

Local Plan Working Group



Forest Heath
District Council

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| Title: | Agenda | | | | | | | | | | |
| Date: | Thursday 16 June 2016 | | | | | | | | | | |
| Time: | 6.00 pm | | | | | | | | | | |
| Venue: | Council Chamber District Offices College Heath Road Mildenhall | | | | | | | | | | |
| Full Members: | <p style="text-align: center;">Chairman To be elected</p> <p style="text-align: center;">Vice Chairman To be elected</p> <p><u>Conservative Members (6)</u></p> <table style="width: 100%; border: none;"> <tr> <td style="width: 33%;">David Bowman</td> <td style="width: 33%;">Louise Marston</td> </tr> <tr> <td>Rona Burt</td> <td>Christine Mason</td> </tr> <tr> <td>Carol Lynch</td> <td>Robin Millar</td> </tr> </table> <p><u>West Suffolk Independent Group Members (2)</u></p> <table style="width: 100%; border: none;"> <tr> <td style="width: 33%;">Simon Cole</td> <td style="width: 33%;">David Palmer</td> </tr> </table> <p><u>UKIP Group Member (1)</u></p> <table style="width: 100%; border: none;"> <tr> <td style="width: 33%;">Reg Silvester</td> <td style="width: 33%;"></td> </tr> </table> | David Bowman | Louise Marston | Rona Burt | Christine Mason | Carol Lynch | Robin Millar | Simon Cole | David Palmer | Reg Silvester | |
| David Bowman | Louise Marston | | | | | | | | | | |
| Rona Burt | Christine Mason | | | | | | | | | | |
| Carol Lynch | Robin Millar | | | | | | | | | | |
| Simon Cole | David Palmer | | | | | | | | | | |
| Reg Silvester | | | | | | | | | | | |
| | <i>(Note: the composition of this Working Group has now been reviewed based on the political balance of the Council, as confirmed at the Annual Council meeting held on 11 May 2016).</i> | | | | | | | | | | |
| Substitutes: | Named substitutes are not appointed | | | | | | | | | | |
| Interests – Declaration and Restriction on Participation: | Members are reminded of their responsibility to declare any disclosable pecuniary interest not entered in the Authority's register or local non pecuniary interest which they have in any item of business on the agenda (subject to the exception for sensitive information) and to leave the meeting prior to discussion and voting on an item in which they have a disclosable pecuniary interest. | | | | | | | | | | |
| Quorum: | Three Members | | | | | | | | | | |
| Committee administrator: | Sharon Turner Democratic Services Officer (Cabinet) Tel: 01638 719237 Email: sharon.turner@westsuffolk.gov.uk | | | | | | | | | | |

Public Information



Forest Heath
District Council

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|---|--|---|
| Venue: | District Offices College Heath Road Mildenhall Suffolk, IP28 7EY | Tel: 01638 719000 Email: democratic.services@westsuffolk.gov.uk Web: www.westsuffolk.gov.uk |
| Access to agenda and reports before the meeting: | Copies of the agenda and reports are open for public inspection at the above address at least five clear days before the meeting. They are also available to view on our website. | |
| Attendance at meetings: | The District Council actively welcomes members of the public and the press to attend its meetings and holds as many of its meetings as possible in public. | |
| Public speaking: | There is no provision for members of the public to ask questions or make statements during Local Plan Working Group meetings. | |
| Disabled access: | The public gallery is on the first floor and is accessible via stairs. There is not a lift but disabled seating is available at the back of the Council Chamber on the ground floor. Please see the Committee Administrator who will be able to help you. | |
| Induction loop: | An Induction loop operates to enhance sound for anyone wearing a hearing aid or using a transmitter. | |
| Recording of meetings: | <p>The Council may record this meeting and permits members of the public and media to record or broadcast it as well (when the media and public are not lawfully excluded).</p> <p>Any member of the public who attends a meeting and objects to being filmed should advise the Committee Administrator who will instruct that they are not included in the filming.</p> | |

Agenda

Procedural Matters

- 1. Election of Chairman for 2016/2017**
- 2. Election of Vice Chairman 2016/2017**
- 3. Apologies for Absence**
- 4. Substitutes**
- 5. Minutes** **1 - 14**
To confirm the minutes of the meetings held on 15 February 2016 and 18 February 2016 (copies attached).

Part 1 – Public

- 6. Local Plan Evidence Base Update - June 2016** **15 - 94**
Report No: **LOP/FH/16/009**
- 7. Revised Local Development Scheme - June 2016** **95 - 116**
Report No: **LOP/FH/16/010**

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Local Plan Working Group



Forest Heath
District Council

Minutes of a meeting of the **Local Plan Working Group** held on
Monday 15 February 2016 at **6.00 pm** at the **Council Chamber, District
Offices**, College Heath Road, Mildenhall, IP28 7EY

Present: **Councillors**

Chairman Rona Burt

David Bowman
Simon Cole
Carol Lynch

Bill Sadler
Reg Silvester

In attendance:
Brian Harvey

26. **Apologies for Absence**

Apologies for absence were received from Councillors Robin Millar and Christine Mason.

Councillor Louise Marston was unable to attend the meeting.

27. **Substitutes**

There were no substitutes at the meeting.

28. **Minutes**

The minutes from the meeting held on 19 January 2016 were unanimously confirmed as a correct record and signed by the Chairman.

29. **Forest Heath District Objectively Assessed Housing Need - Update (Report No LOP/FH/16/003)**

The Working Group received this report which explained the changed position regarding the 'all homes' need and affordable need, in advance of the next steps in the Local Plan preparation process.

Officers explained that the updated evidence (as set out in Appendix 1 to Report No LOP/FH/16/003) had now amended Forest Heath District Council's objectively assessed housing need (OAN) to 6800 dwellings over the plan period from 2011 to 2031. This updated the previously assessed need of 7,000 dwellings in 2013. This updated figure would be used to inform the setting of an appropriate housing target provision for the replacement Policy

CS7 of the Single Issue Review and to assess the Council's five year land supply.

With the vote being unanimous, it was

RESOLVED:

That:-

1. The updated evidence which had amended Forest Heath District Council's objectively assessed housing need (OAN) to 6800 dwellings over the plan period from 2011 to 2031 be noted (This updated the previously assessed need of 7,000 dwellings in 2013 and, therefore, it was appropriate to plan for the updated figure).
2. The updated OAN of 6800 dwellings be used to assess the Council's five year land supply.

30. **Responses to Consultation and Engagement on the Core Strategy Single Issue Review (SIR), Site Allocations Local Plan (SALP) and Draft Infrastructure Delivery Plan (IDP) (Report No LOP/FH/16/004)**

The Strategic Planning Manager presented this report which explained that the Core Strategy Single Issue Review (CS SIR) revisited the quashed parts of the 2010 Core Strategy as well as reassessing overall housing need/numbers to ensure compliance with the National Planning Policy Framework (NPPF). An 'Issues and Options' (Regulation 18) consultation was completed on the Core Strategy SIR in July to September 2012, with a second Issues and Options (Regulation 18) consultation taking place between August and October 2015.

An Issues and Options draft of the Site Allocations Local Plan (SALP) was prepared but did not proceed to consultation in 2013. A Further Issues and Options (Regulation 18) draft was completed, and consultation took place concurrently with the SIR between August and October 2015.

A first draft of an Infrastructure Development Plan (IDP) was prepared to accompany the Issues and Options consultation drafts of both the Single Issue Review (SIR) of Core Strategy Policy CS7 – Overall Housing Provision and Distribution, and the Site Allocations Local Plans. The IDP would be updated and refined as the local plan documents progress through the planning process (to the Preferred Options and Submission draft stages). Consultation took place on this first draft of the IDP concurrently with the Regulation 18 consultations on the SIR and SALP between August and October 2015.

Working Papers 1, 2 and 3 of Report No LOP/FH/16/004 set out summaries of all the responses received to the SIR, SALP and IDP documents that were the subject of an eight week consultation period between August and October 2015, together with Officer responses and comments and/or actions on each.

There were a total of 364 representations (of support, objection, or comments) from 98 respondents to the Core Strategy Single Issue Review of CS7; 893 representations on the Site Allocations Local Plan Further Issues and Options document from 133 respondents; 11 people responded to the Draft Infrastructure Delivery Plan submitting 46 representations.

Responses to all three documents had been received from statutory consultees, such as the Environment Agency, Historic England, Natural England etc., town and parish councils, interest groups, and individual residents and landowners.

Consultation responses to the Sustainability Appraisal and the Habitats Regulations Assessment would be considered by the Council's Consultants preparing these documents and would be addressed as part of the next iteration of each of these documents.

Following approval by Cabinet on 1 March 2016, of the final CS SIR and SALP consultation documents, the design and printing of the documents would take a further few weeks and, therefore, the consultation was planned to be held from 4 April 2016 until 8 June 2016. Comments received during this next consultation will be considered and brought back to the Local Plan Working Group before being fed into the final consultations for both the Site Allocations and Core Strategy Single Issue Review in late summer/autumn 2016. Submission of the documents for independent examination would follow in December 2016.

The Working Group then considered the responses, comments and actions as set out in Working Papers 1, 2 3 of the report and recommended that these be endorsed.

With the vote being unanimous, it was

RECOMMENDED: (Cabinet: 1 March 2016)

That:-

1. The consultation responses to the Core Strategy Single Issue Review (CS SIR), Site Allocations Local Plan (SALP) and Infrastructure Delivery Plan (IDP).
2. The comments and actions contained in Working Papers 1, 2 and 3 of Report No LOP/FH/16/004 be endorsed.

31. Core Strategy Single Issue Review (SIR) Preferred Option - (Regulation 18) Consultation Document (Report No LOP/FH/16/005)

The Working Group received this report which explained that the Core Strategy Single Issue Review (CS SIR) revisited the quashed parts of the 2010 Core Strategy as well as reassessing overall housing need/numbers to ensure compliance with the National Planning Policy Framework (NPPF).

An 'Issues and Options' (Regulation 18) consultation was completed on the Core Strategy SIR in July to September 2012, with a second Issues and

Options (Regulation 18) consultation taking place between August and October 2015.

A third Issues and Options consultation was scheduled to take place between 4 April 2016 and 8 June 2016 and it was the preferred option consultation draft of the Core Strategy SIR, attached as Working Paper 1 to Report No LOP/FH/16/005.

A report had also been presented to the Local Plan Working Group on 19 January 2016, which set out the Sustainability Appraisal work undertaken during the development of the refined housing distribution options. Three potential options were proposed, but it was the view of Officers and the consultants appointed to undertake the Sustainability Appraisal work, that in order to progress the CS SIR and to ensure a more engaging consultation, a smaller number of options for consultation should be included in the next CS SIR document (one to be indicated as the Council's preferred option and one as an alternative option).

The report stated it was likely that Option 1 (Higher growth at Mildenhall and Red Lodge and Primary Villages, enabling lower growth at Newmarket) would be presented as the Council's final preferred Option, a decision which was reinforced by this Option ranking mostly highly in terms of performance against the SA objectives. Option 2 (Higher growth at Newmarket, enabling lower growth at Mildenhall, Red Lodge and Primary Villages) would be presented as an alternative option, but would not be preferred.

A summary of Options 1 and 2 were:

- (a) Option 1 (preferred option)
- Environmental designations around Brandon would be protected from negative effects of development.
 - Opportunity for growth to the west of Mildenhall for planned mixed use development.
 - Growth in Newmarket would balance the need to protect the Horseracing industry, whilst delivering additional growth (allowed for 400 homes on the Hatchfield Farm site)
 - Growth in Red Lodge and Lakenheath would be the maximum growth that these settlements could deliver in the Plan period.
 - The primary villages would be protected from any further large increases in growth.
- (b) Option 2 (alternative option)
- The majority of growth would be concentrated in Mildenhall and Newmarket where a good range of services and facilities existed.
 - The majority of growth in Newmarket would be on the Hatfield Farm site to the north-east (800 homes). Given the past issues of trying to deliver this site, it might be appropriate for a lower growth in the town.
 - This option did not allow for the additional capacity available to the west of Mildenhall on a relatively unconstrained site.
 - Growth at Red Lodge and the primary villages would be lower than Option 1, as a consequence of higher growth at Newmarket.

Officers explained that in comparison to Option 1, Option 2 was proposing:

- 200 fewer homes at Mildenhall.
- 400 more homes at Newmarket.
- 100 fewer homes at Red Lodge.
- 100 fewer homes across the primary villages.

Working Paper 1 to Report No LOP/FH/16/005 was the third 'Issues and Options' (Regulation 18) CS SIR consultation document. This document considered one option for the overall level of housing to be provided in the District from 2011 to 2031 and two reasonable options (one of which was the Council's preferred Option) for its distribution between towns and villages.

The purpose of the consultation document was to stimulate further debate on housing quantum and the most appropriate way to distribute the housing need throughout the district. The document asked questions and invited comments from both the public and statutory stakeholders. The Council was still evidence gathering at this stage and was not making a final decision on the distribution of housing, but was giving an indication of its preferred strategy.

Officers explained that a Sustainability Appraisal (SA) was a tool for appraising policies to ensure they reflected sustainable development objectives. Sustainability Appraisals are required for all local development documents. Strategic Environmental Assessment (SEA) was a procedure (set out in the Environmental Assessment of Plans and Programmes Regulations 2004) which required the formal environmental assessment of certain plans and programmes which were likely to have significant effects on the environment. Consultants had been appointed to undertake the full SA and SEA work in relation to the next consultation draft of the SIR document. A full report setting out the findings of the SA and SEA and the proposed CS SIR Regulation 18 consultation would accompany the document for consultation in April 2016.

Following consideration by the Local Plan Working Group, the final CS SIR consultation document would be presented to Cabinet for approval on 1 March 2016. The design and printing of the documents would take a further few weeks, therefore, the consultation was planned to run from 4 April 2016 until 8 June 2016.

Comments received during this next consultation would be considered and brought back to the Local Plan Working Group before being fed into the final consultations for both the Site Allocations and Core Strategy Single Issue Review in late Summer/Autumn 2016. Submission of the documents for independent examination would follow in December 2016.

The Working Group then considered the CS SIR consultation document in detail and proposed that the document be approved for consultation, subject to additional text being included within the document to provide further clarity and context for Newmarket in relation to Option 1 (the Council's preferred option) and Option 2 (the Council's non-preferred option).

With the vote being unanimous, it was

RECOMMENDED: (Cabinet: 1 March 2016)

That:-

1. The progress of the Core Strategy Single Issue Review (CS SIR) be endorsed.
2. The Core Strategy Single Issue Review (CS SIR) Preferred Option document (as set out in Working Paper 1 to Report No LOP/FH/16/005) and accompanying Strategic Environmental Assessment (SEA)/Sustainability Appraisal (SA), together with supporting documents, be approved for consultation, subject to additional text being included within the document to provide further clarity and context for Newmarket, in relation to Option 1 (the Council's preferred option) and Option 2 (the Council's non-preferred option).

(Councillor Bill Sadler left the meeting at 6.45 pm, during the discussion of and prior to, the voting on this item.)

32. Date of Next Meeting

It was noted that the next meeting of the Working Group would be held on Thursday 18 February 2016 at 6.00 pm.

The Meeting concluded at 6.48 pm

Signed by:

Chairman

Local Plan Working Group



Forest Heath
District Council

Minutes of a meeting of the **Local Plan Working Group** held on
Thursday 18 February 2016 at **6.00 pm** at the **Council Chamber, District
Offices**, College Heath Road, Mildenhall, IP28 7EY

Present: **Councillors**

Chairman Rona Burt

David Bowman
Simon Cole
Carol Lynch

Bill Sadler
Reg Silvester

In attendance:
Brian Harvey

33. **Apologies for Absence**

Apologies for absence were received from Councillors Robin Millar and Christine Mason.

Councillor Louise Marston was also unable to attend the meeting.

34. **Substitutes**

There were no substitutes at the meeting.

35. **Site Allocations Preferred Options - (Regulation 18) Consultation Document (Report No LOP/FH/16/006)**

The Working Group received this report which explained that the Forest Heath Core Strategy was adopted in May 2010. Following a successful High Court Challenge in May 2011, parts of Policy CS7 detailing how the overall housing need would be distributed between the settlements over a 20 year period (to 2031) were quashed (removed from the Strategy). Consequential amendments were also made to policies CS1 (Spatial Strategy) and CS13 (Infrastructure and Developer Contributions).

Since then, the Council had been revisiting the quashed parts of the Core Strategy (known as the Single Issue Review) to determine the overall housing numbers and distribution, as well as developing a Site Allocations Local Plan (SALP) to identify which sites should be developed, in order to achieve the vision and objectives of the Core Strategy and meet the outcomes of the Single Issue Review.

Consultation had taken place between August and October 2015 on an Issues and Options (Regulation 18) Site Allocations Local Plan. The purpose of the document was to stimulate debate on the most appropriate way to distribute housing need throughout the District, as well as considering sites for employment, community and leisure uses.

The consultation responses received during the 2015 consultation, and officer responses to them, were considered at the Local Plan Working Group meeting on 15 February 2016. All of the responses were available to view online at the Council's public consultation website at <http://westsuffolk.jdi-consult.net/localplan/>. The consultation responses, and other evidence, had been used to develop the Council's preferred site options and the next SALP document for consultation.

Working Paper 1 to Report No LOP/FH/16/006 was the Site Allocations Local Plan Preferred Options document. It superseded and updated the 2015 consultation document and set out the Council's preferred sites for housing, employment and other uses to 2031. The document asked questions and invited comments from both the public and statutory stakeholders. The Council was still evidence gathering at this stage and was not making a final decision on sites, but was giving an indication of its preferred strategy.

Officers explained that a Sustainability Appraisal (SA) was a tool for appraising policies to ensure they reflected sustainable development objectives. Sustainability Appraisals were required for all local development documents. Strategic Environmental Assessment (SEA) was a procedure (set out in the Environmental Assessment of Plans and Programmes Regulations 2004) which required the formal environmental assessment of certain plans and programmes which were likely to have significant effects on the environment.

Consultants had been appointed to undertake the full SA and SEA work in relation to the next consultation draft of the SALP document. A full report setting out the findings of the SA and SEA and the proposed SALP Regulation 18 consultation would accompany the document for consultation in April 2016.

The Council were planning for long term growth to give certainty in how and where settlements would grow within the District. This would ensure that service providers could plan and deliver the necessary infrastructure to enable the planned growth to happen when it was required. This would include such facilities as roads, sewers and water infrastructure.

A draft Infrastructure Delivery Plan (IDP) accompanied the 2015 SALP consultation document. Since then, further work with infrastructure providers had taken place which had helped inform the selection of preferred sites in the SALP document. A revised IDP would accompany the 2016 SALP Preferred Options document to further set out the infrastructure requirements to support development. Comments could also be made on this next iteration of the draft IDP.

The Policies Map (formerly known as the Proposals Map) illustrated particular land uses throughout the district including areas for protection, such as

Special Protection Areas and conservation areas, as well as employment and retail activities. It also identified key sites for development. The Policies Map encompassed all Local Plan documents and so far related to policies in the Core Strategy (2010) and the Joint Development Management Policies document (2015).

A draft updated Policies Map had been produced for consultation alongside the 2016 SALP document to identify the preferred sites. This allowed the preferred sites to be viewed alongside other already adopted policies and constraints to assist when making consultation comments.

Following approval by Cabinet on 1 March 2016 of the final SALP document, the design and printing of the documents would take several weeks and, therefore, the consultation was planned to be held from 4 April 2016 until 8 June 2016.

Comments received during this next consultation would be considered and brought back to the Local Plan Working Group, before being fed into the final consultation for the Site Allocations Local Plan in late Summer/Autumn 2016. Submission of the documents for independent examination will follow in December 2016.

Officers also confirmed that the Consultation Events had been arranged as follows:

| Date | Time | Venue |
|------------------------|-------------|-------------------------------------|
| Friday 8 April 2016 | 4pm – 7 pm | The Brandon Centre |
| Tuesday 12 April 2016 | 4pm – 7 pm | FHDC Offices, Mildenhall |
| Saturday 16 April 2016 | 10am to 1pm | Guineas Shopping Centre, Newmarket |
| Tuesday 19 April 2016 | 4pm – 7pm | The Kentford Public House, Kentford |
| Thursday 21 April 2016 | 4pm – 7pm | Peace Hall, Lakenheath |
| Tuesday 26 April 2016 | 4pm – 7pm | Red Lodge Sports Pavilion |
| Thursday 28 April 2016 | 4pm – 7pm | Memorial Hall, Newmarket |
| Tuesday 3 May 2016 | 4pm – 7pm | Village Hall, West Row |
| Thursday 12 May 2016 | 10am – 1pm | Brandon Market |
| Wednesday 18 May 2016 | 4pm – 7pm | Community Church Hall, Exning |
| Friday 20 May 2016 | 10am – 1pm | Mildenhall Market |
| Tuesday 24 May 2016 | 4pm – 7pm | Community Centre, Beck Row |

The change in consultation date for the next consultation had meant an update to the Local Development Scheme (timetable for plan preparation) was required, which would be published on the Council's website prior to the start of the next consultation in April 2016.

The Working Group then considered Working Paper 1 (Site Allocations Local Plan (SALP)) in detail and made the following substantive comments:

- (a) Brandon – Site B1(a): Land at Fengate Drove (formerly B/01)
 - (i) Reference was made to potential severe contamination issues pertaining to this site which may affect the ability to develop the site. Officers stated that they had not received indications that

this site was going to stall, but confirmed that they would liaise with Development Management to ascertain if any contamination issues had been identified.

(b) Newmarket – Site N1(b): Land at Black Bear Lane and Rowley Drive Junction

- (i) Some Members expressed strong concerns regarding residential development being proposed for this site. This site had previously been overturned, at appeal, for residential development. It was considered that if this site was allocated for residential development, then this would seriously undermine the Council's Horse Racing Policies and may set a precedent for the allocation of residential development on other similar paddock land within the Town. Therefore, it was proposed that the allocation of residential development on this site should be re-considered.
- (ii) Officers explained that this site had been allocated for mixed use, which did not currently state a capacity for residential development. As this was a stalled site, it was considered that the best way to advance any development, was to undertake a specific feasibility study/design brief for the site to address the issues of bringing the listed buildings 'at risk' back into use. This could include a reasonable amount of enabling development and retain an equine use. A feasibility study would be undertaken to determine the best use for this site and establish the minimum amount of development required to bring the listed buildings on that site back into a viable use.
- (iii) Officers explained that Policy DM49 (Re-Development of Existing Sites Relating to the Horse Racing Industry) of the Joint Development Management Policies Document 2015, allowed change of use for buildings related to the horse racing industry and also allowed to come out of horseracing use through allocation in the SALP.

Officers also reassured Members that the Council's Horseracing Policies remained robust in relation to the development of land related to horse racing use and that any speculative development unrelated to that use would continue to be recommended for refusal. However, there were exceptions if sites had been allocated within the SALP and then which would become outside of the generic policies.

- (iv) However, taking these concerns into account, Officers proposed that in relation to paragraph 7.18 and Site (b) of Policy N1: Housing in Newmarket, that the SALP document be amended to include further references to the retention of a horse racing related use on that site.

(c) Newmarket – Site N1(a): Land at Brickfield Stud, Exning Road

- (i) Following on from the discussion in (b) above, similar concerns were also raised in relation to this site, particularly as it was

paddock land associated with a stud. Members also proposed that this particular site should not be allocated for residential development.

- (ii) Officers explained that this site was the least constrained of the proposed sites within horseracing use and given the shortage of available sites within Newmarket should be considered for development. This site was separated from the majority of the Stud by Exning Road and by keeping the development to the south of the Stud buildings and east of Exning Road, the impact on the important green gap between Exning and Newmarket and loss of land in equine use was minimised.

(d) West Row

- (i) Reference was made to the land which had been identified within the SALP for a new school and explained that this needed to be provided as soon as was possible, as the current Primary School was working at its capacity and there were also significant problems in that area with cars parking on the road and causing congestion problems with through traffic.
- (ii) Reference was also made to the water supply within the village, particularly in relation to the three inch water main which ran through the village and stated that this main did not have the capacity to cope with the additional development proposed and would need to be upgraded.
- (iii) Officers confirmed that in relation to the issues raised in d(i) and d(ii) above, these had been noted and would be addressed within the Infrastructure Delivery Plan (IDP), to ensure that these were delivered at the appropriate time.

(e) Infrastructure Provision

- (i) In relation to the provision of infrastructure generally within the District (eg education provision; capacity of waste water systems), Members stated that it was vitally important to ensure that the relevant partners were capable of delivering these important infrastructure requirements at the appropriate time. Officers confirmed that the Council would continue to work with the infrastructure providers and with its partners in preparing its IDP to support the delivery of the SALP, to ensure that the required infrastructure was provided.

With the vote being unanimous, it was

RECOMMENDED: (Cabinet: 1 March 2016)

That:-

1. The progress on the Site Allocations Local Plan (SALP) be endorsed.

2. The Site Allocations Preferred Options document, as set out in Working Papers 1 and 2 to Report No LOP/FH/16/006 and accompanying Strategic Environmental Assessment (SEA)/Sustainability Appraisal (SA), together with supporting documents, be approved for consultation, subject to the following amendment:

- (a) Newmarket – Site N1(b): Land at Black Bear Lane and Rowley Drive Junction (formerly N/11)

Paragraph 7.8 and Site (b) of Policy N1: Housing in Newmarket, of the SALP document, be amended to include further references to the retention of a horseracing related use on that site.

3. The Head of Planning and Growth, in consultation with the Portfolio Holder for Planning and Growth, be authorised to make any minor typographical, factual, spelling and grammatical changes to the document, provided that it does not materially affect the substance or meaning.

36. **Five Year Land Supply - February 2016 (Report No LOP/FH/16/007)**

Members received this report which set out the five year housing land supply report for publication and use in development management.

The National Planning Policy Framework (March 2012) required Planning Authorities to identify and maintain a five year land supply of deliverable land for housing. The assessment of land supply was updated annually, however, if any significant land supply changes occurred during that time, further updates would be prepared and made available on the Council's Website. The supply should include a 5% buffer to ensure choice and competition in the market for housing and a 20% buffer where there had been a record of persistent under delivery.

The Forest Heath Assessment of Housing Land Supply (as contained in Working Paper 1 of Report No LOP/FH/16/007) set out the availability of housing land supply for the period 2016-2021. It took a baseline of 31 March 2015 and estimated completions and new commitments arising for the year 2015-2016, establishing a 'year forward' five year supply for the period 2016-2021. It took an updated OAN of 6,800 dwellings for the plan period 2011-2031 as the housing requirement.

The report demonstrated that Forest Heath District Council had a 6.9 year supply of housing land, including a 5% buffer and 6.2 years when addressing the under supply in the first five years. Members were also informed that the Hatchfield Farm site had been included within the five year supply calculation. The decision on the call-in inquiry was still awaited, however, should the recommendation to approve the application be dismissed, the Council could demonstrate a corresponding 5.9 or 5.2 year supply using methodologies cited above.

Officers referred to Working Paper 1 and explained that this report would be subject to the approval by Cabinet on 1 March 2016, of the Site Allocations Local Plan (SALP).

With the vote being unanimous, it was

RESOLVED:

That the content of the five year housing supply report, as set out in Working Paper 1 to Report No LOP/FH/16/007, be noted for publication and used in development management.

37. **Core Strategy Single Issue Review (SIR) and Site Allocations Local Plan (SALP) - Breakdown of Consultants Costs (Report No LOP/FH/16/008)**

The Strategic Planning Manager presented this Briefing Note which had been produced following a request made by Members at the meeting of the Local Plan Working Group held on 19 January 2016. The Note set out the external costs which had been commissioned to inform the preparation of the Site Allocations and Core Strategy Issues and Options 'Regulation 18' consultations since 2014.

It was noted that the specialist skills and advice were necessary to inform and underpin the preparation of the Local Plan and that whilst some documents were a single piece of evidence, some of the Consultants would be retained and evidence would inform each stage of the Local Plan preparation process.

With the vote being unanimous, it was

RESOLVED:

That the content of the Briefing Note be noted.

The Meeting concluded at 7.33 pm

Signed by:

Chairman

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Local Plan Working Group



Forest Heath
District Council

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| Title of Report: | Local Plan evidence Base Update - June 2016 | |
| Report No: | LOP/FH/16/009 | |
| Report to and date: | Local Plan Working Group | 16 June 2016 |
| Portfolio holder: | Lance Stanbury Portfolio Holder for Planning and Growth Tel: 07970 947704 Email: lance.stanbury@forest-heath.gov.uk | |
| Lead officer: | Ann-Marie Howell Principal Planning Officer Tel: 01284 757342 Email: ann-marie.howell@westsuffolk.gov.uk | |
| Purpose of report: | <p>Paragraph 158 of the National Planning Policy Framework places a requirement on Local Planning Authorities to ensure that the Local Plan is based on adequate, up-to-date, and relevant evidence about the economic, social and environmental characteristics and prospects of the area.</p> <p>This paper summarises the remaining parts of the Local Plan evidence currently being commissioned/produced to support and feed into the final submission versions of the Core Strategy Single Issue Review and Site Allocations Local Plan.</p> <p>This paper also provides a summary of the outcomes of the update to the 2009 Forest Heath Transport Technical Note and outlines next steps.</p> <p>Working Paper 1: Forest Heath Transport Technical Note Update (May 2016).</p> | |

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|--|--|
| Recommendation: | <p>It is RECOMMENDED that the Local Plan Working Group:</p> <p>(1) Notes the progress being made on the preparation of the evidence base to support the Local Plan.</p> <p>(2) Notes the outcomes and next steps in relation to the FHDC Transport Technical Note (Working Paper 1).</p> |
| <p>Key Decision:</p> <p><i>(Check the appropriate box and delete all those that do not apply.)</i></p> | <p><i>Is this a Key Decision and, if so, under which definition?</i></p> <p>Yes, it is a Key Decision - <input type="checkbox"/></p> <p>No, it is not a Key Decision - <input checked="" type="checkbox"/></p> |
| Consultation: | <ul style="list-style-type: none"> • Current Local Plan consultation extended to 1 July 2016 to allow consultees a full and fair opportunity to fully consider the outcomes of the Transport Technical Note update |
| Alternative option(s): | <ul style="list-style-type: none"> • The NPPF requires the local planning authority to produce an up-to-date evidence base to support the Local Plan |
| <p><i>Are there any financial implications? If yes, please give details</i></p> | <p>Yes <input type="checkbox"/> No <input checked="" type="checkbox"/></p> |
| <p><i>Are there any staffing implications? If yes, please give details</i></p> | <p>Yes <input type="checkbox"/> No <input checked="" type="checkbox"/></p> |
| <p><i>Are there any ICT implications? If yes, please give details</i></p> | <p>Yes <input type="checkbox"/> No <input checked="" type="checkbox"/></p> |
| <p><i>Are there any legal and/or policy implications? If yes, please give details</i></p> | <p>Yes <input checked="" type="checkbox"/> No <input type="checkbox"/></p> <ul style="list-style-type: none"> • The NPPF requires the local planning authority to produce an up-to-date evidence base to support the Local Plan |
| <p><i>Are there any equality implications? If yes, please give details</i></p> | <p>Yes <input type="checkbox"/> No <input checked="" type="checkbox"/></p> |
| Risk/opportunity assessment: | <p>The Local Plan evidence base is undertaken in house where resources/skills can meet the requirements of the project. Where the skills/resources are unavailable the local planning authority obtains this evidence from third party consultants.</p> <p>Actions to manage the risks have also been identified. Failure to produce an up to date Local Plan supported by a sound evidence base may result in an unsound development Local Plan or a legal challenge.</p> |

| Risk area | Inherent level of risk (before controls) | Controls | Residual risk (after controls) |
|-------------------------------|---|--|---------------------------------------|
| Significant public opposition | High | Local Plan documents have the potential to be highly contentious. Whilst every effort will be made to build cross-community consensus, there is a high risk of significant public opposition. | Medium |
| Loss of Staff | Medium | The structure and staffing levels within the Place Shaping Team will be constantly monitored and reviewed to ensure that the appropriate level of skills and resources are maintained. | Low |
| Financial shortfall | Medium | In the short/medium term, the Council has allocated funds through its Financial Services Planning process to allow for the preparation of the Local Plan. In the longer term, should costs increase, a review of the financial allocation will be required. | Low |
| Changing Political Priorities | Medium | Proposals are discussed with Members of all parties via a variety of means, the Local Plans Working Group, Sustainable Development Working Party Committee etc). This helps build consensus and reduce the likelihood of wholesale change of direction from local politicians. | Low |
| Legal Challenge | High | As a measure of last resort anyone may issue a legal challenge within six week of adoption of the Local Plan. Officers will continue to seek to ensure that local plan documents are | Medium |

| | | | |
|--|--|--|--|
| | | prepared within the legal framework in order to reduce the risk of successful legal challenge. | |
| Ward(s) affected: | | All Wards are affected. | |
| Background papers: <i>(all background papers are to be published on the website and a link included)</i> | | Local Plan evidence base report (April/May 2016) www.westsuffolk.gov.uk/localplanevidence | |
| Documents attached: | | Working Paper 1: Forest Heath Transport Technical Note Update | |

1. Key issues and reasons for recommendation(s)

1.1 Local Plan evidence base update

1.1.1 Paragraph 158 of the National Planning Policy Framework places a requirement on Local Planning Authorities to ensure that the Local Plan is based on adequate, up-to-date, and relevant evidence about the economic, social and environmental characteristics and prospects of the area.

1.1.2 The paper summarises the remaining parts of the Local Plan evidence currently being commissioned/produced to support and feed into the final submission versions of the Core Strategy Single Issue Review and Site Allocations Local Plan.

1.1.3 This paper also provides a summary of the outcomes of the update to the 2009 Forest Heath Transport Note and outlines next steps.

1.1.4 Evidence base

Officers are currently in the process of commissioning/working with consultants to update the remaining parts of the Local Plan evidence base to support the submission version of the Local Plan due for publication later this year.

The remaining studies being commissioned and broad timescales for completion are set out below:

1.1.5 **West Suffolk Employment Land Review** – The current Employment Land Review was published in 2009 and now requires updating. Consultants have recently been appointed to prepare an employment land review for Forest Heath and St Edmundsbury. The study will consider both employment demand (the future economic growth and business needs of West Suffolk in terms of jobs, floor space and land) and supply (the 'fitness for purpose' of the current portfolio of employment sites within West Suffolk and the ability of this portfolio to meet future needs). This is due for completion by the end of July 2016.

