

These comments were duly made and hooked to parts of the Draft Final TAAP.

Full Name	Company / Organisation	Post Town	Section	Point in TAAP	Agree / Disagree / Comment	Comment	Response	Recommendation
Mr Anthony Lewis		Norwich	2	2.12	Comment	Given that this is the Thetford Area Action Plan it is clear that Breckland dominates this effort, with few Thetford participants represented on the Moving Thetford Forward Board, e.g. the leader of both organizations in the same person, and he does not represent Thetford.	The TAAP is a Development Plan Document, produced by Breckland Council who are the Local Planning Authority, in conjunction with MTF. Thetford has 9 District Councillors and five or so Thetford residents are on the MTF Board.	Pass comments to BDC/MTF
Mr Roy Denyer		Thetford	2	Table 2.1	Comment	I have yet to see the fundamental question raised or answered. How many people do we want living in Thetford now, in 50 years time & 100 years time? Until a definitive number is agreed how can anyone decide what infrastructure is required. Do I want 5,000, 20,000 or 50,000 people living in Thetford. If there are 20,000 inhabitants now that to me seems a reasonable figure. If you want 50,000 living here in 2060 then you need to build high rise rather than two storey suburban boxes. If I want 5,000 that would spark an interesting debate. If a figure has been decided I would like to know the exact number.	The plans for Thetford are based on household need as opposed to target populations. The household numbers are informed by demographic factors as well as economic trends including net in and out migration levels. Household targets were agreed at a regional level with broad support for the numbers from Breckland Council, Thetford Town Council and a number of infrastructure companies. Breckland Council was supportive of the household targets on the basis of their ability to meet identified household need in the Breckland area and the broad argument that 6,000 homes would equate to 12,000 people and raise Thetford's population by 2026 to 40,000. This population growth is considered necessary to underpin regeneration by raising Thetford's size to that similar to Bury St Edmunds' current population and thereby encouraging investment. Household size varies but typically an average household is 2.4 persons and the planning framework for Breckland requires a mix of house sizes going forward - particularly smaller homes to reflect a decrease in average household size as we live longer at	No further action.
Mr Anthony Poulter	Brettenham and Kilverstone Parish Council	Thetford	3	3.01	Comment	omits the need to make the town safe (despite being a high crime area), should regenerate the town centre (bullet 4) and should attract trade etc to provide employment for an additional 5,000. Why will the town's reputation be improved ultimately - when next century?	An employment topic paper is being produced to support the TAAP. The TAAP is not the place for a crime reduction strategy.	No further action.
Mrs Janet Smith Gibbons		Thetford	3	3.01	Comment	3.1 states 'the TAAP will ... provide up to 5,000 net new jobs'. How will it do this, when unemployment is rising across the area and country and on 16th February it was reported that 'UK unemployment rose by 44,000'. The action plan repeatedly states that new jobs will be provided but no detail has ever been provided about how this will happen.	An employment topic paper is being produced to support the TAAP. The TAAP plans for a 15 year period.	No further action.
Mr Anthony Poulter	Brettenham and Kilverstone Parish Council	Thetford	3	3.02	Comment	What change is being steered - surely the TAAP should deliver the vision.	Disagree. Wording is adequate.	No further action.
Mr Anthony Lewis		Norwich	3	3.03	Disagree	As long as the A11 stretch between Barton Mills and Thetford remains a single carriage way, good access to London or Cambridge is not provided. It is clear that this dualling is long overdue and expansions of the scale in this document should not be started until this bottleneck is solved. Starting in 2015!!!	Government have expressed commitment to the dualling. Local partners have and continue to lobby for an early start of the scheme.	No further action for the TAAP.
Mr Roy Denyer		Thetford	3	3.03	Comment	Its been discussed for the last 40 years. How difficult can it possibly be to build 15km of virtually straight road on flat ground. This is the 21st Century we build anything so what do I pay you for.. Build it now not in 2015.	Government have expressed commitment to the dualling. Local partners have and continue to lobby for an early start of the scheme.	No further action for the TAAP.
Mrs Janet Smith Gibbons		Thetford	3	3.05	Comment	Growth Point Status was applied for, for Thetford, without any consultation of residents.	Disagree. The overall housing requirements for Breckland, including specific housing targets for Thetford, were included and consulted on as part of the East of England plan (RSS) from late 2003 to 2005. Both BDC and Thetford Town Council supported the proposed levels of growth for Thetford in their consultation responses to the RSS recognising that growth could create the critical mass for wider regeneration of the whole town.	
Mr Anthony Lewis		Norwich	3	3.06	Disagree	"Growth Points are communities that are pursuing.....". Not true. Breckland pursued this, not Thetford, but it is the Thetford Growth Point	As a result of the RSS process the Government invited BDC, Thetford Town Council and NCC to bid for Growth Point Status (including funding) to help these authorities deliver the identified growth.	
Mr Anthony Lewis		Norwich	3	3.07	Agree	Thetford is the target of this Growth Point, which is therefore not 'bottom-up', but 'mid-point down'. Breckland District bid for this status and it was then presented to Thetford. Why does this document not make this clear.		Clarify section

Mrs Janet Smith Gibbons		Thetford	3	3.12	Comment	The number of new houses planned for the town will completely swamp the existing town which is already struggling with overstretched schools, surgeries and other facilities. '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 'Allocation of a new business park' does not create jobs. There are already empty units on the existing business parks.	An employment topic paper is being produced to support the TAAP. TH40 seeks to address the existing employment estates. Various sections of the TAAP show how and what infrastructure will be provided.	No further action.
Mrs Janet Smith Gibbons		Thetford	3	3.12	Comment	The plan repeatedly fails to explain how new jobs will be created. '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' the centre of town is not the right place for an educational facility. The numerous objections include lack of space for parking (staff will not walk to work); loss of a pleasant riverside area which could be used for leisure facilities as many other towns have done; the removal of the bus station (it will not be possible to drop students off by bus). [I understand from the local press that it has now been decided that the Forum will not be built in the town centre. I hope this riverside area can be developed attractively for leisure activities, including cafes, shops, walks, etc.	An employment topic paper is being produced to support the TAAP. The approach to education has changed and the proposals at the time of writing do not now include a central facility.	No further action.
Mr Roy Denyer		Thetford	3	3.14	Comment	Lets draw a line in the sand. 16 Houses per hectare - One house on a reasonable size plot 25m x 25m. I see little reason for any higher density. This gives ample space for a ground heat pump, a 3000-5000 litre underground rainwater storage facility for rain water usage watering the garden/veg patch/flushing toilets etc. The garden allows sufficient space for a vegetable garden so that we can reduce our food miles. Space is required between houses so that trees can mature without effecting the building substructure/pipe work. Space for a 2 car garage. A garage that allows you to park a large family car in side and open both nearside & off side doors at the same time to enable easy access in & out of the car. The house would need storage room for bicycles. It will also need space to accommodate the recycling vessels - at least three wheelie bins (6m2 at least allowing for access) Room sizes need to be of sufficient size to fit several sofas and the next generation of television. Vehicular access into and out of the residential areas needs to be vastly better than the narrow roads in Clover fields. Because of the lack of parking space cars are often left in the road. It would be short sighted to think that the car is not going to be here in 10 years time - It will be in one form or another even if the internal combustion engine isn't its power source.	Comments noted. There will be a range of densities across the development area which reflect need for different housing requirements ranging from detached family dwellings to flats and supported housing - not everyone has the need for such provision as quoted. TAAP does address allotment provision. Core Strategy sets open space standards and parking standards. Core Strategy includes cycle parking standards. Various other regulations cover building and access design.	Pass of comments to landowners as part of PPA.. No further action.
Mr Anthony Poulter	Brettenham and Kilverstone Parish Council	Thetford	3	3.26	Comment	Primary care is stretched already and a high crime area, what is the strategy for make town safer (this is not to be confused with designing out crime or any need for new police facilities.	NHS Norfolk evidence points to there being capacity for GPs in the area, but not for dentists. The TAAP will not included a crime reduction strategy - that is not for a development plan document to do.	No further action.

Mr Tom Gilbert-Wooldridge	English Heritage	Cambridge	3	3.26	Comment	<p>We welcome the recognition in Table 3.2 of potential historic environment, landscape and design issues arising from growth in Thetford. However, we would also like to see recognition of current historic environment issues within the town as part of Table 3.3. In particular, there are a number of heritage assets on English Heritage's "Heritage at Risk" (HAR) Register and Norfolk County Council's "Building at Risk" (BAR) Register (the latter includes Grade II listed buildings, whereas the former does not). On the current HAR Register, there are two listed building entries (Church of St Mary the Less and Abbey Farm Cottages and Barns) and the whole of Thetford Conservation Area, while on the BAR Register there are seven listed building entries (including the two from the HAR Register). The preservation and enhancement of heritage assets, especially those "at risk", is a current issue that needs to be addressed. We recommend that a historic environment strategy is developed, linked to the Area Action Plan (see below for comments on the Implementation Section).</p>	Agree.	Refresh table as per rep.
Mr Tom Gilbert-Wooldridge	English Heritage	Cambridge	3	3.28	Comment	<p>We note the reference to the Thetford 13 project in Paragraph 3.28, which is cited as a key driver in revitalising and promoting the town's historic core. While English Heritage supports the principles behind the project, we have some concerns about the way in which certain aspects of Thetford's heritage are being presented, as well as the potential impact on our operational, management and casework activities. The feasibility study and business case report contains some factual inaccuracies as well as a rather simplistic portrayal of some of Thetford's key heritage assets and how they might be promoted. In the study, Thetford Castle is promoted as a Norman monument to fit into "The Norman Age" period, with its important Iron Age origins less explicit. The Nunnery of St George is shown as a core asset for the Tudor and Stuart age even though it is chiefly a medieval monument. St Peter's Church is presented as a core asset for "The Viking Age", even though the current church is substantially a 14th century building with no visible remains of the Saxon / Viking era.</p> <p>The absence of an explicit "Saxon Age" greatly underplays the significant Saxon settlement that existed for a number of centuries (much of the archaeology of the Saxon town is protected & scheduled). The focus on "ages" suggests a straightforward linear chronology, when in reality, ages overlap. A focus on themes might work better & would not preclude the use of appropriate buildings & sites. The project also needs to address conservation issues alongside promotional and marketing initiatives. The proposed way of "marketing" Thetford Castle as a Norman site is likely to affect current management priorities & a scheme to repair, manage & enhance the site including its Iron Age features. As there are proposals to develop St Peter's church to accommodate heritage functions, we would welcome discussions about how this building might be prepared for its future function. At Thetford Priory, any proposal that could affect a site which EH opens to the public would need detailed discussion with us to work well, as would many of the proposals within the study (given our statutory consultee role in the plan).</p>	<p>The TAAP is referencing a piece of work being undertaken by the Town Council with MTF funding support. The Principle of the project will contribute to the regeneration of the town and meet the theme of the TAAP which is 'Historic Past, Healthy Future'. Details and specific points about the project should be raised with the Town Council as the lead authority.</p>	Pass on comments to Thetford Town Council
Mr Paul Leeming	Carter Jonas	Harrogate	3	3.34	Comment	<p>We would suggest that it would be appropriate for the Submission document to set out how the Council is dealing with the Coalition Government's overhaul of the planning system. In particular this could reference the importance of the Core Strategy and the elements of the Localism Bill which emphasise the duty to co-operate, locally justified housing numbers, an emphasis on private sector/sustainable development-led recovery, neighbourhood plans and the changes to the "monitoring" procedures.</p>	<p>Disagree. Changes to the planning system will probably change between now and submission and the TAAP needs to now begin its transition to a focussed planning document; secondly, the emerging changes to the system will no doubt be picked up and considered by the Inspector and it is something we will need to cover in any appropriate hearing statements that we develop for the EIP sessions. Therefore, it will be dealt with as evidence base.</p>	No further action.

Mr Paul Leeming	Carter Jonas	Harrogate	4	4.01	Agree	For the Spatial Portrait of Thetford we consider that it sets the correct balance. It would be appropriate for the statements and justification to be cross referenced to the evidence base.	Support noted. Agree.	Improve referencing to evidence base.
Mr Andrew Codd		Thetford	4	4.13	Agree	The area around Riverside Walk (Argos, M&Co) is suffering from huge lack of investment. Can we solicit an open letter from the owners of these properties as to why they have left them without repair or investment? I don't necessarily blame them for as long as the authorities constantly dither over some grand plan or other for the area / town. Commercial interests should largely be encouraged and correctly zoned - but wishful thinking about what they might or might not do with Riverside for example appears to have stalled any commercially driven development, certainly prevented landlords keeping the area in good repair.	Comments noted. The town centre masterplan would look into this area and liaise with owners.	No further action.
Mr Andrew Codd		Thetford	4	4.18	Comment	As I have commented elsewhere 30% is a shockingly low attainment target. Further I see little assertion saying we will make sure the standard of teaching is best possible. There is too much comment on making this wonderful fragmented, nightmare to manage and administer school spread over the whole of the Town and where to put it. We have a wonderful opportunity to build a large Greenfield school fit for all on a single site (on the new land becoming available). Wherever they are make any new buildings simple, well constructed <comment removed>. And finally any subsidy available for buses should be spent on a school bus service through Thetford residential areas and surrounding villages - not what will be an underused white elephant service linking the new residential areas to town which will be cut when money dries up anyway.	Comments noted. One option for the Academy is all in one place on a Greenfield site. This is being investigated.	Pass on comments to NCC.
Mr Simon Malone		Thetford	4	4.18	Comment	Since the coming into being of the Academy the contentious issue of locating pupils by age groups into either North or South campuses has caused much negative comment. Any proposals to expand existing schools or build new ones MUST take account of the transport required to get the pupils to and from school. The existing North campus for example is a traffic nightmare at beginning and end of school days	Noted. Partners are aware of the key aim of the TAAP - that of modal shift which applies to all journey types, including the school run. Any changes to the education establishments, such as co locating the academy on one site, will trigger the need for a school travel plan. Whilst walking from one side of the town to the other for some might be too far to walk, cycling would be a convenient mode of travel and so too would buses. Comments noted. One option for the Academy is all in one place on a Greenfield site. This is being investigated.	Pass on comments to NCC.
Mr Anthony Poulter	Brettenham and Kilverstone Parish Council	Thetford	4	4.19	Comment	What about trains to London from Diss?	Assume this is of importance as some Thetford residents may go to Diss to travel directly to Liverpool Street Liverpool. NCC are lobbying the relevant rail powers to improve this service from the provision of Wi Fi to time taken to make the journey. This is part of the draft Local Transport Plan 3 which is out for consultation.	Consider including this in the text - along the lines of how some travel to Diss to get to London by train.
Sustrans		Peterborough	4	4.19	Comment	Thetford is also on the National Cycle Network Route 13	Noted.	Add reference to this section.
Mr Roy Denyer		Thetford	4	4.21	Comment	Before any further development should proceed the road infrastructure needs to be constructed. The A11 dualling from Mildenhall to Thetford has been discussed since the 1970's. I can't be that difficult in the 21st Century to build virtually a straight road on flat ground for 15Km. It needs to be built today not in 3 or 4 years. If the loss to the economy is as great as research indicates the £130m needed to build it is a paltry sum to invest. The access to the A134 south to Bury also needs building before any further development and the B1107 needs its first reconstruction since it was built by the Iceni 1000+ years ago. It remains a dangerous road to drive on.	The Government supports the completion of the dualling of the A11. time frame is before 2015 we believe. The Government are aware that it is an important local issue. The Highways Agency and Norfolk County Council have confirmed that the growth of Thetford is not predicated on the completion of the dualling. The link road referred to would have a significant negative impact on the natural environment. The supporting transport work for the TAAP was predicated on this option not being deliverable. A transport plan that can be delivered to support the growth of the town has been completed and that is reflected in the TAAP - some highway improvements coupled with modal shift.	No further action.

Mr Simon Malone		Thetford	4	4.21	Comment	Complete Thetford's by pass ---- build a link to the Bury Road to accommodate the extra growth traffic inevitable from expanding the town.	The Government supports the completion of the dualling of the A11. time frame is before 2015 we believe. The Government are aware that it is an important local issue. The Highways Agency and Norfolk County Council have confirmed that the growth of Thetford is not predicated on the completion of the dualling. The link road referred to would have a significant negative impact on the natural environment. The supporting transport work for the TAAP was predicated on this option not being deliverable. A transport plan that can be delivered to support the growth of the town has been completed and that is reflected in the TAAP - some highway improvements coupled with modal shift.	No further action.
Mr Andrew Codd		Thetford	4	Picture 4.1	Agree	30% attainment is shows lack of ambition. Concentrate on employing the best teachers (with good records of achievement) and less on planning the next big change of site. Remember you cannot ignore the pupils in the system today, right now.	Comments noted.	Pass on comments to NCC.
Mr Thomas Burke		Thetford	4	Picture 4.1	Agree	Section 4:18. " secondary education " sums it all up really.....	Support noted.	No further action.
Mr Roy Denyer		Thetford	4	Table 4.1	Comment	From the previous comment I don't think its shocking that so many people drive to work. I enjoy driving & I have a right to do it. Although the life expectancy of the internal combustion engine burning fossil fuels may be limited I feel it is ill-considered to expect people to stop driving to work. If we all drove cars which ran on hydrogen and only emitted water vapour your views would be deemed prehistoric. I also enjoy cycling to work when it suits me but if I worked in Brandon or Bury I am perfectly capable of cycling there & back but I would suggest that it would a dangerous decision to do so. If you want more people to start cycling then build proper safe cycle routes to places people will want to go to.	Noted. Walking and Cycling network proposed. This network includes destinations.	No further action.
Sustrans		Peterborough	4	Table 4.1	Comment	These figures are shocking. The level of car use is unsustainable and levels of walking, cycling and public transport use are very low. By 2026 Thetford will need to look very different with proportions of walking, cycling and public transport at least doubled. (See Sustrans Call to Action at www.sustrans.org.uk)	Comment noted. The approach of the TAAP is to change this modal split by promoting smarter travel, much of it active travel. The proposed approach is included later on in the TAAP. The Call for Action seems to fit in well with the Smarter Travel Thetford idea. There seems potential for Sustrans to be involved in that.	Consider referring to Call For Action in the supporting text for TH23 - achieving modal shift.
A B Bloomfield		Thetford	5	5	Comment	Who is going to be attracted to Thetford? Who will live here - more EU nationals? What employment is likely when so many industries have failed? What work will there be? Thetford has become a sink town. Where is the money coming from to improve things? Why should Breck land be taken for spurious over development? I am not a NIMBY. I just think Thetford has been messed about too much.	The plans for Thetford are based on household need as opposed to target populations. The household numbers are informed by demographic factors as well as economic trends including net in and out migration levels. Household targets were agreed at a regional level with broad support for the numbers from Breckland Council, Thetford Town Council and a number of infrastructure companies. Breckland Council was supportive of the household targets on the basis of their ability to meet identified household need in the Breckland area and the broad argument that 6,000 homes would equate to 12,000 people and raise Thetford's population by 2026 to 40,000. This population growth is considered necessary to underpin regeneration by raising Thetford's size to that similar to Bury St Edmunds' current population and thereby encouraging investment	No further change.

Diana Goucher	Croxton Hall Farm	Croxton	5	5	Comment	Norfolk does not need all these houses - there is no guarantee this will bring prosperity to the area - it will certainly bring many problems! Remember the London Overspill in 1960!	The household numbers are informed by demographic factors as well as economic trends including net in and out migration levels. Household targets were agreed at a regional level with broad support for the numbers from Breckland Council, Thetford Town Council and a number of infrastructure companies. Breckland Council was supportive of the household targets on the basis of their ability to meet identified household need in the Breckland area and the broad argument that 6,000 homes would equate to 12,000 people and raise Thetford's population by 2026 to 40,000. This population growth is considered necessary to underpin regeneration by raising Thetford's size to that similar to Bury St Edmunds' current population and thereby encouraging investment. Planning has moved on since '60s. Now, plannign is based on local evidnece and understanding of need rather than deliberate strategy in 60's to relocate people who were living in appalling conditions from bomb damaged London. Note that the original figure planned for Thetford was 6,500 and this has been revised down to 5,000.	No further change.
T Goucher	131A The Street, Croxton	Thetford	5	5	Comment	The whole urban expansion of Thetford seems far too ambitious. You are trying to make Thetford into something it is not and bribing the residents by telling of the improvements to the town centre. Of course residents would like to see a vibrant town centre, but at what cost? The environmental impact, pollution from extra cars etc. We need this land to carry on producing food for an ever growing population - more houses/people cannot guarantee an improved Thetford town?	It is a case of the need for development versus loss of agricultural land. The housing numbers reflect local need. The agricultural land is of lower quality. Regarding town centre comment, please see later comments from the public on the town centre, expressing their disappointment in the town centre.	No further change.
Velda Luckhurst	77 Vicarage Road	Thetford	5	5	Comment	Building a further 5,000 dwellings tacked on to the north and east of the town will not deliver a thriving 21st Market Town. It will not be a well planned, self contained sustainable town where people feel part of the community. They don't now so how on earth will then with another 10,000 residents parked on their doorstep.	The community integration section of the TAAP has improved and this issues is emphasised as part of commitments paper. All objectives of the TAAP and policies taken together will result in well planned town.	No further change.
Velda Luckhurst	77 Vicarage Road	Thetford	5	5	Comment	If you insist on this number of houses then you must build a new town at least 5 miles from Thetford to make is a viable proposition. Tack it onto Thetford, the residents on those new estates will not feel part of the town and there will be no reason for them to come to the town centre as they will get everything they need by going to Sainsbury's or Tesco's which most of the population do now.	A stand alone new town less sustainable in terms of the provision of facilities and increasing the need to travel. Environmental constraints exist around the town. The community integration section of the TAAP has improved and this issues is emphasised as part of commitments paper. All objectives of the TAAP and policies taken together will result in well planned town.	No further change.
E Leeder	15 Ulfkell Road	Thetford	5	5	Comment	Personally, I think this is dressed up as a Cambridge overspill. Thetford should be allowed to grow naturally. The infrastructure of the town centre is not large enough to support growth on this scale as proposed. As for the bus station proposal, it is the worst scenario I could imagine. I have lived in Thetford all my life and would suggest the opinions of residents be accepted over poliital reasons.	Landowners been promoting land for last decade in one form or another - development could have come forward in the area regardless of the TAAP. The TAAP will guide that development be including policies that will need to be addressed. Growth is likely to happen over 15 years or more. TAAP addresses infrastructure requirements in various locations.	No further change.
Mrs L Brightman	41 Collingwood Walk	Thetford	5	5	Comment	I do not think there is sufficient need in the present economic climate for extensive building, particularly as employment opportunities are lacking and companies are closing down.	The TAAP plans for the next 15 years or more. Within that time period the county is likely to emerge from the current economic downturn, potentially in the next year or two. There is also a demand for housing in the area. Council has an active Economic Development team so take provision of jobs seriously. Thetford is a good strategic location and the A11 will be dualled shortly.	No further action.

Ian Poole	St Edmundsbury Borough Council	Bury St Edmunds	5	5.01	Comment	<p>St Edmundsbury Borough Council is concerned about the environmental sustainability of the vision, considering the growth forecasts for the town. There would not appear to be sufficient consideration to the impact of the growth on the wider area and, in particular, the travel implications of the growth proposals. There does not appear to be sufficient community infrastructure proposed in the town commensurate with the planned population growth and therefore the additional population will place a burden on services and facilities in other towns including Bury St Edmunds. The Borough Council is of the opinion that insufficient evidence has been put forward to demonstrate that these facilities have the capacity to grow to accommodate this level of growth, or that the additional levels of traffic can be accommodated on the wider highway network without having a detrimental environmental impact on either the network or villages along the route.</p>	<p>Late representation. Comments noted. See comments on health and education. Public transport review would include bus provision to Bury St Edmunds. There is an updated transport study completed in 2010. Town Centre to be regeneration with the aim of retaining loss to Bury St Edmunds (and associated transport issues).</p>	<p>Late representation. Comments noted.</p>
							<p>Disagree. The Draft Final TAAP has been prepared in accordance with the Breckland Core Strategy and meets the requirements of PPS12 in terms of being effective and deliverable. The references to an earlier Preferred Options version of the document which pre-existed the adopted Core Strategy obfuscates the significance of the sound environmental evidence which underpins the Core Strategy and informs the Habitats Regulation Assessment for both the Core Strategy and TAAP. Whilst it is recognised that existing evidence base does not provide a comprehensive explanation of the causal relationship between lower nesting densities for stone curlew proximate to built development it is nonetheless a statistically robust analysis which justifies a precautionary approach.</p> <p>Breckland Council is not in receipt of any new empirical evidence that identifies the causal relationship and therefore informs the effectiveness of any mitigation. Reference is made to the work of the Landscape Science Consultancy's 2011 Study on behalf of Shadwell Estate and others. Breckland Council has seen the report and has raised concerns that whilst the report reaffirms that there is a relationship between nesting densities and Stone Curlew the report itself has been prepared with sufficient bias to focus on issues other than the effects of development. Therefore a precautionary approach must continue to be applied in respect of the Brecks SPA and habitats suitable for Stone Curlew in relation to the finalisation of the TAAP. In the absence of any evidence, Breckland Council is unable to re-consider alternative options for the growth of Thetford including land to the south and east of the town which lies within 1500m of protected habitat suitable for Stone Curlews.</p> <p>Breckland Council has agreed to instigate further research on the basis of re-running existing modelling work but given the issue affects the SPA the Council is keen to work collaboratively with other local planning authorities in the SPA on developing further evidence base. This process is taking time and sufficient additional evidence is not going to be completed in time to inform the TAAP. Consequently, the issue of the potential for alternative options for growth is going to have to be assessed as part of the Core Strategy Review. Whilst the environmental evidence (and subsequent Habitats Regulation Assessment) has fundamentally affected the Council's initial preferred option for Thetford the authority is nonetheless in the position of having a deliverable TAAP which broadly conforms with the Core Strategy and can be demonstrated to be deliverable and effective against the agreed spatial objectives for the area.</p>	

Mrs Jenny Gladstone	Norfolk Geodiversity Partnership	NORWICH	5	5.01	Disagree	In this Draft Thetford Area Action plan, I can locate no mention at all of geology or Geodiversity at all, except in restating SO8. Nowhere is the Geodiversity content of SO8 addressed. I would have expected to find it in Section 12, under Locally Distinctive features of the landscape, however there is no mention there of Thetford's amazing geology which is the basis for all biodiversity and landscape. I consider this document is inadequate for Geodiversity unless this omission is addressed.	Loops still remain and the route takes in the meres to the north of Croxton as well as the Devil's Punch Bowl – something emphasised in Norfolk Earth's heritage. This is shown in map 21.1 on page 98. The Sustainability Appraisal Report was amended in 2010 to fully reflect Geodiversity in the sustainability objectives.	No further action.
P Dunnett	19 Admirals Way		5	5.01	Comment	"Thetford will be an important town fortourism". Please justify this claim! The TAAP contains nothing that would encourage tourism, there's not even a town centre management plan with details of how the few existing historical features that remain after the wholesale demolition of the 1960's and 70's expansion, would be preserved and enhanced. Breckland or Thetford Councils couldn't / wouldn't even support a tourist office long term to support and encourage visitors to the town. Tourism outside of the Thetford boundary is beyond your remit and therefore out of your hands.	The TAAP takes account of the need to preserve the listed historic buildings and Moving Thetford Forward in conjunction with the Thetford Town Council and other partners recognise the importance of heritage in attracting tourists to the town. The 'Discovering Thetford' scoping study, which can be viewed at http://www.movingthetfordforward.com/DiscoveringThetford-AScopingStudyFINAL.pdf recognises the importance of the town's heritage offer to tourists and residents alike. The subsequent feasibility study has been prepared and partners are looking to raise the finance necessary to deliver the projects identified. Thetford has many tourist attractions: Dad's Army, Priory Ruin, Ancient House, Thomas Paine, Charles Burrell, Castle Mound and the BTO Nature Reserve.	Aspects of this comment could inform the brief for the masterplan.
Sustrans		Peterborough	5	5.01	Agree	Support this vision	Support noted.	No further action.
Mr Simon Malone		Thetford	5	5.02	Comment	Thetford is already the largest town in Breckland and will be significantly larger again under these proposals. I believe the seat of government in this District needs to be where the bulk of the population resides and not is it currently is operating in a remote location nearly 30 miles away.	Noted, although not something for the TAAP to address.	Pass comments to BDC.
Mr Anthony Lewis		Norwich	5	5.04	Comment	Breckland District's conservation record in Thetford is deplorable - St Mary's, Cosy Carpets derelict building, Abbey Barns, Old Market St penthouse flats, care of conservation area buildings such as the Anchor, and the planned removal of the Grade II listed Chinese restaurant on Bridge St. What is happening to make us believe that Breckland is going to behave differently in the future?	An issue outside of the TAAP remit.	Pass comments to BDC.
Mr Tom Gilbert-Wooldridge	English Heritage	Cambridge	5	5.04	Comment	We welcome the commitment to conserving, enhancing and respecting the town's heritage assets. It would be helpful if a footnote could be included to refer to the Thetford Historic Environment Assessment and the Thetford Historic Environment Survey as key pieces of background evidence.	Agree.	Refresh section as per rep.
Mr Anthony Poulter	Brettenham and Kilverstone Parish Council	Thetford	5	5.05	Comment	Thetford won't increase in size but the area covered by the TAAP will have inter alia an additional 5000 homes	The policies cover the Area Action Plan Area irrespective of Parish Boundaries. The proposed growth will be adjoined to Thetford and reflects the deliverable option in the AAP area.	PPA could pick up future administrative and management issues. BDC plan to undertake a Community Governance Review, which will look at all the administrative boundaries throughout the Breckland area.
Mr Anthony Lewis		Norwich	5	5.06	Comment	Why? Clearly there is a need and duty to ensure that people are adequately housed, but 5000 new homes suggest an unnatural expansion such as that experienced in the 1960's. Look at the demographic survey produced by Keystone.	The plans for Thetford are based on household need as opposed to target populations. The household numbers are informed by demographic factors as well as economic trends including net in and out migration levels. Household targets were agreed at a regional level with broad support for the numbers from Breckland Council, Thetford Town Council and a number of infrastructure companies. Breckland Council was supportive of the household targets on the basis of their ability to meet identified household need in the Breckland area and the broad argument that 6,000 homes would equate to 12,000 people and raise Thetford's population by 2026 to 40,000. This population growth is considered necessary to underpin regeneration by raising Thetford's size to that similar to Bury St Edmunds' current population and thereby encouraging investment	no further action

Mr Anthony Poulter	Brettenham and Kilverstone Parish Council	Thetford	5	5.08	Comment	Thetford Urban Extension in at least 2 places and the first line should be amended to read: "...tangible impacts for all those who live in the area surrounding Thetford,....."	It was agreed that the scheme should be referred to as Thetford Urban Extension.	amend to say 'and adjoining communities'.
Mr Michael Meadows	Natural England	Norwich	5	5.08	Comment	We reiterate our previous comments (letter dated 27 May 2010) regarding the tone of paragraph 5.8 , which also applies to 9.3 . In our view the influence of the Core Strategy HRA on the TAAP is too negative. Its contribution to the sustainability credentials of the TAAP could be recognised here.	It needs to be recognised that the Habitats Regulation Assessment process has strongly influenced the pattern of development in Thetford and the TAAP reflects this. However, the positive can be accentuated and it should be recognised that the outcome of the HRA process has been the protection of the SPA features as well as enabling growth to take place.	Delete 'heavily' from second sentence. Create a new third sentence by inserted a full stop after 'Strategy'. Delete remaining text and replace with a new fourth sentence to read. "The outcome of the HRA process has been the protection of the qualifying features of the Breckland SPA whilst simultaneously enabling growth to occur, provided this takes place via a single urban extension to the north of the town."
Mr Tom Gilbert-Wooldridge	English Heritage	Cambridge	5	5.09	Comment	It would be helpful if the vision (both here and in Section 10) included reference to preserving and enhancing heritage assets within and adjoining the urban extension area. This includes Gallows Hill Scheduled Monument and the listed buildings at Kilverstone Hall, but also undesignated heritage assets.	Agree to some extent.	Expand 5.9 to refer to this rep.
Mr Thomas Burke		Thetford	5	5.11	Disagree	Paragraph : 5.10. " benefited ".....????	Noted.	No further action.
Mr Anthony Poulter	Brettenham and Kilverstone Parish Council	Thetford	5	5.12	Comment	This is not clear	Agree.	Refresh section
Mr Simon Malone		Thetford	5	5.14	Disagree	Surely the greatest need to stimulate the town is a major redevelopment of most of the 60's shopping area which is run down, decaying and presents a very poor image to residents and visitors alike. this town has a unique riverside frontage to its prime shopping area and leaders of vision need to grasp this and lead the way on reconstructing this whole area imaginatively. Only then will high street names in the retail world feel attracted to the town and in doing so will encourage the local population to use their town	Comments noted, hence the recommendation for the town centre masterplan.	No further action.
Mr Anthony Poulter	Brettenham and Kilverstone Parish Council	Thetford	5	Table 5.1	Comment	Table 5.1 seems to be missing	Table 5.1 is provided.	No further action.
Mr Paul Leeming	Carter Jonas	Harrogate	6	6.01	Comment	The Objectives set out at Section 6.0 reflect the spatial strategy and relate back to the vision. We would advocate removal of the word "problems" from the dialogue because it provides negative connotations.	Agree.	Make change as per rep.
Mr Anthony Poulter	Brettenham and Kilverstone Parish Council	Thetford	6	Table 6.1	Comment	Thetford SO2 - how will this be delivered Thetford SO3 - this should include access and primary care facilities. What are the police infrastructure deficits (as opposed to what they would like) Thetford SO 8&9 To comprehensively protect??? Thetford so10 This is a bit woolly!	SO2 - an employment topic paper is being produced. SO3 - uses the term health infrastructure. SO10 - disagree, wording is adequate.	Review the use of the word 'comprehensively'.
Mr Neil Stott	Keystone Development Trust	Thetford	6	Table 6.1	Comment	Keystone Development Trust recognises the huge opportunity that growth offers to the people who live, work and or study in Thetford. However, there are three key principles which we believe must be at the centre of the plan and all the objectives and policies contained therein. 1. The plan, its objectives and policies must be inclusive and support the principle of integrated communities. 2. The development of the town centre, must lie at the heart of growth and future development 3. There must be investment in the western estates to provide balance to significant investment in the urban extension.	Town centre covered by SO5. Existing estates covered by SO6. SO1 covers integration.	Improve integration section of the TAAP.

Tony Poulter	Brettenham and Kilverstone Parish Council	Brettenham and Kilverstone Parish Council	6	Table 6.1	Comment	1 second bullet – How does the TAAP actively engage with the local community? (it's only a plan). 2 first bullet SO1 – deliver 15,200 net new homes – is this really true? 3 SO4 Don't we want to attract new employment? 5 SO19 Quite – that' why we need to reconsider the bus and train station and southern link road.	SO1 mentions 5,000 dwellings. SO2 refers to employment. Bus and train station are part of plan. Option has not been discussed or recommended in the Transport work supporting the TAAP. Initial problems would be the Stone Curlew Buffer, flooding and drainage as well as cost. Transport study has produced a strategy to support the TAAP based on some highway improvements and modal shift	No further action.
Mr Tom Gilbert-Wooldridge	English Heritage	Cambridge	6	Table 6.1	Agree	We welcome Strategic Objective 9 on the historic environment and the aim to preserve and (where appropriate) enhance the town's heritage assets, which is consistent with Planning Policy Statement 5 (Planning for the Historic Environment).	Support noted.	No further action.
Mr Anthony Poulter	Brettenham and Kilverstone Parish Council	Thetford	7	7.01	Comment	What are the potential issues regarding the coalescence of Thetford and Croxton [why add village?] These have never been mentioned before	Croxton Village is the main urban area within Croxton Parish. By going North of the A11 for residential and employment development, the strategic gap between the village and Thetford will be reduced - hence the term coalescence. This issue has been identified since the end of 2008 and supported at the Core Strategy Examination in Public.	No further action.
Mr Derek Mortimer		x	7	7.01	Comment	Moving Thetford Forward must redefine boundaries to the A11 bypass and the Norwich Road roundabout to enable equal community charging and administration.	Comments re administrative boundaries noted. Comments to be passed to BDC's democratic services. No further action for the TAAP as it is not the document to address administrative boundaries.	Pass comments to democratic services. No further action for the TAAP.
Mr Paul Leeming	Carter Jonas	Harrogate	7	7.05	Comment	As a matter of record we would suggest that the main Proposals Map is revisited to ensure that there is consistency between the map and the corresponding Legend. For example the Legend for the SUE (cross hatching) is not conveyed on the main plan. In terms of the settlement limits identified upon the Proposals Map, we would suggest that for the purposes of "housekeeping" the Development Limit should follow the southern edge of the main A11 west bound carriageway so that it coincides with the boundary of The Sustainable Urban Extension Masterplan. This would include the land at the A11 Norwich Road junctions, the A11 Croxton Road junction and the land in and around the Gallows Hill SM A11/Mundford Road junction along with land to the south of the Norwich - Ely railway line. Figures demonstrating the extent of these changes are included at Appendix 1.	Agree figures 2, 3 and 4. Disagree Figure 1 - Gallows' Hill - see rep from English Heritage.	Amend accordingly.
Mr Tom Gilbert-Wooldridge	English Heritage	Cambridge	7	7.07	Comment	We welcome the exclusion of the scheduled monument at Gallows Hill from the proposed amended settlement boundary for Thetford. This would provide greater clarity that the monument is situated outside of the area of possible residential development (as defined by Policy DC2 of the Core Strategy). It would also resolve an issue with the existing settlement boundary, which currently incorporates part of the scheduled monument (given that the existing boundary pre-dates the scheduling).	Support noted. Leave as is.	No further action.
Chisman Gary	Highways Agency	Bedford	7	7.09	Comment	The broad approach of directing development to the south of the A11, adjacent to existing urban areas, is sensible. The Highways Agency is unlikely to support development to the north of the A11 if plans were to change and/or if difficulties arose in the supply of land identified to the south of the A11 for the Sustainable Urban Extension (SUE).	Support noted.	No further action.
Mr Simon Malone		Thetford	7	7.09	Agree	I agree strongly. There may or may not be benefits to Croxton Parish being urbanised to the south of the A11. The character of the village must be protected as a historic, rural Breckland village and there must be no connecting development allowed in the future.	Support noted.	No further action.
Mr Tom Gilbert-Wooldridge	English Heritage	Cambridge	7	7.09	Agree	We support the Council's view that development to the north of the A11 should not form part of the TAAP proposals and welcome the list of reasons. In particular, the potential to harm the historic landscape and the setting of heritage assets, including Croxton Conservation Area, makes development to the north of the A11 problematic.	Support noted.	No further action.

Mr Ed Chambers	Thetford Town Council	THETFORD	7	Picture 7.1	Comment	A key issue will be the dependency of new residents outside the existing Thetford parish boundary on infrastructure within that boundary. Whilst the Committee can understand that, from a planner's perspective, administrative boundaries are not a relevant factor, it fails to see how "integration with existing communities" can be achieved in any pragmatic way without boundary change	Comments re administrative boundaries noted. Comments to be passed to BDC's democratic services. No further action for the TAAP as it is not the document to address administrative boundaries.	Pass comments to democratic services. No further action for the TAAP.
Mrs Julie Malcolm		Thetford	9	9.01	Disagree	Too much housing is planned for Thetford. I do agree there is a need for more housing but not to the degree that is proposed. There does not seem to be the right balance of employment opportunities and housing. Where are all these people going to find jobs when there is not enough employment for the existing residences. I think this needs to be looked at again.	The housing numbers for Thetford for the period 2001-26 were set in 2009 as part of the adopted Breckland Core Strategy. In preparing the TAAP, the Council has evidence to support reducing the housing growth from 6,500 down to a minimum of 5,000, however the principle of housing growth was consulted on between 2005 and 2008. The role of the TAAP is to determine the location and phasing of the established housing numbers.	No change.
Mr Simon Malone		Thetford	9	9.02	Disagree	The evidence for the 6000 house development is strongly presented. I do not feel the same degree of evidential commitment for the wider regeneration of the town has been presented. Much of what has been said in this context is woolly and imprecise.	The Paragraph alludes to wider regeneration of the town although it is recognised that some additional text could helpfully reaffirm the intended consequences for regeneration from the scale of housing growth.	Delete first sentence of paragraph. Insert " recognising that housing growth will create a critical mass of population to support the wider regeneration of the town."
S Lenane		Thetford	9	9.02	Disagree	I do not agree that there is support amongst Thetford residents for such a large number of new dwellings. I think that the town is too small to support so many.	The housing numbers for Thetford for the period 2001-26 were set in 2009 as part of the adopted Breckland Core Strategy. In preparing the TAAP, the Council has evidence to support reducing the housing growth from 6,500 down to a minimum of 5,000, however the principle of housing growth was consulted on between 2005 and 2008. The role of the TAAP is to determine the location and phasing of the established housing numbers.	No change.
Mr Michael Meadows	Natural England	Norwich	9	9.03	Comment	We reiterate our previous comments (letter dated 27 May 2010) regarding the tone of paragraph 5.8 , which also applies to 9.3 . In our view the influence of the Core Strategy HRA on the TAAP is too negative. Its contribution to the sustainability credentials of the TAAP could be recognised here.	It needs to be recognised that the Habitats Regulation Assessment process has strongly influenced the pattern of development in Thetford and the TAAP reflects this. However, the positive can be accentuated and it should be recognised that the outcome of the HRA process has been the protection of the SPA features as well as enabling growth to take place.	Delete 'heavily' from second sentence. Create a new third sentence by inserted a full stop after 'Strategy'. Delete remaining text and replace with a new fourth sentence to read. "The outcome of the HRA process has been the protection of the qualifying features of the Breckland SPA whilst simultaneously enabling growth to occur, provided this takes place via a single urban extension to the north of the town."
Mr Paul Leeming	Carter Jonas	Harrogate	9	9.04	Comment	We consider that this may be an important consideration in providing perspective on where there may be a divergence between the TAAP and the Core Strategy; for example on the housing numbers (which reflects specific site considerations but also the responses from various pre-application and master planning public consultation events).	Comments noted	No change.
						The mini-vision on housing and the supporting Topic Paper on "Thetford Housing Numbers, 2001 to 2026" provide a suitable justification for the reduction in housing numbers from those set out in the adopted Breckland Core Strategy. During the Core Strategy examination in 2009, there was substantial discussion regarding the delivery of the housing numbers and that much of this would be delivered through the SUE. Support was given by the landowners' representatives at the time based upon material set out in the Core Strategy's evidence base suggesting that around 7,500 dwellings could be delivered primarily within the SUE. That evidence base was proportionate and appropriate at the time.		

Mr Paul Leeming	Carter Jonas	Harrogate	9	9.04	Comment	Subsequent work by Breckland Council and detailed survey work by the landowners on the various environmental/ecological/archaeological, physical, infrastructure and landscape constraints has informed a more detailed masterplan and land use budget. The resultant land budget seeks to balance the principal housing and employment land uses along with ancillary community and social facilities, open space, green and transport infrastructure. To achieve the higher number would result in high density development which is not in character with the rest of Thetford, would not sit well within the site, or the wider landscape context and is not desirable in terms of the housing market. This has resulted in housing numbers of around 4,500-5,000 dwellings. As pointed out above, public consultation exercises on the masterplan revealed a desire from Thetford residents for a move towards lower housing numbers than prescribed in the Core Strategy; amongst other reasons to provide a good quality residential environment.	Comments noted, Section 9 of the TAAP and the accompanying Topic Paper seek to provide robust and local justification for the divergence in housing numbers between the Core Strategy and the emerging TAAP document. The proposed housing figures presented in the TAAP are based on extensive local evidence which has emerged since the Core Strategy Examination in 2009. The overall approach has been discussed with the Planning Inspectorate and it will be incumbent on Breckland Council to demonstrate that steps are being taken to address the District's housing requirements across all LDF documents, including any review of the Core Strategy. The available land budget and associated density of development has been one of the local factors which have informed revisions to the overall housing numbers for Thetford since the adoption of the Core Strategy.	No change.
Mr Paul Leeming	Carter Jonas	Harrogate	9	9.06	Comment	Paras 9.6 to 9.8 suggest that the Housing Mix will reflect available evidence on housing need. We would suggest that this text be amended to suggest that the mix of housing should reflect market demand and wider considerations, informed by evidence of need. We would suggest that this approach equally applies to any housing development which comes forward in Thetford.	Disagree. The evidence on housing mix should be informed by local evidence on need and what is required to help balance the housing market as presented in the Strategic Housing Market Assessment (2007) and any update to the SHMA. The Council is mindful of ensuring development is viable and as such paragraph 9.6 states that the SHMA evidence is a starting point. This indicates that the Council will negotiate and respond to any local evidence on need/demand. However paragraphs 20-24 of PPS3 'Housing' are clear in that large strategic sites should reflect demand and profiles of housing having regard to the findings of the SHMA.	No change.
Steve Greener	Homes and Communities Agency		9	9.06	Comment	Paragraph 9.6 in the section on housing mix refers to affordable housing and the tenure types. No mention is made of the new Affordable Rent product which should be incorporated.	Agree. Amend paragraph 9.6 accordingly	Amend final sentence of paragraph and delete 'social' and replace with 'affordable'
Chisman Gary	Highways Agency	Bedford	9	Figure 9.1	Comment	It is not clear how the proposed housing delivery trajectory as depicted in TAAP Figure 9.1 has been derived and how this relates to the phases described in TAAP Table 11.2. Clarification is required.	Agree. The Housing Trajectory needs to be revisited to ensure consistency with the masterplan and phasing.	Revisit trajectory to ensure consistency with masterplan phasing.
Mr Anthony Poulter	Brettenham and Kilverstone Parish Council	Thetford	9	Figure 9.1	Comment	would benefit from the cumulative total number built above each histogram bar. In this way it would be easier to monitor development progress.	Comments noted. Already figures at the top of each bar and more would cause confusion.	No change .
Mr Paul Leeming	Carter Jonas	Harrogate	9	Figure 9.1	Comment	At the start of Section 8 Thetford SUE - Introduction the text suggests that this sets out a series of policies only applicable to the Thetford Sustainable Urban Extension. This is contradicted by the subsequent Section 9 Housing which sets out the housing trajectory "for Thetford" as a whole. It is acknowledged most of the housing will come forward within the SUE, however, the Housing Topic Paper and the narrative for the Estate Regeneration "Area Intervention" (Section 28) suggest that several hundred new dwellings could be created through remodelling the Radburn layouts; these are not accounted for in the trajectory. Consequently the draft TAAP is not consistent with the approach in the Core Strategy which suggests that a supply of (Brownfield) housing sites may arise in the latter part of the plan period from the Estate Regeneration.	Agree. The Housing Trajectory needs to be revisited to ensure that the projected completions reflect latest phasing for the Urban Extension masterplan as well as latest reasonable urban capacity estimates.	Revisit trajectory to ensure consistency with masterplan phasing and updates on other sources.
Mr Anthony Poulter	Brettenham and Kilverstone Parish Council	Thetford	10	10.01	Comment	Vision got Thetford Urban Extension (why Thetford again? What about mention of access, health of the population and 5000 new home? Why can't the seemingly anodyne PPA be part of the TAAP?	PPA is part of the planning application process, not development plan process. Access is mentioned and so too is health.	Ensure correct terminology - Thetford Urban Extension versus Thetford Sustainable Extension.

Mr Paul Leeming	Carter Jonas	Harrogate	10	10.01	Agree	We generally agree with the mini-vision set out in Section 10 Vision and Objectives. It would be appropriate for the reference to the Planning Performance Agreements (PPA) to also reflect that the two landowners and their representatives are highly supportive of the use of such agreements. Such documents do not constitute legally binding contracts but oblige the parties to work in partnership and collaborate to determine and bring forward complex development proposals in a timely manner.	Agree.	Refresh section as per rep.
Mr Robert King	Croxton Parish Council	Thetford	10	10.01	Comment	Residents (both Croxton & Thetford) feel there has been inadequate consultation/discussion between developers (Pigeon) and this Parish Council or the residents and that they are in fact not listening to the many concerns raised.	Comments noted. As part of the planning application, there must be proof of how BDC's Statement of Community Involvement have been followed.	Raise at PPA discussions.
Mr. neil blackshaw	Thetford healthy town programme	Thetford	10	10.01	Disagree	A clear statement is required as to how the development in the SUE will be controlled and managed over the long term - 20 years. The policy framework currently provided by the CS and the TAAP is simply not adequate to achieve the certainty of outcome that is required. The PPA is not the vehicle to achieve quality of design, housing targets etc etc; it is, as this section states merely to guide the process. This section should specify the content of the outline planning application and indicate what information will be required as a means of determining the application. The conditions imposed on the outline will have to be supported by clear policy. In our view there are significant gaps in the policy framework which cannot be remedied during the application process and must therefore be incorporated in the TAAP. The masterplan does not provide a sound or adequate basis for a conditional planning approval. The further amendments suggested by THTP are aimed at strengthening the policy framework.	Disagree. The issues raised here could duplicate the local list, policy requirements in the Core Strategy and eventually the TAAP and that is really what the PPA is for. The PPA will also bring forward specific site issues that are not yet understood through the TAAP process. The Draft Final TAAP provides a clear direction for the policy framework and it will be amended and revised as a result of the responses we received and developing evidence base - as such there is a clear policy framework emerging and at an advanced stage. We will be taking on board comments from THTP if there is merit to do so.	No further action.
Mr Ed Chambers	Thetford Town Council	THETFORD	10	10.03	Comment	The Committee notes that the statements set out on page 35 fail to set out how a larger, distinctive community might be delivered. Detailed arrangements for the provision of standard 'third tier' services are not spelt out. No suggested precepting mechanism is clearly stated.	Comments noted. This version of the TAAP was drafted October/November 2010 and the PPA has moved on considerably since then. As such we can expand this section of the TAAP accordingly. Detailed delivery issues and responsibilities will be thrashed out through the PPA. We will add Keystone to the delivery partner list. We will improve the community section of the TAAP such as integration.	Refresh PPA section and improve community section.
Mr Paul Leeming	Carter Jonas	Harrogate	11	11.01	Comment	We have concerns in relation to the approach taken with regards to the Thetford Enterprise Park (TEP) as suggested in para 11.10. This is muddled and states that the TAAP will make provision for 40ha in the Urban Extension including the TEP; the TEP is not part of the SUE and is an existing site with planning permission. To some extent this reflects our concerns regarding the structure of the TAAP document which mixes town wide issues with those pertaining to the SUE. We would also suggest that this approach is not consistent with the Core Strategy Policy CP3 (E) as outlined above which suggests that some 30-40ha strategic employment land should come forward within Thetford.	Comment noted.	Reference to the TEP will be improved and made clearer.
Mr Paul Leeming	Carter Jonas	Harrogate	11	11.01	Comment	On this basis to accord with the Core Strategy would suggest that an additional 12-22ha of strategic employment land needs to be provided through the TAAP (once the TEP is accounted for). A most recent land use schedule (February 2011) suggests that the quantity of employment land will amount to 22.6ha split over the various phases and will therefore accord with the Core Strategy requirement. We would suggest that in addressing this issue it may be appropriate for the TAAP to include a Plan wide policy to demonstrate how it will satisfy the employment requirement set out in the Core Strategy.	Disagree. The strategy for the TAAP is to allocate that 22 Ha within the Urban Extension as stated in the representation. This is covered within Policy TH13. The approach to existing employment land is covered in Policy TH40.	No further action.

Mr. neil blackshaw	Thetford healthy town programme	Thetford	11	11.01	Disagree	<p>There should be a new policy that addresses the housing provision in the SUE, specifically; Each phase is expected to provide a mix of housing type, size and affordability. Affordable housing should be to the same standard as comparable market housing. There should be no more than 10 contiguous units of affordable housing. All housing should be designed to lifetime homes standard and a proportion to wheelchair standard. Proposals will be expected to show a mix of housing provision that can be demonstrated to cater for all age groups in each phase of development compatible with the Lifetime Neighbourhood concept. Proposal for gated housing areas will not be approved REASONS The proportion and type of affordable housing and the mix are reliant on high level policies in the CS . There are no specific policies in the TAAP which is an unacceptable weakness.</p> <p>The CS refers to the housing needs but no attempt has been made to specify what these are in Thetford as things stand. It is accepted that demand may change and that there needs to be flexibility and that too rigid a policy would not be appropriate. However, without more specific policy-based requirements there is a high risk that the aim of a balanced community will not be achieved due to market and other pressures.</p>	Representation raises some valid points, but this is best covered off as part of the PPA. Current best practice is to 'pepper pot' affordable housing and make the development tenure blind. At present there is no further local evidence beyond that which informed the Core Strategy.	No further action for the TAAP but feed comments to PPA process.
Mr Tom Gilbert-Wooldridge	English Heritage	Cambridge	11	11.04	Comment	We note that the proposed masterplan, as displayed in Map 11.1, shows "formal and semi-natural parkland" covering the scheduled monument at Gallows Hill, with Table 11.2 showing the draft land-use amounts. It is not clear from the table whether "amenity open space" includes the scheduled monument or whether the monument is excluded from the land-use breakdown. Clarification on this point would be welcomed.	Land use budget and masterplan need refreshing in light of all comments received. Comment noted and the TAAP will clarify.	Liaise with landowners and ensure the land use budget shows the desired information.
Chisman Gary	Highways Agency	Bedford	11	11.05	Comment	Has the potential for land supply difficulties identified by site investigations been taken into account in the development phasing and housing trajectory? Has a contingency plan been defined to deal with land supply difficulties? How flexible and amenable are phasing plans to potential land supply difficulties?	The Housing Trajectory needs to be revisited to ensure consistency with the masterplan and phasing. Contingency is to look at Core strategy review.	Revisit trajectory to ensure consistency with masterplan phasing. Amend section 9 re Core Strategy review.
Mr Tom Gilbert-Wooldridge	English Heritage	Cambridge	11	11.07	Comment	We note the proposed phasing of the urban extension in Map 11.2. It would be beneficial if the gradual development of the urban extension could be linked to the regeneration of the town centre, to ensure that development on the edge of Thetford does not outstrip efforts to improve the town centre. Certain targets could be employed based on numbers of houses delivered in the urban extension linked to specific developments and improvements within the town centre.	Unreasonable to restrict and constrain the delivery of homes and jobs by linking them to redevelopment and regeneration proposals which are beyond the control of the Urban Extension site owners / developers. The TAAP encourages and facilitates the early delivery of the Town Centre regeneration to meet existing needs as well as arising needs by positively identifying redevelopment opportunities; having a supportive and flexible approach to town centre planning and by restricting the quantity of town centre uses at out of town locations.	No further action.
Mr Simon Malone		Thetford	11	11.13	Disagree	I disagree with this analysis. Surely the local landscape character is very much of large woodland blocks around a significant sector of the town.	This refers to looking into the town. Open landscape refers to the agricultural fields.	No further action.
Mr Paul Leeming	Carter Jonas	Harrogate	11	11.15	Comment	Reference (para 11.15) is made to the setting of buildings at Kilverstone Hall but makes no mention of setting of the Gallows Hill Scheduled Monument.	Noted.	Expand para 11.15 to cross refer to TH4 and TH5.
Mr Paul Leeming	Carter Jonas	Harrogate	11	11.19	Comment	Para 11.19 should make reference to the use of green roofs across the plan area.	There is specific evidence for a green roof area within the Urban Extension from the GI Study which is what the TAAP reflects. This is a specific response to a specific piece of evidence. BDC as a LPA is very supportive of green construction and through Core Strategy policy DC16 we allow for good and sustainable design.	No further action.
Mr Anthony Poulter	Brettenham and Kilverstone Parish Council	Thetford	11	11.21	Comment	what is the Manual for Streets?	National guidance on best practice for the design of streets and roads published by the Government.	Add as footnote or in glossary.

Bob King	Croxton Parish Council	Croxton	11	Map 11.1	Disagree	The development of all housing and employment areas along the south side of the A11 bypass will inevitably create a 'dormitory' area with direct access onto the A11 and encourage movements outward to Norwich, Cambridge, and London etc. for employment, and inward movement from these areas by people seeking new more attractively priced housing.	Disagree. The whole document is pulling towards achieving a high level of self containment as possible - employment land provision, services, town centre regeneration, transport links, education.	No further action.
Bob King	Croxton Parish Council	Croxton	11	Map 11.1	Disagree	Although it is appreciated that the stone curlews need to be protected we feel the application in this case is flawed. We understand in order to facilitate the A11 dualling project some nesting stone curlews are to be 'sensitively relocated'. If this is the case then why can this solution not be employed to the TAAP to release land which will allow better distribution of some development to the east and southeast of Thetford around the Town Centre promoting it as the hub of Thetford rather than creating a distorted and separated development of the town.	The approach taken as part of the A11 dualling is because the dualling cannot go anywhere else and is of over riding public interest. The housing can go somewhere else and is not of over riding public interest.	No further action.
Chisman Gary	Highways Agency	Bedford	11	Map 11.1	Comment	Whilst it is recognised that detailed development layouts may not yet be fully determined, Map 11.1 (p.37) indicates that proposed employment land will be divided into five individual parcels, two of which are clustered around the A11 Croxton Road junction and two around the A11 Norwich Road junction (the remaining one adjoining the existing Fison Way Industrial Estate). The approach of dividing the total SUE employment land provision into several parcels spread across the SUE is considered reasonable, as this could potentially maximise accessibility by future residents on foot/cycle. Further clarification is required regarding how these employment clusters will be connected to the local road network. The type of employment eventually provided may generate traffic that is not compatible with the nearby residential areas and it may be necessary to separate incompatible traffic, for example, HGVs and private cars. If, to avoid this, direct linkages were to be provided onto Croxton Road and Norwich Road, consideration will need to be given to the distance between any new development access and the A11 and the interaction of traffic movements and junctions. The Highways Agency will need reassurance that additional vehicle accesses do not cause an adverse knock-on effect on the A11. The employment areas indicated adjacent to the A11 Croxton Road Interchange suggests that employment land use is within the interchange. It should be noted that direct access to the A11 slip roads will not be permitted. It is recognised that Map 11.1 is not a detailed masterplan and may be subject to revision.	Connection to the local road network is a matter of detailed planning and can be discussed through the Planning application process including the PPA. Please note however that for the employment allocation adjoining the Fison Way Industrial Estate, it is specified that traffic will access this site through Wyatt Way.	Raise at Transport PPA meeting. No further action for the TAAP.
Daniel Routledge		Thetford	11	Map 11.1	Comment	My young daughter's bed is about 6ft from the farm track next to our house so it should not be used for cars. Also suggest some kind of deterrent for motorbikes. Heathlands Drive is mainly bungalows. We do not want to be overlooked by tall houses so suggest new bungalows with similar density are built in the next field. This would allow us to keep our privacy and make the area look balanced. Also, employment area to be built to the rear of my house should be low rise offices to keep noise pollution to a minimum. Industrial units keep near main road.	Core Strategy has Policy DC1 that seeks to protect amenity.	Pass on comments to Landowners as part of PPA process. No further action for the TAAP.
David Wright	TY Hanner, Green Lane		11	Map 11.1	Disagree	Taking of agricultural land for housing is unsustainable and should be avoided at all cost.	We recognise that growth in Thetford will result in loss of agricultural land, however we have got to balance the delivery of homes and jobs. The land is also towards the lower end of grades for agricultural land.	No further action.
Diana Goucher	Croxton Hall Farm	Croxton	11	Map 11.1	Disagree	Far too many houses on north side of town at Thetford. There seems to be discontent among residents in Thetford, Attleborough and Wymondham. Many people are not bothering to reply because they feel whatever they say to anyone makes no difference. The decisions have already been made by well meaning local politicians.	Noted. Growth strategy already determined through Core Strategy. The TAAP is more about the detail of how and when. Specific decisions on locations of growth taken which are a reflection of environmental and technical evidence.	Emphasise link between TAAP and Core Strategy.

