 Town & Country Planning Act. See also: Planning Obligations and Agreements.

Sequential approach / sequential test

A planning principle that seeks to identify, allocate or develop certain types or locations of land before the consideration of others. For example, ensuring land with no flood risk is developed before land with flood risk.

Site of Special Scientific Interest (SSSI)

A site of special scientific interest is identified by English Nature under section 28 of the Wildlife & Countryside Act as requiring protection from damaging development on account of its flora, fauna, geological and/or physiological features.

Soundness

A term referring to the justification of a Development Plan Document. A DPD is considered “sound” and based upon good evidence unless it can be shown to be unsound.

Spatial Planning

Spatial planning goes beyond traditional land use planning to bring together and integrate policies for the development and use of land with other policies and programmes which influence the nature of places and how they function. That will include policies which can impact on land use, for example by influencing the demands on, or needs for, development, but which are not capable of being delivered solely or mainly through the granting or refusal of planning permission and which may be implemented by other means.

Special Areas of Conservation (SACs)

Protected sites designated under the EC Habitats Directive.



Special Protection Area (SPAs)

Protected sites classified under the EC Directive on the conservation of wild birds, the Birds Directive.

Statement of Community Involvement (SCI)

Every local planning authority has to prepare a statement of community involvement. Its aim is to specify how the authority will try to achieve consensus on emerging local development documents and major planning applications and how it will engage the public in the process.

Statement of Consultation / Statement of Compliance

A report or statement issued by local planning authorities explaining how they have complied with their SCI during consultation on Local Development Documents.

Strategic Environmental Assessment (SEA)

An assessment of the environmental effects of a draft plan or programme, which is open to public consultation.

Sustainable

Meeting peoples needs now, socially, environmentally and economically, without jeopardising the needs of future generations.

Sustainability Appraisal (SA)

To identify and evaluate what the effects of the strategy or plan are likely to be on social, environmental and economic conditions of the strategy or plan area.

Submission Document

A Development Plan Document submitted to the Secretary of State for independent examination before a Government appointed Planning Inspector.

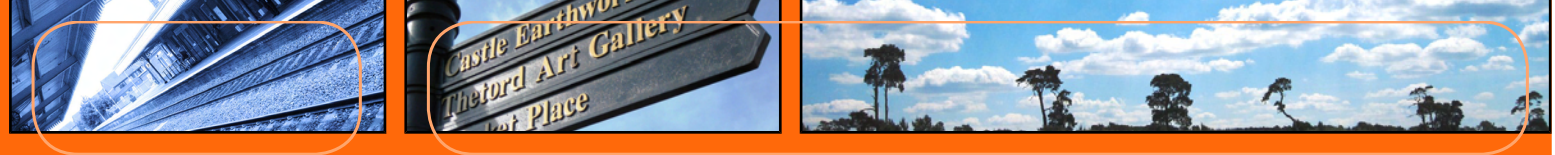
Supplementary Planning Guidance/ Supplementary Planning Documents

These can give further context and detail to local development plan policies. It is not part of the statutory development plan. Therefore, it does not have the same weight when local planning authorities are considering planning applications.

Sustainable Development

Sustainable development is an approach towards development that tries to make sure people satisfy their basic needs and enjoy a good quality of life without compromising the quality of life for future generations. The Government will try to achieve that through five principles:

- Living within environmental limits
- Ensuring a strong, healthy and just society
- Achieving a sustainable economy
- Promoting good governance
- Using sound science responsibly



Sustainable travel / Sustainable Transport

Often meaning walking, cycling and public transport (and in some circumstances “car sharing”), which is considered to be less damaging to the environment and which contributes less to traffic congestion than one-person car journeys.

Traffic Impact Assessment (TIA)

An assessment of the effects upon the surrounding area by traffic as a result of a development, such as increased traffic flows that may require highway improvements.

Tree Preservation Order (TPO)

A mechanism for securing the preservation of single or groups of trees of acknowledged amenity value. A tree subject to an order may not normally be topped, lopped or felled without the consent of the Local Planning Authority.



39 Flood Risk Assessment

Advice on Site-Specific Flood Risk Assessments (FRA)

Robust and thorough FRAs are required to be submitted with planning applications in areas of flood risk identified on the Proposals Map. The site-specific FRA should meet the requirements set out in PPS25 and should also:

- further refine the definition of flood hazard local to the development site (to account for model inaccuracies);
- define the flooding frequency/probability for the site;
- assess the risk to the site from all other flood sources;
- determine the rate of on-set of flooding for the range of flood events and flood sources the site is subject to;
- assess the risk posed by sewer flooding in more detail. Mitigation measures such as using sealed manhole covers to prevent potentially contaminated water from overflowing into surrounding land and property should be considered;
- include details of an adequate maintenance regime to ensure flood warning signs are kept visible and flood evacuation routes are kept clear;
- detail how proposed road levels are such that emergency access and egress routes are maintained or where possible constructed to the 1 in 100 year plus an allowance for climate flood level, as a minimum. This can significantly reduce the risk of the proposed development becoming inundated by flooding. This should include a further review of detailed river models and comparison of flood extents/levels with local ground levels from topographical survey or digital elevation models event;
- investigate the feasibility of safe access and egress routes both within and beyond the proposed development;
- include flood resilient construction measures to ensure the development is safe where small-scale less vulnerable development is proposed, such as a riverside café within the future Flood Zone 3a;
- demonstrate that any loss of floodplain storage does not pose an increased flood risk to the development or to third parties;
- ensure that access points and any venting or other penetrations are situated 300 mm above the future 1 in 100 year (2115) fluvial flood level when accounting for the anticipated effects of climate change for the life of the development event if underground parking is proposed;
- provide details of flood warning and evacuation plans; and
- demonstrate that the development will be safe, without increasing flood risk elsewhere, and, where possible will reduce the flood risk overall.