1.1.6 **Retail Study** - Forest Heath District and St Edmundsbury Borough, working together as West Suffolk authorities, have commissioned Carter Jonas to undertake a Retail and Main Town Centre Uses appraisal of the two districts.

This appraisal comprises two separate elements, firstly an assessment of the future need for retail and main town centre uses for the two districts and secondly an appraisal to identify suitable sites and opportunities to meet identified needs within each of the proposed town centre master plan areas; Bury St Edmunds, Brandon, Mildenhall and Newmarket.

The Forest Heath appraisal, due to be completed in July 2016, will inform the Site Allocations Local Plan (SALP) and the proposed town centre master plans. The St Edmundsbury appraisal, due to be completed in September 2016, will inform the Bury St Edmunds town centre master plan and the local plan review.

- 1.1.7 **Whole Plan Viability Assessment** – The National Planning Policy Framework (NPPF) and National Planning Practice Guidance (NPPG) are clear that Local Plans should be deliverable and that development identified in a plan 'should not be subject to such a scale of obligations and policy burdens that their ability to be developed viably is threatened.' (PPG Viability para 001). Consultants will be commissioned to undertake a viability assessment of the draft Local Plan to test the policies/allocations against the likely ability of the market to deliver them – changes can then be made to policies/allocations as required ahead of consulting on the submission version later this year. It is anticipated that this work will be completed by end of July.
- 1.1.8 **Gypsy and Traveller Accommodation and Needs Assessment (GTANA)** - A review of the GTANA commenced in October 2015 by independent consultants (Opinion Research Services) to update the previous evidence to establish future need for Gypsy and Traveller site provision within West Suffolk. The study was commissioned jointly with the Cambridge sub-region local authorities and is expected to be completed in July 2016.
- 1.1.9 **Update of the 2009 AECOM Transport Technical Note**
- 1.1.10 In 2009, AECOM undertook a review of the transport impacts of the emerging proposals for the broad locations of housing provision as part of the development of the Forest Heath Core Strategy (adopted in 2010). That report looked at infrastructure impacts and did not consider solutions or costings for any mitigation required.
- 1.1.11 Set out below is a summary of the work AECOM have been commissioned to do to revisit the 2009 study, to assess the transport implications of the new and revised site options in the Single Issue Review and Site Allocations Local Plan. This update only considers infrastructure impacts, with identification of mitigation and high level costings to be considered in the next phase of the work.
- 1.1.12 The scope of traffic analysis also considered growth in East Cambridgeshire that would have an impact on the study area and included the growth anticipated within Primary Villages in the nearest growth location (town or key service centre e.g. West Row and Beck Row growth added to Mildenhall and Exning and Kentford added to Newmarket). The broad findings of this updated study are outlined below;
- 1.1.13 **Brandon**
- At Brandon a significant reduction in the number of allocated dwellings is likely to remove the need for significant infrastructure to support growth. However, as individual developments come forwards this assumption will need to be assessed in detail.
- 1.1.14 **Newmarket**
- At Newmarket a reduction in the housing allocation has been identified. This has reduced the overall impacts that growth is likely to have but as the allocation is still some 680 dwellings the conclusions of the original study

remain valid.

Specifically, improvements at the A14 / A142 Fordham Road (A14 junction 37) and Clocktower junctions are likely to be required, especially when the growth in East Cambridgeshire is considered.

1.1.15 **Mildenhall**

At Mildenhall further detailed analysis of the highway network has been undertaken. This has identified some significant congestion issues at the following locations:

- Roundabout junction of the North Terrace / Kingsway / High Street;
- Priority junction of Queensway / High Street;
- Roundabout junction Brandon Road, Bury Road and Kingsway;
- Roundabout junction of Field Road and College Heath Road; and
- Roundabout junction of Field Road and Hampstead Avenue.

Mitigation at these junctions will need to be developed. In addition, there is likely to be an impact at the A11 Fiveways junction which may require mitigation. However, it should be acknowledged that improvements delivered as part of the A11 dualling scheme may have changed the pattern of traffic at this location. Further detailed analysis is recommended.

It should also be noted that the need for mitigation on Queensway is identified for the Mildenhall Hub project in the 2014 Mildenhall Mixed and Residential Land Use Development Transport Assessment completed by WSP, and its own business case and the Development Brief.

1.1.16 **Lakenheath**

In Lakenheath the increase in housing allocation will create a potential need for further mitigation at the following locations;

- The B1112 / Lord's Walk / Earls Field four-arm roundabout
- B1112 / Eriswell Road priority 'T' junction

In addition to the mitigation identified above there is likely to be a requirement for mitigation at the A1065/B1112 junction and this will need to be considered in more detail.

1.1.17 **Red Lodge**

The study highlights that at Red Lodge, improvements to the A11/ B1085 junction south of Red Lodge and the A11/ B1085 Elms Road junction to the north should be investigated.

1.1.18 **Publication of the study**

Whilst the study was commissioned last year, with the intention that it would be available as evidence to support the current consultation on the Local Plan, it has taken longer than anticipated for the work to be completed. This was due to both internal and external issues with the provision of data to inform

the update of the study.

1.1.19 Whilst there is no formal requirement to consult on the evidence which underpins a Local Plan, the national Planning Practice Guidance makes it clear that it is good practice to make this evidence available as soon as possible to allow local communities and other interests to consider the issues and engage with the authority at an early stage in developing the Local Plan.

1.1.20 The final version of the study was made available week commencing 16 May and the decision was made to extend the current Local Plan consultation period (due to end on 8 June) until the 1 July 2016. This will allow consultees a full and fair opportunity to fully consider the outcomes of the study alongside the other parts of the Local Plan evidence base. It will hopefully also result in some useful responses which will assist the consultants when undertaking the next phase of the transport work.

1.1.21 **Next Steps**

Officers are currently liaising with Suffolk County Council to ensure that the next phase of transport work, to consider the mitigation and high level costings as a result of the identified impacts, is commissioned and completed as soon as possible – provisionally by the end of July 2016 – in order that it can be fed into the final submission drafts of the Local Plan.

1.1.22 In terms of the wider evidence base, these documents will be placed in the public domain as soon as possible after they become available, to ensure local communities have access to this information to assist with preparation of neighbourhood plans as well as allowing them to engage with emerging issues at an early stage in the plan process.

Technical Note



| | | | |
|--------------|---|---------|--------------------|
| Project: | Suffolk County Council | Job No: | 60445024 |
| Subject: | Forest Heath District Council Transport Study – Rev. 2 | | |
| Prepared by: | Louise Lambert | Date: | 6 May 2016 |
| Checked by: | Justin Sherlock | Date: | 9 May 2016 |
| Approved by: | Nick Anderson | Date: | 10 May 2016 |

Executive Summary

Forest Heath District Council (FHDC) are in the process of preparing a Single Issue Review (SIR) of Core Strategy Policy CS7 Overall Housing Provision and Distribution and a Site Allocations Local Plan (SALP)

AECOM has been commissioned by Suffolk County Council (SCC) and FHDC to review and update the Transport Study (TS) named 'Forest Heath LDF Transport Impacts' compiled by AECOM in 2009 as part of the evidence base to support by SIR and SALP. The work carried out by AECOM during November 2009 concerned a review of the transport impacts of the emerging proposals for the broad locations of housing provision as part of the development of the Forest Heath Local Development Framework (LDF) - Core Strategy.

This Technical Note (TN) forms part of an early stage in the process to identify the potential transport impacts of the emerging proposals for the broad locations of housing provision as part of the development of the Forest Heath Local Plan.

FHDC provided information on the level of growth anticipated across the District for two potential growth scenarios. Although the broad distribution of growth to the settlements for Growth Scenario Two does not appear in the SIR, this TN assesses the potential impact of such a distribution.

Unlike the 2009 TS the impacts on walking, cycling and public transport as a result of the broad distribution of growth to the settlements has not been considered, as this TN is an update to the Highway Assessment section of the 2009 TS only. A further, more detailed study of the transport impacts of the Local Plan will need to be prepared in due course.

In addition, identifying solutions to the impacts identified in this TN and the respective mitigation is not included within this study and should form part of a further study at a later date.

The potential impacts of the two growth scenarios identified has been assessed through the preparation of a trip generation and distribution for the key settlements of Forest Heath, referred to as growth locations namely Brandon, Lakenheath, Mildenhall, Red Lodge and Newmarket. Potential growth in the Primary Villages was considered by adding their respective growth to nearby key settlements.

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The volume of traffic generated in the two growth scenarios was then compared to that which had been estimated to be generated in the 2009 study. This comparison was used to review the broad infrastructure requirements identified in the earlier study.

Consideration was also given to more recent studies that had been undertaken including the Mildenhall Mixed and Residential Land Use Development, Traffic Assessment, WSP, December 2014 and Lakenheath Cumulative Site Traffic Study, AECOM, November 2015.

The results of the assessment for either growth scenario can be summarised as follows for the growth locations assessed:

Newmarket: At the grade-separated A14 / A142 Fordham Road junction (A14 junction 37) the highest increase in traffic is expected to be on the A14. However, traffic flows at the A14 / A142 Fordham Road junction are expected to increase and further more detailed work is recommended. At the A14 / A11 / A1304 Bury Road junction (A14 junction 38) an increase in traffic is anticipated but this is not anticipated to warrant further investigation. An increase in traffic is expected at the Newmarket Clocktower junction which should be further considered. Further work will need to take account of committed improvements proposed as part of the Hatchfield Farm planning application.

Mildenhall: There will be an increase in traffic to and from Mildenhall, passing through the Fiveways roundabout junction. The Mildenhall Mixed and Residential Land Use Development, Traffic Assessment identifies that congestion is anticipated at a number of junctions across Mildenhall town centre. These junctions should be assessed in more detail and appropriate mitigation developed.

Red Lodge: There is anticipated to be an increase in traffic at the A11 / B1085 Elms Road and A11 / B1085 Dane Hill Lane junctions in Red Lodge. These junctions should be investigated in more detail.

Lakenheath: There is anticipated to be an increase in traffic at the A1065 / B1112 junction, B1112 / Lord's Walk / Earls Field four-arm roundabout and the B1112/Eriswell Road junctions. Mitigation measures are understood to be being considered as part of the Lakenheath Cumulative Site Traffic Study.

Brandon: Generally a decrease in traffic is expected as a result of lower growth assumptions when compared to the 2009 study. No further assessment is therefore considered necessary.

Growth within neighbouring East Cambridgeshire was also considered due to potential cumulative impacts on the A142 and A14 corridors. The results of this assessment highlight the need for joint working between the two authorities to understand and develop an appropriate package of mitigation.

1. Introduction

- 1.1 AECOM has been commissioned by Suffolk County Council (SCC) and Forest Heath District Council (FHDC) to review and update the Transport Study (TS) named 'Forest Heath LDF Transport Impacts' compiled by AECOM in 2009.
- 1.2 **This Technical Note (TN) forms part of an early stage in the process to identify the potential transport impacts of the emerging proposals for the broad locations of housing provision as part of the development of the Forest Heath Local Plan.**
- 1.3 Following this section the remainder of this Technical Note (TN) is structured as follows:
 - Section two provides background to the 2009 TS and states the need for this TN;
 - Section three outlines the scope of work undertaken in this update;
 - Section four discusses the broad distribution of growth to the settlements identified by FHDC;
 - Section five sets out the traffic impact approach used in this TN;
 - Section six provides a trip generation for each settlement and compares it to the 2009 TS;
 - Section seven identifies the work undertaken to update the trip distribution;
 - Section eight covers the results of the traffic impact analysis;
 - Section nine contains a review of the infrastructure requirements based on the updated traffic impact analysis; and
 - Section ten provides a summary and conclusion.

2. Background

- 2.1 The work carried out by AECOM during November 2009 concerned a review of the transport impacts of the emerging proposals for the broad locations of housing provision as part of the development of the Forest Heath Local Development Framework (LDF) - Core Strategy. The review concentrated on two main aspects, namely the way in which the developments can achieve a high level of sustainable transport connection within the overall land use pattern of the District; and the likely scale and location of specific vehicular traffic impacts on the major highway routes in the area.
- 2.2 The 2009 review of FHDC LDF - Core Strategy's residential land allocations concluded that the allocations were all feasible in transport terms, subject to the provision of a package of transport infrastructure and other measures.
- 2.3 Following the work undertaken in 2009 and the merger of St Edmundsbury District Council and FHDC a Local Plan Working Group (LPWG) meeting was held on 16 October 2014, where Members agreed that a 'combined' Single Issue Review Local Plan (SIR) and Site Allocation Local Plan (SALP) document should be prepared. A verbal update was given on 28th January 2015 to the LPWG that the SIR and SALP are to progress as separate Local Plan (LP) documents prepared in tandem. Further consultation was held between FHDC and SCC including the 'FHDC Transport Implications of the SIR and SALP' workshop held in November 2015, where five new options for distributions of growth between settlements were assessed. Towards the middle of December 2015, an option for distributions of growth between settlements was agreed upon and AECOM was requested to revisit the 2009 study to assess the transport implications of the new and revised the distributions of growth between settlements.

2.4 A draft of this report was issued to SCC in January 2016. Following comments the scope of traffic analysis was revised at the request of SCC to include the following:

- Growth occurring in East Cambridgeshire that would have an impact on the study area was included at this stage, whilst the potential impact of growth within other neighbouring authorities was not included. This task was included due to concerns about the impact of growth in East Cambridgeshire on the A142 and A14 corridors in particular;
- Include the growth anticipated in the Primary Villages (PV). In order to do this the growth assumptions for the PV's have been added to the nearest growth settlement assessed in the 2009 TS; and
- Two potential growth scenarios.

3. Scope of Work

3.1 The scope of work for this TN has been to review the housing growth assumptions used in the 2009 TS in light of the new/revised broad distribution of growth to the settlements that have been identified by FHDC originally considered in the 2009 TS.

3.2 To undertake this work AECOM has carried out an update of the trip generation derived for each growth location in the 2009 TS (Newmarket, Brandon, Mildenhall, Lakenheath, Red Lodge) to account for the changes in the allocations, revised modal split and trip distribution information from the 2011 census data and more up to date National Travel Survey (NTS) information. Unlike the 2009 study, growth within individual villages has now been considered by allocating growth to the nearest growth location that forms part of the study.

3.3 The trip distribution assumptions used to distribute the planned growth on the highway network in the 2009 TS have also been updated to take account of the results of the 2011 Census Journey to Work distribution. Due to changes in the way origin-destination data is reported in the 2011 Census the distribution has been revised from the original ward based distribution to a Middle Level Super Output Area (MSOA) scale distribution. MSOA's are larger than wards and therefore the distribution of trips will inevitably have changed slightly from that reported in the 2009 TS but the use of 2011 data is considered to be more relevant to a study undertaken in 2016 than simply relying upon 2001 data.

3.4 The revised trip generation and distribution were compiled into a series of traffic flow diagrams representing the individual growth locations (Newmarket, Brandon, Mildenhall, Lakenheath, and Red Lodge) and also as one combined diagram. A comparison was then made with the 2009 TS to compare the growth predicted in the traffic flow on the major highway routes in the District presented in the 2009 TS and the revised flows to identify where on the highway network significant changes in traffic flows are likely to occur which could result in the need to reconsider the package of mitigation required to support the growth in the Local Plan.

3.5 The infrastructure requirements identified in the 2009 TS were then reviewed in light of the revised traffic flows and further assessment undertaken as part of the Mildenhall Mixed and Residential Land Use Development, Traffic Assessment, WSP, December 2014 and Lakenheath Cumulative Site Traffic Study, AECOM, November 2015. A qualitative analysis of the ability of this previously proposed infrastructure to accommodate the impacts from the revised growth figures was then provided.

3.6 The analysis has then been fed back to SCC to review and discuss. Where significant differences in flow and new/additional infrastructure are identified AECOM have sought to highlight this with SCC for discussion. No detailed highway modelling has been undertaken as part of this study. It is recommended that moving forwards a more detailed analysis of the impacts of the proposed local plan growth is undertaken to understand in more detail the impacts and likely infrastructure requirements.

4. Broad Distribution of Growth to the Settlements

4.1 SCC and FHDC provided information on the level of growth anticipated across the District for two potential growth scenarios. It should be noted that whilst two growth scenarios have been assessed these are scenarios and do not both feature within the SIR.

4.2 **Table 1 and Table 3** provide a summary of the number of dwellings to be provided for the broad distribution of growth to the settlements for each Growth Scenario (GS). The 2009 TS focussed solely on the five main areas identified in the Spatial Strategy at the time, namely Brandon, Mildenhall, Newmarket, Lakenheath and Red Lodge. It is acknowledged that development is likely to also occur in the PVs of the District as within other villages. SCC subsequently requested that the growth for the PVs be included within the existing assessments for Mildenhall and Newmarket, representing the nearest growth locations.

4.3 **Table 2 and Table 4** provide a summary of the number of dwellings to be provided at the broad distribution of growth to the settlements for each GS with the growth in the PVs of Exning, Kentford, Beck Row and West Row included under Mildenhall and Newmarket. The numbers include additional housing provision, existing commitments / completions (2011 – 2015) and windfalls to ensure they are comparable to those used in the 2009 TS.

4.4 Further to the above, SCC requested that growth within East Cambridgeshire be included to assess the potential impact on the A142 corridor and the A14 junction 37. Only the growth locations that would reasonably have an impact on Forest Heath were considered. The considered locations and their growth quantum as per East Cambridgeshire District Council’s (ECDC) Local Plan (LP), adopted in April 2015, are listed in **Table 5**. The same methodology for quantifying growth in the remainder of this study was used and inputted as a new scenario called East Cambridgeshire (EC).

Table 1: Housing Provision for Growth Scenario One (GS1) – 2016 Technical Note

| Settlement | Completions (net dwellings) 2011-2015 | Existing commitments at 31st March 2015 | Additional provision | Windfall | Total |
|------------|---------------------------------------|---|----------------------|----------|-------|
| Newmarket | 133 | 155 | 680 | - | 968 |
| Brandon | 40 | 15 | 70 | - | 125 |
| Mildenhall | 54 | 123 | 1350 | - | 1527 |
| Lakenheath | 41 | 35 | 800 | - | 876 |
| Red Lodge | 565 | 139 | 950 | - | 1654 |

Table 2: Housing Provision for GS1 plus PV – 2016 Technical Note

| Settlement | Completions (net dwellings) 2011-2015 | Existing commitments at 31st March 2015 | Additional provision | Windfall | Totals |
|-----------------|---------------------------------------|---|----------------------|----------|--------|
| Newmarket | 133 | 155 | 680 | - | 1628 |
| <i>Exning</i> | 20 | 135 | 217 | - | |
| <i>Kentford</i> | 38 | 82 | 168 | - | |
| Brandon | 40 | 15 | 70 | - | 125 |
| Mildenhall | 54 | 123 | 1350 | - | 2151 |
| <i>Beck Row</i> | 165 | 21 | 261 | - | |
| <i>West Row</i> | 26 | 48 | 104 | - | |
| Lakenheath | 41 | 35 | 800 | - | 876 |
| Red Lodge | 565 | 139 | 950 | - | 1654 |

Table 3: Housing Provision for Growth Scenario Two (GS2) – 2016 Technical Note

| Settlement | Completions (net dwellings) 2011-2015 | Existing commitments at 31st March 2015 | Additional provision | Windfall | Total |
|------------|---------------------------------------|---|----------------------|----------|-------|
| Newmarket | 133 | 155 | 1080 | - | 1368 |
| Brandon | 40 | 15 | 70 | - | 125 |
| Mildenhall | 54 | 123 | 1150 | - | 1327 |
| Lakenheath | 41 | 35 | 800 | - | 876 |
| Red Lodge | 565 | 139 | 850 | - | 1554 |

Table 4: Housing Provision for GS2 plus PV – 2016 Technical Note

| Settlement | Completions (net dwellings) 2011-2015 | Existing commitments at 31st March 2015 | Additional provision | Windfall | Total |
|-----------------|---------------------------------------|---|----------------------|----------|-------|
| Newmarket | 133 | 155 | 1080 | - | 1977 |
| <i>Exning</i> | 20 | 135 | 334* | - | |
| <i>Kentford</i> | 38 | 82 | | - | |
| Brandon | 40 | 15 | 70 | - | 125 |
| Mildenhall | 54 | 123 | 1150 | - | 1903 |
| <i>Beck Row</i> | 165 | 21 | 316* | - | |
| <i>West Row</i> | 26 | 48 | | - | |
| Lakenheath | 41 | 35 | 800 | - | 876 |
| Red Lodge | 565 | 139 | 850 | - | 1554 |

**these are indicative figures for the purpose of assessing this scenario*

Table 5: East Cambridgeshire Locations and Growth Quantum (ECDC's LP, adopted April 2015)

| Settlement | Estimated New Dwellings 2013-2031 |
|------------|-----------------------------------|
| Burwell | 350 |
| Ely | 3948 |
| Fordham | 129 |
| Littleport | 1346 |
| Soham | 2030 |

4.5 **Table 6** shows the difference in the number of dwellings used in the 2009 TS and in the assessment that underpins this TN.

Table 6: Comparison of Housing Provision 2009 to 2016

| Settlement | Additional Allocation TS (2009) | Additional Allocation TN (2016) | | Difference | |
|---------------------------|---------------------------------|---------------------------------|------|------------|------|
| | | GS1 | GS2 | GS1 | GS2 |
| Newmarket | 1640 | 680 | 1080 | -960 | -560 |
| <i>Newmarket plus PV</i> | - | 1629 | 1977 | -11 | +337 |
| Brandon | 760 | 70 | 70 | -690 | -690 |
| Mildenhall | 1330 | 1350 | 1150 | +20 | -180 |
| <i>Mildenhall plus PV</i> | - | 2151 | 1903 | +821 | +573 |
| Lakenheath | 600 | 800 | 800 | +200 | +200 |
| Red Lodge | 1200 | 950 | 850 | -250 | -350 |

5. Traffic Impact Approach

5.1 To enable a comparison with the 2009 TS the methodology used in this TN has been aligned with the methodology used in the 2009 TS and therefore follows the same traffic impact approach used in the 2009 TS. As a summary, the process followed to derive the likely traffic volumes anticipated to be generated by each growth location for each growth scenario identified in **Tables 1 to 4** was as follows:

- The 2001 ward level Census journey to work modal split information has been updated with 2011 Census journey to work data for the MSOA considered to most closely align to the wards used for each settlement in the 2009 TS to establish a new baseline for the modal split of each settlement for work based journeys;
- Population and household information from the 2011 Census were used for each of the growth locations and combined with NTS 2014 data used to provide an overall level of vehicle trip generation for the proposed additional housing growth; and
- Trip distribution information was updated to use 2011 Census journey to work origin-destination information at an MSOA level.

5.2 As identified in Section 2 of this report the 2009 TS used ward level data from the 2001 census to distribute trips. The 2011 census does not include origin-destination data at this spatial scale and therefore MSOAs have been used. Each settlement was matched with its closest MSOA in order to obtain distribution information that could be considered representative of the predicted travel patterns for that area. The representative MSOAs used have been compared to the 2001 wards from the 2009 TS and shown in **Table 7**.

Table 7: MSOAs used to represent the wards used in the 2009 TS

| Area | Ward | MSOA |
|------------|------------------------------|--------------------------|
| Newmarket | Severals (sic) | Forest Heath 006 and 008 |
| Brandon | Brandon East Brandon West | Forest Heath 001 |
| Mildenhall | Great Heath Market | Forest Heath 003 and 004 |
| Lakenheath | Lakenheath | Forest Heath 002 |
| Red Lodge | Red Lodge | Forest Heath 005 |

5.3 A similar exercise was undertaken for the growth locations in EC to enable the impacts of development in this neighbouring District to be considered. **Table 8** shows the MSOAs that were used to represent the major growth locations in EC.

Table 8: Growth Locations and MSOAs used for East Cambridgeshire

| Area | MSOA |
|------------|-------------------------------|
| Burwell | East Cambridgeshire 008 |
| Ely | East Cambridgeshire 003 + 004 |
| Fordham | East Cambridgeshire 007 |
| Littleport | East Cambridgeshire 001 |
| Soham | East Cambridgeshire 006 |

5.4 As per the 2009 TS, using the updated trip generation and distribution the traffic impact on the following key junctions was analysed for each of the settlements separately and then cumulatively:

- A14 / A142 Fordham Road (A14 junction 37);
- A14 / A11 / A1304 Bury Road (A14 junction 38);
- A11 / A1101 Mildenhall Road / A1065 Brandon Road / A1101 Bury Road (A11 Fiveways);
- A1304 High Street / Exeter Road / A142 / A1304 Bury Road / B1063 (Clocktower roundabout, Newmarket);
- A1101 Kingsway / A1101 North Terrace / B1102 High Street (Mildenhall);
- A1065 London Road / A1065 High Street / B1107 Thetford Road (Brandon);
- B1107 Thetford Road / B1107 Beavor Lane / Lode Street (Brandon);
- A11/ B1085 Dane Hill Lane (Red Lodge); and
- A11/ B1085 Elms Road (Red Lodge).

5.5 For all areas, the traffic has been distributed onto the network so that the change in traffic volumes at the relevant nearby junctions can be seen.

6. Trip Generation

6.1 The trip generation methodology used in the 2009 TS was followed and fully updated as described in Section 2 above.

6.2 The resultant trip rates calculated for each of the five growth locations (plus the considered growth locations in EC) have been compared to those derived in the 2009 TS and are shown in **Table 9**.

Table 9: Vehicle Trip Rate for each Growth Location (trips per hour per dwelling)

| Area | TS (2009) | | | | | | TN (2016) | | | | | |
|------------|--------------|------|-------|------|------|-------|--------------|------|-------|------|------|-------|
| | AM | | | PM | | | AM | | | PM | | |
| | Arr | Dep | Total | Arr | Dep | Total | Arr | Dep | Total | Arr | Dep | Total |
| Newmarket | 0.12 | 0.46 | 0.58 | 0.30 | 0.19 | 0.49 | 0.11 | 0.41 | 0.52 | 0.27 | 0.17 | 0.44 |
| Brandon | 0.12 | 0.46 | 0.58 | 0.30 | 0.19 | 0.49 | 0.12 | 0.45 | 0.57 | 0.30 | 0.19 | 0.49 |
| Mildenhall | 0.13 | 0.49 | 0.62 | 0.32 | 0.20 | 0.53 | 0.13 | 0.50 | 0.63 | 0.33 | 0.21 | 0.54 |
| Lakenheath | 0.14 | 0.52 | 0.65 | 0.34 | 0.22 | 0.56 | 0.13 | 0.49 | 0.62 | 0.33 | 0.21 | 0.54 |
| Red Lodge | 0.14 | 0.53 | 0.67 | 0.35 | 0.22 | 0.57 | 0.13 | 0.50 | 0.63 | 0.34 | 0.21 | 0.55 |
| Burwell | - | - | - | - | - | - | 0.13 | 0.49 | 0.62 | 0.33 | 0.21 | 0.54 |
| Ely | - | - | - | - | - | - | 0.11 | 0.44 | 0.55 | 0.29 | 0.18 | 0.47 |
| Fordham | - | - | - | - | - | - | 0.13 | 0.51 | 0.64 | 0.34 | 0.21 | 0.55 |
| Littleport | - | - | - | - | - | - | 0.13 | 0.48 | 0.61 | 0.32 | 0.20 | 0.52 |
| Soham | - | - | - | - | - | - | 0.13 | 0.50 | 0.63 | 0.33 | 0.21 | 0.54 |

- 6.3 From **Table 9** it can be seen that the trip rates have remained broadly comparable to the 2009 TS following the update of the data that was used to underpin the assessment.
- 6.4 The vehicle trip rates shown in Table 9 have been combined with the number of dwellings per settlement (see Table 1 to Table 4) to provide an updated trip generation for each settlement. Table 10 provides a comparison of the vehicle trip generation used in the 2009 TS and this TN for GS1 and Table 11 for GS2.

Table 10: Vehicle Trip Generation per Settlement (vehicle trips per hour) - GS1

| Area | TS (2009) | | | | | | TN (2016) | | | | | |
|---------------------------|--------------|-----|-------|-----|-----|-------|--------------|------|-------|-----|-----|-------|
| | AM | | | PM | | | AM | | | PM | | |
| | Arr | Dep | Total | Arr | Dep | Total | Arr | Dep | Total | Arr | Dep | Total |
| Newmarket | 197 | 752 | 949 | 495 | 311 | 806 | 104 | 398 | 501 | 262 | 165 | 426 |
| <i>Newmarket plus PV</i> | - | - | - | - | - | - | 175 | 669 | 844 | 440 | 277 | 717 |
| Brandon | 89 | 341 | 430 | 226 | 142 | 368 | 15 | 56 | 71 | 37 | 23 | 61 |
| Mildenhall | 171 | 655 | 826 | 432 | 272 | 704 | 199 | 761 | 960 | 508 | 320 | 828 |
| <i>Mildenhall plus PV</i> | - | - | - | - | - | - | 280 | 1073 | 1353 | 716 | 450 | 1166 |
| Lakenheath | 103 | 395 | 498 | 262 | 165 | 427 | 113 | 433 | 546 | 290 | 182 | 472 |
| Red Lodge | 166 | 634 | 800 | 422 | 265 | 687 | 216 | 827 | 1043 | 554 | 349 | 903 |

Table 11: Vehicle Trip Generation per Settlement (vehicle trips per hour) – GS2

| Area | TS (2009) | | | | | | TN (2016) | | | | | |
|---------------------------|-----------|-----|-------|-----|-----|-------|-----------|-----|-------|-----|-----|-------|
| | AM | | | PM | | | AM | | | PM | | |
| | Arr | Dep | Total | Arr | Dep | Total | Arr | Dep | Total | Arr | Dep | Total |
| Newmarket | 197 | 752 | 949 | 495 | 311 | 806 | 147 | 562 | 709 | 370 | 232 | 602 |
| <i>Newmarket plus PV</i> | - | - | - | - | - | - | 212 | 812 | 1024 | 534 | 336 | 870 |
| Brandon | 89 | 341 | 430 | 226 | 142 | 368 | 15 | 56 | 71 | 37 | 23 | 61 |
| Mildenhall | 171 | 655 | 826 | 432 | 272 | 704 | 173 | 662 | 835 | 442 | 278 | 719 |
| <i>Mildenhall plus PV</i> | - | - | - | - | - | - | 248 | 949 | 1197 | 633 | 398 | 1031 |
| Lakenheath | 103 | 395 | 498 | 262 | 165 | 427 | 113 | 433 | 546 | 290 | 182 | 472 |
| Red Lodge | 166 | 634 | 800 | 422 | 265 | 687 | 203 | 777 | 980 | 521 | 328 | 848 |

6.5 **Table 10** and **Table 11** above show that the trip generation remains broadly comparable with minor differences between the 2009 TS and TN largely related to changes in the level of growth anticipated.

6.6 The vehicle trip rates shown in **Table 9** have also been combined with the number of dwellings per settlement (**Table 5**) to provide a trip generation for each considered growth location in EC. **Table 12** reflects the gross trip generation per settlement, however not all of these trips will pass through the study area. **Table 13** below outlines the percentage of traffic from each of the EC growth locations that have been estimated to pass through the study area based upon a Census journey to work origin-destination analysis.

Table 12: Gross Vehicle Trip Generation per Settlement (vehicle trips per hour) - EC

| Area | Trip Generation (2016) | | | | | |
|------------|------------------------|------|-------|------|-----|-------|
| | AM | | | PM | | |
| | Arr | Dep | Total | Arr | Dep | Total |
| Burwell | 45 | 173 | 218 | 115 | 73 | 188 |
| Ely | 454 | 1737 | 2191 | 1142 | 718 | 1860 |
| Fordham | 17 | 65 | 82 | 44 | 27 | 71 |
| Littleport | 171 | 653 | 823 | 433 | 272 | 706 |
| Soham | 266 | 1018 | 1284 | 678 | 426 | 1104 |

Table 13: Percentage of EC Trips Estimated to Pass Through Study Area

| Growth Location | Trips estimated to pass through study area | Trip Generation (2016) | | | | | |
|-----------------|--|------------------------|-----|-------|-----|-----|-------|
| | | AM | | | PM | | |
| | | Arr | Dep | Total | Arr | Dep | Total |
| Burwell | 29% | 13 | 51 | 64 | 34 | 21 | 55 |
| Ely | 25% | 116 | 443 | 558 | 291 | 183 | 474 |
| Fordham | 52% | 9 | 33 | 42 | 22 | 14 | 36 |
| Littleport | 33% | 56 | 214 | 270 | 142 | 89 | 232 |
| Soham | 62% | 161 | 617 | 779 | 411 | 259 | 670 |

6.7 The individual trip generation for each settlement can be found in **Appendix A**.

7. Trip Distribution

7.1 AECOM distributed the traffic generated by the potential sites onto the road network based on 2011 Census journey to work origin-destination data. Whilst the origin and destinations have been updated to reflect MSOA level data the origin of the trip on the traffic flow diagram has remained the same as that used in the 2009 TS. **Table 14** compares and summarises the trip distribution assumptions made for the 2009 TS and this TN.

Table 14: Distribution of Vehicle Trips per Area

| Direction | Study | Newmarket | Brandon | Mildenhall | Lakenheath | Red Lodge |
|------------------------------|-----------|-----------|---------|------------|------------|-----------|
| North | TN (2009) | 20.96% | 11.98% | 31.58% | 15.78% | 23.37% |
| | TS (2016) | 19.63% | 12.04% | 23.43% | 10.00% | 29.35% |
| South | TN (2009) | 7.81% | 26.09% | 7.57% | 8.95% | 38.31% |
| | TS (2016) | 7.99% | 30.08% | 12.47% | 12.71% | 47.03% |
| East | TN (2009) | 4.62% | 16.49% | 8.95% | 8.79% | 1.50% |
| | TS (2016) | 4.84% | 18.20% | 10.38% | 9.38% | 2.92% |
| West | TN (2009) | 15.95% | 5.02% | 5.52% | 14.38% | 13.34% |
| | TS (2016) | 22.10% | 7.38% | 10.00% | 22.81% | 12.70% |
| Central (Internalised Trips) | TN (2009) | 50.66% | 40.42% | 46.38% | 52.10% | 23.47% |
| | TS (2016) | 45.43% | 32.30% | 43.71% | 45.10% | 8.00% |

7.2 From **Table 14** it can be seen that the trip distribution has remained broadly comparable to the 2009 TS, the only significant difference is found in the Red Lodge figure. It is likely that this is down to the areas used in the analysis changing as a result of moving to MSOA data instead of ward level data.