Mr A M Cox		Thetford	11	Map 11.1	Comment	Residential development unbalanced in relation to town centre. Some residential development should be to west and south and east of town centre. Croxton Road will not cope with increased traffic load. Croxton Village main street will become a rat run.	Housing topic paper sets out in some detail reasons for the allocation as is. Transport study work has looked specifically at Croxton Road and a number of measures have been identified to mitigate impact.	No further action.
Mr Anthony Poulter	Brettenham and Kilverstone Parish Council	Thetford	11	Map 11.1	Comment	Do we need 3 new primary schools? How will we prevent new rat runs being developed through the SUE?	Advice from NCC is that 3 number 420 place Primary Schools are required to support the Urban Extension. This is set out in detail in TH17. Urban extension unlikely to have Rat Runs as the Urban Extension will only have junctions with Croxton Road and Norwich Road. The link over the railway will be bus, walking and cycling only.	No further action.
Mr Ivor Andrew		Croxton	11	Map 11.1	Comment	Development within this area alone will not benefit the town centre and will become dormitory housing for other towns and cities. As there are concerns over the Stone Curlew issue, this proposal should be cancelled.	Disagree. TAAP headline figures are 5,000 homes and around 5,000 jobs. Information from EEDA indicates one economically active person per dwelling on average. Regeneration of town centre is also key. The overall approach to European protected habitats and species around Thetford has been found sound. Until any new empirical evidence is published the Thetford Area Action Plan will be published in context the sound adopted Core Strategy.	No further action.
Mr Paul Leeming	Carter Jonas	Harrogate	11	Map 11.1	Comment	A number of changes to the Masterplan are still ongoing to deal with site specific matters and residual changes and to accord with the policy framework set out by the adopted Core Strategy. The most up to date indicative figures will be presented to Breckland Council in time for preparation of the Publication version.	Noted. The Council notes that the masterplan for the Urban Extension is an iterative process and that the TAAP will provide the parameters. However, any masterplan will need to be in broad conformity with the TAAP and as published the Council is content that the masterplan in the TAAP provides a sound basis for the delivery of a sustainable urban extension.	Liaise with Landowners regarding comments made on Masterplan.
Mr R T Philpots		Nr Thetford	11	Map 11.1	Comment	The area of our three cottages is designated 'employment'.	Noted. The TAAP seeks to protect the existing buildings in the Thetford Urban Extension. Core Strategy Policy DC1 seeks to address amenity of residents.	Pass on comments to Landowners as part of PPA process. No further action for the TAAP.
Mr R T Philpots		Nr Thetford	11	Map 11.1	Comment	All of the areas marked are currently agricultural land constantly in production. As it is already agreed that this country cannot grow the amount of food needed, how can this wanton sprawl be justified? Is it just the easiest solution?	We recognise that growth in Thetford will result in loss of agricultural land, however we have got to balance the delivery of homes and jobs. The land is also towards the lower end of grades for agricultural land.	No further action.
Mr Robert King	Croxton Parish Council	Thetford	11	Map 11.1	Comment	Employment Areas at Croxton Road/A11 Junction The positioning of most of the employment areas to the west of the development and within the first phases of build will cause greatly increase congestion on the Croxton Road and within the confines of the development, all coming across to these employment areas. There are already two large designated employment sites, the REV the TEP plus the area to the west Hill House Lane, which would appear adequate for employment development in the foreseeable future. At the Croxton Road location it is being proposed to widen this road only between the A11 bypass and The Academy which from a traffic aspect is ridiculous and undesirable close to this major educational facility. There should be no employment development allocated at this particular location. It is also proposed to have traffic lights at these slip road junctions, this on a road which is used daily by joggers and walkers and is the allocated Thetford North Loop for joggers, walkers and cyclists. Open Space/Sport Provision Areas There should be provision of open spaces designated around existing residential builds to minimise the impact on existing residents. This could possibly be incorporated by allocating land for Academy playing fields, allotments etc.	Croxton Road provides one of three access to the A11 from the development. Our employment and evidence indicates that businesses wish be located close to the A11. For amenity reasons, some areas would not be suitable for residential. The type of land use and number of trips will be addressed through the PPA process and also the planning application stage. TH24 seeks to protect pedestrians and cycle routes. There is also potential to improve things for walking and cycling - see proposed walking and cycling network. Masterplan includes some buffering in various locations.	Pass on comments to Landowners as part of PPA process. No further action for the TAAP.

Mr Stephen Faulkner	Norfolk County Council	Norwich	11	Map 11.1	Comment	The area identified as the location for a sustainable extension to Thetford is partially located on an identified mineral resource (sand and gravel) on the British Geological Survey mineral resources map (2004). A map showing the extent of the identified resource is included in this response. As part of the final submission document it is considered that the AAP should indicate that as part of any planning application the applicant will need to carry out investigations to identify whether the resource is viable for mineral extraction in line with Policy CS.16 (safeguarding mineral and waste sites and mineral resources) of the emerging Minerals and Waste Core Strategy. If the mineral resource is viable then the applicant will need to identify if it could be extracted economically prior to development taking place so as not to needlessly sterilise a mineral resource as indicated in Mineral Policy Statement 1 and Policy CS.16 above. Opportunities may exist to utilise the resource in the construction of the sustainable extension, reducing the carbon cost of the project by reducing the distance aggregate is transported to the site. There are also a number of waste sites and a wastewater treatment site within the AAP area (see map attached), which are safeguarded in Core Strategy Policy CS.16. The minerals and waste policy team at Norfolk County Council should therefore be consulted if any development, not covered by exceptions to Policy CS.16, is planned within the consultation areas which surround these sites. This is so that incompatible development does not prejudice the operation of these sites.	Noted. Note that some of the area identified is now allocated a Scheduled Monument.	Pass on comments to Landowners as part of PPA process. No further action for the TAAP.
Mr Trevor Burlingham		Thetford	11	Map 11.1	Comment	Looking at Map 2, I am very disappointed that ribbon development is being proposed so far through Kilverstone on the Brettenham Road. If this goes ahead, Kilverstone will cease to exist as a village. I would have preferred to see development restricted to a belt no further than the entrance to Kilverstone Hall.	Comments noted. This is the last phase of the development. Considering the land budget and the suitability of the land, this is an option we are having to include to ensure delivery of housing to meet local need and support the local economy.	No further action.
Mrs L Brightman		Thetford	11	Map 11.1	Comment	I think that extending the development towards Kilverstone is too ambitious.	Comments noted. This is the last phase of the development. Considering the land budget and the suitability of the land, this is an option we are having to include.	No further action.
Mrs T Parker		Thetford	11	Map 11.1	Comment	Is the formal and semi natural parkland running alongside Joe Blunt's Lane going to extend the current width of the lane?	This is a detailed design matter, although it should be noted that there are hedges and trees either side of the lane which will be protected by Policy TH2 - locally distinct features of the landscape. The need or desire to widen Joe Blunt's Lane would need to be weighed against any effect on vegetation.	No further action.
Peter Wilson		Thetford	11	Map 11.1	Comment	Screening to existing and planned industrial buildings/estates should be carefully considered. The existing large industrial building south of Gallows Hill has been an eyesore for many years when entering the town from the north.	Comments noted. This issue is addressed as part of the Gallows' Hill Policy TH4 and New Employment Land TH13 which includes design principles.	No further action.
Peter Wilson		Thetford	11	Map 11.1	Comment	Please consider reducing the planned number of new dwellings and/or implement the much needed improvements to the town centre. This would enable the pulling back of residential/employment areas away from the A11, increasing green corridors and/or the size of gardens.	Employment adjacent to the A11 is an acceptable use. Elsewhere, there are green space buffers. There is national guidance that covers the effect of neighbouring land uses on each other.	No further action.
Sandra Rate		Thetford	11	Map 11.1	Comment	The proposed new residential housing is too large and not required. The town does not have the facilities to support such a large increase of people. The jobs and support services should come before the provision of more housing. The traffic congestion is appalling at certain times. We cannot have any more housing.	Disagree. There is a requirement to provide more housing and available evidence demonstrates the proposals are deliverable. We set out a phased approach, including significant employment land in the early phases. Impact on road network has been investigated as part of the transport study and various measures identified to address the impact of the development.	No further action.
Val Moore		By email	11	Map 11.1	Comment	Will roads in the new residential areas be wide enough for parking, or is there a danger of it being like elsewhere in the town with cars up on the kerbs? Don't like the sound of 'semi-natural' - why not leave some proper 'natural'?	The Core Strategy has parking standards detailed in DC19. The design of the roads and of car parking will be one that is more detailed than the TAAP.	Pass on comments to Landowners as part of PPA process. No further action for the TAAP.
M P Harrison		Thetford	11	Policy TH 1	Comment	All new houses to be eco friendly.	Building regulations are becoming tighter as time goes on. Water use is addressed in the TAAP, but no local evidence for need to go beyond building regulations in relation to energy,	No further action.

Mr Anthony Poulter	Brettenham and Kilverstone Parish Council	Thetford	11	Policy TH 1	Comment	Thetford Urban Extension again Create a sense of place - presumably Croxton and Kilverstone? Jargon - what is a green roof?	Green roof is a living roof - a roof with vegetation on.	Add as footnote or in glossary.
Mr Ed Chambers	Thetford Town Council	THETFORD	11	Policy TH 1	Agree	Approved	Support noted.	No further action.
Mr. neil blackshaw	Thetford healthy town programme	Thetford	11	Policy TH 1	Disagree	<p>TH1 should be re numbered & expanded to include the following: A design briefing document to be provided at the developers expense will be required for each phase of the development which will demonstrate in detail and with visualisation how the proposal can be expected to meet the masterplan vision and aims & the adopted policy framework. The road network will be expected to be designed in accordance with the guidance contained in Manual for Streets & the principles in MFS 2 . Other than in exceptional circumstances the design speed should be 20 mph & on-road provision made for cycling. All routes should have footways except where shared surface.</p> <p>A cycling technical standard will be produced. All proposals will be expected to meet it. REASONS The means of ensuring the aims & objectives of the masterplan are inadequate as they stand. The policies in the CS & those emerging in the TAAP are in places too high level to provide sufficient clarity & guidance. The above amendments address two key areas one of which is urban design & the other the technical specification of the road network with a view to securing road safety , minimise casualties and facilitate the highest level of cycling possible.</p>	Emerging NCC standards.... These are town roads and therefore expect footways either side. Policy changed slightly as a result of other comments. We say inappropriate speeds, down to NCC guidance for actual design. NCC are producing local cycle guidance.	No further action, too detailed for TAAP although principle covered in the document.
Mr. neil blackshaw	Thetford healthy town programme	Thetford	11	Policy TH 1	Disagree	<p>New policies or criteria are required to the effect that: No residential development will be permitted that that is classified in Noise Exposure Category (NEC) A and only in exceptional circumstances in NEC B, and only where mitigation measures are taken. 2. All proposals will be expected to provide and implement a 'construction environmental management plan' that will minimise waste arisings, noise dust and vibration exposure of new and existing residents, including restrictions on working hours. REASONS Detrimental noise impacts on residents in the SUE are likely to arise from the noise generated by the A11 and to a lesser extent by the railway and Norwich Road. It is important that these are quantified and mitigated . Whilst the EIA will doubtless address these issues it is essential that clear guidance is in place to ensure the optimum outcome. This amendment draws on established planning policy guidance.</p> <p>The scale of construction in the SUE and the protracted development period will inevitably give rise to impacts of noise vibration and dust from construction itself and associated road traffic. Noise and poor air quality will adversely affect the health of residents and for instance school children unless controlled. It is essential that a clear framework for mitigating or eliminating these impacts is in place. The Plan required should cover all possible impacts such as noise, light, dust, waste and vibration and vehicle routes.</p>	Getting to a level of detail that would be covered by conditions in planning application. Core Strategy DC1 on Amenity and CP9 on pollution and waste apply here.	Raise at PPA.
Mr Paul Leeming	Carter Jonas	Harrogate	11	Policy TH 1	Comment	For Policy TH1 Thetford Sustainable Urban Extension Strategic Design Principles , we would suggest that the word "strategic" is removed from the title. Whilst there are no concerns with the specific wording of the policy we would suggest that our comments on other policies be taken into account, for example with regard to TH4.	Disagree. Will keep this as overarching design policy at a strategic level.	Combine TH1 and TH3

Mr Stuart Wilson		Thetford	11	Policy TH 1	Agree	Agree. However, this is not a Thetford Urban Extension but a Croxton and Kilverstone Extension. The vast majority of the newly planned houses will be built in the Parishes of Croxton and Kilverstone. Thetford Town Council will receive very little if any from the Council Taxes paid by the residents of this Extension. The village of Croxton will change beyond all recognition as the large number of residents of the Extension will have a say in what happens in the village. There is a need for the District Council to consider adjusting the parish boundaries so that Thetford benefits and the village of Croxton is not ruined. I am concerned that the current Thetford residents, in other areas of the town, will not be afforded the facilities planned for the new residential area e.g.. very regular bus services, community facilities, etc. This perceived imbalance is a recipe for disaster.	Comments noted. It is not for the TAAP to address administrative boundaries. Public transport for the existing town to be reviewed as part of the wider consideration of delivering the growth and regeneration. There are a number of changes being implemented on how the impact of development is mitigated. The use of legal agreements with developers is being scaled back and Councils, including Breckland, are now preparing Community Infrastructure Levy (CIL) documents. An advantage of CIL is that the funding secured will be spent locally on strategic infrastructure identified in the Core Strategy. CIL is not ringfenced to the Parish which it is collected in and the Government is looking into whether a proportion of CIL will be given to a local body to spend locally.	Pass on comments to MTF/BDC. Part of commitments paper. Also part of PPA process. BDC plan to undertake a Community Governance Review, which will look at all the administrative boundaries throughout the Breckland area.
Mr Stuart Wilson	Thetford Society	Thetford	11	Policy TH 1	Agree	This is not a Thetford Urban Extension but a Croxton and Kilverstone Extension. Thetford Town Council will receive very little if any from the Council Taxes paid by the residents of this Extension. The Society would urge the District Council to consider adjusting the parish boundaries so that Thetford benefits. Concern has also been expressed that current Thetford residents in other areas of the town will not be afforded the facilities planned for the new residential area e.g.. very regular bus services, community facilities, etc. This perceived imbalance is a recipe for disaster.	Comments noted. It is not for the TAAP to address administrative boundaries. Public transport for the existing town to be reviewed.	Pass on comments to MTF/BDC. Part of commitments paper. Also part of PPA process. BDC plan to undertake a Community Governance Review, which will look at all the administrative boundaries throughout the Breckland area.
Mr Tom Gilbert-Wooldridge	English Heritage	Cambridge	11	Policy TH 1	Comment	We welcome the first principle in the policy, which seeks to protect and enhance the setting of the buildings and parkland of Kilverstone Hall, and support the second principle that any new planting needs to be sympathetic to the existing landscape. However, we are concerned that the policy makes no reference to Gallows Hill Scheduled Monument or other heritage assets. Although there is a separate and more detailed policy on Gallows Hill (Policy TH4), given that Policy TH1 deals with strategic design principles, and the scheduled monument is a significant heritage asset, some reference to preserving and enhancing the monument and its setting would be welcomed.	Noted.	Expand para 11.15 to cross refer to TH4 and TH5.
Mrs Patricia Poel		Thetford	11	Policy TH 1	Comment	Should include bus service.	Bus services are covered in other areas of the TAAP.	No further action.
Chisman Gary	Highways Agency	Bedford	11	Table 11.2	Comment	It is unclear why the phasing summary described in TAAP Table 11.2 begins in 2013 whereas the housing trajectory shown in TAAP Figure 9.1 (p.34) begins in 2010/11. Clarification is required. Point 11 (Footnote) indicates that the phasing summary for employment does not include the Thetford Enterprise Park (TEP), which is expected to provide around 40% of total new employment planned. Clarification is required regarding the predicted build-out phasing of the TEP in relation to build-out of the SUE residential and employment development. Subject to further clarification and detail, the Highways Agency considers the proposed phasing of SUE employment development in conjunction with residential development is reasonable.	Trajectory completed April 2010 before the phasing details finalised. Other comments noted. Difficult to predict the build out of the TEP. It is reliant on a new sub station, as is the Urban Extension. The Council is confident that a site this size and area will be built out by 2021. It already has planning permission.	Refresh housing trajectory and ensure compliments phasing. No further action re TEP.
Mr Anthony Poulter	Brettenham and Kilverstone Parish Council	Thetford	11	Table 11.2	Comment	Lots of SUE's here but a TUE in 11.10	It was agreed that the TAAP will refer to the development as Thetford Urban Extension.	Document to be checked for consistency re Thetford Urban Extension.
Mr Anthony Poulter	Brettenham and Kilverstone Parish Council	Thetford	11	Table 11.2	Comment	Is police a new police base really necessary - what about more police officers and PCSOs to match the increase in population? This is not mentioned in the plan nor is the strategy for reducing crime in the high crime area.	The new response unit near the A11 results from discussions with the Police. The TAAP is a Development Plan Document and as such will not include a strategy for reducing crime - this is something for the Police Service. Furthermore, extra police and PCSOs will be a function paid for by Council Tax and extra Officers will be employed as the Police Service requires.	Liaise with Police for formal response on the TAAP. Raise at PPA. No other action.

Mr Paul Leeming	Carter Jonas	Harrogate	11	Table 11.2	Comment	On a general note we would make the point that the indicative land use figures in the draft TAAP document are out of date, referring to material published in October 2010 and provided to Breckland during November 2010. Some of the comments in the following section make specific reference to this point; as it is we would make the point that the figures should be treated as indicative and not absolute.	Noted. The Council notes that the masterplan for the Urban Extension is an iterative process and that the TAAP will provide the parameters. However, any masterplan will need to be in broad conformity with the TAAP and as published the Council is content that the TAAP will secure a sustainable urban extension.	Liaise with Landowners regarding updated land budget.
Mr Paul Leeming	Carter Jonas	Harrogate	11	Table 11.2	Comment	At this stage we have no overarching comments upon the Section 11 Masterplan as it is consistent in principle with the material provided to Breckland Council. However it should be noted that the figures presented vary from the Core Strategy requirements in terms of employment land and open space provision. That being the case we would add a note of caution with the Land Budget as expressed in Tables 11.1 and 11.2 (at paras 11.4 and 11.9) as these figures reflect the Masterplan as dated October 2010 (provided to Breckland Council in November 2010). Since then the Masterplan has been modified: consequently the balance/mix of uses has changed (see para 3.13 above). It may be that the Masterplan may change further over the course of the Plan period; for example, dependent upon the status of the Academy proposals.	Noted. Such revisions are likely to be set as conditions on the planning application and discussed as part of the PPA. Note also that the TAAP itself is likely to be refreshed every three years or so.	Liaise with Landowners regarding updated land budget and masterplan.
Mr Paul Leeming	Carter Jonas	Harrogate	11	Table 11.2	Comment	Material set out in the associated Topic Paper (para 11.4) demonstrates the significant amount of investigation and assessment that has informed the Land Budgets and the general strategy. One of the effects of the detailed investigations has resulted in a land use budget of housing of between 110 and 120 hectares this will have consequent effects upon Tables 11.1 and 11.2. With reference to the comments on housing numbers at para 11.6 refers to 37dph net; whilst para 11.11 refers to 37dph gross. This should be seen against a net dwelling density across Thetford of around 30-35 net dwellings per hectare. Consequently we would advise that the land budget figures (for all land uses) and housing numbers should be considered as an indication rather than as an absolute figure and the information may change as the Masterplan is finalised.	Noted. The TAAP will allocate 5,000 dwellings. Re land budget comment figures, disagree. Need to provide certainty. Policy TH1 amended and enhanced. Density gives an indication and not absolute figures - it will be down to detailed planning of 5,000 dwellings. To clarify gross versus net, table 11.3 is gross. 11.6 net.	No further action
Mr Simon Malone		Thetford	12	12.01	Comment	I understand a new electricity sub station costing some 8 million pounds is required to service this major expansion. I am not clear as to proposed locations for this but it will clearly be a significant piece of built infrastructure and it and its associated power lines MUST be sited in such a way as to protect the local rural landscape	EDF energy have advised on the land requirements however the precise location will be determined through the masterplanning process for the Urban Extension. The delivery section of the TAAP will make reference to the sub station and clearly its delivery is required at an early stage of the development. The sub station will be a relatively small facility and consideration will be given to the routing of lines including the ability to underground cabling in sensitive areas.	No further action
Mr Simon Malone		Thetford	12	12.02	Comment	The existing belts must be renewed by new plantings as the original belts are near the end of their physical life. New plantings require appropriate management if they are to develop the contorted characteristics of the originals.	Agree with comment. This is included in the detailed policy.	No further action.
Mr Ed Chambers	Thetford Town Council	THETFORD	12	Policy TH 2	Comment	The final phrase in the penultimate paragraph - "to ensure that the integrity of the cultural landscape is maintained" - prompts concerned comment about the proposed Biomass Combined Heat and Power Station off the Mundford Road beyond the All bypass. Whilst the Committee appreciates that this policy statement is addressing specifically the area earmarked for the Urban Extension, it wants the planning authority to ensure that appropriate mitigation and/or compensation measures will be provided in respect of any new development that will in itself adversely affect the Locally Distinctive Landscape.	Comment refers to proposed power station. That is out of the remit of the TAAP although is covered by the Breckland Core Strategy. BDC have responded to this application which will be determined by NCC and have made reference to Core Strategy policy which will be a material consideration .	No further action.

Mr Paul Leeming	Carter Jonas	Harrogate	12	Policy TH 2	Comment	we would suggest that Policy TH 2 Locally Distinctive features of the landscape is a Plan wide policy. We would suggest that this could equally apply to options for remodelling the existing Estates. So far as this policy relates to the SUE proposals we are concerned with a requirement to submit landscape management plans alongside planning applications. We would consider this to be onerous as it is a matter which is usually dealt with at the detailed planning stage. At the outline planning stage, it could be dealt with by planning condition. The wording should be amended to reflect this.	Initially agreed with this idea, but some changes will be made to the open space layer of the proposals maps rather than allocating such areas as locally distinctive features of the landscape. This policy will remain in the Urban Extension section to ensure the protection of such features. Disagree re management plan - given the local evidence and the distinctive landscape, it is not believed to be an onerous requirement.	Policy to remain where it is. Open space allocations on proposals maps to be checked.
Mr Richard Thewlis		Thetford	12	Policy TH 2	Agree	Looking at the plan, it is good to protect the avenues of trees (draft policy no. 2). In particular any Elm trees present - those along the Green Lane just south of Tesco are one of the very few strongholds of the White-letter Hairstreak butterfly. This insect is bound to occur in the TH2 area if there are any Elm trees present. It would be good to seek further professional advice on the presence of this insect in this area, and how to protect it.	Further investigation into this comment, with biodiversity experts has been undertaken. It seems that the best approach would be to manage elm to ensure that it is cut back before it dies. This is too detailed for the TAAP, but could inform management plans and current maintenance regimes.	Raise at PPA. Pass on comment and advice to NCC who own Green Lane. No further action for the TAAP.
Mr Stuart Wilson		Thetford	12	Policy TH 2	Agree	Agree. Lying in the middle of the Brecks adjacent to the Thetford Forest, Thetford has an enviable location. The observations made in the Habitat Assessment Report by Roger Evans Associates (commissioned by Breckland District Council) should be adhered to, in particular, keeping development within the A11 northern boundary. The proposal to site a large industrial Biomass Power Plant unit alongside the Mundford Road north of the A11 roundabout should be opposed as it would be inappropriate within the Brecks, would ruin the rural views from the Boudicca Site and disturb breeding areas of birds on Annex 1 of the Birds Directive. Pollution, loss of productive farmland and increased road traffic are also reasons to turn down the planning application.	Comment refers to proposed power station. That is out of the remit of the TAAP. BDC have responded to this application which will be determined by NCC.	No further action.
Mr Stuart Wilson	Thetford Society	Thetford	12	Policy TH 2	Agree	Lying in the middle of the Brecks adjacent to the Thetford Forest, Thetford has an enviable location. The observations made in the Habitat Assessment Report by Roger Evans Associates (commissioned by Breckland District Council) should be adhered to, in particular, keeping development within the A11 northern boundary. The proposal to site a large industrial unit alongside the Mundford Road north of the A11 roundabout should be opposed as it would be inappropriate within the Brecks, would ruin the rural views from the Boudicca Site and disturb breeding areas of birds on Annex 1 of the Birds Directive. Pollution, loss of productive farmland and increased road traffic are also reasons to turn down the planning application.	Comment refers to proposed power station. That is out of the remit of the TAAP. BDC have responded to this application which will be determined by NCC.	No further action.
Mrs L Brightman		Thetford	12	Policy TH 2	Comment	It is imperative that all existing trees and hedges and belts are preserved and no 'accidental' damage to root systems and removals happens. This has occurred on Cloverfields. Also a minimum of 10 metres along hedges and paths to be preserved.	Support noted.	No further action.
Mrs Patricia Poel		Thetford	12	Policy TH 2	Agree	But grey squirrel population should be monitored.	Noted.	No further action.
Mr A M Cox		Thetford	12	Policy TH 3	Comment	Tree belt should be planted north of the A11 to give noise and light reduction for Croxton Village.	No evidence to say this is required for the TAAP, but there are potential merits in such a scheme.	Add to Greening Thetford section that such planting does not have to be limited to urban areas.
Mr Ed Chambers	Thetford Town Council	THETFORD	12	Policy TH 3	Comment	The Committee does not want to see inappropriate choices of tree species resulting potentially in tree root damage to properties.	Noted. Included in policy already.	No further action.
Mr Paul Leeming	Carter Jonas	Harrogate	12	Policy TH 3	Comment	Policy TH3 Structural Tree Planting as Part of the Northern Development should be edited to reflect terminology elsewhere as a matter for the "SUE". We would suggest that this policy could be deleted with a reference to the planting of structural tree belts in Policy TH1.	Agree.	Ensure consistent terminology. Consider how TH1 and 3 could be combined.
Mr Stuart Wilson		Thetford	12	Policy TH 3	Agree	Agree but provision must be made for the future maintenance of the planting together with a request to ensure suitable species are planted.	Noted. Included in policy already.	No further action.

Mr Stuart Wilson	Thetford Society	Thetford	12	Policy TH 3	Agree	but provision must be made for the future maintenance of the planting together with a request to ensure suitable species are planted.	Noted. Included in policy already.	No further action.
Mr Tom Gilbert-Wooldridge	English Heritage	Cambridge	12	Policy TH 3	Comment	There is some contradiction between this policy and Policy TH2 (Locally Distinctive Features of the Landscape), where the planting of tree buffers could harm the cultural landscape. Careful planning will be required to ensure that buffers respect the existing landscape character, following historic field boundaries and reflecting the fact that the Brecks was historically an open heath landscape with limited tree cover. There is a marked change in character from the densely planted Thetford Forest (an early 20 th century plantation) to the more open Thetford North landscape. Planting buffers will also need to be subject to archaeological evaluation and mitigation to avoid damaging important remains and artefacts. The setting of Gallows Hill Scheduled Monument will also need to be considered. Policy TH3 could contain a caveat relating to the above issue, following a similar approach to Policy TH28.	Accept point to some extent - i.e. that new planting does not detract from the landscape. However many routes into Thetford, e.g. Norwich Road, have mature trees either side, this is adding to that and is also an attempt at addressing amenity for residents and as such a balance needed. Furthermore planting has the potential to add to character.	Refresh policy to take into account the rep - i.e. that care should be taken when planting not to detract from the historic landscape too much and planting should be appropriate.
Mrs Patricia Poel		Thetford	12	Policy TH 3	Agree		Support noted.	No further action.
Mr Ed Chambers	Thetford Town Council	THETFORD	12	Policy TH 4	Comment	The Committee wants, through positive site management, those interested in Boudicca to be encouraged to visit.	Noted.	Tourism is quoted in this section.
Mr Paul Leeming	Carter Jonas	Harrogate	12	Policy TH 4	Comment	With regards to Policy TH4 Gallows Hill Scheduled Monument (SM), our comments upon the draft TAAP of November 2010 suggested that the Council's approach to such assets is not consistent across the TAAP. Whilst we broadly agree with the approach set out in the policy and have continuous dialogue with all parties including English Heritage, no other Scheduled Monument in the town is specifically mentioned and we would question the Council's approach in this regard (and why Gallows Hill is singled out). To overcome this concern we suggested that the Council should put forward a consistent approach for all Scheduled Monuments within the town to guide development proposals and to protect the integrity and setting of all SM's. Therefore, we consider the policy approach inconsistent and unjustified; it is therefore not sound. Nevertheless if the Policy is to be retained in the TAAP (as published) we would request deletion of the second sentence in Paragraph 2 (provision of a detailed implementation Plan) as this does not reflect the discussions undertaken with English Heritage during consultations and liaison with the statutory body. Matters of principle about the setting of the SM are being dealt with through the Masterplanning process. Long term management of the SM is the subject of on-going discussion as the land area is in productive agricultural use, and will be so, until such time as that part of the SUE proposal comes forward for development. It would be more appropriate to deal with this as a planning condition to be dealt with at the appropriate stage of (detailed) design not as a requirement from the outset.	Disagree. This site also is home to local species that having such a policy would protect. This site is important for biodiversity as well as archaeology. Furthermore, this SM is close to the Urban Extension and so guidance is needed to ensure its setting is improved/enhanced.	Comments forwarded to English Heritage. English Heritage maintain their stance of supporting the approach in the TAAP. No further action.
Mr Stuart Wilson		Thetford	12	Policy TH 4	Agree	Agree. The Boudicca Site should have interpretation boards and facilities, perhaps refreshments, in order to attract visitors off the A11. The site needs to be managed so that the siting of the monument is enhanced and the integrity of Thetford's heritage is preserved. Pigeon Investment Management stated that certain residential blocks would frame and face the important Boudicca Site. This is to be applauded. I would again reiterate my concerns in TH2 as the 'framing' houses would have an industrial unit with a large chimney belching plumes of smoke ruining the present stunning countryside vista.	Support noted.	No further action.

Mr Stuart Wilson	Thetford Society	Thetford	12	Policy TH 4	Agree	The Boudicca Site should have interpretation boards and facilities in order to attract visitors from the A11. The site should be managed so that the siting of the monument is enhanced and the integrity of Thetford's heritage is preserved. Pigeon Investment Management stated that certain residential blocks would frame and face the important Boudicca Site. This is to be applauded. We would again reiterate our concerns in TH2 as the 'framing' houses would have an industrial unit ruining the present stunning vista.	Support noted.	No further action.
Mr Tom Gilbert-Wooldridge	English Heritage	Cambridge	12	Policy TH 4	Comment	<p>We greatly welcome the inclusion of a policy relating to Gallows Hill Scheduled Monument and the recognition of the monument's significance. In the first paragraph, we are uncertain exactly what is meant by "soft" enhancements in the first sentence and this needs some clarification in the supporting paragraphs (or alternatively, the word 'soft' could be omitted). Furthermore, enhancement measures could potentially do more than raise awareness of the monument and aid biodiversity. They could help to preserve the physical condition of the monument and/or improve its setting, both of which could be referenced in the first sentence of this policy. In the second sentence, reference should be made to the monument's setting, particularly as some enhancement proposals, such as tourism features (Paragraph 12.13) could harm the setting of the monument.</p> <p>The first paragraph of the policy could be reworded as follows: "The Local Planning Authority will support [soft] enhancements that preserve, improve the setting, raise awareness of, and aid biodiversity on, the Gallows Hill Scheduled Monument as shown on the Proposals Map. Proposals that harm the monument and its setting will not be permitted." We welcome the wording in the second paragraph regarding the production of detailed plans for the urban extension, both in terms of liaison with English Heritage and the linking of improvement plans and management regimes for the monument into a formal legal agreement. The third paragraph needs to include reference to preserving the setting of the monument with regards to adjacent residential, commercial and infrastructure development (i.e. "preserves and enhances"), given that development has the potential to harm its setting. We welcome the reference to engendering community ownership of the monument through appropriate density and orientation, which will help to provide natural surveillance and better survival of physical remains. Map 12.1 summaries some of the potential features that could be located around the scheduled monument. The provision of appropriate screening and open space is welcomed, while the provision of tourist facilities is possible depending on the precise details and location. We have concerns about the area between the monument and the A11. Whilst walking and cycling routes are likely to be acceptable and could be incorporated into landscaping and green infrastructure proposals, a public bus route could be more intrusive. At one point, there is little more than 40 metres between the A11 and the north-west corner of the monument, making it very difficult to accommodate a range of infrastructure (including a wastewater pipeline as suggested in Paragraph 16.3) without encroaching onto the monument and affecting its wider setting. Alternative routes for a public bus route should be explored (such as through the existing industrial estate). The Thetford Transport Study (2010) appears to consider a route to the south of the monument, which may be more appropriate.</p>	Agree.	Refresh policy to take into account the rep.
Mrs Patricia Poel		Thetford	12	Policy TH 4	Agree	Especially the archaeology aspect.	Support noted.	No further action.
Mr Ed Chambers	Thetford Town Council	THETFORD	12	Policy TH 5	Agree	Welcomed	Support noted.	No further action.
Mr Jon Ford		Thetford	12	Policy TH 5	Comment	Existing pubs are closing	Noted.	No further action.

Mr Paul Leeming	Carter Jonas	Harrogate	12	Policy TH 5	Comment	Proposals within the Masterplan include the retention of existing buildings within the SUE where they contribute to the local character of the area. It is proposed that the Blakeney Farm and Lodge Farm buildings are utilised for community/commercial uses, where this is demonstrated to be feasible. This is set out within Policy TH5 Existing Buildings in the Thetford Sustainable Urban Extension . Other cottages within the SUE are to be retained; although there appears to be an inconsistency between the wording of the policy and the Proposals Map. The Map appears to exclude several cottages at the north end of Norwich Road from the Development Limit and therefore the SUE.	Noted.	Settlement boundary issue. See related comment. Parts of boundary will be changed.
Mr Stuart Wilson		Thetford	12	Policy TH 5	Agree	Agree. These building could provide community facilities e.g. public house, but a viability study needs to be carried out first.	Support noted.	No further action.
Mr Stuart Wilson	Thetford Society	Thetford	12	Policy TH 5	Agree	These building could provide community facilities e.g. public house, but a viability study needs to be carried out first.	Support noted.	No further action.
Mr Tom Gilbert-Woodridge	English Heritage	Cambridge	12	Policy TH 5	Agree	We welcome the identification and proposed retention of existing buildings within the urban extension area as undesignated heritage assets of local historic interest. This is consistent with PPS5, which supports the identification of heritage assets through the process of plan-making and local listing and their preservation wherever possible.	Support noted.	No further action.
Mrs Janet Smith Gibbons		Thetford	12	Policy TH 5	Comment	I would like to think that existing buildings will be retained and used; however Breckland has not previously demonstrated a wish to conserve local buildings, with the debacle over the Abbey Barns and the council's reluctance to enforce owners of buildings such as St Mary's Church and the old Cosy Carpets buildings to maintain them.	Comments noted.	No further action.
Mrs Patricia Poel		Thetford	12	Policy TH 5	Comment	Anchor Hotel should be retained.	This policy refers to the area to the north of Thetford and not the town centre.	See bus interchange (TH25) response.
Mike Jones RSPB	RSPB	Norwich	12	Policy TH 6	Comment	Contamination from flood water and surface run-off. The initial HRA notes that no adverse effect on the integrity of European sites is expected provided that Thetford's sewerage capacity is upgraded prior to development. As per our comments above on water abstraction, we recommend that the wording of the relevant TAAP policies is worded strongly to ensure that no related development can occur until the necessary sewerage infrastructure is in place.	Agree.	Improve section 16.
Mr Anthony Poulter	Brettenham and Kilverstone Parish Council	Thetford	12	Policy TH 6	Comment	Thetford Urban Extension? How will the appropriate water Management Plan be gauged?	BDC, NCC and environment agency approval. Could be that the planning application not approved until SWMP is adequate.	No further action.
Mr Ed Chambers	Thetford Town Council	Norfolk	12	Policy TH 6	Agree	Approved	Support noted.	No further action.
Mr Paul Leeming	Carter Jonas	Harrogate	12	Policy TH 6	Comment	For Policy TH6 Surface Water Management, and the subsequent justification we would question the level of duplication and consistency with Policy TH34 Water & Drainage.	Disagree. Given the scale of development of the Urban extension it is felt that it warrants a SWMP and this policy.	No further action.
Mr Stuart Wilson		Thetford	12	Policy TH 6	Agree		Support noted.	No further action.
Mr Stuart Wilson	Thetford Society	Thetford	12	Policy TH 6	Agree		Support noted.	No further action.
Mrs Patricia Poel		Thetford	12	Policy TH 6	Agree		Support noted.	No further action.
Sustrans		Peterborough	13	13.01	Disagree	Accommodating walking and cycling is not acceptable. The new towns accommodated walking and cycling, but they ended up bringing about reductions in walking and cycling because they gave great advantage to the private car. It is essential that the whole design of the Thetford Urban Extension encourages walking and cycling.	Agree.	Change wording to further emphasise the importance of walking and cycling.

Sustrans		Peterborough	13	13.03	Disagree	Previous comment should have been to disagree: The bus is extremely unlikely to be the mode with the greatest potential as an alternative to the private car in Thetford. The research carried out in Peterborough for the Sustainable Travel Demonstration Town project showed that under existing conditions in the City 42% of existing car trips were in principle replaceable by cycle, 16% by public transport and 13% by foot. Sustrans is not aware of any location where public transport has greater potential than cycling, although Sustrans certainly encourages public transport use instead of private car. Sustrans could certainly envisage the situation where in excess of 25% of trips by Thetford residents are by bike. This would seem unlikely with regards to bus given the size and layout of the town..	Noted. The modal split has been developed in liaison with the respective transport authorities. This may be technically correct based on other locations, however no two places are alike. We know that bus services in Thetford are currently not as good as they might be, due to the layout of the town and the circuitous nature of the routes. Therefore, we are comfortable with paragraph 13.3 which envisages buses as having the greatest potential in Thetford, particularly as the layout of the growth could be designed to enable good direct bus services.	Consider if re-wording is necessary.
Sustrans		Peterborough	13	13.06	Agree	It is essential that all routes are convenient for the modes that are being encouraged.	Support noted.	Emphasise this point in bus and walking and cycling policies.
S Lenane		Thetford	13	13.12	Agree	I agree	Support noted.	No further action.
Mr Stephen Faulkner	Norfolk County Council	Norwich	13	13.13	Comment	Paragraph 13.13 The meaning of this sentence is unclear. However, as with the Policy TH9 it is important to be realistic in terms of what can be funded by development and what expectation there is from the public purse.	Text should refer to urban extension. But it is an aim to of the TAAP to provide good facilities for the existing town, which in part has to be the responsibility of agencies.	Change to Thetford Urban Extension.
Mr Stephen Faulkner	Norfolk County Council	Norwich	13	13.14	Comment	Paragraph 13.14 It is important to be realistic in terms of what can be funded by development and what expectation there is from the public purse.	it is an aim to of the TAAP to provide good facilities for the existing town, which in part has to be the responsibility of agencies. Bus infra in urban extension will have real time information as standard. Other locations such as bus interchange likely to have it too. The network elsewhere in the own can be upgraded and fit into system.	No further action.
S Lenane		Thetford	13	13.14	Agree		Support noted.	No further action.
Mr Paul Leeming	Carter Jonas	Harrogate	13	13.17	Comment	Wording within the justification should not refer to "Thetford North".	Agree.	Document to be checked for consistency re Thetford Urban Extension.
Mr Stephen Faulkner	Norfolk County Council	Norwich	13	13.21	Comment	Paragraph 13.21 - It is not clear if "bypass routes into and out of" means free flow left turn lanes. Therefore further clarification is needed in this paragraph;	Noted.	Clarify this section.
S Lenane		Thetford	13	13.28	Comment	All these proposals for altering the roads just prove that Thetford is too small for the proposed development. Many roads will not be able to be altered, resulting in gridlock.	It is worth noting that by 2026, as Thetford is now, junctions within and around Thetford will experience great issues, even without the growth. Transport work to support the growth and regeneration of Thetford has been informed by both Norfolk County Council and the Highways Agency and proves that a transport package of some highway enhancements as well as attaining modal shift are deliverable.	No further action.
Sustrans		Peterborough	13	13.28	Disagree	We do not accept that modelling based on existing travel patterns is appropriate for modelling future traffic flows in 2026 - the world in 2026 will be very different to now and oil consumption will have to have reduced drastically. People will still need to travel within Thetford to access goods and services, but the modes of travel that they choose are likely to be very different. The modelling of the future transport needs should be based on a vision of future modal splits that fits with the vision of a sustainable, healthy town. This might be 20% trips by public transport, 30% trips by bicycle, 30% trips by foot and 20% by car. The road network needs to be designed on the basis of what the vision is for the future rather than extrapolating existing unsustainable patterns.	Noted. TAAP evidence is based on challenging modal shift, but is at a level that NCC and HA agree. There is a lot in the TAAP that promotes modal shift. BDC would welcome proposals to attain greater modal shift.	No further action.

Charlotte Poel		Thetford	13	Policy TH 10	Disagree	Why? Do up the present station, use all the buildings and provide better facilities i.e. coffee bar, newsagents etc.	This policy is thinking ahead and not a definite. Making sure ability to do this in future not compromised. Safe guarding piece of land to accommodate this idea. Priority remains improving existing station. Not short to medium term – a longer term idea. This idea is at the concept stage. A new station would be Developer funded. The concept requires greater detail investigation and discussion with network rail and operators. An Initial assessment shows that there is not a big impact on train times, could be made up on the way. Whilst residents may not go to Norwich or Cambridge on daily basis, such an idea might help that commute for other journeys.	Expand supporting text about temporary type of development.
Chisman Gary	Highways Agency	Bedford	13	Policy TH 10	Agree	It is recognised that a new railway station within the SUE could contribute to increasing the sustainability of the SUE. If frequent and attractive services are provided towards Norwich and Ely/Cambridge, this could encourage people to travel by train instead of the car via the A11. It is recognised that further analysis is required of the physical feasibility of a new railway station, its operating implications and levels of demand. The proposed safeguarding of land for a new station within the SUE is considered sensible. The Highways Agency recognises that it may not be feasible to provide a new station within the plan period and further consultation with the DfT, Network Rail and train operators is required.	Support noted.	No further action.
Melinda Raker		By email	13	Policy TH 10	Comment	With the economic climate where it is, surely it is unlikely that public money will be spent on a new railway station. Why not have a good park and ride with green electric or gas buses to run every few minutes into the town centre. If the funding for a new station comes from the developers of the houses in order to maximise spread of new buildings, it should be made clear to the public.	This policy is thinking ahead and not a definite. Making sure ability to do this in future not compromised. Safe guarding piece of land to accommodate this idea. Priority remains improving existing station. Not short to medium term – a longer term idea.	Expand supporting text about temporary type of development.
Mr Anthony Poulter	Brettenham and Kilverstone Parish Council	Thetford	13	Policy TH 10	Comment	Do we really need a new additional railway station that we should be concentrating on improving facilities, access and services for the present one; we should also have a joined up transport policy/strategy.	This idea is at the concept stage. A new station would be Developer funded. The concept requires greater detail investigation and discussion with network rail and operators. An Initial assessment shows that there is not a big impact on train times, could be made up on the way. Whilst residents may not go to Norwich or Cambridge on daily basis, such an idea might help that commute for other journeys.	Expand supporting text about temporary type of development.
Mr Digby Smith		Thetford	13	Policy TH 10	Comment	What will it cost? Who will pay for this? It will extend journey times.	Initial assessment shows that there is not a big impact on train times, could be made up on the way. Whilst residents may not go to Norwich or Cambridge on daily basis, such an idea might help that commute for other journeys.	Expand supporting text about temporary type of development.
Mr DM Hall		Thetford	13	Policy TH 10	Disagree	This is a pipe dream.	Support noted.	Expand supporting text about temporary type of development.
Mr E Leeder		Thetford	13	Policy TH 10	Agree	Good idea.	Support noted.	No further action.
Mr Ed Chambers	Thetford Town Council	THETFORD	13	Policy TH 10	Agree	Approved	Support noted.	No further action.
Mr John Saunders	Peterborough-Ely-Norwich Rail Users	By email	13	Policy TH 10	Comment	Any proposal for a new station would need very thorough professional evaluation of its costs, benefits and practicality.		
Mr Jon Ford		Thetford	13	Policy TH 10	Comment	How many passengers use the existing railway station per month? Is it worth the cost of a new and additional station? I doubt it.	This policy is a proactive one and is not a definite commitment that a station will be built. The Plan aims to make sure that the ability to deliver this proposal in future not compromised. Whilst safeguarding the land to accommodate this idea, the priority remains improving the existing railway station. A new station would be developer funded. The concept requires greater detailed investigation and discussion with Network Rail and operators. An Initial assessment shows that there is not a big impact on train times arising from an additional stop and as such overall journey times between Ely and Norwich will remain the same. Whilst residents may not go to Norwich or Cambridge on daily basis, such an idea might help that commute for other journeys for higher order services and facilities.	Expand supporting text about temporary type of development.
Mr KM Harvey		Thetford	13	Policy TH 10	Comment	new railway station unlikely to be necessary. Existing one not overused. Unlikely that rail authorities would agree to fund this.		
Mr P Dunnett		Thetford	13	Policy TH 10	Disagree	In reality, there is no chance that Network Rail would construct a second station in a town the size of Thetford even after this expansion, barely a mile from the existing station. Demand would have to be off the Richter scale to achieve this flippanant piece of planning!		
Mr R Ward		Thetford	13	Policy TH 10	Comment	Cannot see this as a possibility. This takes away the credibility of the whole scheme.		Expand supporting text about temporary type of development.
Mr Stephen Faulkner	Norfolk County Council	Norwich	13	Policy TH 10	Comment	Policy TH10 New train station - The caveat in the second paragraph is not required. It would be better to simply say that any prejudicial development will not be permitted;	This policy is a proactive one and is not a definite commitment that a station will be built. The Plan aims to make sure that the ability to deliver this proposal in future not compromised. Whilst safeguarding the land to accommodate this idea, the priority	

Mr Stuart Wilson		Thetford	13	Policy TH 10	Agree	However, there are questions surrounding this scheme. Who will finance this, where precisely will this be, will there be easy access for the disabled to the platforms and will there be sufficient car and cycle parking? This scheme would take up a fairly large tract of land and we would hope that facilities such as outdoor sports provision, allotments, woodland and open space would not be compromised to accommodate the scheme. Building land should be used. Apart from Cambridge and Norwich, Stansted should be added to the destinations.	safeguarding the land to accommodate this idea, the priority remains improving the existing railway station. A new station would be developer funded. The concept requires greater detailed investigation and discussion with Network Rail and operators. An Initial assessment shows that there is not a big impact on train times arising from an additional stop and as such overall journey times between Ely and Norwich will remain the same. Whilst residents may not go to Norwich or Cambridge on daily basis, such an idea might help that commute for other journeys for higher order services and facilities.	Expand supporting text about temporary type of development.
Mr Stuart Wilson	Thetford Society	Thetford	13	Policy TH 10	Agree	However, there are questions surrounding this scheme. Who will finance this, where precisely will this be, will there be easy access for the disabled to the platforms and will there be sufficient car and cycle parking? This scheme would take up a fairly large tract of land and we would hope that facilities such as outdoor sports provision, allotments, woodland and open space would not be compromised to accommodate the scheme. Building land should be used. Apart from Cambridge and Norwich, Stansted should be added to the destinations.		Expand supporting text about temporary type of development.
Mr Tom Gilbert-Wooldridge	English Heritage	Cambridge	13	Policy TH 10	Comment	The possible provision of a new railway station in the urban extension should not be at the expense of the existing railway station on the edge of the town centre. The existing station contains listed buildings, whose most appropriate use is their original one. The existing station also provides good access to the town centre, providing a sustainable option for commuters, shoppers, tourists and other visitors. Finally, the provision of a new railway station could increase the prospect of the urban extension becoming a commuter settlement for places like Cambridge and Norwich, with no benefits to the town centre and its regeneration, as new residents chose to work and shop in other locations.	This policy is a proactive one and is not a definite commitment that a station will be built. The Plan aims to make sure that the ability to deliver this proposal in future not compromised. Whilst safeguarding the land to accommodate this idea, the priority remains improving the existing railway station. A new station would be developer funded. The concept requires greater detailed investigation and discussion with Network Rail and operators. An Initial assessment shows that there is not a big impact on train times arising from an additional stop and as such overall journey times between Ely and Norwich will remain the same. Whilst residents may not go to Norwich or Cambridge on daily basis, such an idea might help that commute for other journeys for higher order services and facilities.	
Mrs Janet Smith Gibbons		Thetford	13	Policy TH 10	Comment	the need for a new railway station by Joe Blunt's Lane implies that a large number of people in that area will want to leave the town on a regular basis - presumably travelling to Norwich, Cambridge or further afield for the jobs that are not available in Thetford. I can't see that two stops will be necessary in Thetford as this will slow trains down, so I assume that the long-term plan is to replace the existing railway station.		Expand supporting text about temporary type of development.
Mrs Jodie Canham		Thetford	13	Policy TH 10	Agree	New additional railway station - I think this is a good idea, but please include disability access/pushchairs to get across the track easily, not steps.	Support noted.	Consider adding relevant text.
Mrs L Brightman		Thetford	13	Policy TH 10	Comment	Has car parking for the proposed new railway station been accounted for in the plan? Also is it really necessary for a new station? Will there be a bridge for the bus loop across the railway? How high will this be and how much land will be needed to accommodate this?		
Mrs Patricia Poel		Thetford	13	Policy TH 10	Comment	Cannot see this happening.	This policy is a proactive one and is not a definite commitment that a station will be built. The Plan aims to make sure that the ability to deliver this proposal in future not compromised. Whilst safeguarding the land to accommodate this idea, the priority remains improving the existing railway station. A new station would be developer funded. The concept requires greater detailed investigation and discussion with Network Rail and operators. An Initial assessment shows that there is not a big impact on train times arising from an additional stop and as such overall journey times between Ely and Norwich will remain the same. Whilst residents may not go to Norwich or Cambridge on daily basis, such an idea might help that commute for other journeys for higher order services and facilities.	
Mrs T Allott		By email	13	Policy TH 10	Disagree	Second railway station is a silly idea.		
S Lenane		Thetford	13	Policy TH 10	Comment	If Cambridge and Norwich only warrant one railway station, how can you expect Thetford to justify two?		
T Friend		Thetford	13	Policy TH 10	Comment	Money would be better spent building a modern station facility with adequate parking and access to both sides of the platforms for less abled passengers unless two stations are going to have regular services.	overall journey times between Ely and Norwich will remain the same. Whilst residents may not go to Norwich or Cambridge on daily basis, such an idea might help that commute for other journeys for higher order services and facilities.	Expand supporting text about temporary type of development.

C A Brooks		Thetford	13	Policy TH 11	Comment	To ensure good traffic flow in and out of Thetford and along the A11 bypass (and to reduce the number of accidents on the A11 bypass) replace all 4 of the roundabouts on that road by fly overs and the associated link roads.	Transport evidence identifies that signalisation is a mechanism to ensure junctions work at peak periods. In principle it is acceptable to the Highways Agency. The plan is to 2026 during which time background growth on its own would result in issues on the trunk road. Look at most cost effective way of getting the most out of junctions	No further action.
Chisman Gary	Highways Agency	Bedford	13	Policy TH 11	Comment	Point ii: Suggested changes: "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;" The Highways Agency has not agreed a method for determining the timing for delivery of the junction improvements. The monitoring of traffic levels approach outlined under Policy TH 11 is unusual. Developers and the Highways Agency generally require certainty at the time planning permission is granted, usually dictated by threshold number of dwellings which enables developers to plan cash flow. Appropriate thresholds/triggers need to be determined and agreed between all parties. The designation of thresholds/triggers is likely to require more detailed quantitative analysis such as modelling.	Agree with change.	Change accordingly. Raise through PPA.
Chisman Gary	Highways Agency	Bedford	13	Policy TH 11	Comment	point iii - it is indicated that delivery of the SUE will be controlled by necessary conditions. It is unclear how this will be controlled over the various builders. More than one builder could be engaged in the delivery of development. Clarification and further discussion is required.	Noted. It is envisaged that there will be a single outline application for the whole site.	Raise through PPA.
Chisman Gary	Highways Agency	Bedford	13	Policy TH 11	Comment	Point v - "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" It is not known how the phasing of A11 junction improvements indicated under Policy TH 11 has been determined. Phasing has not been considered in the modelling work or in the Transport Plan for Thetford, which the Highways Agency has been consulted on. It is not clear at this stage what is the critical order for improvement and how it will be controlled. Will it be controlled by specific areas or phases of development, as well as development quantum, that is, areas will only be allowed to proceed in sequence? What if a builder falls behind schedule and prevents the next phase of development commencing?	Agree. Address issue in supporting text based on emerging developing masterplan for the Urban Extension.	Change accordingly. Raise through PPA.
Chisman Gary	Highways Agency	Bedford	13	Policy TH 11	Comment	It is noted that the A11 London Road junction improvement is not included under Policy TH 11. Consideration should be given to disruption to the A11 and inconsistency of junction type if improvements are staggered over a long period of time. A possible approach is to require all junctions to be delivered at the same time, where capacity is limited by one junction by improvement works; there could be limited additional disbenefit if all junctions share similarly restrictive capacity. Alternative mitigation delivery scenarios should be modelled to determine the best and most appropriate solution.	This policy does refer to all five junctions as stated at the start of the policy. 13.27 talks about London Road junction.	Raise through PPA.
Chisman Gary	Highways Agency	Bedford	13	Policy TH 11	Comment	paragraph b - suggested changes "(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." It is considered overly prescriptive for the TAAP to set out the precise nature of planned improvement works, which are still under discussion and are being tested and finalised.	Noted.	Make all suggested changes. Discuss as part of PPA.

Chisman Gary	Highways Agency	Bedford	13	Policy TH 11	Comment	Paragraph 13.21 " Mitigation measures involving physical improvement measures to the junctions -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 could provide nil detriment (18) to the A11 network is possible, at an acceptable, albeit at significant, monetary cost (Transport Plan for Thetford, Stage 2, Mott Macdonald, 2010)-. " This has not yet been accepted by the Highways Agency. Further modelling work is required as evidence. It is not clear what is meant by 'bypass routes' but it could be referring to segregated left-turn lanes that are not part of the High-Level mitigation which have been presented in drawings supplied to the Highways Agency. It is considered overly prescriptive for the TAAP to set out the precise nature of planned improvement works.	Noted.	Make all suggested changes. Discuss as part of PPA.
Chisman Gary	Highways Agency	Bedford	13	Policy TH 11	Comment	Paragraph 13.22 "The Transport Assessment of planning applications for the Urban Extension will detail the <i>proposed</i> improvements to the A11 junctions, providing justification for the approach taken and proving the changes are acceptable in terms of <i>transport impact</i> , archaeology and biodiversity in the area. The Transport Assessment will <i>could</i> also include a timescale of when improvements will take place." This statement is not acceptable - the Transport Assessment will not dictate to the Highways Agency when improvements will take place.	Highways Agency are part of the PPA process where this issue will be discussed in a pro-active manner. The Highways Agency will also be a consultee on this planning application. The paragraph simply states the point of a Traffic Assessment.	13.22 - make suggested changes as per representation apart from last regarding will/could - phasing is an important aspect of this scheme.
Chisman Gary	Highways Agency	Bedford	13	Policy TH 11	Comment	Paragraph 13.24 "Signalisation can <i>could</i> be used as a potential mitigation measure which will help bring traffic congestion and delays <i>on the A11 approaches</i> to a situation no worse than the 2026 'no Thetford growth' baseline level as set out in the Transport Study (2010)..." Traffic signals have the potential to subtly control the volume of traffic entering the A11. Timings can be set such that the A11 approaches are 'no worse off' at the detriment to other approaches when insufficient capacity is available.	Noted.	13.24 - make suggested changes apart from 'on the A11 approaches' as the links of the A11 could be signalled on approaches to the roundabout.
Chisman Gary	Highways Agency	Bedford	13	Policy TH 11	Comment	Paragraph 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. " The Highways Agency suggests that TAAP Paragraph 13.25 is removed. The main purpose of the A11 is to serve long distance traffic and should not be portrayed as serving access to new development. The risks associated with the increasing biodiversity need to be considered against any potential for an increased risk to road safety.	Disagree. The roundabouts could be managed to provide for flora and insects, not species that would affect road safety - similar to around the Brandon Road junction where the disturbance caused by the A11 dualling provided ideal habitat for some flora. With regards to the gateways, the idea is more to highlight that Thetford is there and has some great assets.	Clarify certain parts of the policy.
Chisman Gary	Highways Agency	Bedford	13	Policy TH 11	Comment	Paragraph 13.27 It is not clear what TAAP Paragraph 13.27 is seeking to achieve. Is it expecting the Highways Agency to redesign the A11 Fiveways to Thetford dualling scheme to accommodate as yet uncertain mitigation measures or is it to have both the dualling works and mitigation works constructed at the same time? Either way, whilst the Highways Agency would be prepared to have discussions, there can be no certainty at this stage as to what could be achieved.	Para 13.27 is clear in its intentions - i.e. there is no point one scheme changing the roundabout for it to be changed to meet the needs of another scheme. - a sentiment echoed by the HA later in their representation.	Enact para 13.27 through the PPA process.

Chisman Gary	Highways Agency	Bedford	13	Policy TH 11	Comment	As part of the Government's Comprehensive Spending Review in October 2010, it was confirmed that funding would be made available to construct the A11 Fiveways to Thetford scheme during the period 2010/11 and 2014/15. This is subject to the scheme satisfactorily completing the statutory process following the Public Inquiry, which closed in January 2010. The feasibility of combining A11 Fiveways to Thetford scheme with proposed upgrade to the A11 London Road junction requires further discussions in addition to clarity regarding the funding and delivery mechanism of the A11 junction improvements in relation to development of the SUE. The Highways Agency recognises that delivery of the two schemes in parallel is logical, particularly in terms of minimising disruption to the Strategic Road Network. It should be noted that the A11 London Road junction is the furthest of the five A11 junctions from the SUE. Potential provision for improvements at the London Road junction, in preference to other A11 junctions that are closer to the proposed SUE and may be more susceptible to development traffic generation,	Noted.	Enact para 13.27 through the PPA process.
Chisman Gary	Highways Agency	Bedford	13	Policy TH 11	Comment	point iv - A watertight mechanism is required for securing funding of A11 junction improvements. It is apparent that this has not yet been identified. Scheme costs are required and an indication of who funds and at what rate. If a tariff approach is to be adopted, it will be necessary to determine who will hold the money and who will have responsibility for delivery. It is noted that TAAP paragraph 30.8 (p.122) indicates that work has commenced on a CIL document. The Highways Agency considers that such a document, which should be consulted on, will be important for ensuring that whatever funding mechanism is adopted, it is not vulnerable to a later challenge.	Comments noted. The funding mechanism depends on the time of the application. If an early application comes in, funding will be through S106.	Raise in PPA. Improve supporting text. Recognise some flexibility required to reflect timing.
Mr Andrew Codd		Thetford	13	Policy TH 11	Disagree	Please refer to the stretch of the A1 from Biggleswade to the Black Cat roundabout to see a case study in how a road needs to be improved over time - and adding traffic lights to what will become a continuous dual carriageway from Norwich to - everywhere - would be a very retrograde step. Drivers no longer expect them nor respect them on major trunk routes and at Sandy on the A1 traffic lights were removed in favour of a roundabout of a smaller size than any on the Thetford bypass. I see no need to improve the junctions unless more land is allocated to a proper flyover or larger roundabout. Camber changes and other more subtle improvements to the existing road could reduce the number of lorries turning over and other incidents.	Transport evidence identifies that signalisation is a mechanism to ensure junctions work at peak periods. In principle it is acceptable to the highways agency. The plan is to 2026 during which time background growth on its own would result in issues on the trunk road. Look at most cost effective way of getting the most out of junctions	No further action.
Mr Anthony Poulter	Brettenham and Kilverstone Parish Council	Thetford	13	Policy TH 11	Comment	What about the need for a link from the A11 to A1066 to give proper access to the east? Avoidance of new rat runs through the SUE.	Option has not been discussed or recommended in the Transport work supporting the TAAP. Initial problems would be the Stone Curlew Buffer, flooding and drainage as well as cost. Transport study has produced a strategy to support the TAAP based on some highway improvements and modal shift. It is not clear how the Urban Extension could be used as a rat run as the estate will only be linked to Croxton Road or Norwich Road with buses only over the railway.	No further action.
Mr Colin arnes		By email	13	Policy TH 11	Comment	Needs to be done well before development starts. Roads already have heavy traffic.	Noted. Timing etc will be negotiated with highways agency.	No further action.
Mr DM Hall		Thetford	13	Policy TH 11	Agree	Ok, but without Barton Mills to Thetford bypass, this should not go ahead.	Government committed to dualling by 2015.	No further action.
Mr Ed Chambers	Thetford Town Council	THETFORD	13	Policy TH 11	Agree	Approved	Support noted.	No further action.
Mr Jon Ford		Thetford	13	Policy TH 11	Disagree	The country is about to spend millions of pounds upgrading the A11 from Barton Mills to Thetford and you are planning to install traffic lights on the by-pass. This is madness! You will create 5 queues. Much frustration.	Transport evidence identifies that signalisation is a mechanism to ensure junctions work at peak periods. In principle it is acceptable to the highways agency. The plan is to 2026 during which time background growth on its own would result in issues on the trunk road. Look at most cost effective way of getting the most out of junctions	No further action.

Mr Michael Meadows	Natural England	Norwich	13	Policy TH 11	Comment	With regards to the A11 road junction improvements required, we have highlighted the proximity of the works at the A11/A134 and A11/A1075 junctions to the Breckland SPA and SAC in our response to the EIA Scoping Opinion for the Thetford Sustainable Urban Extension (letter dated 10 February 2011, ref. LA3.1/15843), and agree that further assessment is necessary.	Agree. Scope of further works has been discussed with Natural England, Highways Agency and NCC. Recognise this is a priority issue to be resolved before submission.	HRA note on this issue has been received suggesting some amendments to the policy which will be taken on board.
Mr Paul Leeming	Carter Jonas	Harrogate	13	Policy TH 11	Agree	As part of the masterplan proposals and as detailed in the Thetford Transport Study a range of improvements to the strategic and local road network are required; primarily these relate to enhancements to the capacity of junctions rather than the road links. Policy TH11 Changes to the A11 Trunk Road and Policy TH12 Improvements to the Local Road Network generally cover the range of measures put forward.	Support noted.	No further action.
Mr R Ward		Thetford	13	Policy TH 11	Comment	Would not think this is likely. This takes away some credibility of the whole scheme.	Transport evidence identifies that signalisation is a mechanism to ensure junctions work at peak periods. In principle it is acceptable to the highways agency. The plan is to 2026 during which time background growth on its own would result in issues on the trunk road. Look at most cost effective way of getting the most out of junctions	No further action.
Mr Stephen Faulkner	Norfolk County Council	Norwich	13	Policy TH 11	Comment	Policy TH11 (b) junction standards - It is unclear why the policy limits the A11 (T) junction improvements to "at grade". It is suggested that the policy is more flexibly worded in terms of suitable mitigation solutions; Policy TH11 - Comments made by the Highways Agency when it was Policy TH28 (and forwarded to Breckland DC by the County Council on 20/12/10) do not appear to have been considered; At the moment the A11 grinds to a halt between Barton Mills and	Noted. HA comments received too late to inform this version of the TAAP.	Make all suggested changes. Discuss as part of PPA.
Mr Stuart Wilson		Thetford	13	Policy TH 11	Comment	Thetford. One of the main causes is the traffic lights at Elveden which create a stop start queue of traffic. The idea to add more traffic lights at the five junctions is short sighted. Although not attractive and more expensive, flyovers do provide an uninterrupted flow of vehicles. I do not want Thetford to be known as the bottleneck of East Anglia.	Transport evidence identifies that signalisation is a mechanism to ensure junctions work at peak periods. In principle it is acceptable to the Highways Agency. The plan is to 2026 during which time background growth on its own would result in issues on the trunk road. Look at most cost effective way of getting the most out of junctions	No further action.
Mr Stuart Wilson	Thetford Society	Thetford	13	Policy TH 11	Comment	At the moment the A11 grinds to a halt between Barton Mills and Thetford. One of the main causes is the traffic lights at Elveden which create a stop start queue of traffic. The idea to add more traffic lights at the five junctions is short sighted. Although not attractive and more expensive, flyovers do provide an uninterrupted flow of vehicles. We do not want Thetford to be known as the bottleneck of East Anglia.	Transport evidence identifies that signalisation is a mechanism to ensure junctions work at peak periods. In principle it is acceptable to the highways agency. The plan is to 2026 during which time background growth on its own would result in issues on the trunk road. Look at most cost effective way of getting the most out of junctions	No further action.
Mr Tom Gilbert-Wooldridge	English Heritage	Cambridge	13	Policy TH 11	Comment	improvements to the Mundford Road junction, including roundabout enlargement and new signalling and lighting, will need to be carefully designed to avoid impacting on Gallows Hill Scheduled Monument and its setting. A dedicated slip road to the south-east of the junction, as suggested by the Thetford Transport Study (2010), could be particularly sensitive. Early consultation with English Heritage is advised.	Agree.	Raise at PPA
Mr. g Brighton		Thetford	13	Policy TH 11	Comment	Should congest the A11 nicely (see Elveden traffic lights) pushing traffic back through the town.		No further action.
Mrs Patricia Poel		Thetford	13	Policy TH 11	Comment	Traffic chaos will be everlasting.		No further action.
Mrs T Allott		By email	13	Policy TH 11	Comment	Traffic lights on junctions and roads results in traffic build up - look at Elveden		No further action.
T Ahern		Thetford	13	Policy TH 11	Comment	Thetford roads get congested daily now, yet you want to spend thousands of pounds making it worse. With so many sets of traffic lights under your scheme, it will be a continuous queue of traffic stop-start. If you've got so much money to improve this town then start by giving the town a good decent shopping centre that will encourage people to shop locally instead of going further afield.	Transport evidence identifies that signalisation is a mechanism to ensure junctions work at peak periods. In principle it is acceptable to the highways agency. The plan is to 2026 during which time background growth on its own would result in issues on the trunk road. Look at most cost effective way of getting the most out of junctions	No further action.
T Friend		Thetford	13	Policy TH 11	Comment	The A11 junctions should be upgraded to fly over for the main trunk road. Joining traffic should be by adequately long enough slip roads (unlike Croxton Road junctions). Traffic lights are a non starter - we need to keep the flow of traffic.		No further action.

Chisman Gary	Highways Agency	Bedford	13	Policy TH 12	Comment	Consideration will need to be given to the timing of local road network improvements in relation to the eventual timing of proposed A11 improvements to minimise disruption to both the local and strategic road networks. The Highways Agency should be party to any discussions regarding local road network improvements that have the potential to have a residual impact on the operation of the A11, and the other way round. Clarification is required of the capacity enhancements envisaged for routes leading to/from the A11, for example, Mundford Road north of Wyatt Way and Norwich Road north-east of Hurth Way, as suggested under Policy TH 12. It is recommended that the forthcoming Breckland Integrated Delivery Document identifies the costs to be met by the proposed development to confirm that sufficient funding will be available to fund all works proposed.	Noted. The Transport Assessment includes deliverable solutions to junctions, although this depicts the worst case scenario, Capacity enhancements could therefore range from redistribution of road space to less intrusive measures.	Supporting text to be amended. Timing issue for PPA. Send BIDD to HA.
E Friend		Thetford	13	Policy TH 12	Comment	Item 3, Bury Road. I would have thought your main priority in this area was to find an alternative route for the juggernauts that continually thunder down the A134 through town.	The issue of HGVs is one known to NCC. The TAAP cannot include proposals for a southern link road as this would involve the loss of European protected Habitat which cannot be justified.	Pass on comments to NCC.
Mr and Mrs A Corbitt		Thetford	13	Policy TH 12	Comment	The access from my property is directly into this roundabout. We would like to be consulted about this from the onset as at present it sounds that we will not be able to access our property.	Local properties will be consulted as part of the planning application. Where individual properties have a connection to the public highway, these will need to be maintained and accommodated.	Raise in PPA.
Mr Andrew Codd		Thetford	13	Policy TH 12	Comment	Healthy living (cycling etc) is worth aiming for but let us not get this out of proportion. As an occasional Cyclist myself, and my wife cycles to work in Thetford, there is no doubt that there should be provision of routes for pedestrians and cyclists in the plan (off the main roads). However a road with sufficient capacity and engineering to carry all traffic smoothly and without distraction to the driver are to the benefit of all, including a cyclist who uses that same road. For example the proposal for moving roadblocks (buses stopping to drop / collect on the road in this plan) is not safe for either car nor cyclist but there is a warped logic in having the bus control traffic speed. Please don't let one mode of transport over bear the others! Further the most affordable and environmentally sound kind of link / shuttle bus will be a transit sized vehicle needing little of the overblown planning discussed in this consultation.	TH12 represents worst case scenario of what is required. Reality is that any reduced scheme would be encouraged and could be seen as more acceptable in financial and environmental terms. The approach in the policy is deliverable and acceptable to NCC who manage the local road network. Junctions will struggle around the town with background growth and no large scale development. Lights can manage capacity and help more sustainable users such as bus and cyclists and pedestrians get around easier.	Amend supporting text re what capacity enhancements are.
Mr Anthony Poulter	Brettenham and Kilverstone Parish Council	Thetford	13	Policy TH 12	Comment	What about the need for a link from the A11 to A1066 to give proper access to the east? Avoidance of new rat runs through the SUE. would benefit from the inclusion of a southern link road [A11 to A1066] (stone curlews notwithstanding)	Option has not been discussed or recommended in the Transport work supporting the TAAP. Initial problems would be the Stone Curlew Buffer, flooding and drainage as well as cost. Transport study has produced a strategy to support the TAAP based on some highway improvements and modal shift. It is not clear how the Urban Extension could be used as a rat run as the estate will only be linked to Croxton Road or Norwich Road with buses only over the railway.	No further action.
Mr B Jacobs		Thetford	13	Policy TH 12	Comment	What is the point of a roundabout if you still need traffic lights at the junction?	TH12 represents worst case scenario of what is required.	Amend supporting text re what capacity enhancements are.
Mr B S Glaydon		Thetford	13	Policy TH 12	Comment	Both the Croxton Road Junction and Bury Road/Norwich Road junction need roundabouts not traffic lights to facilitate free flow of traffic bearing in mind the increase in vehicle movement that will be created.	Reality is that any reduced scheme would be encouraged and could be seen as more acceptable in financial and environmental terms. The approach in the policy is deliverable and acceptable to NCC who manage the local road network. Junctions will struggle around the town with background growth and no large scale development. Lights can manage capacity and help more sustainable users such as bus and cyclists and pedestrians get around easier.	Amend supporting text re what capacity enhancements are.
Mr Colin armes		By email	13	Policy TH 12	Comment	Needs to be done well before development starts. Roads already have heavy traffic.	Support noted.	Amend supporting text re what capacity enhancements are.
Mr Ed Chambers	Thetford Town Council	THETFORD	13	Policy TH 12	Agree	Approved	Support noted.	No further action.

Mr George Harvey	Thetford	13	Policy TH 12	Comment	<p>I myself have many time stood outside the Bell trying to assist HGVs of 40 tonnes to turn around maybe if they turn right to Newtown passed the Catholic Church, afraid not, another blocked road. Thetford town centre is like a puzzle with three ways in and three different ways out. I have also seen large HGVs trying to find Poundstretcher, Wilkinson's and Iceland's apart from the town centre. For the sake of some road signs such as Good Entrance this way, road unsuitable for HGVs or in the case of Bury Road, diversion to Bury St Edmunds no HGVs north or south on the Bury Road, alternative route to Felixstowe, alternative route to the north. Most of the drivers I have met are either foreigners or new to the area, don't forget most drivers are ordered to save fuel so view long diversions as extra cost in time and money</p> <p>The road planning in the Thetford area is abysmal. Abbey estate has sleeping policemen (one of which cannot be seen due to trees and walls etc) - it has not stopped speeding. On Bury Road if you are a HGV driver and enter Bury Road and you see other HGVs exiting Bury Road, including buses and coaches, then you tend to presume there is a through route to the next town. Having passed the sign 'No HGVs over 7.5 tonnes' I am afraid you are committed. The sign could mean that HGVs could turn left or right at the next junction or maybe into the lorry park, which is usually chocka Block with cars, vans and or Lorries. The HGV then turns left into Bridge Street and then in confronted with a blocked road - another piece of clever planning.</p>	<p>Noted. HGVs on Bury Road is a concern known by NCC. It is recommended that BDC complete a town centre masterplan which could look at HGV and delivery access to the town and consider some of the issues and suggestions.</p>	<p>Include deliveries and HGV access as an issue for the Town Centre masterplan to investigate. Pass on comments to NCC.</p>
Mr JW Smith	Thetford	13	Policy TH 12	Comment	<p>I am pleased to see proposed traffic lights at Croxton Road/Mundford Road junction although a roundabout would be better. however, due to close proximity of the access to the healthy living centre and queuing from the traffic lights, I would suggest that a one way system is considered with access to HLC from Croxton Road and exit via Mundford Road between the HLC and Thetford Football Club.</p>	<p>TH12 represents worst case scenario of what is required. Reality is that any reduced scheme would be encouraged and could be seen as more acceptable in financial and environmental terms. The approach in the policy is deliverable and acceptable to NCC who manage the local road network. Junctions will struggle around the town with background growth and no large scale development. Lights can manage capacity and help more sustainable users such as bus and cyclists and pedestrians get around easier.</p>	<p>Amend supporting text re what capacity enhancements are.</p>
Mr P Dunnett	Thetford	13	Policy TH 12	Comment	<p>Placing traffic lights at both the Croxton Road / Mundford Road Junction and the Hurth Way / Norwich Road roundabout will undoubtedly lead to traffic congestion particularly along the Mundford Road between the two sets of lights. This outcome is already well demonstrated by the existing consecutive sets of traffic light controls on the Norwich Road leading down to the Brandon Road Junction, which can cause considerable congestion, particularly at rush hour times. Exiting the Norwich Road Estate is already difficult especially right turns from Churchill Rd on to the Norwich Road and from Churchill Road on to the Mundford Rd. The two proposed sets of traffic lights will create both queuing and slowing traffic, that will make these turns even more difficult and dangerous, and at times, impossible to undertake.</p>	<p>TH12 represents worst case scenario of what is required. Reality is that any reduced scheme would be encouraged and could be seen as more acceptable in financial and environmental terms. The approach in the policy is deliverable and acceptable to NCC who manage the local road network. Junctions will struggle around the town with background growth and no large scale development. Lights can manage capacity and help more sustainable users such as bus and cyclists and pedestrians get around easier.</p>	<p>Amend supporting text re what capacity enhancements are.</p>
Mr P Dunnett	Thetford	13	Policy TH 12	Comment	<p>If the pedestrian crossing (also controlled by lights) adjacent to the BP garage on the Norwich Rd are retained, yet more chaos and delay will ensue An increase in the vehicle capacity of the Norwich Road will also exacerbate exiting traffic (right turns in particular) from Churchill Road and an increase in accidents can be expected! If the controlled pedestrian crossing adjacent to the BP garage were not to be retained, what thought has been given to pedestrians, particularly school children, who need to cross this busy road? These traffic management proposals need to be urgently reconsidered and fresh proposals submitted for public consideration. Residents of the large Norwich Road Estate, for whom these exits are the sole means of access and egress, should undoubtedly be consulted.</p>	<p>TH12 represents worst case scenario of what is required. Reality is that any reduced scheme would be encouraged and could be seen as more acceptable in financial and environmental terms. The approach in the policy is deliverable and acceptable to NCC who manage the local road network. Junctions will struggle around the town with background growth and no large scale development. Lights can manage capacity and help more sustainable users such as bus and cyclists and pedestrians get around easier.</p>	<p>Amend supporting text re what capacity enhancements are.</p>

Mr Paul Leeming	Carter Jonas	Harrogate	13	Policy TH 12	Comment	As part of the masterplan proposals and as detailed in the Thetford Transport Study a range of improvements to the strategic and local road network are required; primarily these relate to enhancements to the capacity of junctions rather than the road links. Policy TH11 Changes to the A11 Trunk Road and Policy TH12 Improvements to the Local Road Network generally cover the range of measures put forward. With regard to TH12 we would suggest that the provisions for capacity enhancements at Bury Road/Brandon Road (third point) and Mundford Road through to the A11 (fourth point) should state that such enhancements will "take into account the adjacent SM's" not "protect" them.	Comment noted.	Amend text to say 'whilst not harming the Scheduled Monument'.
Mr R Ward		Thetford	13	Policy TH 12	Agree	#1 is long over due #3, 5, 6 sounds good but not achievable and will never provide satisfactory road access to town centre. Major road changes for this action plan to succeed.	Support noted.	No further action.
Mr Richard Thewlis		Thetford	13	Policy TH 12	Comment	As an aside, pedestrians who cross the Norwich Road at the Lime Kiln Lane roundabout take their lives in their hands. There are bollards in the middle and a space for pedestrians to cross half way. However this is not a safe place to pause as there are no steel railings to protect pedestrians from any car that loses control as it roars up to the roundabout. I never cross halfway, and just wait I until I can cross both lanes of traffic in one go without pausing in the middle.	Comment noted. Existing traffic management issue.	Pass onto NCC.
Mr Simon Malone		Thetford	13	Policy TH 12	Comment	With the population growth likely as a result of all this development it is probable that not all members of the population will find employment within the enlarged town. Other places of work will include Norwich, Bury St Edmunds and, with the dualling of the A11, Cambridge and further south. There will also be significant increase in business transport serving and servicing the enlarged town. To meet this demand it is essential that there is a linkage between the A11 and the Bury Road provided at a very early stage. Without this the existing Bury road gateway into the town may be swamped, (it often is now), with consequent negative impacts for drivers and the residents and their dwellings in the vicinity of the Bury Road	Option has not been discussed or recommended in the Transport work supporting the TAAP. Transport study has produced a strategy to support the TAAP based on some highway improvements and modal shift.	No further action.
Mr Stephen Faulkner	Norfolk County Council	Norwich	13	Policy TH 12	Comment	Policy TH12 - Bullet point 6. It is unlikely that traffic capacity enhancements are possible on Norwich Road and London Road between these two junctions and these are not proposed. Motts Transport Plan work suggests that further work is required to identify measures to minimise the impact of congestion on public transport movements. The County Council envisage incorporating this into the town centre master-planning work.	Noted. Further comments received from NCC and discussions had on this issue.	This work could be included in the town centre masterplan brief. The definition of capacity enhancements, to specifically include measures to enable buses to run smoothly included.
Mr Stuart Wilson		Thetford	13	Policy TH 12	Comment	I acknowledge there is a need to modify the road network as even before any expansion, problems exist. I would urge that any modifications are part of a co-ordinated whole and are not allowed to develop piecemeal. The Croxton Road/Mundford Road junction, (TH12 , No.1) which is already at a critical point, needs urgent attention.	Support noted.	Consider adding reference to co-ordinated approach.
Mr Stuart Wilson	Thetford Society	Thetford	13	Policy TH 12	Comment	We acknowledge there is a need to modify the road network as even before any expansion, problems exist. We would urge that any modifications are part of a co-ordinated whole and are not allowed to develop piecemeal. Members are particularly concerned about the Croxton Road/Mundford Road junction (TH12 , No.1) which is already at a critical point	Support noted.	Consider adding reference to co-ordinated approach.

Mr Tom Gilbert-Wooldridge	English Heritage	Cambridge	13	Policy TH 12	Comment	We welcome the reference to scheduled monuments in respect of improvements to Mundford Road and the Bury Road / London Road / Brandon Road / Norwich Road junction. Improvements to the latter could also affect the setting of Thetford Conservation Area and a number of listed buildings, so this could also be referenced. Improvements to Norwich Road between Hurth Way and Bury Road could affect the conservation area and a number of listed buildings and scheduled monuments from Grove Lane westwards, and this should also be acknowledged. Along this stretch of Norwich Road, there is also an opportunity to improve or even remove the pedestrian underpass that links the town centre to Thetford Priory. The current underpass is unattractive and affects pedestrian movements to and from the Priory.	Agree re references to historic buildings and conservation area. Disagree re underpass. This is identified on the Loops and walking and cycling network. It is an often used subway.	Amend text to refer to listed buildings and conservation areas.
Mr. peter Thomson		Thetford	13	Policy TH 12	Comment	I suggest that heavy vehicles coming from Bury Road going westward should be routed up London Road to connect with A11. I think this view as London Road is largely Industrial/Commercial with wide pavements with spaces to widen, whereas the Brandon Road has only narrow pavements on one side of the road.	Comment noted. Existing traffic management issue.	Pass onto NCC.
Mrs Janet Smith Gibbons		Thetford	13	Policy TH 12	Agree	(3) I hope that improvements to the Bury Road/London Road/Brandon Road/Norwich Road junction will include pedestrian crossings and provision for safe passage for cyclists.	Support noted. Modal shift from single occupancy car use is essential for the town. Aiding passage of pedestrians, cyclists and buses is an element of attaining modal shift. There are other policies in the TAAP that seek to ensure provision for such modes.	No further action.
Mrs L Brightman		Thetford	13	Policy TH 12	Comment	How can the changes to this road be accomplished as there are houses, in places quite near, to the road? This part of the plan is not very clear.		
Mrs Patricia Poel		Thetford	13	Policy TH 12	Comment	Traffic chaos will be everlasting.		
Mrs T Parker		Thetford	13	Policy TH 12	Comment	I'd like clarification of the proposal to increase the capacity of the roads between Hurth Way and the A11 (Norwich Road). Is it going to involve compulsory purchase of land?	TH12 represents worst case scenario of what is required.	
Mrs Taylor		Thetford	13	Policy TH 12	Comment	Please don't put more traffic lights in this town on our roads, we need to keep traffic moving now the price of fuel is so high. At Chase traffic lights take away the lights and put a roundabout and a roundabout at the entrance to Forest Park site. These areas are big bottle necks and need upgrading asap.	Reality is that any reduced scheme would be encouraged and could be seen as more acceptable in financial and environmental terms. The approach in the policy is deliverable and acceptable to NCC who manage the local road network. Junctions will struggle around the town with background growth and no large scale development. Lights can manage capacity and help more sustainable users such as bus and cyclists and pedestrians get around easier.	Amend supporting text re what capacity enhancements are.
S Lenane		Thetford	13	Policy TH 12	Comment	What will the capacity enhancements be to Norwich Road? People who live on this road would probably like to know.		
Sustrans		Peterborough	13	Policy TH 12	Disagree	These do not appear to be improvements to the road network they appear to be measures to increase the capacity of junctions to increase the flow of cars. We do not accept that this is compatible with the vision of a healthy, sustainable town. The transport network should be designed to move people and goods in sustainable manners to fit with the needs to address climate change, peak oil and health challenges.	Noted. There is inevitably some tension between planning for growth, current transport habits and aspirations to create greater levels of modal shift. The TAAP has many elements on modal shift. Such changes as quoted would need to consider TH24.	Improve supporting text regarding capacity enhancements.
T Ahern		Thetford	13	Policy TH 12	Comment	Thetford roads get congested daily now, yet you want to spend thousands of pounds making it worse. With so many sets of traffic lights under your scheme, it will be a continuous queue of traffic stop-start. If you've got so much money to improve this town then start by giving the town a good decent shopping centre that will encourage people to shop locally instead of going further afield.	Noted. Town centre section talks of approach to town centre. Modal shift away from cars is key for Thetford. Traffic lights, if managed well, can aid queuing traffic. Note that many junctions in the town are likely to suffer issues even without the traffic associated with the growth.	No further action.
Val Moore		By email	13	Policy TH 12	Comment	Increase in traffic congestion, especially at peak times, for town centre roads (already get long queues through town) & essential that mini roundabout (or traffic lights) at junction of Croxton Road with Munford Road - just imagine the increased tailback there!! It's already a popular accident site due to delayed improvements.		

Velda Luckhurst		Thetford	13	Policy TH 12	Comment	Most studies, certainly in Europe, show that traffic lights do not improve traffic flow. Every roundabout with lights doesn't bear thinking about. As for improving Norwich Road between Hurth Way and Bury Road junction - how? Where? Houses down both sides, primary school, two sets of pedestrian lights which must stay. The only time now one can get into the traffic or cross the road safely is during half term and holiday time as there is hardly anything about. Now you want to protect the ancient monument at the Brandon Road, Bury Road junction - it's a pity one did not think of that before with that monument looking straight across the priory what a tourist attraction. No Canon's Close was built - no one ever learning from previous mistakes.	TH12 represents worst case scenario of what is required. Reality is that any reduced scheme would be encouraged and could be seen as more acceptable in financial and environmental terms. The approach in the policy is deliverable and acceptable to NCC who manage the local road network. Junctions will struggle around the town with background growth and no large scale development. Lights can manage capacity and help more sustainable users such as bus and cyclists and pedestrians get around easier.	Amend supporting text re what capacity enhancements are.
Mr Andrew Codd		Thetford	13	Policy TH 7	Agree	We have a complex issue here but generally: Car ownership increased rapidly over the last 50 years and clearly exceeded the expectations of most planners of the time (most estates built during that time (including Thetford) encourage driving on grassed areas to park / access front doors and overnight parking is tight). Let us work with the times and design for car ownership of about 1.5 cars per new household (other than elderly) at least. This will provide uncluttered streets (safer and smarter) and the reductions in car use for short journeys (though probably not a reduction in car ownership) over time will be a bonus. Furthermore Thetford will be a commuter town to other areas and car ownership for those welcome residents would typically be a must.	Work is ongoing in Barnham Cross Common to address the car parking issue. This could be repeated at other places in the town. The Core Strategy has car parking standards at Policy DC19 and it is not proposed to change these. Reductions in car use for shorter journeys is the aim of the TAAP. By providing jobs in line with housing as well as other changes in the town, for example to the town centre, the vision is for Thetford not be a commuter town.	No further action.
Mr Ed Chambers	Thetford Town Council	THETFORD	13	Policy TH 7	Comment	[Note: Typographical error - 'waking' - in penultimate line.] Concern expressed about proposed changes to Forest ownership and possible consequences for the High Lodge operation. [After note: this comment now presumed to have been 'overtaken by events'.]	Typo noted. Comment more for Loops.	Correct typo.
Mr Paul Leeming	Carter Jonas	Harrogate	13	Policy TH 7	Agree	Broadly the provisions of these policies correspond with the measures put forward through the draft Masterplan (Policy TH7 Walking and Cycling, Policy TH8 Buses and Policy TH9 Bus Design Principles) and transport strategy. Fundamental to the Masterplan and transport strategy for the SUE is to optimise connectivity to the remainder of the town and the facilities within it. It is intended that the quality of the provision and frequency of services will enable modal shift away from single occupancy car journeys alongside softer measures and other demand management techniques.	Support noted.	No further action.
Mr Stuart Wilson		Thetford	13	Policy TH 7	Agree	Agree. In the short term the High Lodge facilities should be made accessible from Thetford for cyclists and walkers via the river corridor and forest tracks. There would be a need for a crossing point along the Brandon Road.	Support noted. Thetford Loops map shows the need for such a crossing.	No further action.
Mr Stuart Wilson	Thetford Society	Thetford	13	Policy TH 7	Agree	In the short term the High Lodge facilities should be made accessible from Thetford for cyclists and walkers via the river corridor and forest tracks. There would be a need for a crossing point along the Brandon Road	Support noted. Thetford Loops map shows the need for such a crossing.	No further action.
Mr. neil blackshaw	Thetford healthy town programme	Thetford	13	Policy TH 7	Disagree	New wording to the effect that provision must be made for safe on-road cycling. A cycle route technical standard will be produced. All proposal will be expected to meet it. REASON There is substantial evidence that utility cycling is to a large extent dependent on direct and convenient routes and that measures to promote safe on road cycling are an essential part of a sound cycling strategy. In the absence of a cycling strategy and of adopted technical standards it is essential that the masterplan contains clear guidelines so as to secure the above aim.	NCC are working on local cycling guidance.	Include words direct, convenient and safe in policy.

Mrs Janet Smith Gibbons		Thetford	13	Policy TH 7	Comment	I agree with this proposal, with the proviso that walking and cycling must be encouraged, not just accommodated. Currently cycling in Thetford is extremely difficult. As a cyclist I am unable to use my bicycle to cycle into the centre of town to shop because the town centre is pedestrians. The outer areas of the town have too much heavy traffic to enable safe cycling, particularly for children, meaning many people cycle on the pavements. Safe cycle routes both into and around the town centre are needed.	Noted. The walking and cycling network is intended to be the main network onto which cyclists will be directed as well as improvements to help cyclists provided.	Change wording to further emphasise the importance of walking and cycling. Include cycle access to the town in town centre masterplan work.
Mrs Patricia Poel		Thetford	13	Policy TH 7	Agree		Support noted.	No further action.
S Lenane		Thetford	13	Policy TH 7	Comment	Every new road built should incorporate a cycle path.	Noted. It is a requirement in TH7 that a comprehensive, logical walking and cycling network be identified and provided within the Urban Extension to fit in with the Thetford Loops and town wide walking and cycling network. The policy does not dictate what kind of provision. The proposed A11 dualling indicates a shared use path to Elvedon. NCC are working on local cycling guidance.	No further action.
Sustrans		Peterborough	13	Policy TH 7	Disagree	Whilst in broad agreement we are uncomfortable with the exact wording. We prefer A walking and cycling network and its phasing 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 fit into the town wide network (see section 19 'Transport') as well as the Thetford Loops and must be completed at appropriate stages of the development to ensure that new residents are encouraged to walk and cycle from the outset. The network must link directly and conveniently with destinations such as services and facilities, so that cycling and walking are the most attractive modes for local trips. Subsequent planning applications for detailed development phases will be permitted where they positively plan for and deliver the identified waking and cycling networks. Proposals which detract from the attractiveness and convenience of the networks will not be permitted.	Agree.	Change text as per representation.
C A Brooks		Thetford	13	Policy TH 8	Comment	To encourage more people to use the buses in Thetford, adequate shelters and information should be provided at all bus stops in Thetford.	Noted. The commitments paper recommends that similar measures are retrofitted to the rest of the town to benefit the existing residents.	No further action for the TAAP. Potential for partners to take on this issue. Commitments paper issue.
Chisman Gary	Highways Agency	Bedford	13	Policy TH 8	Comment	Reference is not made within the TAAP to a central public transport hub within the proposed SUE, which had been suggested in the Thetford Transport Plan 'Public Transport: Opportunities for Buses' report dated 27 th August 2010. TAAP Map 11.1 (p.37) does not indicate the provision of such a facility. A central hub facility, potentially adjacent to shops and/or employment, could create a focal point in the development. If such a facility were located within the SUE it could provide interchange opportunities with longer distance bus/coach services routing between Cambridge and Norwich. If a new railway station is to be provided within the SUE, consideration could be given to providing a combined multi-modal sustainable transport hub. Proposed local bus services serving the SUE could feed such a hub, connecting to other parts of Thetford including the town centre, main railway station and the TEP. The proposed bus peak hour frequency of 10 minutes is good and should encourage sustainable travel behaviour, especially if it is combined with marketing and attractive and safe bus stop facilities (including real time	The public transport hub issue was discussed between HA, NCC, BDC and the landowners. It is proposed that near to Tesco's, a facility for buses to park over night could be provided. As for an interchange, it was felt that such a use is better located in the town centre and an additional one is not really needed.	No further action
Chisman Gary	Highways Agency	Bedford	13	Policy TH 8	Comment	Consideration could be given to creating attractive linkages between the proposed SUE via Mundford Road and the Fison Way Industrial Estate. Furthermore, consideration could be given to routing proposed SUE local bus routes via the Fison Way Industrial Estate, TEP and railway station via Mundford Road.	The precise routing of the bus services is too detailed for the TAAP.	Raise comment as part of PPA process.

E Friend		Thetford	13	Policy TH 8	Agree	Thoroughly approve of this scheme. If you can implement all these schemes, Thetford will be a wonderful place to live though I doubt I will be there to see the finish!	Support noted.	No further action.
Mr Anthony Poulter	Brettenham and Kilverstone Parish Council	Thetford	13	Policy TH 8	Comment	Buses - second line - ..and preferably to existing employment areas... surely this could be a proper condition?	Noted.	Amend policy as per representation.
Mr Ed Chambers	Thetford Town Council	THETFORD	13	Policy TH 8	Agree	The Committee strongly supports the policy intent. It notes that there was reference by a Pigeon Holdings representative at a recent community meeting to an intended 5-minute service frequency. It is vital for bus routes from/to the Urban Extension to incorporate stops in the existing settlement.	Support noted. Such stops likely to be of benefit to the viability of the services. This is included in the transport study	Consider emphasising this issue in the relevant text. Raise at PPA.
Mr Paul Leeming	Carter Jonas	Harrogate	13	Policy TH 8	Agree	Broadly the provisions of these policies correspond with the measures put forward through the draft Masterplan (Policy TH7 Walking and Cycling, Policy TH8 Buses and Policy TH9 Bus Design Principles) and transport strategy. Fundamental to the Masterplan and transport strategy for the SUE is to optimise connectivity to the remainder of the town and the facilities within it. It is intended that the quality of the provision and frequency of services will enable modal shift away from single occupancy car journeys alongside softer measures and other demand management techniques.	Support noted.	No further action.
Mr Stephen Faulkner	Norfolk County Council	Norwich	13	Policy TH 8	Comment	Policy TH8 Buses - Paragraph 5 says the developer should fund measures whereas paragraph 1 says the Council will seek developer contributions. It is suggested that paragraph 5 is more appropriate. Policy TH8 Buses- Second paragraph. It is unclear whether the proposed level of service (ten minute frequency) can be sustained by the market after initial subsidies from the developers;	Comments noted and agreed that paragraph 5 is more appropriate. The trigger points for a switch from developer subsidised service to sustainable profit making service will be addressed through the legal agreement on the SUE application. Contributions to public transport will also be considered in the emerging CIL work to draw down contributions from other developments. The Thetford Transport Study (2010) to which Norfolk County Council were a primary partner, identified that a ten minute frequency of internal bus service was necessary to achieve the modal shift required to secure a deliverable and affordable transport network.	No further action.
Mr Stuart Wilson	Thetford Society	Thetford	13	Policy TH 8	Agree	We would support regular bus services. Monies should be ring-fenced to enable this service to continue in the future. The scheme for a guided bus route seems to have been dropped - is this the case?	Transport study identifies need to support external bus services as well as internal. As part of CIL or S106 the sustainability of bus service will be covered off. Developers indicate parts of route will be bus only or guided, but this is a matter of more detail that the TAAP.	PPA
Mr Stuart Wilson		Thetford	13	Policy TH 8	Comment	I would support regular bus services. Monies should be ring-fenced to enable this service to continue in the future. The suggested scheme should be spread across the town so that current residents have the same advantages as newly arrived. The scheme for a guided bus route seems to have been dropped - is this the case?	Transport study identifies need to support external bus services as well as internal. As part of CIL or S106 the sustainability of bus service will be covered off. Developers indicate parts of route will be bus only or guided, but this is a matter of more detail that the TAAP.	PPA
Mrs G Farrow		Thetford	13	Policy TH 8	Comment	Hopefully bus services to current estates (e.g. Ladies' Estates) which has a lot of elderly housing provision will still have a good bus service i.e. it won't be diluted to give service to new development instead.	Modal shift is essential for Thetford. Public transport will be reviewed, both internally and also to surrounding areas.	No further action for the TAAP. Potential for partners to take on this issue. Commitments paper issue.
Mrs Janet Smith Gibbons		Thetford	13	Policy TH 8	Comment	Where will these extra bus services come from, when bus services are already being cut across both Norfolk and Suffolk?. Unless bus services offered are as convenient as private car use they will not be used. The recommendation by Mott Macdonald (2010) of ' a frequency of at least 6 buses an hour from the Urban Extension' is unlikely to happen. I suspect they will run for a short time then be cut when they lose money, leaving residents in these areas stranded.	Modal shift is essential for Thetford. Public transport will be reviewed, both internally and also to surrounding areas. Transport study identifies need to support external bus services as well as internal. As part of CIL or S106 the sustainability of bus service will be covered off.	PPA
Mrs Patricia Poel		Thetford	13	Policy TH 8	Comment	should be in place, perhaps a pipe dream.	Noted.	No further action.
S Lenane		Thetford	13	Policy TH 8	Comment	Unless the council is going to buy and run it's own bus service, how can it possible guarantee frequency and routes of buses? Any money raised from developers to subsidise buses will only be for the short term. When it runs out there will be the same lack of provision that we have now.	Transport study identifies need to support external bus services as well as internal. As part of CIL or S106 the sustainability of bus service will be covered off.	PPA

Chisman Gary	Highways Agency	Bedford	13	Policy TH 9	Comment	The proposals set out in paragraphs 13.10-13.15 (p.54-55) seem reasonable. It is noted that the TAAP proposes the implementation of Real Time Information at all stops in the SUE under Policy TH 9, which is considered a good proposal.	Support noted.	No further action.
Mr Andrew Codd		Thetford	13	Policy TH 9	Comment	My experience is that, in heavy traffic conditions, bus priority at junctions only seems to move the bus about 12 cars ahead at any given junction where it then has to queue like everyone else (as you can see in Cambridge or Norwich). Reducing traffic volume only serves to make the bus priority even less worth it. Therefore: In general, where there is space of a bus lane, there must also be space to improve the efficiency for all traffic which would be beneficial to all and probably less costly. Please do not consider adding such provision to the typically confined spaces at existing junctions in the town.	With regard to bus priority, observations of behaviour are very location dependent and can be subjective. As a rule we tend to take road space away from general traffic and re-allocate it to buses. This has the double effect of improving conditions for buses and making conditions slightly less favourable for cars - in the hope that they might decide to change mode. For already congested junctions we will need to carefully consider whether bus priority is appropriate or not.	No further action.
Mr Anthony Poulter	Brettenham and Kilverstone Parish Council	Thetford	13	Policy TH 9	Comment	Who is going to design the buses? Aren't we talking about bus services?	This policy is about bus facilities. TH8 is about bus services.	No further action.
Mr DM Hall		Thetford	13	Policy TH 9	Comment	Bus stops every 400m will make journey times too long. People will use cars.	Policy TH9 mentions bus stops within 400m of all properties within the growth area only. The proposed bus boarders will have the effect of holding cars behind the buses, so with frequent bus stops very close to peoples houses, we do not agree that bus journeys will be longer than car journeys and favour driving instead of taking the bus.	No further action.
Mr Ed Chambers	Thetford Town Council	THETFORD	13	Policy TH 9	Comment	The Committee urges the introduction of these standards within the existing settlement.	Noted. The commitments paper recommends that similar measures are retrofitted to the rest of the town to benefit the existing residents.	No further action for the TAAP. Potential for partners to take on this issue.
Mr Paul Leeming	Carter Jonas	Harrogate	13	Policy TH 9	Agree	Broadly the provisions of these policies correspond with the measures put forward through the draft Masterplan (Policy TH7 Walking and Cycling, Policy TH8 Buses and Policy TH9 Bus Design Principles) and transport strategy. Fundamental to the Masterplan and transport strategy for the SUE is to optimise connectivity to the remainder of the town and the facilities within it. It is intended that the quality of the provision and frequency of services will enable modal shift away from single occupancy car journeys alongside softer measures and other demand management techniques.	Support noted.	No further action.
Mr Stephen Faulkner	Norfolk County Council	Norwich	13	Policy TH 9	Comment	Policy TH9 Bus design principles - The Policy needs re-writing to remove any ambiguity because the first sentence refers to the Thetford Area extension, but the bullet points go on to refer to the Thetford area and all bus stops. Generally we need to be mindful of what can be delivered in terms of public transport infrastructure from the public purse. Policy TH9 Bus design principles - Bullet point 1 Suggest rewording to "Bus priority measures at junctions where appropriate" and similarly reword paragraph 13.10 to, "Bus priority should be incorporated into the development where appropriate."	Agree re removing ambiguity.	reference to bus priority at junctions on bus routes added.
Mr Stuart Wilson		Thetford	13	Policy TH 9	Agree		Support noted.	No further action.
Mr Stuart Wilson	Thetford Society	Thetford	13	Policy TH 9	Agree		Support noted.	No further action.
Mrs Patricia Poel		Thetford	13	Policy TH 9	Comment	Hopeful proposal.	Noted.	No further action.
Chisman Gary	Highways Agency	Bedford	14	14.01	Comment	The delivery of housing, jobs and other related facilities should be balanced. Consideration should be given to limiting new housing numbers and/or employment development such that this balance is achieved as Thetford grows. For example, it would be inappropriate for all housing to be built without any employment resulting in a commuter town, irrespective of market demand for housing. The proposed phasing of residential and employment development set out in Table 11.2 is considered reasonable.	Comments noted.	no change
Chisman Gary	Highways Agency	Bedford	14	Policy TH 13	Agree	The proposed layout and design principles set out under (b) of Policy TH 13 are considered reasonable.	Comments noted.	No change

Katie Benford	Planning Potential Ltd	London	14	Policy TH 13	Comment	<p>As you are aware, we have always maintained that given the size of the site and the amount of floorspace and new jobs the site is expected to deliver, there will be a need for enabling development to support the new businesses and their employees. We have therefore suggested in previous representations that the allocation should be widened to include other commercial uses such as hotel and retail uses, including foodstore development. Foodstores are important employment generators within towns and often employ more staff than B2 and B8 uses. An Asda store would employ around 300 jobs. The widening of the TEP allocation to include other uses would not, therefore, prejudice the overall aim of the TEP which is to bring forward new jobs for Thetford, particularly the urban extension. The importance of retail as an employment generating use is advocated in PPS4: Planning for Sustainable Economic Growth which was published in December 2009 following the Thetford AAP Preferred Options consultation.</p> <p>Economic development is effectively defined as uses that provide employment opportunities, generate wealth, or generates/produces economic output/product. Accordingly, the PPS4 groups retail development with industrial and commercial development, recognising, as should be the case, that they are all important employment generating uses. Enabling development can also assist in delivering the infrastructure required for the new enterprise park and also act as a catalyst for the delivery of the Enterprise Park. This is particularly relevant in this instance because despite having the benefit of planning permission for B1, B2 and B8 use which has been renewed over time, the site has not come forward for over 20 years. Policy EC2.1(f) of PPS4 supports the safeguarding of land from other uses, to facilitate a broad range of economic development where necessary.</p>	<p>Disagree. The potential of the wider urban extension to provide the necessary infrastructure to bring forward the required employment land should not be discounted. Positively allocating an out-of-town location for retail development on a key employment site would reduce the flexibility in employment land supply and result in a negative impact on the town centre. Evidence in the 2010 Retail and Town Centre Study points to some fragility in the performance of Thetford Town Centre. A key strand of the adopted Core Strategy and the Thetford Area Action Plan in terms of spatial vision for Thetford is "the major regeneration" of the town centre to become a revitalised hub for existing and new communities. Further significant new retail floorspace at a peripheral out of town location which is both poorly related to existing and new communities (physically separated by existing industrial development and infrastructure) is not in accordance with the the Vision. The Council accepts that some limited out of town centre retailing is required as part of the urban extension to meet local day-to-day needs and this is</p> <p>Should evidence support the need for additional retail floor space beyond that capable of being accommodated in the town centre then the preference would be to look to embed such a requirement within a centre well-related to populations as the town grows rather than remote, peripheral locations which will inherently rely on car based trips. In terms of other commercial uses such as hotels, the Council could look positively on such a use on TEP in accordance with Policy DC8 of the adopted Core Strategy which allows for hotel accommodation which primarily seeks to meet the needs of road users.</p>	No change
Katie Benford	Planning Potential Ltd	London	14	Policy TH 13	Comment	<p>However, it makes absolutely clear that "existing site allocations should not be carried forward from one version of the development plan to the next without evidence of the need and a reasonable prospect of their take up during the plan period. If there is no reasonable prospect of a site being used for the allocated economic uses, the allocation should not be retained, and wider economic uses or alternative uses should be considered." Although the site is not a longstanding local plan allocation, designating a site for a particular use based on an historic planning permission which has failed to come to fruition for over 20 years follows the same principle. Having regard to the Government's latest policies on economic development, we urge the Council to consider a wider range of employment uses on the TEP to ensure that the site comes forward for development.</p>	<p>Disagree. The potential of TEP to come forward within the wider context of adjoining development should not be discounted. The successful delivery of the urban extension is dependent on a balance of homes and jobs to not only create a vibrant economy and society for Thetford but also to help self-containment which is essential to ensuring that future transport infrastructure investment is kept at a viable and realistic level (as evidenced in the Thetford Transport Study 2010). The inherent linkages between the delivery of the urban extension and TEP are further reinforced by the ability of the urban extension to resolve key infrastructure issues such as energy and waste water. Planning approval for the TEP has recently been renewed and the Council has adopted a positive policy in the TAAP to encourage a range of uses.</p> <p>Whilst PPS4 refers positively to retail operations under the umbrella of employment, the Council is mindful of particular local policy and evidence in relation to Thetford and the need to support and regenerate the town centre. Any dilution of this approach is likely to setback investment and the much needed regeneration of the town centre which the Community has strongly identified as a priority through the extensive consultation to date on the TAAP.</p>	No change
Melinda Raker		By email	14	Policy TH 13	Comment	<p>New Employment Land: this states that "the site should be provided with water and electricity." It is hard to imagine any prospective employer wanting to move to Thetford without the basic infrastructure.</p>	<p>Comments noted. Existing development is already served by adequate energy and water networks. The planned development at Thetford includes 40ha of employment land and the delivery of this land will be dependent on upgrades to the water and energy networks. The costs of these upgrades will be funded by development. As part of the planning application process the Council will negotiate what constitutes 'serviced' employment land.</p>	No change.

Mr Anthony Poulter	Brettenham and Kilverstone Parish Council	Thetford	14	Policy TH 13	Comment	What is the strategy for attracting businesses to use these facilities?	The planning system can make land available for employment uses and provide a policy framework to shape and encourage investment. The evidence to support the TAAP employment policies is provided in the Employment Land Review (2006) and Thetford Growth and Infrastructure Study (2007). Further to this evidence the TAAP has been informed by the Council's REV Programme and the latest REV-Active initiative to support particular economic activities along the A11 corridor in Breckland including Thetford. A total of 40ha of new employment land has been identified in the TAAP to provide for a variety of uses. In addition, jobs will be provided in the service sectors necessary to support the new population including education, health and retail and personal services. The Council's vision for a regenerated town centre will also result in job creation. The Council acknowledges that the evidence behind the employment strategy needs to be more clearly articulated and consequentially an Employment Topic Paper will be produced to accompany the submission TAAP.	The employment strategy for Thetford, including the various activities of agencies, could usefully be coordinated within a single Topic Paper document to support the submission version of the TAAP.
Mr Anthony Poulter	Brettenham and Kilverstone Parish Council	Thetford	14	Policy TH 13	Comment	I still think the TAAP lacks a strategy for attracting employment to the area	I still think the TAAP lacks a strategy for attracting employment to the area	The employment strategy for Thetford, including the various activities of agencies, could usefully be coordinated within a single Topic Paper document to support the submission version of the TAAP.
Mr Ed Chambers	Thetford Town Council	THETFORD	14	Policy TH 13	Comment	The Committee places great importance on the need to create a range of employment opportunities.	Comments noted	No change
Mr. g Brighton		Thetford	14	Policy TH 13	Comment	Why not use all the unused employment land?	There is a limited amount of land on existing employment estates that could be developed. In order to deliver 5,000 new jobs it will be necessary to release some 40ha of new land to meet a range of employment requirements. The TAAP also contains Policy TH40 which seeks to support additional development on existing employment estates together with measures that result in their wider regeneration.	No change.
Mr Ivor Andrew		Croxton	14	Policy TH 13	Comment	Too much emphasis on employment areas to the west of the proposal. This will increase congestion on an already busy Croxton Road. Employment areas are already designated i.e. TEP and expansion to Mundford Road industrial area.	There is a need to release 40ha of new employment land as part of the strategy to deliver 5,000 new jobs in Thetford to 2021. TEP and the extension to Lodge Way off Mundford Road will provide for some two thirds of this 40ha requirement and therefore there will be a need to identify and allocate additional employment land across the urban extension. The strategy of releasing new parcels of employment land in locations well related to the A11 is supported by the Council's Employment Land Review which states that sites visible to the A11 will be attractive to prospective businesses. The precise balance and location of employment land within the urban extension will be reviewed in taking the TAAP forward to the next version but the principle of a scale of employment land release adjacent to the Croxton Road junction is not unreasonable. Although not an issue for the TAAP, specific traffic management measures (such as weight restrictions) could address specific concerns about impact on Croxton Road.	No change

P Dunnett	19 Admirals Way	Thetford	14	Policy TH 13	Comment	<p>4) In order to create a thriving township where people want to come and live and work you Rooms about two years ago were clearly told that new industries were queuing up to come to Thetford and it wouldn't be too long before they started arriving. Nothing substantial ever came and no more has ever been heard need industry and commerce Those attending a consultation meeting held in the Carnegie about this glorious influx. With the economy as it now is, and the future very uncertain, what employment prospects are there for people who might consider moving to Thetford? No jobs / employment = no one wants to come and live here = plans for expansion and provision of additional new facilities are either shelved or put on hold until such time as things improve by which time the plans are out of date and the whole process starts again. A very simplistic and not particularly long term view? Possibly – but that's the opinion of many and they're possibly not too far from the truth.</p>	<p>Whilst some employers have left the area, but in the main, premises have been re-occupied. There are no significant swathes of empty employment stock. BDC have a proactive Economic Development team - jobs are important to BDC.</p>	No further action.
Gerald Goucher	Croxton Hall Farm	Croxton	14	Policy TH 13	Comment	<p>Talk of plenty of housing, but nothing about jobs. Total absence of regeneration of Thetford town centre. Some housing should go on south of town centre. Present poor quality shops will not draw new residents or shop keepers. No thought given to loss of good productive agricultural land.</p>	<p>Employment topic paper being produced to support the TAAP. Town centre likely to have a Masterplan. Stone Curlew Buffer rules out development to the South and South East. Information provided by EEDA is that of on average one economically active adult per household. Employment land allocated. Existing employment estates recommended to be addressed. Employment topic paper being produced. BDC have economic development team so economic development and employment important to BDC. Many jobs created as a result of supporting services to the development. Number is a floor, not a ceiling. It is recognised that growth in Thetford will result in loss of agricultural land, however there has got to be a balance between the delivery of homes and jobs in sustainable locations and the loss of land. The land around Thetford is also towards the lower end of grades for agricultural land.</p>	No further action.
Carl ?	41 Ripon Way	Thetford	14	Policy TH 13	Comment	<p>There is no point bringing thousands of people here until the 20% out of work in Thetford have jobs and industry returns.</p>	<p>Information provided by EEDA is that of on average one economically active adult per household. Employment land allocated. Existing employment estates recommended to be addressed. Employment topic paper being produced. BDC have economic development team so economic development and employment important to BDC. Many jobs created as a result of supporting services to the development. Number is a floor, not a ceiling.</p>	No further action.
Mr G Harwood	15 Wheatacres	Thetford	14	Policy TH 13	Comment	<p>The Action Plan is seriously flawed. You may be able to produce 5,000 dwellings, but you cannot guarantee 5,000 jobs. If a company does not wish to come to Thetford, it will just not come. Also, 5,000 jobs is not nearly enough to support 5,000 households - a minimum of 7,5000 jobs are required. I believe that you can find tenants for 5,000 houses (dues to housing shortage) but all this will produce is to make a significant increase to an already existing employment problem.</p>	<p>Information provided by EEDA is that of on average one economically active adult per household. Employment land allocated. Existing employment estates recommended to be addressed. Employment topic paper being produced. BDC have economic development team so economic development and employment important to BDC. Many jobs created as a result of supporting services to the development. Number is a floor, not a ceiling.</p>	No further action.
Mr G Harwood	15 Wheatacres	Thetford	14	Policy TH 13	Comment	<p>Some months ago I visited a presentation at the Carnegie Rooms, Thetford. There I discussed the above with a young lady who introduced herself as a 'senior planning officer'. She had no idea how the quoted jobs were going to be provided. Only that land was being allocated for employment. She did not provide a satisfactory answer to any of my questions.</p>	<p>Information provided by EEDA is that of on average one economically active adult per household. Employment land allocated. Existing employment estates recommended to be addressed. Employment topic paper being produced. BDC have economic development team so economic development and employment important to BDC. Many jobs created as a result of supporting services to the development. Number is a floor, not a ceiling.</p>	No further action.

Mr P King	6 Arlington Way	Thetford	14	Policy TH 13	Comment	Before adding to the size of Thetford, more should be done to upgrade the town and then think about further expansion. Building 5,000 homes will require more than 5,000 jobs or is only one person per household going to work?	Information provided by EEDA is that of on average one economically active adult per household. Employment land allocated. Existing employment estates recommended to be addressed. Employment topic paper being produced. BDC have economic development team so economic development and employment important to BDC. Many jobs created as a result of supporting services to the development. Number is a floor, not a ceiling.	No further action.
Mr. neil blackshaw	Thetford healthy town programme	Thetford	14	Policy TH 13	Disagree	A new policy is required to the effect that All proposals will be expected to make secure provision for training and employment of local unemployed people . REASONS It is essential that all the employment opportunities offered by the growth of Thetford are taken. This will increase the range of employment and hopefully increase household income which will in turn reduce levels of deprivation and improve health outcomes. The initiation of training , apprenticeship and employment schemes in connection with major construction projects is well established. Growth in employment will need to come from all parts of the economy and not simply new employment land .However there is no specific policy requiring this outcome in Thetford. This amendment seeks to remedy that gap and provide clear guidance as to what will be required.	Maybe Council policy or something for PPA. No further action for the TAAP.	PPA. Pass on comment to Economic Development. Introduce policy into the TAAP.
Mr Paul Leeming	Carter Jonas	Harrogate	14	Policy TH 13	Agree	We would suggest that in both Section 14 New Jobs and Section 15 Local Centres reference is made to the holistic approach set out in PPS4 Planning and Sustainable Economic Growth with regard to the provision of new employment resulting from development within the SUE. Clearly there will be jobs arising from the construction phase of the development for the duration of the Plan period as well as the operational phase. Levels of employment from the operational phase will increase over the Plan period. Employment within the SUE will range from traditional employment sectors through retail, financial and service jobs in the local centres, through bus drivers on the new transports services.	The planning system can make land available for employment uses and provide a policy framework to shape and encourage investment. The evidence to support the TAAP employment policies is provided in the Employment Land Review (2006) and Thetford Growth and Infrastructure Study (2007). Further to this evidence the TAAP has been informed by the Council's REV Programme and the latest REV-Active initiative to support particular economic activities along the A11 corridor in Breckland including Thetford. A total of 40ha of new employment land has been identified in the TAAP to provide for a variety of uses. In addition, jobs will be provided in the service sectors necessary to support the new population including education, health and retail and personal services. The Council's vision for a regenerated town centre will also result in job creation. The Council acknowledges that the evidence behind the employment strategy needs to be more clearly articulated and consequentially an Employment Topic Paper will be produced to accompany the submission TAAP.	The employment strategy for Thetford, including the various activities of agencies, could usefully be coordinated within a single Topic Paper document to support the submission version of the TAAP.
Mr Paul Leeming	Carter Jonas	Harrogate	14	Policy TH 13	Agree	For Policy TH13 New Employment Land (along with comments at para 4.22) we would suggest as worded this is a Plan wide policy; otherwise we suggest that the status of the TEP is clarified (i.e. removed from the policy). Nevertheless the policy is not consistent with the adopted Core Strategy which suggests that some 30 40 ha of strategic employment land should be identified in Thetford. If the TEP is removed the policy introduction should read: "Between 12 and 22 hectares of land should be provided for new employment development." Footnote no.19 should then be amended/deleted accordingly. We would also suggest that the schedule of sites at TH13 is modified to reflect the most recent Land Use Budget which seeks to deliver 22.0ha of employment land, the upper limit set out in the Core Strategy.	Disagree. To ensure delivery TEP should be considered as part of the wider urban extension as it is vital for the future transport network of the town that there is a balance of jobs and homes to support appropriate levels of self-containment. Additionally infrastructure delivery across the urban extension will enable TEP to come forward. It may be necessary at the detailed planning stage to amend the phasing of employment land, however, the Council has concerns that to disengage TEP from the urban extension will result in risks to its delivery and wider implications for the transport strategy and the spatial vision for the town.	No change.

Mr Stuart Wilson		Thetford	14	Policy TH 13	Agree	Agree, but there is a need to provide a range of employment opportunities. I would want to encourage a balance between warehousing, factories and offices. There is a need for quality office space to attract quality jobs. The move by Jeyes to relocate their offices from Thetford to Cambridge is significant. It is essential that employment areas should be accessed via trunk and main roads and not through residential zones	The planning system can make land available for employment uses and provide a policy framework to shape and encourage investment. The evidence to support the TAAP employment policies is provided in the Employment Land Review (2006) and Thetford Growth and Infrastructure Study (2007). Further to this evidence the TAAP has been informed by the Council's REV Programme and the latest REV-Active initiative to support particular economic activities along the A11 corridor in Breckland including Thetford. A total of 40ha of new employment land has been identified in the TAAP to provide for a variety of uses. In addition, jobs will be provided in the service sectors necessary to support the new population including education, health and retail and personal services. The Council's vision for a regenerated town centre will also result in job creation. The Council acknowledges that the evidence behind the employment strategy needs to be more clearly articulated and consequentially an Employment Topic Paper will be produced to accompany the submission TAAP.	The employment strategy for Thetford, including the various activities of agencies, could usefully be coordinated within a single Topic Paper document to support the submission version of the TAAP.
Mr Stuart Wilson	Thetford Society	Thetford	14	Policy TH 13	Agree	but there is a need to provide a range of employment opportunities. We would want to encourage a balance between warehousing, factories and offices. There is a need for quality office space to attract quality jobs. The move by Jeyes to relocate their offices from Thetford to Cambridge is significant. It is essential that employment areas should be accessed via trunk and main roads and not through residential zones	The evidence to support the TAAP employment policies is provided in the Employment Land Review (2006) and Thetford Growth and Infrastructure Study (2007). Further to this evidence the TAAP has been informed by the Council's REV Programme and the latest REV-Active initiative to support particular economic activities along the A11 corridor in Breckland including Thetford. A total of 40ha of new employment land has been identified in the TAAP to provide for a variety of uses. In addition, jobs will be provided in the service sectors necessary to support the new population including education, health and retail and personal services. The Council's vision for a regenerated town centre will also result in job creation. The Council acknowledges that the evidence behind the employment strategy needs to be more clearly articulated and consequentially an Employment Topic Paper will be produced to accompany the submission TAAP.	The employment strategy for Thetford, including the various activities of agencies, could usefully be coordinated within a single Topic Paper document to support the submission version of the TAAP.
Mr Tom Gilbert-Wooldridge	English Heritage	Cambridge	14	Policy TH 13	Comment	We welcome the recognition within the policy of the need to amend the shape of the allocated land to reflect the scheduled monument, given the allocation pre-dates the scheduling. It is not entirely clear whether the Proposals Map is being altered, as the map appears to show the scheduled area and employment allocation overlapping. Furthermore, the policy refers to the overall land take remaining unchanged, which seems impossible if the shape of the allocated land is being reduced. Clarification is needed on the exact shape of the surviving site allocation and the fact that the scheduled part of the original allocation is now not suitable for development. We would also question why Section 37 proposes to continue saving Policy (099)1 of the Local Plan, when the boundary is being changed. Policy TH13 would appear to replace the Local Plan policy with no need to continue saving it.	The allocation will be amended to reflect the Scheduled Monument designation and consequentially the shape of Site E1 being amended to deliver the requisite employment land. Section 37 needs to be updated to reflect the saved policy will be replaced.	update Section 7 to state that the policy will be replaced rather than saved. Add extra criterion re type of development to TH13 bullet points.
Mrs Janet Smith Gibbons		Thetford	14	Policy TH 13	Comment	As stated previously, there has never been any explanation of where this employment will come from. Just providing land does not create jobs. The planners need to state clearly what jobs they expect to see and how they will be created.	The planning system can make land available for employment uses and provide a policy framework to shape and encourage investment. The evidence to support the TAAP employment policies is provided in the Employment Land Review (2006) and Thetford Growth and Infrastructure Study (2007). Further to this evidence the TAAP has been informed by the Council's REV Programme and the latest REV-Active initiative to support particular economic activities along the A11 corridor in Breckland including Thetford. A total of 40ha of new employment land has been identified in the TAAP to provide for a variety of uses. In addition, jobs will be provided in the service sectors necessary to support the new population including education, health and retail and personal services. The Council's vision for a regenerated town centre will also result in job creation. The Council acknowledges that the evidence behind the employment strategy needs to be more clearly articulated and consequentially an Employment Topic Paper will be produced to accompany the submission TAAP.	The employment strategy for Thetford, including the various activities of agencies, could usefully be coordinated within a single Topic Paper document to support the submission version of the TAAP.
Mrs Patricia Poel		Thetford	14	Policy TH 13	Comment	Enough new employment in 14 years too optimistic.	The TAAP aims to deliver previously agreed jobs targets and employment land requirements. Progress will be monitored and if necessary future reviews of the Plan could extend the time period over which the jobs are delivered. The Council is committed to working towards ambitious jobs targets given the economic potential of Thetford, especially after the completion of the dualling of the A11.	No change.