8. Results of Analysis

8.1 **Table 15** identifies the main pressures resulting from each growth area and then considers the impact of the SIR and SALP growth aspirations over the whole District. It should be noted that the trip rates and subsequent trip generation used are a high level estimate only.

Table 15: Traffic Impact Comparison to 2009 TS – per Settlement

| Housing Allocation Area | Growth Scenario 1 | Growth Scenario 2 |
|-------------------------|---|---|
| Newmarket | <p>The analysis shows that the overall impact on the A14/A142 junction north of Newmarket, will be significantly less when compared to the results obtained in the 2009 TS.</p> <p>This is due to the lower additional housing allocation proposed in Newmarket.</p> <p>In Newmarket itself the level of traffic anticipated will reduce when compared to the 2009 TS.</p> | <p>The analysis shows that there will be a modest increase in flow at the A14/A142 junction north of Newmarket, when compared to the results obtained in the 2009 TS.</p> <p>For GS2 a higher number of housing is proposed in Newmarket and therefore it is anticipated that there will be an increase in traffic within the town.</p> |
| Newmarket + PV | <p>The analysis shows that at the A14/A142 junction eastbound traffic from Newmarket and traffic originating in the east traveling towards Newmarket will be less when compared to the 2009 TS.</p> <p>There will be an increase in all other traffic to and from Newmarket at the A14/A142 junction.</p> | <p>The analysis shows that there will be an increase in all traffic to and from Newmarket at the A14/A142 junction.</p> |
| Brandon | <p>The updated housing allocation for Brandon is significantly less when compared to the 2009 TS. There is therefore less impact on the highway network surrounding Brandon than previously reported.</p> | <p>The updated housing allocation for Brandon is significantly less when compared to the 2009 TS. There is therefore less impact on the highway network surrounding Brandon than previously reported.</p> |
| Mildenhall | <p>The traffic generated in Mildenhall, due to the increased housing allocation will increase flows in the town, especially at the A1101/B1102/Queensway roundabout junction which is understood to already be a busy roundabout and at the A11 Fiveways junction.</p> <p>Traffic flows are expected to increase between 165 and 147 trips during the AM and PM peaks at the A1101/B1102/Queensway roundabout junction when compared to the 2009 TS analysis.</p> | <p>The additional housing provision for Mildenhall in GS2 is 180 units less than for GS1.</p> <p>With this lower housing provision for GS 2, traffic flows are expected to increase between 86 and 78 during the AM and PM peak at the A1101/B1102/Queensway roundabout junction when compared to the 2009 TS analysis.</p> |
| Mildenhall + PV | <p>When including the growth of West Row and Beck Row (PV) to the growth in Mildenhall, the expected impact increases substantively.</p> <p>Flows in the town will greatly increase, especially at the A1101/B1102/Queensway roundabout junction which is understood to already be a busy roundabout and at the A11 Fiveways junction.</p> <p>Traffic flows are expected increase between 415 and 361 trips during the AM and PM peak at the A1101/B1102/Queensway roundabout junction when compared to the 2009 TS analysis.</p> | <p>The increase in housing allocated to Mildenhall in GS2 is less than in GS1. As such traffic flows are not expected to increase as significantly.</p> <p>For instance traffic flows are expected to increase between 315 and 276 during the AM and PM peak when compared to the 2009 TS analysis.</p> |
| Lakenheath | <p>The additional development in Lakenheath is likely to have an impact at the B1112/A1065 junction as well as the A11 Fiveways junction.</p> <p>Traffic flows at the A1065/B1112 junction are expected to increase between 85 and 74 trips higher during the AM and PM peak hours, respectively when compared to the 2009 TS.</p> | <p>The impacts are likely to be the same as for GS 1 as the level of growth remains the same.</p> |
| Red Lodge | <p>The traffic generated in Red Lodge, due to the increased housing allocation will increase flows around this settlement, especially at the B1085/A11 junction and it's on/off-slips with the A11 and to a lesser extent at the A11 Fiveways</p> | <p>The additional housing provision for Red Lodge in GS2 is 100 units less than for GS1.</p> <p>The traffic generated in Red Lodge will still increase flows in the town, especially at the B1085/A11 junction and its on/off-slips with the</p> |

| Housing Allocation Area | Growth Scenario 1 | Growth Scenario 2 |
|-------------------------|--|---|
| | junction as the traffic towards Mildenhall is expected to increase. During the AM peak hour traffic flows towards the A14 westbound are expected to be 151 trips higher at the A11/A14 junction and 103 trips higher during the PM peak, for traffic returning to Red Lodge, when compared to the 2009 TS analysis. | A11 and to a lesser extent at the A11 Fiveways junction as the traffic towards Mildenhall is expected to increase. With this lower housing provision for GS 2, traffic flows are expected to be 126 vehicles higher towards the A14 westbound and 86 trips higher during the PM peak, for traffic returning to Red Lodge, when compared to the 2009 TS analysis. |

8.2 If we consider the overall impact of the SALP housing allocations, **Table 16** below provides a summary of likely impacts per growth scenario for the AM and PM peak periods at each junction when compared to the 2009 TS. The following thresholds have been applied to derive the likely impacts resulting from the scenarios:

- 0-29 additional vehicle trips at a junction represents no material change in traffic flow;
- 30-100 additional vehicle trips at a junction represent a potential small increase in traffic that may have a material impact; and
- More than 100 vehicle trips at a junction represent a moderate to high increase in traffic that could have a material impact.

Technical Note

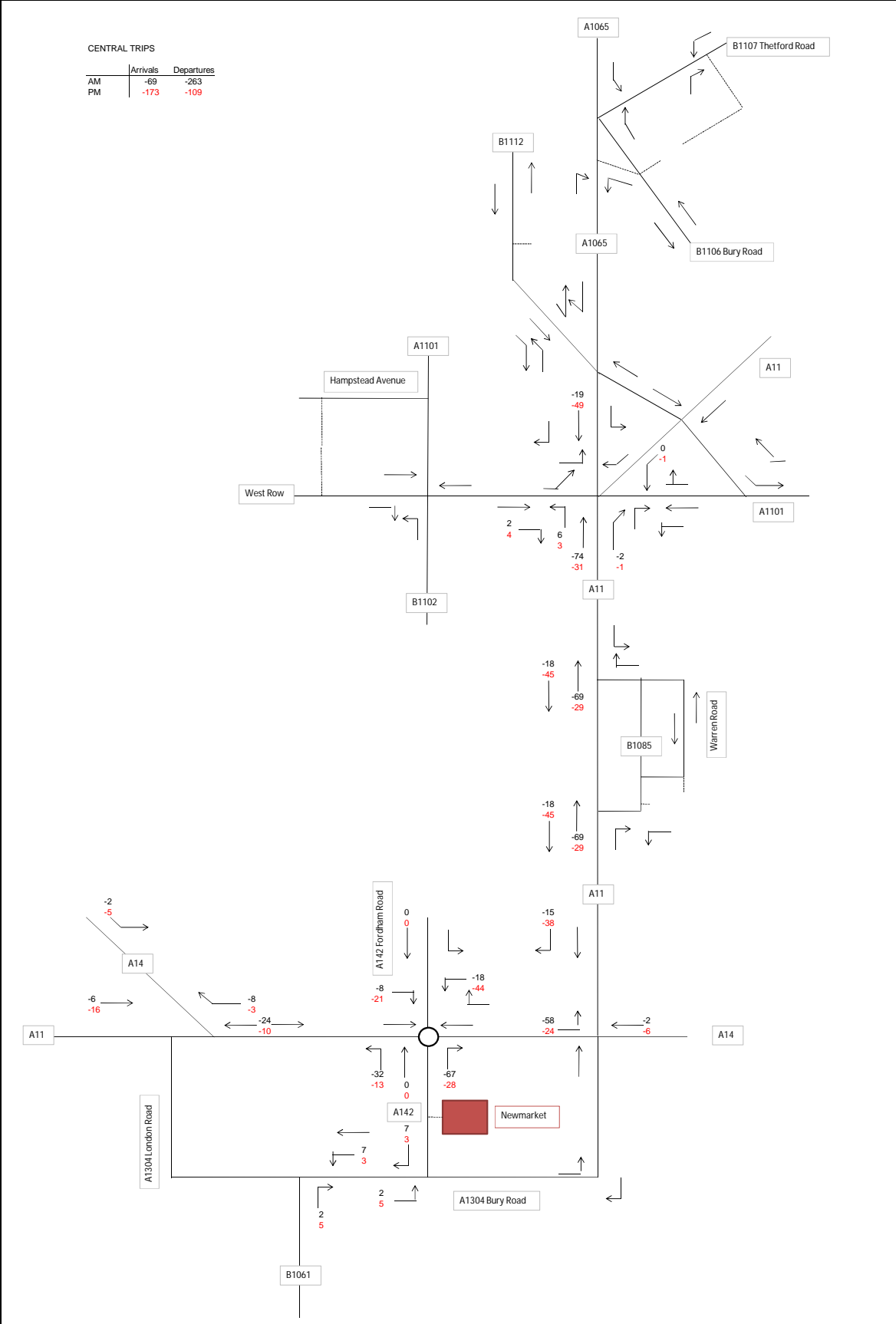
Table 16: Traffic Impact Comparison to 2009 TS – All Scenarios

| Junction | GS1 | GS2 | GS1+PV | GS2+PV | GS1+EC | GS2+EC | GS1+PV+EC | GS2+PV+EC |
|---|--|--|--|--|--|--|--|--|
| A14 / A142 Fordham Road (A14 junction 37) | no material change in traffic flow | potential small increase in traffic that may have a material impact | moderate to high increase in traffic that could have a material impact | moderate to high increase in traffic that could have a material impact | moderate to high increase in traffic that could have a material impact | moderate to high increase in traffic that could have a material impact | moderate to high increase in traffic that could have a material impact | moderate to high increase in traffic that could have a material impact |
| A14 / A11 / A1304 Bury Road (A14 junction 38) | potential small increase in traffic that may have a material impact | potential small increase in traffic that may have a material impact | potential small increase in traffic that may have a material impact | potential small increase in traffic that may have a material impact | potential small increase in traffic that may have a material impact | potential small increase in traffic that may have a material impact | potential small increase in traffic that may have a material impact | potential small increase in traffic that may have a material impact |
| A11 / A1101 Mildenhall Road / A1065 Brandon Road / A1101 Bury Road (A11 Fiveways) | moderate to high increase in traffic that could have a material impact | moderate to high increase in traffic that could have a material impact | moderate to high increase in traffic that could have a material impact | moderate to high increase in traffic that could have a material impact | moderate to high increase in traffic that could have a material impact | moderate to high increase in traffic that could have a material impact | moderate to high increase in traffic that could have a material impact | moderate to high increase in traffic that could have a material impact |
| A1304 High Street / Exeter Road / A142 / A1304 Bury Road / B1063 (Clocktower roundabout, Newmarket) | potential small increase in traffic that may have a material impact | moderate to high increase in traffic that could have a material impact | moderate to high increase in traffic that could have a material impact | moderate to high increase in traffic that could have a material impact | moderate to high increase in traffic that could have a material impact | moderate to high increase in traffic that could have a material impact | moderate to high increase in traffic that could have a material impact | moderate to high increase in traffic that could have a material impact |
| A1101 Kingsway / A1101 North Terrace / B1102 High Street (Mildenhall) | moderate to high increase in traffic that could have a material impact | moderate to high increase in traffic that could have a material impact | moderate to high increase in traffic that could have a material impact | moderate to high increase in traffic that could have a material impact | moderate to high increase in traffic that could have a material impact | moderate to high increase in traffic that could have a material impact | moderate to high increase in traffic that could have a material impact | moderate to high increase in traffic that could have a material impact |
| A1065 London Road / A1065 High Street / B1107 Thetford Road (Brandon) | no material change in traffic flow | no material change in traffic flow | no material change in traffic flow | no material change in traffic flow | no material change in traffic flow | no material change in traffic flow | no material change in traffic flow | no material change in traffic flow |
| B1107 Thetford Road / B1107 Beaver Lane / Lode Street (Brandon) | no material change in traffic flow | no material change in traffic flow | no material change in traffic flow | no material change in traffic flow | no material change in traffic flow | no material change in traffic flow | no material change in traffic flow | no material change in traffic flow |
| A11 / B1085 Dane Hill Lane (Red Lodge) | moderate to high increase in traffic that could have a material impact | moderate to high increase in traffic that could have a material impact | moderate to high increase in traffic that could have a material impact | moderate to high increase in traffic that could have a material impact | moderate to high increase in traffic that could have a material impact | moderate to high increase in traffic that could have a material impact | moderate to high increase in traffic that could have a material impact | moderate to high increase in traffic that could have a material impact |
| A11/B1085 Elms Road (Red Lodge) | moderate to high increase in traffic that could have a material impact | moderate to high increase in traffic that could have a material impact | moderate to high increase in traffic that could have a material impact | moderate to high increase in traffic that could have a material impact | moderate to high increase in traffic that could have a material impact | moderate to high increase in traffic that could have a material impact | moderate to high increase in traffic that could have a material impact | moderate to high increase in traffic that could have a material impact |
| A1065 / B1112 (Lakenheath) | moderate to high increase in traffic that could have a material impact | moderate to high increase in traffic that could have a material impact | moderate to high increase in traffic that could have a material impact | moderate to high increase in traffic that could have a material impact | moderate to high increase in traffic that could have a material impact | moderate to high increase in traffic that could have a material impact | moderate to high increase in traffic that could have a material impact | moderate to high increase in traffic that could have a material impact |

- 8.3 In **Table 16** above, at the grade-separated A14 / A142 Fordham Road junction (A14 junction 37) the highest increase in traffic is expected to be on the A14 and will therefore not affect the on-/off slips at this junction for GS1.
- 8.4 The on-/off slips at the grade-separated A14 / A11 / A1304 Bury Road junction (A14 junction 38) are not expected to be greatly affected by the increase in traffic at this junction.
- 8.5 An increase in traffic is expected in all scenarios at the Newmarket Clocktower junction. This increase is expected to be material in all but the GS1 scenario.
- 8.6 When compared to the 2009 TS, there will be a significant increase in traffic to and from Mildenhall, passing through the Fiveways roundabout junction.
- 8.7 It is expected that there will be a material impact at the A1101 Kingsway / A1101 North Terrace / B1102 High Street junction in Mildenhall.
- 8.8 The updated housing allocation for Brandon is significantly less when compared to the 2009 TS. The A1065 London Road / A1065 High Street / B1107 Thetford Road and B1107 Thetford Road / B1107 Beavor Lane / Lode Street junctions in Brandon are therefore not expected to experience any material impact when compared to the 2009 TS.
- 8.9 There is a potential material impact at the A11 / B1085 Elms Road and A11 / B1085 Dane Hill Lane junctions in Red Lodge.
- 8.10 Traffic impacts at the A1065 / B1112 junction are expected to come from an increase in traffic traveling to and from Lakenheath.
- 8.11 **Figure 1** and **2** below provide a comparison in vehicle trips between the 2009 TS and the 2016 TN for GS1 and GS2; in **Figure 3** and **4** the PVs are included in Newmarket and Mildenhall and in **Figure 5** to **Figure 8** the growth in East Cambridgeshire are included for each GS and compared to the 2009 TS.
- 8.12 The traffic flows distributed across the highway network for each settlement can be found in **Appendix B**.

CENTRAL TRIPS

| | Arrivals | Departures |
|----|----------|------------|
| AM | -69 | -263 |
| PM | -173 | -109 |

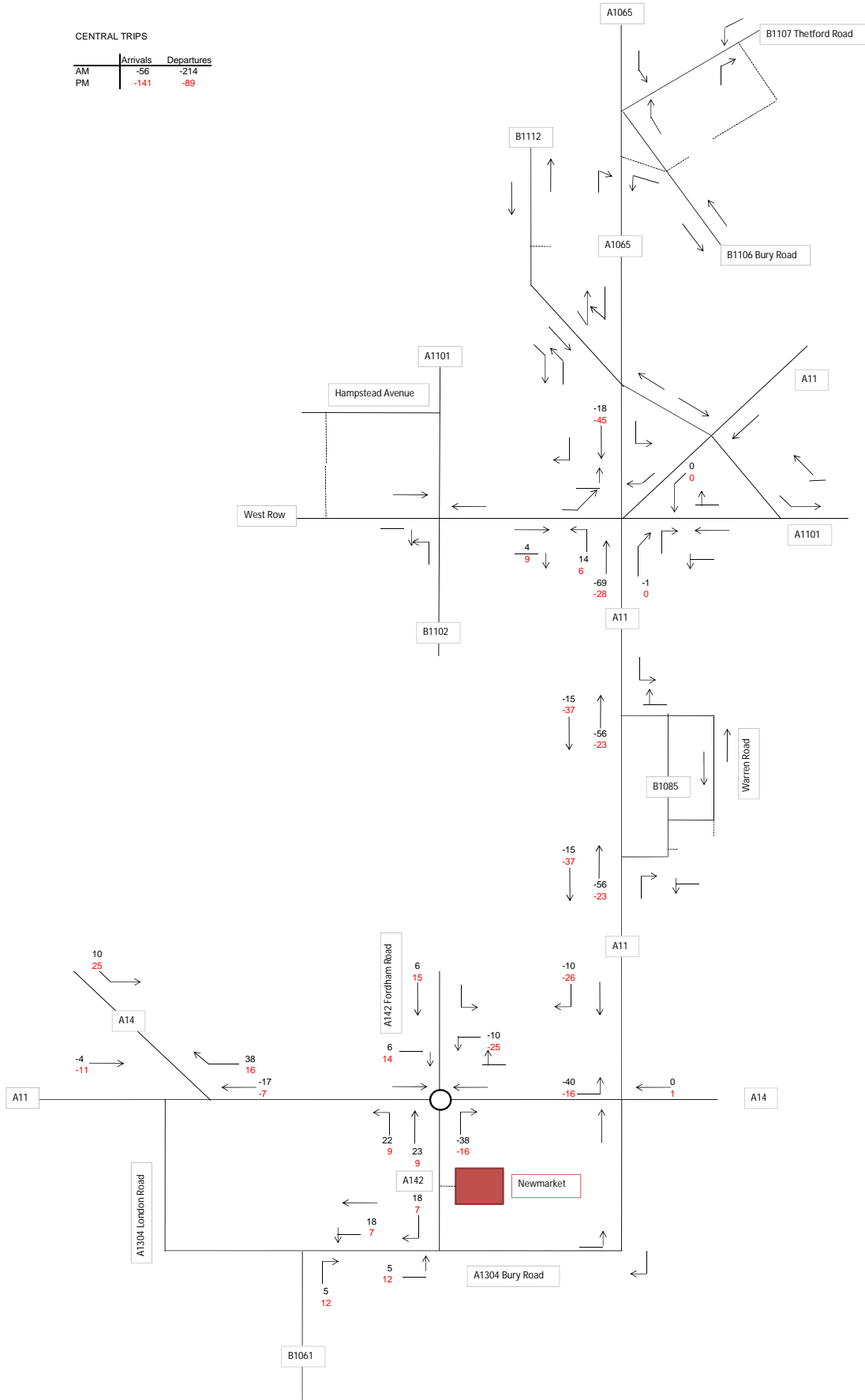


Newmarket - Trip Distribution Comparison between TS (2009) and TN (2016)

| | | |
|-------------------|----------------|-----------------|
| Growth Scenario 1 | Made by: CT | Approved by: JS |
| | Checked by: LL | Date: Mar-16 |

CENTRAL TRIPS

| | Arrivals | Departures |
|----|----------|------------|
| AM | -56 | -214 |
| PM | -141 | -89 |



Newmarket Trip Distribution Comparison between TS (2009) and TN (2016)

Growth Scenario 2

Made by:
Checked by:

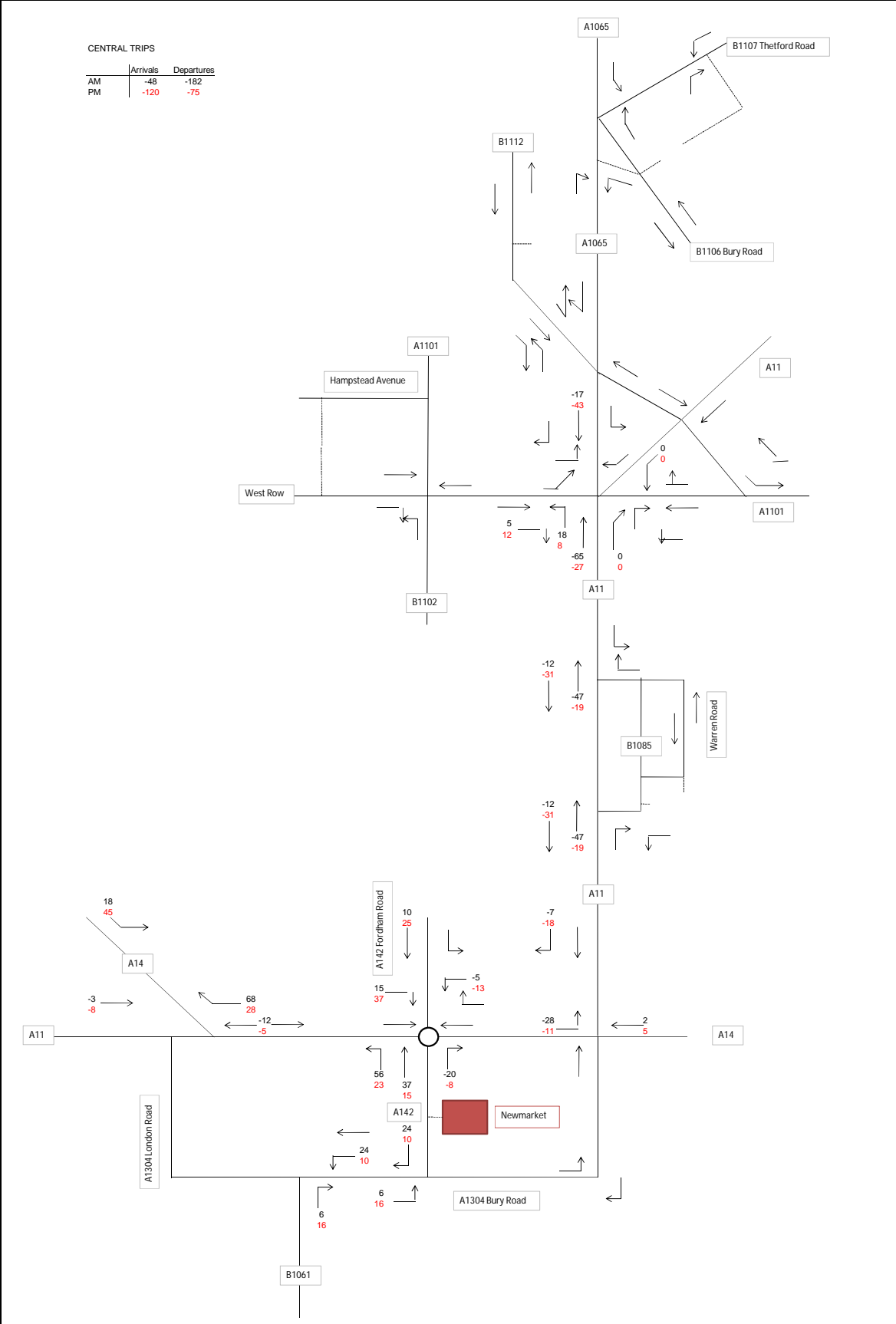
CT
LL

Approved by:
Date:

JS
Mar-16

CENTRAL TRIPS

| | Arrivals | Departures |
|----|----------|------------|
| AM | -48 | -182 |
| PM | -120 | -75 |

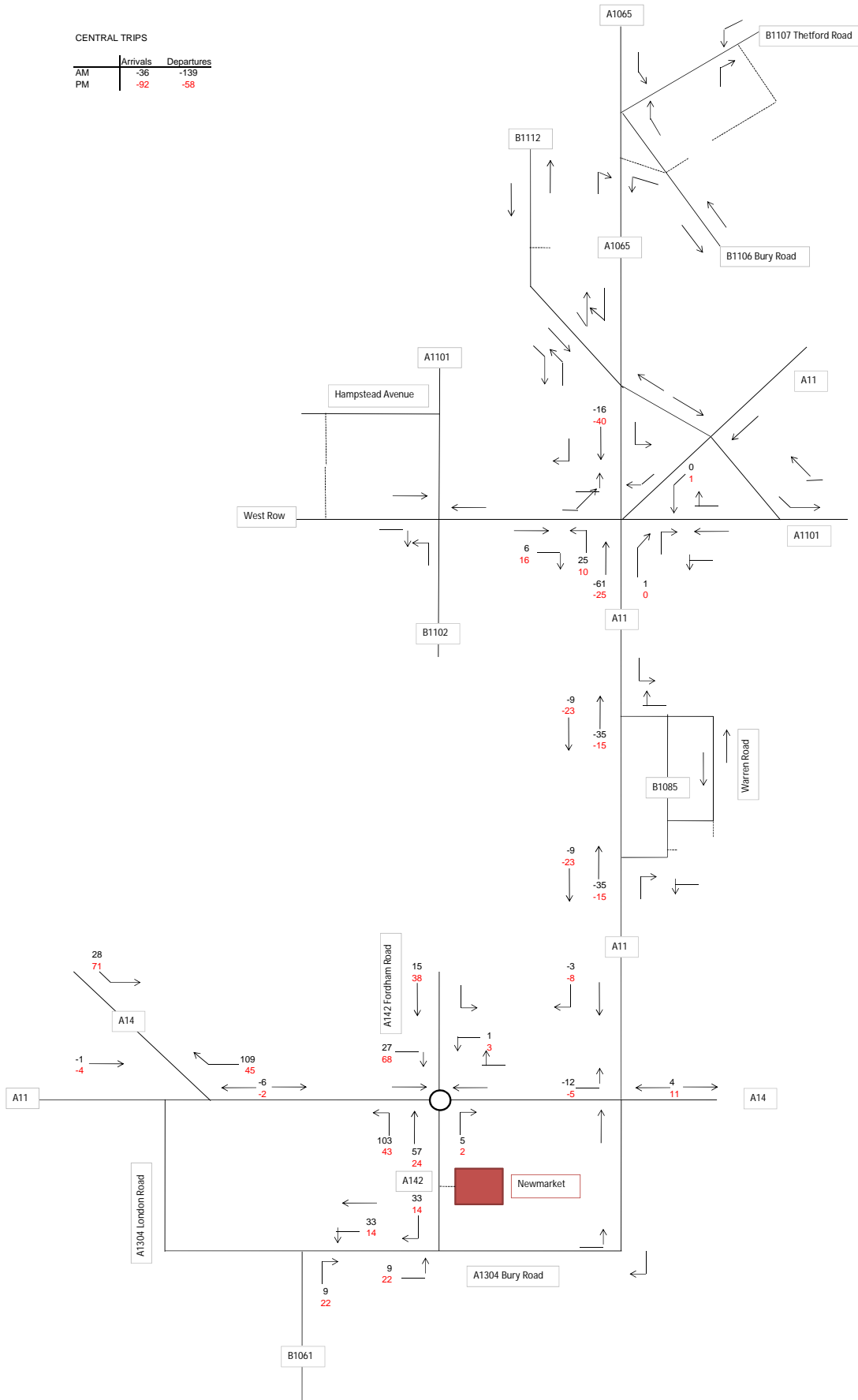


Newmarket Trip Distribution Comparison between TS (2009) and TN (2016)

| | | |
|---|----------------|-----------------|
| Growth Scenario 1 plus Primary Villages | Made by: CT | Approved by: JS |
| | Checked by: LL | Date: Mar-16 |

CENTRAL TRIPS

| | Arrivals | Departures |
|----|----------|------------|
| AM | -36 | -139 |
| PM | -92 | -58 |

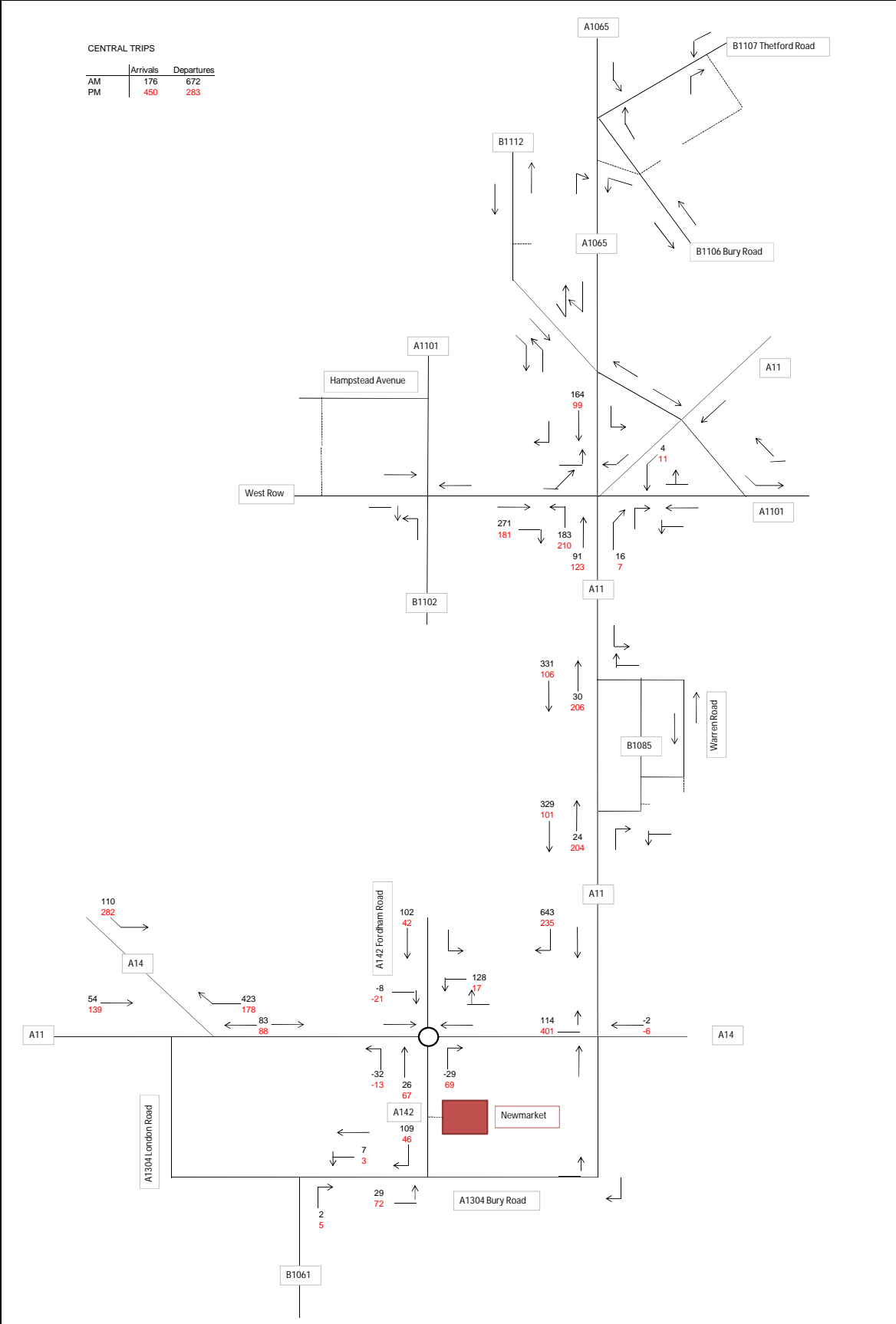


Newmarket Trip Distribution Comparison between TS (2009) and TN (2016)

| | | |
|---|----------------|-----------------|
| Growth Scenario 2 plus Primary Villages | Made by: CT | Approved by: JS |
| | Checked by: LL | Date: Jan-16 |

CENTRAL TRIPS

| | Arrivals | Departures |
|----|----------|------------|
| AM | 176 | 672 |
| PM | 450 | 283 |

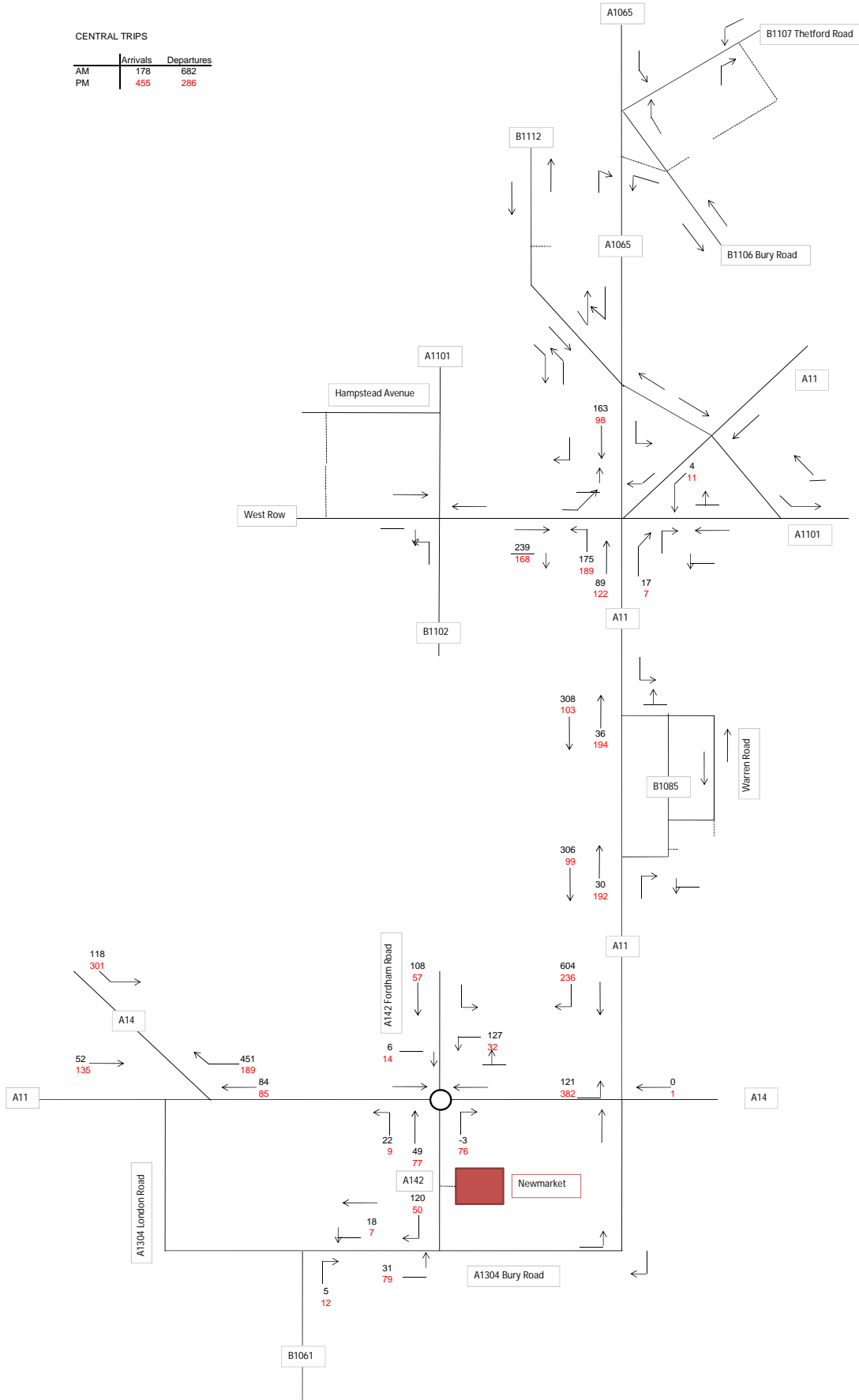


Newmarket - Trip Distribution Comparison between TS (2009) and TN (2016)

| | | |
|----------------------|----------------|-----------------|
| Growth Scenario 1+EC | Made by: CT | Approved by: JS |
| | Checked by: LL | Date: Mar-16 |

CENTRAL TRIPS

| | Arrivals | Departures |
|----|----------|------------|
| AM | 178 | 682 |
| PM | 455 | 286 |

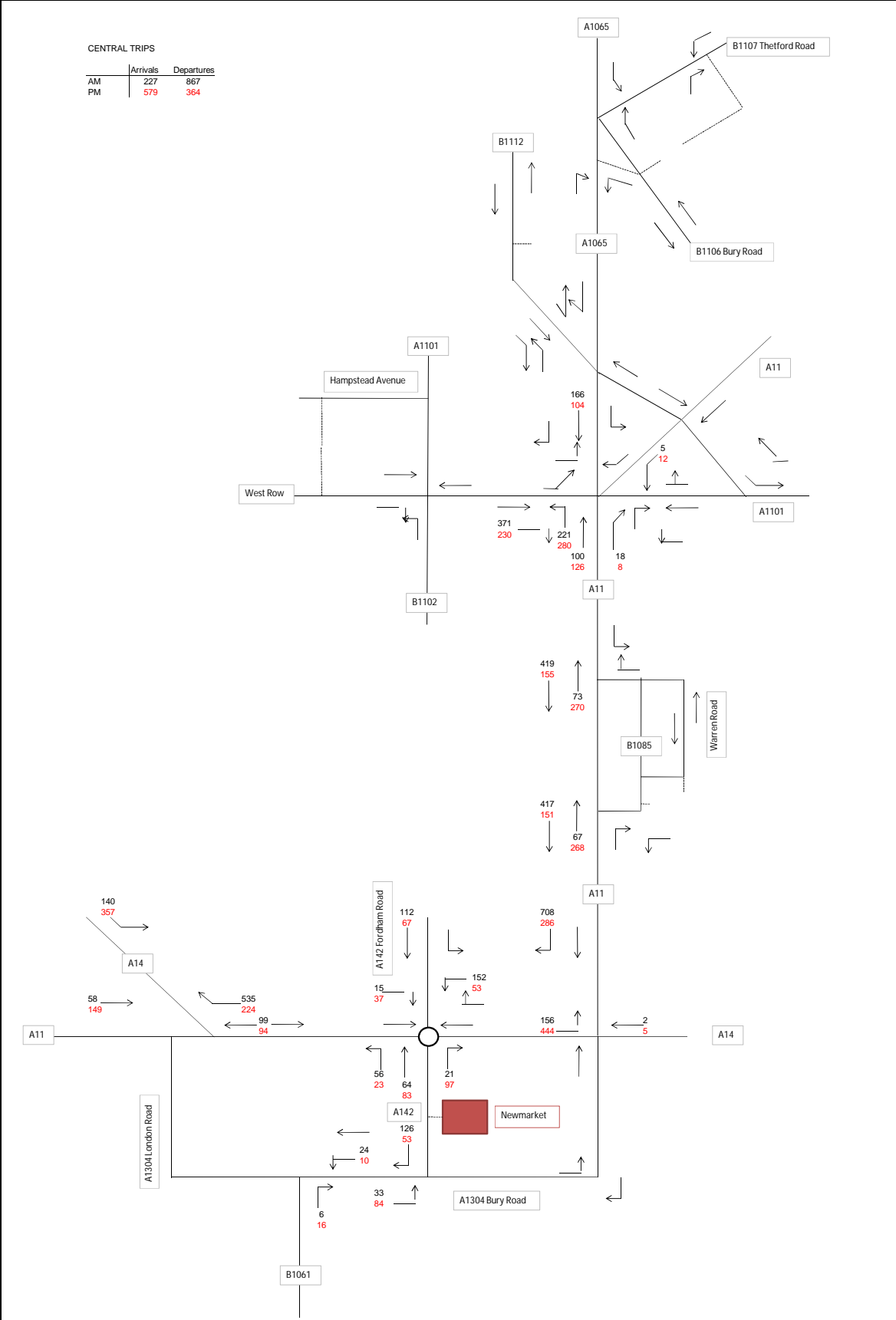


Newmarket Trip Distribution Comparison between TS (2009) and TN (2016)

| | | |
|----------------------|----------------|-----------------|
| Growth Scenario 2+EC | Made by: CT | Approved by: JS |
| | Checked by: LL | Date: Mar-16 |

CENTRAL TRIPS

| | Arrivals | Departures |
|----|----------|------------|
| AM | 227 | 867 |
| PM | 579 | 364 |

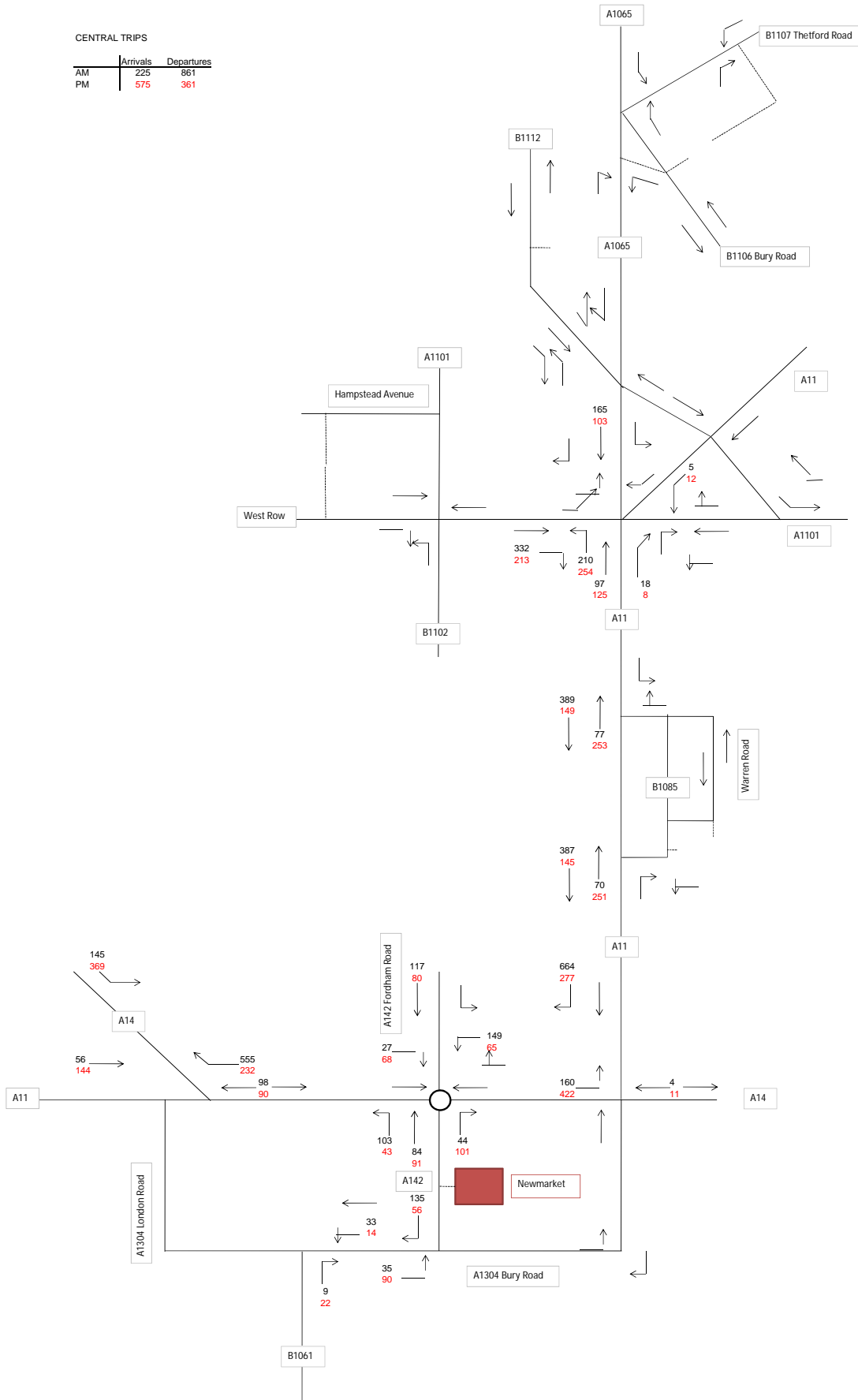


Newmarket Trip Distribution Comparison between TS (2009) and TN (2016)

| | | |
|-------------------------|----------------|-----------------|
| Growth Scenario 1+PV+EC | Made by: CT | Approved by: JS |
| | Checked by: LL | Date: Mar-16 |

CENTRAL TRIPS

| | Arrivals | Departures |
|----|----------|------------|
| AM | 225 | 861 |
| PM | 575 | 361 |



Newmarket Trip Distribution Comparison between TS (2009) and TN (2016)

Growth Scenario 2+PV+EC

Made by:
Checked by:

CT
LL

Approved by:
Date:

JS
Jan-16

9. Infrastructure Requirements

9.1 This section provides a review of the transport infrastructure identified in the 2009 TS and then qualitatively assesses whether the change in traffic flows anticipated (for each growth scenario) would generate a need for new/additional infrastructure requirements across the highway network. It should be noted that unlike the 2009 TS we have not considered the impacts of the allocations on walking, cycling and public transport as this TN is an update to the Highway Assessment section of the 2009 TS only and further more detailed assessment will be undertaken in due course. The assumptions regarding requirements for infrastructure associated with non-highway modes is therefore not changed from the 2009 study.

9.2 **Table 17** to **Table 20** review the infrastructure improvements identified in the 2009 TS against the revised trip generation and distributions discussed in section 6 and 7 of this TN.

Newmarket

Table 17: Newmarket – Infrastructure Requirements – All Scenarios

| | Proposed Infrastructure (2009 TS) | Requirement Identified in 2016 TN |
|--|---|---|
| Connection assumption | Developer is expected to improve the A142 as part of the area access, and provide two exits from the residential area, to co-ordinate with bus access and potentially control vehicle egress. | The 2009 TS recommendation remains valid. |
| Internal trip assumption | The area lies close to the Newmarket town centre, and so no particular mixed use arrangements are needed. | The 2009 TS recommendation remains valid. |
| Smarter Choices campaign | Targeted information for new dwellings and schools, co-ordinated with new bus services and cycle routes. | The 2009 TS recommendation remains valid. |
| Walk/cycle links to neighbouring communities and the town centre | Opportunistic improvements to existing walk and cycle networks, including Pelican / Pegasus crossings, and development of the walk and cycle routes using Snailwell Road. | The 2009 TS recommendation remains valid. |
| Bus service enhancement | Extension and reinforcement of the current routes to provide a high frequency urban service link to the centre of Newmarket and the rail station. | The 2009 TS recommendation remains valid. |
| Traffic management measures | Bus priority facilities and traffic management along the A142 into the centre of Newmarket. | The 2009 TS recommendation remains valid. |
| New road infrastructure | May be some requirement for management at the A142/A14 junction. | Improvements may be required at the A142/A14 junction (junction 37) as a result of GS1+PV, GS2+PV, GS1+PV+EC and GS2+PV+EC. Improvements may be to be required at the A1304 High Street / Exeter Road / A142 / A1304 Bury Road / B1063 (Clocktower roundabout, Newmarket) as a result of all scenarios assessed. |

- 9.3 In addition to the infrastructure identified above the Hatchfield Farm application (DC/13/0408/OUT) proposes an improvement scheme to the A14/A142 (junction 37) in the form of signalising the two A14 off slip road junctions with the A142.
- 9.4 Further traffic management measures were identified in the 2009 TS that may relieve existing traffic conditions within Newmarket. These are considered to remain valid and are listed below:
- Signalisation of the Studlands Park avenue junction with the B1103 Exning Road. Bus priority could also be provided at this junction.
 - Signalisation of the B1103 Mill Hill/ Rowley Drive junction.
- 9.5 Other improvements to the local transport network proposed in the Hatchfield Farm application (DC/13/0408/OUT) include the following:
- A mini-roundabout at the Exning Road / Willie Snaith Road junction;
 - Improvements at the Fordham Rd/Rayes Lane junction; and
 - Improved footways / cycle paths and additional crossing facilities.

Brandon

- 9.6 The allocation for Brandon has reduced considerably from 760 units in 2009 to 125 units in 2016. Based upon the analysis undertaken in 2009 it is considered unlikely that the allocation proposed for this settlement would require any additional infrastructure. However, it will be for the individual developer/s of the allocation within Brandon to demonstrate whether any mitigation is required.

Mildenhall

- 9.7 The review of infrastructure requirements for Mildenhall has taken cognisance of the Mildenhall Mixed and Residential Land Use Development Transport Assessment (TA) undertaken by WSP in December 2014 which was commissioned to inform both the Local Plan and the first business case for the Mildenhall Hub project.
- 9.8 The 2014 TA study investigated the impact of a mixed use development, including a residential component consisting of 1000 dwellings assuming that 25% of the dwellings would be south and 75% north of West Row Road. The proposed housing allocation of 1000 is similar to the 1330 allocation proposed in the 2009 TS and the 1300-1500 proposed in this TN, excluding the PVs. It is expected that the broad traffic impact and mitigation recommendations of the 2014 study for mixed and residential land use development, the 2009 TS and this TN should be aligned to ensure a comprehensive package of mitigation is proposed.
- 9.9 It should be noted that the 2014 TA study is site specific whereas the 2009 TS and TN considers broad district wide traffic impacts and a more detailed capacity assessment will be required in due course to validate the conclusions of this study. The proposed transport mitigation measures of the 2014 study for mixed and residential land use development are summarised below and compared with the 2009 TS and TN infrastructure requirements in **Table 18**.
- 9.10 It is proposed that the residential land use element of the proposed development site in the 2014 TA study will take access from West Row Road in the form of a new four arm roundabout junction. A second access for the residential development is proposed off Fred Dannatt Road which will extend the existing road into the site. This is broadly in line with the development location assumption in the 2009 TS.

9.11 The 2014 TA study discusses the junctions in Mildenhall town centre that are likely to be impacted upon in section 7 of their report, these are as follows:

- Roundabout junction of the North Terrace / Kingsway / High Street;
- Priority junction of Queensway / High Street;
- Roundabout junction Brandon Road, Bury Road and Kingsway;
- Roundabout junction of Field Road and College Heath Road; and
- Roundabout junction of Field Road and Hampstead Avenue.

9.12 WSP carried out a highway assessment for the future year 2019 with and without development traffic for the junctions mentioned above. The need for mitigation at the A1101/B1102/Queensway roundabout junction is identified for the Mildenhall Hub project in its own business case and development brief. The resultant capacity analysis is summarised below:

- ‘The roundabout junction of North Terrace / Kingsway / High Street operates over capacity in the 2019 Future Year ‘Without Development’ scenario in the PM peak, with a maximum RFC of 1.058, and queue length of 23.49 PCU’s. It also operates over capacity in the 2019 Future Year ‘With Development’ scenario in the AM peak, with a maximum RFC of 1.366 and a queue length of 111.54 PCU’s , and in the 2024 Future Year ‘With Development’ scenario in the PM peak, with a maximum RFC of 1.419, and a queue length 140.03 PCU’s’.
- In the 2024 Future Year ‘With Development’ scenario ‘...the priority junction of Queensway and High Street operates over capacity. In the AM peak hour the junction has a maximum RFC of 1.630 and a queue length of 387.29 PCU’s, and in the PM peak hour the junction has a maximum RFC of 1.435 and a queue length of 229.58 PCU’s’.
- ‘The roundabout junction of Brandon Road, Bury Road and Kingsway operates over capacity in the 2019 Future Year ‘With Development’ scenario in the PM peak, with a maximum RFC of 1.057 and a queue length of 34.11 PCU’s, and in the 2024 Future Year ‘With Development’ scenario in the PM peak, with a maximum RFC of 1.135 and a queue length of 59.72’.
- ‘The roundabout junction of Field Road and College Heath Road operates over capacity in the 2024 Future Year “With Development” scenario in the AM peak, with a maximum RFC of 1.017 and a queue length of 14.66’.
- ‘The roundabout junction of Field Road and Hampstead Avenue operates over capacity in the 2019 Future Year ‘Without Development’ scenario in the AM peak, with a maximum RFC of 1.129, and a queue length of 8.42 PCU’s. It also operates over capacity in the 2019 Future Year ‘With Development’ scenario, with a maximum RFC of 2.802 and a queue length of 58.31 PCU’s, and in the 2024 Future Year ‘With Development’ scenario, with a maximum RFC of 3.696, and a queue length of 78.49’.

9.13 The above represents some significant capacity issues that will need to be mitigated. Whilst mitigation is not proposed as part of the 2014 study for mixed and residential land use development it is clear that significant mitigation measures will be required in the locations identified above.

9.14 In addition to the infrastructure identified above it is clear that there are likely to be impacts at the A11 Fiveways junction. This should be investigated in more detail and mitigation measures devised if appropriate. However, it should be noted that the recent dualling of the A11 may have

changed the flow of traffic at the Fiveways junction and therefore any need for mitigation should take account of this.

9.15 It should be noted that inclusion of the PVs and EC greatly increases the level of growth anticipated in Mildenhall which may increase the level of mitigation required. This will need to be investigated in more detail.

9.16 It should also be noted that growth is occurring to the west of the town and upgrades will be addressed within the wider context of a new longer-term traffic plan for Mildenhall, taking into account the local plan growth and RAF Mildenhall.

Table 18: Mildenhall – Infrastructure Requirements – All Scenarios

| | Proposed Infrastructure (2009 TS) | Requirement Identified in 2016 TN |
|--|---|---|
| Connection assumption | Developer to provide a distributor road connecting to James Carter Road/ Hampstead Avenue in the north, and to West Row Road to the south. | The 2009 TS recommendation remains valid. |
| Internal trip assumption | The design brief should allow for some mixed use and live/work units. | The 2009 TS recommendation remains valid. |
| Smarter Choices campaign | Information throughout the existing and new residential areas to reduce short distance car trips to the town centre, by diverting them to convenient more sustainable alternatives. | The 2009 TS recommendation remains valid. |
| Walk/cycle links to neighbouring communities and the town centre | Improved radial links to the town centre. | The 2009 TS recommendation remains valid. |
| Bus service enhancement | Extension and improvement to the existing bus services to provide frequent links to the town centre and to Lakenheath. | The 2009 TS recommendation remains valid. |
| Traffic management measures | Extensive improvements will be needed in and around the town centre. | The 2009 TS recommendation remains valid and is in line with the findings of the 2014 study for mixed and residential land use development. |
| New road infrastructure | The current allocation is expected to be managed by a shift to less short distance car use. Any subsequent increase in allocation to the west is expected to trigger the need for some form of relief to the town centre traffic circulation. | <p>The 2014 TA study for mixed and residential land use development shows that there are local capacity issues that will need to be addressed. Improvements at the following key junctions will therefore be required:</p> <ul style="list-style-type: none"> • Roundabout junction of the North Terrace / Kingsway / High Street; • Priority junction of Queensway / High Street; • Roundabout junction Brandon Road, Bury Road and Kingsway; • Roundabout junction of Field Road and College Heath Road; and • Roundabout junction of Field Road and Hampstead Avenue. <p>In addition improvements at the Fiveways junction may be required. This will need to be subject to junction capacity assessment.</p> |

Lakenheath

9.17 The review of infrastructure requirements for Lakenheath has taken cognisance of the Lakenheath Cumulative Site Traffic Study (LCSTS) undertaken by AECOM during November 2015. It is understood that this study is currently being updated and when available it is recommended that this study is updated to reflect this.

9.18 The LCSTS investigated the cumulative traffic impact of three planning applications namely:

- Rabbithill Covert, Station Road - Outline application for residential development of up to 81 dwellings, WSDC planning reference 13/0345/OUT;
- Land West of Eriswell Road - Outline application for residential development of up to 140 dwellings with associated open space provision, landscaping and infrastructure works, WSDC planning reference 13/0394/OUT; and
- Land off Briscoe Way - Erection of 67 dwellings (including 20 affordable dwellings) together with 1500 square metres of public open space, WSDC planning reference 13/0660/FUL.

9.19 Access to the proposed developments is proposed as follows:

- 'Rabbithill Covert' will take access off a new priority T-junction with the B1112 (Station Road) which it is understood to form the only proposed vehicular access to the site.
- 'Land West of Eriswell Road' will take access off two priority junctions with the B1112 (Eriswell Road), one located between the existing junctions at North Road and Avenue Road and the second to the north of Bell Trees.
- 'Land off Briscoe Way' will take access via an extension to Briscoe Way.

9.20 The total proposed housing allocation of 288 accounts for 48% of the 600 allocation proposed in the 2009 TS and 36% of the 800 proposed in this TN. It should be noted that the LCSTS is site specific whereas the 2009 TS and TN consider traffic impacts across the district as a whole. The proposed transport mitigation measures identified in the LCSTS are summarised below and compared with the 2009 TS and TN infrastructure requirements in **Table 19**.

9.21 The LCSTS discusses the junctions in Lakenheath that will most likely experience a material impact as a result of the addition of cumulative development traffic in section 3 of their report. It is anticipated that the following junctions will require infrastructure improvements, namely:

- B1112 / Lord's Walk / Earls Field four-arm roundabout; and
- B1112 / Eriswell Road priority 'T' junction.

9.22 AECOM carried out a highway assessment for the future year 2020 with development traffic for the LCSTS. The resultant capacity analysis is summarised below:

- The modelling results indicate that the redistribution of traffic from the Rabbit Hill development has a marginal impact on the operation of the B1112 / Lord's Walk / Earls Field four-arm roundabout.
- The modelling results indicate that the redistribution of traffic from the Rabbit Hill development results in slight increases to the RFC values and associated queuing at the B1112 / Eriswell Road priority 'T' junction.

9.23 The following infrastructure requirements are proposed in the LCSTS:

- The B1112 / Lord’s Walk / Earls Field four-arm roundabout: ‘An improvement scheme for the junction has been developed in order to mitigate the cumulative impact of development traffic. The scheme comprises widening of the B1112 north and south arms and the Lord’s Walk arm to create two entry lanes onto the junction. The size and position of the central island has also been adjusted to increase the width for circulatory traffic’.
- B1112 / Eriswell Road priority ‘T’ junction: ‘A proposed improvement for the junction was identified within the TA report for Land to the East of Eriswell Road and South of Broom Road, WSDC planning reference 13/0918/OUT. The scheme comprises signalisation of the junction with the provision of two lanes of entry on the Eriswell Road arm’.

Table 19: Lakenheath – Infrastructure Requirements – All Scenarios

| | Proposed Infrastructure (2009 TS) | Requirement Identified in 2016 TN |
|--|---|---|
| Connection assumption | Direct connection to the B1112 is assumed. | The 2009 TS recommendation remains valid. However, the LCSTS identifies that land off Briscoe Way will access onto Briscoe Way which will in turn access onto the B1112. |
| Internal trip assumption | No significant internal mixed use anticipated. | The 2009 TS recommendation remains valid. |
| Smarter Choices campaign | Targeted information for new dwellings and schools. | The 2009 TS recommendation remains valid. |
| Walk/cycle links to neighbouring communities and the town centre | Some improvements to the walking facilities – the town is small and self-contained. Limited requirement for cycle facilities. | The 2009 TS recommendation remains valid. |
| Bus service enhancement | More frequent connections to Mildenhall, possibly extending to Brandon and Newmarket, are required on the B1112. The potential patronage for a weekday service to Lakenheath should be explored – if viable, it would require a bus connection. | The 2009 TS recommendation remains valid. |
| Traffic management measures | Some minor pedestrian and safety management measures across the B1112 will be required. | The 2009 TS recommendation remains valid. |
| New road infrastructure | None. | Highway improvements are recommended for the B1112 / Lord’s Walk / Earls Field four-arm roundabout and B1112 / Eriswell Road priority ‘T’ junction as outlined in the LCSTS. The results of our analysis also indicate that improvements to the A1065/B1112 junction may be required. The exact measures required will need to be the subject of highway capacity assessment. |

Red Lodge

9.24 The infrastructure identified for Red Lodge in the 2009 TS is outlined in **Table 20** below along with the findings of this TS.

Table 20: Red Lodge – Infrastructure Requirements – All Scenarios

| | Proposed Infrastructure (2009 TS) | Requirement Identified in 2016 TN |
|--|--|---|
| Connection assumption | Further extensions to the Red Lodge development will connect to the existing residential roads and the B1085 (old A11). | The 2009 TS recommendation stands. |
| Internal trip assumption | The design brief should allow for some mixed use and live/work units. It is assumed that the new centre will be developed within Red Lodge. | The 2009 TS recommendation stands. |
| Smarter Choices campaign | Targeted information for new dwellings and schools, co-ordinated with wayfinding | The 2009 TS recommendation stands. |
| Walk/cycle links to neighbouring communities and the town centre | Walk and cycle links (and possibly busways) are required through the development, linking to the proposed centre, and providing links to Kennett rail station. | The 2009 TS recommendation stands. |
| Bus service enhancement | As Red Lodge matures and consolidates, it will require direct fast links to Newmarket and Mildenhall, adapted from the existing 400/401 route. | The 2009 TS recommendation stands. |
| Traffic management measures | None. | The 2009 TS recommendation stands. |
| New road infrastructure | With further development of Red Lodge there may be a need for some limited improvements at the A11/ B1085 junction south of Red Lodge. | Increases in traffic are anticipated at both Red Lodge junctions with the A14 in all scenarios. Further detailed analysis should be undertaken and a package of mitigation developed where appropriate. |

10. Summary and Conclusion

10.1 AECOM has prepared an update of the 2009 Transport Study undertaken for the proposed housing allocations identified in the Local Plan. The findings of this updated study are summarised below.

10.2 At Brandon a significant reduction in the number of allocated dwellings is likely to remove the need for significant infrastructure to support growth. However, as individual developments come forwards this assumption will need to be assessed in detail.

10.3 At Newmarket a reduction in the housing allocation has been identified in GS1. This has reduced the overall impacts that growth is likely to have but as the allocation is still some 680 dwellings the conclusions of the original study remain valid. Specifically improvements at the A14 / A142 Fordham Road (A14 junction 37) and Clocktower junctions are likely to be required, especially when the growth in East Cambridgeshire is considered. In Scenario GS2 a higher level of growth is assumed highlighting the need to consider the impacts of growth at the key junctions in more detail.

10.4 At Mildenhall further detailed analysis of the highway network has been undertaken within the 2014 study for mixed and residential land use development. This has identified some significant congestion issues at the following locations:

- Roundabout junction of the North Terrace / Kingsway / High Street;
- Priority junction of Queensway / High Street;

- Roundabout junction Brandon Road, Bury Road and Kingsway;
- Roundabout junction of Field Road and College Heath Road; and
- Roundabout junction of Field Road and Hampstead Avenue.

10.5 This TN shows that there are clear implications for combined effects of growth in East Cambridgeshire and Forest Heath; these two authorities should work together to assess implications of cross boundary transport impacts.

10.6 Mitigation at these junctions will need to be developed. In addition, there is likely to be an impact at the A11 Fiveways junction which may require mitigation. However, it should be acknowledged that improvements delivered as part of the A11 dualling scheme may change the pattern of traffic at this location. Further detailed analysis is recommended.

10.7 In Lakenheath the increase in housing allocation will create a potential need for further mitigation. A detailed cumulative study of Lakenheath conducted within the LCSTS identifies the need for mitigation at the following locations:

- The B1112 / Lord's Walk / Earls Field four-arm roundabout: 'An improvement scheme for the junction has been developed in order to mitigate the cumulative impact of development traffic. The scheme comprises widening of the B1112 north and south arms and the Lord's Walk arm to create two entry lanes onto the junction. The size and position of the central island has also been adjusted to increase the width for circulatory traffic'.
- B1112 / Eriswell Road priority 'T' junction: 'A proposed improvement for the junction was identified within the TA report for Land to the East of Eriswell Road and South of Broom Road, WSDC planning reference 13/0918/OUT. The scheme comprises signalisation of the junction with the provision of two lanes of entry on the Eriswell Road arm'.

10.8 In addition to the mitigation identified above there is likely to be a requirement for mitigation at the A1065/B1112 junction and this will need to be considered in more detail.

10.9 It is understood that the LCSTS is being updated and changes to this should be reflected in this TN in due course.

10.10 At Red Lodge improvements to the A11/ B1085 junction south of Red Lodge and the A11/ B1085 Elms Road junction to the north should be investigated.