Mrs T Allott		By email	14	Policy TH 13	Comment	Employment areas off Croxton Road will lead to impossible traffic build up on a minor road into Thetford. Deploy employment areas more to Norwich Road area.	There is a need to release 40ha of new employment land as part of the strategy to deliver 5,000 new jobs in Thetford to 2021. TEP and the extension to Lodge Way off Mundford Road will provide for some two thirds of this 40ha requirement and therefore there will be a need to identify and allocate additional employment land across the urban extension. The strategy of releasing new parcels of employment land in locations well related to the A11 is supported by the Council's Employment Land Review which states that sites visible to the A11 will be attractive to prospective businesses. The precise balance and location of employment land within the urban extension will be reviewed in taking the TAAP forward to the next version but the principle of a scale of employment land release adjacent to the Croxton Road junction is not unreasonable. Although not an issue for the TAAP, specific traffic management measures (such as weight restrictions) could address specific concerns about impact on Croxton Road.	No change
Mr Tom Gilbert-Wooldridge	English Heritage	Cambridge	14	Policy TH 13	Comment	We note that saved employment allocation (Site E1) is to be maintained for employment use by the Thetford Area Action Plan, even though the site has not come forward for development for over 20 years since its original allocation in the 1989 Breckland Local Plan (carried forward by the 1999 Local Plan). We would question whether the existing employment allocation is still relevant and viable. It would limit the provision of other land uses, such as housing, which could provide better surveillance and integration with the monument.	Site E1 can be accessed via existing employment areas and its principle as a suitable location for employment uses is established. The site can accommodate a number of uses including B1 office development which could have integration with the Monument. Criterion iv of the policy refers to appropriate and sympathetic boundary treatments. Given the adjoining established employment uses, residential use of this area may not be appropriate for the amenity of future residents.	No change.
Katie Benford	Planning Potential Ltd	London	15	Policy TH 14	Comment	The retail capacity figures contained in the AAP are based on the findings of the NLP Retail Study (2010). The Council is already aware of our concerns over the way in which NLP have dealt with capacity projections for the urban extension. NLP has made a series of assumptions in the 2010 Study as to why the scale of convenience development that would ordinarily be required to support the new growth identified in Thetford to be delivered through urban extensions, would not actually be required in reality. The 2010 Study assesses the scale of new convenience floor space required to support the new growth based on an assessment of the likely population and expenditure growth from the urban extension. The same approach was adopted in NLP's 2007 Retail Update, and the overall capacity for new retail floor space was increased to reflect the need generated by the identified growth.	Comments noted. The Retail and Town Centre Study (2010) is a robust document providing suitable evidence to underpin the policy. The study has had due regard to the scale and phasing of future development in Thetford in assessing the projections. The findings of the study are appropriate and as such, it is not considered that the document needs further amendment.	No further action.
Katie Benford	Planning Potential Ltd	London	15	Policy TH 14	Comment	However, the 2010 Study goes on to state that this scale of retail development will not be required within the urban extensions in practice, for the following reasons: The retail floor space projections do not take into account the loss of population (due to reduced average household size) elsewhere in Thetford and Attenborough's catchment areas; The retail projections do not reflect the ability of existing and proposed retail facilities to absorb expenditure growth generated by the residential development, e.g. growth in turnover efficiencies; The urban extensions are unlikely to be self-contained in retail terms (i.e. will not retain 100% of expenditure from residents living in the development), particularly comparison shopping.	Comments noted.	No further action.

Katie Benford	Planning Potential Ltd	London	15	Policy TH 14	Comment	We disagree with the approach that has been adopted by NLP. The loss of population within the Thetford catchment has not been justified at all and it is our view that the base data should take into account changes in household size. NLP's second point regarding the reliance on existing stores to absorb the expenditure within the growth areas prevents healthy competition which is contrary to PPS4. NLP also consider it is realistic for the urban extensions to retain up to 40% of convenience goods expenditure. We consider this approach to be too simplistic. NLP should be looking at the trade retention within the town as a whole. The vast majority of convenience expenditure generated by Thetford residents should be retained in Thetford, and the Council should put plans in place to ensure this happens.	NLP have utilised information provided by the Council in developing their floor space projections. The reduction in expected population reflects the constraints to the developable area of land in the urban extension that have arisen during more detailed phases of masterplanning. Therefore, the population assumptions used reflect latest understanding and are robust.	No further action.
Katie Benford	Planning Potential Ltd	London	15	Policy TH 14	Comment	No explanation has been provided in the Study as to why NLP have changed their position since the 2007 Update, nor have they provided any reasoned justification for the various assumptions they have made. We consider that NLP's approach dismisses the true convenience needs of people living within the new urban extension and fails to have regard to PPS4's objective to improve choice and promote competition. The expenditure generated from the urban extension alone would easily support a new large foodstore. The Tesco Store at Kilverstone Road currently dominates foodstore provision within Thetford and will continue to do so after it is extended. A new Asda store on the Thetford Enterprise Park, which would help serve the urban extension, would provide existing and future residents with improved choice and encourage healthy competition. It is therefore considered that further investigation into the capacity for new convenience floorspace is required, particularly in respect of the significant new growth planned for Thetford.	Disagree. The information provided by NLP is considered robust and is based on latest available information on the scale of development to be planned for in the urban extension. The Thetford Enterprise Park is identified as a General Employment Area on the Proposals Map and forms part of the wider requirement for employment land in the town as it grows, and as such it's release for retail development would not be in conformity with the adopted Core Strategy DPD. Therefore, there is no need to reconsider the underlying evidence base nor its findings.	No further action.
Lois Yates		Croxton	15	Policy TH 14	Comment	These shops, which will be fairly large, along with close proximity to Tesco, will detract new residents from coming into the existing town centre. With all these facilities in the Urban Extension, it amounts to a new town. Why will these new residents need to come into Thetford?	Policies contained within the Council's Core Strategy as well as national policy provide suitable protection for the town centre. However, providing a quantum of new floor space in the urban extension will provide for local facilities for those residing in the urban extension to complement, rather than compete with the town centre.	
Melinda Raker		By email	15	Policy TH 14	Comment	Shops and services on this site will further erode use of the town centre.		No further action.
Mr Anthony Poulter	Brettenham and Kilverstone Parish Council	Thetford	15	Policy TH 14	Comment	If there is to be a new local centre in the SUE, how will the TAAP prevent the 2 centre scenario the vision seeks to avoid?	The intention of the local centre is to provide new retail provision for those living in the urban extension. The intention is to complement not compete with the town centre and to provide genuinely local facilities.	No further action.
Mr Derek Mortimer		By email	15	Policy TH 14	Comment	Care should be taken not to affect existing old town centre in duplicating commercial outlets. However I think this is unavoidable and the existing Thetford is destined to cease in commercial form.	Comments noted.	No further action.
Mr Ed Chambers	Thetford Town Council	THETFORD	15	Policy TH 14	Comment	[Note : Typographical error in above heading? Should be 'Centres'?] The Committee is against the provision of comparison goods space.	Comment noted, however it is considered appropriate that some level of provision could be made within a local centre to include other A class uses or comparison goods as part of wider mix of development, particularly where this would be consistent with providing local services and facilities to serve residents in the urban extension.	No further action.
Mr Paul Leeming	Carter Jonas	Harrogate	15	Policy TH 14	Comment	We would suggest that in both Section 14 New Jobs and Section 15 Local Centres reference is made to the holistic approach set out in PPS4 Planning and Sustainable Economic Growth with regard to the provision of new employment resulting from development within the SUE. Clearly there will be jobs arising from the construction phase of the development for the duration of the Plan period as well as the operational phase. Levels of employment from the operational phase will increase over the Plan period.	Comment noted.	No further action.

Mr Paul Leeming	Carter Jonas	Harrogate	15	Policy TH 14	Comment	Employment within the SUE will range from traditional employment sectors through retail, financial and service jobs in the local centres, through bus drivers on the new transports services. Policy TH14 New Local Centre(s) in the Strategic Urban Extension makes reference to the provision of two local centres, so the title of the policy should reflect this. It is appropriate that such centres accommodate a range of ancillary facilities uses including offices, community services, health facilities which can encourage linked trips. We would suggest that the phrase "and other A class floorspace" should be deleted. It is normal practice that floorspace such as cafes financial services, pubs and other ancillary uses would be additional to the main shopping element; as they add viability and variety/vitality to smaller centres. Furthermore, it is expected that there would be some business space (B1) within the Local Centres alongside medical and health (D1 Use /Policy TH18), along with a crèche (D1).	Comments noted. Text is considered broadly appropriate to provide clarity as to the expectations of the local centres. The text could be improved and will consider revising the policy to aid clarity.	Policy could usefully set out range of other examples of uses that would be acceptable in the local centres.
Mr Robert King	Croxton Parish Council	Thetford	15	Policy TH 14	Comment	The proposal to locate Local Amenity Centres (Nodes) throughout the development area will serve only to take away business and trade from the Town Centre. This will consequently work against plans for Town Centre regeneration and development which is a central theme of the MTF/TAAP initiative.	The intention of the local centre is to provide new retail provision for those living in the urban extension. The intention is to complement not compete with the town centre and to provide genuinely local facilities for immediate day-to-day needs.	No further action.
Mr Simon Malone		Thetford	15	Policy TH 14	Comment	The type of local centre to be built must be such that it does not conflict with the needs of a town centre shopping area. Already we hear of perceived threats from so called out of town shopping development and shops selling washing machines or the size of Iceland stores seem incompatible with the concept of localised, "corner shop" type of retail	The intention of the local centre is to provide new retail provision for those living in the urban extension. The intention is to complement not compete with the town centre and to provide genuinely local facilities.	No further action.
Mr Stuart Wilson		Thetford	15	Policy TH 14	Comment	I have to question the viability of having local centres offering comparison goods. The town centre struggles to provide comparison goods' outlets because of the out-of-town retail parks. The MTF Board should be trying to encourage more such shops into the town centre to add long lost vibrancy. Local centres require convenience goods shops which service the immediate locality not comparison goods shops.	Comments noted. The Council considers that there remains a comparison role for local centres to meet local needs. However the scale of this provision needs to be reduced to reflect the function of local centres and to strengthen the Council's strategy for town centre regeneration. Furthermore the Council considers that land availability within the town centre is finite and that smoe retail provision will need to be made in the urban extension.	Amend policy to reduce comparison floorspace in local centres to 500 sqm.
Mr Stuart Wilson	Thetford Society	Thetford	15	Policy TH 14	Comment	We have to question the viability of having local centres offering comparison goods. The town centre struggles to provide comparison goods' outlets because of the out-of-town retail parks. We should be trying to encourage more such shops into the town centre to add long lost vibrancy. Local centres require convenience goods shops which service the immediate locality.	Comments noted. The Council considers that there remains a comparison role for local centres to meet local needs. However the scale of this provision needs to be reduced to reflect the function of local centres and to strengthen the Council's strategy for town centre regeneration. Furthermore the Council considers that land availability within the town centre is finite and that smoe retail provision will need to be made in the urban	Amend policy to reduce comparison floorspace in local centres to 500 sqm.
Mrs Patricia Poel		Thetford	15	Policy TH 14	Disagree	Town centre will lose out.	Noted.	No further action.
Mr Simon Malone		Thetford	16	16.01	Comment	This expansion is a golden opportunity to link Croxton village to the main sewage and drainage system	Anglian Water Services have said that an application for a First time sewerage appraisal was received from the Croxton Parish Council in 2007. Assessment was made and it has been confirmed to the Parish Council in November 2009 that a public foul sewer will be provided. It is likely to be implemented towards the end of AMP 5, ie 2014-2015. Detailed design will take place nearer the time and the village and residents will be contacted.	No further action.
Mr Tom Gilbert-Wooldridge	English Heritage	Cambridge	16	16.03	Comment	Although there is no policy on water supply or infrastructure, we have some concerns regarding Paragraph 16.3 which suggests the proposed routing of a new wastewater pipeline between the A11 and the scheduled monument. Although the scheduled monument will be avoided, the area between the monument and the A11 is likely to be archaeologically sensitive in its own right. In conjunction with other infrastructure passing through this narrow strip of land, any archaeological remains are likely to be significantly affected. This route should only be chosen as a last resort and it would be helpful to consider alternatives. Discussion with English Heritage and Norfolk County Council's Archaeology Team will need to be had as early as possible, with proper archaeological assessment and evaluation.	Noted.	Amend policy as per rep.

Mr Anthony Poulter	Brettenham and Kilverstone Parish Council	Thetford	16	16.09	Comment	What is AMP5?	Asset Management Plan Period 5. This is a document Anglian Water produces in negotiation with OFFWAT to guide investment in water infrastructure.	Section has changed.
Mr Stephen Faulkner	Norfolk County Council	Norwich	16	16.21	Comment	Replace Paragraph 16.21 with the following: "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. Sponsors are now of the clear view that the best educational outcomes for Thetford students will be obtained by developing the Academy on a single site capable of eventually accommodating up to 2,600 pupils. They are currently considering feasibility studies on the best site option available. One of these is the current North Campus (formerly Rosemary Musker High School). A school of this size would require a site size of 12.6 hectares.	Noted.	Awaiting further evidence base to be submitted, but section will be refreshed.
Mr Stephen Faulkner	Norfolk County Council	Norwich	16	16.21	Comment	The Academy (North Site) currently has 8.59 ha, but this includes approximately 2 ha of protected woodland. Up to 6 ha is therefore 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 first phase of the Academy development, funded by central government, will provide accommodation for up to 2,050 students. Subsequent extensions in due course will need to be fully funded by the developer. The time scale for the expansion of the Thetford Academy will depend on the rate of housing growth. The Council will however ensure the adequate amount of playing fields to serve the needs of the expanded school."	This approach is queried. In a meeting before Christmas it was clear that if secondary education was to be provided on one site this would require up to 9.5 Ha of land, hence the approach in the TAAP.	Awaiting further evidence base to be submitted, but section will be refreshed.
Mr Stephen Faulkner	Norfolk County Council	Norwich	16	16.22	Comment	Replace Paragraph 16.22 with the following: "The reduction in central government capital funding now means that the original plans for the town centre Forum vocational learning centre have had to be set aside. Nevertheless, the Academy sponsors would wish to explore the possibilities of having some kind of facility in any alternative development on that site in order to have a strong presence in the town centre that could act as a "shop window" for the Academy's activities and for wider community educational engagement."	Noted.	Amend policy as per rep.
J Crowther		Thetford	16	16.23	Comment	Bad idea to have a school (if it goes ahead) in the centre of the town. What about transportation of the young people? Let Thetford people decide on schools and bus station. The majority of the Thetford citizens who attended the earlier open meetings etc. who I have spoken to thought that the forum should be sited elsewhere as do I. The bus station area should be kept as an amenity for the people of Thetford and re site the forum. Where are we going to park our cars in future?	Noted. See TH25 section re bus interchange. Plans have changed and central education facility now unlikely.	Awaiting further evidence base to be submitted, but section will be refreshed.
Mr. neil blackshaw	Thetford healthy town programme	Thetford	16	16.26	Disagree	The third paragraph should be replaced. There is currently space available in existing Thetford surgeries, principally the Healthy Living Centre, to cater for an additional 7500 patients. However, meeting their needs in a timely way and without disadvantaging existing patients will require significantly enhanced resources	Noted. Section to be improved using NHS Norfolk submitted evidence. It is recognised things have been updated since this version of the TAAP was prepared.	Refresh policy.
Mr Anthony Lewis		Norwich	16	16.27	Comment	If there is capacity for another 7,500 patients in two of the existing medical practices why is it not uncommon for patients to be offered appointments 3-4 weeks from the date of request. When I pointed this out to the Capita Symonds rep at the consultation day he responded "That's the same everywhere". No it isn't, but the houses will be built before adequate infrastructure and services will be provided. Remember that much of what is in the future is planners "vision" (dream).	We are being professionally advised by NHS Norfolk that there is capacity. How GP surgeries are operated on a day to day basis and their appointment system is for them to manage.	Pass on comments to NHS Norfolk
Mr. neil blackshaw	Thetford healthy town programme	Thetford	16	16.28	Disagree	Replace final sentence; Further capacity will be needed rising to the provision of 6 dental chairs by 2025-6	Noted. Section to be improved using NHS Norfolk submitted evidence. It is recognised things have been updated since this version of the TAAP was prepared.	Refresh policy.
Mr. neil blackshaw	Thetford healthy town programme	Thetford	16	16.33	Agree	Council recognises the need to secure developer funding either through CIL or other developer contributions towards the cost of meeting the healthcare needs arising directly from the planned growth.	Disagree. Sentence adequate as it is. BDC are now preparing a CIL document in recognition that the ability to use developer contributions reduces by 2014 however the council is mindful of other funding mechanisms.	No further action.

Mr Robert King	Croxton Parish Council	Thetford	16	16.45	Comment	There is already a perceived view of "Them and Us" among Thetford residents which has been increasingly voiced at a number of public meetings and presentations. The development as proposed will only exacerbate this perception.	Acknowledge this section needs to be revisited reaffirming that the TAAP vision is about integrated development for the whole regeneration benefit.	Improve this section.
Mr Ed Chambers	Thetford Town Council	THETFORD	16	Policy TH 15	Agree	Approved	Support noted.	No further action.
Mr Paul Leeming	Carter Jonas	Harrogate	16	Policy TH 15	Comment	Policy TH15 Energy and Carbon -Thetford Urban Extension and Policy TH16 Decentralised Energy Supply appear to duplicate policies TH32 and TH33 which are TAAP wide. It is considered that these could be combined and simplified. It would be appropriate for the contents of Table 16.1 (and the justification at 16.13) to provide some flexibility to suggest "compliance with the national standard appropriate at the time of determination", in relation to the on-going a review of the Building Regulations and the Code for Sustainable Homes.	Agree to some extent.	In light of the recent budget/The Plan for Growth (http://www.hm-treasury.gov.uk/ukecon_growth_index.htm) revisit relevant policies. Refresh energy and carbon sections. TH15 and TH32A removed. TH16 changed to refer to connecting to decentralised energy supply. TH32 a changed to emphasise importance of FEES.
Mr Stuart Wilson		Thetford	16	Policy TH 15	Comment	These should be the maximum rather than the minimum national standards. New homes should comply with the Energy Performance Certificate 'A' or, at least, 'B' ratings.	There is no local evidence for the TAAP to require houses to be built better than the building regulations in terms of energy. Note that as time goes by, the building regulations will become tighter in terms of energy efficiency. TAAP addresses water consumption. Commercial buildings are covered by the BREEAM policy.	No further action.
Mr Stuart Wilson	Thetford Society	Thetford	16	Policy TH 15	Comment	These should be the maximum rather than the minimum national standards. New homes should comply with the Energy Performance Certificate 'A' or, at least, 'B' ratings.	There is no local evidence for the TAAP to require houses to be built better than the building regulations in terms of energy. Note that as time goes by, the building regulations will become tighter in terms of energy efficiency. TAAP addresses water consumption. Commercial buildings are covered by the BREEAM policy.	No further action.
Mrs Patricia Poel		Thetford	16	Policy TH 15	Comment	And will it?	Noted.	No further action.
Mike Jones RSPB	RSPB	Norwich	16	Policy TH 16	Comment	We have commented in previous iterations of the TAAP on the need to ensure that any renewable energy infrastructure is sensitively sited and uses environmentally responsible fuel sources. Such proposals have the potential to make a net contribution to greenhouse gas emissions if poor choices are made for fuels, or if materials are sourced from long distances. Equally such proposals have the potential to promote inappropriate crops in the Breckland area which might reduce its capacity to support vulnerable protected species such as stone-curlew.	Comments noted. Core Strategy Policies CP12 and DC15 cover renewable energy production.	Cross refer to CP12 and DC15 at end of supporting text.
Mr Ed Chambers	Thetford Town Council	Norfolk	16	Policy TH 16	Agree	Approved	Support noted.	No further action.
Mr Ivor Andrew		Croxton	16	Policy TH 16	Comment	Heat and power can only be achieved by developing a plant near to (within 2Km) or within development. No such development for power and heat has been designated in the TAAP.	The TAAP does not plan for a power station specifically. The development could however provide a heat load for a CHP. It is correct that transfer of heat up to 2km is feasible and difficult beyond that distance.	No further action.
Mr Paul Leeming	Carter Jonas	Harrogate	16	Policy TH 16	Comment	Policy TH15 Energy and Carbon -Thetford Urban Extension and Policy TH16 Decentralised Energy Supply appear to duplicate policies TH32 and TH33 which are TAAP wide. It is considered that these could be combined and simplified. It would be appropriate for the contents of Table 16.1 (and the justification at 16.13) to provide some flexibility to suggest "compliance with the national standard appropriate at the time of determination", in relation to the on-going a review of the Building Regulations and the Code for Sustainable Homes.	Agree to some extent.	In light of the recent budget/The Plan for Growth (http://www.hm-treasury.gov.uk/ukecon_growth_index.htm) revisit relevant policies. Refresh energy and carbon sections. TH15 and TH32A removed. TH16 changed to refer to connecting to decentralised energy supply. TH32 a changed to emphasise importance of FEES.

Mr Stuart Wilson		Thetford	16	Policy TH 16	Comment	The local planning authority should insist that any new buildings comply with the most exacting standards available. The 'Community Heat and Power Plant' sounds feasible but not if the Power Plant is the one that is proposed in the countryside north of the A11 alongside the Mundford Road (ref. TH2).	There is no local evidence for the TAAP to require houses to be built better than the building regulations in terms of energy. Note that as time goes by, the building regulations will become tighter in terms of energy efficiency. TAAP addresses water consumption. Commercial buildings are covered by the BREEAM policy. The power station referred to is subject to the usual planning application process.	No further action.
Mr Stuart Wilson	Thetford Society	Thetford	16	Policy TH 16	Comment	The local planning authority should insist that any new buildings comply with the most exacting standards available. The 'Community Heat and Power Plant' sounds feasible but not if the Power Plant is the one that is proposed in the countryside north of the A11 alongside the Mundford Road (ref. TH2).	There is no local evidence for the TAAP to require houses to be built better than the building regulations in terms of energy. Note that as time goes by, the building regulations will become tighter in terms of energy efficiency. TAAP addresses water consumption. Commercial buildings are covered by the BREEAM policy. The power station referred to is subject to the usual planning application process.	No further action.
Mrs Patricia Poel		Thetford	16	Policy TH 16	Comment	More information required about renewable technologies on every property.	The building regulations will become tighter as time goes by in terms of energy efficiency. The Core Strategy also has policy DC14 which requires developments of 10 properties or more to provide 10% of their energy from renewables - how this is done depends on each scheme.	No further action.
Castle		Thetford	16	Policy TH 17	Comment	The existing Breckland Council Offices can be used as an educational establishment - no not take our riverside away from us.	Riverside area unlikely to be needed for education.	No further action.
Ian Poole	St Edmundsbury Borough Council	Bury St Edmunds	16	Policy TH 17	Comment	St Edmundsbury Borough Council is aware that West Suffolk College in Bury St Edmunds provides further and higher education opportunities for Thetford, including providing limited facilities in the town itself. However, given the level of growth proposed for Thetford, the Council is concerned that there will be considerable demand for courses at the Bury St Edmunds Campus. This is likely to create additional trips on the A134 between Thetford and Bury St Edmunds at peak times and increase congestion in villages and at key junctions, including the junction between the A134 and the A14 at Bury St Edmunds. The Borough Council can find no evidence, in the AAP or supporting studies, of proposed measures to address the wider impact of this growth. It is considered that the Thetford Transport Study (December 2008) is not sufficiently strategic enough and does not have regard to the potential impact of such levels of growth on the wider sub-region.	Late representation. Comments noted. Education provision is being improved in Thetford through the Academy, which involves the colleges in the area. Public transport review would include bus provision to Bury St Edmunds. There is an updated transport study completed in 2010.	Late representation. Comments noted.
Lois Yates		Croxton	16	Policy TH 17	Comment	These shops, which will be fairly large, along with close proximity to Tesco, will detract new residents from coming into the existing town centre. With all these facilities in the Urban Extension, it amounts to a new town. Why will these new residents need to come into Thetford?	Walking and Cycling routes will be improved and so will buses. Town centre will also be regenerated. Education approach is that the academy will all be in one place, to north preferred and only real deliverable option.	No further action.
Lois Yates	16 The Street Croxton.		16	Policy TH 17	Comment	I note that on the 2008 I and O consultation, 67% of responses asked for the schools to stay where they are! Are resident's views really taken into consideration? Will the N and S Academy buildings be demolished for yet more housing?	The academy has set itself up over two sites, as a response to operational issues, there are benefits for location on a single site. Current thinking is to direct secondary education to the north of the town. Plans for the former Charles Burrell have not been considered yet.	Pass on comments to NCC.

Mr Ed Chambers	Thetford Town Council	Norfolk	16	Policy TH 17	Comment	<p>The Committee recalls a previous version of the text, suggesting that the first of the three primary schools should be constructed and ready for use by the time the first hundred homes have been built. The Committee wants this reinstated as an explicit requirement.</p> <p>The decision to remove this statement enables NCC to have maximum flexibility as to when any new schools are built & how NCC accommodate children arising from the early stages of the development. NCC are currently working with Raleigh & Drake Infants & Admiral's Junior to see whether the urban extension gives us an opportunity to create additional capacity in these schools through reorganisation, perhaps to primary schools. Feasibilities studies are under way. The outcome may be that it is not possible to reorganise the schools but NCC do not want to assume that the answer to the urban extension is simply to build 3 new schools, especially if this is detrimental to existing schools. In addition, NCC have no way of predicting how many children will arise from the first 100 houses. It could be very few depending on the type of housing built in the first phase & these could possibly be accommodated in existing provision. On the other hand a new school could ne needed by the time the first 100 houses are built. The revision of the wording doesn't preclude this option.</p>	No further action.
Mr John Kitson		Thetford	16	Policy TH 17	Comment	<p>TH17. Given that the land is available to the north, the disparity in ages of secondary education buildings to north and south and the current unlikely future of the central Forum project, should not the Academy development all be at the north site. This presumes there will be sufficient buses and cycle paths to get pupils from elsewhere in the town to Croxton Road. Despite recent parental outcry, the Croxton Road site is accessible from all over town (as one who recalls a one hour twice daily bus trip to and from school at the age of 10!)</p>	Comment noted. Pass comment on to NCC.
Mr P Dunnett		Thetford	16	Policy TH 17	Comment	<p>Proposals state that the new urban extension should have provision of up to 3 new primary schools. Such provision can at this time only be a very rough estimate of potential need. Will lands be specifically set aside and left vacant for such building, as and when required? Will any development monies be ring fenced specifically for new school buildings or will it be left to Norfolk CC to find building costs from their budget? Previously promised provision of a new school on the nearby Cloverfields Estate failed to materialise either during or after development, which led to overcrowding at schools such as Admirals Middle School, now Admirals Junior. Past practice suggests that new schools are only built when sufficient need has been established and once funding has been obtained. Planning and approval will then delay the start of any building by many months if not years. Where will children from the new development be educated until such need is established and a school(s) are built? Are we to witness yet again, an overcrowded existing schools scenario?</p>	<p>NCC education experts are heavily involved in the production of the TAAP. The more detailed policy in the main Draft Final TAAP gives more details. There is some capacity on some of the primary schools for the first houses. NCC will monitor the situation closely.</p> <p>Pass on comments to NCC. No further action for the TAAP.</p>
Mr Paul Leeming	Carter Jonas	Harrogate	16	Policy TH 17	Comment	<p>Education provision (particularly secondary) in Thetford is currently being remodelled with a view to combining the two school sites on to one campus. Policy TH17 Education Provision in the Thetford Sustainable Urban Extension requires additional land for enhanced Secondary Provision along with space for a Post 16 Centre at or adjacent to the Academy North (former Rosemary Musker) site. Given that the situation with secondary education provision is unclear we would suggest that a more flexible policy position is provided. On an associated point it is not clear what is happening at the Academy South (former Charles Burrell) site which is excluded from the Development Limits; if the Academy South site is to be redeveloped it would be prudent to included it within the Development Limit.</p>	<p>NCC education experts are heavily involved in the production of the TAAP. Policy will be refreshed to reflect current thinking. A plan for Charles Burrell, if it is made redundant for education uses, will need to be considered. Comment noted re this being outside of settlement boundary. No change to settlement boundary - it is in Stone Curlew boundary and it will remain an education site for then next year or so. Outside settlement boundary gives the opportunity to consider other community issues.</p> <p>Refresh education section in liaison with NCC.</p>

Mr Stephen Faulkner	Norfolk County Council	Norwich	16	Policy TH 17	Comment	With regard to the Policy TH.17 (Education Provision in the Thetford Urban Extension), there is no reference to developer funding, which is considered a significant oversight. While Policy TH.17 sets out clearly what education provision is required, it fails to indicate that such provision will need to be developer-funded either through CIL or planning obligations. Other policies referring to infrastructure provision, such as TH. 8 (Buses); and TH.23 (Transport - achieving modal shift) indicate, inter alia , that the provision of the infrastructure "will be funded through CIL...or direct provision through a legal agreement...". Therefore to avoid any soundness issues being raised in relation to education provision the following should be added to the end of Policy TH.17: "The provision of education facilities, including land, made necessary by the above urban extension will be funded from the new development either by CIL or directly through a S106 legal agreement to the satisfaction of the Education Authority and the Academy."	Agree to some extent, however developer contributions for education is covered off in CP4 of the Core Strategy.	Consistency will be checked and improved.
Mr Stephen Faulkner	Norfolk County Council	Norwich	16	Policy TH 17	Comment	Replace existing text in (b) Secondary School to: "An additional 6.0 ha of land (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) if the Sponsors decide that this is the preferred location for the Academy, which they now wish to develop on a single-site school for up to 2,600 students by 2026."	Query this. At a meeting at the end of 2010 it was apparent that if the preferred option for the approach to education in Thetford was to have all on one site, an additional 9.5Ha of land would be required, hence the approach in the TAAP of allocating 3.5 to 9.5 Ha of land. Further discussions have explained change in position.	Refresh education section in liaison with NCC.
Mr Stuart Wilson		Thetford	16	Policy TH 17	Comment	I would hope that in the case of Primary Schools the principle that new schools are local to the population should be maintained and that new schools are not built to the detriment of existing successful schools.	Comment noted.	Pass on comments to NCC
Mr Stuart Wilson	Thetford Society	Thetford	16	Policy TH 17	Comment	We would hope that in the case of Primary Schools the principle that new schools are local to the population should be maintained and that new schools are not built to the detriment of existing successful schools.	Comment noted.	Pass on comments to NCC
Mrs Janet Smith Gibbons		Thetford	16	Policy TH 17	Agree	I understand that a decision has been made not to site the new Forum/Academy in the town centre. I believe this is the right decision; however I doubt that the proposed new location will be easily accessible by foot for many people.	Noted. Partners are aware of the key aim of the TAAP - that of modal shift which applies to all journey types, including the school run. Any changes to the education establishments, such as co locating the academy on one site, will trigger the need for a school travel plan. Whilst walking from one side of the town to the other for some might be too far to walk, cycling would be a convenient mode of travel and so too would buses.	Pass comments on to NCC.
Mrs Patricia Poel		Thetford	16	Policy TH 17	Comment	Will encroach on Parish Boundaries - will the boundaries be re-aligned?	Comments re administrative boundaries noted. Comments to be passed to BDC's democratic services. No further action for the TAAP as it is not the document to address administrative boundaries.	Pass comments to democratic services. No further action for the TAAP.
Sustrans		Peterborough	16	Policy TH 17	Disagree	Do not agree that the clause on access is adequate. Schools and educational sites have to be designed and managed to minimise car use. We suggest: Proposals for new or extended schools and educational sites will be expected to demonstrate how the site will be designed and managed to ensure that a significant majority of the workforce and clientele access the site safely and conveniently on foot, by cycle or by public transport.	Agree.	Include suggested change in policy in order to emphasise the importance of modal shift in the town.
Velda Luckhurst		Thetford	16	Policy TH 17	Comment	With the announcement that the Academy will move to one site by 2013, now the Anchor site not to be used, what provision will be made for the ever increasing number of 16 year olds in the future on the new build site. Why is it not possible to extend the existing schools instead of one building too far away from one side of the town therefore involving costs for fuel and excess carbon. What about their playing fields. We cannot afford to lost any more. Will the new site accommodate playing fields - will it be built equidistant between north and south of the town?	The option being investigated at the time of writing is that of no central facility and relocating all secondary education offer to the north of the town, adjoined to and including the Academy North Site. Discussions are ongoing with education experts about the required land. The adequate provision of sports fields will be included in the discussions on land requirement.	Pass on comments to NCC.

Velda Luckhurst		Thetford	16	Policy TH 17	Comment	<p>The schools were built where they are to satisfy the early needs of the town then later when the estates were built to the north, Rosemary Musker was built. This saved cross town travelling. They say free buses will be provided from the one site academy, free for the children maybe, but the hard pressed tax payer will ultimately pick up the bill. This will not improve the town's carbon footprint. Why is it not possible to improve the existing sites - one to cater for vocational courses and the other for GCSE students.</p> <p>There is no provision for secondary education in your plan - there will be an enormous increase in teenage numbers by 2026 - by then the academy won't be able to cope so will be mothballing one of the schools to bring into use then???</p>	Comments noted. TH17 does address secondary education.	Pass on comments to NCC.
B Kenney		Thetford	16	Policy TH 18	Comment	Will the Healthy Living Centre end up like the Council Office Building? Money wasted by people who do not live in Thetford!	By review of the HLC, we mean how the HLC can be used to provide improved health related services to the town.	No further action.
Ian Poole	St Edmundsbury Borough Council	Bury St Edmunds	16	Policy TH 18	Comment	<p>St Edmundsbury Borough Council is aware that the West Suffolk Hospital provides health care, including accident and emergency, for residents of Thetford. With no proposals for significant increases in the level of healthcare in Thetford in the AAP, it is expected that the significant growth in population at Thetford will continue to rely on the West Suffolk Hospital for such provision. The Borough Council is concerned at the impact that such additional trips will have on the road infrastructure and the consequent environmental impact on the villages of Barnham and Ingham, which are located on the A134 between Thetford and Bury St Edmunds. The Borough Council can find no evidence, in the AAP or supporting studies, of proposed measures to address the wider impact of this growth. It is considered that the Thetford Transport Study (December 2008) is not sufficiently strategic enough and does not have regard to the potential impact of such levels of growth on the wider sub-region.</p> <p>These shops, which will be fairly large, along with close proximity to Tesco, will detract new residents from coming into the existing town centre. With all these facilities in the Urban Extension, it amounts to a new town. Why will these new residents need to come into Thetford?</p>	Late representation. Comments noted. Thetford's Healthy Living Centre use will be reviewed to provide better health related services to the town which could address this issue to some extent, although there are no plans for hospital provision, so Mr Poole is correct - Thetford does and will look to West Suffolk Hospital and Norfolk and Norwich University Hospital for such services. Public transport review would include bus provision to Bury St Edmunds. There is an updated transport study completed in 2010.	Late representation. Comments noted.
Lois Yates		Croxton	16	Policy TH 18	Comment	if the Healthy Living Centre use is to be reviewed, why not use that complex as an extension to the (Rosemary Musker) North Academy Site, incorporating the existing sports centre.	The town still has 2 doctors surgeries in the town centre.	No further action.
Melinda Raker		By email	16	Policy TH 18	Comment	How will the present stretch in primary care be addressed?	Evidence provided by NHS Norfolk has suggested that there is capacity until 2016.	No further action.
Mr Anthony Poulter	Brettenham and Kilverstone Parish Council	Thetford	16	Policy TH 18	Comment	More doctors will be needed before 2016.	Evidence provided by NHS Norfolk has suggested that there is capacity until 2016.	No further action.
Mr Colin armes		By email	16	Policy TH 18	Comment	Health provision: agreed that we urgently need more doctors and dentists. Why on earth is 'Use of the Healthy Living Centre' to be reviewed? Is it because the PFI contract is too expensive? It took a lot of effort to have that facility built; it is under-used because the rents are so high. Will you discard it and build another folly?	By review of the HLC, we mean how the HLC can be used to provide improved health related services to the town. Evidence provided by NHS Norfolk has suggested that there is capacity until 2016.	No further action.
Mr Ed Chambers	Thetford Town Council	Norfolk	16	Policy TH 18	Agree	Approved. That said, the Committee is concerned that NHS Norfolk may be looking upon the Community Infrastructure Levy as a funding mechanism to provide community health infrastructure. The Committee would urge NHS Norfolk to lobby for an adjusted funding formula for Thetford, there being other community infrastructural requirements (expansion of the electricity distribution network and sustainable travel being two such), which need to be prioritised, if actual growth is to be delivered.	Noted. Prioritisation will be part of the CIL background work which BDC has commissioned. To some extent addressed in the BIDD.	Send BIDD to Council.
Mr John Kitson		Thetford	16	Policy TH 18	Comment	If a new health centre is to be opened and the future of the current Healthy Living Centre is then in doubt, should we not think of its future as part of the nearby sports facilities.	By review of the HLC, we mean how the HLC can be used to provide improved health related services to the town.	No further action.

Mr P Dunnett		Thetford	16	Policy TH 18	Comment	The new health centre in the urban extension must be in place and available for use from the first day of occupation by a new resident. Failure to do so will result in unacceptable pressures being placed on existing health provision which consists of 2 GP practices and only 1 dental practice! This will be to the detriment of existing town residents who already experience lengthy waiting times for GP appointments and have problems joining the one dental practice for NHS treatment because lists are already full to bursting. If it is deemed necessary that additional bus services are available from day one of occupation by a new resident (as stated in TH8 : Buses) it is even more essential that health provision should be of similar import and not have to wait until the beginning of Phase 2 development in 2016 by which time a planned 1100 homes will have been built.	The approach taken in the Draft Final TAAP reflects the evidence provided by NHS Norfolk. This has been refreshed to take into account the change in housing numbers. The assessment is that dental is at capacity where as there is sufficient capacity for GPs.	Policy to be refreshed taking into account latest data. Pass on comments to NHS Norfolk.
Mr Paul Leeming	Carter Jonas	Harrogate	16	Policy TH 18	Comment	We would suggest that Policies TH18 Health Provision, TH19 Community Buildings and Policy TH 20 New Bring Recycling Centres are town wide policies, particularly TH20 if the intention is to reduce waste to landfill and encourage recycling. Such uses (policies) could be merged with Policy TH14 as suitable uses within a Local Centre.	Agree re TH18. This is the town wide health facility approach, but will be delivered in the Urban Extension. Section will be improved as a result of NHS Norfolk rep.	Refresh and move to town wide section.
Mr Stuart Wilson		Thetford	16	Policy TH 18	Comment	I welcome the proposed increased health provision and its proximity to the population. I would hope that the provision of a pharmacy, dentists and a facility for minor operations could be provided here in Thetford. Why is the use of the current Healthy Living Centre to be reviewed? As there is empty accommodation units in the building, one would suspect that the rental rates are set too high. It appears crazy to have such a facility only partly utilized.	By review of the HLC, we mean how the HLC can be used to provide improved health related services to the town. The review could see the relocation of outpatient and diagnostic services to the area. A new pharmacy is under construction in the town on Grove Lane. There is potential for a new dentist in the town in the short term.	No further action.
Mr Stuart Wilson	Thetford Society	Thetford	16	Policy TH 18	Comment	We welcome the proposed increased health provision and its proximity to the population. We would hope that the provision of a pharmacy, dentists and a facility for minor operations could be provided here in Thetford. Why is the use of the current Healthy Living Centre to be reviewed? As there is empty accommodation units in the building, one would suspect that the rental rates are set too high. It appears crazy to have such a facility only partly utilized.	By review of the HLC, we mean how the HLC can be used to provide improved health related services to the town. The review could see the relocation of outpatient and diagnostic services to the area. A new pharmacy is under construction in the town on Grove Lane. There is potential for a new dentist in the town in the short term.	No further action.
Mr. neil blackshaw	Thetford healthy town programme	Thetford	16	Policy TH 18	Disagree	The policy needs to be amended to reflect a more up to date assessment of capacity and the reduction in the housing target and consequent lower estimate of future population and of the expected profile of growth. Provision will be made in the Urban Extension for a new health centre to incorporate primary medical and dental services together with appropriate community services in a location that is highly accessible to the bulk of population of the Urban Extension. The facility is likely to be required towards 2020 and onwards and to make provision for some 4500 patients and 6 dental chairs. The timing and composition is subject to the actual pattern and pace of population growth. In the intervening period additional capacity to meet the needs of the early residents of the urban Extension will be made available within the existing surgeries in Thetford subject to funding arrangements under CP5 being agreed. ADDITIONAL COMMENTS A detailed paper together with data and financial analysis and an accessibility assessment has been submitted separately.	Noted.	Paper received and will be used to refresh policy.
Mrs K Turner		Thetford	16	Policy TH 18	Comment	And then of course there is the fact of doctors and dentists, you say you are going to build more but where are you going to get doctors from, it hard enough now to get a doctors appointment now, as there aren't enough doctors for the patients that they have to see.	Evidence provided by NHS Norfolk has suggested that there is capacity until 2016.	No further action.
Mrs Patricia Poel		Thetford	16	Policy TH 18	Comment	GPs/Dentists - NHS or Private	NHS commission private GPs and Dentists - they are private businesses which provide that service paid for by NHS	No further action.

C A Brooks		Thetford	16	Policy TH 19	Comment	To give the young people of Thetford somewhere to go, provide a larger, well organised and very active Youth Centre in an easily-accessible part of Thetford.	Comments noted. There are many venues for the community to hire out around the town at the moment, please see the Community Infrastructure Audit on the website. It is likely that the organisation behind running such a group rather than the provision of facilities is the issue. On Redcastle, a Youth Cafe has opened recently. By summer, a skate park should be open.	Pass on comments to youth worker at NCC as well as BDC asset management team to consider as part of town centre plans.
Mr Anthony Poulter	Brettenham and Kilverstone Parish Council	Thetford	16	Policy TH 19	Comment	Which council prefers sharing? Surly this ought to be MTF?	Comment noted. Greater clarity needed - refers to Breckland Council. Breckland Council are the Local Planning Authority and this document is a development plan document.	Where plan says 'Council', clarify which Council.
Mr Ed Chambers	Thetford Town Council	Norfolk	16	Policy TH 19	Agree	the third point listed under New Community Centres, it would insert 'or small shopping parades' after the reference to 'proposed centres'.	Support noted.	No further action.
Mr Neil Stott	Keystone Development Trust	Thetford	16	Policy TH 19	Comment	Community buildings provide space and opportunity. Usually they are designed to maximise community use and not financial sustainability. While achieving both in a particular building is not impossible with public grant/ revenue support, it is usually challenging without public income. This is particularly pertinent in areas/neighbourhoods where residents have little disposable income. The alternative to public revenue subsidy is building-in trading opportunities (not just marginal activity such as community cafes or room hire) such as rental space and/or 'counterweight' building or activity that can generate considerable income. Community building designs need to balance perceived community needs, financial and environmental sustainability.	Support noted. This is the approach taken in the policy.	No further action.
Mr P Dunnett		Thetford	16	Policy TH 19	Comment	Preferential use of the new school facilities for community use is commendable. However, there is currently no guarantee that Norfolk CC (or whoever) will indeed build or be able to build up to 3 new primary schools. As is often the case, full school provision can be difficult to assess until sometime after new residents have taken up occupation. There may well be a requirement for less than 3 new primary schools. Community building provision should not therefore rely entirely upon school provision. Until school needs can be fully assessed there may be no new school(s) for some considerable time. At least one Community Building should therefore be provided by developers, independent of school provision.	There is capacity within existing community facilities according to audit. Policy approach does not stop the provision of community facilities - the preference is shared, if not, has guidance for stand along facilities.	No further action.
Mr Paul Leeming	Carter Jonas	Harrogate	16	Policy TH 19	Comment	We would suggest that Policies TH18 Health Provision, TH19 Community Buildings and Policy TH 20 New Bring Recycling Centres are town wide policies, particularly TH20 if the intention is to reduce waste to landfill and encourage recycling. Such uses (policies) could be merged with Policy TH14 as suitable uses within a Local Centre.	TH19 is about new provision and is specific to the urban extension,	No further action.
Mr Stuart Wilson		Thetford	16	Policy TH 19	Agree	Agree, as it seems a sensible idea to provide community buildings.	Support noted.	No further action.
Mr Stuart Wilson	Thetford Society	Thetford	16	Policy TH 19	Agree	as it seems a sensible idea to provide community buildings.	Support noted.	No further action.
Mr Tim Lovejoy		By email	16	Policy TH 19	Comment	TH19 talks about use of existing community facilities for sports facilities but has no detail what does this mean and where?	16.39 provides some idea - policy is flexible, not prescribing exactly what will happen. It is about the idea of shared use.	no change
Mr Tim Lovejoy		By email	16	Policy TH 19	Agree	With reference to TH19, I note that religious buildings will be located in the local centres. This is good news and please (as President of Thetford Christians Together) may I ask you to be in touch when this can get off the ground, as it were.	Support noted.	No further action.

Mr. Neil Blackshaw	Thetford healthy town programme	Thetford	16	Policy TH 19	Disagree	A new policy is required to the effect that; Secure steps will be required prior to any development in the SUE to ensure that support is provided for community development and liaison appropriate to the phase of development and that sustained and adequate management structures in place REASONS It is widely recognised that new communities face significant issues in the early periods of development in relation for instance to access to services, isolation and lack of knowledge about the local situation. This can lead to adverse effects on mental wellbeing in particular that can be very severe. It is essential that adequate steps are taken to offer the fullest support to new residents. The scope of this will range from activities to simply providing information. Such support should be responsive and tailored to needs and be sustained until such time as the community has matured. Community coherence and capacity together with wellbeing will mean that the SUE will be more likely to be a success both commercially and as a place to live and enable it to contribute to the community in Thetford as a whole.	Agree with sentiment. Unsure if best place is in the TAAP or part of the PPA when dealing with the planning application. Partners being resourced ready for the development is raised in the accompanying Commitments Paper.	Improve section on community integration to take on board rep. Raise at PPA. Commitments paper issue.
Mrs Patricia Poel		Thetford	16	Policy TH 19	Comment	until academy is built - who can say what will be used?	Public usage of the school facilities is indeed down to the school governors, but the current schools in the town do hire their facilities out to the public as it is a valuable revenue in come. Having said that, the policy does not shut the door on community centres, as long as they meet certain criteria.	Raise issue with NCC to ensure early consideration to this issue is given.
Mr Ed Chambers	Thetford Town Council	Norfolk	16	Policy TH 20	Agree		Support noted.	No further action.
Mr Paul Leeming	Carter Jonas	Harrogate	16	Policy TH 20	Comment	We would suggest that Policies TH18 Health Provision, TH19 Community Buildings and Policy TH 20 New Bring Recycling Centres are town wide policies, particularly TH20 if the intention is to reduce waste to landfill and encourage recycling. Such uses (policies) could be merged with Policy TH14 as suitable uses within a Local Centre.	Specific to urban extension. Retrofit on case by case basis	No further action.
Mr Stephen Faulkner	Norfolk County Council	Norwich	16	Policy TH 20	Comment	The provisions for waste and recycling infrastructure within the AAP are limited. While Policy TH20 'New Bring Recycling Centres' acknowledges the expectation that new bring recycling facilities should be provided as part of the Thetford Urban Extension to help divert waste from landfill, this alone will not adequately address the waste and recycling infrastructure requirement. Given that Bring Recycling Facilities only handle a small range of materials, there is a need to improve existing infrastructure to handle bulky and/or excess materials that would otherwise not be collected as part of a kerbside recycling scheme. Infrastructure for these types of household materials in Norfolk takes the form of Recycling Centres (Civic Amenity sites). The current Recycling Centre in Thetford is one of the smallest in the County and therefore inadequate given the proposed growth of the Town. The County Council is committed to funding a new replacement Recycling Centre for Thetford, which will be capable of handling the additional waste arising from the Thetford Urban Extension. The new Recycling Centre is programmed to open in summer 2012. Although there will be no developer contributions towards this improved infrastructure, it should be acknowledged within the plan that there is a need for the new Recycling Centre, and also that the County Council is committed to providing one.	Agree.	Add section on Recycling Centre as per comment.
Mr Stuart Wilson	Thetford Society	Thetford	16	Policy TH 20	Agree	We support this but request that it is properly managed. The recycling facility at Sainsbury's is properly managed but the one at Tesco's was not and has been closed down.	Agree.	Add reference to management of the facility to this section.
Mr Stuart Wilson		Thetford	16	Policy TH 20	Comment	I support this but request that it is properly managed. The recycling facility at Sainsbury's is properly managed and functions but the one at Tesco's was not and has been closed down.	Agree.	Add reference to management of the facility to this section.
Mrs Patricia Poel		Thetford	16	Policy TH 20	Comment	Minimal disruption? What about rodent contamination?	Not aware of this as an issue around such uses. This policy is about trying to increase recycling rates.	No further action.

Mr Simon Malone		Thetford	18	18.01	Comment	Thetford town centre MUST be re-built if it is to achieve the desired vibrancy and popularity envisaged. Riverside Walk is now decaying, its already unattractive buildings either semi-derelict and unoccupied, or lacking basic repair and maintenance. Rotten windows and collapsed fascias add to the air of neglect. The chief asset of the town is the riverside frontage and a new, attractive design of building which complements this asset should be put in place at an early stage of the planned expansion of the town. Until this is done major High Street retailers will not be encourage to invest in the town	Comments noted. Policy TH21 identifies a number of key town centre sites that provide the key opportunity areas for development and change. These include Riverside Walk and other river frontage sites. The Council recognises that improving the riverside environment is critical to the successful regeneration of the town centre.	No change.
Mr Anthony Lewis		Norwich	18	18.02	Comment	It is apparent that, in addition to poor physical quality of buildings, costs of premises and/or rates inhibits the establishment of retail outlets. For example two specialist retail shops could not afford renewal of their leases, so relocated to Bury St Edmunds!!!!	Comments noted.	No change.
Mr Andrew Codd		Thetford	18	18.03	Agree	This is going to be nothing but wishful thinking until the run down and poorly repaired properties round the riverside area (Argos, M&Co, the empty shops) come under single ownership / the leases expire or are bought out and the said owner (or owners of like mind) invest in the "new vision". Until then the harsh reality is that nothing will happen. To facilitate this: The authorities need to stop creating a wish list and either buy these propertied outright and get on with it or: Actively encourage the existing owners with business rate and other incentives to develop the site themselves or sell up to someone who will.	Comments noted. Policy TH21 identifies a number of key town centre sites that provide the key opportunity areas for development and change. These include Riverside Walk and other river frontage sites. The Council recognises that improving the riverside environment is critical to the successful regeneration of the town centre.	No change
Mrs Julie Malcolm		Thetford	18	18.03	Agree	The whole of the town centre needs to be revamped now!!!!!!!. We do not need to be wasting money on yet another action plan for the town centre. Residences are fed up with hearing about action plans on paper. They actually want to see something happening!!!!!!!	The TAAP supports a number of redevelopment opportunities in the town centre and provides a positive framework for those development proposals that help the regeneration of the town centre. The TAAP is supportive of the need to prepare a town centre masterplan as this will help coordinate investment and activity and provide for coherent action for the town centre.	No change
Mr Roger Birtles	RPS	London	18	18.04	Disagree	We disagree with the appropriateness of referring to the Thetford Retail Park as an edge-of-centre location in shopping terms (e.g. paragraph 18.4). The site, in our opinion, is divorced from the town centre and does not perform as an edge-of-centre site. The primary shopping area is not readily apparent from the retail park and the walk between the two is convoluted and lacks visual interest. The actual walk from the closest retail store on the site to the defined primary shopping area exceeds the 300m guidance figure of PPS4. Having regard to the guidance in PPS4 and its Practice Guidance the site is more properly defined as an out-of-centre site.	Disagree. Thetford Retail Park is established within the defined Town Centre boundary as set out in the adopted Core Strategy. The 300m figure in PPS4 is a guidance distance and the taking the most direct walking route the distance between the edge of the Primary Shopping Area and the Retail Park is marginally just over 300m at 340metres. Given the nature of Thetford town centre and relative proximity of the Retail Park site to the Market Place and Primary Shopping Area it is considered appropriate in the local context to ascribe Thetford Retail Park an edge of centre status.	No change
Mr Andrew Codd		Thetford	18	18.07	Agree	An immediate improvement would be to permanently move the existing market place holders (who are on prime parking) to locations down the main pedestrianised high street (as per the French market etc).	Comments noted. The management of markets is the responsibility of Thetford Town Council. The French market comes twice a year, the Thetford market is held every Tuesday and Saturday. Consideration must be given to the retail businesses who pay rent and rates to trade in King Street and it could not be fair on those particular businesses. NCC would not want lorries and vans permanently driving on the pedestrian area. It is a chartered market and the place for the market is Market Place. Stalls are moved into King Street when the market place is being used for special events like in June when British Legion want to celebrate their 60th anniversary. Not all the market stall would want to move and many of the stall s are too big to fit in small gaps.	No change
Mr Simon Malone		Thetford	18	18.07	Comment	Don't waste the town centre car park with building an academy on it. Take account of the planned closure of the Magistrate's court and incorporate the area south of the river into any new regeneration of the town shopping area	Agree. Since the TAAP consultation it has been announced that the Forum proposal on the Anchor site is no longer proceeding. The Riverside area is recognised within the TAAP as a key area for regeneration for a variety of town centre uses such as retail, commercial leisure, education, offices and residential. The Magistrate's Court building closes on 31st March 2011 and the Riverside Opportunity Area identified in Map 18.1 should be enlarged to include this building.	Amend Map 18.1 to include Magistrate's Court within the Riverside opportunity area.

Mr Tom Gilbert-Wooldridge	English Heritage	Cambridge	18	18.07	Comment	We welcome the intention to produce a car parking strategy as part of the town centre masterplan, provided it aims to reduce traffic in historic locations and avoids the provision of additional or revised car parks in historically sensitive places (including buildings, townscapes and archaeological sites).	Comments noted.	No change
A B Bloomfield		Thetford	18	Policy TH 21	Comment	Thetford has not got a vibrant shopping environment. It is run down with a poor selection of shops and crumbling superstructure. Its character has been largely destroyed. Provide the refurbishment here as first priority.	Regenerating Thetford town centre is a priority for the Area Action Plan and policy TH21 sets out a clear and comprehensive approach to the town centre, including those areas suitable for significant intervention and investment and the guiding principles against which development proposals will be assessed. Breckland Council considers that the TAAP provides a clear and robust planning framework which will enable the private sector to make investment decisions and bring other retail and leisure outlets to the town centre. Outside of the TAAP Breckland Council now owns a number of the key regeneration sites and is actively looking at ways to bring these sites forward in accordance with the TAAP.	No change.
B Kenney		Thetford	18	Policy TH 21	Comment	It's useless increasing car parking unless you bring decent shops to the town! No more cheap shops - charity shops and estate agents. Shop Local - where?	Regenerating Thetford town centre is a priority for the Area Action Plan and policy TH21 sets out a clear and comprehensive approach to the town centre, including those areas suitable for significant intervention and investment and the guiding principles against which development proposals will be assessed. Breckland Council considers that the TAAP provides a clear and robust planning framework which will enable the private sector to make investment decisions and bring other retail and leisure outlets to the town centre. Outside of the TAAP Breckland Council now owns a number of the key regeneration sites and is actively looking at ways to bring these sites forward in accordance with the TAAP.	No change.
C A Brooks		Thetford	18	Policy TH 21	Comment	To provide more housing in the centre of Thetford, build another storey (or perhaps 2 storeys) above the shops in the Riverside area (as in the ARC in Bury St Edmunds). It is important that Thetford retains the existing or a new Carnegie Rooms so that the residents of Thetford can contribute towards a vibrant town centre by attending/visiting: meeting on local issues exhibitions and indoor markets shows and concerts dances and discos at the Carnegie Rooms. As regards the road traffic within Thetford, I think consideration should be given to: prohibiting parking on both sides of Raymond Street between its junction with Guildhall Street to its junction with Well Street. Having a one way system in a southerly direction along Guildhall Street so that traffic can only travel along this road from its junction with Castle Street to its junction with Rampart Way. Stopping and traffic (except pedestrians and cyclists) from proceeding along Nuns Bridges Road between it junction with Mill Lane and its junction with Ford Street (over the Nuns Bridges)	Comments noted. The principle of residential development above town centre units is supported and would be encouraged when assessing development proposals to ensure that the town centre is active and used outside of core opening hours. Previous town centre vision work and development assessments have indicated that some 70 additional flats and town-houses could be provided as part of a regenerating town centre. The Carnegie Rooms are owned and managed by Thetford Town Council. Breckland Council understands that the Carnegie Rooms require considerable investment going forward and the TAAP identifies the site as an area for change and development. This does not mean that the Carnegie Rooms have to be replaced but the Plan intends sufficient flexibility to enable the Town Council to look at a range of options for the site. Should the site be redeveloped, it should be noted that the TAAP identifies the area including the Carnegie Rooms as a focus for market and community uses and Breckland Council would seek replacement provision either on the site or very close by. Alternatively, proposals to refurbish and rejuvenate the existing Carnegie Rooms would also be supported. The detailed comments in respect of the highways network will be forwarded to Norfolk County Council as the Highways Authority.	Forward highways comments to Norfolk County Council. Suggestions could be addressed in Masterplan.