Acronyms

FHDC – Forest Heath District Council

SCC – Suffolk County Council

SIR - Single Issue Review (SIR) of Core Strategy Policy CS7 Overall Housing Provision and Distribution

SALP - Site Allocations Local Plan

LDF – Local Development Framework

TS – 2009 Transport Study

TN – 2016 Technical Note

LPWG - Local Plan Working Group

PV – Primary Villages

MSOA - Middle Level Super Output Area

TA - Mildenhall Mixed and Residential Land Use Development Transport Assessment (TA) undertaken by WSP in December 2014

LCSTS - Lakenheath Cumulative Site Traffic Study undertaken by AECOM during November 2015

Appendix A - Trip Generation Tables

Table 21: Newmarket Trip Generation – GS1

| Peak Period | | Arrivals | Departures | Total |
|---------------|-----------------|----------|------------|-------|
| 08:00 – 09:00 | Trip Rate | 0.11 | 0.41 | 0.52 |
| 17:00 – 18:00 | Trip Rate | 0.27 | 0.17 | 0.44 |
| 08:00 – 09:00 | Trip Generation | 104 | 398 | 501 |
| 17:00 – 18:00 | Trip Generation | 262 | 165 | 426 |

Table 22: Newmarket Trip Generation – GS1 plus PV

| Peak Period | | Arrivals | Departures | Total |
|---------------|-----------------|----------|------------|-------|
| 08:00 – 09:00 | Trip Rate | 0.11 | 0.41 | 0.52 |
| 17:00 – 18:00 | Trip Rate | 0.27 | 0.17 | 0.44 |
| 08:00 – 09:00 | Trip Generation | 175 | 669 | 844 |
| 17:00 – 18:00 | Trip Generation | 440 | 277 | 717 |

Table 23: Newmarket Trip Generation – GS2

| Peak Period | | Arrivals | Departures | Total |
|---------------|-----------------|----------|------------|-------|
| 08:00 – 09:00 | Trip Rate | 0.11 | 0.41 | 0.52 |
| 17:00 – 18:00 | Trip Rate | 0.27 | 0.17 | 0.44 |
| 08:00 – 09:00 | Trip Generation | 147 | 562 | 709 |
| 17:00 – 18:00 | Trip Generation | 370 | 232 | 602 |

Table 24: Newmarket Trip Generation – GS2 plus PV

| Peak Period | | Arrivals | Departures | Total |
|---------------|-----------------|----------|------------|-------|
| 08:00 – 09:00 | Trip Rate | 0.11 | 0.41 | 0.52 |
| 17:00 – 18:00 | Trip Rate | 0.27 | 0.17 | 0.44 |
| 08:00 – 09:00 | Trip Generation | 212 | 812 | 1024 |
| 17:00 – 18:00 | Trip Generation | 534 | 336 | 870 |

Table 25: Brandon Trip Generation – GS1

| Peak Period | | Arrivals | Departures | Total |
|---------------|-----------------|----------|------------|-------|
| 08:00 – 09:00 | Trip Rate | 0.12 | 0.45 | 0.57 |
| 17:00 – 18:00 | Trip Rate | 0.30 | 0.19 | 0.49 |
| 08:00 – 09:00 | Trip Generation | 15 | 56 | 71 |
| 17:00 – 18:00 | Trip Generation | 37 | 23 | 61 |

Table 26: Brandon Trip Generation – GS2

| Peak Period | | Arrivals | Departures | Total |
|---------------|-----------------|----------|------------|-------|
| 08:00 – 09:00 | Trip Rate | 0.12 | 0.45 | 0.57 |
| 17:00 – 18:00 | Trip Rate | 0.30 | 0.19 | 0.49 |
| 08:00 – 09:00 | Trip Generation | 15 | 56 | 71 |
| 17:00 – 18:00 | Trip Generation | 37 | 23 | 61 |

Table 27: Mildenhall Trip Generation – GS1

| Peak Period | | Arrivals | Departures | Total |
|---------------|-----------------|----------|------------|-------|
| 08:00 – 09:00 | Trip Rate | 0.13 | 0.50 | 0.63 |
| 17:00 – 18:00 | Trip Rate | 0.33 | 0.21 | 0.54 |
| 08:00 – 09:00 | Trip Generation | 199 | 761 | 860 |
| 17:00 – 18:00 | Trip Generation | 508 | 320 | 828 |

Table 28: Mildenhall Trip Generation – GS1 plus PV

| Peak Period | | Arrivals | Departures | Total |
|---------------|-----------------|----------|------------|-------|
| 08:00 – 09:00 | Trip Rate | 0.13 | 0.50 | 0.63 |
| 17:00 – 18:00 | Trip Rate | 0.33 | 0.21 | 0.54 |
| 08:00 – 09:00 | Trip Generation | 208 | 1073 | 1353 |
| 17:00 – 18:00 | Trip Generation | 716 | 450 | 1166 |

Table 29: Mildenhall Trip Generation – GS2

| Peak Period | | Arrivals | Departures | Total |
|---------------|-----------------|----------|------------|-------|
| 08:00 – 09:00 | Trip Rate | 0.13 | 0.50 | 0.63 |
| 17:00 – 18:00 | Trip Rate | 0.33 | 0.21 | 0.54 |
| 08:00 – 09:00 | Trip Generation | 173 | 662 | 835 |
| 17:00 – 18:00 | Trip Generation | 442 | 278 | 719 |

Table 30: Mildenhall Trip Generation – GS2 plus PV

| Peak Period | | Arrivals | Departures | Total |
|---------------|-----------------|----------|------------|-------|
| 08:00 – 09:00 | Trip Rate | 0.13 | 0.50 | 0.63 |
| 17:00 – 18:00 | Trip Rate | 0.33 | 0.21 | 0.54 |
| 08:00 – 09:00 | Trip Generation | 248 | 949 | 1197 |
| 17:00 – 18:00 | Trip Generation | 633 | 398 | 1031 |

Table 31: Lakenheath Trip Generation – GS1

| Peak Period | | Arrivals | Departures | Total |
|---------------|-----------------|----------|------------|-------|
| 08:00 – 09:00 | Trip Rate | 0.13 | 0.49 | 0.62 |
| 17:00 – 18:00 | Trip Rate | 0.33 | 0.21 | 0.54 |
| 08:00 – 09:00 | Trip Generation | 113 | 433 | 546 |
| 17:00 – 18:00 | Trip Generation | 290 | 182 | 472 |

Table 32: Lakenheath Trip Generation – GS2

| Peak Period | | Arrivals | Departures | Total |
|---------------|-----------------|----------|------------|-------|
| 08:00 – 09:00 | Trip Rate | 0.13 | 0.49 | 0.62 |
| 17:00 – 18:00 | Trip Rate | 0.33 | 0.21 | 0.54 |
| 08:00 – 09:00 | Trip Generation | 113 | 433 | 546 |
| 17:00 – 18:00 | Trip Generation | 290 | 182 | 472 |

Table 33: Red Lodge Trip Generation – GS1

| Peak Period | | Arrivals | Departures | Total |
|---------------|-----------------|----------|------------|-------|
| 08:00 – 09:00 | Trip Rate | 0.13 | 0.50 | 0.63 |
| 17:00 – 18:00 | Trip Rate | 0.34 | 0.21 | 0.55 |
| 08:00 – 09:00 | Trip Generation | 216 | 827 | 1043 |
| 17:00 – 18:00 | Trip Generation | 554 | 349 | 903 |

Table 34: Red Lodge Trip Generation – GS2

| Peak Period | | Arrivals | Departures | Total |
|---------------|-----------------|----------|------------|-------|
| 08:00 – 09:00 | Trip Rate | 0.13 | 0.50 | 0.63 |
| 17:00 – 18:00 | Trip Rate | 0.34 | 0.21 | 0.55 |
| 08:00 – 09:00 | Trip Generation | 203 | 777 | 980 |
| 17:00 – 18:00 | Trip Generation | 521 | 328 | 848 |

Table 35: Burwell Nett Trip Generation – EC

| Peak Period | | Arrivals | Departures | Total |
|---------------|-----------------|----------|------------|-------|
| 08:00 – 09:00 | Trip Rate | 0.13 | 0.49 | 0.62 |
| 17:00 – 18:00 | Trip Rate | 0.33 | 0.21 | 0.54 |
| 08:00 – 09:00 | Trip Generation | 13 | 51 | 64 |
| 17:00 – 18:00 | Trip Generation | 34 | 21 | 55 |

Table 36: Ely Nett Trip Generation – EC

| Peak Period | | Arrivals | Departures | Total |
|---------------|-----------------|----------|------------|-------|
| 08:00 – 09:00 | Trip Rate | 0.11 | 0.44 | 0.55 |
| 17:00 – 18:00 | Trip Rate | 0.29 | 0.18 | 0.47 |
| 08:00 – 09:00 | Trip Generation | 116 | 443 | 558 |
| 17:00 – 18:00 | Trip Generation | 291 | 183 | 474 |

Table 37: Fordham Nett Trip Generation – EC

| Peak Period | | Arrivals | Departures | Total |
|---------------|-----------------|----------|------------|-------|
| 08:00 – 09:00 | Trip Rate | 0.13 | 0.51 | 0.64 |
| 17:00 – 18:00 | Trip Rate | 0.34 | 0.21 | 0.55 |
| 08:00 – 09:00 | Trip Generation | 9 | 33 | 42 |
| 17:00 – 18:00 | Trip Generation | 22 | 14 | 36 |

Table 38: Littleport Nett Trip Generation – EC

| Peak Period | | Arrivals | Departures | Total |
|---------------|-----------------|----------|------------|-------|
| 08:00 – 09:00 | Trip Rate | 0.13 | 0.48 | 0.61 |
| 17:00 – 18:00 | Trip Rate | 0.32 | 0.20 | 0.52 |
| 08:00 – 09:00 | Trip Generation | 56 | 214 | 270 |
| 17:00 – 18:00 | Trip Generation | 142 | 89 | 232 |

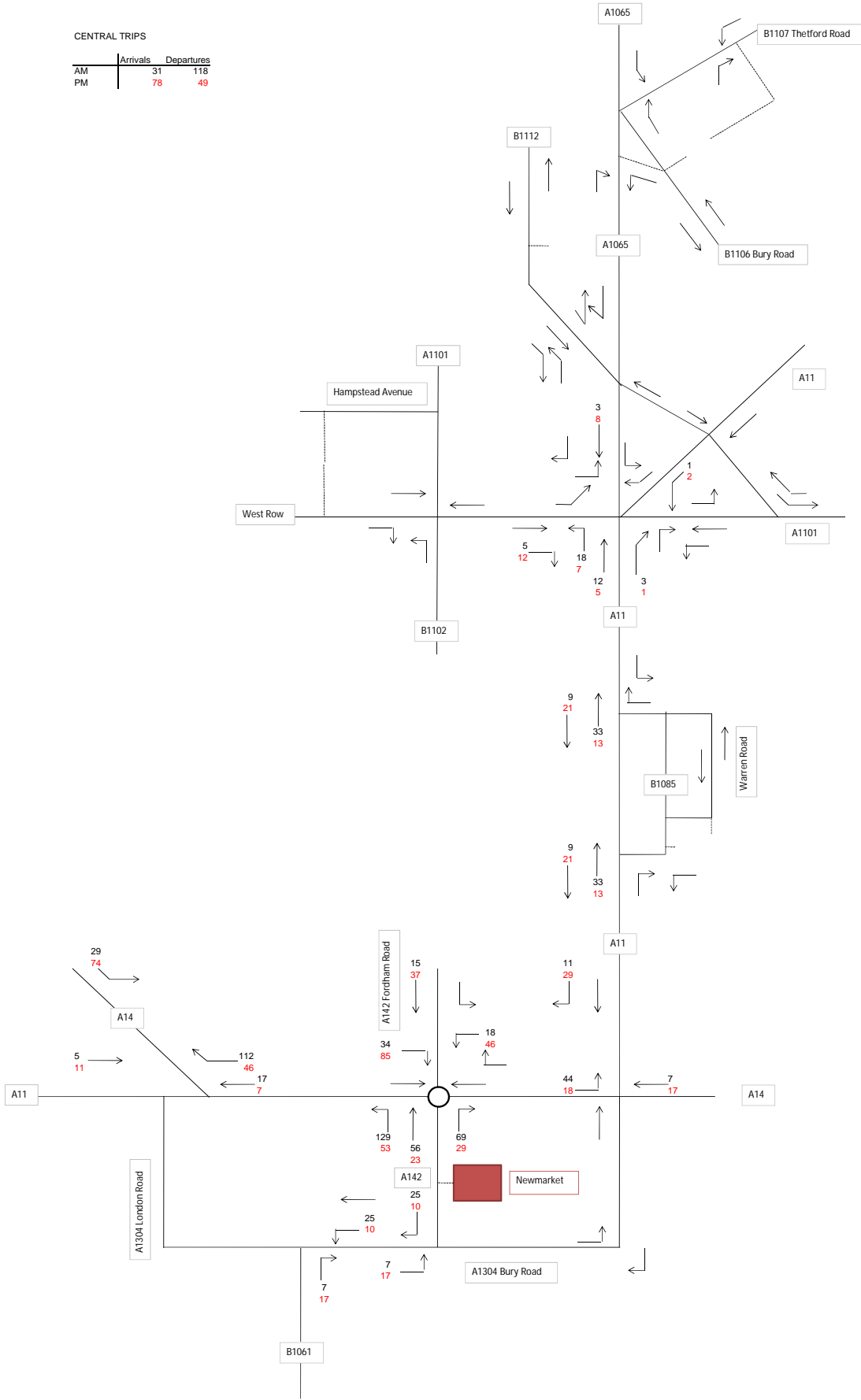
Table 39: Soham Nett Trip Generation – EC

| Peak Period | | Arrivals | Departures | Total |
|---------------|-----------------|----------|------------|-------|
| 08:00 – 09:00 | Trip Rate | 0.13 | 0.50 | 0.63 |
| 17:00 – 18:00 | Trip Rate | 0.33 | 0.21 | 0.54 |
| 08:00 – 09:00 | Trip Generation | 161 | 617 | 779 |
| 17:00 – 18:00 | Trip Generation | 411 | 259 | 670 |

Appendix B – Traffic Flow Diagrams

CENTRAL TRIPS

| | Arrivals | Departures |
|----|----------|------------|
| AM | 31 | 118 |
| PM | 78 | 49 |



Newmarket Trip Distribution

968 Dwellings Newmarket - Traffic Distribution
Growth Scenario 1

Made by: CT
Checked by: LL

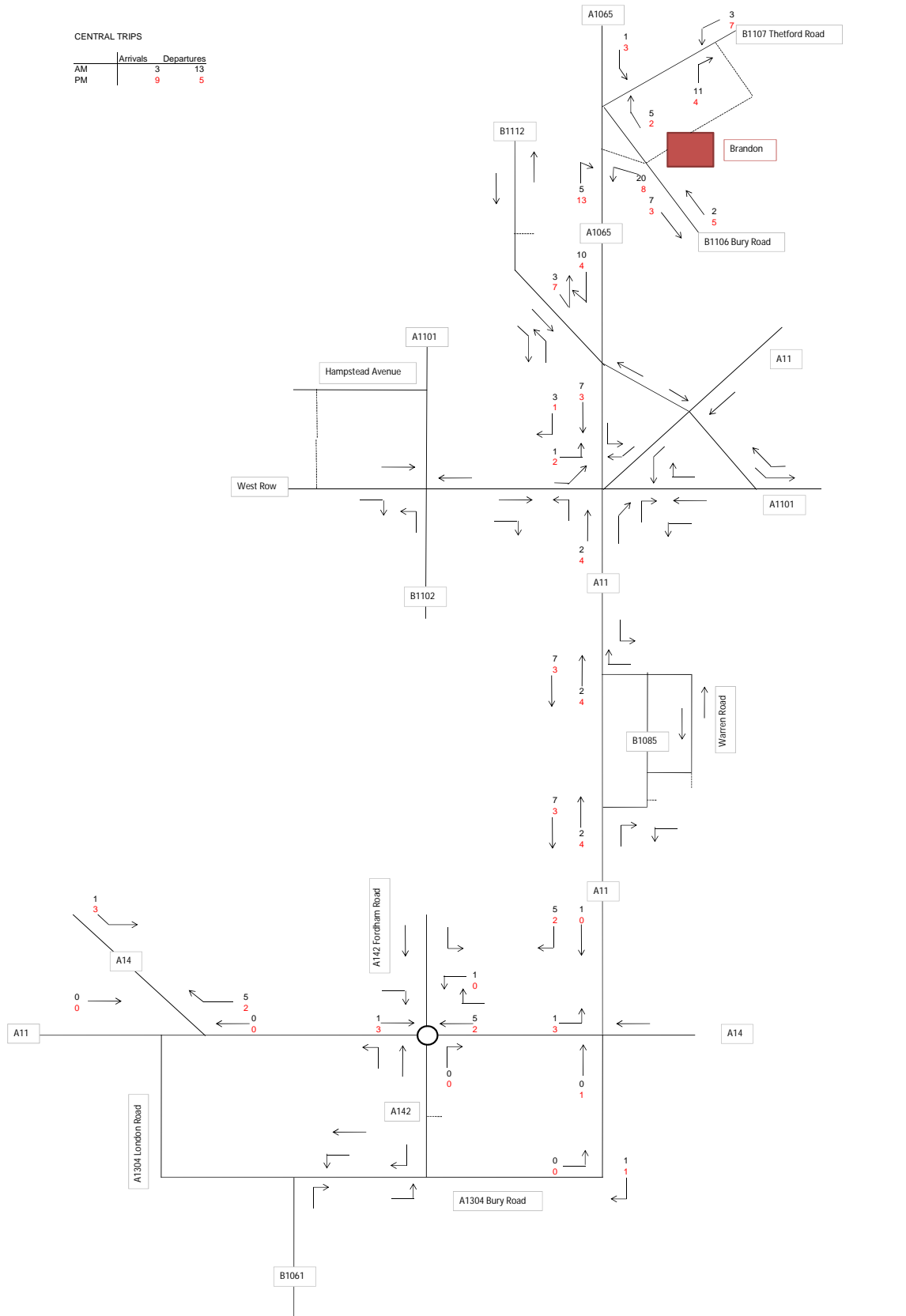
Approved by: JS
Date: Mar-16

CHECK:

| Model | Arrivals | Departures | Data | Arrivals | Departures | Difference | Arrivals | Departures |
|-------|----------|------------|------|----------|------------|------------|----------|------------|
| AM | 104 | 398 | AM | 104 | 398 | | 0 | 0 |
| PM | 262 | 165 | PM | 262 | 165 | | 0 | 0 |

CENTRAL TRIPS

| | Arrivals | Departures |
|----|----------|------------|
| AM | 3 | 13 |
| PM | 9 | 5 |



Brandon Trip Distribution

125 Dwellings Brandon - Traffic Distribution
Growth Scenario 1

Made by: CT
Checked by: LL
Approved by: JS
Date: Mar-16

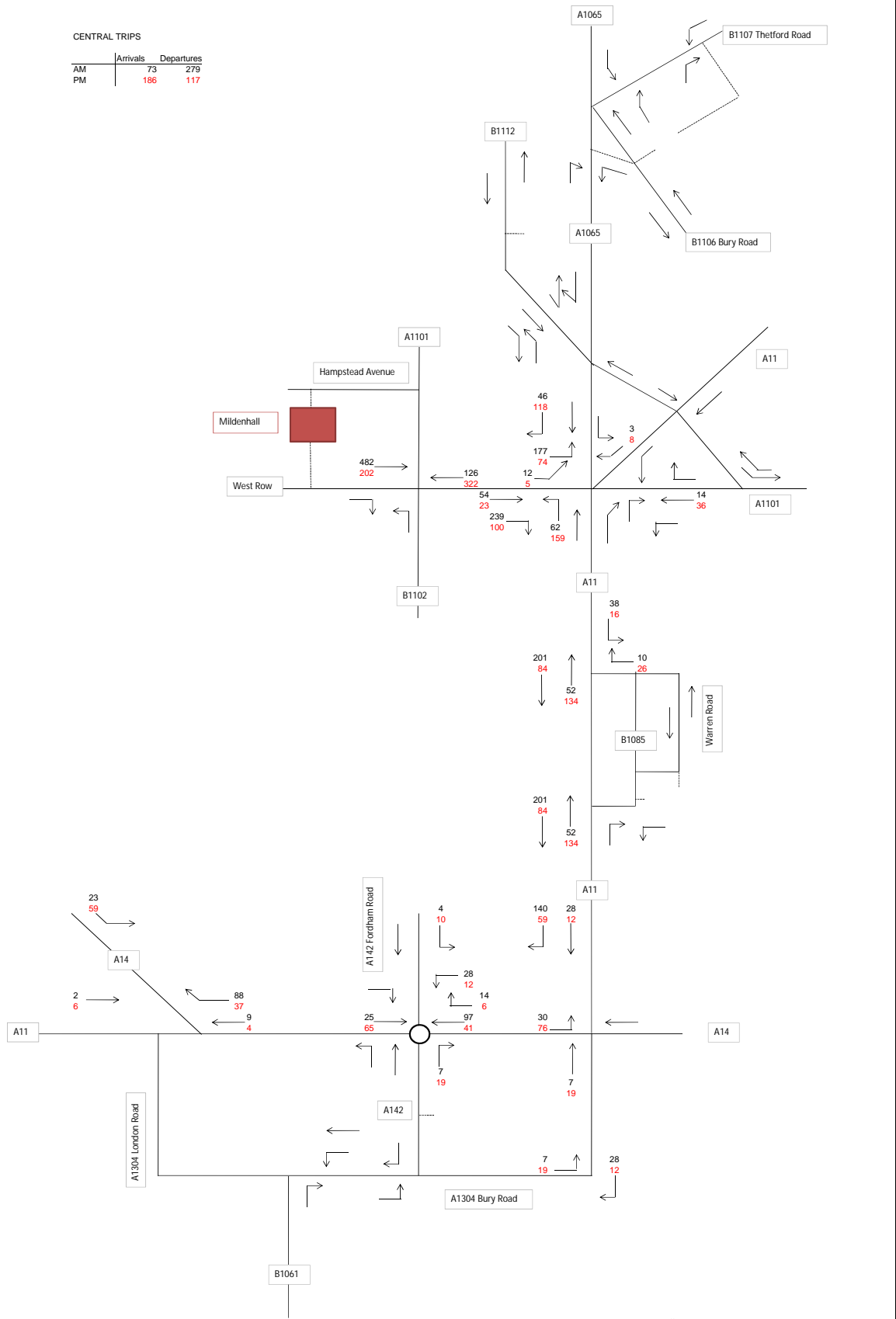
CHECK:

| Model | Arrivals | Departures | Data | Arrivals | Departures | Difference | Arrivals | Departures |
|-------|----------|------------|------|----------|------------|------------|----------|------------|
| AM | 14 | 55 | AM | 15 | 56 | AM | 0.371523 | 1.421612 |
| PM | 36 | 23 | PM | 37 | 23 | PM | 0.944906 | 0.594281 |

DOES NOT MATCH AS DISTRIBUTION < 1% NOT INCLUDED

CENTRAL TRIPS

| | Arrivals | Departures |
|----|----------|------------|
| AM | 73 | 279 |
| PM | 186 | 117 |



Mildenhall Trip Distribution

N.B. Traffic travelling east on the A14 accesses the A14 via the back roads and therefore is not shown accessing the A14.

1527 Dwellings Mildenhall - Traffic Distribution
Growth Scenario 1

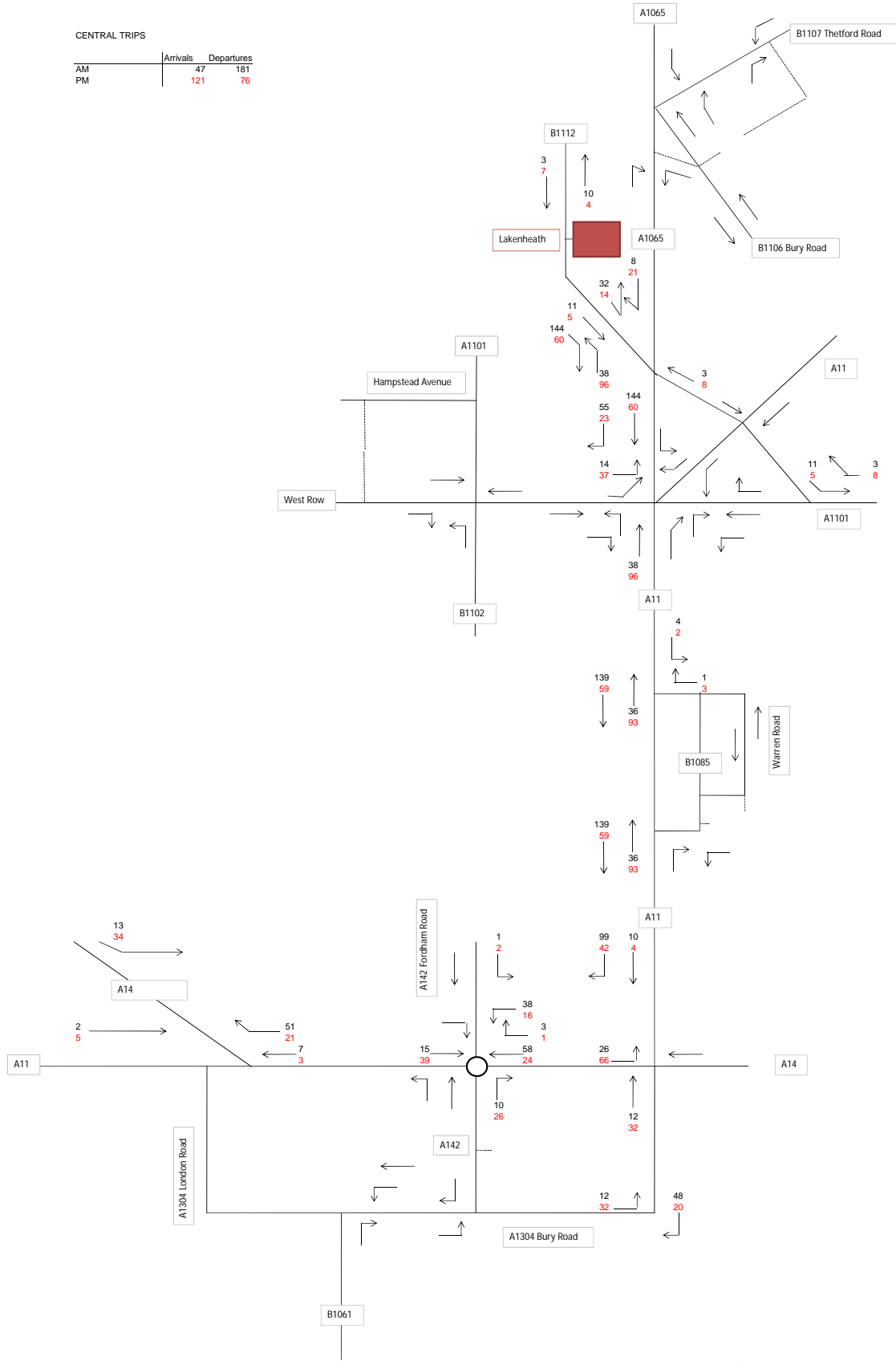
Made by: CT
Checked by: LL
Approved by: JS
Date: Mar-16

CHECK:

| Model | Arrivals | | Departures | | Data | Arrivals | | Departures | | Difference | |
|-------|----------|-----|------------|-----|------|----------|-----|------------|-----|------------|----|
| | AM | PM | AM | PM | | AM | PM | AM | PM | AM | PM |
| Model | 199 | 508 | 761 | 320 | Data | 199 | 508 | 761 | 320 | 0 | 0 |
| | | | | | | | | | | 0 | 0 |

CENTRAL TRIPS

| | Arrivals | Departures |
|----|----------|------------|
| AM | 47 | 181 |
| PM | 121 | 76 |



Lakenheath Trip Distribution

876 Dwellings Lakenheath - Traffic Distribution
Growth Scenario 1

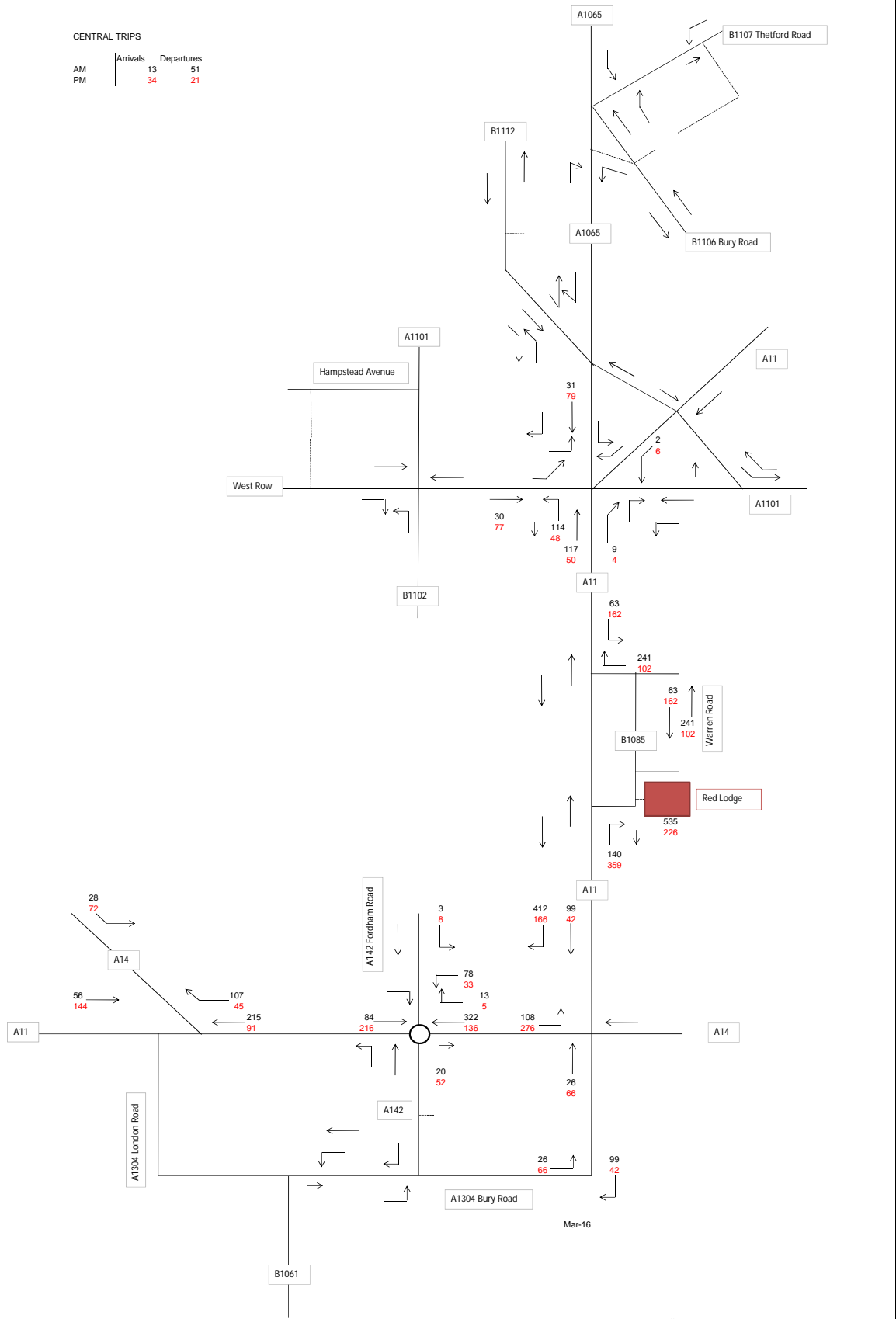
Made by: CT
Checked by: LL
Approved by: JS
Date: Mar-16

CHECK:

| Model | Arrivals | | Departures | | Data | Arrivals | | Departures | | Difference | |
|-------|----------|-----|------------|-----|------|----------|-----|------------|-----|------------|------------|
| | AM | PM | AM | PM | | AM | PM | AM | PM | Arrivals | Departures |
| AM | 113 | 290 | 433 | 182 | AM | 113 | 290 | 433 | 182 | 0 | 0 |
| PM | 290 | 182 | 182 | 290 | PM | 290 | 182 | 182 | 290 | 0 | 0 |

CENTRAL TRIPS

| | Arrivals | Departures |
|----|----------|------------|
| AM | 13 | 51 |
| PM | 34 | 21 |



N.B. Traffic travelling east on the A14 accesses the A14 via the back roads and therefore is not shown accessing the A14.

Red Lodge Trip Distribution

1654 Dwellings Red Lodge - Traffic Distribution
Growth Scenario 1

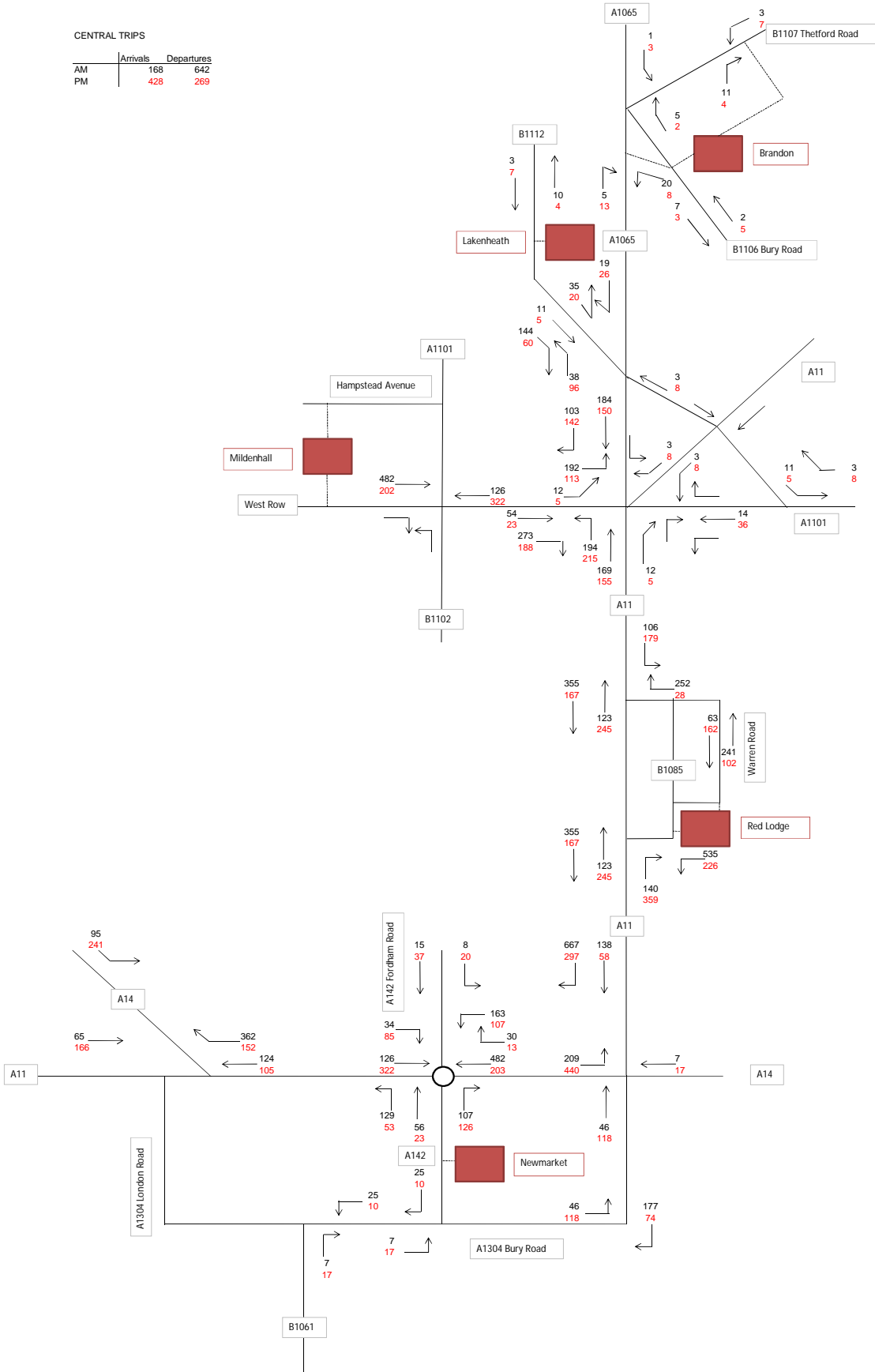
Made by: CT
Checked by: LL
Approved by: JS
Date: Mar-16

CHECK:

| Model | Arrivals | | Departures | | Data | Arrivals | | Departures | | Difference | |
|-------|----------|-----|------------|-----|------|----------|-----|------------|----|------------|----|
| | AM | PM | AM | PM | | AM | PM | AM | PM | AM | PM |
| AM | 216 | 827 | 216 | 827 | AM | 216 | 827 | 0 | 0 | 0 | 0 |
| PM | 554 | 349 | 554 | 349 | PM | 554 | 349 | 0 | 0 | 0 | 0 |

CENTRAL TRIPS

| | Arrivals | Departures |
|----|----------|------------|
| AM | 168 | 642 |
| PM | 428 | 269 |



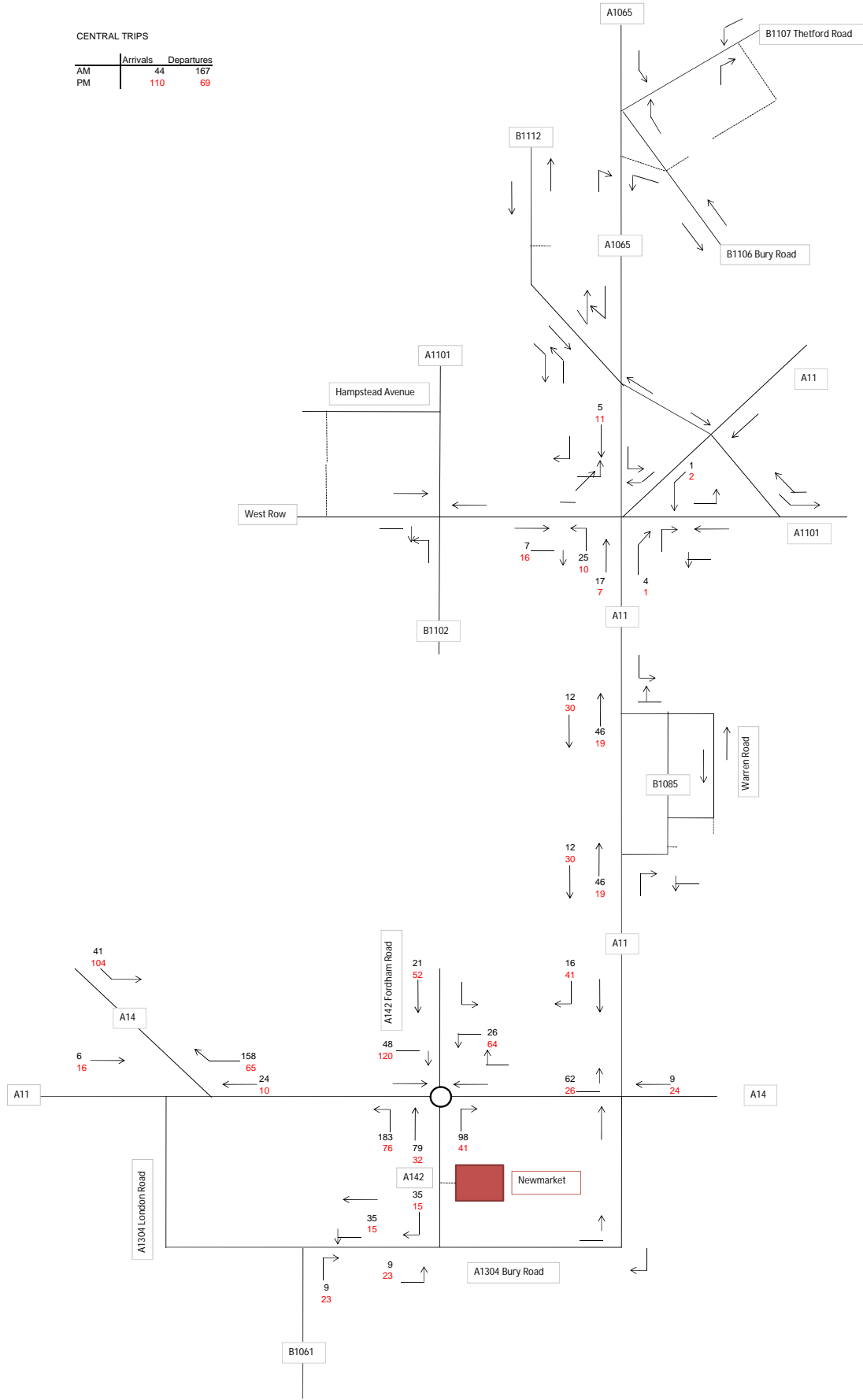
N.B. Traffic travelling east on the A14 accesses the A14 via the back roads and therefore is not shown accessing the A14.

All Areas 5,150 dwellings
Growth Scenario 1 Traffic Distribution

Made by: CT
Checked by: LL
Approved by: JS
Date: Mar-16

CENTRAL TRIPS

| | Arrivals | Departures |
|----|----------|------------|
| AM | 44 | 167 |
| PM | 110 | 69 |



Newmarket Trip Distribution

1368 Dwellings Newmarket - Traffic Distribution
Growth Scenario 2

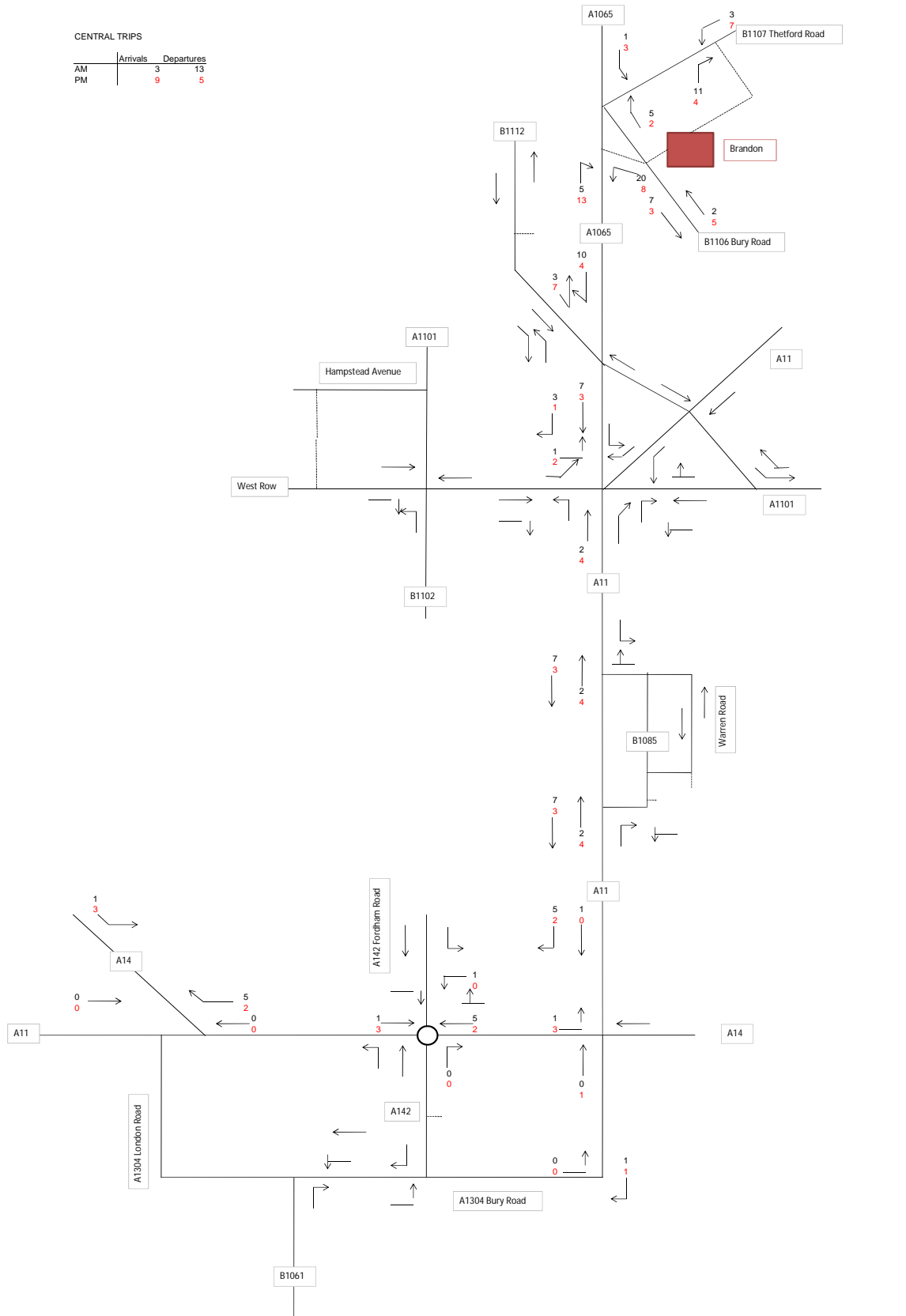
Made by: CT
Checked by: LL
Approved by: JS
Date: Jan-16

CHECK:

| Model | Arrivals | Departures | Data | Arrivals | Departures | Difference | Arrivals | Departures |
|-------|----------|------------|------|----------|------------|------------|----------|------------|
| AM | 147 | 562 | AM | 147 | 562 | AM | 0 | 0 |
| PM | 370 | 232 | PM | 370 | 232 | PM | 0 | 0 |

CENTRAL TRIPS

| | Arrivals | Departures |
|----|----------|------------|
| AM | 3 | 13 |
| PM | 9 | 5 |



Brandon Trip Distribution

125 Dwellings Brandon - Traffic Distribution
Growth Scenario 2

Made by: CT
Checked by: LL
Approved by: JS
Date: Jan-16

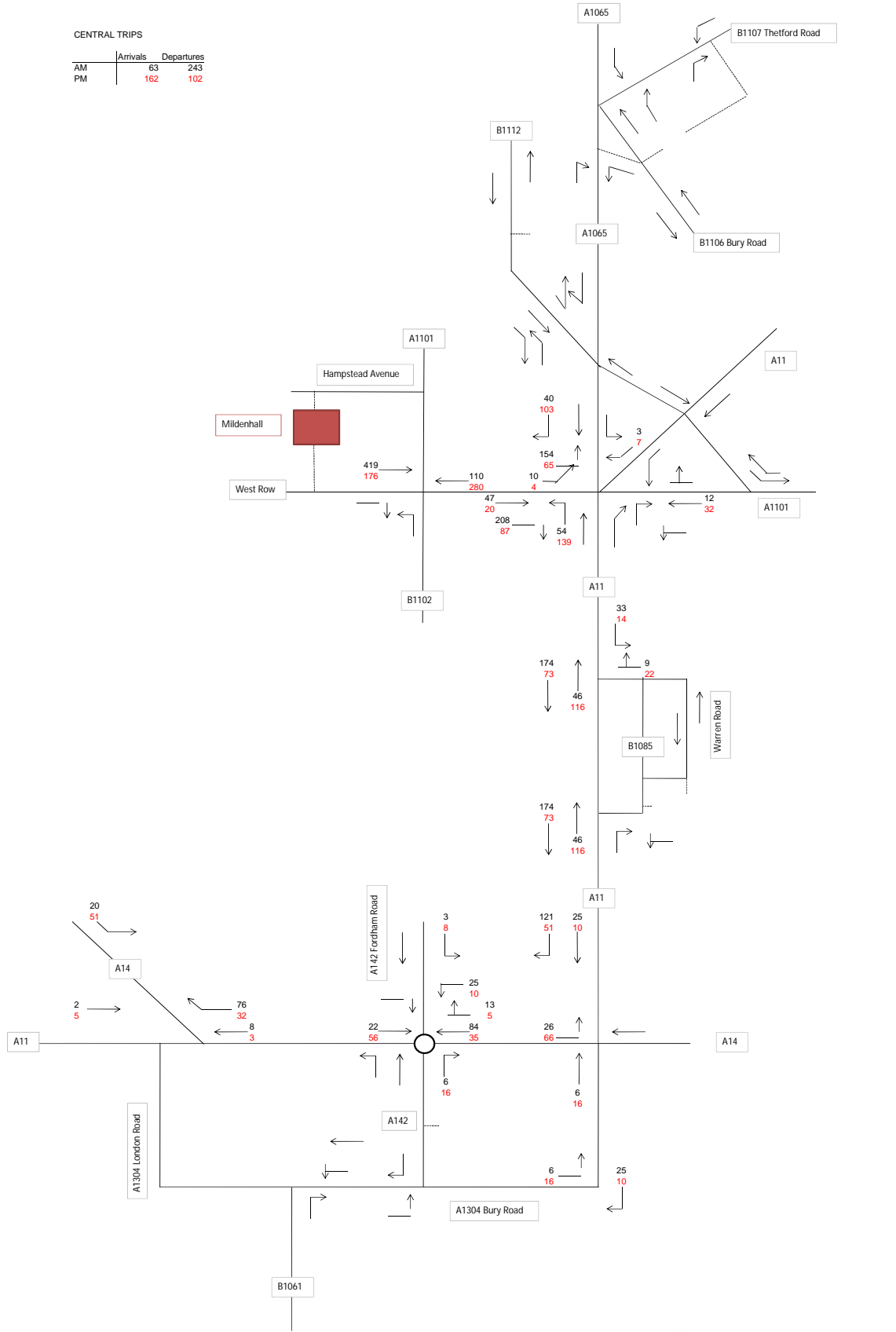
CHECK:

| Model | Arrivals | Departures | Data | Arrivals | Departures | Difference | Arrivals | Departures |
|-------|----------|------------|------|----------|------------|------------|----------|------------|
| AM | 14 | 55 | AM | 15 | 56 | AM | 0.371523 | 1.421612 |
| PM | 36 | 23 | PM | 37 | 23 | PM | 0.944906 | 0.594281 |

DOES NOT MATCH AS DISTRIBUTION < 1% NOT INCLUDED

CENTRAL TRIPS

| | Arrivals | Departures |
|----|----------|------------|
| AM | 63 | 243 |
| PM | 162 | 102 |



Mildenhall Trip Distribution

N.B. Traffic travelling east on the A14 accesses the A14 via the back roads and therefore is not shown accessing the A14.

1327 Dwellings Mildenhall - Traffic Distribution
Growth Scenario 2

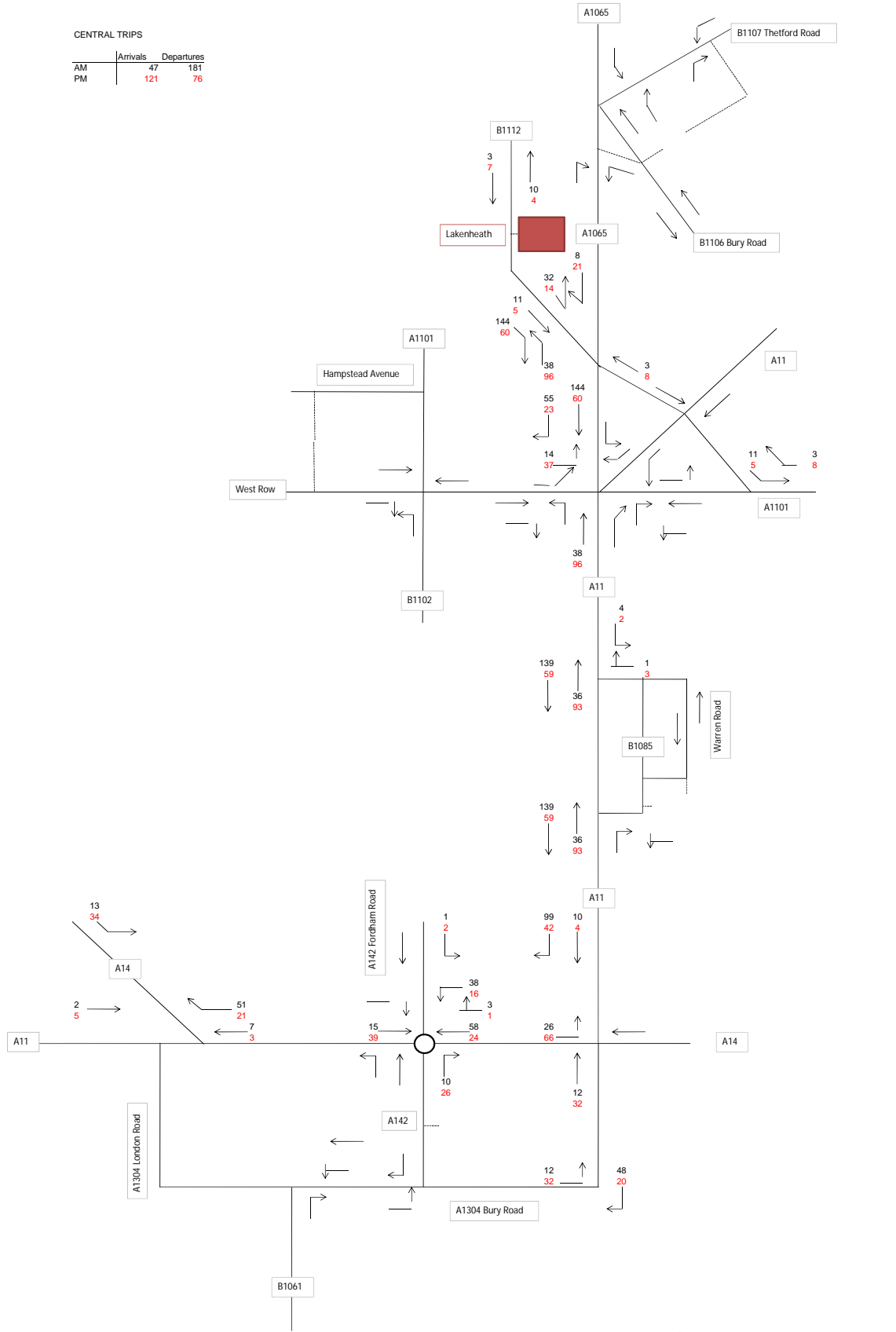
Made by: CT
Checked by: LL
Approved by: JS
Date: Jan-16

CHECK:

| Model | Arrivals | | Departures | | Data | Arrivals | | Departures | | Difference | |
|-------|----------|-----|------------|-----|------|----------|-----|------------|-----|------------|----|
| | AM | PM | AM | PM | | AM | PM | AM | PM | AM | PM |
| AM | 173 | 442 | 662 | 278 | AM | 173 | 442 | 662 | 278 | AM | 0 |
| PM | 442 | 278 | 278 | 662 | PM | 442 | 278 | 662 | 278 | PM | 0 |

CENTRAL TRIPS

| | Arrivals | Departures |
|----|----------|------------|
| AM | 47 | 181 |
| PM | 121 | 76 |



N.B. Traffic travelling east on the A14 accesses the A14 via the back roads and therefore is not shown accessing the A14.

Lakenheath Trip Distribution

876 Dwellings Lakenheath - Traffic Distribution
Growth Scenario 2

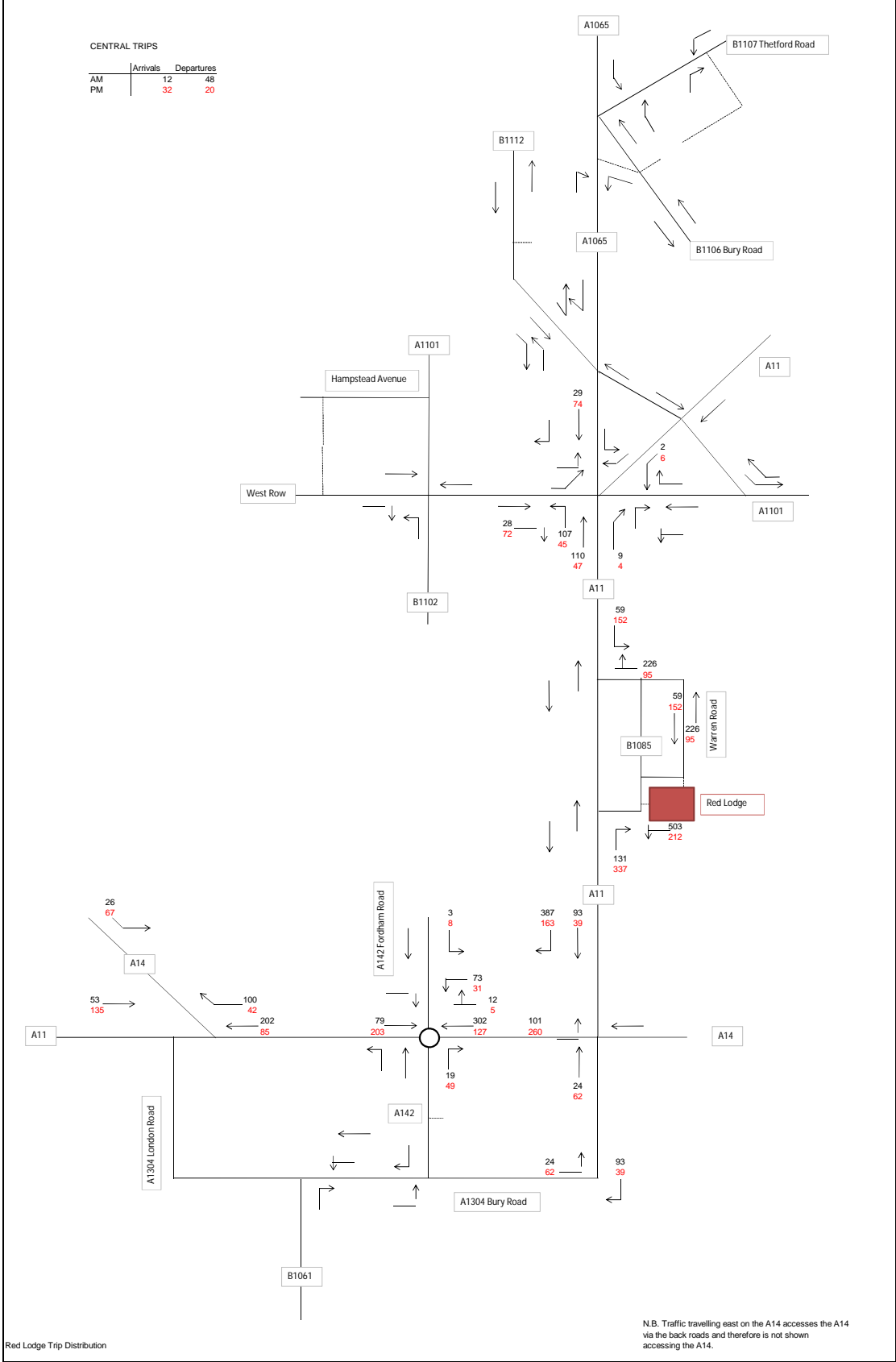
Made by: CT
Checked by: LL
Approved by: JS
Date: Jan-16

CHECK:

| Model | Arrivals | | Departures | | Data | Arrivals | | Departures | | Difference | | |
|---|----------|-----|------------|-----|------|----------|-----|------------|----|------------|----|---|
| | AM | PM | AM | PM | | AM | PM | AM | PM | AM | PM | |
| 876 Dwellings Lakenheath - Traffic Distribution | 113 | 290 | 433 | 182 | 113 | 290 | 433 | 182 | 0 | 0 | 0 | 0 |

CENTRAL TRIPS

| | Arrivals | Departures |
|----|----------|------------|
| AM | 12 | 46 |
| PM | 32 | 20 |



Red Lodge Trip Distribution

N.B. Traffic travelling east on the A14 accesses the A14 via the back roads and therefore is not shown accessing the A14.

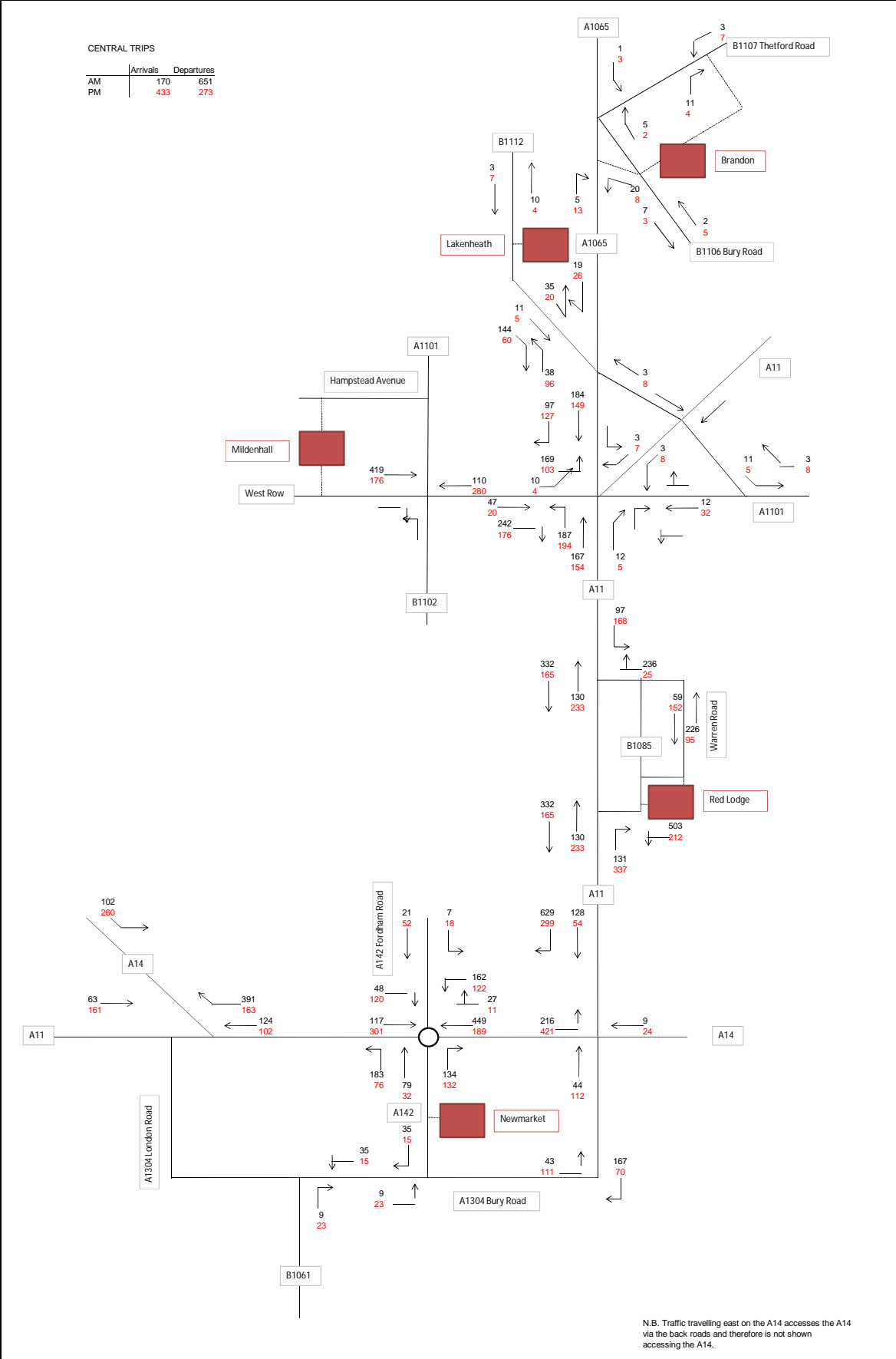
| | | |
|--|-------------------------------|---------------------------------|
| 1554 Dwellings Red Lodge - Traffic Distribution Growth Scenario 2 | Made by: CT Checked by: LL | Approved by: JS Date: Jan-16 |
|--|-------------------------------|---------------------------------|

CHECK:

| Model | Arrivals | Departures | Data | Arrivals | Departures | Difference | Arrivals | Departures |
|-------|----------|------------|------|----------|------------|------------|----------|------------|
| AM | 203 | 777 | AM | 203 | 777 | AM | 0 | 0 |
| PM | 521 | 328 | PM | 521 | 328 | PM | 0 | 0 |

CENTRAL TRIPS

| | Arrivals | Departures |
|----|----------|------------|
| AM | 170 | 651 |
| PM | 433 | 273 |

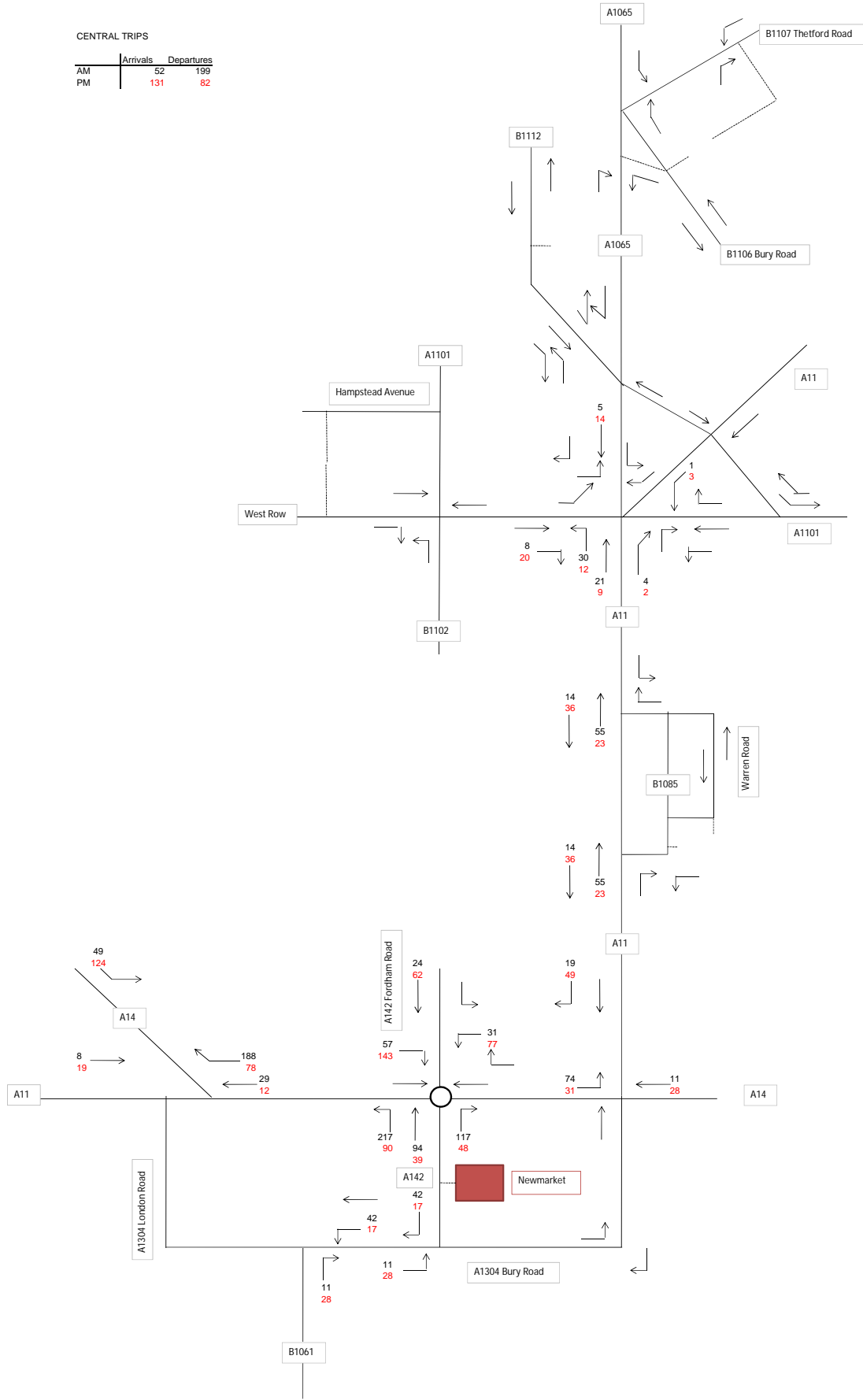


All Areas 5,250 dwellings
 Growth Scenario 2 Traffic Distribution

Made by: ML
 Checked by: CG
 Approved by: BH
 Date: Nov-09

CENTRAL TRIPS

| | Arrivals | Departures |
|----|----------|------------|
| AM | 52 | 199 |
| PM | 131 | 82 |



Newmarket Trip Distribution

1629 Dwellings Newmarket - Traffic Distribution
Growth Scenarion 1 plus Primary Villages

Made by: LL
Checked by: JS

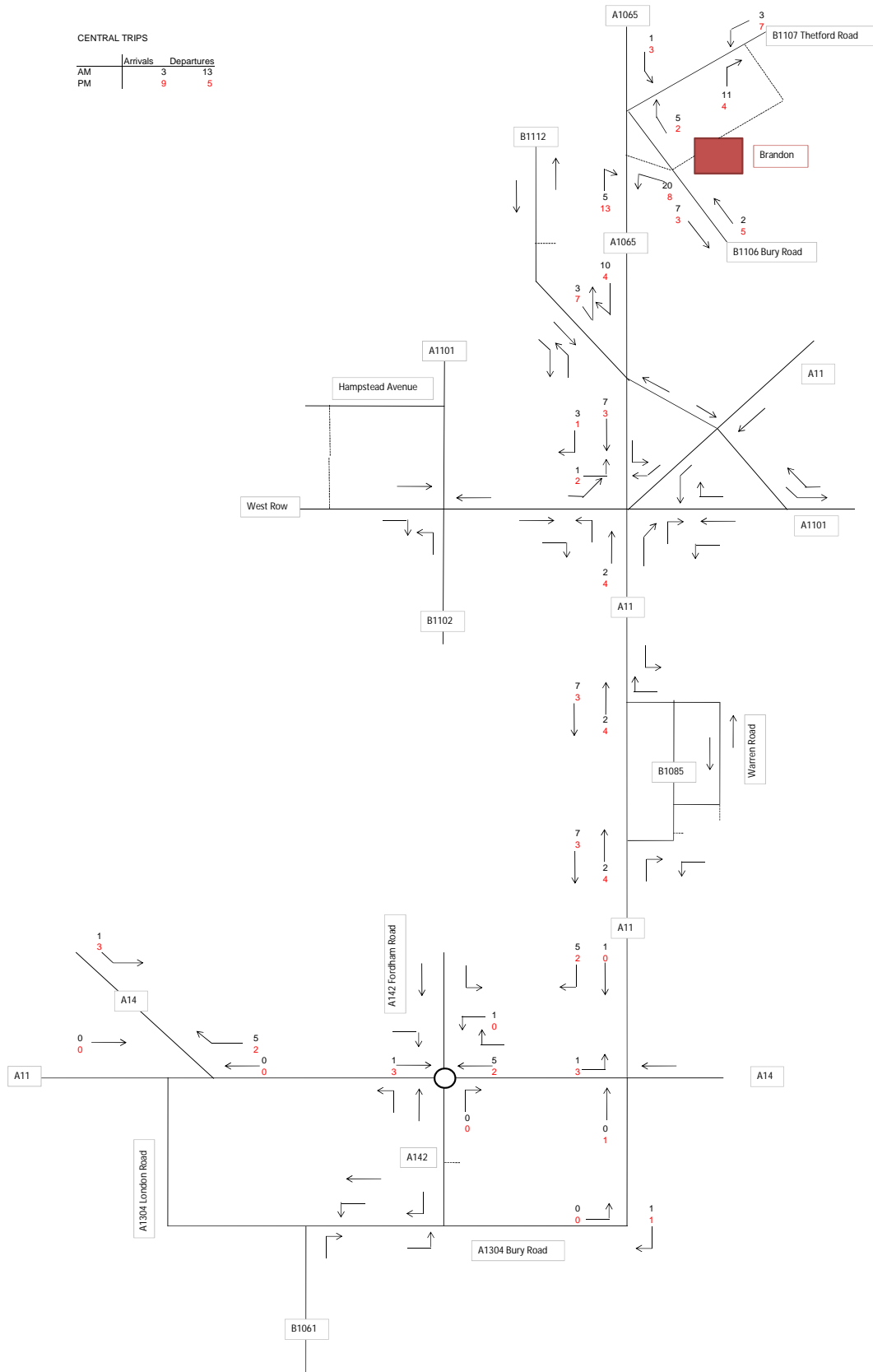
Approved by: JS
Date: Mar-16

CHECK:

| Model | Arrivals | Departures | Data | Arrivals | Departures | Difference | Arrivals | Departures |
|-------|----------|------------|------|----------|------------|------------|----------|------------|
| AM | 175 | 669 | AM | 175 | 669 | AM | 0 | 0 |
| PM | 440 | 277 | PM | 440 | 277 | PM | 0 | 0 |