Charlotte Poel		Thetford	18	Policy TH 21	Comment	There is no vibrant town centre in Thetford. We need more shops and no multi-storey car parks.	Regenerating Thetford town centre is a priority for the Area Action Plan and policy TH21 sets out a clear and comprehensive approach to the town centre, including those areas suitable for significant intervention and investment and the guiding principles against which development proposals will be assessed. Breckland Council considers that the TAAP provides a clear and robust planning framework which will enable the private sector to make investment decisions and bring other retail and leisure outlets to the town centre. Outside of the TAAP Breckland Council now owns a number of the key regeneration sites and is actively looking at ways to bring these sites forward in accordance with the TAAP. The Council also has a programme to review car parking provision in Thetford.	No change
James Staddart		By email	18	Policy TH 21	Comment	Currently there are not enough major retailers in Thetford and many people commute to Bury St Edmunds to shop. Major retailers should be encouraged to open new stores in and around Thetford. This will not only make Thetford more attractive to consumers, but will also provide more employment opportunities. The Arc in Bury has proved a big success. The cinema and chain restaurants would also provide opportunities for local residents if they were available in Thetford.	Regenerating Thetford town centre is a priority for the Area Action Plan and policy TH21 sets out a clear and comprehensive approach to the town centre, including those areas suitable for significant intervention and investment and the guiding principles against which development proposals will be assessed. Breckland Council considers that the TAAP provides a clear and robust planning framework which will enable the private sector to make investment decisions and bring other retail and leisure outlets to the town centre. Outside of the TAAP Breckland Council now owns a number of the key regeneration sites and is actively looking at ways to bring these sites forward in accordance with the TAAP. The Council also has a programme to review car parking provision in Thetford.	No change
Lois Yates		Croxton	18	Policy TH 21	Comment	With regard to the town centre action plan, I remember that this was done two or three years ago. There was a display with drawings showing a newly developed riverside, proposing cinemas, shops and a 'cafe culture'. What has happened to that plan? How much money was spent on that? Now more money will be spent on another. Why? I have a lot of views about our town centre. It is sad and dead. How are more businesses going to be attracted, especially in the current economic climate? Why will residents in the new development want to move to this town as it is now. If I came and looked at the town centre I would not want to move here. The town centre should be improved before a single new house is built. Otherwise all the new residents will get in their cars and drive to Tesco, Norwich, Cambridge or Bury St Edmunds.	Comment noted. Many people have expressed their disappointment in the way the town centre is and the lack of shopping choices. The initial plan that you refer to was not implemented. The proposed plan will take the recommendations in that into consideration. There is also now a planning framework for any town centre proposal to adhere to in the form of the Core Strategy and emerging TAAP.	No change.
Lois Yates		Croxton	18	Policy TH 21	Comment	Why has the most important thing, the town centre, not been planned yet? Does anyone in Breckland Council care? In 1973 the town centre was a lovely place and the market had to spread onto land outside Carnegie Rooms and there were 3 supermarkets and many individual shops. What happened? Please do not demolish the Carnegie Rooms until a replacement offering equal or preferably improved facilities has been built. We need a venue of this size for concerts, pantomimes, large meetings, dancing etc. Why hasn't a town centre masterplan been drawn up before considering further expansion? If I moved to Thetford now, I would not use the town centre. There is nothing there.	The Carnegie Rooms are owned and managed by Thetford Town Council. Breckland Council understands that the Carnegie Rooms require considerable investment going forward and the TAAP identifies the site as an area for change and development. This does not mean that the Carnegie Rooms have to be replaced but the Plan intends sufficient flexibility to enable the Town Council to look at a range of options for the site. Should the site be redeveloped, it should be noted that the TAAP identifies the area including the Carnegie Rooms as a focus for market and community uses and Breckland Council would seek replacement provision either on the site or very close by. Alternatively, proposals to refurbish and rejuvenate the existing Carnegie Rooms would also be supported.	No change

Melinda Raker		By email	18	Policy TH 21	Comment	There seems to be no vision, no imagination, no aspiration. Where is the hope of a cinema, decent shops, good restaurants, art centres, public gardens, good landscaping and green walk ways? What is going to bring affluence to the town? I used to visit Thetford at least twice a week to visit the excellent individual shops, but now would only go into the town perhaps six times a year (to visit the florist or the doctor.) Those who have spending power do not want the charity shops, betting shops, the pound shops and have no need to actually visits banks or building societies. Tesco's and Sainsbury's have drawn the main retail areas to opposite ends of the outskirts of the town - so why go into the centre? Shopping is infinitely better in Norwich or Cambridge or on the internet. There is little currently to entice spending within the town and the Action Plan seems to be a recipe for more of the same.	Regenerating Thetford town centre is a priority for the Area Action Plan and policy TH21 sets out a clear and comprehensive approach to the town centre, including those areas suitable for significant intervention and investment and the guiding principles against which development proposals will be assessed. Breckland Council considers that the TAAP provides a clear and robust planning framework which will enable the private sector to make investment decisions and bring other retail and leisure outlets to the town centre. Outside of the TAAP Breckland Council now owns a number of the key regeneration sites and is actively looking at ways to bring these sites forward in accordance with the TAAP. The Council also has a programme to review car parking provision in Thetford.	
Melinda Raker		By email	18	Policy TH 21	Comment	I am surprised that the plan states "maintaining a vibrant shopping environment". With the loss of so many shops in the last few years, this phrase does not currently apply to Thetford.		No change
Melinda Raker		By email	18	Policy TH 21	Comment	Move the Halford site to the existing industrial areas. Create imaginative green spaces there and at the back of ex-Woolworth's - use the areas as green gyms (enhancing healthy living) and public gardens. Entice Marks and Spencer's to a prime site with zero business rates for 10 years. M&S appeals to all. Review the access routes to the town, improve clarity and rename them so that it sounds more inviting than just clinical zone numbers. Look at the characterful Old Market Street and improve the lighting and remove the mesh of telephone/electrical wires. Make more of the good areas of the town. Study Newcastle to see how a riverside area can be with thoughtful planning. Don't use Norwich as the model. Take down the Carnegie Rooms and use a top architect to build a community centre with vision, imagination and passion and style. Limit the number of charity shops: they are good things, but if private landlords cannot let their properties, they will be forced to bring down the rents to make them more accessible to start up businesses	Comments noted. The Thetford Retail Park (including Halfords) is close to the town centre and within reasonable walking distance. The Council considers moving retail activity further out of town would be harmful to the overall health of the town centre. A number of the ideas presented could be explored as part of a detailed masterplan for the town centre. The TAAP cannot specify particular retailers but it can create the environment for investment to encourage retailers to come to the town. The Carnegie Rooms are owned and managed by Thetford Town Council. Breckland Council understands that the Carnegie Rooms require considerable investment going forward and the TAAP identifies the site as an area for change and development. This does not mean that the Carnegie Rooms have to be replaced but the Plan intends sufficient flexibility to enable the Town Council to look at a range of options for the site. Should the site be redeveloped, it should be noted that the TAAP identifies the area including the Carnegie Rooms as a focus for market and community uses and Breckland Council would seek replacement provision either on the site or very close by. Alternatively, proposals to refurbish and rejuvenate the existing Carnegie Rooms would also be supported	No change
Mr G Harwood	15 Wheatacres		18	Policy TH 21	Comment	Past development and initiatives have made Thetford a deprived town. Many quality shops have left/failed to be replaced by budget stores, charity shops and empty run down premises. Your plans will increase unemployment and put an even higher demand on services, making the current situation much worse. Thetford was once a vibrant town and a good place to live. Over the years you and your predecessors have brought it to the level it is today and you appear to be adding to its further decline.	Comment noted. Many people have expressed their disappointment in the way the town centre is and the lack of shopping choices. Many residents have expressed similar dissatisfaction with the town centre. Furthermore BDC evidence base shows much money is being leaked to Norwich, Cambridge and Bury St Edmunds as there is limited retail offer in the town. Regenerating Thetford town centre is a priority for the Area Action Plan and policy TH21 sets out a clear and comprehensive approach to the town centre, including those areas suitable for significant intervention and investment and the guiding principles against which development proposals will be assessed.	No change.
Mr Anthony Poulter	Brettenham and Kilverstone Parish Council	Thetford	18	Policy TH 21	Comment	The designing out of crime is more applicable to the SUE and should be applied there too. In itself designing out crime does not reduce crime.	Comments noted. The design principles for the SUE are set out in Policy TH1 and include criteria that encompass elements of designing out crime. It should also be borne in mind that development in Thetford is also subject to the requirements of the Core Strategy including policy DC16 on design which includes a specific criterion on design and crime prevention.	No change.

Mr B S Glaydon		Thetford	18	Policy TH 21	Comment	Town centre masterplan needs to be in pace prior to any new development commencing.	Progress is being made on putting in place the necessary funding to deliver a town centre masterplan and it is anticipated that this will be delivered before the end of 2011. Regenerating Thetford town centre is a priority for the Area Action Plan and policy TH21 sets out a clear and comprehensive approach to the town centre, including those areas suitable for significant intervention and investment and the guiding principles against which development proposals will be assessed. Breckland Council considers that the TAAP provides a clear and robust planning framework which will enable the private sector to make investment decisions and bring other retail and leisure outlets to the town centre. Outside of the TAAP Breckland Council now owns a number of the key regeneration sites and is actively looking at ways to bring these sites forward in accordance with the TAAP.	No change
Mr Ed Chambers	Thetford Town Council	Norfolk	18	Policy TH 21	Comment	<p>The Committee considers the reference in the penultimate paragraph to a Town Centre Masterplan to be a key point, something that is long overdue. The Committee would prefer the proposals for Riverside Walk - referred to in the second paragraph - to be described as a 'comprehensive redevelopment', with one of the aims to be an uninterrupted walkway in a straight line from King's House to the river, across what is currently the service area behind Riverside shops. The Committee does not currently see where funding would be sourced for a redevelopment of the Carnegie Room [typographical note: it's singular, not plural] site. As owner and operator of the facility currently occupying the site, Thetford Town Council has recently committed itself to improve and enhance the existing facility.</p>	<p>Progress is being made on putting in place the necessary funding to deliver a town centre masterplan and it is anticipated that this will be delivered before the end of 2011. Regenerating Thetford town centre is a priority for the Area Action Plan and policy TH21 sets out a clear and comprehensive approach to the town centre, including those areas suitable for significant intervention and investment and the guiding principles against which development proposals will be assessed. Breckland Council considers that the TAAP provides a clear and robust planning framework which will enable the private sector to make investment decisions and bring other retail and leisure outlets to the town centre. Outside of the TAAP Breckland Council now owns a number of the key regeneration sites and is actively looking at ways to bring these sites forward in accordance with the TAAP. The Town Council's specific comments on the linkages from Kings House to the river will be fed into the town centre masterplanning process.</p> <p>Policy TH21 identifies a number of key town centre sites that provide the key opportunity areas for development and change. These include Riverside Walk and other river frontage sites. The Council recognises that improving the riverside environment is critical to the successful regeneration of the town centre. The comments on the Carnegie Room is noted, including the commitment to improve the existing facility and the TAAP needs to be amended to reflect the singular rather than plural.</p>	Amend TAAP to ensure reference to Carnegie Room is singular not plural.
							<p>The Carnegie Rooms are owned and managed by Thetford Town Council. Breckland Council understands that the Carnegie Rooms require considerable investment going forward and the TAAP identifies the site as an area for change and development. This does not mean that the Carnegie Rooms have to be replaced but the Plan intends sufficient flexibility to enable the Town Council to look at a range of options for the site. Should the site be redeveloped, it should be noted that the TAAP identifies the area including the Carnegie Rooms as a focus for market and community uses and Breckland Council would seek replacement provision either on the site or very close by. Alternatively, proposals to refurbish and rejuvenate the existing Carnegie Rooms would also be supported. Policy TH21 identifies a number of key town centre sites that provide the key opportunity areas for development and change. These include Riverside Walk and other river frontage sites. The Council recognises that improving the riverside environment is critical to the successful regeneration of the town centre.</p>	

Mr John Kitson		Thetford	18	Policy TH 21	Comment	While I agree with the key sites for redevelopment in the town centre, I would suggest the Carnegie Room (which you misspell) needs eventual replacement when funding is available. It has provided a useful town centre focus which certainly needs to continue but in a new and more visually acceptable building. I have felt for years that the two car park sites to north and south of Tanner Street would have lent themselves to some form of multi storey parking - providing the southern one in particular was given an acceptable visage to the river.	The vision for the town centre includes making better use of key riverside areas and transforming them from tarmac surface car parks to retail, leisure and office buildings which add to the attraction of the town centre. Thetford has a range of small surface car parks scattered across the town centre and the principle of focusing these sites into a smaller number of facilities including either multi-storey or decked facilities should be explored.	No change
Mr P Dunnett		Thetford	18	Policy TH 21	Comment	"Priorities include maintaining a vibrant shopping environment.....". I would dearly love to know exactly where this "vibrant environment" is currently located within the town centre. Are you able to tell me? Town centre shopping provision is currently poor. Such provision as there is, is inadequate in terms of type, choice and price. Thetford is often described by existing residents as 'a town of banks, building societies, charity shops and Poundland style outlets,' although two of those have recently closed and gone elsewhere! Even the market is but a very pale shadow of its former self and food shopping facilities are almost non-existent. The building of large supermarkets on the edges of town have done much to 'suck the life' out of the town centre. It is essential that a start should be made now on the development of a Town Centre masterplan - it's already long overdue!	Progress is being made on putting in place the necessary funding to deliver a town centre masterplan and it is anticipated that this will be delivered before the end of 2011. Regenerating Thetford town centre is a priority for the Area Action Plan and policy TH21 sets out a clear and comprehensive approach to the town centre, including those areas suitable for significant intervention and investment and the guiding principles against which development proposals will be assessed. Breckland Council considers that the TAAP provides a clear and robust planning framework which will enable the private sector to make investment decisions and bring other retail and leisure outlets to the town centre. Outside of the TAAP Breckland Council now owns a number of the key regeneration sites and is actively looking at ways to bring these sites forward in accordance with the TAAP.	No change
Mr P Dunnett		Thetford	18	Policy TH 21	Comment	The masterplan needs to be practical and attainable with aesthetically pleasing development and architecture, which enhances the centre, & encourages people to come into town & use facilities. Such facilities should also include the replacement of the Carnegie Rooms with a centrally located, well and practically designed building that complements its surroundings e.g. the Guildhall, with facilities that can be used for a wide range of public events such as amateur dramatics, public meetings, film shows, dances, exhibitions etc. Delays in producing a masterplan & starting new town centre development will result in a continuation of the current practice, which sees many people travelling to Bury St Edmunds, Norwich and Cambridge to shop, eat out or go to the cinema / theatre. Since there is currently nothing in the TAAP to improve the lives of existing Thetford residents a rejuvenated town centre would at least be a start! Improving & developing the town centre should go hand in hand with the urban extension. As it stands, the currently impoverished town centre will do nothing to attract new residents to fill 5000 new homes.	The Carnegie Rooms are owned and managed by Thetford Town Council. Breckland Council understands that the Carnegie Rooms require considerable investment going forward and the TAAP identifies the site as an area for change and development. This does not mean that the Carnegie Rooms have to be replaced but the Plan intends sufficient flexibility to enable the Town Council to look at a range of options for the site. Should the site be redeveloped, it should be noted that the TAAP identifies the area including the Carnegie Rooms as a focus for market and community uses and Breckland Council would seek replacement provision either on the site or very close by. Alternatively, proposals to refurbish and rejuvenate the existing Carnegie Rooms would also be supported. Progress is being made on putting in place the necessary funding to deliver a town centre masterplan and it is anticipated that this will be delivered before the end of 2011.	No change
Mr P King		Thetford	18	Policy TH 21	Comment	Serious consideration should be given to the development of this site. A riverside area close to the town centre, developed correctly would create a busy, lively area with a good atmosphere - something that is sadly lacking in the town. Why not look at other towns that have developed their own riverside areas and not rely on expensive consultants for ideas.	Comments noted. Policy TH21 identifies a number of key town centre sites that provide the key opportunity areas for development and change. These include Riverside Walk and other river frontage sites. The Council recognises that improving the riverside environment is critical to the successful regeneration of the town centre.	No change.
Mr Paul Leeming	Carter Jonas	Harrogate	18	Policy TH 21	Comment	For Section 18 Town Centre and Retail, we are pleased to see a reduction in the number of policies and inclusion of the various areas of intervention within an overriding Policy TH21 Approach to the Town Centre. Much of this is deferred to the preparation of a Masterplan setting out more detailed interventions across the town centre. As a consequence it is important that the TAAP provides an appropriate policy hook. It is an integral part of the TAAP regeneration proposals that the town centre provides a function appropriate to its scale to serve the population of the town and the wider hinterland	Comments noted. Progress is being made on putting in place the necessary funding to deliver a town centre masterplan and it is anticipated that this will be delivered before the end of 2011.	No change

Mr. peter Thomson		Thetford	18	Policy TH 21	Comment	Carnegie Rooms - is it still intended to demolish it? What is to replace it? Lots of commercial shops and offices without adequate public areas is not acceptable.	The Carnegie Rooms are owned and managed by Thetford Town Council. Breckland Council understands that the Carnegie Rooms require considerable investment going forward and the TAAP identifies the site as an area for change and development. This does not mean that the Carnegie Rooms have to be replaced but the Plan intends sufficient flexibility to enable the Town Council to look at a range of options for the site. Should the site be redeveloped, it should be noted that the TAAP identifies the area including the Carnegie Rooms as a focus for market and community uses and Breckland Council would seek replacement provision either on the site or very close by. Alternatively, proposals to refurbish and rejuvenate the existing Carnegie Rooms would also be supported.	No change
Mr R Ward		Thetford	18	Policy TH 21	Agree	Supports the town centre masterplan idea.	Comments noted.	No change
Mr Stuart Wilson		Thetford	18	Policy TH 21	Comment	Thetford's shopping environment is not vibrant - perhaps 'maintaining' should be changed to 'creating'. In order to create a vibrant town centre something different, revolutionary needs to happen to make Thetford a place people wish to visit. The river could become a huge asset if it were to become navigable to Brandon. This used to be the case and Thetford thrived. Tourists arriving via boats from far afield would re-vitalise the riverside areas where cafes, restaurants and shops would spring up. The other tourist attractions such as the Brecks, the Ancient House Museum, the Burrell and Dad's Army Museums, the Art Gallery, the Priory, Castle Hill, etc. would also benefit from the influx of tourists. Although such a scheme would be initially expensive, with a number of different agencies involved costs could be spread. The alternatives are few and would not guarantee a 'vibrant' town centre.	Regenerating Thetford town centre is a priority for the Area Action Plan and policy TH21 sets out a clear and comprehensive approach to the town centre, including those areas suitable for significant intervention and investment and the guiding principles against which development proposals will be assessed. Breckland Council considers that the TAAP provides a clear and robust planning framework which will enable the private sector to make investment decisions and bring other retail and leisure outlets to the town centre. The idea of opening up the navigation of the River Little Ouse from Brandon has been investigated but at present there are no definitive plans or timetable to implement the scheme. There are a number of initiatives to encourage Tourism in Thetford and the TAAP complements these by focusing investment on the town centre whilst putting in place policies to protect the historic environment and encourage new green infrastructure and upgrades to public transport and walking/cycling networks.	No change
Mr Stuart Wilson		Thetford	18	Policy TH 21	Comment	It does, however, depend on the foresight, skill and determination of the MTF Board members to implement this scheme as part of their vision for Thetford. The proposal to route coaches down Minstergate is hardly 'giving priority to pedestrians'. As Minstergate is the main pedestrian artery into the town from the west. I feel that pedestrian safety will be compromised if the plan is implemented. 'Concentrated' car parking presumably means 'multi-storey'? If this is the case then the present car park at the rear of the old Woolworths unit would be an ideal location. The fear is that planners will wish to compromise the open aspect of the river side at sites such as School Lane, the Anchor site, the rear of Argos and/or the Wilkinson site.	Comments noted. The proposed bus interchange facility on Minstergate is nearing the planning application phase. Earlier consultation on the TAAP resulted in a significant majority of respondents supporting the relocation of the existing bus station from its prominent location on the riverside. There are a number of engineering reasons as to why the current bus facility is no longer suitable. The vision for the town centre includes making better use of key riverside areas and transforming them from tarmac surface car parks to retail, leisure and office buildings which add to the attraction of the town centre. Thetford has a range of small surface car parks scattered across the town centre and the principle of focusing these sites into a smaller number of facilities including either multi-storey or decked facilities should be explored.	No change

Mr Stuart Wilson		Thetford	18	Policy TH 21	Comment	<p>I would strongly urge that these sites remain out-of-bounds as far as multi-storey parking is concerned. I realise that the Carnegie Room is a valuable community facility which could be enhanced if it were to be remodelled and refurbished. The cost of demolishing and rebuilding it would appear prohibitive and unnecessary. Riverside Walk requires large scale redevelopment and investment in order to provide Thetford with an acceptable, attractive town centre. The Anchor site together with the soon to close Magistrates' Courthouse, should be upgraded to provide a distinctive, appealing and functional mix of welcoming bus interchange, drop-off/pick-up bays, parking, taxi ranks together with retail and food outlets.</p>	<p>The Carnegie Rooms are owned and managed by Thetford Town Council. Breckland Council understands that the Carnegie Rooms require considerable investment going forward and the TAAP identifies the site as an area for change and development. This does not mean that the Carnegie Rooms have to be replaced but the Plan intends sufficient flexibility to enable the Town Council to look at a range of options for the site. Should the site be redeveloped, it should be noted that the TAAP identifies the area including the Carnegie Rooms as a focus for market and community uses and Breckland Council would seek replacement provision either on the site or very close by. Alternatively, proposals to refurbish and rejuvenate the existing Carnegie Rooms would also be supported. Policy TH21 identifies a number of key town centre sites that provide the key opportunity areas for development and change. These include Riverside Walk and other river frontage sites. The Council recognises that improving the riverside environment is critical to the successful regeneration of the town centre.</p>	No change
Mr Stuart Wilson	Thetford Society	Thetford	18	Policy TH 21	Comment	<p>Thetford's shopping environment is not vibrant - perhaps 'maintaining' should be changed to 'creating'. In order to create a vibrant town centre something different, revolutionary needs to happen to make Thetford a place people wish to visit. The river could become a huge asset if it were to become navigable to Brandon. This used to be the case and Thetford thrived. Tourists arriving via boats from far afield would re-vitalise the riverside areas where cafes, restaurants and shops would spring up. The other tourist attractions such as the Brecks, the Ancient House Museum, the Burrell and Dad's Army Museums, the Art Gallery, the Priory, Castle Hill, etc. would also benefit from the influx of tourists. Although such a scheme would be initially expensive, with a number of different agencies involved costs could be spread. The alternatives are few and would not guarantee a 'vibrant' town centre.</p>	<p>Regenerating Thetford town centre is a priority for the Area Action Plan and policy TH21 sets out a clear and comprehensive approach to the town centre, including those areas suitable for significant intervention and investment and the guiding principles against which development proposals will be assessed. Breckland Council considers that the TAAP provides a clear and robust planning framework which will enable the private sector to make investment decisions and bring other retail and leisure outlets to the town centre. The idea of opening up the navigation of the River Little Ouse from Brandon has been investigated but at present there are no definitive plans or timetable to implement the scheme. There are a number of initiatives to encourage Tourism in Thetford and the TAAP complements these by focusing investment on the town centre whilst putting in place policies to protect the historic environment and encourage new green infrastructure and upgrades to public transport and walking/cycling networks.</p>	no change
Mr Stuart Wilson	Thetford Society	Thetford	18	Policy TH 21	Comment	<p>It does, however, depend on the foresight, skill and determination of the MTF Board members to implement this scheme as part of their vision for Thetford. The proposal to route coaches down Minstergate is hardly 'giving priority to pedestrians'. As Minstergate is the main pedestrian artery into the town from the west. I feel that pedestrian safety will be compromised if the plan is implemented. 'Concentrated' car parking presumably means 'multi-storey'? If this is the case then the present car park at the rear of the old Woolworths unit would be an ideal location. The fear is that planners will wish to compromise the open aspect of the river side at sites such as School Lane, the Anchor site, the rear of Argos and/or the Wilkinson site.</p>	<p>Comments noted. The proposed bus interchange facility on Minstergate is nearing the planning application phase. Earlier consultation on the TAAP resulted in a significant majority of respondents supporting the relocation of the existing bus station from its prominent location on the riverside. There are a number of engineering reasons as to why the current bus facility is no longer suitable. The vision for the town centre includes making better use of key riverside areas and transforming them from tarmac surface car parks to retail, leisure and office buildings which add to the attraction of the town centre. Thetford has a range of small surface car parks scattered across the town centre and the principle of focusing these sites into a smaller number of facilities including either multi-storey or decked facilities should be explored.</p>	No change

Mr Stuart Wilson	Thetford Society	Thetford	18	Policy TH 21	Comment	<p>I would strongly urge that these sites remain out-of-bounds as far as multi-storey parking is concerned. I realise that the Carnegie Room is a valuable community facility which could be enhanced if it were to be remodelled and refurbished. The cost of demolishing and rebuilding it would appear prohibitive and unnecessary. Riverside Walk requires large scale redevelopment and investment in order to provide Thetford with an acceptable, attractive town centre. The Anchor site together with the soon to close Magistrates' Courthouse, should be upgraded to provide a distinctive, appealing and functional mix of welcoming bus interchange, drop-off/pick-up bays, parking, taxi ranks together with retail and food outlets.</p>	<p>The Carnegie Rooms are owned and managed by Thetford Town Council. Breckland Council understands that the Carnegie Rooms require considerable investment going forward and the TAAP identifies the site as an area for change and development. This does not mean that the Carnegie Rooms have to be replaced but the Plan intends sufficient flexibility to enable the Town Council to look at a range of options for the site. Should the site be redeveloped, it should be noted that the TAAP identifies the area including the Carnegie Rooms as a focus for market and community uses and Breckland Council would seek replacement provision either on the site or very close by. Alternatively, proposals to refurbish and rejuvenate the existing Carnegie Rooms would also be supported. Policy TH21 identifies a number of key town centre sites that provide the key opportunity areas for development and change. These include Riverside Walk and other river frontage sites. The Council recognises that improving the riverside environment is critical to the successful regeneration of the town centre.</p>	No change
P Dunnett	19 Admirals Way	Thetford	18	Policy TH 21	Comment	<p>1) Time and again over the past decades we have been promised improvements to the town and its facilities, we've been encouraged to believe that new facilities will be provided, that the Town Centre will be upgraded, that its heritage will be properly preserved and enhanced, that buildings such as the Carnegie Rooms will be properly replaced but nothing substantial has ever materialised. Indeed, over much of the past two decades in particular we have seen a gradual but continuous decline in the Towns fortunes and prosperity. Industry has tended to leave the town, many shops have closed, public facilities (eg. Carnegie Rooms) remain significantly unimproved, the town centre and its environs have been allowed to become dowdy and run down, unattractive to residents, shoppers and visitors. There has been little serious attempt to improve Thetford and a total lack of much needed investment. Thetford is now worse off than it was when I moved here 35 years ago!</p>	<p>Comment noted. Support for town centre masterplan noted. Many people have expressed their disappointment in the way the town centre is and the lack of shopping choices. Many residents have expressed similar dissatisfaction with the town centre. Furthermore BDC evidence base shows much money is being leaked to Norwich, Cambridge and Bury St Edmunds as there is limited retail offer in the town. Regenerating Thetford town centre is a priority for the Area Action Plan and policy TH21 sets out a clear and comprehensive approach to the town centre, including those areas suitable for significant intervention and investment and the guiding principles against which development proposals will be assessed. The Carnegie Rooms are owned and managed by Thetford Town Council. Breckland Council understands that the Carnegie Rooms require considerable investment going forward and the TAAP identifies the site as an area for change and development. This does not mean that the Carnegie Rooms have to be replaced but the Plan intends sufficient flexibility to enable the Town Council to look at</p>	No further action.
P Dunnett	19 Admirals Way	Thetford	18	Policy TH 21	Comment	<p>2) If the town is to be properly "transformed" as Councillor Nunn states in his prologue, the town centre masterplan should have been completed already to complement new urban expansion plans. Vague promises that such a plan will be produced sometime (if ever?) in the future (there is no stated timescale for this) are not good enough. There is little or nothing in the TAAP to benefit existing residents and besides, who will be attracted to come and live in a Thetford with a somewhat dead centre awaiting a masterplan? NB. It's near enough totally dead after about 7pm.</p>	<p>Comments noted. A careful balance needs to be struck between being prescriptive on managing the development and change and having the flexibility to encourage investment. The TAAP is a starting point on a detailed policy framework for the town centre but must be considered in conjunction with the adopted Core Strategy. The town centre masterplan will provide an opportunity to set out further specificity on selected sites. In terms of clarity the proposed amendment to Criterion (h) would help in this regard.</p>	No further action.
Mr Tom Gilbert-Wooldridge	English Heritage	Cambridge	18	Policy TH 21	Comment	<p>We note that the policy identifies a number of key sites for development and change within the town centre. Some clarity is needed on what might be permissible for each site, as well as information on the exact site boundaries (for example, does Tanner Street Car Park include car parks on both sides of the road, and how extensive is the Riverside Walk area?). All of these sites are within Thetford Conservation Area and either incorporate and/or adjoin listed buildings. The Anchor Hotel site is partly covered by a scheduled monument. We therefore welcome the references to the historic environment within the policy, both in terms of public realm enhancements and guiding principles for development. However, we feel that in terms of guiding principle (h), reference needs to be made to preserving historic (or heritage) assets, as well as "take advantage of" and "enhance" (i.e. "Preserve, take advantage of, and enhance where possible and viable, the heritage and natural assets which exist in the town centre").</p>	<p>Comments noted. A careful balance needs to be struck between being prescriptive on managing the development and change and having the flexibility to encourage investment. The TAAP is a starting point on a detailed policy framework for the town centre but must be considered in conjunction with the adopted Core Strategy. The town centre masterplan will provide an opportunity to set out further specificity on selected sites. In terms of clarity the proposed amendment to Criterion (h) would help in this regard.</p>	Amend criterion (h) of TH.21 to insert the word 'preserve' at the start of the criterion.

Mr Tom Gilbert-Wooldridge	English Heritage	Cambridge	18	Policy TH 21	Comment	The Thetford Historic Environment Assessment will be a useful document for town centre regeneration, as it identifies important historic buildings and townscapes and will help to focus preservation and enhancement activities. It is not clear how the document has informed the Area Action Plan (unlike the Thetford Historic Environment Survey on archaeological matters), or how it might be used to determine planning decisions. We have some concerns regarding the desire to intensify retail activity and provide new commercial leisure space at the Thetford Retail Park. The park is situated on the edge of the town centre and the conservation area, and must already affect the vitality of retail and other related uses within the town centre. Intensifying retail and commercial leisure uses at the Retail Park could undermine efforts to regenerate the wider town centre.	MTF grants on shop fronts underway. HEA would be used to inform the Town Centre Masterplan. There is also an overarching Historic Environment policy in Core Strategy (DC17) which provides a policy hook for the THEA. Retail park is within the town centre and the retail study identifies it as a reasonable option for further activity.	No further action.
Mrs B Mudd		Thetford	18	Policy TH 21	Comment	Shops in town - we have so many but all closed, owners moved out when rates kept rising.	Regenerating Thetford town centre is a priority for the Area Action Plan and policy TH21 sets out a clear and comprehensive approach to the town centre, including those areas suitable for significant intervention and investment and the guiding principles against which development proposals will be assessed. Breckland Council considers that the TAAP provides a clear and robust planning framework which will enable the private sector to make investment decisions and bring other retail and leisure outlets to the town centre.	No change
Mrs E McGuire		Thetford	18	Policy TH 21	Comment	Town Centre is very shabby. Masterplan for town centre which is viable for encouraging shopping environment should be produced BEFORE projects to North of Thetford are begun. At present, little incentive for day tourists or weekenders to visit the town.	Regenerating Thetford town centre is a priority for the Area Action Plan and policy TH21 sets out a clear and comprehensive approach to the town centre, including those areas suitable for significant intervention and investment and the guiding principles against which development proposals will be assessed. Breckland Council considers that the TAAP provides a clear and robust planning framework which will enable the private sector to make investment decisions and bring other retail and leisure outlets to the town centre. Outside of the TAAP Breckland Council now owns a number of the key regeneration sites and is actively looking at ways to bring these sites forward in accordance with the TAAP. The Council also has a programme to review car parking provision in Thetford.	No change
Mrs G Farrow		Thetford	18	Policy TH 21	Comment	Why is there no mention of King Street which is rapidly deteriorating for shops - Warehouse clearance stores is closing in February after only being there a short time and having forced thing-me-bobs out of business.	Regenerating Thetford town centre is a priority for the Area Action Plan and policy TH21 sets out a clear and comprehensive approach to the town centre, including those areas suitable for significant intervention and investment and the guiding principles against which development proposals will be assessed. Breckland Council considers that the TAAP provides a clear and robust planning framework which will enable the private sector to make investment decisions and bring other retail and leisure outlets to the town centre. Outside of the TAAP Breckland Council now owns a number of the key regeneration sites and is actively looking at ways to bring these sites forward in accordance with the TAAP. The Council also has a programme to review car parking provision in Thetford.	No change

Mrs Janet Smith Gibbons		Thetford	18	Policy TH 21	Comment	<p>There seems to be a conflict of aims as this statement that says that priority will be given to pedestrians, and it includes Minstergate as one of the priority areas for pedestrians. According to policy number TH25, Minstergate will be the access route for buses if the new bus station goes ahead where it is planned. Pedestrians and buses will be an interesting combination. Current plans to replace the Carnegie Room with a smaller venue make no sense when the town is being expanded. I have attended several events there over the past few weeks and each has been full. Thousands of new homes will result in a higher population and a larger facility being needed, not a smaller one. The central location of the Carnegie Room for events is also ideal for many people.</p>	<p>The Carnegie Rooms are owned and managed by Thetford Town Council. Breckland Council understands that the Carnegie Rooms require considerable investment going forward and the TAAP identifies the site as an area for change and development. This does not mean that the Carnegie Rooms have to be replaced but the Plan intends sufficient flexibility to enable the Town Council to look at a range of options for the site. Should the site be redeveloped, it should be noted that the TAAP identifies the area including the Carnegie Rooms as a focus for market and community uses and Breckland Council would seek replacement provision either on the site or very close by. Alternatively, proposals to refurbish and rejuvenate the existing Carnegie Rooms would also be supported. Policy TH21 identifies a number of key town centre sites that provide the key opportunity areas for development and change. These include Riverside Walk and other river frontage sites. The Council recognises that improving the riverside environment is critical to the successful regeneration of the town centre. The proposed but</p>	No change
Mrs Jodie Canham		Thetford	18	Policy TH 21	Comment	<p>This one, I feel very strongly about. If we don't update, regenerate our town centre, no one will want to live, sightsee here. No point in building new housing estates in their town is sitting empty. Please, please do something with out town centre.</p>	<p>Regenerating Thetford town centre is a priority for the Area Action Plan and policy TH21 sets out a clear and comprehensive approach to the town centre, including those areas suitable for significant intervention and investment and the guiding principles against which development proposals will be assessed. Breckland Council considers that the TAAP provides a clear and robust planning framework which will enable the private sector to make investment decisions and bring other retail and leisure outlets to the town centre. Outside of the TAAP Breckland Council now owns a number of the key regeneration sites and is actively looking at ways to bring these sites forward in accordance with the TAAP. The Council also has a programme to review car parking provision in Thetford.</p>	No change
Mrs Julie Malcolm		Thetford	18	Policy TH 21	Agree	<p>This needs to happen a.s.a.p !!!!!. I work at one of the shops in the town centre and it badly needs a revamp. There is not a good mix of shops. PLEASE can more be done to attract more of the big name retailers into town!!!!. Too many people are choosing to do their shopping in Bury St Edmunds and Norwich as there is more choice of shops and people can find what they need in those places!!!!. More needs to done to keep people shopping in Thetford Town Centre!!!!.</p>	<p>Comments noted. Regenerating Thetford town centre is a priority for the Area Action Plan and policy TH21 sets out a clear and comprehensive approach to the town centre, including those areas suitable for significant intervention and investment and the guiding principles against which development proposals will be assessed. Breckland Council considers that the TAAP provides a clear and robust planning framework which will enable the private sector to make investment decisions and bring other retail and leisure outlets to the town centre. Outside of the TAAP Breckland Council now owns a number of the key regeneration sites and is actively looking at ways to bring these sites forward in accordance with the TAAP. The Council also has a programme to review car parking provision in Thetford.</p>	No change
Mrs Julie Malcolm		Thetford	18	Policy TH 21	Agree	<p>Can we also have baby changing facilities and better public toilets for families with young children. I have a 6 year old and a 1 year old and I struggle while shopping in the town centre to find nice clean toilets to take them in.</p>	<p>Comments noted. The suggestion of a baby changing facility will be forwarded to the Town Council who are responsible for public convenience facilities in the town.</p>	No change
Mrs K Turner		Thetford	18	Policy TH 21	Comment	<p>Our town centre consists of estate agents, banks, charity shops and foreign shops, we have to go out of Thetford as we don't have shops here, we get them and then they go as they can't afford the rent. Do you know when I was growing up we had every shop we needed, grocery shops in town, clothes shops, sport shops, book shops, you could get everything in our high street.</p>	<p>Regenerating Thetford town centre is a priority for the Area Action Plan and policy TH21 sets out a clear and comprehensive approach to the town centre, including those areas suitable for significant intervention and investment and the guiding principles against which development proposals will be</p>	

Mrs L Brightman		Thetford	18	Policy TH 21	Comment	Tow centre regeneration must be tackled first before any future new building. It is imperative that the town centre is regenerated first and a more diverse selection of shops encouraged, at present there are too many of the same type.	assessed. Breckland Council considers that the TAAP provides a clear and robust planning framework which will enable the private sector to make investment decisions and bring other retail and leisure outlets to the town centre. Outside of the TAAP Breckland Council now owns a number of the key regeneration sites and is actively looking at ways to bring these sites forward in accordance with the TAAP.	No change
Mrs Patricia Poel		Thetford	18	Policy TH 21	Comment	Shops for town visitors but no to multi storey car parks.	The vision for the town centre includes making better use of key riverside areas and transforming them from tarmac surface car parks to retail, leisure and office buildings which add to the attraction of the town centre. Thetford has a range of small surface car parks scattered across the town centre and the principle of focusing these sites into a smaller number of facilities including either multi-storey or decked facilities should be explored.	No change
Mrs Sarah Wilson		Thetford	18	Policy TH 21	Comment	'Maintaining a vibrant shopping centre' - do you really think we have this in Thetford now? I would say that 'creating' one should be your goal. The town centre is run down and some parts are very unattractive. At present I rarely have cause to shop in Thetford because there is little there to attract me. Until the variety of shops improves dramatically, people in the new houses will, like me, shop in Bury, Cambridge and Norwich. This did not used to be the case. 'Giving priority to pedestrians' - how does this idea fit with a Bus Station on the Minstergate site? Minstergate is the main pedestrian route into the town from the western side. 'Car parking could be provided in concentrated, specific central locations' - this sounds to me dangerously like multi-storey car parks, which I think would be hideous in Thetford.	Comments noted. The proposed bus interchange facility on Minstergate is nearing the planning application phase. Earlier consultation on the TAAP resulted in a significant majority of respondents supporting the relocation of the existing bus station from its prominent location on the riverside. There are a number of engineering reasons as to why the current bus facility is no longer suitable. The vision for the town centre includes making better use of key riverside areas and transforming them from tarmac surface car parks to retail, leisure and office buildings which add to the attraction of the town centre. Thetford has a range of small surface car parks scattered across the town centre and the principle of focusing these sites into a smaller number of facilities including either multi-storey or decked facilities should be explored.	No change
Mrs Taylor		Thetford	18	Policy TH 21	Comment	Please keep the car park at anchor Site as bus station. In Carnegie Rooms and area round these rooms, put a cinema like Busy st. Edmunds. There are no shops to get any form of music - it's Tesco's or Sainsbury's and this is limited. There are too many banks, building societies and charity shops, too many lady's clothes shops and no men's, no toys shops, think of the young.	Comments noted. The proposed bus interchange facility on Minstergate is nearing the planning application phase. Earlier consultation on the TAAP resulted in a significant majority of respondents supporting the relocation of the existing bus station from its prominent location on the riverside. There are a number of engineering reasons as to why the current bus facility is no longer suitable. The vision for the town centre includes making better use of key riverside areas and transforming them from tarmac surface car parks to retail, leisure and office buildings which add to the attraction of the town centre. The Carnegie Rooms are owned and managed by Thetford Town Council. Breckland Council understands that the Carnegie Rooms require considerable investment going forward and the TAAP identifies the site as an area for change and development. This does not mean that the Carnegie Rooms have to be replaced but the Plan intends sufficient flexibility to enable the Town Council to look at a range of options for the site. Should the site be redeveloped, it should be noted that the TAAP identifies the area including the Carnegie Rooms as a focus for market and community uses and Breckland Council would seek replacement provision either on the site or very close by. Alternatively, proposals to refurbish and rejuvenate the existing Carnegie Rooms would also be supported.	No change

Mr Tom Gilbert-Wooldridge	English Heritage	Cambridge	19	Policy TH 21	Comment	We also note the intention of Breckland Council to produce a town centre masterplan to act as a catalyst for regeneration. English Heritage would greatly welcome involvement in the drafting of the masterplan and looks forward to early consultation on its content. Map 18.1 shows a number of Town Centre Opportunity Areas which incorporate the key sites for development and change. Again, all of the opportunity areas incorporate or adjoin designated heritage assets, and most lie wholly within Thetford Conservation Area. Some clarification will be needed on what might be permissible within each opportunity area, along with an explanation of the status that the areas have within the Area Action Plan (or the subsequent masterplan).	Comments noted. A careful balance needs to be struck between being prescriptive on managing the development and change and having the flexibility to encourage investment. The TAAP is a starting point on a detailed policy framework for the town centre but must be considered in conjunction with the adopted Core Strategy. The town centre masterplan will provide an opportunity to set out further specificity on selected sites. Progress is being made on securing the funding for the masterplan and it should be completed by the end of 2011. Breckland Council would welcome English Heritage's involvement in the preparation of the masterplan as a statutory consultee given the significance of the heritage assets across the town centre.	No change
Patricia Poel	Thetford resident		18	Policy TH 21	Comment	In 1963, Thetford Town Centre had many varied and economically viable shops but since then, in spite of the population expansion, they have disappeared. Why? Costly consultation became the order of the day and from then onwards, no one intended listening to what the people living in Thetford wanted. In 2011, we will be repeating history, under the guise of Thetford's Area Action Plan, unless those authorities from different parts of Norfolk can allow them selves (1) to listen and act on what Thetford people are saying and (2) have more intimate knowledge of the town itself and of its people's needs.	Many residents have expressed similar dis-satisfaction with the town centre. Furthermore BDC evidence base shows much money is being leaked to Norwich, Cambridge and Bury St Edmunds as there is limited retail offer in the town. Town centre masterplan has been recommended to be produced which would look at how the town centre works and come up with ways to improve it which could see other retailers attracted to the town.	No further action.
S Lenane		Thetford	18	Policy TH 21	Comment	The Riverside Walk shopping area needs to be demolished and replaced. We need riverside cafes and restaurants and possibly a small cinema. The Carnegie Rooms also need replacing with a new venue. All this will attract people to the centre, which will in turn attract more businesses.	Comments noted. Policy TH21 identifies a number of key town centre sites that provide the key opportunity areas for development and change. These include Riverside Walk and other river frontage sites. The Council recognises that improving the riverside environment is critical to the successful regeneration of the town centre. The Carnegie Rooms are owned and managed by Thetford Town Council. Breckland Council understands that the Carnegie Rooms require considerable investment going forward and the TAAP identifies the site as an area for change and development. This does not mean that the Carnegie Rooms have to be replaced but the Plan intends sufficient flexibility to enable the Town Council to look at a range of options for the site. Should the site be redeveloped, it should be noted that the TAAP identifies the area including the Carnegie Rooms as a focus for market and community uses and Breckland Council would seek replacement provision either on the site or very close by. Alternatively, proposals to refurbish and rejuvenate the existing Carnegie Rooms would also be supported.	No change
Sustrans		Peterborough	18	Policy TH 21	Disagree	The comments on ease of access by sustainable modes are important, but it is also important that the town centre is much more permeable than it is at present in terms of walking and cycling. This is a significant problem at present that needs addressing. It is also important that there is ample, convenient cycle parking in suitable locations.	Comments noted. Policy TH21 could be amended at criterion c) to remove brackets around text on walking and cycling and insert additional text on safe and conveniently located cycle parking.	Amend criterion c) to remove text in brackets and replace with " and walking and cycling network improvements including the provision of safe and conveniently located cycle parking across the town centre."
Theatres Trust	Theatres Trust	London	18	Policy TH 21	Agree	We note the re-working of this policy, which we support, and that the Carnegie Room has been included as a key site for development presumably to improve the evening economy offer as stated in para.18.3. We are pleased that the document is taking a positive approach to improve the town centre environment and assume the details for the developments will be in the Town Centre Masterplan and request to be consulted on this please	Comments noted	No change

Val Moore		By email	18	Policy TH 21	Comment	Will we get some 'proper' shops in the town centre? What about adequate parking provision in the town? Please make sure it's kept free, so that we may still encourage visitors.	Regenerating Thetford town centre is a priority for the Area Action Plan and policy TH21 sets out a clear and comprehensive approach to the town centre, including those areas suitable for significant intervention and investment and the guiding principles against which development proposals will be assessed. Breckland Council considers that the TAAP provides a clear and robust planning framework which will enable the private sector to make investment decisions and bring other retail and leisure outlets to the town centre. Outside of the TAAP Breckland Council now owns a number of the key regeneration sites and is actively looking at ways to bring these sites forward in accordance with the TAAP.	No change
Mr Ed Chambers	Thetford Town Council	Norfolk	18	Policy TH 22	Comment	The Committee would like there to be a safeguard, protecting existing retail use from B1 and B2 uses.	Policy DC9 of the Core Strategy addresses this issue.	No further action.
Mr Paul Leeming	Carter Jonas	Harrogate	18	Policy TH 22	Comment	The wording of Policy TH22 New Retail Development has been amended to reflect the findings of the Council's most recent retail study (2010). We would suggest that Para 18.11 should be revisited as there is some confusion/duplication in the wording. It would be appropriate for the policy to cross refer to retail provision in the SUE and to provide an appropriate "hook" for the new Local Centres to be provided within the SUE. Furthermore consideration should be given to the existing local /neighbourhood provision within the remodelled estates (Policy TH39).	The duplication between the second and third sentences of para 18.11 is duly noted. It is considered that there is suitable coverage for existing neighbourhood shopping parades within national policy.	Delete third sentence of para 18.11 to avoid duplication.
Mr Roger Birtles	RPS	London	18	Policy TH 22	Comment	Policy TH22 and the supporting paragraphs 18.11 and 18.12 are unduly restrictive and prescriptive in suggesting only 330m ² of convenience floorspace is required to 2016. This floorspace threshold, which is derived from the NLP Retail Study, fails to pay regard to Thetford's low retention rate from its host zone (65%) when compared against other centres such as Dereham and Swaffham. Those latter centres are achieving retention rates of circa 80% compared to a rate of about 65% for Thetford. Increased market share should be an objective for Thetford so as to deliver more sustainable shopping patterns. The NLP convenience floorspace projections for the town are predicated on the basis that (at 2016) some £34M of expenditure from Thetford's host zone (Zone 1) will continue to be spent outside of Breckland District. This is not a sustainable pattern of shopping nor consistent with Thetford's role as the principal centre within the District. There should be a policy aim to increase market share.	The policy approach in TH22 is considered appropriate based on the Council's evidence base. There is no indication that a strategy which identifies significant additional retail floor space in order to 'claw back' expenditure outside of the district is sustainable or would achieve this aim. Such a scale of floor space would be unlikely to be accommodated in Thetford without causing harm to the town centre. The competing centres of Norwich and Bury St. Edmunds exert significant influence over settlements in this area, and at this time the Council considers that the most appropriate strategy is to try and maintain the existing levels of retention without leaking further expenditure outwards. The approach would be reconsidered through future reviews of the Council's Core Strategy and supporting evidence.	No further action.
Mr Stuart Wilson		Thetford	18	Policy TH 22	Comment	Major redevelopment needs to take place in the town centre rather than providing meagre units (ref. TH21). The Town Centre Master plan should be produced first before piecemeal development	The Council supports regeneration initiatives within the town centre and as such, future opportunities will be identified through the production of a masterplan.	No further action.
Mr Stuart Wilson	Thetford Society	Thetford	18	Policy TH 22	Comment	Major redevelopment needs to take place in the town centre rather than providing meagre units (ref. TH21). The Town Centre Master plan should be produced first before piecemeal development.	The Council supports regeneration initiatives within the town centre and as such, future opportunities will be identified through the production of a masterplan.	No further action.
Mrs L Brightman		Thetford	18	Policy TH 22	Comment	Tow centre regeneration must be tackled first before any future new building.	The Council supports regeneration initiatives within the town centre and as such, future opportunities will be identified through the production of a masterplan.	No further action.
Mrs L Holmes		Thetford	18	Policy TH 22	Comment	I would like to see a health food shop in the town centre. Preferably an independently run one. I often have to make trips to Norwich, Bury or Diss to buy goods not available in Thetford. I would prefer to support Thetford's economy.	Comment noted. The Council's existing policies contained within the adopted Core Strategy provide the planning framework for such proposals.	No further action.

Chisman Gary	Highways Agency	Bedford	19	19.01	Comment	"...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..." The Highways Agency has not specifically agreed that the levels of modal shift are achievable, although the principle of reductions has been agreed. Further modelling with alternative assumptions was discussed between the Highways Agency and Norfolk County Council (with their consultants) at a meeting on 1 December 2010 and further discussions will be required to agree the scope of additional work.	Noted. Issue of further work discussed between HA, BDC, NCC and landowners. It was agreed that the transport assessment will be studies and any need for further testing of models agreed as part of the planning application process.	No further action.
S Lenane		Thetford	19	19.03	Comment	Why isn't there a cycle path along Norwich Road, one of the main routes into town? Also, why is it forbidden to cycle on Butten Island?	Comments noted. The walking and cycling network seek to address these issues, but that will not happen over night.	Pass comments on to NCC.
Chisman Gary	Highways Agency	Bedford	19	19.06	Comment	Clarification is required about whether the proposed new/enhanced bus service between Thetford, Snetterton Heath and Attleborough is actively being pursued. The service has the potential to attract residents living in Thetford who work in Snetterton Heath and, indeed, residents living in Attleborough who work in Snetterton Heath or Thetford, away from using the car and the A11. It is noted that this particular proposed route is not quoted in Policy TH 23 (p.84) and it is recommended that is included. It should be noted that VISSIM modelling work undertaken to support the Thetford Transport Plan and TAAP assumes a reduction in inter-urban car trips as a result of improvements in public transport and modal shift. The Highways Agency considers that an attractive, frequent local bus service linking Thetford town centre/bus interchange, the SUE/TEP, Snetterton Heath, Attleborough and potentially the Norfolk and Norwich University Hospital/University of East Anglia, is necessary to help towards achieving this ambition.	Agree. Although the list of names are merely examples and other places could be included.	Include Attleborough and Snetterton Heath as destinations for buses
Mr Anthony Poulter	Brettenham and Kilverstone Parish Council	Thetford	19	19.06	Comment	What about Diss?	Agree. Although the list of names are merely examples and other places could be included.. Potential for people living in the Thetford area to drive to Diss for work or to get the train to London.	Include Diss as destinations for buses.
Mr Simon Malone		Thetford	19	19.06	Comment	Croxton village should be linked into the regular bus service network if you wish to discourage car use	Agree. Although the list of names are merely examples and other places could be included.	Include Croxton as destinations for buses.
							Replacing the outdated bus facilities from within the existing Bridge Street car park to a new purpose built interchange in the Minstergate / St Nicholas Street area will not be detrimental to people with disabilities. In fact the new interchange and the highway improvement works associated with it will significantly improve access to and the experience of using public transport for people with disabilities. The County Council, who are building the new interchange, are committed to ensuring that accessibility for disabled people is considered as part of all transport improvement works to ensure adequate facilities are provided. While full details of the new interchange will be available when the County Council submit their proposals for planning consent, it is understood that the design of the new facility takes into account the needs of those with disabilities,	

						and the routes to/from the new facility to Bridge Street and across the London Road / Norwich Road junction adhere to the design criteria the County Council has developed with input from local disability groups from published national standards. Concerns about moving the bus facilities to a new site are understood, however it is not being moved out of the town centre (as recommended by some local people who wish it to be moved adjacent the rail station) but to an alternative location still within the town centre. It will be closer to the shops along Minstergate and the rail station than the existing Bridge Street facilities, but further away from parts of Kings Street and the Guildhall area of the town. This in its self will not disadvantage people with disabilities, and there will still be the opportunity for people to use the local town bus service to access other parts of the town centre and the wider town.	Agree that further consultation on the new proposed bus interchange and existing riverside site is urgently required in advance of Town Centre masterplan work to aid local understanding of what is being proposed and why an alternative option of retaining the existing bus facility is not an appropriate way forward to achieve the regeneration of this key town centre site.	
S Lenane		Thetford	19	19.17	Disagree	There is an equally strong desire of the public for the bus station to remain where it is. How will moving the bus station further away from the town centre help people with disabilities? Have you consulted with any disability groups?		
Mr Anthony Lewis		Norwich	19	19.18	Comment	The shortcomings of the existing site can be solved without a move to the proposed (committed?) new location, if there was a will to do so. Based on the shortcomings in this paragraph, there is no need for a move, other than Breckland's decision and commitment	Agree that further consultation on the new proposed bus interchange and existing riverside site is urgently required in advance of Town Centre masterplan work to aid local understanding of what is being proposed and why an alternative option of retaining the existing bus facility is not an appropriate way forward to achieve the regeneration of this key town centre site.	
Mr Anthony Lewis		Norwich	19	19.18	Disagree	The argument for moving the bus station to provide the Forum, within a iconic building, is nonsense especially since the 3rd element of the Academy is, thank goodness, gone. The idea of an iconic building a la Breckland House is alarming. There is already an iconic building there - The Anchor - featured on one of MTF's banners on their website. The current state of that building is due to Breckland's neglect, reflecting their intentions for it.	The TAAP will be updated to recognise that the Forum proposal is now no longer happening. However, there are good economic and regeneration arguments to support the relocation of the bus station to Minstergate thereby enabling the riverside area to be regenerated in a way which helps to enhance the retail and leisure offer in the town centre as well as enhancing the waterfront environment. It should be noted that the Anchor Hotel is not a listed building and is in a poor structural condition. Breckland Council acquired the site after it was subject to arson and have undertaken a number of works to remove asbestos and support the structure of the building.	Update paragraph 19.19 to recognise that the Forum is no longer proceeding.
S Lenane		Thetford	19	19.18	Disagree	St Nicholas Street is distal to the town centre compares to the current site. How is it more pleasant then by the river where it is now?	Agree that further consultation on the new proposed bus interchange and existing riverside site is urgently required in advance of Town Centre masterplan work to aid local understanding of what is being proposed and why an alternative option of retaining the existing bus facility is not an appropriate way forward to achieve the regeneration of this key town centre site.	
S Lenane		Thetford	19	19.19	Disagree	The Forum is defunct.	Noted.	

Mr Simon Malone		Thetford	19	19.23	Comment	I see no need to retain land for a possible new railway station. The existing station will be central to the new Thetford conurbation and should be thoroughly upgraded and modernised with appropriate parking and links to foot and cycle ways	Noted. This is the approach taken already.	No further action.
Mr Anthony Poulter	Brettenham and Kilverstone Parish Council	Thetford	19	19.26	Comment	The first sentence is a "catch 22". The car park is not full because people know it's small, the access is problematic and the services are poor.	Approach is based on transport evidence base. Nevertheless we identify a zone of search for car parking.	No further action.
Mr Anthony Poulter	Kilverstone Parish Council	Thetford	19	19.27	Comment	What about attracting employment?	Agree. Having a train station in the town could be a reason for businesses to relocate to the town.	No further action.
J Crowther		Thetford	19	Map 19.1	Agree	Very good idea to have the cycle track around Thetford.	Support noted.	No further action.
James Staddart		By email	19	Map 19.1	Agree	Very good plan to develop the cycle network throughout Thetford. Being able to cycle safely from the town centre to Thetford Forest and Croxton will benefit the town's tourist infrastructure greatly.	Support noted.	No further action.
M P Harrison		Thetford	19	Map 19.1	Agree		Support noted.	No further action.
Mr David Wright		Thetford	19	Map 19.1	Agree	Whilst agreeing with the need for cycle ways etc, please remember that some people still need personal transport and town centre parking needs to be retained if only for disabled people and those who live away from bus routes.	Modal shift is essential for Thetford. Public transport will be reviewed, both internally and also to surrounding areas. Town centre masterplan would include a parking strategy.	Comments to inform town centre masterplan.
Peter Wilson		Thetford	19	Map 19.1	Comment	The draft plan shows cycle ways but no details are given. Will existing roads be widened to include proper cycle ways? If we are to encourage use of bikes then the infrastructure needs to be in place. Look at Copenhagen and the excellent network of cycle lanes on roads. People will only use bikes if it safe to use them on the roads.	Comment noted. It is not for the TAAP to give the detail, but rather to provide a policy hook for such changes. Further detailed work is required.	Add safe to policy or text.
C A Brooks		Thetford	19	Policy TH 23	Comment	To encourage a more active lifestyle by the residents of Thetford, provide free transport on the buses within Thetford.	A public transport review is recommended. Service provision and price could be part of such a review.	Include price as part of public transport review.
Chisman Gary	Highways Agency	Bedford	19	Policy TH 23	Comment	Add HA as per below: "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 and Highways Agency where appropriate."	Agree	Make change as per representation.
Mr Andrew Codd		Thetford	19	Policy TH 23	Agree	A "Modal shift" is not something we will achieve by short term restrictions on parking etc. There is a significant number of people in the rural areas around Thetford who have no choice but to use the car. We need must hope that one day they will use the centre of town for shopping and recreation. They will need to park. At some point maybe the numbers wishing to come might even justify a bus service.... park and ride even...? It has always struck me as odd that a cinema or larger retailer has not chosen to invest in the largest town within 30mins drive of a large catchment area. Could it be that paralysis of planning intent and poor parking / access have been part of this?	Modal shift is essential for Thetford. Public transport will be reviewed, both internally and also to surrounding areas. Town centre masterplan would include a parking strategy. Unable to comment on why there is no cinema in the town.	Comments to inform town centre masterplan.
Mr Anthony Poulter	Brettenham and Kilverstone Parish Council	Thetford	19	Policy TH 23	Comment	Achieving a modal shift away from reliance on cars will necessitate education and convenient public transport. The emphasis on cycling is laudable but not wholly realistic. Some of the distances are too great (I live 4 miles for the nearest shop) and the age profile of the community particularly in the rural areas beyond the TAAP boundary also mitigate against cycling. The new envisaged 10 minutes bus service around the SUE is excellent but needs to be linked into the longer distance public transport - trains and inter town/city buses. Both need to be convenient, have decent services (services every 30 minutes and from the early hours to late (last train from Liverpool Street to Diss is 2330). Now is the time to reconsider the use of the land to the north of the station as described previously, access, car parking, decent facilities and services).	The Transport Strategy for Thetford identifies the creation of a "Smarter Travel Thetford Team" to coordinate travel planning activity in and around the town. Part of the Smarter Travel Thetford Team's remit would be education. Some of the community could easily change mode of transport, but it is acknowledged that others may find it difficult. Of course there will be some who are unwilling but the Transport Strategy sets ambitious targets for modal shift. Comments regarding public transport are noted. Policy TH 26 is on the subject of the existing train station.	Raise issues re public transport at PPA. Otherwise no further action for the TAAP.