CENTRAL TRIPS

| | Arrivals | Departures |
|----|----------|------------|
| AM | 3 | 13 |
| PM | 9 | 5 |



Brandon Trip Distribution

125 Dwellings Brandon - Traffic Distribution
Growth Scenario 1 plus Primary Villages

Made by: LL JS
Checked by: JS
Approved by: JS
Date: Mar-16

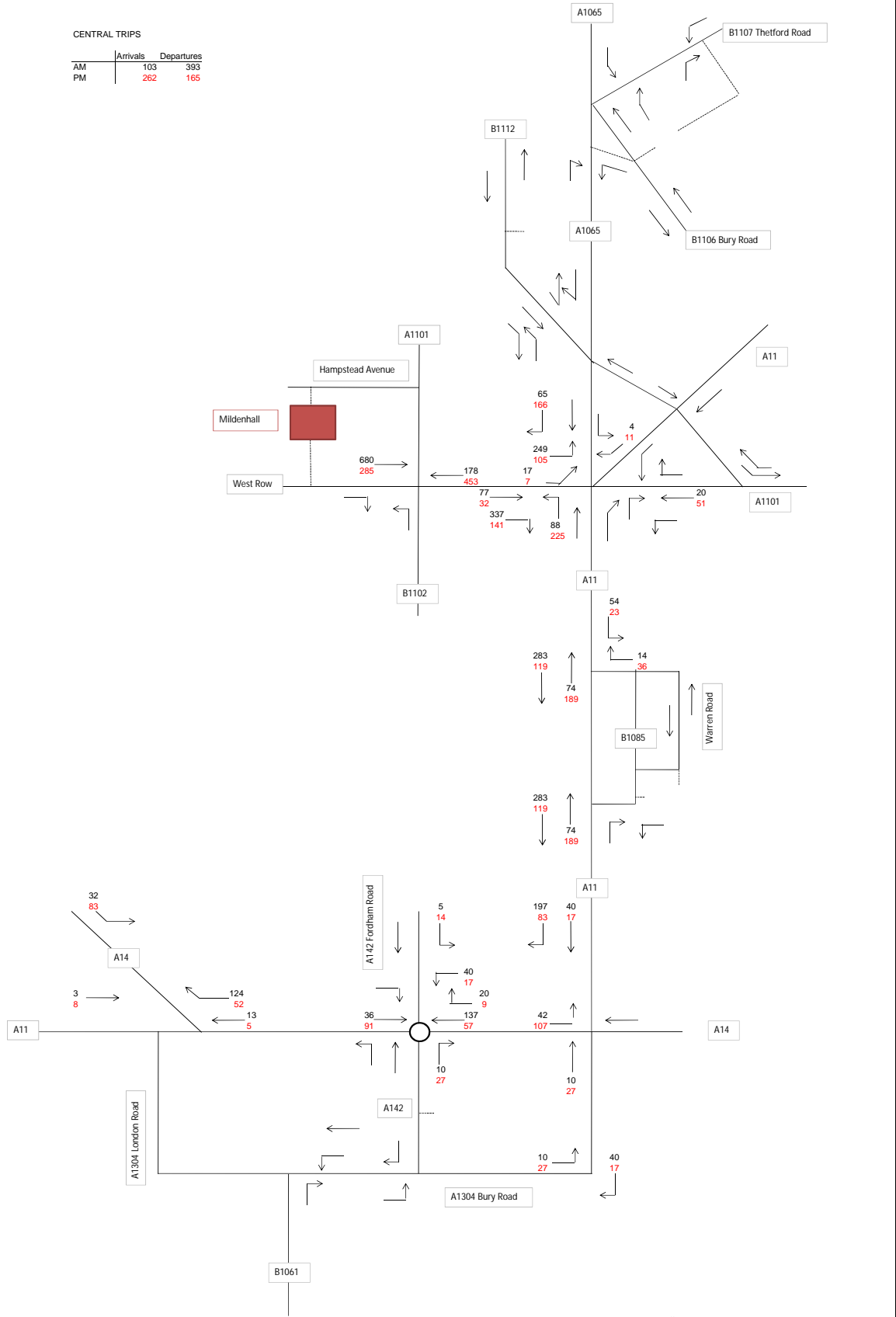
CHECK:

| Model | Arrivals | Departures | Data | Arrivals | Departures | Difference | Arrivals | Departures |
|-------|----------|------------|------|----------|------------|------------|----------|------------|
| AM | 14 | 55 | AM | 15 | 56 | AM | 0.371523 | 1.421612 |
| PM | 36 | 23 | PM | 37 | 23 | PM | 0.944906 | 0.594281 |

DOES NOT MATCH AS DISTRIBUTION < 1% NOT INCLUDED

CENTRAL TRIPS

| | Arrivals | Departures |
|----|----------|------------|
| AM | 103 | 393 |
| PM | 262 | 165 |



N.B. Traffic travelling east on the A14 accesses the A14 via the back roads and therefore is not shown accessing the A14.

Mildenhall Trip Distribution

2151 Dwellings Mildenhall - Traffic Distribution
Growth Scenarion 1 plus Primary Villages

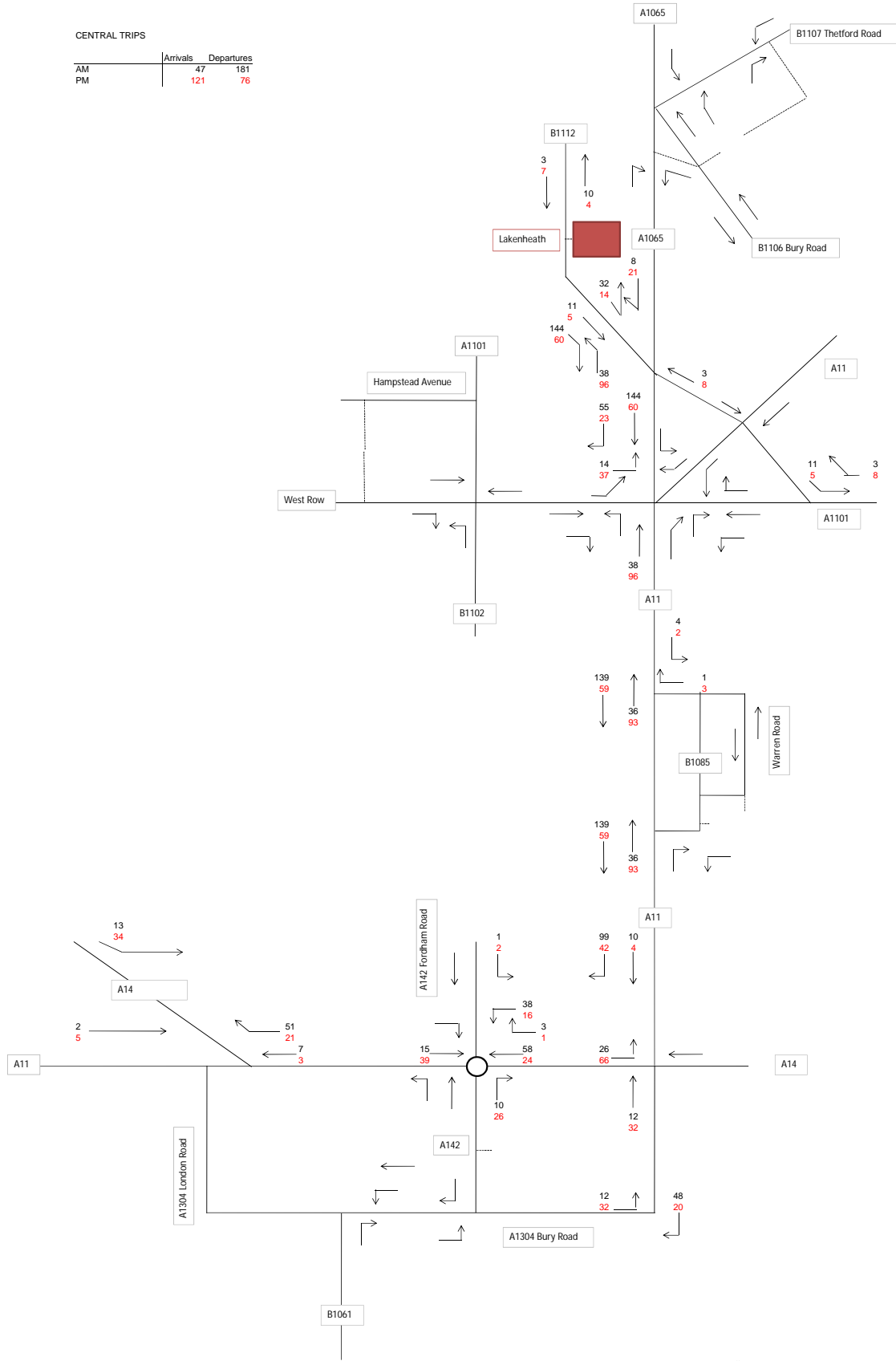
Made by: LL Approved by: JS
Checked by: JS Date: Jan-16

CHECK:

| Model | Arrivals | | Departures | | Data | Arrivals | | Departures | | Difference | | |
|--|----------|-----|------------|-----|------|----------|------|------------|----|------------|----|---|
| | AM | PM | AM | PM | | AM | PM | AM | PM | AM | PM | |
| 2151 Dwellings Mildenhall - Traffic Distribution | 280 | 716 | 1073 | 450 | 280 | 716 | 1073 | 450 | 0 | 0 | 0 | 0 |

CENTRAL TRIPS

| | Arrivals | Departures |
|----|----------|------------|
| AM | 47 | 181 |
| PM | 121 | 76 |



N.B. Traffic travelling east on the A14 accesses the A14 via the back roads and therefore is not shown accessing the A14.

Lakenheath Trip Distribution

876 Dwellings Lakenheath - Traffic Distribution
Growth Scenario 1 plus Primary Villages

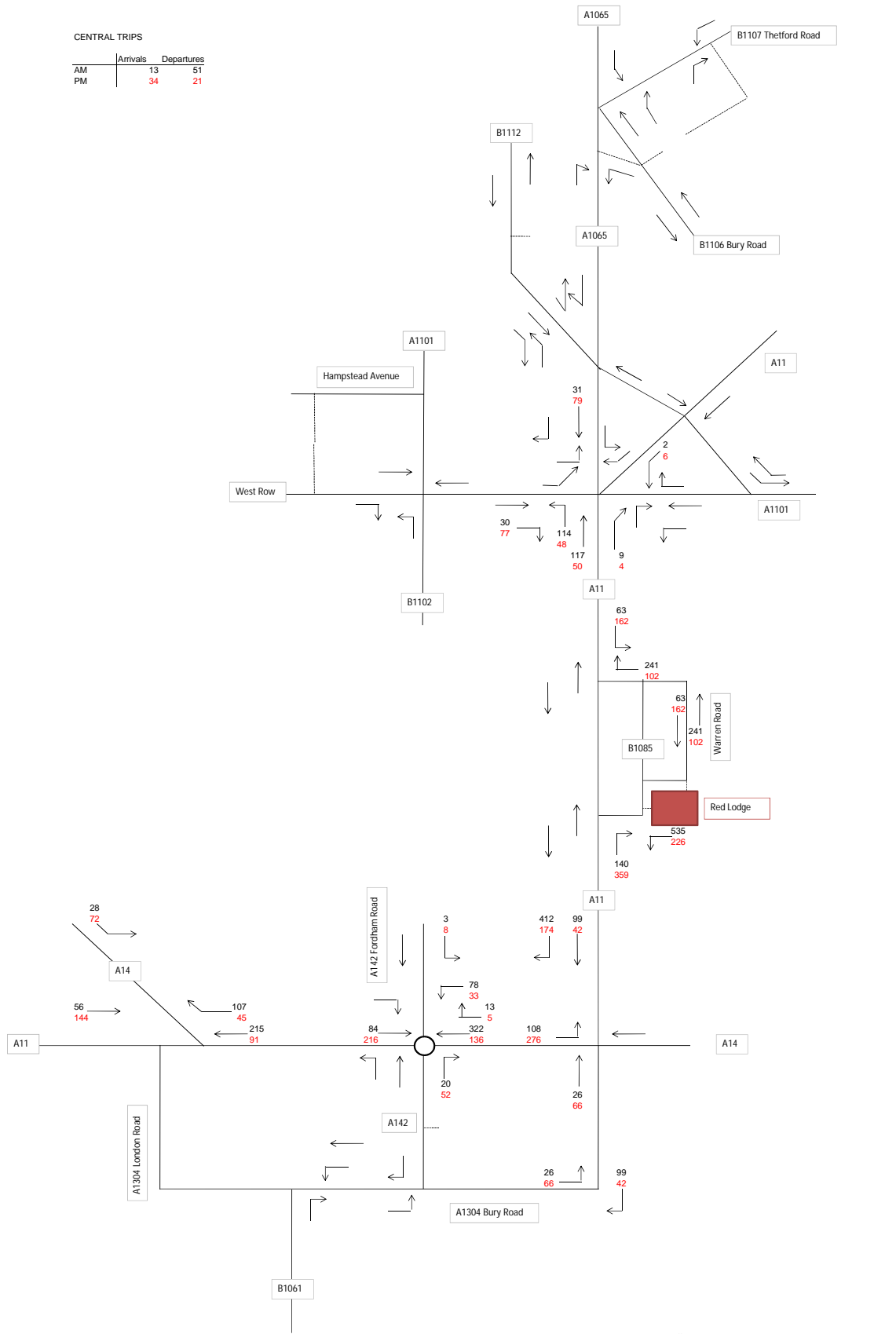
Made by: LL Approved by: JS
Checked by: JS Date: Jan-16

CHECK:

| Model | Arrivals | | Departures | | Data | Arrivals | | Departures | | Difference | Arrivals | | Departures | |
|-------|----------|-----|------------|-----|------|----------|-----|------------|-----|------------|----------|----|------------|----|
| | AM | PM | AM | PM | | AM | PM | AM | PM | | AM | PM | AM | PM |
| Model | 113 | 290 | 433 | 182 | Data | 113 | 290 | 433 | 182 | Difference | 0 | 0 | 0 | 0 |

CENTRAL TRIPS

| | Arrivals | Departures |
|----|----------|------------|
| AM | 13 | 51 |
| PM | 34 | 21 |



N.B. Traffic travelling east on the A14 accesses the A14 via the back roads and therefore is not shown accessing the A14.

Red Lodge Trip Distribution

1654 Dwellings Red Lodge - Traffic Distribution
Growth Scenarion 1 plus Primary Villages

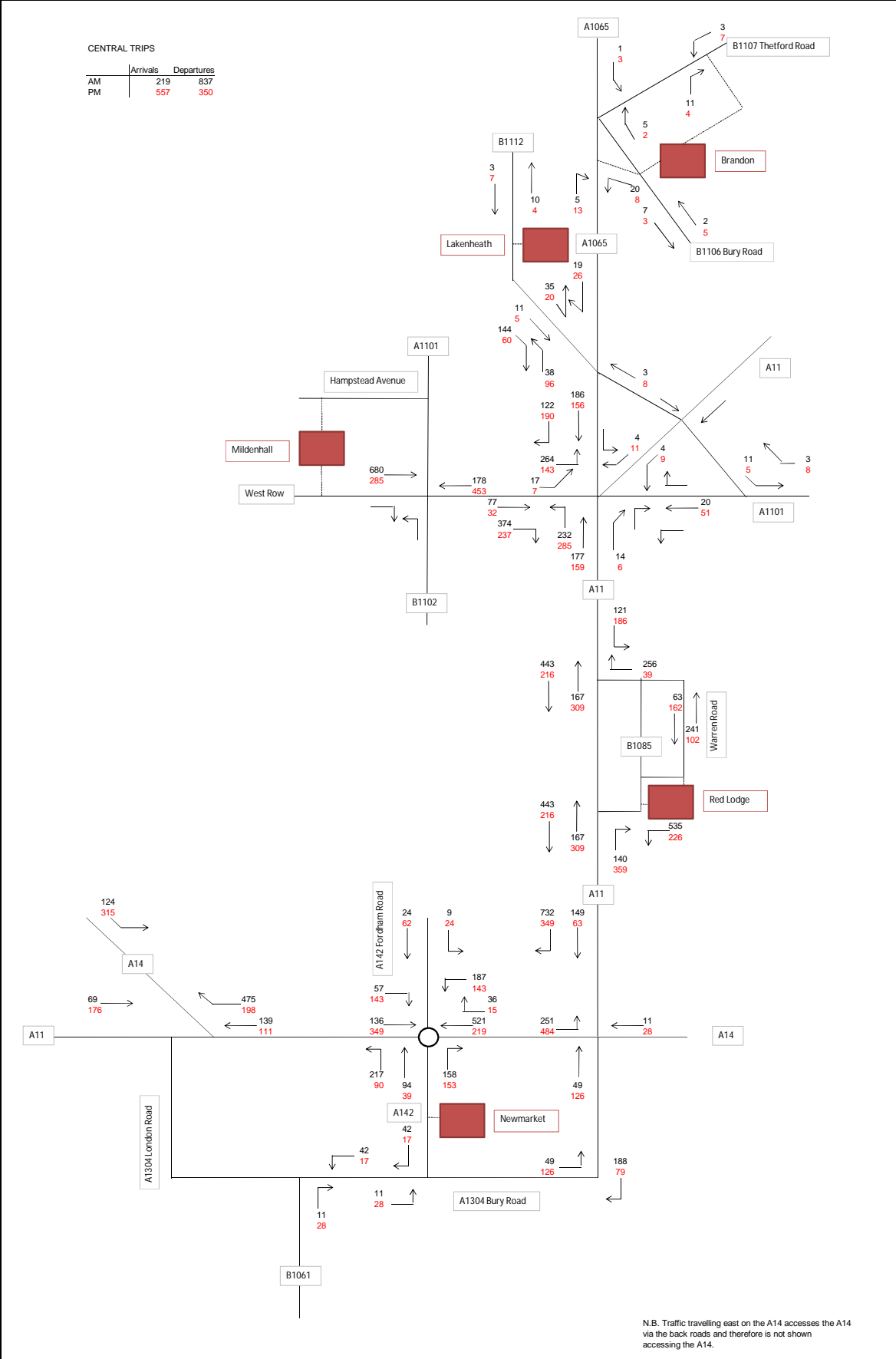
Made by: LL Approved by: JS
Checked by: JS Date: Jan-16

CHECK:

| Model | Arrivals | | Departures | | Data | Arrivals | | Departures | | Difference | |
|-------|----------|-----|------------|-----|------|----------|----|------------|----|------------|----|
| | AM | PM | AM | PM | | AM | PM | AM | PM | AM | PM |
| AM | 216 | 827 | 216 | 827 | AM | 0 | 0 | 0 | 0 | 0 | 0 |
| PM | 554 | 349 | 554 | 349 | PM | 0 | 0 | 0 | 0 | 0 | 0 |

CENTRAL TRIPS

| | Arrivals | Departures |
|----|----------|------------|
| AM | 219 | 837 |
| PM | 557 | 350 |



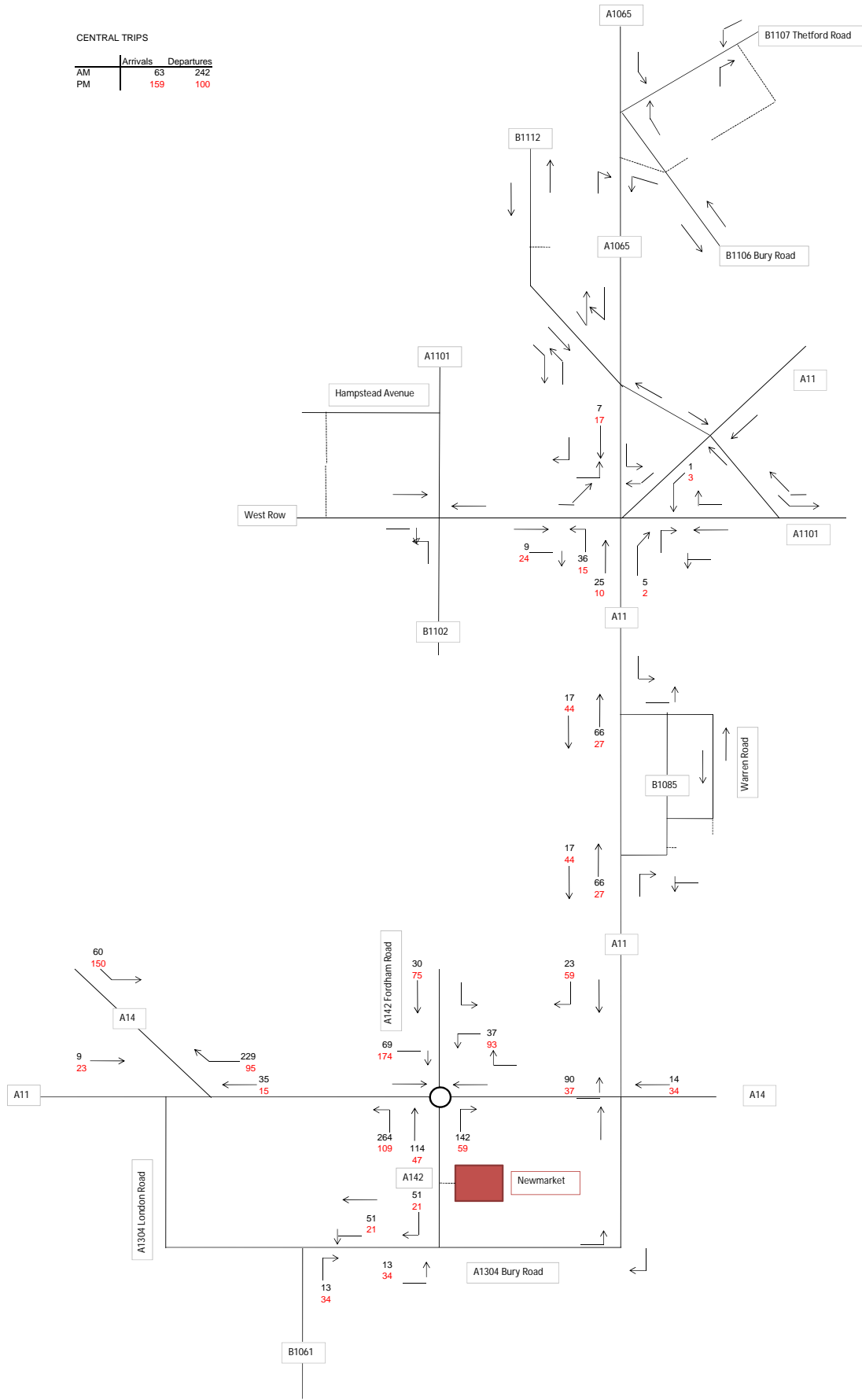
N.B. Traffic travelling east on the A14 accesses the A14 via the back roads and therefore is not shown accessing the A14.

All Areas (5,690 dwellings)
Growth Scenarion 1 plus Primary Villages
Traffic Distribution

Made by: LL
Checked by: JS
Approved by: JS
Date: Mar-16

CENTRAL TRIPS

| | Arrivals | Departures |
|----|----------|------------|
| AM | 63 | 242 |
| PM | 159 | 100 |



Newmarket Trip Distribution

1977 Dwellings Newmarket - Traffic Distribution
Growth Scenario 2 plus Primary Villages

Made by: CT
Checked by: LL

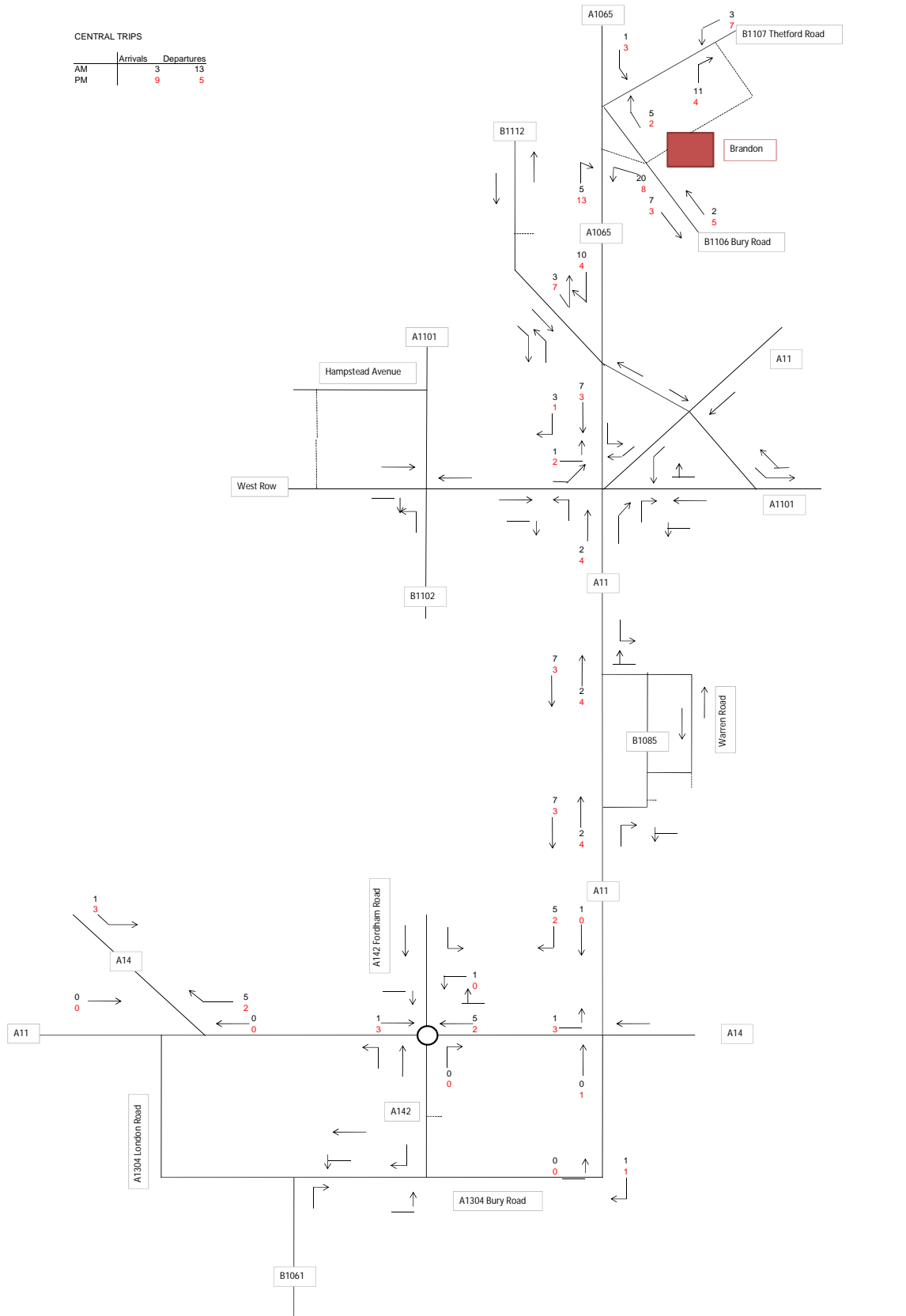
Approved by: JS
Date: Jan-16

CHECK:

| Model | Data | | Difference | |
|-------|----------|------------|------------|------------|
| | Arrivals | Departures | Arrivals | Departures |
| AM | 212 | 812 | AM | 212 812 |
| PM | 534 | 336 | PM | 534 336 |

CENTRAL TRIPS

| | Arrivals | Departures |
|----|----------|------------|
| AM | 3 | 13 |
| PM | 9 | 5 |



Brandon Trip Distribution

125 Dwellings Brandon - Traffic Distribution
Growth Scenario 2 plus Primary Villages

Made by: CT
Checked by: LL
Approved by: JS
Date: Jan-16

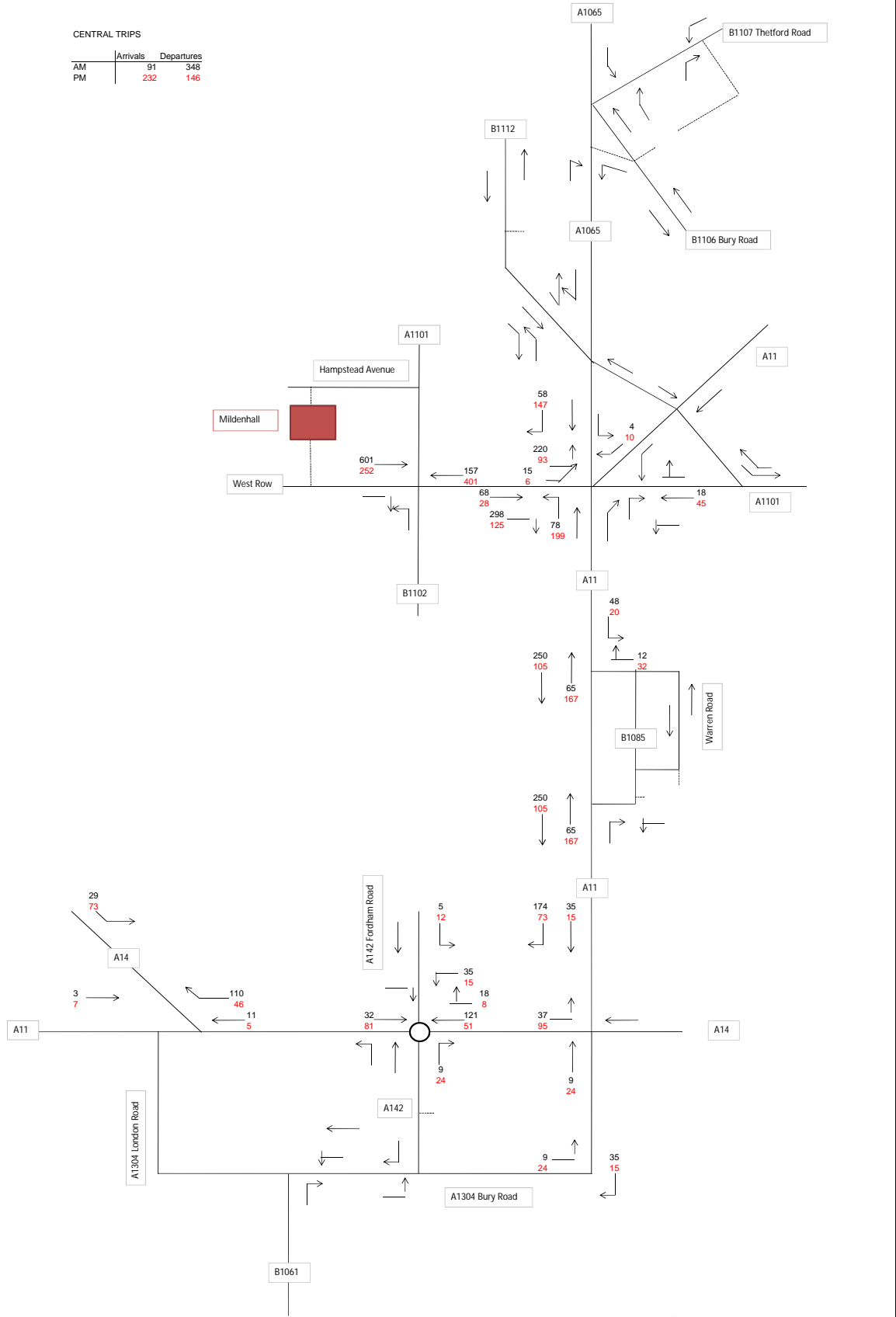
CHECK:

| Model | Arrivals | Departures | Data | Arrivals | Departures | Difference | Arrivals | Departures |
|-------|----------|------------|------|----------|------------|------------|----------|------------|
| AM | 14 | 55 | AM | 15 | 56 | AM | 0.371523 | 1.421612 |
| PM | 36 | 23 | PM | 37 | 23 | PM | 0.944906 | 0.594281 |

DOES NOT MATCH AS DISTRIBUTION < 1% NOT INCLUDED

CENTRAL TRIPS

| | Arrivals | Departures |
|----|----------|------------|
| AM | 91 | 348 |
| PM | 232 | 146 |



Mildenhall Trip Distribution

N.B. Traffic travelling east on the A14 accesses the A14 via the back roads and therefore is not shown accessing the A14.