Mr Ed Chambers	Thetford Town Council	Norfolk	19	Policy TH 23	Comment	Greater clarity of expression through the use of simpler words is needed, if the key points enshrined in this policy statement are to be understood - let alone accepted - by a wider readership.	Noted.	Refresh policy taking into account this comment.
Mr Paul Leeming	Carter Jonas	Harrogate	19	Policy TH 23	Comment	Within this Section 19 Transport it would be appropriate for the text and justification of Policy TH23 Transport -Achieving Modal Shift to refer to the need to reduce overall mileage and cut unnecessary journeys as a decision prior to deciding which transport mode to use. Both Policy TH 25 Thetford Bus Interchange and Policy TH 26 Thetford Railway Station are key town-wide proposals to boost modal shift and should be cross-referred to or incorporated in to Policy TH23.	Agree to some extent. Will cross refer to TH25 and TH26 but they are their own policies.	Refresh policy taking into account this comment.
Mr Richard Thewlis		Thetford	19	Policy TH 23	Comment	modal shift from single car occupancy': I think this suggestion is completely unrealistic, as people are just not prepared to give up their cars I think. That said, the roads are so dangerous because of the volume and speed of traffic, people are too afraid to cycle on the roads. We do definitely need a massively improved cycle network within the town and its environs. I definitely welcome the improved cycle lane plans - it'd be nice to have better cycle routes to be able to explore the forest more without having to buy a special off-road bike.	Some of the community could easily change mode of transport, but it is acknowledged that others may find it difficult. Of course there will be some who are unwilling. . Support for cycling network and Loops noted.	No further action.
Mr Stephen Faulkner	Norfolk County Council	Norwich	19	Policy TH 23	Comment	Policy TH23 - Paragraph 19.2 Suggest removing bullet point 1. The town centre may be compact but it is surrounded by low density housing estates, e.g. Canterbury Way. Policy TH23 - Paragraph 19.11 support Policy but it has to be recognised that in the current economic climate the County Council's support in terms of financial contributions and staff resources may be difficult to provide; Policy TH23 - Comments made by the Highways Agency when it was TH2 (and forwarded to Breckland DC by NCC on 20/12/10) do not appear to have been considered	Disagree, the town is relatively compact and cyclable for many. Comments from HA received at a too late stage to influence this version of the TAAP. The approach is taken from background evidence developed with NCC.	No further action.
Mr Stuart Wilson		Thetford	19	Policy TH 23	Agree	Agree, but this may be difficult perhaps even impossible to achieve.	Support noted.	No further action.
Mr Stuart Wilson	Thetford Society	Thetford	19	Policy TH 23	Agree	but this may be difficult perhaps even impossible to achieve.	Support noted.	No further action.
Mr Trevor Burlingham		Thetford	19	Policy TH 23	Comment	My main concern and that of others is whether the roads and car parks in or near the town centre will cope. It is all very well to say you will encourage the use of public transport, but it is another matter to get people to use it. At present the only people I see using local buses are the elderly with their bus passes, people on benefit who cannot afford a car and some Mothers with young children.	Perhaps it will be for the Smarter Travel Thetford Team to try and challenge and change such a stereotype. Town centre car parking would be part of the town centre masterplan. Some of the community could easily change mode of transport, but it is acknowledged that others may find it difficult. Of course there will be some who are unwilling.	No further action.
Mr Trevor Payne		Thetford	19	Policy TH 23	Comment	I should like to comment on section TH23. "Without modal shift from single car occupancy, transport infrastructure cannot be upgraded to accommodate the growth and regeneration of Thetford" 1. This statement seems to infer that car usage is a barrier to transport infrastructure and growth in Thetford. Can this statement be substantiated by any objective evidence which you have collected ? There is no logic in the assumption that car ownership/usage prevents development of transport infrastructure or town growth. It is a false statement of logic. It seems to be a statement used to justify political expediency or intent at a very shallow level.	Comment noted. Phrase used as an attempt to summarise policy. Detailed policy contains more detail. Evidence in the form of the Transport Study 2010.	No further action.
Mr Trevor Payne		Thetford	19	Policy TH 23	Comment	There are other causes not mentioned in your statement which inhibit transport infrastructure or growth. 2. It does not represent the views of the people who live and travel to work in Thetford by car. We earn the money which pays council tax and indirectly this amateurish development plan. No one asked you for this policy so whose interests does this policy represent ? Most thriving towns in the area: Bury St Edmunds, Newmarket, Cambridge have large numbers of people travelling into town by car to work. Discouraging car usage in a small town like Thetford will discourage visits and growth.	Disagree. Modal shift is important for people's health, climate change, air pollution and increasingly, people's own wallets.	No further action.

Mr. neil blackshaw	Thetford healthy town programme	Thetford	19	Policy TH 23	Disagree	A new policy or strict criterion should be included to the effect that All proposal will be expected to forecast what modal split will be achieved and to include sustainable means of measuring the outcome. Mitigation will be required where the modal split forecasts are not met within a reasonable time period. REASON It has been stated that the traffic impact of the SUE is dependent on a certain level of modal split, ensuring that private car use is constrained. It is disappointing that this level is not specified in the TAAP. Whilst it is accepted that rigid targets are not realistic some range and the tracking of trends is perfectly possible and essential in these circumstances. Without such an indicator there is a high risk that car volumes will exceed those planned for . This amendment ensures that at each stage effective monitoring and mitigatory action is provided for at the developers expense.	In principle agree with the intention. At present NCC, development control, estimates what trip generation might be expected from a planning application and advises the district planning authority accordingly whether this is acceptable in terms of the highway network. If NCC recommend refusal of an application on this basis, it is then for the district to either accept our advice or not. The transport study identifies a level of potential modal shift.	The council has through its Core Strategy CP13. Matter could be secured through legal agreement (S106). Potential for matter to be raised through PPA.
Mrs Sarah Wilson		Thetford	19	Policy TH 23	Comment	Clearly, as is stated, the upgrading of transport infrastructure depends on 'modal shift from single car occupancy'. The Smarter Travel Thetford Team to inform, deliver and monitor' this, sounds to me very much like another costly study group - but how exactly will it achieve this 'modal shift'?	I through providing improved facilities and infrastructure for non car modes, by educating the public on the benefits of other modes of transport (on health and the wallet) and by working with other partners to help make other modes more attractive. The idea is that it is a pro-active team working with the community.	Clarify policy.
N. D. Winser		Thetford	19	Policy TH 23	Agree	Start by remarking current cycle/pedestrian sidewalks, like along London Road. Bikes keep risk bumping into pedestrians because the latter keep straying into cycle lanes due to very poor/faded markings. Please review and highlight cycle lanes and put some along roads too.	Noted.	Pass on comments to NCC.
Peter Wilson		Thetford	19	Policy TH 23	Comment	I have doubts that modal shift will be successful and thus will not mitigate problems of congestion. Croxton and (in particular) Norwich Road will struggle to cope with the increased traffic, given the anticipated number of dwellings.	Comment noted.	No further action.
Peter Wilson		Thetford	19	Policy TH 23	Comment	I agree that use of public transport should be encouraged, but people need cars to get to work. Not everyone works in Thetford town centre; many need to get to work very early, come home very late, work outside of Norwich and Cambridge. People will need cars for weekend use; for shopping, leisure.	Some of the community could easily change mode of transport, but it is acknowledged that others may find it difficult. Of course there will be some who are unwilling. Through providing improved facilities and infrastructure for non car modes, by educating the public on the benefits of other modes of transport (on health and the wallet) and by working with other partners to help make other modes more attractive such issues could be addressed.	No further action.
Sustrans		Peterborough	19	Policy TH 23	Disagree	The proposals are generally supported but they miss out a major factor in modal shift - the relative attractiveness of using a car, as opposed to walking, cycling or public transport. We suggest adding to the bullet points: Restraints on driving within Thetford and restrictions on car parking Other factors beyond the developers control such as escalating fuel prices.	Local road network capacity will increase and be different even with changes as per TH12 which will provide an element of 'stick'. Car parking review will be part of town centre masterplan.	No further action.
Mr and Mrs A Corbitt		Thetford	19	Policy TH 24	Comment	Buses should also be made available to Norwich like all smaller towns in Breckland have. There currently is none apart from hitching when seats are available on the jet link 727 service.	Breckland Council recognises that part of the transport package for Thetford going forward will be the introduction and enhancement of bus services to settlements beyond Thetford. This is referenced in Policy TH.23 which sets out the wider package of transport measures for the town. The precise detail of bus improvements will be negotiated with developers and Norfolk County Council as these are the likely funding sources for bus improvements.	No change
Mr Ed Chambers	Thetford Town Council	Norfolk	19	Policy TH 24	Agree	Supported	Comments noted.	No change

Mr Paul Leeming	Carter Jonas	Harrogate	19	Policy TH 24	Disagree	We would consider that Policy TH24 The Impact of Change on Pedestrians, Cyclists and Buses appears to duplicate the provisions of Policy TH23, exceeds the requirements set out in PPG13, and subsequent guidance. It is unjustified, unsound and should be deleted.	Disagree. Policy TH.23 aims to deal with development across the Area Action Plan and ensure that all development contributes to the measures needed to deliver and secure a transport network in the town which supports and enables the significant modal shift required. It is acknowledged that elements of TH.24 are very closely related to TH.23, however, Breckland Council considers that the specific measures for walking and cycling need to be distinctly presented in policy to ensure due consideration. There is a risk that embedding TH.24 within a wider TH.23 may reduce the impact and visibility of the policy requirements which are based from the Thetford Transport Study (2010).	No change.
Mrs Patricia Poel		Thetford	18	Policy TH 24	Comment	Do not know what this means, how can routes be protected?	Detailed policy gives more information about this policy which essentially seeks to protect how pedestrians, cyclists and buses move.	No further action.
Mr Stuart Wilson		Thetford	19	Policy TH 24	Agree		Comments noted/	No change
Mr Stuart Wilson	Thetford Society	Thetford	19	Policy TH 24	Agree		Comments noted	No change
Mrs Patricia Poel		Thetford	19	Policy TH 24	Comment	Do not know what this means, how can routes be protected?	The walking and cycling routes are identified in Map19.1 with the wider Thetford Loops network shown on Map 21.1. Existing bus routes are identified in the Thetford Transport Study 2010 however the precise routes of bus services will flex and change as the town regenerates and grows. The thrust of the policy is to ensure that pedestrians and cyclists and buses are not adversely affected by any changes in the town, that consideration is given to these modes early on.	Clarify policy.
B Kenney		Thetford	19	Policy TH 25	Disagree	Bus station needs to stay where it is! By the river where visitors could see a pretty area. I doubt in my life time I will see the new bus station.	The desire to retain the existing station is noted. However it is of poor quality and does not reflect well on the Town or public transport use. A new modern interchange with sufficient capacity to cater for the planned growth of the town is required. The existing site is constrained, by adjacent buildings (one of which is listed), flood zones (along the river frontage) and by the existence of a scheduled ancient monument. Without significant demolition of buildings the existing facilities can not be improved to provide a high quality interchange of sufficient capacity to cater for the planned growth and regeneration of the town. If building demolitions occurred to achieve a suitable site assembly for a new bus interchange the regeneration potential of this important town centre site and the opportunity it provides to significantly enhance the river frontage and wider revival of the town centre would be compromised.	Agree that further consultation on the new proposed bus interchange and existing riverside site is urgently required in advance of Town Centre masterplan work to aid local understanding of what is being proposed and why an alternative option of retaining the existing bus facility is not an appropriate way forward to achieve the regeneration of this key town centre site.
C A Brooks		Thetford	19	Policy TH 25	Disagree	Demolish the Anchor Hotel and the Taste of China Restaurant and then build a new staffed bus station with good toilets (like the one in Bury St Edmunds) on that site. The passengers would arrive in a picturesque part of Thetford and they could then walk straight over the bridge into the town's shops and other amenities.	The desire for the existing bus facilities that exist within the Bridge Street car park to be improved is noted. However the existing site is constrained, by adjacent buildings (one of which is listed), flood zones (along the river frontage) and by the existence of a scheduled ancient monument. Without significant demolition of buildings the existing facilities can not be improved to provide a high quality interchange of sufficient capacity to cater for the planned growth and regeneration of the town. If building demolitions occurred to achieve a suitable site assembly for a new bus interchange the regeneration potential of this important town centre site and the opportunity it provides to significantly enhance the river frontage and wider revival of the town centre would be compromised.	Agree that further consultation on the new proposed bus interchange and existing riverside site is urgently required in advance of Town Centre masterplan work to aid local understanding of what is being proposed and why an alternative option of retaining the existing bus facility is not an appropriate way forward to achieve the regeneration of this key town centre site.

Castle	Thetford	19	Policy TH 25	Disagree	The town has already made its views very clear on the bus station issue. Just listen and understand the depth of feeling.	The views expressed are being listened to and acted upon accordingly. It should be noted that during the initial widespread public feedback at the start of the Area Action Plan process in 2008 some 75% of the 1,000 respondents supported the idea of relocating the existing bus station site.	Agree that further consultation on the new proposed bus interchange and existing riverside site is urgently required in advance of Town Centre masterplan work to aid local understanding of what is being proposed and why an alternative option of retaining the existing bus facility is not an appropriate way forward to achieve the regeneration of this key town centre site.
Charlotte Poel	Thetford	19	Policy TH 25	Disagree	Leave the bus station where it is and model it on a decent one such as Mildenhall. Keep the open aspect down by the river.	The desire for the existing bus facilities that exist within the Bridge Street car park to be improved is noted. However the existing site is constrained, by adjacent buildings (one of which is listed), flood zones (along the river frontage) and by the existence of a scheduled ancient monument. Without significant demolition of buildings the existing facilities can not be improved to provide a high quality interchange of sufficient capacity to cater for the planned growth and regeneration of the town. If building demolitions occurred to achieve a suitable site assembly for a new bus interchange the regeneration potential of this important town centre site and the opportunity it provides to significantly enhance the river frontage and wider revival of the town centre would be compromised.	Agree that further consultation on the new proposed bus interchange and existing riverside site is urgently required in advance of Town Centre masterplan work to aid local understanding of what is being proposed and why an alternative option of retaining the existing bus facility is not an appropriate way forward to achieve the regeneration of this key town centre site.
D H Sait	Thetford	19	Policy TH 25	Disagree	I am a user of the coaches and buses and I am opposed to the relocation of the bus station to Minstergate because of the confusion it will cause the traffic travelling on London Road. I live in Earl's Street and it takes me 5 minutes or more to get out of the street. Have you made a study of this?	An assessment has been completed in support of the proposed Bus Interchange on land off Minstergate and St Nicholas Street. The assessment shows that the new facility will not adversely affect the operation of the adjacent highway network. The assessment will be available for public examination and scrutiny as part of the planning application that will be submitted by the County Council in due course.	Agree that further consultation on the new proposed bus interchange and existing riverside site is urgently required in advance of Town Centre masterplan work to aid local understanding of what is being proposed and why an alternative option of retaining the existing bus facility is not an appropriate way forward to achieve the regeneration of this key town centre site.
D Shelton	Thetford	19	Policy TH 25	Disagree	Stupid place to put a bus station. Most of the people I know or have spoken to want the Anchor incorporated into a new bus station that we can be proud of. Listen to the residents of Thetford for once please.	The desire to have a bus interchange that the people of Thetford can be proud of is noted and is something that the project team working on delivering the new facility on land off Minstergate / St Nicholas Street seek to achieve. The desire for the existing bus facilities that exist within the Bridge Street car park to be improved is noted. However the existing site is constrained, by adjacent buildings (one of which is listed), flood zones (along the river frontage) and by the existence of a scheduled ancient monument. Without significant demolition of buildings the existing facilities can not be improved to provide a high quality interchange of sufficient capacity to cater for the planned growth and regeneration of the town. If building demolitions occurred to achieve a suitable site assembly for a new bus interchange the regeneration potential of this important town centre site and the opportunity it provides to significantly enhance the river frontage and wider revival of the town centre would be compromised.	Agree that further consultation on the new proposed bus interchange and existing riverside site is urgently required in advance of Town Centre masterplan work to aid local understanding of what is being proposed and why an alternative option of retaining the existing bus facility is not an appropriate way forward to achieve the regeneration of this key town centre site.
Dr Robert Whittaker	Thetford	19	Policy TH 25	Agree	I have read that there has been some local opposition to the proposed move of the bus station. However, for the reasons given in the draft plan, a move to the Minstergate area seems entirely sensible. I therefore support this proposal.	Support for the new Bus Interchange is noted.	No further action.

E Friend	Thetford	19	Policy TH 25	Disagree	Why won't any of you in planning departments listen to the people of Thetford. we do not want a bus station at St Nicholas Street. Leave it where it is and use the court for the academy.	The desire for the existing bus facilities that exist within the Bridge Street car park to be improved is noted. However the existing site is constrained, by adjacent buildings (one of which is listed), flood zones (along the river frontage) and by the existence of a scheduled ancient monument. Without significant demolition of buildings the existing facilities can not be improved to provide a high quality interchange of sufficient capacity to cater for the planned growth and regeneration of the town. If building demolitions occurred to achieve a suitable site assembly for a new bus interchange the regeneration potential of this important town centre site and the opportunity it provides to significantly enhance the river frontage and wider revival of the town centre would be compromised.	Agree that further consultation on the new proposed bus interchange and existing riverside site is urgently required in advance of Town Centre masterplan work to aid local understanding of what is being proposed and why an alternative option of retaining the existing bus facility is not an appropriate way forward to achieve the regeneration of this key town centre site.
George Angus	Thetford	19	Policy TH 25	Comment	The proposed new bus interchange site is far from ideal and is not practical. Leave the bus station where it is and retain the main Anchor Building. Buses could circumnavigate the building for entry and exit. The attractive Anchor would make an excellent waiting area, tourist office, cafe etc. I have lived and worked in Thetford all my life and have never known such strong united opposition to anything in the past like moving the bus station is causing now. Please listen to the voice of the people of Thetford. After all it is our town.	The proposals being developed for the new Bus Interchange on land off Minstergate and St Nicholas Street will provide a high quality and accessible facility within the Town Centre and within easy walking distance of the rail station. The wish for the existing bus facilities that exist within the Bridge Street car park to be improved is noted. However the existing site is constrained, by adjacent buildings (one of which is listed), flood zones (along the river frontage) and by the existence of a scheduled ancient monument. Without significant demolition of buildings the existing facilities can not be improved to provide a high quality interchange of sufficient capacity to cater for the planned growth and regeneration of the town. If building demolitions occurred to achieve a suitable site assembly for a new bus interchange the regeneration potential of this important town centre site and the opportunity it provides to significantly enhance the river frontage and wider revival of the town centre would be comprised.	Agree that further consultation on the new proposed bus interchange and existing riverside site is urgently required in advance of Town Centre masterplan work to aid local understanding of what is being proposed and why an alternative option of retaining the existing bus facility is not an appropriate way forward to achieve the regeneration of this key town centre site.
J Crowther	Thetford	19	Policy TH 25	Disagree	Very bad idea to move the bus station - Iceland HGVs have problems turning so it is no good for long coaches - roads too narrow.	The new Bus Interchange will be able to cope with the largest buses and coaches permitted on Britain's road network and has been designed to take account of the adjacent users.	No further action.
K C Hart	Thetford	19	Policy TH 25	Agree	Please give this and the Anchor Hotel site a high priority for work to begin at the earliest opportunity (like yesterday). Such a move would help remove the continual negativity that seem to appear in the local press from a few unhelpful scribes and all the Council to move Thetford forward which is long overdue. Again, please do not delay this work by hiding the decision away in the town centre master plan causing more problems and delays. Grasp the nettle. It's been going on long enough.	Redevelopment of the existing Bridge Street car park and Anchor Hotel site is being advanced as expediently as possible. Delays have occurred as a result of the Government's timetable for determining the funding for the Academy in Thetford, which has had an impact on bringing proposals forward. However it is now clear that this site will not be required solely for an educational focused purpose. Alternative proposals are being developed to not only improve this site but provide a stimulus to the wider regeneration of the river frontage and town centre.	Report feedback to the LAAG sub-group of MTF who are responsible for preparing initial proposals for the Bridge Street/Anchor site. Agree that further consultation on the new proposed bus interchange and existing riverside site is urgently required on in advance of Town Centre masterplan work.
Lois Yates	Croxton	19	Policy TH 25	Disagree	When I attended a meeting at the Carnegie Rooms last year there was overwhelming support by a show of hands, for the bus station to remain in its present site. Isat next to a coach driver who was of the opinion that driving a large coach along Minstergate with the number of pedestrians on a very narrow pavement would be very dangerous. I trust that all comments made by Thetford residents from this current consultation will be taken seriously. I note that from the online TAAP consultation that the bus station issue has far more responses than any other. You say the the Anchor site is a 'prime' location. Surely that makes it most suitable for a bus station where people passing through from Norwich to London will be able to see this newly developed town centre and want to return here for a visit. With a tourist information centre, maybe relocate the Dad's Army museum. We need to show what Thetford has to offer. How will people see this at Minstergate? The proposed site for new bus interchange is not suitable. The majority of Thetford residents would like it to be in its current position. It would attract more visitors to the town.	The desire for the existing bus facilities that exist within the Bridge Street car park to be improved is noted. However the existing site is constrained, by adjacent buildings (one of which is listed), flood zones (along the river frontage) and by the existence of a scheduled ancient monument. Without significant demolition of buildings the existing facilities can not be improved to provide a high quality interchange of sufficient capacity to cater for the planned growth and regeneration of the town. If building demolitions occurred to achieve a suitable site assembly for a new bus interchange the regeneration potential of this important town centre site and the opportunity it provides to significantly enhance the river frontage and wider revival of the town centre would be compromised.	Agree that further consultation on the new proposed bus interchange and existing riverside site is urgently required in advance of Town Centre masterplan work to aid local understanding of what is being proposed and why an alternative option of retaining the existing bus facility is not an appropriate way forward to achieve the regeneration of this key town centre site.

M P Harrison		Thetford	19	Policy TH 25	Comment	Need clean toilets, information and waiting room.	Public toilets, that will be maintained by Thetford Town Council, are to be provided as part of the new Bus Interchange. Public transport information, including real time bus information, will also be provided along with covered passenger waiting facilities.	No further action.
Marion Crisp		Thetford	19	Policy TH 25	Disagree	Apparently planners consider the Anchor Site too small for large buses so how on earth can they even entertain using Cosy Carpets site where all the roads are narrow. How is a big bus going to get between Iceland and the adjacent house? Please, please reconsider before you make Thetford a laughing stock! Have the planners even consulted the bus companies? Judging from letters in the local press, this is not what the people of Thetford want and you are supposed to be taking our wants into consideration so please show that you are doing so.	The design of the new Bus Interchange and the work planned for Minstergate and St Nicholas Street (including the adjacent junction onto Norwich Road) will be safe for pedestrians and other road users. The proposals being developed have been subject to an independent safety audit and two full scale 'mock up' trails carried out with a local bus operator the recommendations of which have been incorporated into the design as it has developed.	Agree that further consultation on the new proposed bus interchange and existing riverside site is urgently required in advance of Town Centre masterplan work to aid local understanding of what is being proposed and why an alternative option of retaining the existing bus facility is not an appropriate way forward to achieve the regeneration of this key town centre site.
Melinda Raker		By email	19	Policy TH 25	Comment	This site seems inappropriate for national and international coaches	The new Bus Interchange will be able to cope with the largest buses and coaches permitted on Britain's road network. It is not proposed to restrict the use of the new facility for dropping off or collecting coach passengers, however it is not planned to permit international coaches to park up (or 'lay over') within the site for extended periods. Long stay parking of coaches will be directed to other parts of the town outside of the town centre.	No further action.
Mr and Mrs A Corbitt		Thetford	19	Policy TH 25	Disagree	We do not feel that this is a sensible solution for the bus station locations, why can't the people in Thetford be heard over this in a straight for or against vote?	The desire for the existing bus facilities that exist within the Bridge Street car park to be improved is noted. However the existing site is constrained, by adjacent buildings (one of which is listed), flood zones (along the river frontage) and by the existence of a scheduled ancient monument. Without significant demolition of buildings the existing facilities can not be improved to provide a high quality interchange of sufficient capacity to cater for the planned growth and regeneration of the town. If building demolitions occurred to achieve a suitable site assembly for a new bus interchange the regeneration potential of this important town centre site and the opportunity it provides to significantly enhance the river frontage and wider revival of the town centre would be compromised. The design of the new Bus Interchange and the work planned for Minstergate and St Nicholas Street (including the adjacent junction onto Norwich Road) are "sensible" and will be safe for pedestrians and other road users. The proposals being developed have been subject to an independent safety audit and two full scale 'mock up' trails carried out with a local bus operator the recommendations of which have been incorporated into the design as it has developed.	Agree that further consultation on the new proposed bus interchange and existing riverside site is urgently required in advance of Town Centre masterplan work to aid local understanding of what is being proposed and why an alternative option of retaining the existing bus facility is not an appropriate way forward to achieve the regeneration of this key town centre site.
							The desire for the existing bus facilities that exist within the Bridge Street car park to be improved is noted. However the existing site is constrained, by adjacent buildings (one of which is listed), flood zones (along the river frontage) and by the existence of a scheduled ancient monument. Without significant demolition of buildings the existing facilities can not be improved to provide a high quality interchange of sufficient capacity to cater for the planned growth and regeneration of the town. If building demolitions occurred to achieve a suitable site assembly for a new bus interchange the regeneration potential of this important town centre site and the opportunity it provides to significantly enhance the river frontage and wider revival of the town centre would be comprised.	Agree that further consultation on the new proposed bus interchange

Mr and Mrs Baker		Thetford	19	Policy TH 25	Disagree	Now that the Academy is not being built, the most sensible idea would be to regenerate the bus station with the whole area being used for buses, cars, bus office, toilets and café and a Dad's Army Museum built near the statue of Captain Mainwaring also a tourist office. The idea of a bus interchange begins Iceland Store is complete madness. It is the people of Thetford that see what this area is like with congestion at the traffic lights and pedestrians having to contend with the extra traffic.	The design of the new Bus Interchange and the work planned for Minstergate and St Nicholas Street (including the adjacent junction onto Norwich Road) are "sensible" and will be safe for pedestrians and other road users. The proposals being developed have been subject to an independent safety audit and two full scale 'mock up' trails carried out with a local bus operator the recommendations of which have been incorporated into the design as it has developed.	and existing riverside site is urgently required in advance of Town Centre masterplan work to aid local understanding of what is being proposed and why an alternative option of retaining the existing bus facility is not an appropriate way forward to achieve the regeneration of this key town centre site.
Mr and Mrs M Moor		Thetford	19	Policy TH 25	Disagree	We like many people, think the proposed site may not be large enough to house a proper decent bus station. It is said first impressions are important so let's make sure locals and visitors have all the facilities they require. Therefore, the following should be incorporated: Fully enclosed reception/waiting area with adequate seating for people awaiting their coach/bus Decent toilets Information desk to help with any travel queries Availability of drinks/snacks Details of attractions in the area Adequate taxi ranks Adequate parking spaces for cars waiting to meet visitors If all the above cannot be fitted into this site, an alternative should be found. The residents of Thetford deserve a decent bus station, they have waited a very long time for it. Look at the bus station Bury St Edmunds have got.	Agree the residents of Thetford deserve a decent bus station. The proposals being developed for the new Bus Interchange on land off Minstergate and St Nicholas Street will provide a high quality and accessible facility within the Town Centre and within easy walking distance of the rail station. The proposals being developed will provide high quality and covered passenger waiting facilities and public toilets that will be maintained by Thetford Town Council. The desire for additional public/community uses is noted. The future use of the former 'Cosy Carpets' building has not yet been determined. A number of organisations have expressed an interest in taking over responsibility for this building once it has been restored and a factor in determining its future reuse will be the opportunity it will give to provide a greater range of public facilities over and above that been provided directly within the interchange.	Agree that further consultation on the new proposed bus interchange and existing riverside site is urgently required in advance of Town Centre masterplan work to aid local understanding of what is being proposed and why an alternative option of retaining the existing bus facility is not an appropriate way forward to achieve the regeneration of this key town centre site.
Mr Anthony Poulter	Brettenham and Kilverstone Parish Council	Thetford	19	Policy TH 25	Comment	a reappraisal of the envisaged bus interchange now the Forum is not to be built. The land to the north of the station could provide an ideal site for the inter town buses, car parking for bus and rail station, and a decent access for both the station and for large buses avoiding increasing congestion on the London Road. It would be simple to link the site into the new local bus routes and timetable and the town centre inter change could be retained in a reduced scale for ready access into the town centre.	Land north of the rail station could well be used to improve rail facilities and rail station car parking. It is however it is not a suitable location for the new Bus Interchange, which needs to be within the town centre if it is to support the needs of the town as it grows and regenerates.	Agree that further consultation on the new proposed bus interchange and existing riverside site is urgently required in advance of Town Centre masterplan work to aid local understanding of what is being proposed and why an alternative option of retaining the existing bus facility is not an appropriate way forward to achieve the regeneration of this key town centre site.
Mr B Jacobs		Thetford	19	Policy TH 25	Disagree	Totally inappropriate site for the interchange. Use the present site and incorporate Anchor Site.	The desire for the existing bus facilities that exist within the Bridge Street car park to be improved is noted. However the existing site is constrained, by adjacent buildings (one of which is listed), flood zones (along the river frontage) and by the existence of a scheduled ancient monument. Without significant demolition of buildings the existing facilities can not be improved to provide a high quality interchange of sufficient capacity to cater for the planned growth and regeneration of the town. If building demolitions occurred to achieve a suitable site assembly for a new bus interchange the regeneration potential of this important town centre site and the opportunity it provides to significantly enhance the river frontage and wider revival of the town centre would be compromised. The design of the new Bus Interchange and the work planned for Minstergate and St Nicholas Street (including the adjacent junction onto Norwich Road) will be safe for pedestrians and other road users. The proposals being developed have been subject to an independent safety audit and two full scale 'mock up' trails carried out with a local bus operator the recommendations of which have been incorporated into the design as it has developed.	Agree that further consultation on the new proposed bus interchange and existing riverside site is urgently required in advance of Town Centre masterplan work to aid local understanding of what is being proposed and why an alternative option of retaining the existing bus facility is not an appropriate way forward to achieve the regeneration of this key town centre site.

Mr B S Glaydon		Thetford	19	Policy TH 25	Disagree	Not in favour of this proposal. The existing bus station should be retained and the facilities modernised.	The desire for the existing bus facilities that exist within the Bridge Street car park to be improved is noted. However the existing site is constrained, by adjacent buildings (one of which is listed), flood zones (along the river frontage) and by the existence of a scheduled ancient monument. Without significant demolition of buildings the existing facilities can not be improved to provide a high quality interchange of sufficient capacity to cater for the planned growth and regeneration of the town. If building demolitions occurred to achieve a suitable site assembly for a new bus interchange the regeneration potential of this important town centre site and the opportunity it provides to significantly enhance the river frontage and wider revival of the town centre would be comprised.	Agree that further consultation on the new proposed bus interchange and existing riverside site is urgently required in advance of Town Centre masterplan work to aid local understanding of what is being proposed and why an alternative option of retaining the existing bus facility is not an appropriate way forward to achieve the regeneration of this key town centre site.
Mr David Westob		Thetford	19	Policy TH 25	Comment	I understand that current plans do not include indoor cover or free access to toilets for waiting passengers. If true, the plan is ridiculous. If Thetford is truly to be a town then any bus interchange should be no less than that at Bury St Edmunds. But why not think big and aim for that at Norwich?	The proposals being developed for the new Bus Interchange on land off Minstergate and St Nicholas Street will provide a high quality and covered passenger waiting facilities and public toilets that will be maintained by Thetford Town Council. It is understood that the Town Council does not charge people to use it's public toilets.	No further action.
Mr DM Hall		Thetford	19	Policy TH 25	Disagree	The people of Thetford have stated time and time again that they would like the bus station to stay where it is but their wishes seemed to be ignored.	The wishes of the people of Thetford are not being ignored. The desire for the existing bus facilities that exist within the Bridge Street car park to be improved is noted. However the existing site is constrained, by adjacent buildings (one of which is listed), flood zones (along the river frontage) and by the existence of a scheduled ancient monument. Without significant demolition of buildings the existing facilities can not be improved to provide a high quality interchange of sufficient capacity to cater for the planned growth and regeneration of the town. If building demolitions occurred to achieve a suitable site assembly for a new bus interchange the regeneration potential of this important town centre site and the opportunity it provides to significantly enhance the river frontage and wider revival of the town centre would be comprised. The design of the new Bus Interchange and the work planned for Minstergate and St Nicholas Street (including the adjacent junction onto Norwich Road) are "sensible" and will be safe for pedestrians and other road users. The proposals being developed have been subject to an independent safety audit and two full scale 'mock up' trails carried out with a local bus operator the recommendations of which have been incorporated into the design as it has developed.	Agree that further consultation on the new proposed bus interchange and existing riverside site is urgently required in advance of Town Centre masterplan work to aid local understanding of what is being proposed and why an alternative option of retaining the existing bus facility is not an appropriate way forward to achieve the regeneration of this key town centre site.
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Mr E Leeder	Thetford	19	Policy TH 25	Disagree	Absolutely ridiculous. Leave bus station where it is, the junction at Minstergate would become gridlocked. Far better to utilise the Anchor for bus station and decent toilets and small shop.	The design of the new Bus Interchange and the work planned for Minstergate and St Nicholas Street (including the adjacent junction onto Norwich Road) will be safe for pedestrians and other road users. The proposals being developed have been subject to an independent safety audit and two full scale 'mock up' trails carried out with a local bus operator the recommendations of which have been incorporated into the design as it has developed.	required in advance of Town Centre masterplan work to aid local understanding of what is being proposed and why an alternative option of retaining the existing bus facility is not an appropriate way forward to achieve the regeneration of this key town centre site.	
Mr Ed Chambers	Thetford Town Council	Norfolk	19	Policy TH 25	Agree	Supported. That said, the Committee emphasises the need for there to be conveniently located dropping-off points in the central area of the town. The routes taken by local services need to be reviewed, so that re-location of the existing facility does not result in passengers being inconvenienced by virtue of having to walk further to reach the central shopping area.	Support for the new Bus Interchange is noted. The proposals for the new interchange, and in particular works to Minstergate/St Nicholas Street, take into account the needs of those using the town bus services.	No further action.
Mr G Harwood	Thetford	19	Policy TH 25	Disagree	The proposed new bus interchange is inadequate for a town of this size. It is in the wrong place, it will cause traffic problems and become a safety hazard.	The proposed new Bus Interchange is of sufficient capacity to cater for the planned growth of the town. The desire for the existing bus facilities that exist within the Bridge Street car park to be improved is noted. However the existing site is constrained, by adjacent buildings (one of which is listed), flood zones (along the river frontage) and by the existence of a scheduled ancient monument. Without significant demolition of buildings the existing facilities can not be improved to provide a high quality interchange of sufficient capacity to cater for the planned growth and regeneration of the town. If building demolitions occurred to achieve a suitable site assembly for a new bus interchange the regeneration potential of this important town centre site and the opportunity it provides to significantly enhance the river frontage and wider revival of the town centre would be comprised. The design of the new Bus Interchange and the work planned for Minstergate and St Nicholas Street (including the adjacent junction onto Norwich Road) are "sensible" and will be safe for pedestrians and other road users.	Agree that further consultation on the new proposed bus interchange and existing riverside site is urgently required in advance of Town Centre masterplan work to aid local understanding of what is being proposed and why an alternative option of retaining the existing bus facility is not an appropriate way forward to achieve the regeneration of this key town centre site.	
Mr J Epton	Thetford	19	Policy TH 25	Disagree	Ridiculous suggestion putting pedestrian lives at risk with oncoming buses. If want to incorporate Cosy Carpets building, transfer the town museum into it.	The design of the new Bus Interchange and the work planned for Minstergate and St Nicholas Street (including the adjacent junction onto Norwich Road) are "sensible" and will be safe for pedestrians and other road users. The proposals being developed have been subject to an independent safety audit and two full scale 'mock up' trails carried out with a local bus operator the recommendations of which have been incorporated into the design as it has developed.	Agree that further consultation on the new proposed bus interchange and existing riverside site is urgently required in advance of Town Centre masterplan work to aid local understanding of what is being proposed and why an alternative option of retaining the existing bus facility is not an appropriate way forward to achieve the regeneration of this key town centre site.	
Mr John Kitson	Thetford	19	Policy TH 25	Disagree	I join the chorus of disapproval of the choice of the Minstergate bus station site. Out on a limb from the central area, its approach through the junction of St Nicholas Street and Minstergate, proximity to increasing numbers of shoppers and cramped site entrance, can best be described as unwise, at worst possibly awkward and potentially dangerous. With the apparent demise of the Forum project, an entirely fresh look needs to be taken at Riverside. Bridge Street has historically been the avenue into Thetford town centre right from coach and horse days. If the Anchor is structurally sound then use it as a bus station with proper facilities, waiting rooms, cafe, toilets information tourist centre - even a new home for the Dad's Army centre. Retain and improve the bus circulation by doing away with the grey cottage next to the Chinese restaurant and the first floor link to the Anchor.	The ideas for improving the circulation of buses and coaches	Agree that further consultation on the new proposed bus interchange and existing riverside site is urgently required in advance of Town Centre masterplan work to aid local understanding of what is being proposed and why an alternative option of retaining the existing bus facility is not an appropriate way forward to achieve the regeneration of this key town centre site.	

Mr John Kitson		Thetford	19	Policy TH 25	Disagree	<p>That would give simpler circulation for buses and would enable the exit to Old Bury Road to be closed. If this is not desirable, principally because of the condition of a building which has been neglected for so long (memories of early days of town expansion come to mind) then what is to become of the courthouse, a relatively modern building which could be adapted for similar use, perhaps allowing for the Anchor hotel to be taken away and some landscaping put in its place with no loss of car parking spaces. But this is the natural arrival point for visitors. It already has the space, the aspect, the river, two statues, guides to the town centre and cries out to be retained in its use but redeveloped and reshaped. I suspect that Thetford Grammar School, which has got quite used to being either side of a traffic route for so long, will raise little objection and I doubt that bus drivers will either. Most importantly, this is where visitors need to arrive and I find it difficult to accept that even now the die is entirely cast and there is not the facility for further thought.</p>	<p>The ideas for improving the circulation of buses and coaches around the existing Bridge Street car park would provide an opportunity to improve the existing arrangements. However the existing site is also constrained flood zones (along the river frontage) and by the existence of a scheduled ancient monument. If building demolitions occurred to achieve a suitable site assembly for a new bus interchange the regeneration potential of this important town centre site and the opportunity it provides to significantly enhance the river frontage and wider revival of the town centre would be comprised. The design of the new Bus Interchange and the work planned for Minstergate and St Nicholas Street (including the adjacent junction onto Norwich Road) are "sensible" and will be safe for pedestrians and other road users. The proposals being developed have been subject to an independent safety audit and two full scale 'mock up' trails carried out with a local bus operator the recommendations of which have been incorporated into the design as it has developed.</p>	<p>Agree that further consultation on the new proposed bus interchange and existing riverside site is urgently required in advance of Town Centre masterplan work to aid local understanding of what is being proposed and why an alternative option of retaining the existing bus facility is not an appropriate way forward to achieve the regeneration of this key town centre site.</p>
Mr JW Smith		Thetford	19	Policy TH 25	Comment	<p>Even if the Cosy Carpets building was demolished, I fail to see that there is enough room for a bus interchange without creating a traffic problem at the Minstergate/Norwich Road junction.</p>	<p>The assessment work carried out in support of the new Bus Interchange demonstrates that the operation of the new facility will not cause a traffic problem at the Minstergate / Norwich Road junction.</p>	<p>the new proposed bus interchange and existing riverside site is urgently required in advance of Town Centre masterplan work to aid local understanding of what is being proposed and why an alternative option of retaining the existing bus</p>
Mr KM Harvey		Thetford	19	Policy TH 25	Disagree	<p>Bus interchange should be left in central town centre location. Anchor site, not now to be used as part of Academy, should be used as waiting area/cafe/toilet complex. Proximity to existing taxi rank, shops makes it ideal location. St Nicholas Site too congested.</p>	<p>The wishes of the people of Thetford are not being ignored. The desire for the existing bus facilities that exist within the Bridge Street car park to be improved is noted. However the existing site is constrained, by adjacent buildings (one of which is listed), flood zones (along the river frontage) and by the existence of a scheduled ancient monument. Without significant demolition of buildings the existing facilities can not be improved to provide a high quality interchange of sufficient capacity to cater for the planned growth and regeneration of the town. If building demolitions occurred to achieve a suitable site assembly for a new bus interchange the regeneration potential of this important town centre site and the opportunity it provides to significantly enhance the river frontage and wider revival of the town centre would be compromised.</p> <p>The design of the new Bus Interchange and the work planned for Minstergate and St Nicholas Street (including the adjacent junction onto Norwich Road) will be safe for pedestrians and other road users. The proposals being developed have been subject to an independent safety audit and two full scale 'mock up' trails carried out with a local bus operator the recommendations of which have been incorporated into the design as it has developed.</p>	<p>Agree that further consultation on the new proposed bus interchange and existing riverside site is urgently required in advance of Town Centre masterplan work to aid local understanding of what is being proposed and why an alternative option of retaining the existing bus facility is not an appropriate way forward to achieve the regeneration of this key town centre site.</p>
Mr P Dunnett		Thetford	19	Policy TH 25	Comment	<p>Long standing proposals to relocate Thetford Bus Station to the St. Nicholas Street / Minstergate area have been consistently rejected by Thetford residents at packed public consultation meetings in the Carnegie Rooms as impractical and unwanted. I neither know or have read of anyone in support of the current bus relocation proposals The proposed site does not lend itself practically to access and egress by lengthy coaches and buses; the site is small and cramped and drop off, waiting and collection of passengers would be limited to one small lay-by on the adjacent Norwich Rd. On more than one occasion town residents have clearly stated a preference for redeveloping the existing bus station with the Forum (what ever that is) currently proposed for that site being built elsewhere. Breckland Council and the planners however, have to date chosen to totally ignore the wishes of the people and carry on regardless, thus making a nonsense out of the so called 'consultation'. This matter urgently requires a new approach with new plans produced in line with residents expressed wishes.</p>	<p>The desire for the existing bus facilities that exist within the Bridge Street car park to be improved is noted. However the existing site is constrained, by adjacent buildings (one of which is listed), flood zones (along the river frontage) and by the existence of a scheduled ancient monument. Without significant demolition of buildings the existing facilities can not be improved to provide a high quality interchange of sufficient capacity to cater for the planned growth and regeneration of the town. If building demolitions occurred to achieve a suitable site assembly for a new bus interchange the regeneration potential of this important town centre site and the opportunity it provides to significantly enhance the river frontage and wider revival of the town centre would be compromised.</p>	<p>Agree that further consultation on the new proposed bus interchange and existing riverside site is urgently required in advance of Town Centre masterplan work to aid local understanding of what is being proposed and why an alternative option of retaining the existing bus facility is not an appropriate way forward to achieve the regeneration of this key town centre site.</p>

Mr P King		Thetford	19	Policy TH 25	Comment	Proposed new bus interchange does not seem to have the facility for dropping off and picking up passengers, which the current bus station has. What will it be like if the town does grow in the future. Please rethink.	The new Bus Interchange will incorporate public car parking facilities for those dropping off or greeting people travelling by bus or coach. The capacity of the five bus bays within the new facility exceeds that required to cater for the planned growth of the town.	No further action.
Mr R T Philpots		Nr Thetford	19	Policy TH 25	Comment	It seems ridiculous to try to do anything with that wreck of a building which appears very unsafe. Any result could not be energy efficient. Cost for cost it would be a non starter.	Restoring the 'Cosy Carpets' building is a major and costly undertaking. However the building is an important part of the town's heritage and bringing back into use as part of the Bus Interchange project will help improve and stimulate the regeneration of this part of the town centre. The Cosy Carpets building is a Grade 2 Listed former Maltings building and despite recent damage it should be retained and given a new lease of life.	No further action.
Mr R Ward		Thetford	19	Policy TH 25	Comment	New bus station layout not satisfactory note just for bus movement but also pedestrian safety.	The design of the new Bus Interchange and the work planned for Minstergate and St Nicholas Street (including the adjacent junction onto Norwich Road) will be safe for pedestrians and other road users. The proposals being developed have been subject to an independent safety audit and two full scale 'mock up' trails carried out with a local bus operator the recommendations of which have been incorporated into the design as it has developed.	Agree that further consultation on the new proposed bus interchange and existing riverside site is urgently required in advance of Town Centre masterplan work to aid local understanding of what is being proposed and why an alternative option of retaining the existing bus facility is not an appropriate way forward to achieve the regeneration of this key town centre site.
Mr Robert King	Croxton Parish Council	Thetford	19	Policy TH 25	Comment	The original purpose of moving the present Bus Station and purchasing The Anchor property was to facilitate the development of The Thetford Forum. As there is now no funding for a Forum why not refurbish the existing Bus Station with the funding allocated to the new Bus Station site. The existing site is prime river frontage and could be developed into a much more tourist-orientated facility than will be possible at the proposed new location.	There is no justification for a "new approach" to be developed. The merits of the new facility planned on land off Minstergate / St Nicholas Street will be judged in their own right when the planning application is submitted and considered. The desire for the existing bus facilities that exist within the Bridge Street car park to be improved is noted. However the existing site is constrained, by adjacent buildings (one of which is listed), flood zones (along the river frontage) and by the existence of a scheduled ancient monument. Without significant demolition of buildings the existing facilities can not be improved to provide a high quality interchange of sufficient capacity to cater for the planned growth and regeneration of the town. If building demolitions occurred to achieve a suitable site assembly for a new bus interchange the regeneration potential of this important town centre site and the opportunity it provides to significantly enhance the river frontage and wider revival of the town centre would be compromised.	Agree that further consultation on the new proposed bus interchange and existing riverside site is urgently required in advance of Town Centre masterplan work to aid local understanding of what is being proposed and why an alternative option of retaining the existing bus facility is not an appropriate way forward to achieve the regeneration of this key town centre site.
Mr Stephen Faulkner	Norfolk County Council	Norwich	19	Policy TH 25	Comment	PolicyTH25 Thetford bus interchange - Para 2 In the current funding climate, NCC are unlikely to be able to support bus ticket vending machines.	The concerns expressed about the ability of public authorities to support bus ticket vending machines is noted. However the scope and nature of financial support arising from planned development has not yet been defined and may well provide the opportunity to fund elements of public transport service, like vending machines, which will further assist the shift to sustainable forms of transport.	A detailed package of transport funding will be negotiated through the planning application for the Urban Extension and this is being addressed through Planning Performance Agreement - NCC are a participant in that process. Elsewhere, Breckland Council, will, as part of its emerging CIL work consider the potential viability of development to contribute to public transport services and facilities.
Mr Stephen Faulkner	Norfolk County Council	Norwich	19	Policy TH 25	Comment	Policy TH25 - Thetford Bus Interchange - Third paragraph does not relate to the bus interchange.	The Cosy Carpet building is integral to the successful development of the wider site. It remains appropriate that the policy makes reference to these buildings. The restoration of the former 'Cosy Carpets' building is an integral part of the new Bus Interchange project, but is not likely to form part of the bus interchange facilities; the future use is still to be determined, but this project offers the opportunity to regenerate that part of the town.	No further action.

						<p>The identified site for the proposed new bus station has a number of weaknesses - restricted access and exit, lack of space for a suitable drop-off/pick-up zone, lack of space for a suitable taxi rank, safety concerns for pedestrians along Minstergate with increased traffic, a separate block of public WCs welcoming visitors to Thetford, not a Town Centre site, lack of facilities eg tourist information, booking facility, waiting room. The renovation of the Cosy Carpets building under this heading is nothing but a red herring. We have always hoped that assuming the MTF Board ignores residents' views and forges ahead with the scheme regardless, then this building would make an iconic bus station with related facilities. The plans for a budget hotel which would also serve as a cafe, information centre and provide attended toilets for the bus station is more appealing. The present (Anchor) site could be upgraded at a fraction of the cost of moving the interchange to St Nicholas St/Minstergate</p>	<p>The proposals being developed for the new Bus Interchange on land off Minstergate and St Nicholas Street will provide a high quality and accessible facility within the Town Centre and within easy walking distance of the rail station. The wish for the existing bus facilities that exist within the Bridge Street car park to be improved is noted. However the existing site is constrained, by adjacent buildings (one of which is listed), flood zones (along the river frontage) and by the existence of a scheduled ancient monument. Without significant demolition of buildings the existing facilities can not be improved to provide a high quality interchange of sufficient capacity to cater for the planned growth and regeneration of the town. If building demolitions occurred to achieve a suitable site assembly for a new bus interchange the regeneration potential of this important town centre site and the opportunity it provides to significantly enhance the river frontage and wider revival of the town centre would be compromised.</p>	<p>Agree that further consultation on the new proposed bus interchange and existing riverside site is urgently required in advance of Town Centre masterplan work to aid local understanding of what is being proposed and why an alternative option of retaining the existing bus facility is not an appropriate way forward to achieve the regeneration of this key town centre site. Amend section to make clear that the regenerated Cosy Carpets building will not necessarily be used as part of the functioning bus interchange.</p>
Mr Stuart Wilson	Thetford Society	Thetford	19	Policy TH 25	Comment			
						<p>The identified site for the proposed new bus station has a number of weaknesses - restricted access and exit, lack of space for a suitable drop-off/pick-up zone, lack of space for a suitable taxi rank, safety concerns for pedestrians along Minstergate with increased traffic, a separate block of public WCs welcoming visitors to Thetford, not a Town Centre site, lack of facilities eg tourist information, booking facility, waiting room. The renovation of the Cosy Carpets building under this heading is nothing but a red herring. I have always hoped, assuming the MTF Board ignores residents' views and forges ahead with the scheme regardless, that this building would make an iconic bus station with related facilities. The current plans for a budget hotel which would also serve as a cafe, information centre and provide attended toilets for the bus station is more appealing. The present (Anchor) site could be upgraded at a fraction of the cost of moving the interchange to St Nicholas St/Minstergate.</p>	<p>The wishes of the people of Thetford are not being ignored. The desire for the existing bus facilities that exist within the Bridge Street car park to be improved is noted. However the existing site is constrained, by adjacent buildings (one of which is listed), flood zones (along the river frontage) and by the existence of a scheduled ancient monument. Without significant demolition of buildings the existing facilities can not be improved to provide a high quality interchange of sufficient capacity to cater for the planned growth and regeneration of the town. If building demolitions occurred to achieve a suitable site assembly for a new bus interchange the regeneration potential of this important town centre site and the opportunity it provides to significantly enhance the river frontage and wider revival of the town centre would be compromised.</p> <p>The design of the new Bus Interchange and the work planned for Minstergate and St Nicholas Street (including the adjacent junction onto Norwich Road) are "sensible" and will be safe for pedestrians and other road users. The proposals being developed have been subject to an independent safety audit and two full scale 'mock up' trials carried out with a local bus operator the recommendations of which have been incorporated into the design as it has developed.</p>	<p>Agree that further consultation on the new proposed bus interchange and existing riverside site is urgently required in advance of Town Centre masterplan work to aid local understanding of what is being proposed and why an alternative option of retaining the existing bus facility is not an appropriate way forward to achieve the regeneration of this key town centre site.</p>
Mr Stuart Wilson		Thetford	19	Policy TH 25	Disagree			
Mr Tom Gilbert-Wooldridge	English Heritage	Cambridge	19	Policy TH 25	Comment	<p>We welcome the recognition given to the listed warehouse within the proposed bus interchange site and the aim to refurbish the building and bring it back into beneficial use.</p>	<p>Support for the restoration of the former 'Cosy Carpets' building is noted.</p>	<p>No further action.</p>
Mr. peter Thomson		Thetford	19	Policy TH 25	Disagree	<p>Especially if the residents of the 5,000 new homes are to be encouraged to use buses into town.</p>	<p>The new Bus Interchange will be of sufficient capacity to cater for the planned growth of the town.</p>	<p>No further action.</p>
							<p>The wishes of the people of Thetford are not being ignored. The desire for the existing bus facilities that exist within the Bridge Street car park to be improved is noted. However the existing site is constrained, by adjacent buildings (one of which is listed), flood zones (along the river frontage) and by the existence of a scheduled ancient monument. Without significant demolition of buildings the existing facilities can not be improved to provide a high quality interchange of sufficient capacity to cater for the planned growth and regeneration of the town. If building demolitions occurred to achieve a suitable site assembly for a new bus interchange the regeneration potential of this important town centre site and the opportunity it provides to significantly enhance the river frontage and wider revival of the town centre would be compromised.</p>	<p>Agree that further consultation on the new proposed bus interchange</p>

Mrs E McGuire	Thetford	19	Policy TH 25	Disagree	Abandon this project on bus station at St Nicholas Street. scheme to build forum on old Anchor Hotel site has been abandoned. Please, please convert this site to new bus station with toilets, rest room, tourist centre. This is an attractive site to encourage visitors to Thetford.	The design of the new Bus Interchange and the work planned for Minstergate and St Nicholas Street (including the adjacent junction onto Norwich Road) are "sensible" and will be safe for pedestrians and other road users. The proposals being developed have been subject to an independent safety audit and two full scale 'mock up' trails carried out with a local bus operator the recommendations of which have been incorporated into the design as it has developed.	and existing riverside site is urgently required in advance of Town Centre masterplan work to aid local understanding of what is being proposed and why an alternative option of retaining the existing bus facility is not an appropriate way forward to achieve the regeneration of this key town centre site.
Mrs Janet Smith Gibbons	Thetford	19	Policy TH 25	Disagree	The proposed site for the new bus station is completely wrong on many counts. Local residents know this and have made their objections clear over the past months. The approach road is totally unsuitable; it is narrow and always full of pedestrians (and according to TH21, priority will be given to pedestrians in Minstergate). What will happen when the Burrell Museum has an open day with its steam engines outside, or moving slowly along the road into town? Will the museum no longer be able to move the steam engines outside? The Burrell Museum is a popular tourist attraction. Restricting its operation conflicts with the concept 'Gateways into Thetford' which plans to highlight Thetford's heritage. I understand that the proposed new site will not accommodate the new, larger buses (one of the reasons given for having to move from the original site is that the current site can't take these buses).	The desire for the existing bus facilities that exist within the Bridge Street car park to be improved is noted. However the existing site is constrained, by adjacent buildings (one of which is listed), flood zones (along the river frontage) and by the existence of a scheduled ancient monument. Without significant demolition of buildings the existing facilities can not be improved to provide a high quality interchange of sufficient capacity to cater for the planned growth and regeneration of the town. If building demolitions occurred to achieve a suitable site assembly a new bus interchange the regeneration potential of this important town centre site and the opportunity it provides to significantly enhance the river frontage and wider revival of the town centre would be compromised. The design of the new Bus Interchange and the work planned for Minstergate and St Nicholas Street (including the adjacent junction onto Norwich Road) are "sensible" and will be safe for pedestrians and other road users. The proposals being developed have been subject to an independent safety audit and two full scale 'mock up' trails carried out with a local bus operator the recommendations of which have been incorporated into the design as it has developed.	
Mrs Janet Smith Gibbons	Thetford	19	Policy TH 25	Disagree	There is insufficient parking (for the many people who currently drive to the bus station and leave their car for the day whilst using their bus passes for a day out. The site will not be large enough to accommodate the number of buses currently using the bus station (at peak times (eg 8.30 am) sometimes 5 or 6 at a time). There appears to be no provision for facilities such as toilets, waiting room - the lack of which has been given as another reason the current bus station is unsuitable. The traffic flow on the inner relief road will cause long delays for buses, especially at peak times - it often takes three or four changes of the traffic lights to move from the St Nicholas street junction to the Bury Road/Brandon Road/London Road junction. The riverside setting is a wonderful welcome to travellers coming to or passing through Thetford. The current bus station could easily be improved by purchasing the vacant land behind the Chinese restaurant to widen the exit.	This appears an extension of another comment; a response for which is given above.	Agree that further consultation on the new proposed bus interchange and existing riverside site is urgently required in advance of Town Centre masterplan work to aid local understanding of what is being proposed and why an alternative option of retaining the existing bus facility is not an appropriate way forward to achieve the regeneration of this key town centre site.
Mrs Jodie Canham	Thetford	19	Policy TH 25	Agree	I agree to move bus station.	Support for moving the bus station from its existing location is noted.	No further action.
						The desire for the existing bus facilities that exist within the Bridge Street car park to be improved is noted. However the existing site is constrained, by adjacent buildings (one of which is listed), flood zones (along the river frontage) and by the existence of a scheduled ancient monument. Without significant demolition of buildings the existing facilities can not be improved to provide a high quality interchange of sufficient capacity to cater for the planned growth and regeneration of the town. If building demolitions occurred to achieve a suitable site assembly for a new bus interchange the regeneration potential of this important town centre site and the opportunity it provides to significantly enhance the river frontage and wider revival of the town centre would be compromised.	Agree that further consultation on the new proposed bus interchange

Mrs Julie Malcolm		Thetford	19	Policy TH 25	Disagree	Leave the bus station where it is!!!!!!!.	The design of the new Bus Interchange and the work planned for Minstergate and St Nicholas Street (including the adjacent junction onto Norwich Road) are "sensible" and will be safe for pedestrians and other road users. The proposals being developed have been subject to an independent safety audit and two full scale 'mock up' trails carried out with a local bus operator the recommendations of which have been incorporated into the design as it has developed.	and existing riverside site is urgently required in advance of Town Centre masterplan work to aid local understanding of what is being proposed and why an alternative option of retaining the existing bus facility is not an appropriate way forward to achieve the regeneration of this key town centre site.
Mrs K Turner		Thetford	19	Policy TH 25	Disagree	Everybody in Thetford has always said since the Anchor shut how great it would be as a bus station, but again you never listen you sit there in your office and throw a dart at a map of Thetford and say it's going there.	The desire for the existing bus facilities that exist within the Bridge Street car park to be improved is noted. However the existing site is constrained, by adjacent buildings (one of which is listed), flood zones (along the river frontage) and by the existence of a scheduled ancient monument. Without significant demolition of buildings the existing facilities can not be improved to provide a high quality interchange of sufficient capacity to cater for the planned growth and regeneration of the town. If building demolitions occurred to achieve a suitable site assembly for a new bus interchange the regeneration potential of this important town centre site and the opportunity it provides to significantly enhance the river frontage and wider revival of the town centre would be compromised. The design of the new Bus Interchange and the work planned for Minstergate and St Nicholas Street (including the adjacent junction onto Norwich Road) are "sensible" and will be safe for pedestrians and other road users. The proposals being developed have been subject to an independent safety audit and two full scale 'mock up' trails carried out with a local bus operator the recommendations of which have been incorporated into the design as it has developed.	Agree that further consultation on the new proposed bus interchange and existing riverside site is urgently required in advance of Town Centre masterplan work to aid local understanding of what is being proposed and why an alternative option of retaining the existing bus facility is not an appropriate way forward to achieve the regeneration of this key town centre site.
Mrs L Brightman		Thetford	19	Policy TH 25	Disagree	The bus station should be retained in its present position but, of course, upgraded and improved to enable buses to get in and out easier, as the proposed forum site 3 will not now go ahead. The Old Anchor Hotel could be used as a ticket office/tourist centre etc. The Cosy Carpets site could be regenerated as shops and car parking.	The wishes of the people of Thetford are not being ignored. The desire for the existing bus facilities that exist within the Bridge Street car park to be improved is noted. However the existing site is constrained, by adjacent buildings (one of which is listed), flood zones (along the river frontage) and by the existence of a scheduled ancient monument. Without significant demolition of buildings the existing facilities can not be improved to provide a high quality interchange of sufficient capacity to cater for the planned growth and regeneration of the town. If building demolitions occurred to achieve a suitable site assembly for a new bus interchange the regeneration potential of this important town centre site and the opportunity it provides to significantly enhance the river frontage and wider revival of the town centre would be compromised.	Agree that further consultation on the new proposed bus interchange and existing riverside site is urgently required in advance of Town Centre masterplan work to aid local understanding of what is being proposed and why an alternative option of retaining the existing bus facility is not an appropriate way forward to achieve the regeneration of this key town centre site.
							The desire for the existing bus facilities that exist within the Bridge Street car park to be improved is noted. However the existing site is constrained, by adjacent buildings (one of which is listed), flood zones (along the river frontage) and by the existence of a scheduled ancient monument. Without significant demolition of buildings the existing facilities can not be improved to provide a high quality interchange of sufficient capacity to cater for the planned growth and regeneration of the town. If building demolitions occurred to achieve a suitable site assembly for a new bus interchange the regeneration potential of this important town centre site and the opportunity it provides to significantly enhance the river frontage and wider revival of the town centre would be compromised.	Agree that further consultation on the new proposed bus interchange

Mrs L Holmes	Thetford	19	Policy TH 25	Disagree	I can't see how the proposed land is big enough for a bus station and parking. I think it should be left where it is and the Anchor buildings be used for waiting area/toilets and shops.	The design of the new Bus Interchange and the work planned for Minstergate and St Nicholas Street (including the adjacent junction onto Norwich Road) are "sensible" and will be safe for pedestrians and other road users. The proposals being developed have been subject to an independent safety audit and two full scale 'mock up' trails carried out with a local bus operator the recommendations of which have been incorporated into the design as it has developed.	and existing riverside site is urgently required in advance of Town Centre masterplan work to aid local understanding of what is being proposed and why an alternative option of retaining the existing bus facility is not an appropriate way forward to achieve the regeneration of this key town centre site.
Mrs Lynn Nicholls	Thetford	19	Policy TH 25	Disagree	Please leave the bus station at riverside. Revamp existing toilets, employ attendants and maybe have a cafe open whenever possible. Thetford residents do not want it on new site.	The desire for the existing bus facilities that exist within the Bridge Street car park to be improved is noted. However the existing site is constrained, by adjacent buildings (one of which is listed), flood zones (along the river frontage) and by the existence of a scheduled ancient monument. Without significant demolition of buildings the existing facilities can not be improved to provide a high quality interchange of sufficient capacity to cater for the planned growth and regeneration of the town. If building demolitions occurred to achieve a suitable site assembly for a new bus interchange the regeneration potential of this important town centre site and the opportunity it provides to significantly enhance the river frontage and wider revival of the town centre would be comprised.	Agree that further consultation on the new proposed bus interchange and existing riverside site is urgently required in advance of Town Centre masterplan work to aid local understanding of what is being proposed and why an alternative option of retaining the existing bus facility is not an appropriate way forward to achieve the regeneration of this key town centre site.
Mrs Patricia Poel	Thetford	19	Policy TH 25	Disagree	Leave/improve present site	The desire for the existing bus facilities that exist within the Bridge Street car park to be improved is noted. However the existing site is constrained, by adjacent buildings (one of which is listed), flood zones (along the river frontage) and by the existence of a scheduled ancient monument. Without significant demolition of buildings the existing facilities can not be improved to provide a high quality interchange of sufficient capacity to cater for the planned growth and regeneration of the town. If building demolitions occurred to achieve a suitable site assembly for a new bus interchange the regeneration potential of this important town centre site and the opportunity it provides to significantly enhance the river frontage and wider revival of the town centre would be comprised. The design of the new Bus Interchange and the work planned for Minstergate and St Nicholas Street (including the adjacent junction onto Norwich Road) are "sensible" and will be safe for pedestrians and other road users. The proposals being developed have been subject to an independent safety audit and two full scale 'mock up' trails carried out with a local bus operator the recommendations of which have been incorporated into the design as it has developed.	Agree that further consultation on the new proposed bus interchange and existing riverside site is urgently required in advance of Town Centre masterplan work to aid local understanding of what is being proposed and why an alternative option of retaining the existing bus facility is not an appropriate way forward to achieve the regeneration of this key town centre site.
					Bus Interchange: The mention of the Cosy Carpets building in this section implies that it will form part of the bus station's new facilities - which I believe is deliberately misleading. Everyone wants to see this building restored and re-used. The bus station located on this site, avoiding the use of Minstergate (already busy with pedestrians) and	The restoration of the former 'Cosy Carpets' building is an integral part of the new Bus Interchange project, but is not likely to form part of the bus interchange facilities; the future use is still to be determined, but this project offers the opportunity to regenerate that part of the town. The interchange facilities cannot be provided on the site identified without tackling the condition of the derelict listed building. Given the requirement to provide 5 bus bays, which will provide sufficient capacity for the interchange to cope with the town's planned growth, it is not possible to configure the layout of the site and access/egress arrangements so as to avoid the use of Minstergate. The desire for the existing bus facilities that exist within the Bridge Street car park to be improved is noted. However the existing site is constrained, by adjacent buildings (one of which is listed), flood zones (along the river frontage) and by the existence of a scheduled ancient monument.	Agree that further consultation on the new proposed bus interchange and existing riverside site is urgently required in advance of Town Centre masterplan work to aid local

Mrs Sarah Wilson	Thetford	19	Policy TH 25	Comment	incorporating new facilities for passengers in the Cosy Carpets building would, I believe, be successful. (What new facilities will be provided?) But why not leave the bus station (if you can call it that!) on its present site, improve the access and save a lot of money? This would preserve the open aspect by the river and this area could create an impressive view of the town for visitors who arrive by bus. (Incidentally, I don't see why 'Moving Thetford Forward' money should be used for a bus station. We should have a decent one already).	Without significant demolition of buildings the existing facilities can not be improved to provide a high quality interchange of sufficient capacity to cater for the planned growth and regeneration of the town. If building demolitions occurred to achieve a suitable site assembly for a new bus interchange the regeneration potential of this important town centre site and the opportunity it provides to significantly enhance the river frontage and wider revival of the town centre would be comprised.	understanding of what is being proposed and why an alternative option of retaining the existing bus facility is not an appropriate way forward to achieve the regeneration of this key town centre site. Amend section to clarify that cosy carpet will not necessarily be part of the facility, but is part of the project.
Mrs T Allott	By email	19	Policy TH 25	Comment	Remove Anchor Hotel and keep bus station on present site with better access. Minstergate site too restricted for buses and parking.	The desire for the existing bus facilities that exist within the Bridge Street car park to be improved is noted. However the existing site is constrained, by adjacent buildings (one of which is listed), flood zones (along the river frontage) and by the existence of a scheduled ancient monument. Without significant demolition of buildings the existing facilities can not be improved to provide a high quality interchange of sufficient capacity to cater for the planned growth and regeneration of the town. If building demolitions occurred to achieve a suitable site assembly for a new bus interchange the regeneration potential of this important town centre site and the opportunity it provides to significantly enhance the river frontage and wider revival of the town centre would be compromised.	Agree that further consultation on the new proposed bus interchange and existing riverside site is urgently required in advance of Town Centre masterplan work to aid local understanding of what is being proposed and why an alternative option of retaining the existing bus facility is not an appropriate way forward to achieve the regeneration of this key town centre site.
Mrs Taylor	Thetford	19	Policy TH 25	Disagree	Leave the bus station where it is, use Anchor Hotel as new manned toilets, cafe and information centre. Put the academy in the closed down law courts. The taste of china would need a CPO put on it to move somewhere in the town, cosy carpets and area nice shops.	The desire for the existing bus facilities that exist within the Bridge Street car park to be improved is noted. However the existing site is constrained, by adjacent buildings (one of which is listed), flood zones (along the river frontage) and by the existence of a scheduled ancient monument. Without significant demolition of buildings the existing facilities can not be improved to provide a high quality interchange of sufficient capacity to cater for the planned growth and regeneration of the town. If building demolitions occurred to achieve a suitable site assembly for a new bus interchange the regeneration potential of this important town centre site and the opportunity it provides to significantly enhance the river frontage and wider revival of the town centre would be compromised.	Agree that further consultation on the new proposed bus interchange and existing riverside site is urgently required in advance of Town Centre masterplan work to aid local understanding of what is being proposed and why an alternative option of retaining the existing bus facility is not an appropriate way forward to achieve the regeneration of this key town centre site.
Mrs Thelma Smith	Thetford	19	Policy TH 25	Comment	I understand that there is to be no inside provision for bus users even though this building is available. Outside toilets are not ideal, considering vandalism and general filth of the existing toilets in the present bus station. We should have better facilities for visitors inside the building as in other market towns. I propose that the lower floor of the building be used for bus passengers as a waiting room, with inside toilets, possible ticket services for National buses, also cafe. It is neither reasonable or I believe safe for women and children especially to have to wait outside and use outside toilets. It is unreasonable to expect bus passengers to wait in cold wet weather outside. Why can't Thetford bus station be in line with other market town bus stations? Let us come into the 21st Century and provide good facilities not barely adequate one. As to using the building for offices, the Breckland House white elephant has vacant offices at the moment, why add to this area which is not in demand?	The proposals being developed for the new Bus Interchange on land off Minstergate and St Nicholas Street will provide high quality and covered passenger waiting facilities and public toilets that will be maintained by Thetford Town Council. The desire for the former 'Cosy Carpets' building to be used for additional public/community uses is noted. The future use of this building has not yet been determined. A number of organisations have expressed an interest in taking over responsibility for this building once it has been restored and a factor in determining its future reuse will be the opportunity it will give to provide a greater range of public facilities over and above that been provided directly within the interchange.	Agree that further consultation on the new proposed bus interchange and existing riverside site is urgently required in advance of Town Centre masterplan work to aid local understanding of what is being proposed and why an alternative option of retaining the existing bus facility is not an appropriate way forward to achieve the regeneration of this key town centre site.
N. D. Winsor	Thetford	19	Policy TH 25	Agree	Yes to proposed new bus station - easy access to a parking lot needed. Similar bus shelter design to Norwich please. Not another extra large bus stop.	Support for the new Bus Interchange is noted. The proposals for the new interchange will include public car parking facilities for those dropping off or greeting people travelling by bus or coach. A high quality facility is proposed, which it is hoped people recognise is not an "extra large bus stop".	No further action.

S Lenane		Thetford	19	Policy TH 25	Disagree	Does anybody who uses the bus station want it to move from it's present site? I don't think so. Please listen to people. Improve it of course, but leave it where it is.	The wish for the existing bus facilities that exist within the Bridge Street car park to be improved is noted. However the existing site is constrained, by adjacent buildings (one of which is listed), flood zones (along the river frontage) and by the existence of a scheduled ancient monument. Without significant demolition of buildings the existing facilities can not be improved to provide a high quality interchange of sufficient capacity to cater for the planned growth and regeneration of the town. If building demolitions occurred to achieve a suitable site assembly for a new bus interchange the regeneration potential of this important town centre site and the opportunity it provides to significantly enhance the river frontage and wider revival of the town centre would be compromised.	Agree that further consultation on the new proposed bus interchange and existing riverside site is urgently required in advance of Town Centre masterplan work to aid local understanding of what is being proposed and why an alternative option of retaining the existing bus facility is not an appropriate way forward to achieve the regeneration of this key town centre site.
T Ahern		Thetford	19	Policy TH 25	Disagree	Leave the bus station where it is now and improve the facilities making it similar to Bury St Edmunds, which was the original plan. The forum can then be moved to the Magistrates Court and making use of what will become another empty building and being demolished like so much of Thetford's history.	The wishes of the people of Thetford are not being ignored. The desire for the existing bus facilities that exist within the Bridge Street car park to be improved is noted. However the existing site is constrained, by adjacent buildings (one of which is listed), flood zones (along the river frontage) and by the existence of a scheduled ancient monument. Without significant demolition of buildings the existing facilities can not be improved to provide a high quality interchange of sufficient capacity to cater for the planned growth and regeneration of the town. If building demolitions occurred to achieve a suitable site assembly for a new bus interchange the regeneration potential of this important town centre site and the opportunity it provides to significantly enhance the river frontage and wider revival of the town centre would be compromised. There are no plans to create the Forum (or the town centre campus of the Thetford Academy) now the Government's funding allocation means the Academy will no longer take forward a major town centre campus.	Agree that further consultation on the new proposed bus interchange and existing riverside site is urgently required in advance of Town Centre masterplan work to aid local understanding of what is being proposed and why an alternative option of retaining the existing bus facility is not an appropriate way forward to achieve the regeneration of this key town centre site.
Velda Luckhurst		Thetford	19	Policy TH 25	Disagree	Now you can go back to the Anchor Site - if you are prepared to eat humble pie - there is no excuse whatsoever now. The Anchor - turned into a waiting room, cafe, toilets, tourist centre office, bingo everything you need for a bus station right where it should be in the town centre. Get on with it. St Nicholas Street/Minstergate - saw mock up in car park for seeing if buses could negotiate into area - of course they could in a wide open car park - not one mock up of a building or the hundred of pedestrians that use the area continuously. Lines and tape of the ground can be driven over, real buildings can't.	The desire for the existing bus facilities that exist within the Bridge Street car park to be improved is noted. However the existing site is constrained, by adjacent buildings (one of which is listed), flood zones (along the river frontage) and by the existence of a scheduled ancient monument. Without significant demolition of buildings the existing facilities can not be improved to provide a high quality interchange of sufficient capacity to cater for the planned growth and regeneration of the town. If building demolitions occurred to achieve a suitable site assembly for a new bus interchange the regeneration potential of this important town centre site and the opportunity it provides to significantly enhance the river frontage and wider revival of the town centre would be comprised. The design of the new Bus Interchange and the work planned for Minstergate and St Nicholas Street (including the adjacent junction onto Norwich Road) will be safe for pedestrians and other road users. The proposals being developed have been subject to an independent safety audit and two full scale 'mock up' trials carried out with a local bus operator the recommendations of which have been incorporated into the design as it has developed. The 'mock up' trails were undertaken as realistically to prove that the computer modelling work that had been undertaken would work in a 'real life' situation. Both the computer modelling and the full scale 'mock up' trails show the layout of the new Bus Interchange will work safely.	Agree that further consultation on the new proposed bus interchange and existing riverside site is urgently required in advance of Town Centre masterplan work to aid local understanding of what is being proposed and why an alternative option of retaining the existing bus facility is not an appropriate way forward to achieve the regeneration of this key town centre site.
C A Brooks		Thetford	19	Policy TH 26	Comment	Retain the ticket office at the existing Thetford Rail Station, and ensure that there is a frequent bus service linking the Thetford Rail and Bus stations.	Noted.	Pass on comments to MTF/BDC. Part of commitments paper.

Chisman Gary	Highways Agency	Bedford	19	Policy TH 26	Comment	It is strongly encouraged that further consideration is given to improving linkages between Thetford railway station and areas of Thetford to the north. Car parking is currently provided on the southern 'town centre' side of the station. The TAAP gives consideration to providing additional car parking on the northern side on/around land currently occupied by businesses and an allotment. Consideration should also be given to improving pedestrian/cycle links along Station Lane, which connects the railway station and Mundford Road, and improving station linkages with Station Lane. In the absence of a dedicated new railway station within the SUE, enhancement of connectivity between the existing railway station and the proposed SUE via Mundford Road should be greatly enhanced and may provide a viable alternative.	Noted. Route does form part of walking and cycling network. Issue discussed at recent transport meeting.	Discussed as part of transport meeting. BDC and landowners to liaise further.
Dr Robert Whittaker		Thetford	19	Policy TH 26	Comment	Anecdotally, I have heard that many users of the station avoid parking in the car park because of the recently introduced parking changes, instead parking along nearby streets. When I have visited the station, there has certainly been a large number of cars parking on Station Road, often making progress along the road for other cars quite slow. This should be taken into account when considering the need for additional station parking facilities. Also, providing better vehicular access to the station from Mundford Road might help avoid congestion along Norwich Road.	Area of search is predominantly north of the station. Aware of the issues. Detailed traffic management arrangements for Station Road down to NCC.	Pass on comments to NCC. Any station car park expansion and/or new charging regimes need to pay regard to any requirement to prevent unsuitable on-street parking.
Lois Yates		Croxton	19	Policy TH 26	Comment	Where is the land for more parking?	Detailed policy in the TAAP shows area of search.	No further action.
M P Harrison		Thetford	19	Policy TH 26	Agree		Support noted.	No further action.
Mr Digby Smith		Thetford	19	Policy TH 26	Comment	How on earth will you provide more parking at Thetford railway station? The adjacent land has been sold off. Station Road is too narrow for the modern volume of traffic; will you build new access road and parking on the northern side of the station?	Area of search is predominantly north of the station. Aware of the issues. Detailed traffic management arrangements for Station Road down to NCC.	Pass on comments to NCC.
Mr Ed Chambers	Thetford Town Council	Norfolk	19	Policy TH 26	Comment	The Committee is wholly against the inclusion of the Mundford Road allotment site (owned by Thetford Town Council) in the Area of Search, being of the firm view that the search for additional parking should be focused on the area on the other side of the unadopted lane linking Mundford Road and the railway line (occupied currently by a car repair business and construction company's yard).	Comments noted. The area of search covers a wide area and various land uses. Use of allotments is not guaranteed, but is in the area of search and all issues would have to be considered in the round. The allotments are in public ownership and well related to the station. Policy to be improved regarding compensatory provision.	Improve reference to allotment land and land swap. And compensatory provision.
Mr John Saunders	Peterborough-Ely-Norwich Rail Users	By email	19	Policy TH 26	Comment	We welcome the Plan's recognition of the importance of Thetford's train services in attracting businesses, residents and visitors to the town. Thetford enjoys hourly trains to Cambridge, Liverpool, Manchester, Nottingham, Peterborough and Sheffield as well as more frequent trains to Norwich. A list of destinations is at www.penrug.org.uk under Take a Train from Thetford. We support the Plan's aspiration to see better use made of the listed buildings at Thetford railway station, ideally in a way which brings more people to the station area. Norfolk CC has provided new toilets at the station and improved access for those with impaired mobility, though more could be done to help those with impaired vision. We should like to see toilets and waiting rooms reliably open for at least 70 hours a week, in line with other facilities in the town. We support in principle the search for extra car parking, which will be needed soon. We should like to see greater recognition in the Plan of the role of taxis at the station.	Support noted.	Include reference to taxis. Include partners working with operator to ensure facilities open longer.
Mr Stuart Wilson	Thetford Society	Thetford	19	Policy TH 26	Agree	but question how points one and three can be achieved without taking allotment land, commercial land or carrying out a major restructuring of the surrounding roads. The obvious car parking area, which was redundant commercial land, is now being built on and Station Road, the main artery into the Town Centre from the Station, has its own traffic flow problems.	BDC wants to see an increased use of the station and whilst other forms of transport will be encouraged, cars could still be used. It is recognised only available areas for parking are commercial land or allotments, but BDC would ensure compensatory provision for allotments or helping existing businesses relocate to an employment area.	Improve reference to allotment land and land swap.

Mr Stuart Wilson		Thetford	19	Policy TH 26	Agree	Agree, but question how points one and three can be achieved without taking allotment land, commercial land or carrying out a major restructuring of the surrounding roads. The obvious car parking area, which was redundant commercial land, is now being built on and Station Road, the main artery into the Town Centre from the Station, has its own traffic flow problems.	BDC wants to see an increased use of the station and whilst other forms of transport will be encouraged, cars could still be used. It is recognised only available areas for parking are commercial land or allotments, but BDC would ensure compensatory provision for allotments or helping existing businesses relocate to an employment area.	Improve reference to allotment land and land swap.
Mr Tim Lovejoy		By email	19	Policy TH 26	Comment	With regards to TH26, may I strongly suggest that part of improving access to and at the station to include Station Road. Station Road is just too narrow for parking on one side and two way traffic as well. If you were to narrow the pavements on one side slightly, this would be possible and change the road flow completely.	Station Road included within detailed policy. Disagree re reducing width of footway as modal shift to more sustainable modes of transport, including walking is essential for the town.	No further action.
Mr Tom Gilbert-Wooldridge	English Heritage	Cambridge	19	Policy TH 26	Agree	We welcome the recognition given to the listed buildings and structures at the railway station and the need to promote appropriate conservation and repair.	Support noted.	No further action.
Mrs Jodie Canham		Thetford	19	Policy TH 26	Comment	The existing railway to be polished up to include cafes/tourist information like Wymondham.	Noted. The policy approach enables such provision.	No further action.
Mrs L Brightman		Thetford	19	Policy TH 26	Comment	Railway station car park should be expanded into the area where the tyre retail area had been, although, I believe, this is earmarked for housing, this is too near the railway line.	BDC wants to see an increased use of the station and whilst other forms of transport will be encouraged, cars could still be used. It is recognised only available areas for parking are commercial land or allotments, but BDC would ensure compensatory provision for allotments or helping existing businesses relocate to an employment area.	Improve reference to allotment land and land swap.
Mrs Lynn Nicholls		Thetford	19	Policy TH 26	Comment	Update the railway station - more car parking is needed - what about approaching the nearby church who have a very large car park?	Nearby church approached but not keen.	No further action.
Mrs Patricia Poel		Thetford	19	Policy TH 26	Comment	Sounds an impossibility.	Noted.	No further action.
Mrs Sarah Wilson		Thetford	19	Policy TH 26	Comment	I agree with increasing parking space at the station - but where? The obvious site for this, right next to the station, which could have been bought, is now being built on. I certainly support re-use of the attractive railway buildings - if it's to improve facilities at the station itself. 'Continue improving access to...the station' - I would question the use of the word 'continue'. I haven't seen any improvement.	BDC wants to see an increased use of the station and whilst other forms of transport will be encouraged, cars could still be used. It is recognised only available areas for parking are commercial land or allotments, but BDC would ensure compensatory provision for allotments or helping existing businesses relocate to an employment area.	Improve reference to allotment land and land swap.
N. D. Winsor		Thetford	19	Policy TH 26	Agree	Don't forget disabled access to both platforms!	Noted. This is included in the detailed policy already.	No further action.
S Lenane		Thetford	19	Policy TH 26	Comment	Any improvement to the station would be welcome, but why are you allowing house to be built on the best place to increase parking? Typical Breckland foresight.	BDC wants to see an increased use of the station and whilst other forms of transport will be encouraged, cars could still be used. It is recognised only available areas for parking are commercial land or allotments, but BDC would ensure compensatory provision for allotments or helping existing businesses relocate to an employment area.	Improve reference to allotment land and land swap.
T Friend		Thetford	19	Policy TH 26	Comment	Money would be better spent building a modern station facility with adequate parking and access to both sides of the platforms for less abled passengers unless two stations are going to have regular services.	Comment noted. Improved access between the platforms at the existing station is a well understood need and expressed in the policy. The buildings are listed. This station is in the central area of the town, so its existence will be maintained.	No further action.
Mr Simon Malone		Thetford	20	20.01	Comment	Do not waste money on a new doctor's surgery within the proposed planned development. The Healthy Living Centre, only a few years old, is centrally located for the overall layout of the new conurbation and to my mind appears to be functioning well below its expected capacity. At the same time one of the town's existing surgeries is currently being expanded anyway	The Healthy Living Centre will remain, but reviewed to see how its offer could be improved to benefit the public. There is GP surgery capacity in the town for the short to medium term, but dentist provision needs improving in the short term, according to evidence provided by NHS Norfolk.	No further action.
Mr Anthony Poulter	Brettenham and Kilverstone Parish Council	Thetford	20	20.14	Comment	would be more appropriate under the primary care policy TH 18. If the fire and ambulance facilities are ok then why have a policy to say so. Will the additional employment and homes not require an increase in fire and ambulance services?	Agree re placement in document. Based on advice from fire and ambulance. Statement shows that issues has been looked at.	Review where health, police and other emergency services best fit in the document.
Linda Payne		Thetford	20	Policy TH 27	Disagree	how is health anything to do with town planning, irrelevant	Disagree. Mounting evidence about the effect of town planning on health and the ability of residents to move more.	No further action.

Mr Andrew Codd		Thetford	20	Policy TH 27	Disagree		Noted.	No further action.
Mr Anthony Poulter	Brettenham and Kilverstone Parish Council	Thetford	20	Policy TH 27	Comment	This policy is a muddle. It's about promoting healthy lifestyles but is really about police facilities (20.6), police response (20.7-9) and upgrading facilities in Thetford (20.10-12) and police travel to work (20.12). None of these aspects will reduce crime in themselves.	Noted.	Review where health, police and other emergency services best fit in the document.
Mr Ed Chambers	Thetford Town Council	Norfolk	20	Policy TH 27	Comment	Noted	Noted.	No further action.
Mr P Dunnett		Thetford	20	Policy TH 27	Comment	This proposal needs to be re written in plain English as I, and others, have no idea what it might mean. A translation is required before any rational comment can be made!	Noted.	Refresh policy taking into account this comment.
Mr Paul Leeming	Carter Jonas	Harrogate	20	Policy TH 27	Disagree	Policy TH27 Healthy Lifestyles presumably relates back to the requirements of Thetford's Healthy Town status. We would however take the view that imposing a requirement upon developers to undertake Health Impact Assessments or a Healthy Urban Development Check list on relatively small schemes is unnecessary. We would prefer to see this Policy deleted; it is more appropriate for reference to the requirement for a HIA or HUDC to be included in the Local Validation List for planning applications.	Disagree. Policy is an appropriate response to local evidence on health in Thetford. No evidence to say it will be an onerous requirement on the more complex developments, but recognise need to clarify supporting text.	Strengthen supporting text - clarification and specific local health issues.
Mr Stuart Wilson	Thetford Society	Thetford	20	Policy TH 27	Agree		Support noted.	No further action.
Mr Stuart Wilson		Thetford	20	Policy TH 27	Agree		Support noted.	No further action.
Mrs Patricia Poel		Thetford	20	Policy TH 27	Comment	Turmoil until 2016 - not a period for health check.	Support noted.	No further action.
Mrs Sarah Wilson		Thetford	20	Policy TH 27	Disagree	This sounds like a complete waste of money. Filling in forms and then getting someone to monitor them doesn't actually achieve anything!	Disagree. The process requires developers and designers to take on board health issues and try to address them in the design of the development as there are clear links between design of development and health.	No further action.
Mr Paul Leeming	Carter Jonas	Harrogate	21	20.06	Comment	Section 20 Social Infrastructure in part deals with the operational requirements of the Police and Fire and ambulance services and considers requirements particularly for a Police Station. We have no particular comments upon these aspects and assume this section responds to specific requests from the Police Constabulary in particular.	Noted. Policy reflects discussions with the police.	Police invited to be part of PPA.
Mr. neil blackshaw	Thetford healthy town programme	Thetford	21	21.01	Disagree	A new policy is required to make clear the range and quality of green infrastructure in the SUE and to amplify the Core Strategy policies. A criterion should be added to such a policy to the effect that : Proposals will be required to demonstrate how a range of activities will be encouraged and effectively and sustainably managed. REASONS The provision of open space is essential for physical and mental health and wellbeing but mere proximity of areas of open space does not automatically mean that it will fulfil its potential. There are many potential barriers to its use to particular sections of the community. Sites must be managed so that diverse activities can co exist and so that they are seen as safe. This amendment seeks to ensure that provision, design and management are linked to maximise beneficial use in the long run.	Open Space and Green Infrastructure typology is picked up elsewhere in the TAAP - Allotments, landscaping etc. Core Strategy also has a robust policy. Potential for the PPA to discuss this issue.	Passed onto Breckland Council to add to PPA agenda.
Mr Simon Malone		Thetford	21	21.18	Comment	Is there a contingency plan if the Forestry Commission is sold/hived off and the current open access is more limited?	Recent Government announcements have indicated that there has been a change of heart on this issue.	No further action.
Mr Michael Meadows	Natural England	Norwich	21	21.26	Agree	We note that 21.26 of the TAAP recognises the potential conflict between public access and nature conservation in this area, and agree with the recommended changes to this paragraph.	Assume this refers to HRA recommended changes. HRA will inform the TAAP.	Change as per HRA.
Mr Anthony Poulter	Brettenham and Kilverstone Parish Council	Thetford	21	21.28	Comment	This section is also muddled by the inclusion of the River Valley Park concept, the Gateways concept and Greening Thetford Project. Either have a more generic policy and include project, loops, river, gateways and greening) or separate out.	Agree to some extent	Add introductory text.
Mr P Dunnett		Thetford	21	21.28	Agree	The River Valley Park concept is to be commended and should be planned and started as soon as possible.	Support noted.	No further action.

Mr Paul Leeming	Carter Jonas	Harrogate	21	21.28	Agree	Section 21 Green Infrastructure: One of the major attractions for Thetford is its landscape setting and the opportunities afforded by proximity to the Thetford Forest. A strategy by the Forestry Commission seeks greater use of the Forest for recreation and leisure activity both for visitors and residents. In this regard we would broadly support the measures set out along with concepts such as the River Valley Park, Gateways into Thetford and the Greening Thetford Project.	Support noted.	No further action.
S Lenane		Thetford	21	21.28	Comment	What's new about this? The green river corridor is already there and already used by people. What happened to the idea of a new Country Park at Kilverstone?	Country Park idea was suggested for land to the south east owned by Shadwell Estate. The proposal is within the Stone Curlew Buffer and has the potential to affect this protected species of bird. The preferred approach is to improve access to the Forest (see the Loops) and have other Green Infrastructure projects. The River Valley Park could see the river being used and habitat restoration.	No further action.
Mr Anthony Poulter	Kilverstone Parish Council	Thetford	21	21.35	Comment	Gateways Concept would benefit from a map.	in the text and there is no need to further add to the Proposals Map	No further action
Mr P Dunnett		Thetford	21	21.35	Comment	Highlighting Thetford's heritage could be difficult. Much of it was demolished by a previous London overspill planning disaster!	Noted.	No further action.
Mr Anthony Poulter	Brettenham and Kilverstone Parish Council	Thetford	21	21.36	Comment	Could highlight Thetford's heritage? Shouldn't this be more positive?	The section refers to a potential concept. More work is required and could investigate the links as suggested. No firm plans are in place, hence the use of the word 'could'.	No further action.
Mr Tom Gilbert-Wooldridge	English Heritage	Cambridge	21	21.36	Comment	We note that the enhancement of gateways into Thetford could be linked to the "Thetford 13" work. It is not clear how the thirteen gateways shown in the table beneath Paragraph 21.36 would link to thirteen historic periods identified by the Thetford 13 work. We have already expressed our concerns with the Thetford 13 work in our response to Paragraph 3.28 above.	The TAAP is referencing a piece of work being undertaken by the Town Council with MTF funding support. The Principle of the project will contribute to the regeneration of the town and meet the theme of the TAAP which is 'Historic Past, Healthy Future'. details and specific points about the project should be raised with the Town Council as the lead authority. The GI study by LUC in 2007 emphasised the importance of gateways to the identity of the town.	Improve section.
M P Harrison		Thetford	21	21.38	Agree		Support noted.	No further action for the TAAP.
Mr P Dunnett		Thetford	21	21.38	Agree	The Greening of Thetford by additional tree planting should also be prioritised and should accompany improvements to the town centre if Thetford is to stand any chance, of becoming an attractive place to live, work or visit.	Support noted.	No further action for the TAAP.
Mrs Sarah Wilson		Thetford	21	21.38	Agree	'Greening' Thetford shouldn't be just a potential project. One of the main characteristics of the town is its staggering number of beautiful, established trees, planted by people with real foresight. What is being done for the future in this respect?	Support noted.	No further action for the TAAP.
N. D. Winser		Thetford	21	21.38	Agree	More trees everywhere please .	Support noted.	No further action for the TAAP.
Mr Ed Chambers	Thetford Town Council	Norfolk	21	Policy TH 28	Comment	The Committee is mindful that responding to a demand for allotments through their provision is a key responsibility of town and parish councils. It notes that it is not stated explicitly which parishes will have to respond to and/or meet any demand.	The approach taken in the TAAP reflects the parish boundary issue. As expressed earlier, it is not for the TAAP to address the issues of Parish Boundaries so the approach caters for all outcomes.	No further action.
Mr Paul Leeming	Carter Jonas	Harrogate	21	Policy TH 28	Comment	Whilst part of the Policy on GI is plan area wide Policy TH28 Allotments appears to focus upon the SUE for the provision of allotment space. It is not clear whether the policy seeks to make good a shortfall in provision across the town, or to provide overarching guidance for the SUE.	Policies that are TAAP wide equally apply to the Urban Extension. In the reasoned justification it says that there is potential for the existing residential estate regeneration to be 'significant in size' and thus require, and its residents benefit from, the provision of allotments.	Split policy into two with part one giving guidance on the number of allotments per number of dwellings and section 2 criteria for design, Any provision to meet the existing shortfall in the town will thus be designed in accordance with guidance in the TAAP.
Mr Stuart Wilson	Thetford Society	Thetford	21	Policy TH 28	Agree	but would add that the allotment sites should be in close proximity to the residents.	Support noted. This is covered by criterion b - is well related to new and/or existing residential areas and criterion d - has good access by foot and cycle.	No further action.

Mr Stuart Wilson		Thetford	21	Policy TH 28	Agree	Agree, but would add that the allotment sites should be in close proximity to the residents.	Support noted. This is covered by criterion b - is well related to new and/or existing residential areas and criterion d - has good access by foot and cycle.	No further action.
Mr Tom Gilbert-Wooldridge	English Heritage	Cambridge	21	Policy TH 28	Comment	We welcome the recognition given to avoiding archaeologically sensitive sites. This requirement could equally apply to Policy TH3.	Support noted.	Consider inclusion of such a caveat in TH3.
Mrs L Brightman		Thetford	21	Policy TH 28	Agree	Allotments are an excellent idea, we need more allotments and this plan should also include new plots in Ramsey Close.	Support noted. Ramsey Close issue is one outside of planning policy. Breckland Council listens to and supports its local communities. During consultation we received a number of responses regarding the play area at Ramsay Close in Thetford. Having listened to Thetford Town Council and local residents, Breckland Council has undertaken to write to Thetford Town Council and formally begin the process of transferring the land to the town with the existing restrictive covenants in place. Breckland Council is proud of its asset management strategy and through its Active Land Management programme all pieces of land that the Council owns are reviewed on an ongoing basis to ensure that the Council achieves best value from its assets for all residents in Breckland.	No further action.
Mrs Patricia Poel		Thetford	21	Policy TH 28	Agree		Support noted.	No further action.
Colin Armes	Norwich Road Estate residents Association	Thetford	21	Policy TH 29	Comment	Further to our previous observations we would like to include that contractors v vehicles be banned from using Joe Blunts Lane and a notice to that effect be put at both ends of the lane .	Late representation. Comments noted.	Late representation. Comments noted.
D Tricker	Norwich Road Estate Residents Association	Thetford	21	Policy TH 29	Comment	Location and Course Joe Blunts Lane starts on the western side of the old Norwich Road approximately 50 metres south west of the Kilverstone Lane junction and continues north west, passing under the Thetford to Norwich railway line, for a distance of approximately 1150 metres until it reaches the Croxton Road at a point beside the North Campus of Thetford Academy. The northern side of the lane between Norwich Road and the railway bridge is also known as Cedar Row due to the tree shelter belt growing alongside. Origins and Existence Whilst the precise origins of the lane are unknown it is notable that throughout its length it follows the course of an ancient parish boundary between Croxton and what in past years, was known as the parish of Thetford St. Peters. Parish boundaries are often inherited from land holdings that date back many hundreds of years (possibly to the middle Saxon period or earlier) which suggests that Joe Blunts Lane may also have been in existence for some considerable length of time. Lanes such as this often followed field boundaries (some hedged) as Joe Blunts Lane still does today, with the fields of Blakeney Farm on its northern side. The fields on its southern side (once part of Folly Farm) disappeared under the urban development in the late 1960s and early 1970s that saw the building of estates such as the Norwich Road housing estate. The lane is shown as being in existence on an early printed map of 1826 published by Andrew Bryant as is the parish boundary running along its length.	Noted.	No further action.

D Tricker	Norwich Road Estate Residents Association	Thetford	21	Policy TH 29	Comment	Bryant mapped the whole of Norfolk from an 'Actual Survey' carried out in 1824, 1825 and 1826 at a scale of 1:51,742 or 10 miles to 12¼ inches which compares well with the more modern OS Landranger maps of 1:50,000. Bryant's map therefore pre dates the first published Ordnance Survey maps of Norfolk' which did not appear until 1836-7. An earlier one inch to one mile map of Norfolk produced by Faden, may also show the Lane. However a copy of this particular map has not as yet been studied. The lane continues to be shown on successive OS maps into the 20th and 21st centuries. The OS map of 1901 shows the lane crossing over the railway line by means of a bridge although by the time of the OS Popular Edition (1920 22) the bridge must have been replaced as the railway is shown passing over the lane as it still does today. This latter map is more detailed and also shows the Cedar Row tree shelter belt. Whilst the Lane has at times probably been used as a farm track its importance as a walkway is indicated by its appearance on early maps such as that produced by Bryant.	Noted.	Include some aspects in reasoned justification.
D Tricker	Norwich Road Estate Residents Association	Thetford	21	Policy TH 29	Comment	It is also likely that the boundaries of the lane were hedged, as they still are, although such detail is often regarded as minor and thus not shown on maps, as is often the case today. Hedgerow Protection It is of great importance that the hedgerows alongside Joe Blunts Lane are retained & preserved as a green barrier between existing and proposed developments, to ensure both environmental and social needs. Various means are available to achieve the preservation of hedgerows e.g.. designation as an ancient hedge; the Hedgerow Regulations 1997 or Important Hedge status. Precise dating of hedgerows is difficult unless they are actually marked on maps or documents from times past. It has been proposed that hedges can be dated by counting the number of species in a 27 metre section of hedge	Noted.	Include some aspects in reasoned justification.
D Tricker	Norwich Road Estate Residents Association	Thetford	21	Policy TH 29	Comment	. In its simplest form each separate species would suggest an age of 100 years. This method however may well be better described as an indicator of the age of a hedge. Such a survey of the hedges along Joe Blunt's Lane may therefore able to give some indication of support for the belief that the hedges could pre date the enclosure of lands under Acts passed between 1740 and 1850. The existence of the lane in 1826 has already been established although it's actual origins are obviously even older. Whilst the Hedgerow Regulations of 1997 (now within the remit of defra) may preclude one (or possibly both) of those alongside Joe Blunt's Lane on the grounds that 'hedges forming a boundary between agricultural and residential land are not specifically included', they contain much valuable information and advice on issues eg. Environmental Impact Assessments, that can be used to support the retention and preservation of the hedges along the lane.	Noted.	Include some aspects in reasoned justification.
D Tricker	Norwich Road Estate Residents Association	Thetford	21	Policy TH 29	Comment	As to the consultation on the development of Thetford RE Jo Blunts lane Thetford I have been instructed by the committee of the Norwich Road Residents Association to make the following points regarding Jo Blunts Lane 1 The lane should retain its rural feel 2 There should be a minimum green space between the development and Jo Blunts Lane of at least 10m - 20 m not to include the hedge, Private gardens, Road Ways 3 The surface of the lane be Braden gravel, not Tarmac, 4 No lights are required 5 All trees and hedges be preserved, (this is a wild life haven) 6 The lane be taken over by the local authority 7 Houses adjacent to the lane be facing it, as on the Norwich Road Estate, and served by pathways, services from behind Please look at the Norwich Road Estate where it abuts Jo Blunts Lane, and take that as a model. 8 Please don't repeat the mistakes by building right up to the edge, as was made at Green Lane , where the lane was ruined.	The proposed masterplan shows that for the most part, the land use of the north side of the route will be formal and semi-natural parkland. The trees and hedges along its route will be protected by TH2 - locally distinctive features of the landscape. Adoption is a subject for PPA but there is potential for NCC to adopt and maintain.	Include reference to 'rural feel', 'appropriate surfacing' to policy. Add in appropriate place that dwellings should face Joe Blunt's Lane to mirror the existing development close by, Add that encroachment onto the lane will not be accepted. Add that lighting should be appropriate and energy efficient if needed. Add adoption to PPA issues to be discussed.

D Tricker	Norwich Road Estate Residents Association	Thetford	21	Policy TH 29	Comment	Documentation indicates that Government Ministers remain committed to maintaining the current level of hedgerows protection, even if the risks of removal are extremely low. Important Hedgerow status is a further source of protection for existing hedges by the identification of certain numbers of woody species within a 30 metre length, the ground flora of herbaceous plants or the hedges are a sanctuary for certain types and numbers of birds. The Thetford Area Action Plan TH29 states that "the existing route of Joe Blunts Lane will be protected from development and enhanced as a route for walking and cycling". It should therefore be an expectation of this stated aim that the hedgerows on either side of the lane be included and fully preserved, ideally by adoption of an overall width of 12 metres. Any attempt to remove or destroy, parts or all of these hedges, will undoubtedly be met with considerable opposition from the public and bodies such as the Norwich Road Residents Association.	The trees and hedges along its route will be protected by TH2 - locally distinctive features of the landscape. Comment re opposition from public noted.	No further action.
Dr Robert Whittaker		Thetford	21	Policy TH 29	Agree	I support this policy. It would seem that altering the status from a public footpath to a public bridleway would be the best way to guarantee rights for cycling (and also horse riding) along the route, while protecting the priority for pedestrians.	Support noted.	No further action.
Mr Anthony Poulter	Brettenham and Kilverstone Parish Council	Thetford	21	Policy TH 29	Comment	This would benefit from a map.	Joe Blunt's Lane is marked on the Proposals Map.	No further action.
Mr Colin arnes		x	21	Policy TH 29	Comment	Joe Blunt's Lane needs to be protected by at least a 15m green belt. We have all seen what has happened to Green Lane.	The proposed masterplan shows that for the most part, the land use of the north side of the route will be formal and semi-natural parkland. The trees and hedges along its route will be protected by TH2 - locally distinctive features of the landscape.	No further action.
Mr Ed Chambers	Thetford Town Council	Norfolk	21	Policy TH 29	Agree	Approved	Support noted.	No further action.
Mr Paul Leeming	Carter Jonas	Harrogate	21	Policy TH 29	Disagree	For the most part, Joe Blunt's Lane falls within the SUE; as a consequence we would query why the Policy TH 29 Joe Blunt's Lane falls within the Area wide policies. There are proposals within the emerging Masterplan which seek to include Joe Blunt's Lane within the movement and access strategy for the Urban Extension as an integral part of the measures to achieve modal shift and support non-car modes of transport, including walking and cycling and associated public transport services. On this basis we would suggest that this policy duplicates other provisions in the TAAP particularly the Movement policies TH7 - 9 and the subsequent TH30 which includes Joe Blunt's Lane as part of the Thetford Loops. Consequently Policy TH29 is unnecessary (not justified) and should be deleted.	Disagree. As the reasoned justification states, this is a key route for walking and cycling and will serve many functions. The route needs to be protected and improved. Many inappropriate changes to the route would result in great public opposition and affect users. With regards to use by public transport, at a recent meeting, landowners explained idea in more detail. Policy to remain as part of Green Infrastructure section in the town wide section.	Policy changed to reflect suggestion and guide implementation.
Mr Stuart Wilson	Thetford Society	Thetford	21	Policy TH 29	Agree	and would add that a tree buffer zone either side of the Lane should be established and maintained and that only pedestrian/cycle traffic be allowed to cross it.	The proposed masterplan shows that for the most part, the land use of the north side of the route will be formal and semi-natural parkland. The trees and hedges along its route will be protected by TH2 - locally distinctive features of the landscape. Policy currently states that only walking and cycling routes can cross or join it.	No further action.
Mr Stuart Wilson		Thetford	21	Policy TH 29	Agree	Agree and would add that a tree buffer zone either side of the Lane should be established and maintained and that only pedestrian/cycle traffic be allowed to cross it.	The proposed masterplan shows that for the most part, the land use of the north side of the route will be formal and semi-natural parkland. The trees and hedges along its route will be protected by TH2 - locally distinctive features of the landscape. Policy currently states that only walking and cycling routes can cross or join it.	No further action.
Mrs G Farrow		Thetford	21	Policy TH 29	Comment	How long with Joe Blunt's Lane be out of use while it is being upgraded?	This is a matter of detail beyond the TAAP.	No further action.
Mrs L Brightman		Thetford	21	Policy TH 29	Comment	Joe Blunt's Lane - the hedges and edges maintained at a minimum of 10 metres either side to ensure housing, gardens and fences away from this green lane. This had not been ensured when building some parts of Cloverfields thereby spoiling Green Lane there,	The proposed masterplan shows that for the most part, the land use of the north side of the route will be formal and semi-natural parkland. The trees and hedges along its route will be protected by TH2 - locally distinctive features of the landscape. Policy currently states that only walking and cycling routes can cross or join it.	No further action.
Mrs Patricia Poel		Thetford	21	Policy TH 29	Agree		Support noted.	No further action.

Chisman Gary	Highways Agency	Bedford	21	Policy TH 30	Comment	With regard to accessing the countryside to the north of Thetford and the A11 on foot/ by bike, TAAP Map 21.1 identifies several routes crossing the A11. It appears that the proposed 'Croxtton Loop' and the 'Northern Loop' will pass beneath the A11 on existing routes without interacting with the A11 mainline carriageway. Clarification is required regarding the exact route of the proposed 'Thetford Forest Loop Non-priority', which is shown to cross the A11 to the north of the London Road Junction close to the Sainsbury's supermarket.	There are two other preferred options to get to High Lodge. Non priority means less favoured. This idea came from high level plans from the Forestry Commission.	Explain the difference between the routes. Consider removing the non priority routes from the map.
Dr Robert Whittaker		Thetford	21	Policy TH 30	Comment	It is good to see these proposals to encourage environmentally friendly and healthy transport and recreational options. This links to the surrounding countryside to the north and west are particularly welcome additions. However it is a pity that links are not also proposed to the south (to Barnham) and to the east (to the Peddar's Way). Extra links for pedestrians and cyclists in these directions would enable a greater variety of longer loops to be undertaken, with associated health benefits. To the south, there should be a more direct route from south-east Thetford to Barnham, than the current option of detouring via Thetford Heath and back along Elveden Road.	Desire for link to Barnham Village noted. Not considered in Loops work however, but this does not mean such an extension might not be possible.	Considering adding text about how consideration could be given to extending the Loops to take in other destinations, for example the Southern Loop could be extended to include Barnham.
Dr Robert Whittaker		Thetford	21	Policy TH 30	Comment	I wonder if the old railway line from the south end of Arlington Way would be a suitable route here. To the east, it is a great shame that there is not a more direct pedestrian link to the Peddar's Way / Icknield Way path, other than north via Croxtton and Harling Drove. Cyclists could use the Kilverstone Road through Brettenham, though it is a little busy, but this route is completely unsuitable for pedestrians. Instead would it be possible to agree a separate off-road route, e.g. between the A1088 and A1066 to Rushford and on to the Peddar's way? Such a link would also provide more options for intermediate length cycling loops to the east of Thetford.	Additions to the Loops noted. Work to date has not assessed such options. Potential for such extensions to be included.	Considering adding text about how consideration could be given to extending the Loops to take in other destinations, for example the Southern Loop could be extended to include Barnham.
Jenny Schramm		Thetford	21	Policy TH 30	Comment	Would it be possible please to investigate the possibility of a safe cycle path from Barnham village into Thetford to avoid the A134? It might only need a path to the nearest corner of the common land, after which a track might develop simply by regular use. Or could it use the route of the old railway? It would be most frustrating to have to put a bicycle onto a car to drive 3 miles in safety in order to reach what will be an excellent facility.	Desire for link to Barnham Village noted. Not considered in Loops work however, but this does not mean such an extension might not be possible.	Considering adding text about how consideration could be given to extending the Loops to take in other destinations, for example the Southern Loop could be extended to include Barnham.
Mike Jones RSPB	RSPB	Norwich	21	Policy TH 30	Comment	Recreational disturbance. Policy TH30 has the potential to increase disturbance levels within the Breckland Special Protection Area (SPA). The initial HRA concludes that it is not possible to rule out an adverse effect on the Breckland SPA from recreational disturbance promoted by the TAAP. In particular the HRA notes that green infrastructure measures such as the proposed Thetford Loops may not solve this issue and may exacerbate the problem. We support the recommendation in the HRA that additional policy wording is required in the TAAP and that extra mitigation measures should be applied. Urban effects. The initial HRA notes four SSSI components of the SPA where adverse effects from increased housing and the Thetford Loops cannot be ruled out. As recommended in the initial HRA, the TAAP will need to establish the mitigation measures needed to ensure that no adverse effect will occur, as well as identify the means by which the measures will be funded and delivered.	Noted. The document will be amended to include a Bird Access and Monitoring Framework to set out the level of monitoring and mitigation required for this issue and the principles around a coordinated approach across the Breckland SPA area to achieve a proportionate response. Breckland Council acknowledges that the greatest tension relates to growth in Thetford and is keen to work collaboratively with adjoining Councils, Natural England, RSPB and Forestry Commission to secure a positive outcome - initially through further monitoring to ascertain more accurately the scale of any likely effect and consequentially, if required, appropriate mitigation measures.	Amend policy according to HRA.
Mr Anthony Poulter	Brettenham and Kilverstone Parish Council	Thetford	21	Policy TH 30	Comment	Why will the LPA be considering financial rather than facility contributions to the loops - what about the MTF Board?	Whilst MTF could have a role in delivery of projects in the future, such agreements would be down to the Local Planning Authority, BDC.	No further action.
Mr Digby Smith		Thetford	21	Policy TH 30	Agree	The Thetford Loops are an excellent idea, but, as the recent - extremely expensive, extremely ineffective-Thetford Healthy Town initiative has plainly shown, while it is possible to take Thetford's horses to the fountain of health, it is all but impossible to make them drink, stop smoking or getting (and staying) morbidly obese.	Support noted.	No further action.

Mr Ed Chambers	Thetford Town Council	Norfolk	21	Policy TH 30	Agree	Approved, although the Committee notes that no clear precepting arrangement for their provision is being proposed.	Noted.	Improve delivery section
Mr Michael Meadows	Natural England	Norwich	21	Policy TH 30	Agree	With specific reference to the Thetford Loops, as previously stated Natural England welcomes and supports the Thetford Loops initiative and we do not anticipate that there are nature conservation issues which cannot be overcome.	Support noted.	Amend policy according to HRA.
Mr Paul Leeming	Carter Jonas	Harrogate	21	Policy TH 30	Comment	Proposals for the Loops tie many strands of the TAAP together providing a strategic network of routes for recreational use as well as for utility to assist modal shift. Policy TH30 The Thetford Loops provides the relevant framework. As a starting point it should make reference to existing routes (Map19) and how it will augment and increase connectivity across the town and links to key features and destinations. Map 21 should be clear about which parts of the proposals are within the TAAP and those which are outside it. So far as the wording of the draft policy is concerned we would suggest that it is not deliverable (and is therefore not sound). It is not reasonable for the developers of the Major Development Locations (presumably the SUE) to deliver parts of the Loops proposals on land they do not own or control, or which is otherwise outside the scope of the TAAP (see comment above). This section needs to be edited. Those parts of the Loops proposal which are within the area of the SUE have been included within the draft Masterplan according to the guidelines set out in the relevant Evidence Base Report (Footnote 28)	Agree to some extent.	Consider how the loops fit in with the Cycling network. Suggest combining the two on the Loops map. Amend parts of section to take on board rep.
Mr Stephen Faulkner	Norfolk County Council	Norwich	21	Policy TH 30	Comment	Policy TH30 Thetford Loops - The Policy should be amended to giving priority in the first instance to those parts of the loops that provide for utility cycling.	Noted. The overlap between the cycle network and the Loops needs to be addressed and could see this issue covered.	Consider how the loops fit in with the Cycling network. Suggest combining the two on the Loops map.
Mr Stuart Wilson	Thetford Society	Thetford	21	Policy TH 30	Agree		Support noted.	No further action.
Mr Stuart Wilson		Thetford	21	Policy TH 30	Agree		Support noted.	No further action.
Mrs Janet Smith Gibbons		Thetford	21	Policy TH 30	Comment	also necessary to provide safe cycle routes out of town, for instance to the High Lodge Forest and Centre Parcs area - currently the only way to cycle to High Lodge from Thetford involves competing with fast moving cars and lorries whilst trying to cross the dual carriageway of the A11.	Thetford Loops seeks to address access to routes out of town. Proposed A11 dualling indicates a shared use path to Elvedon with grade separation near to Centre Parcs which could make things easier for cyclists.	No further action.
Mrs L Holmes		Thetford	21	Policy TH 30	Agree	I am very pleased to see the proposed safe cycling and walking loops for access to High Lodge and Croxton Forest. This can't come too soon enough! It is too expensive to park at High Lodge for a single person on a low income so will be great to be able to go there safely which I can't do at the moment and I like to exercise.2	Support noted.	No further action.
Mrs Patricia Poel		Thetford	21	Policy TH 30	Comment	If not sold off before 2016.	Government have announced a withdrawal of the proposals to sell off Forests.	No further action.
	Elveden Farms Ltd	London	21	Policy TH 30	Disagree	Whilst Elveden Farms Ltd support the principle of the proposed Thetford Loops, it is considered that a greater level of consultation needs to be undertaken with relevant stakeholders to determine the compatibility of the proposed loop locations with existing land uses. It is apparent from Map 4 'Proposed Thetford Loops' that part of the proposed 'Thetford Forest Loop Non - priority' runs through part of the Elveden Estate land where existing shooting activities take place. Such a route in this location is therefore clearly not compatible with this existing land use. It is therefore suggested that discussions are held between the Council and local landowners to determine a more suitable alternative route.	Comments noted. There are two other preferred options to get to High Lodge. Non priority means less favoured.	Explain the difference between the routes. Consider removing the non priority routes from the map. Consider adding text about engaging landowners.

Mr P Dunnett		Thetford	22	22.03	Comment	<p>This is another vague and wishy washy promise, much like previous promises. As an example of Breckland Council's failure to act on such statements I cite the case of the play area in Ramsey Close (Norwich Rd Estate) adjacent to the railway line established by way of a 106 Agreement supposedly for the benefit of estate residents. Failure to replace inadequate wire fencing around this play area with more substantial more appropriate fencing as was suggested and requested, unfortunately resulted in play equipment being vandalised. Breckland Council therefore closed the play area and has kept it closed for the past 10+ years despite the overwhelming need for such an area on the estate.</p> <p>The Council now intends to sell the site to a developer in order to raise funds to line its' coffers. The Council will not reopen the site as a play area and a counter proposal by the Norwich Road Estate Residents Association, supported by Thetford Town Council, that the site be used for allotments has also been summarily rejected! It is therefore total hypocrisy for Breckland Council to make statements suggesting it will look at ways to increase provision of play areas, and find new allotment space. In all probability these two matters will be seen as relatively low profile issues and deemed as being of low priority, to be achieved as and when, sometime in the future.</p>	<p>Breckland Council listens to and supports its local communities. During consultation we received a number of responses regarding the play area at Ramsay Close in Thetford. Having listened to Thetford Town Council and local residents, Breckland Council has undertaken to write to Thetford Town Council and formally begin the process of transferring the land to the town with the existing restrictive covenants in place. Breckland Council is proud of its asset management strategy and through its Active Land Management programme all pieces of land that the Council owns are reviewed on an ongoing basis to ensure that the Council achieves best value from its assets for all residents in Breckland.</p>	No further action.
Linda Payne		Thetford	22	Policy TH 31	Comment	<p>new sports facilities when the existing sports centre is underused due to high costs of participation for especially low income families?</p>	<p>Comment noted.</p>	<p>Pass on comment to Thetford Healthy Town and BDC sports team. No further action for the TAAP.</p>
Mr Anthony Poulter	Brettenham and Kilverstone Parish Council	Thetford	22	Policy TH 31	Comment	<p>So should there be sports facilities or not?</p>	<p>Noted. Meeting held with Parkwood who are involved in the PFI with Breckland Council.</p>	<p>Wording of the policy and supporting text to be improved to reflect meeting and representations.</p>
Mr Ed Chambers	Thetford Town Council	Norfolk	22	Policy TH 31	Comment	<p>The Committee wonders what scope there is for the sports facilities within the existing Academy South Site complex (formerly Charles Burrell High School) - namely, the sports hall and swimming pool - to be retained, notwithstanding the presumed, intended demolition of the other structures on that site.</p>	<p>If the Academy proposal for one site and to the north of the town goes ahead, the future use of the Charles Burrell School and its surrounds will indeed need investigating. The comments on potential detainment of some of its assets is noted.</p>	<p>Pass on comments to NCC.</p>
Mr P Dunnett		Thetford	22	Policy TH 31	Comment	<p>The statements provided regarding new indoors sports facilities are weak and not worth the paper they are written on. "Proposals will be supported" and "The Council will consider...." are worthless and tantamount to saying "You'll be lucky to get anything!" No explanation is offered of what the new facilities "in the town centre" might be or whether they will be Council or privately run. Expansion of the Breckland Sports Centre is only to be 'considered' - not good enough! Too easily ignored - I feel sure there will be a good financial excuse for it not happening. IF " health is at the heart of change in Thetford" (TH27 the TAAP should include a definite, firm commitment to provide new facilities and expand existing ones. To do otherwise would make a mockery of stated health claims! Furthermore, such facilities are a social / lifestyle necessity. For a town of this size (the fourth largest in Norfolk), Thetford's social, leisure and recreational facilities are currently poor and getting no better - just more expensive to use.</p>	<p>Noted. Meeting held with Parkwood who are involved in the PFI with Breckland Council. The Policy has been refreshed to provide additional text on current provision and usage in Thetford, the wider catchment area which looks to Thetford for indoor sports and benchmarking against existing provision and likely requirements arising from the growth. The Council wishes to maintain some flexibility regarding the nature of indoor sports rather than provide prescriptive requirements which could change over the plan period.</p>	<p>Wording of the policy and supporting text to be improved to reflect meeting and representations.</p>
Mr Paul Leeming	Carter Jonas	Harrogate	22	Policy TH 31	Comment	<p>Section 22 and the associated Policy TH31 Indoor Sports Facilities suggests a rationale for a new sports court, and swimming lanes, as well as a section upon Play equipment. It is not clear why this is separated for instance from Social Infrastructure Policy TH27 Healthy Lifestyles. Furthermore it is not set out to what extent the SUE is the causal factor in the additional provision and whether a contribution is required or if it is a current shortfall.</p>	<p>Indoor sport is different to the new health section on facilities and checklists, as such, will remain where is. Comment re causal factor noted - the Urban Extension is the causal factor and approach in the TAAP identified in the EDAW 2009 study.</p>	<p>Improve policy in light of the comment.</p>

Mr Philip Raiswell	Sport England	Bedford	22	Policy TH 31	Disagree	Whilst Sport England supports the general aim to provide new or enhanced indoor sports facilities for Thetford, it is considered that the wording used in this policy is too vague to give clear policy direction on this issue. There is no definition of the types or quantity of facilities required, apart from the reference in the supporting text to future needs for sports courts and swimming lanes. The policy reads that any proposals for any new indoor sports facilities will be supported if the location is 'town centre' irrespective of the type of facility or whether there is a demonstrated need. Is that the intention of the policy? We would recommend that the policy is re-worded to define explicitly the type and scale of facilities required and stating that a suitable town centre site would be the preferred option, but out of centre sites will be considered if no town centre site is available.	Noted. Meeting held with Parkwood who are involved in the PFI with Breckland Council. The Policy has been refreshed to provide additional text on current provision and usage in Thetford, the wider catchment area which looks to Thetford for indoor sports and benchmarking against existing provision and likely requirements arising from the growth. The Council wishes to maintain some flexibility regarding the nature of indoor sports rather than provide prescriptive requirements which could change over the plan period.	Wording of the policy and supporting text to be improved to reflect meeting and representations.
Mr Philip Raiswell	Sport England	Bedford	22	Policy TH 31	Disagree	The supporting text refers to sports halls and swimming pools, but it is not clear whether the policy itself only refers to these types of facility or to other indoor sports facilities such as health and fitness studios, indoor bowls centres, indoor tennis centres, squash courts etc. The policy should define more clearly the range of facilities that the policy refers to. Please note that these comments refer to the wording of the policy rather than the 'robustness' of the supporting evidence base, as Sport England is not familiar with the document referred to in the supporting text.	Noted. Meeting held with Parkwood who are involved in the PFI with Breckland Council. The Policy has been refreshed to provide additional text on current provision and usage in Thetford, the wider catchment area which looks to Thetford for indoor sports and benchmarking against existing provision and likely requirements arising from the growth. The Council wishes to maintain some flexibility regarding the nature of indoor sports rather than provide prescriptive requirements which could change over the plan period.	Wording of the policy and supporting text to be improved to reflect meeting and representations.
Mr Stuart Wilson	Thetford Society	Thetford	22	Policy TH 31	Agree	Agree, but there is a need for sports' provision being made for the south of the town. We feel that the retention of the swimming pool at the Academy's south site (formerly Charles Burrell High) along with changing facilities would be applauded. The pool could be used by the local schools and swimming club as well as opened to the public for specific periods. With the site's proximity to the sports fields on Barnham Common the changing facilities could be used by local clubs and groups. The sports facilities of the Academy (north site) could be administered on a joint use basis. One glaring omission is the provision of a synthetic Athletics track. Thetford has a thriving Athletics Club but their facilities (at the Rugby Club) are woeful compared to similar clubs around the country. Whatever the facilities it is essential that they are maintained to a high standard for future generations and a financial commitment to this effect is required.	If the Academy proposal for one site and to the north of the town goes ahead, the future use of the Charles Burrell School and its surrounds will indeed need investigating. The comments on potential retainment of some of its assets is noted. For information, please see the Thetford Community Facilities Audit which shows that the facilities at the Academy South Site (Charles Burrell school) are already hired out to the public. TH19 on community buildings seeks usage by the public of school facilities. The TAAP does not set details on particular open space uses.	Pass on comments to NCC. Liaise with BDC Sustainable Communities team re Athletics Track issue. Mention Athletics Track issue at PPA. Note that Athletics Club moving to Kilverstone area according to press.
Mr Stuart Wilson		Thetford	22	Policy TH 31	Agree	Agree, but there is a need for sports' provision being made for the south of the town. I feel that the retention of the swimming pool at the Academy's south site (formerly Charles Burrell High) along with changing facilities would be applauded. The pool could be used by the local schools and swimming club as well as opened to the public for specific periods. With the site's proximity to the sports fields on Barnham Common the changing facilities could be used by local clubs and groups. The sports facilities of the Academy (north site) could be administered on a joint use basis. One glaring omission is the provision of a synthetic Athletics track. Thetford has a thriving Athletics Club but their facilities (at the Rugby Club) are woeful compared to similar clubs around the country. Whatever the facilities it is essential that they are maintained to a high standard for future generations and a financial commitment to this effect is required.	If the Academy proposal for one site and to the north of the town goes ahead, the future use of the Charles Burrell School and its surrounds will indeed need investigating. The comments on potential retainment of some of its assets is noted. For information, please see the Thetford Community Facilities Audit which shows that the facilities at the Academy South Site (Charles Burrell school) are already hired out to the public. TH19 on community buildings seeks usage by the public of school facilities. The TAAP does not set details on particular open space uses.	Pass on comments to NCC. Liaise with BDC Sustainable Communities team re Athletics Track issue. Mention Athletics Track issue at PPA. Note that Athletics Club moving to Kilverstone area according to press.
Mrs Jodie Canham		Thetford	22	Policy TH 31	Agree	Great idea to improve sports facilities. Children and adults need to keep active. We could do with more parks with lighting to stop anti social behaviour - children need somewhere to go.	The TAAP does not seek to retrofit open space provision, but does suggest the need for BDC and the Town Council to work together to meet the shortfall of play equipment as well as improve the quality and range. The Core Strategy has a section on open space to determine the provision for the Urban Extension.	This issue is raised as part of the Commitments Paper.

Mrs K Turner		Thetford	22	Policy TH 31	Comment	I notice that you are looking at doing an indoor sports facilities this will be interesting as we lost some outside when the Healthy Living Centre was built, some lights would be good on one of the pitches but they are not great for all sports like goalkeeper training. Do you know what makes me so mad being a football manager I have been to several places and have seen some lovely pitches and these places are smaller than Thetford, Brandon, yes I know different council, but you look at their pitches and their facilities, Beccles again Suffolk but they have some great facilities for their football and sports, east Harling and Watton are Norfolk but they have some nice pitches and then of course there is the lovely Dereham they have everything, oh it used to be a little market town but all of a sudden everything that Thetford had, had to be moved over there, even our Council tax money helped build that up and what do they have nearly every shop you can think of, they have a bowling centre, skate park, nice football pitches.	Thetford benefits from a well equipped leisure centre with a diverse range of sports activities. There are also numerous outdoor recreational spaces. We all aspire to have a full range of high quality facilities within our local area and we actively look for opportunities to improve facilities whilst balancing the budgetary restraints. BDC works with County and town councils and other partners to ensure that we encourage people to adopt healthy lifestyles. An example of this is the development of a skatepark on the Breckland Leisure Centre site. Land has been supplied by BDC, MTF has provided the budget for the build and Thetford Town Council has agreed to take ownership and management responsibility for the facility upon completion. Leisure facilities such as bowling centres and cinemas tend to be privately run and are provided when there is a sustainably viable business proposition with appropriate demand. Such opportunities may arise as Thetford grows and the population increases. BDC has a key role to play to make Thetford an attractive proposition for leisure operators.	No further action.
Mrs Patricia Poel		Thetford	22	Policy TH 31	Comment	Should have already been done. Where is the skate park?	Skate Park should be open in time for the school holidays 2011. It is planned for the Healthy Living Centre and Sports Centre area.	No further action.
Mrs Sarah Wilson		Thetford	22	Policy TH 31	Comment	This all sounds extremely vague. Where in the town centre would these go?	Noted. Meeting held with Parkwood who are involved in the PFI with Breckland Council.	text to be improved to reflect meeting and representations.
T Ahern		Thetford	22	Policy TH 31	Comment	Could do with a decent facility Sainsbury's end of town to include a bowling alley, something this town could have profited from when first spoken about in the early 90's but would cost too much. Totally blinkered then, couldn't see the bigger picture and probably still can't. You ask for the residents' views, but we all know that you will ignore and go ahead with all your proposals. This is just a formality you have to follow.	This policy refers to indoor sports rather than leisure. Bowling Alleys are private facilities. It is not known why a Bowling Alley has not been provided in Thetford, but it is a market led issue. All comments are read and responded to as per this document.	No further action.
Mr Anthony Poulter	Brettenham and Kilverstone Parish Council	Thetford	23	Policy TH 32	Comment	Again woolly - will these standards be used or not?	The approach is subject to definitions of zero carbon.	In light of the recent budget/The Plan for Growth (http://www.hm-treasury.gov.uk/ukecon_growth_index.htm) revisit relevant policies. Refresh energy and carbon sections. TH15 and TH32A removed. TH16 changed to refer to connecting to decentralised energy supply. TH32 a changed to emphasise importance of FEES.
Mr Ed Chambers	Thetford Town Council	Norfolk	23	Policy TH 32	Comment	suggests that, in simply restating national policy, this policy statement is needless.	It is important to set out what the Council wants at a local level.	Expand supporting text on what are the local carbon offsetting measures.
Mr Paul Leeming	Carter Jonas	Harrogate	23	Policy TH 32	Comment	Section 23 Energy and the policies within it TH32 Energy and Carbon and TH33 Energy Service Company Development (ESCO) appear to duplicate Policies TH15 and TH16. Table 23.1 is identical to Table 16.1; there is an opportunity to reduce duplication. The comments regarding TH15 and TH16 apply equally here.	Agree to some extent.	In light of the recent budget/The Plan for Growth (http://www.hm-treasury.gov.uk/ukecon_growth_index.htm) revisit relevant policies. Refresh energy and carbon sections. TH15 and TH32A removed. TH16 changed to refer to connecting to decentralised energy supply. TH32 a changed to emphasise importance of FEES.
Mr Stuart Wilson	Thetford Society	Thetford	23	Policy TH 32	Agree		Support noted.	No further action.
Mr Stuart Wilson		Thetford	23	Policy TH 32	Agree		Support noted.	No further action.
Mrs Patricia Poel		Thetford	23	Policy TH 32	Agree	Money coming from Iceland?	Noted	No further action.
N. D. Winser		Thetford	23	Policy TH 32	Agree	Be as environmentally friendly in Thetford as possible	Support noted.	No further action.

Mr Ed Chambers	Thetford Town Council	Norfolk	23	Policy TH 33	Comment	[Note changed placement of acronym in heading.] The Committee wants any ESCOs/MUSCOs to be sited within proposed settlement boundaries.	Proposed biomass power station is a separate issue that is subject to the usual planning application procedure. Expand the section giving more detail. Any proposal will need to go through planning application process and there are strict environmental standards and some constraints that govern the type and location of facilities.	Refresh section giving more detail.
Mr Paul Leeming	Carter Jonas	Harrogate	23	Policy TH 33	Comment	Section 23 Energy and the policies within it TH32 Energy and Carbon and TH33 Energy Service Company Development (ESCO) appear to duplicate Policies TH15 and TH16. Table 23.1 is identical to Table 16.1; there is an opportunity to reduce duplication. The comments regarding TH15 and TH16 apply equally here.	Agree to some extent.	In light of the recent budget/The Plan for Growth (http://www.hm-treasury.gov.uk/ukecon_growth_index.htm) revisit relevant policies. Refresh energy and carbon sections. TH15 and TH32A removed. TH16 changed to refer to connecting to decentralised energy supply. TH32 a changed to emphasise importance of FEES.
Mr Stephen Faulkner	Norfolk County Council	Norwich	23	Policy TH 33	Comment	Policy TH.33 - Welcome reference to the promotion of ESCo / MUSCO. This will fit in well with the work the County Council is currently doing to develop a business case to set up a Norfolk ESCo.	Support noted.	No further action.
Mr Stuart Wilson	Thetford Society	Thetford	23	Policy TH 33	Comment	Any such development should not compromise the countryside, wildlife or residents' amenity (ref. TH2).	Proposed biomass power station is a separate issue that is subject to the usual planning application procedure. Expand the section giving more detail. Any proposal will need to go through planning application process and there are strict environmental standards and some constraints that govern the type and location of facilities.	Refresh section giving more detail.
Mr Stuart Wilson		Thetford	23	Policy TH 33	Agree	Any such development should not compromise the countryside, wildlife or residents' amenity (ref. TH2).	Proposed biomass power station is a separate issue that is subject to the usual planning application procedure. Expand the section giving more detail. Any proposal will need to go through planning application process and there are strict environmental standards and some constraints that govern the type and location of facilities.	Refresh section giving more detail.
Mrs L Brightman		Thetford	23	Policy TH 33	Comment	If this means the proposed power station on the A134. This is in the wrong place, it will take too much productive agricultural land and will impact detrimentally on the village of Croxton, and will be very visible on the approach to Thetford. There is no existing tree screening, as there was for the other power station further along the road, which was also partially built below ground, planting a screen will take 20 years to be of any use. Also finding suitable fuel for this new station may prove difficult and may be used to burn landfill material. Could the existing power station be extended instead?		
Mrs Patricia Poel		Thetford	23	Policy TH 33	Agree	But not on Mundford Road site.		
Mrs Sarah Wilson		Thetford	23	Policy TH 33	Comment	I wouldn't want local ESCO's encouraged just anywhere. The present idea of siting a new biomass plant right next to the road, on perhaps the highest piece of ground just outside the town seems ludicrous. Where things like this would be sited is key and I don't have faith at all in Breckland's planners.	Proposed biomass power station is a separate issue that is subject to the usual planning application procedure. Expand the section giving more detail. Any proposal will need to go through planning application process and there are strict environmental standards and some constraints that govern the type and location of facilities.	Refresh section giving more detail.
N. D. Winser		Thetford	23	Policy TH 33	Agree	Be as environmentally friendly in Thetford as possible	Support noted.	No further action.
T Friend		Thetford	23	Policy TH 33	Comment	ESCO should be away from the development area unlike the proposed biomass power station - good idea, wrong location.	Proposed biomass power station is a separate issue that is subject to the usual planning application procedure. Expand the section giving more detail. Any proposal will need to go through planning application process and there are strict environmental standards and some constraints that govern the type and location of facilities.	Refresh section giving more detail.
Mr Stephen Faulkner	Norfolk County Council	Norwich	24	24.08	Comment	Page 106 paragraph 24.8- reference to Norfolk County Council should be as "SUDS Approval Body" (SAB).	Agree.	Make change as per representation.

Melinda Raker		By email	24	Policy TH 34	Comment	All new houses to have a water demand of 105 litres per day as opposed the national average of 150 litres. UK is 15 th on the world water consumption tables - just above India. This is a laudable idea but will do little to improve the image of Thetford. A public garden with imagination, sensory planting and water would, on the other hand, lift the spirits of those who live there and bring some finesse to the town centre.	Noted. Reason for policy is to address water usage.	No further action.
Mike Jones RSPB	RSPB	Norwich	24	Policy TH 34	Agree	<p>The initial HRA considers the potential impacts of the TAAP on European sites through water abstraction. The initial HRA notes that there is uncertainty over how much development can occur before additional resources are needed to ensure no adverse effects on European sites. The TAAP should be able to indicate the level of development that would be possible before an adverse effect is expected. We recommend that the wording of policy TH34 is revised to ensure that no development beyond this level can occur until it can be demonstrated that adequate capacity exists to avoid an adverse effect on European sites. A similar policy approach was taken in the Greater Norwich Development Partnership (GNDP) Joint Core Strategy (JCS), under Policy 3, Energy and Water.</p> <p>This policy as presented in the submission draft of the GNDP JCS states that <i>'the release of land for development will be dependent on there being sufficient water infrastructure to meet the additional requirements arising from the new development and to ensure that water quality is protected or improved, with no significant detriment to areas of environmental importance ... This water infrastructure will be upgraded as required and be operational in time to meet the demands of any development.'</i> The results of the Inspectors' report into the GNDP JCS has recently been released and does not appear to make any changes to the above policy wording.</p>	Agree.	Amend TH34 as per rep.
Mr DM Hall		Thetford	24	Policy TH 34	Comment	Thetford waste water plant is on the edge of town. The smell is very bad in the summer months. Before any work on the growth takes place, the new plant should be installed outside of the town as is not capable of dealing with another 5,000 homes.	There are no plans for a new plant. The plans are for the current one to be upgraded. To move a plant is approximately 25 to 30 million pounds. Environmental performance of such plants are monitored by the Environment Agency.	Pass on comments to BDC Env Health team.
Mr Ed Chambers	Thetford Town Council	Norfolk	24	Policy TH 34	Agree	Approved	Support noted.	No further action.
Mr P Dunnett		Thetford	24	Policy TH 34	Comment	An assessment of total potential water needs should surely have been made prior to publication of these proposals and set against existing local aquifer supplies as one of the criteria used to decide whether the proposed urban growth was feasible and sustainable. It would seem that no such assessment has been made. The ability to provide adequate water from local water sources is surely one of the determining factors in deciding the extent and nature of any new development. When will this be undertaken?	Water cycle studies have been completed. Please go to the LDF pages of www.breckland.gov.uk. Anglia Water Services and Environment Agency involved in steering such studies.	No further action.
Mr Paul Leeming	Carter Jonas	Harrogate	24	Policy TH 34	Comment	Again with Section 24 Water and Flood Risk we would suggest that through appropriate editing of Policy TH34 Water and Drainage there is an opportunity to remove duplication (with Policy TH6) or vice versa.	Disagree. Given the scale of development of the Urban extension it is felt that it warrants a SWMP and this policy. TH34 dealing with cross town issues. There is a slight overlap, but policies should remain separate.	No further action.

Mr Stephen Faulkner	Norfolk County Council	Norwich	24	Policy TH 34	Comment	<p>This section is clearer than previous drafts & significantly more comprehensive. There still remains no reference to surface water (pluvial) flood risk & is dependent on the catchment-based flood risk assessments undertaken thus far. Initial work on the Norfolk Preliminary Flood Risk Assessment (PFRA) indicates the potential need for a surface water management plan (SWMP) to be undertaken for the Thetford/Attleborough area & this should inform current and future flood risk vulnerabilities arising from surface water. Locally specific SUDS guidance will be developed by NCC over the forthcoming months, in conjunction with the LPAs & this will enable developers to identify & design in, at the outset, the most appropriate method of site drainage & surface water management regime.</p> <p>Early application of appropriate SUDS is an essential component of the Master-Planning stages of development. Further, under the Flood & Water Management Act 2010, development proposals will need to be informed by the Local Strategic Flood Risk Management Strategy undertaken by the lead local flood authority. Preparatory work for this is underway by NCC</p>	Comments noted. Commented on old version of the TAAP.	After further discussions with NCC Officers, section has been updated to reflect support for Breckland wide Surface Water Management Plans with other additions in the TAAP on drainage and surface water.
Mr Stuart Wilson	Thetford Society	Thetford	24	Policy TH 34	Agree	The long term viability of a fresh water supply is essential. Studies must be conducted to ensure the supply is sustainable before development commences.	Water cycle studies have been completed. Please go to the LDF pages of www.breckland.gov.uk. Anglia Water Services and Environment Agency involved in steering such studies and are consultees on the TAAP and planning applications.	No further action.
Mr Stuart Wilson		Thetford	24	Policy TH 34	Agree	Agree. The long term viability of a fresh water supply is essential. Studies must be conducted to ensure the supply is sustainable before development commences		
Mr Thomas Goucher		Croxton	24	Policy TH 34	Comment	With Thetford being in one of the driest regions of the Country and suffering periods of very low rainfall most years, how can you be sure of providing sufficient water?		
Mrs Janet Smith Gibbons		Thetford	24	Policy TH 34	Comment	A recent talk to a local group by an employee of Anglian Water expressed concerns about the ability of the supply and disposal of water in this area to cope for much longer, even with the existing population. A large increase in the population from the proposed new houses would put further strain on this already creaking network.		
Mrs Patricia Poel		Thetford	24	Policy TH 34	Agree	But how do you limit litres per person per day?	Support noted. There are many types of water saving devices that can be installed in a dwelling.	No further action.
Velda Luckhurst		Thetford	24	Policy TH 34	Comment	Wherever you put all the houses, the infra structure has got to be right from the start - no silly add ons because someone forgot to think in the first place. You will probably need a new water treatment and sewage plant on the site - another reason to move the whole build away from Thetford. The town is blessed with its water supply but the underground river system and too many bore holes could with an ever increasing population undermine it.	Water cycle studies have been completed. Please go to the LDF pages of www.breckland.gov.uk. Anglia Water Services and Environment Agency involved in steering such studies and are consultees on the TAAP and planning applications.	Improve section on Waste Water Treatment Works.
Mr Ed Chambers	Thetford Town Council	Norfolk	24	Policy TH 35	Agree	Approved	Support noted.	No further action.
Mr Paul Leeming	Carter Jonas	Harrogate	24	Policy TH 35	Agree	Policy TH35 Development in Flood Zones is appropriate for the consideration for development in the proximity to the Thet and Little Ouse Rivers, in particular proposals for the regeneration of the town centre.	Support noted.	No further action.
Mr Stuart Wilson	Thetford Society	Thetford	24	Policy TH 35	Agree		Support noted.	No further action.
Mr Stuart Wilson		Thetford	24	Policy TH 35	Agree		Support noted.	No further action.
Mrs Patricia Poel		Thetford	24	Policy TH 35	Agree	So no academy near waterside.	Noted.	No further action.
Velda Luckhurst		Thetford	24	Policy TH 35	Comment	The flood planes have already been encroached upon - no further development should even be considered anywhere near what's left of the flood plain.	Some types of development are acceptable in flood plains, but must meet various tests as per the sequential test in PPS25.	No further action.

Mr Simon Malone		Thetford	25	25.05	Comment	The WW2 pillbox at the entrance to Blakeney Farm should be protected during any development. It is part of the modern history of the area and is almost certainly a roosting place for various bat species	Such a structure is a local heritage asset and a such will be included in the existing buildings policy TH5.	No further action.
Mr Ed Chambers	Thetford Town Council	Norfolk	25	Policy TH 36	Agree	Welcomed	Support noted.	No further action.
Mr Paul Leeming	Carter Jonas	Harrogate	25	Policy TH 36	Comment	For Section 25 Archaeology we remain concerned that the TAAP does not provide a consistent context for the cultural heritage	Gallows Hill is in an area of significant change and has dual issues of biodiversity and archaeology. SMs are taken into	No further action.
Mr Stephen Faulkner	Norfolk County Council	Norwich	25	Policy TH 36	Agree	Welcome policies TH.36 and TH.37.	Support noted.	No further action.
Mr Stuart Wilson	Thetford Society	Thetford	25	Policy TH 36	Agree		Support noted.	No further action.
Mr Stuart Wilson		Thetford	25	Policy TH 36	Agree		Support noted.	No further action.
Mr Tom Gilbert-Wooldridge	English Heritage	Cambridge	25	Policy TH 36	Agree	We support Policy TH36 and its approach in defining an area of principal archaeological interest. The Thetford Historic Environment Survey is a key piece of evidence and helps to provide clarity on the areas of archaeological interest within the town. The policy sets out clear criteria on how archaeology should be dealt with in the main area and ensures that sites of the highest archaeological interest, including scheduled monuments, will be preserved. We also support the boundary of the main area as shown in Map 25.1, which includes all of the town centre scheduled monuments, most of the town centre areas of national archaeological significance (as shown in the Thetford Historic Environment Survey) and much of the conservation area.	Support noted.	No further action.
Mrs Patricia Poel		Thetford	25	Policy TH 36	Comment	Recorded and published.	Supporting text refers to this.	No further action.
Mr Ed Chambers	Thetford Town Council	Norfolk	25	Policy TH 37	Agree	Welcomed	Support noted.	No further action.
Mr Paul Leeming	Carter Jonas	Harrogate	25	Policy TH 37	Comment	For Section 25 Archaeology we remain concerned that the TAAP does not provide a consistent context for the cultural heritage resource of Thetford. At the one extreme there is a specific policy for the Gallows Hill a Schedule Monument but limited regard for other such designated sites within the town. There is reference to the central historical area Policy TH36 Area of Main Archaeological Interest and general reference within Policy TH37 Investigation Required in Other Locations of Archaeological Interest. However, there appears limited reference to either the Town Centre Conservation Area or the Listed buildings within it and elsewhere in the town	It is worth noting that the heritage assets in the town are being investigated/improved in a variety of ways, not just through the TAAP: <ul style="list-style-type: none"> • Gallows Hill is in an area of significant change and has dual issues of biodiversity and archaeology and as such has its own policy. • The Existing Buildings in the Urban Extension are to be retained as undesignated heritage assets of local historic interest. • There is a policy approach to bringing the Listed Buildings at the Railway Station into re-use. • SMs are taken into consideration in the TAAP as a constraint/something to take account of in some areas (e.g. Bury Rd/Brandon Rd junction and approach to the Bridge street car park site). • TH36 and 37 reflects specific evidence provided by NCC Environmental Services. • Some listed buildings are being looked at through other channels, for example the Cosy Carpets Building will be improved through the Bus Interchange work and work has been completed to structurally secure St Mary the Less. Moving Thetford Forward has allocated funding for a grant scheme for buildings in the town centre. • Various policies have heritage assets and settings and SMs mentioned in the text, e.g. when planting trees. 	No further action.
Mr Stephen Faulkner	Norfolk County Council	Norwich	25	Policy TH 37	Agree	Welcome policies TH.36 and TH.37.	Support noted.	No further action.
Mr Stuart Wilson	Thetford Society	Thetford	25	Policy TH 37	Agree		Support noted.	No further action.
Mr Stuart Wilson		Thetford	25	Policy TH 37	Agree		Support noted.	No further action.

Mr Tom Gilbert-Wooldridge	English Heritage	Cambridge	25	Policy TH 37	Agree	We support Policy TH37, which aims to safeguard important archaeology in the remainder of the TAAP boundary (including the urban extension site). There appears to be a typographical error in the policy wording, which refers to "the requirements of Policy TH37", when it should read "Policy TH36". The same error appears to occur in Paragraph 25.5.	Noted.	Amend policy as per rep.
Mrs Patricia Poel		Thetford	25	Policy TH 37	Comment	Recorded and published.	Supporting text refers to this.	No further action.
Mr Ed Chambers	Thetford Town Council	Norfolk	26	Policy TH 38	Agree	Welcomed	Support noted.	No further action.
Mr Paul Leeming	Carter Jonas	Harrogate	26	Policy TH 38	Comment	We would suggest that Section 26 along with the associated Policy TH38 Sustainable Construction Standards for Non-Residential Development could be merged with Policy TH32 and TH16 around sustainable construction techniques and standards. Presumably the standards are applicable within the SUE.	Disagree. BREEAM standards are about more than just energy and carbon. Policies that are TAAP wide equally apply to the Urban Extension.	No further action.
Mr Stuart Wilson	Thetford Society	Thetford	26	Policy TH 38	Agree		Support noted.	No further action.
Mr Stuart Wilson		Thetford	26	Policy TH 38	Agree		Support noted.	No further action.
Mrs Patricia Poel		Thetford	26	Policy TH 38	Agree		Support noted.	No further action.
Mr Anthony Poulter	Kilverstone Parish Council	Thetford	28	Policy TH 39	Comment	existing residential areas, particularly as a lot of existing provision is very dated.	Breckland Council are the Local Planning Authority. The policy seeks to guide the subsequent detailed plans.	No further action.
Mr Ed Chambers	Thetford Town Council	Norfolk	28	Policy TH 39	Agree	Approved, especially point (c)	Support noted.	No further action.
Mr Paul Leeming	Carter Jonas	Harrogate	28	Policy TH 39	Comment	There appears to be a general lack of detail regarding the nature of the proposals for the existing residential areas and presume that this may be addressed by the next iteration of the document. Further we would suggest that the proposals to remodel the existing residential areas should also consider the future role of some of the ancillary uses for example the smaller/local centres and shopping parades where these may contribute to, for example, reducing the need to travel.	The policy seeks to guide the subsequent detailed plans. Agree with other comment.	Refresh policy as per rep.
Mr Stuart Wilson	Thetford Society	Thetford	28	Policy TH 39	Comment	Infilling is a contentious issue. Planning permission was granted for a certain density of development which, hopefully, provides a pleasant living environment - this should not be compromised. Development of gardens and open space amenity land within residential developments should be avoided. We would encourage more and varied play equipment but question maintenance responsibilities in years to come.	Comment noted. There is a scale of interventions from minor aesthetics to schemes involving 10's of dwellings. The capacity for further development within the built up area of Thetford is relatively limited however the Council needs to be mindful that small to medium scale sites do come forward from time to time. Additionally, Flagship Housing have embarked on a programme of investment in the existing estates and this has resulted in a number of schemes ranging from sites of 3 houses on former garage sites through to more comprehensive redevelopments of 60+ homes. The Policy does not seek to give specific detail of schemes, rather guide such schemes in recognition that further development is likely. Core Strategy DC1 on Amenity and DC16 on design would be of relevance to future plans.	Pass on comments to Housing team.
Mr Stuart Wilson		Thetford	28	Policy TH 39	Comment	Infilling is a contentious issue. Planning permission was granted for a certain density of development which, hopefully, provides a pleasant living environment - this should not be compromised. Development of gardens and open space amenity land within residential developments should be avoided. I would hope that more and varied play equipment be provided but question maintenance responsibilities in years to come.	Comment noted. There is a scale of interventions from minor aesthetics to schemes involving 10's of dwellings. The capacity for further development within the built up area of Thetford is relatively limited however the Council needs to be mindful that small to medium scale sites do come forward from time to time. Additionally, Flagship Housing have embarked on a programme of investment in the existing estates and this has resulted in a number of schemes ranging from sites of 3 houses on former garage sites through to more comprehensive redevelopments of 60+ homes. The Policy does not seek to give specific detail of schemes, rather guide such schemes in recognition that further development is likely. Core Strategy DC1 on Amenity and DC16 on design would be of relevance to future plans.	Pass on comments to Housing team.
Mr Tim Lovejoy		By email	28	Policy TH 39	Comment	TH39 talks about a net increase in play equipment as we have done a lot of work on this already in the Barnham Action Group, how do we access the funds for such developments?	No funds identified at present.	Commitments paper issue.

Mr. neil blackshaw	Thetford healthy town programme	Thetford	28	Policy TH 39	Disagree	<p>a new criterion is required to the effect that: Redevelopment proposals will be expected to make provision for children's play space that will meet or make significant progress towards the standard set out in DC 11 and make arrangements for the sustainable management of the space. REASONS The deficit in children's play space is stated to be in the region of 18 ha. There is no reason to believe that this will be exacerbated in the SUE so long as the DC policy is consistently applied. However the means of remedying this deficit in the rest of the town are simply too weak. Physical activity and active play are absolutely essential to children's physical and mental health and to reversing the unsustainable increasing trend in obesity. This amendment seeks to ensure that where new investment is made in the existing built fabric specific steps are taken towards eliminating the deficit. Without it there is a risk that the gap will remain. Recent strategies for the housing estates demonstrate that this is a real danger.</p>	<p>TH39 currently goes further than the Core Strategy. History of attempting to address the short fall as part of the Core Strategy but this approach received objections. DC11 and TH39 go as far as we practicably can.</p>	<p>No further action.</p>
Mr. neil blackshaw	Thetford healthy town programme	Thetford	28	Policy TH 39	Disagree	<p>A new criterion is required to the effect that: Proposals for the refurbishment or redevelopment of existing housing areas will be expected to demonstrate that community preferences have been taken into account, provide evidence of the nature and extent of deprivation and to show that opportunities have been taken to maximize access to community services, employment, active travel. REASONS The growth of Thetford in the 60s led to the creation of large areas of homogeneous housing which is now in large part in poor condition.</p> <p>The most concentrated areas of deprivation are closely associated with these estates and this in turn gives rise to poor health conditions and unacceptable disparities in health. It is highly desirable that a holistic approach is taken to the refurbishment or redevelopment of the estates and that every opportunity is taken to address the wider determinants of health - jobs, education, physical activity for instance as well as the physical condition of houses and appearance of the environment. All such proposals should be based on inclusive community engagement.</p>	<p>TAAP promotes a walking and cycling network. The TAAP emphasises modal shift. Planning applications have to meet the requirements of the Council's Statement of Community Involvement.</p>	<p>Consider adding element about modal shift to policy.</p>
Mrs B Mudd		Thetford	28	Policy TH 39	Comment	<p>been here. If either rebuilt or updates and let or sold could reduce the number of new ones suggested which seems a common complaint generally.</p>	<p>BDC have an empty homes officer. There are Government policies on such issues.</p>	<p>No further action.</p>
Mrs E McGuire		Thetford	28	Policy TH 39	Comment	<p>Nothing in plan for improvement to Barnham Cross Estate, needs more than the Sweyn Close development.</p>	<p>This particular policy is about the existing estates. Residents have been involved regarding the production of strategic plans for the estates. Sweyn Close is part of the improvements. Other improvements that are ongoing include addressing open space and car parking as well as redundant garage courts.</p>	<p>No further action.</p>
Mrs Janet Smith Gibbons		Thetford	28	Policy TH 39	Comment	<p>I agree with the proposal that infill and redevelopment should contribute to a positive and vibrant area. It is also important that they are sympathetic to the existing area.</p>	<p>Agree.</p>	<p>Amend policy as per rep.</p>
Mrs K Turner		Thetford	28	Policy TH 39	Comment	<p>So how come everything is for up on the other side of town how come we never get anything in the middle or up in Barnham Cross, pine close shops need to be pulled down and started again, you have a whole bit still boarded up waiting for development it looks like a shanty town coming through Fulmerstone Road.</p>	<p>The Council are keen to ensure that the TAAP addresses the whole town. This particular policy is about the existing estates around the town. Residents have been involved regarding the production of strategic plans for the estates. Sweyn Close work is ongoing and the plans have planning permission.</p>	<p>Pass on comments to housing team.</p>

						I live on the Redcastle Estate and to walk into town I go under the Brandon Road underpass using the pedestrian/cycling route. This underpass and its approaches are such a mess. I feel embarrassed to walk there with anyone visiting me and my town for the first time. The weeds are rife and even if sprayed are never removed, it is not swept enough, it is usually covered in graffiti and the bin at the top is often vandalised. I would like to live in an area I can be proud of and proud to show off to my visitors too. Thetford has the potential to be a great place to live. Please look after it - put more policing in this area to ensure it stays that way. Please put posts in place around Brandon Road Green so us local people can enjoy walking on it and stop the gypsies living on it.		Passed on comments to the town council and BDC's environmental services team and NCC. Graffiti is on murals - removing graffiti would damage murals. Recently nothing offensive so decided to leave graffiti.
Mrs L Holmes		Thetford	28	Policy TH 39	Comment		Comments noted.	
Mrs Patricia Poel		Thetford	28	Policy TH 39	Comment	A mix of housing needed. No terraces to save space.	Comments noted.	Pass on comments to housing team.
Mrs Sarah Wilson		Thetford	28	Policy TH 39	Comment	: I would not want to see 'infill' on any existing housing estate, which involves cramming as many houses as possible into one area. The last thing we want is more concentrated housing. Schemes of 'mixed housing' sound good - until people change their minds at the last minute - as seems to have happened at Sweyn Close. What guarantees are there that plans for mixed housing don't get switched to social housing by Breckland councillors at the last minute again?	Comments noted.	Pass on comments to housing team.
T C Grove		Thetford	28	Policy TH 39	Comment	It is essential that the amenities of existing residents be fully protected, everywhere in Thetford. The existing area of Croxton Road should NOT be designated for redevelopment. The Ladies' Estate was built with 559 dwellings. The buyers accepted the terraces and garage blocks and parking areas in exchange for the degree of openness not enjoyed elsewhere in the town. They paid for amenity spaces to be maintained in perpetuity. The Estate contributed to providing housing in the town where then school site was sold as building plots. A valuable lung was surrendered. Any proposals to fill in the smaller spaces that are an essential part of the design of the estate would crab and cramp the area, some would say like the former school site. It would be criminally negligent to even contemplate crowding out the Ladies' Estate. This would drag it down to levels endured elsewhere in the town rather than bringing those areas up to standards that are admired. Hopefully the implementation of the plan will improve Thetford for everyone but absolutely not at the cost of the existing open areas and children's play equipment.	Comment noted. There is a scale of interventions from minor aesthetics to schemes involving 10's of dwellings. The capacity for further development within the built up area of Thetford is relatively limited however the Council needs to be mindful that small to medium scale sites do come forward from time to time. Additionally, Flagship Housing have embarked on a programme of investment in the existing estates and this has resulted in a number of schemes ranging from sites of 3 houses on former garage sites through to more comprehensive redevelopments of 60+ homes. The Policy does not seek to give specific detail of schemes, rather guide such schemes in recognition that further development is likely. Core Strategy DC1 on Amenity and DC16 on design would be of relevance to future plans.	Pass on comments to Housing team.
Mr Paul Leeming	Carter Jonas	Harrogate	28	Policy TH 40	Comment	For employment areas we would suggest that a range of ancillary uses may be appropriate where these improve the function of the employment uses - for example A3 uses for snack bars and cafes.	Agree	Amend policy as per rep.
Linda Payne		Thetford	29	Policy TH 40	Comment	what on earth does this mean? I am not unintelligent but have no idea what this is about and I doubt many people will. Can't you use simple English or is this a smokescreen for something?	Comment noted.	Refresh policy taking into account this comment.
Mr Ed Chambers	Thetford Town Council	THETFORD	29	Policy TH 40	Agree	Approved	Support noted.	No further action.
Mr P Dunnett		Thetford	29	Policy TH 40	Comment	" The Council will investigate.....existing employment areas over time". This paragraph is totally meaningless to everyone (except possibly planners) having been written using jargon that members of the ordinary public do not understand. If comment was expected it should either have been written in plain understandable English or an explanation of it's meaning should have been provided!	Comment noted.	Refresh policy taking into account this comment.
Mr Stuart Wilson	Thetford Society	Thetford	29	Policy TH 40	Agree	Agree (ref. TH13)	Support noted.	No further action.
Mr Stuart Wilson		Thetford	29	Policy TH 40	Agree		Support noted.	No further action.

Mr. g Brighton		Thetford	29	Policy TH 40	Comment	What are the proposals? How much will the investigation cost? What is the timeframe?	Policy provides a hook/framework to allow this piece of work to happen and have some policy weighting. No detail has been worked up yet. Policy provides a positive context for this work to be undertaken.	Further discussion with BDC on this issue. No further action for the TAAP. Raise at meeting with Steve Udberg.
Mr. neil blackshaw	Thetford healthy town programme	Thetford	29	Policy TH 40	Disagree	A new criterion is required to the effect that: Proposals for the major refurbishment or redevelopment of existing employment sites will be expected to include measures to facilitate waste reduction and energy efficiency through the provision of facilities and where appropriate business support measures. REASONS. More rapid progress is required towards reducing CO2 and resource use in order to address climate change and to facilitate sustainable development. Climate change is a serious and growing threat to health and well being. Whilst much is being done through regulation more can be done by ensuring that the infrastructure and support is in place to enable SMEs to be proactive in reducing waste and minimising energy use. This has the double effect of increasing profitability. This amendment seeks to ensure that all opportunities are taken to encourage and make it easy for firms to follow sound waste management procedures and practice.	Agree. Such work is being completed by REV ACTIVE.	Add criterion to para 29.3. Reference REVACTIVE.
Mrs Julie Malcolm		Thetford	29	Policy TH 40	Agree	I feel we need more employment opportunities in Thetford. My husband does not currently work in Thetford and it would be great if he could find employment in town then he would not have to commute as far as he currently does to go to work.	Support noted.	No further action.
Mrs Patricia Poel		Thetford	29	Policy TH 40	Agree	Important first sentence. Second sentence gobbledegook.	Comment noted.	Refresh policy taking into account this comment.
Chisman Gary	Highways Agency	Bedford	30	30.01	Comment	It should be noted that the Highways Agency would not generally use its powers of compulsory purchase for the provision of highway works the primary purpose for which is to facilitate new development.	Comments noted	No change
Mr Anthony Poulter	Brettenham and Kilverstone Parish Council	Thetford	30	30.01	Comment	It is certainly true the TAAP must be supported by sound delivery mechanisms and measures to ensure a successful outcome. It needs to be clear therefore who is to take on this role MTF or BDC.	Paragraph 30.4 sets out the delivery partners and agencies. Moving Thetford Forward is primarily responsible for delivering and administering Growth Point funding. It is envisaged that over the period of the Area Action Plan, MTF will evolve as a delivery body as and when Growth Point funding runs out. The Monitoring and Implementation Framework assigns delivery responsibility and Breckland Council is appropriately included in this Framework. It is recognised that as we go forward the Monitoring and Implementation Framework needs to be updated and refined to provide clarity on who is responsible for delivery.	Update and refine Monitoring and Implementation Framework to add further detail on delivery and clarity on responsible delivery agencies.
Mr Ed Chambers	Thetford Town Council	THETFORD	30	30.01	Comment	The planning authority should make a strong commitment to resourcing the necessary delivery vehicle to achieve a 'Larger Thetford'.	Paragraph 30.4 sets out the delivery partners and agencies. Moving Thetford Forward is primarily responsible for delivering and administering Growth Point funding. It is envisaged that over the period of the Area Action Plan, MTF will evolve as a delivery body as and when Growth Point funding runs out. The Monitoring and Implementation Framework assigns delivery responsibility and Breckland Council is appropriately included in this Framework. It is recognised that as we go forward the Monitoring and Implementation Framework needs to be updated and refined to provide clarity on who is responsible for delivery	Update and refine Monitoring and Implementation Framework to add further detail on delivery and clarity on responsible delivery agencies. Pass on comment to BDC and MTF. Also addressed in the Commitments Paper.
						We are currently witness to swingeing cuts in Government / national / County Council spending; a weak economy; a reluctance by developers / business to invest in large projects such as the new Thetford development area; a decline in peoples spending power (set to worsen during 2011) and a Chancellor of the Exchequer who clearly says 'things won't get a lot better for the next 4 years'. And yet Phase 1 of the TAAP is planned to start in barely two years time so	Despite contracting public finances, Local Authorities and public agencies maintain statutory responsibilities to deliver and support new development in the wider public interest of providing jobs and homes. There remain sources of external funding from both European and national funding sources including the Growth Point funding awarded to Thetford. Critically, the majority of infrastructure delivery and investment will come from developers either directly as a result of conditions on the planning permission or indirectly in form of financial contributions. National policy allows for a levy to be raised on new development to contribute towards infrastructure cost.	

Mr P Dunnett		Thetford	30	30.01	Comment	the big question is - where's all the money coming from? Providing the necessary infrastructure and promised facilities will not come cheap! The development phase dates would appear to be totally unrealistic and at a guess, unachievable as things stand. It should therefore come as no surprise that residents of Thetford are highly sceptical about the plans as presented and whether facilities etc. really will be provided. All too often over the past three decades have we seen plans for improvements that never materialised. Perhaps you could write and let me know how the necessary capital building costs have / will be found to allow the start of Phase 1 in 2013?	I he levy is effectively funded from the uplift in land and property values and developers are aware of this levy requirement and factoring it into their development appraisals. The infrastructure costs for Thetford are provided within the Breckland Infrastructure Study (2009) with elements updated through specific studies such as the A11 Energy Study (2010); Breckland Water Cycle Study (2010); Thetford Transport Study (2010) and the Breckland Integrated Delivery Document (2011). All of these documents are available to view on-line as part of the supporting evidence base for the TAAP.	No change
Mr Paul Leeming	Carter Jonas	Harrogate	30	30.01	Agree	Breckland Council's / MTF's prospectus approach to considering new funding sources and the availability/consideration of alternative mechanisms is welcomed.	Comments noted	No change
Steve Greener	Homes and Communities Agency	By email	30	30.01	Comment	Section 30 Delivery, p 121 Paragraph 30.1 refers to the Breckland Integrated Delivery Document. This section should set out further background to the document and in particular how it was put together, who the partners are - HCA, Norfolk County Council, EEDA/NHS, EA, etc, make reference to the Thetford Spatial package and refer to the status of the document, e.g. its now approved by both Breckland Cabinet and the HCA.	Agreed. Further text should be added to clarify the origins and status of the Breckland Integrated Delivery Document	Amend Paragraph 30.1 by adding the following text at the end of the paragraph. "The BIDD was prepared through a coordinated approach with the HCA and EEDA and received inputs from key delivery agencies such as, inter alia, Norfolk County Council, the Environment Agency and NHS. The document, which includes a specific spatial package for Thetford, has been approved by Breckland Council and signed off by the HCA."
Chisman Gary	Highways Agency	Bedford	30	30.02	Comment	Consideration of the range of different funding mechanisms is considered appropriate at this stage. The Highways Agency would like to be consulted on proposals for funding as they emerge and prior to adoption.	Comments noted.	Circulate draft Infrastructure Delivery Programme to the Highways Agency.
P Dunnett	19 Admirals Way	Thetford	30	30.02	Comment	5) Just where is the financial investment necessary to achieve all the stated aims going to come from? There has been a deafening silence regarding this matter. It doesn't matter how wonderful the plans are, if the necessary finance is not forthcoming they don't happen. What investigation has so far been made into potential sources of necessary funding? Government sources currently look a non starter for at least the next four years. County Council and District Council finances and spending are being dramatically reduced and developers are ultra cautious of making massive speculative investment. That only seems to leave possible EEC sources, a matter upon which I'm not qualified or knowledgeable enough to comment. The people of Thetford have been told nothing about this essential matter and understandably have their doubts as to whether these plans will fully materialise, or when they might start	Funding could come from Tax Increment Financing, New Homes Bonus, Community Infrastructure Levy, Developer contributions, regional growth fund which are being finalised at Government level. Development itself will be privately funded and make significant contribution to wider infrastructure in Thetford.	Improve section on the changes to the planning system. Improve delivery section.
Ray Ward	30 Mill Lane	Thetford	30	30.02	Comment	As I see it at the moment, it is very much like the Cloverfield development where schools and much more was promised but in the end it resulted in a succession of developers being allowed to crowd in as many houses as possible with a complete disregard for the environment as was seen with the demolition of a wooded area and the encroachment onto Green Lane. Let's hope lessons have been learnt from this.	TAAP seeks to protect Joe Blunt's Lane and locally distinct features of the landscape. Requirements for infrastructure would be met using legal conditions.	Refresh delivery section. Passed onto Breckland Council to add to PPA agenda.

P Dunnett	19 Admirals Way	Thetford	30	30.02	Comment	Speaking with some of those who did venture into the Methodist Church it was clear that many left feeling little wiser but certainly more sceptical, as to just how much development would actually be started or achieved or how it might benefit the town as a whole and existing residents. We can see developers being allowed to build and sell lots of new houses. BUT will the promised infrastructure and facilities e.g.. GP practises and dentists, shops or play areas and sports facilities actually be provided, in full, in time and in sufficient quantity and quality? Many residents have serious doubts and rightly fear more houses, more people and insufficient infrastructure. Why you may well ask, are people so sceptical?	Requirements for infrastructure would be met using legal conditions and are highlighted in the TAAP.	Refresh delivery section. Passed onto Breckland Council to add to PPA agenda.
P Dunnett	19 Admirals Way	Thetford	30	30.02	Comment	7) Longer term residents of Thetford well remember the last major redevelopment of the town back in the late 1960s and into the 1970's when the heart of the town was ripped apart, much of its heritage torn down in the name of 'progress' to be replaced by blank grey concrete edifices. They too were promised much improved facilities and a green and open environment a place where people would enjoy living but the reality was far removed. Their memories run deep!	Requirements for infrastructure would be met using legal conditions and are highlighted in the TAAP.	Refresh delivery section. Passed onto Breckland Council to add to PPA agenda.
P Dunnett	19 Admirals Way	Thetford	30	30.02	Comment	6) Wonderful as the TAAP plan may be, it is viewed by many I've spoken with as " somewhat idealistic" and "a planners dream". Talk of River Valley Projects, Greening Thetford, provision of open spaces, amazing cycle routes, a new railway station etc. are very nice but what's the likelihood of them ever becoming a reality? After all these years we still haven't even got adequate facilities and provision for existing town residents.	Requirements for infrastructure would be met using legal conditions and are highlighted in the TAAP.	Refresh delivery section. Passed onto Breckland Council to add to PPA agenda.
Mr Paul Leeming	Carter Jonas	Harrogate	30	30.04	Comment	Within Section 30 Delivery we would consider it appropriate to make reference to the Landowners being key to the delivery of development and that the use of a PPA has been agreed.	Agreed.	Amend document to include new paragraph on the PPA and the infrastructure work ongoing as part of that process.
Mike Jones	RSPB		30	30.08	Comment	Recommendations from the Core Strategy HRA. The Core Strategy HRA recommends that Breckland Council should seek developer contributions to manage and produce an urban heaths management plan for the urban heaths in and near to Thetford (e.g. Thetford Heath, Thetford Golf Club and Marsh, and East Wretham and Brettenham) as well as a specific management plan for Barnham Cross Common. There should also be monitoring of disturbance on Breckland SPA species. Whilst the TAAP initial HRA makes reference to these recommendations, we would expect to see more details provided in the submission draft on how it will address these recommendations from the Core Strategy HRA. Information on developer contributions, an urban heath management plan and disturbance monitoring will also at least partially meet the recommendations made in the initial HRA for the final draft TAAP.	Breckland Council recognises that evidence indicates that development and increased population will have an effect on existing habitats with public access, notably heathland areas which can be attractive for dog-walking, recreation and use as local green space for play. The issue is one of managing public access and deflecting pressure on these valuable resources. This will require a review of how such sites are managed as well as requiring development to provide and contribute to local green space areas which can reduce pressure by providing attractive alternative areas for dog walking and play/recreation. To address this issue it is recommended that a specific policy on biodiversity is introduced into the TAAP to encourage a review of management plans and to set out the parameters of developer contributions (through either S106 or successive CIL documents) towards monitoring and mitigation measures. In respect of the Urban Extension, the issue will be considered as part of the PPA process where developer contributions to a variety of requirements are being looked at in more detail. Biodiversity and monitoring/managing urban effects on European Habitats is part of the application discussions.	Include new policy on biodiversity to address site management issues and wider contributions to deal with urban effects. Also to be examined as part of the PPA process for the Urban Extension application.

Mr Neil Stott	Keystone Development Trust	Thetford	30	30.08	Comment	<p>While we are encouraged by the apparent intent set out in the (TAAP), we have concerns that the above principles could be lost as individual projects and pieces of development are taken forwards. With the inevitable pressure from developers to minimise their contributions through S106 or a CIL, we see a risk that the total money raised being lower than anticipated, and that the community infrastructure projects will be relegated to 'nice-to-haves' in favour of grander scale infrastructure projects such as A11 junction improvements. The following is an excerpt from our publication Learning From The Past? Building community in new towns, growth areas and new communities. (Keystone Development Trust, Thetford, 2009) Developing appropriate community infrastructure is perceived as an essential ingredient in achieving vibrant, cohesive and sustainable communities. Community infrastructure combines people, places and property. Place and property provide the physical opportunities/limitations to community activity, people (community champions, activists, dedicated staff) provide the initiative, leadership</p>	<p>Breckland Council has recently completed an Infrastructure project prioritisation process through a document known as the Breckland Integrated Delivery Document (BIDD). This process meets the requirements of the HCA and EEDA and identifies those projects critical to the successful and sustainable delivery of the growth and regeneration agenda. A specific package of projects was assessed for Thetford as part of this process. The BIDD was referential to the existing Breckland Infrastructure Study (2009) which identified infrastructure as being critical, essential or desirable. There has to be a realism that development is unlikely to fund everything and this will require two steps to be taken (as already identified in the TAAP at paragraph 30.9). Firstly, it requires agreement/understanding of what is critical and essential infrastructure in a Thetford context and negotiating these with developers. .</p> <p>The key infrastructure necessary to make the development happen (transport, water, energy) is non-negotiable but there will be many policy requirements of the Council and local priorities that will need to be negotiated. The second step is to identify those mechanism which will deliver desirable and additional infrastructure. The TAAP identifies Tax Incremental Financing and Local Asset Backed Vehicles as two examples from the Government's Local Growth White Paper (2010) which could be used by the public sector to bridge infrastructure funding gaps. It would be inappropriate for the TAAP to provide detail on which mechanisms and how they will be implemented but it can provide the outline of alternative funding sources to developer contributions</p>	No change
Mr Neil Stott	Keystone Development Trust	Thetford	30	30.08	Comment	<p>Place has an important impact on community infrastructure as it physically provides/ constrains community activity through available space to develop community building etc. The socio-economics of place also influences the availability of time & resources, emergence of community champions & the levels of inter community cooperation or conflict. Although community activity can exist without community 'property', there is a symbiotic relationship between the amount of dedicated community space & the ability of communities to develop & deliver appropriate services. We believe that this document, plus the recent Joseph Rowntree Foundation Briefing Paper have useful contributions to make to the future of Thetford with regard to the key points mentioned.</p> <p>The motivation and empowerment of local people to engage & develop community infrastructure is integral to any successful place. This can be enhanced/ constrained by the above & the actions of public, private & third sector organisations. Supportive frameworks include access to expertise such as community development staff, access to resources for example in kind or grant & a participatory approach to civic governance.</p>	<p>Comments noted. It is likely that further reforms to the Planning System as a consequence of the Localism Act will result in greater empowerment of local people. This could be through the Community Infrastructure Levy and possible proportions of the Levy going to Neighbourhood funds or through future Neighbourhood Plans or Development Orders to deliver specific parts of the TAAP.</p>	No change

Mr Stephen Faulkner	Norfolk County Council	Norwich	30	30.08	Comment	NCC comments made in Nov2010 suggested the need for a specific planning obligations and/or Community Infrastructure Levy (CIL) policy to be included in the TAAP. While the latest version of the TAAP does not include such a policy, it is recognised that the "Delivery" section of the Plan refers, not only to the Integrated Delivery Programme (IDP) and Local Investment Plan (LIP), but also to developer funding as a means of bringing forward necessary infrastructure. This section specifically refers to the potential use of both planning obligations and CIL, which is welcomed. There are, however, some detailed amendments needed to this section on Delivery, particularly in relation to paragraph 30.8 and reference to CIL. This paragraph should be amended in light of the Government's commitment to continue with CIL (i.e. delete reference to successor tariff arrangements). Notwithstanding the above comments it is felt that an over-arching Policy on Infrastructure Provision delivery through developer-funding would give the TAAP more weight in terms of any future CIL Charging Schedule, or negotiation on any sub	Core Policies 4 and 5 of the adopted Core Strategy set out the policy framework for delivering strategic infrastructure and developer obligations. As the Core Strategy applies to Thetford it seems unnecessary to repeat adopted policy in another DPD. However, Breckland Council is keen to work with the County Council on the Infrastructure Delivery Programme for the TAAP and ensuring that the best potential for CIL is reflected in the document.	Amend paragraph 30.8 to remove reference to successor tariffs.
Mr Neil Stott	Keystone Development Trust	Thetford	30	30.09	Comment	There is reference in paragraph 30.9 (p115) to creation of Local Asset Backed Vehicle when Keystone is already in place as just that form of organisation which was established by key partners, Breckland and Norfolk County Councils, and has demonstrated its capacity to deliver projects from earned income built on strategic investment and revenue from core assets.	A Local Asset Backed Vehicle in the context of paragraph 30.9 of the TAAP is envisaged as public-private partnership between local authorities and an investment/construction company who will match publicly owned assets with private equity to bring forward key development and regeneration opportunities. Profits from the Vehicle would be divided 50/50 between the public sector and the private sector with public sector profit then capable of being reinvested.	No change
Chisman Gary	Highways Agency	Bedford	30	30.15	Comment	It is noted that the Infrastructure Delivery Programme document is awaited. The Highways Agency should be fully engaged in this process to ensure the document meets with the Highways Agency's requirements.	Comments noted. A draft of the Infrastructure Delivery Programme will be circulated in advance of the next iteration of the TAAP and this process will include the Highways Agency	Circulate draft Infrastructure Delivery Programme to the Highways Agency.
Chisman Gary	Highways Agency	Bedford	30	30.16	Comment	The HA should be consulted on the scheme costs to ensure that these are DfT WebTAG compliant and meet all of the HA's requirements including optimism bias & future maintenance costs. The costs outlined in the TAAP for transport schemes seem quite low. Clarification is required about whether the approximate third of £64.3million (circa £21 million), as per paragraphs 30.16 & 30.17, is expected to cover all the A11 junction improvements & sustainable transport measures. The Breckland Infrastructure Study, EDAW 2009, identified a series of transport improvements totalling £22.6 million. This included £1 million for 'A11 access improvements from Croxton Road' & £4.1 million for 'A11Norwich Road & A11Munford Road widening & signalisation' (Table 15.1 p.117). The study acknowledges the uncertainties with deriving accurate costs at an early stage. The HA considers these costs to be low. The HA suggests that consideration be given to removing monetary sums from paragraphs 30.16-30.18 until, with regard to transport schemes, further work is carried out & more accurate costs have been derived i	Comments noted. Revisions to costs will be addressed as part of finalising the Infrastructure Delivery Programme to which the Highways Agency will be a consultee. This will ensure estimated transport costs are as realistic as possible at the time of Plan submission. Breckland Council recognises that base transport costs have been explored and refined as part of the Thetford Transport Study (2010). The TAAP will include a suitable caveat about these being indicative costs.	Circulate draft Infrastructure Delivery Programme to the Highways Agency. And add caveat about the costs being indicative.
Ian Poole	St Edmundsbury Borough Council	Bury St Edmunds	30	Delivery	Comment	St Edmundsbury Borough Council is concerned that the wider impact on infrastructure resulting from the planned growth of Thetford is not being addressed by Draft AAP. The AAP should be amended to enable developer contributions to be spent on projects wherever there is a demonstrated adverse impact on existing infrastructure that is directly attributable to the growth in the Area Action Plan, whether or not it is in the area covered by the Plan.	The council has infrastructure study evidence that has considered impacts on higher order infrastructure no available in Thetford. The principle of growth and its wider impact on transport, education, health and water was fully examined as part of the Regional Spatial Strategy. Where cross-boundary impacts are understood (e.e. recreational impacts on the SPA) the council identified that mitigation will be required and that CIL provides a robust mechanism too collect appropriate contributions.	Late representation. Comments noted.
Mr Neil Stott	Keystone Development Trust	Thetford	30	Table 30.1	Comment	As a result we are disappointed that Keystone is not included in the list of delivery partners (p114). While we accept that the list is not exhaustive, we believe we can contribute a considerable amount to the aspirations of this action plan.	Comments noted	Add 'Keystone' to list of delivery partners and agencies.

Chisman Gary	Highways Agency	Bedford	30	Table 30.2	Comment	Table 30.2 assumes A11 Junction improvements will be privately funded, which is acceptable.	Comments noted	No change.
Mr Tom Gilbert-Wooldridge	English Heritage	Cambridge	31	31.1	Comment	Policy HE3.1 of Planning Policy Statement 5 states that local development frameworks should set out a positive and proactive strategy for the conservation and enjoyment of the historic environment within their area. Although the TAAP sets out a number of policies relating to the historic environment and its preservation and enhancement, there is less evidence of a historic environment strategy and how it might be implemented. A strategy could include the commitment to undertake and make use of a Conservation Area Appraisal and Management Plan, and consider the introduction of Article 4 Directions to limit permitted development rights within the conservation area and avoid harmful incremental changes.	As there is no grant identified, BDC would be unable to demonstrate delivery to an Inspector. It is worth noting that the heritage assets in the town are being investigated/improved in a variety of ways, not just through the TAAP: • Gallows Hill is in an area of significant change and has dual issues of biodiversity and archaeology and as such has its own policy. • The Existing Buildings in the Urban Extension are to be retained as undesignated heritage assets of local historic interest. • The town centre masterplan would have to take into account the conservation area and EH and the Historic Buildings Officer are likely to be involved in its production. • There is a policy approach to bringing the Listed Buildings at the Railway Station into re-use. • SMs are taken into consideration in the TAAP as a constraint/something to take account of in some areas (e.g. Bury Rd/Brandon Rd junction and approach to the Bridge street car park site).	
Mr Tom Gilbert-Wooldridge	English Heritage	Cambridge	31	31.1	Comment	A review of the conservation area boundary, first designated in 1973, could also be undertaken. Addressing heritage assets on English Heritage's Heritage at Risk and Norfolk County Council's Building at Risk registers could form part of a historic environment strategy, with the investigation of potential grant schemes and public realm improvements (the Historic Environment Assessment would be useful here). Finally, the strategy could seek the identification and, where appropriate, designation of buildings, sites and structures of local heritage interest.	• TH36 and 37 reflects specific evidence provided by NCC Environmental Services. • Some listed buildings are being looked at through other channels, for example the Cosy Carpets Building will be improved through the Bus Interchange work and work has been completed to structurally secure St Mary the Less. Moving Thetford Forward has allocated funding for a grant scheme for buildings in the town centre. • Various policies have heritage assets and settings and SMs mentioned in the text, e.g. when planting trees.	Recommend the involvement of EH and Listed Buildings Officer in the production of the Town Centre Masterplan.
Mr Paul Leeming	Carter Jonas	Harrogate	31	31.8	Comment	Versions of the Integrated Development Plan and the Local Investment Plan do not appear to be available for comment and to inform this response.	Work is now complete and they are available now. They will form part of the published evidence base for the proposed submission document.	Send document.
Mr Stephen Faulkner	Norfolk County Council	Norwich	31	Table 31.1	Comment	Table 31.1 Suggest rewording text in cell row 2 column 2 to make it clear that it means all of the A11 junctions. Also need to add in a reference to the other highway improvements in the town centre.	Agree.	Refresh table as per rep.
Mr Anthony Poulter	Brettenham and Kilverstone Parish Council	Thetford	32	Table 32.1	Comment	I have already made the point about the need for quantified measures and noted expressions like "maximise" are unhelpful. Measures are needed to indicate the start position with targets to ensure the programme has been delivered. At least 2 "Thetford" Urban Extensions TH28 needs to include access and car parking	Comments noted. There will be some areas where baseline information will not be as comprehensive as wished for. As such, could be occasions where a trend is set rather than a specific target.	Refresh section.
Mr Paul Leeming	Carter Jonas	Harrogate	32	Table 32.1	Comment	Section 32 Monitoring sets out some 42 indicators. As an observation, we note that the Policy references do not match the main text, and there is a sub-heading which infers that all of the policy indicators relate to the SUE. We presume this is not intended to be the case. In light of recent Government proposals in the Localism Bill it would be appropriate for a brief review of the number of targets and indicators which amount to 80 in number. Whilst this may diminish if the number of duplicate policies is reduced, it is appropriate to reconsider whether they are all appropriate and necessary.	Agree. Re formatting. Table has improved.	Refresh table taking on board representation.
Mr Tom Gilbert-Wooldridge	English Heritage	Cambridge	32	Table 32.1	Comment	In terms of Policies TH36 and TH37, given that these relate to archaeology, we recommend that the first indicator includes Norfolk Landscape Archaeology (i.e. planning permissions granted contrary to NLA advice).	Agree.	Make change as per rep.
Steve Greener	Homes and Communities Agency	By email	32	Table 32.1	Comment	Section 32 - Monitoring Table. Under TH1 - Thetford Urban Extension Strategic Principles in the indicator "Building For Life". It is noted that a target is yet been identified.	Noted.	Refresh section.

Tony Poulter	Brettenham and Kilverstone Parish Council		32	Table 32.1	Comment	I think my overall concern surrounds the inability to see what success in delivery of the TAAP will look like. While there are now some indications in Chapter 32, (Policy Monitoring Framework), there are no specific before and after measures and the success of the MTF programme is of course wider than the delivery of policy.	Noted.	Review indicators.
Mr Tom Gilbert-Wooldridge	English Heritage	Cambridge	37	Table 37.1	Disagree	As stated in relation to Policy TH13, we see no reason to continue saving Local Plan Policy (099)1 (Allocation of Sites E1 and E2 for Thetford), when the Area Action Plan effectively updates and supersedes the original policy. It is proposed to amend the boundary of Site Allocation E1 as a result of the scheduling of Gallows Hill, which questions the validity of continuing to save the Local Plan policy. Furthermore, we have some concerns about the continued allocation of Site E1 for employment purposes, when it could be revisited as part of the wider urban extension proposals.	Agree. We will not save policy. Policy replaced through TH13. The allocation will be amended to reflect the Scheduled Monument designation and consequentially the shape of Site E1 being amended to deliver the requisite employment land. Section 37 needs to be updated to reflect the saved policy will be replaced.	Update Section 7 to state that the policy will be replaced rather than saved.