1903 Dwellings Mildenhall - Traffic Distribution
Growth Scenario 2 plus Primary Villages

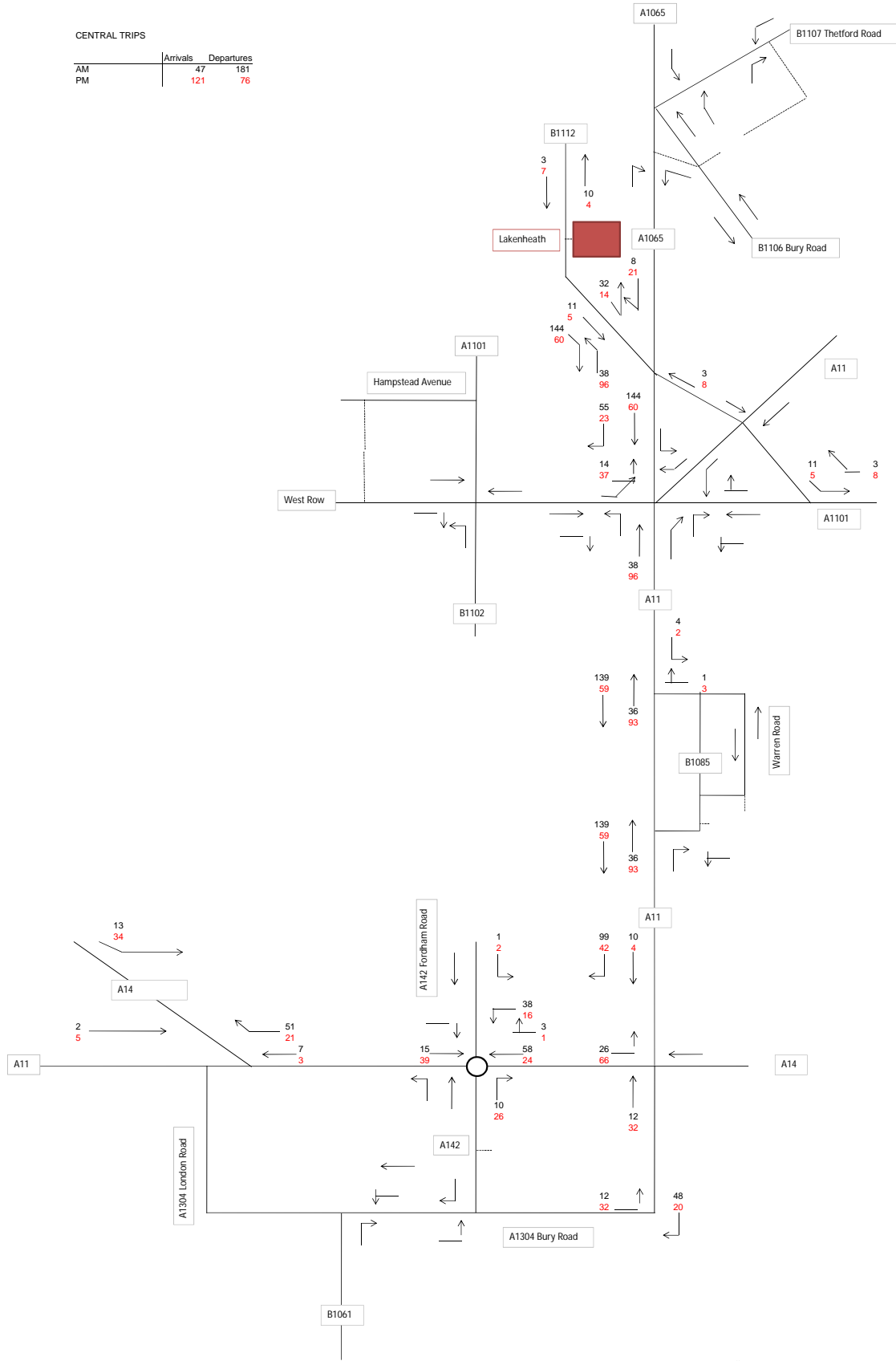
Made by: CT
Checked by: LL
Approved by: JS
Date: Jan-16

CHECK:

| Model | Arrivals | | Departures | | Data | Arrivals | | Departures | | Difference | Arrivals | | Departures | |
|--|----------|-----|------------|-----|------|----------|-----|------------|----|------------|----------|----|------------|----|
| | AM | PM | AM | PM | | AM | PM | AM | PM | | AM | PM | AM | PM |
| 1903 Dwellings Mildenhall - Traffic Distribution | 248 | 633 | 949 | 398 | 248 | 633 | 949 | 398 | 0 | 0 | 0 | 0 | 0 | 0 |

CENTRAL TRIPS

| | Arrivals | Departures |
|----|----------|------------|
| AM | 47 | 181 |
| PM | 121 | 76 |



Lakenheath Trip Distribution

876 Dwellings Lakenheath - Traffic Distribution
Growth Scenario 2 plus Primary Villages

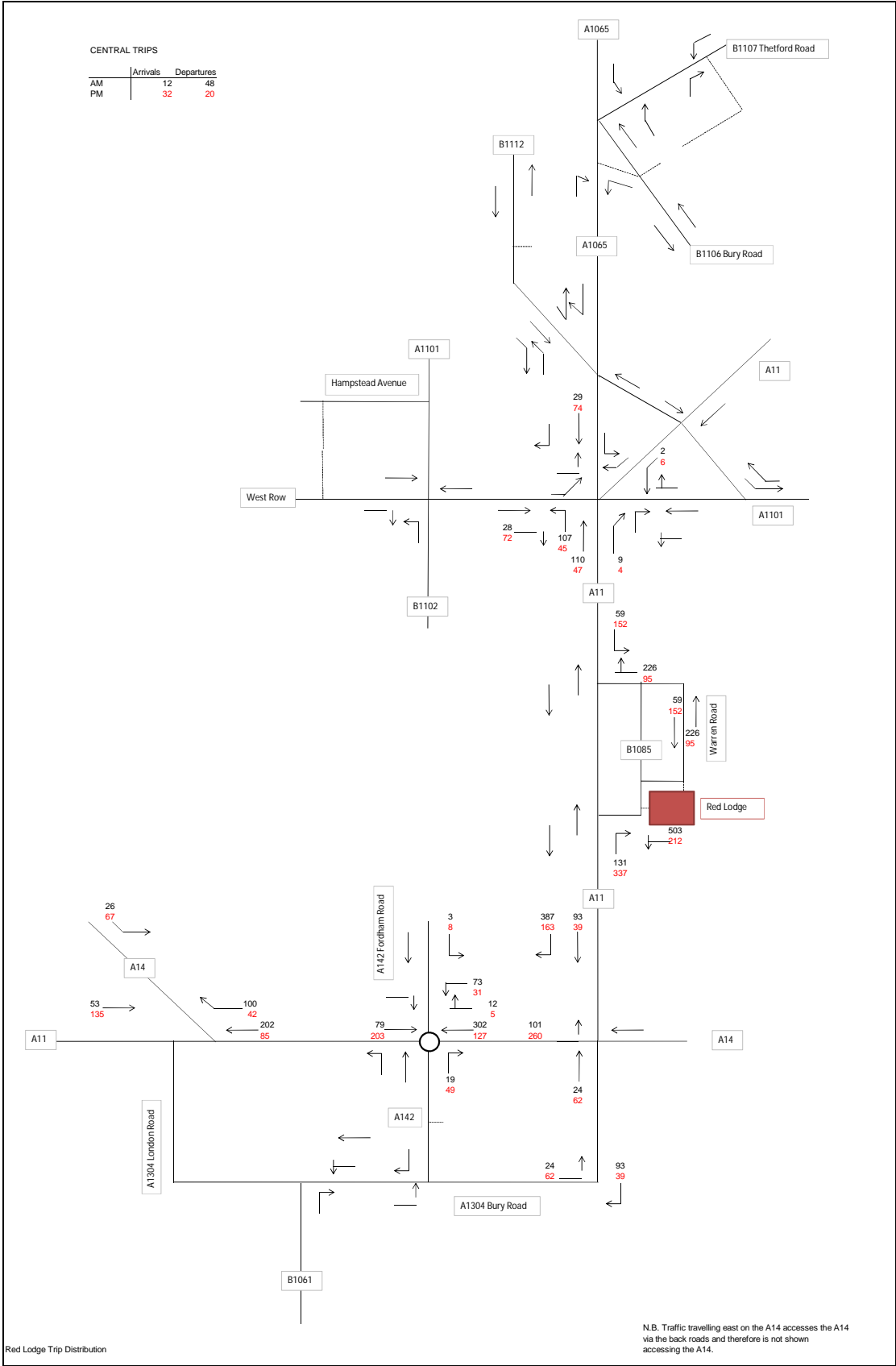
Made by: CT
Checked by: LL
Approved by: JS
Date: Jan-16

CHECK:

| Model | Arrivals | | Departures | | Data | Arrivals | | Departures | | Difference | |
|-------|----------|-----|------------|-----|------|----------|-----|------------|-----|------------|------------|
| | AM | PM | AM | PM | | AM | PM | AM | PM | Arrivals | Departures |
| Model | 113 | 290 | 433 | 182 | Data | 113 | 290 | 433 | 182 | 0 | 0 |

CENTRAL TRIPS

| | Arrivals | Departures |
|----|----------|------------|
| AM | 12 | 46 |
| PM | 32 | 20 |



Red Lodge Trip Distribution

N.B. Traffic travelling east on the A14 accesses the A14 via the back roads and therefore is not shown accessing the A14.

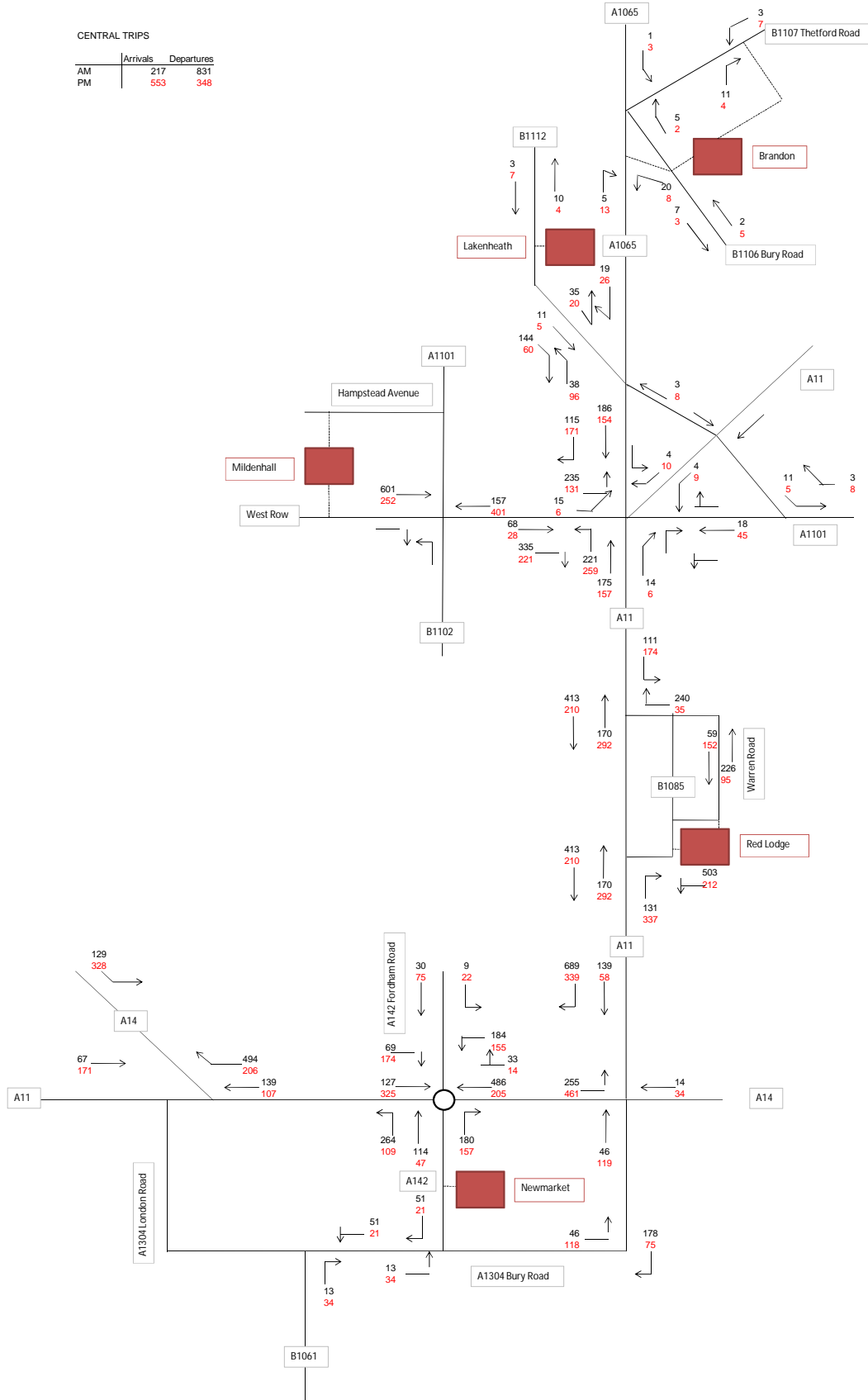
| | | | | | |
|--|--|--|--|----------------|-----------------|
| 1554 Dwellings Red Lodge - Traffic Distribution Growth Scenario 2 plus Primary Villages | | | | Made by: CT | Approved by: JS |
| | | | | Checked by: LL | Date: Jan-16 |

CHECK:

| Model | Arrivals | Departures | Data | Arrivals | Departures | Difference | Arrivals | Departures |
|-------|----------|------------|------|----------|------------|------------|----------|------------|
| AM | 203 | 777 | AM | 203 | 777 | AM | 0 | 0 |
| PM | 521 | 328 | PM | 521 | 328 | PM | 0 | 0 |

CENTRAL TRIPS

| | Arrivals | Departures |
|----|----------|------------|
| AM | 217 | 831 |
| PM | 553 | 348 |



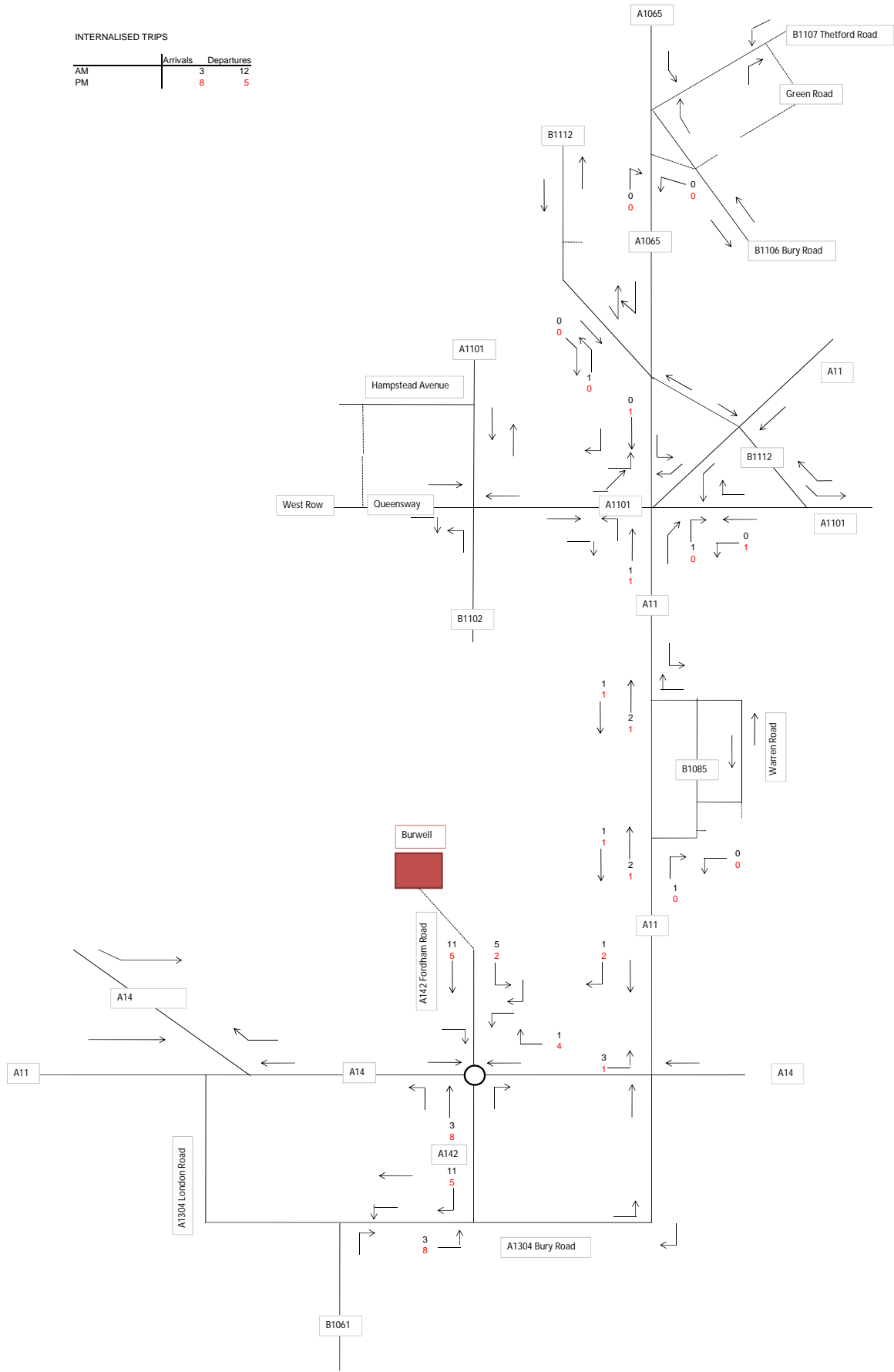
N.B. Traffic travelling east on the A14 accesses the A14 via the back roads and therefore is not shown accessing the A14.

All Areas 6,435 dwellings
 Growth Scenario 2 plus Primary Villages Traffic Distribution

Made by: ML
 Checked by: CG
 Approved by: BH
 Date: Nov-09

INTERNALISED TRIPS

| | Arrivals | Departures |
|----|----------|------------|
| AM | 3 | 12 |
| PM | 8 | 5 |



Burwell Trip Distribution

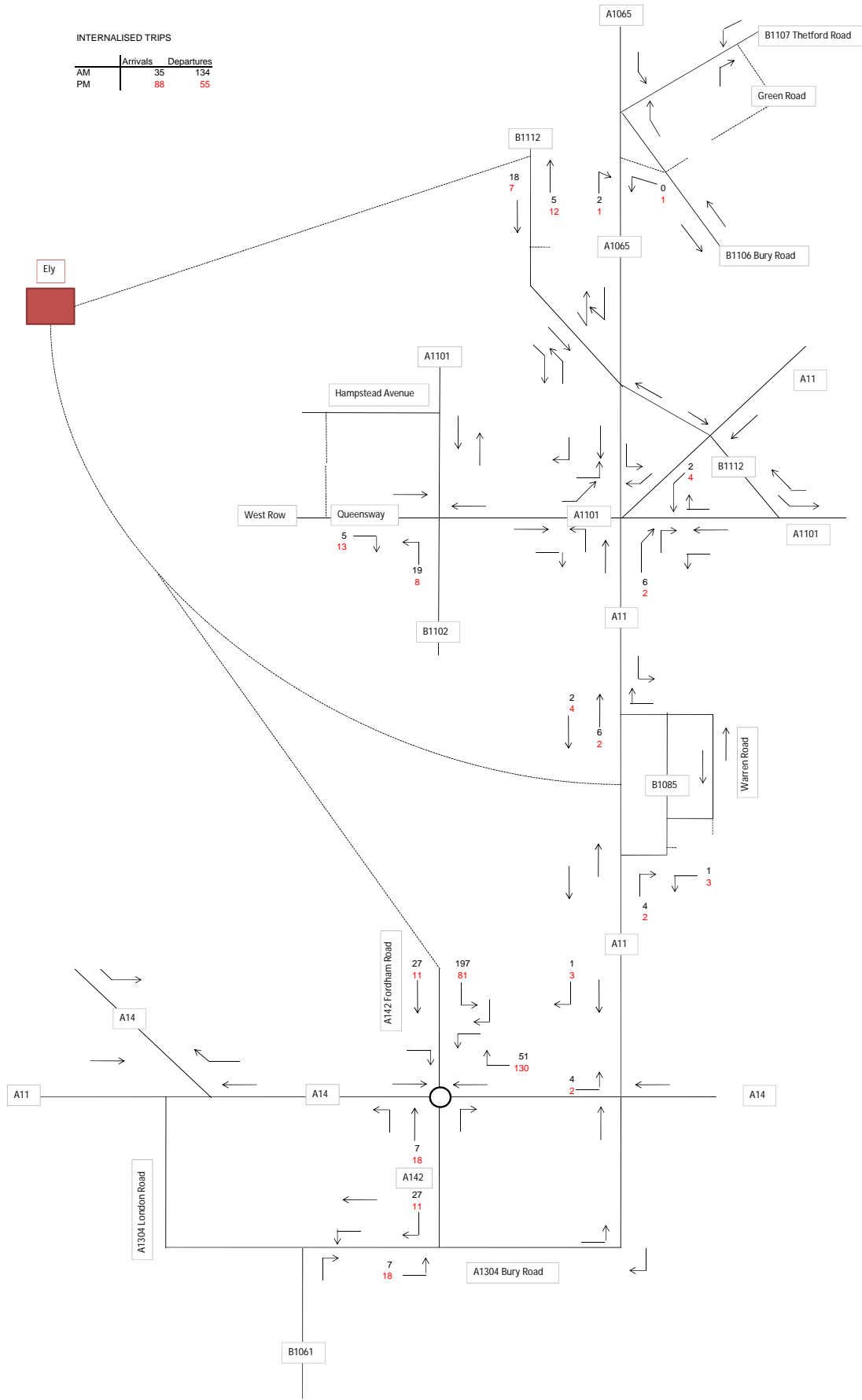
Made by: LL
 Checked by: JS
 Approved by: JS
 Date: Mar-16

CHECK:

| Model | Arrivals | | Departures | | Data | Difference | |
|-------|----------|----|------------|----|------|------------|------------|
| | AM | PM | AM | PM | | Arrivals | Departures |
| AM | 13 | 34 | 51 | 21 | AM | 0 | 0 |
| PM | 34 | 21 | 21 | 13 | PM | 0 | 0 |

INTERNALISED TRIPS

| | Arrivals | Departures |
|----|----------|------------|
| AM | 35 | 134 |
| PM | 88 | 55 |



Ely Trip Distribution

Made by: LL
Checked by: JS

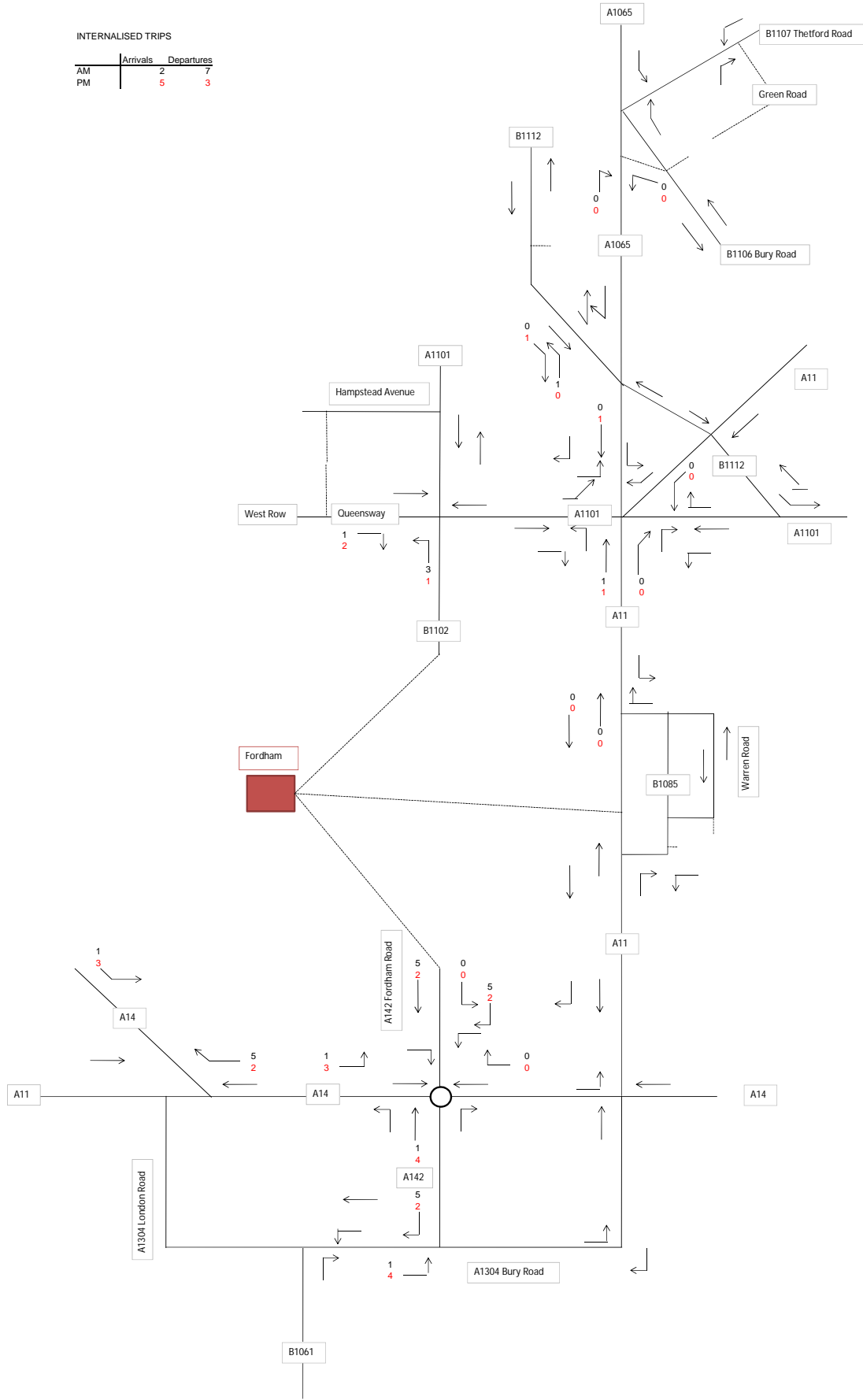
Approved by: JS
Date: Mar-16

CHECK:

| Model | Arrivals | Departures | Data | Arrivals | Departures | Difference | Arrivals | Departures |
|-------|----------|------------|------|----------|------------|------------|----------|------------|
| AM | 116 | 443 | AM | 116 | 443 | AM | 0 | 0 |
| PM | 291 | 183 | PM | 291 | 183 | PM | 0 | 0 |

INTERNALISED TRIPS

| | Arrivals | Departures |
|----|----------|------------|
| AM | 2 | 7 |
| PM | 5 | 3 |



Fordham Trip Distribution

Made by: LL
Checked by: JS

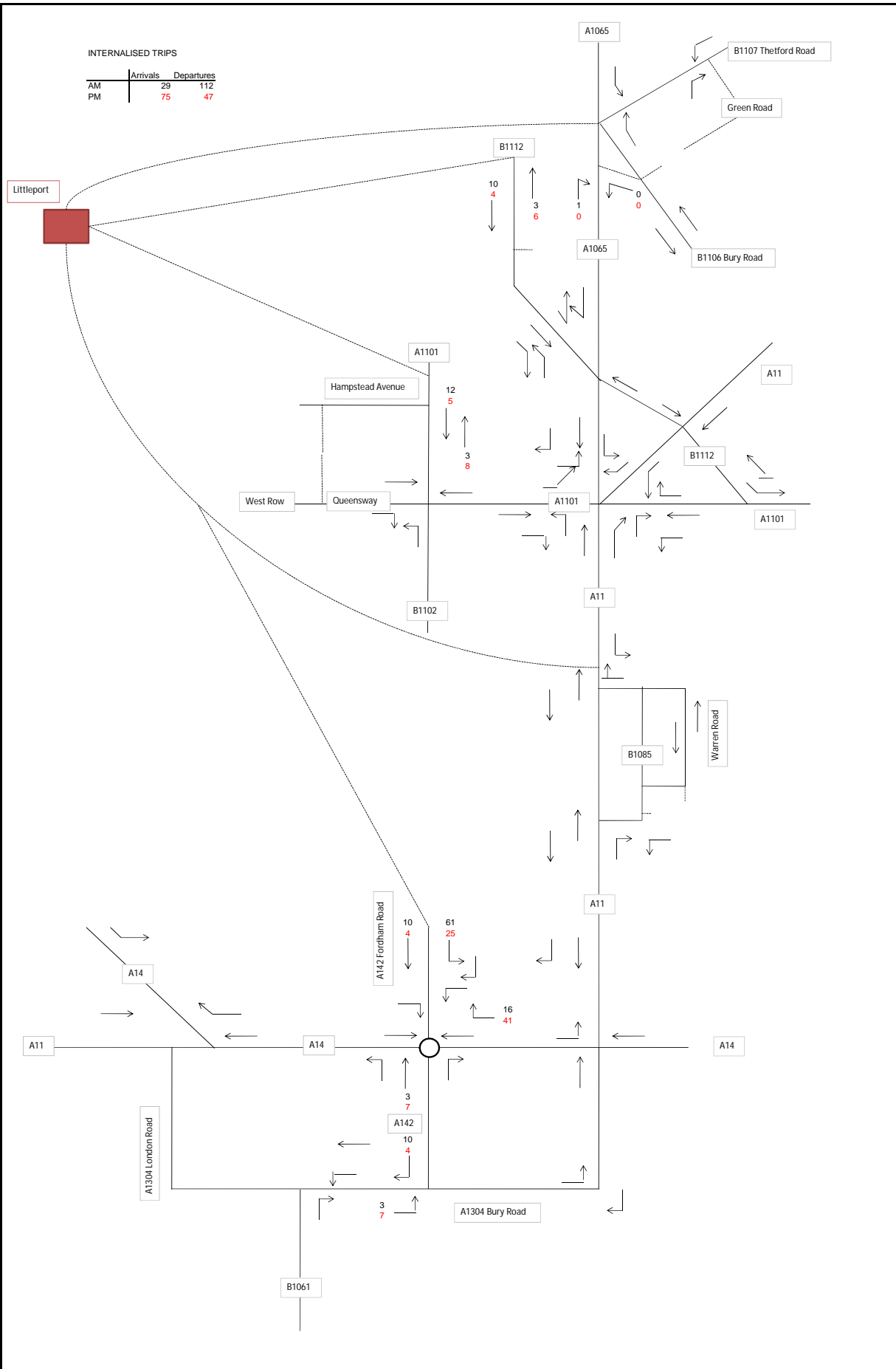
Approved by: JS
Date: Mar-16

CHECK:

| Model | Arrivals | Departures | Data | Arrivals | Departures | Difference | Arrivals | Departures |
|-------|----------|------------|------|----------|------------|------------|----------|------------|
| AM | 9 | 34 | AM | 9 | 34 | AM | 0 | 0 |
| PM | 23 | 14 | PM | 23 | 14 | PM | 0 | 0 |

INTERNALISED TRIPS

| | Arrivals | Departures |
|----|----------|------------|
| AM | 29 | 112 |
| PM | 75 | 47 |



Littleport Trip Distribution

Made by: LL
Checked by: JS

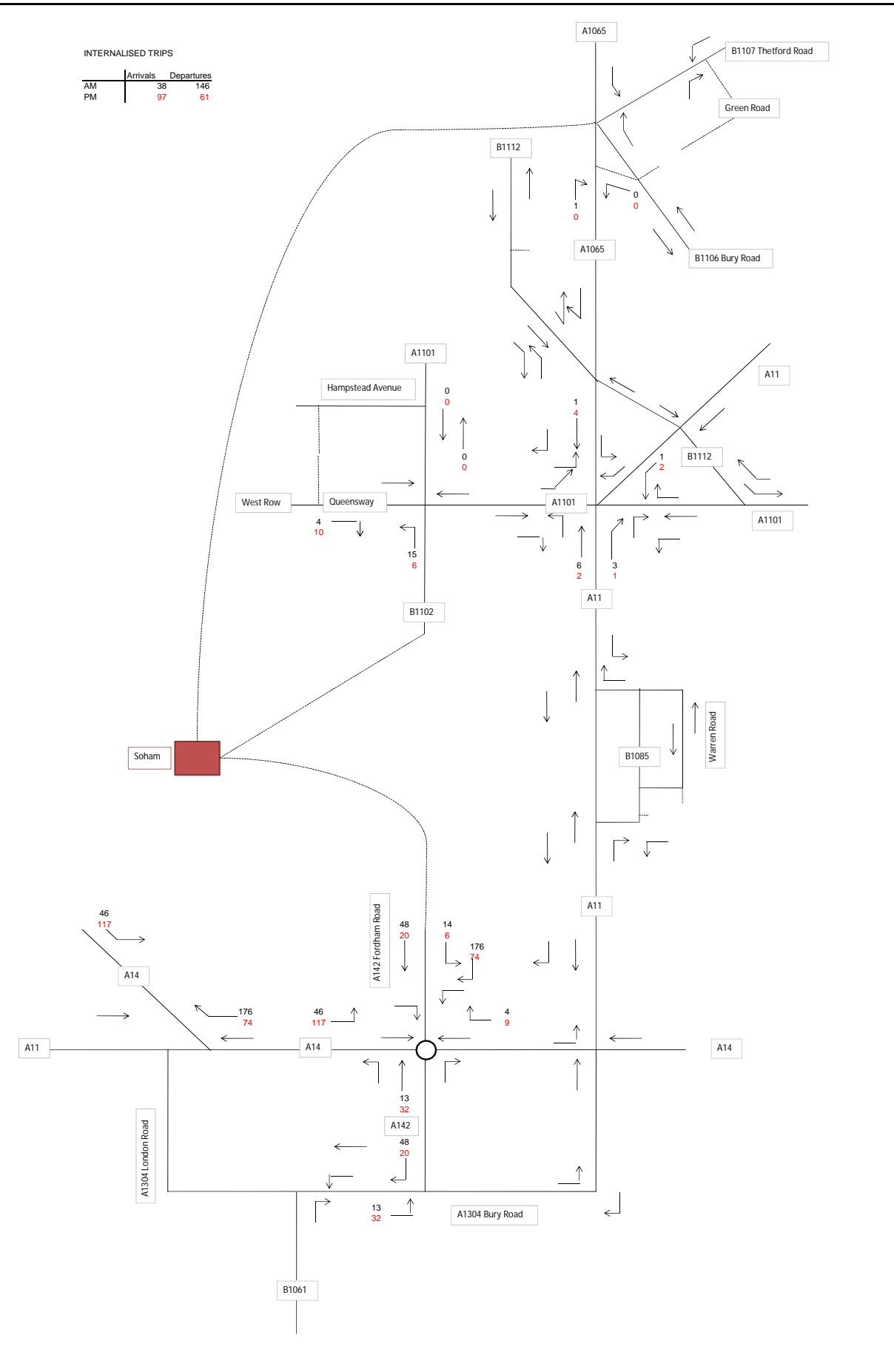
Approved by: JS
Date: Mar-16

CHECK:

| Model | Arrivals | Departures | Data | Arrivals | Departures | Difference | Arrivals | Departures |
|-------|----------|------------|------|----------|------------|------------|----------|------------|
| AM | 57 | 216 | AM | 57 | 216 | AM | 0 | 0 |
| PM | 144 | 90 | PM | 144 | 90 | PM | 0 | 0 |

INTERNALISED TRIPS

| | Arrivals | Departures |
|----|----------|------------|
| AM | 38 | 146 |
| PM | 97 | 61 |



Soham Trip Distribution

Made by: LL
Checked by: JS

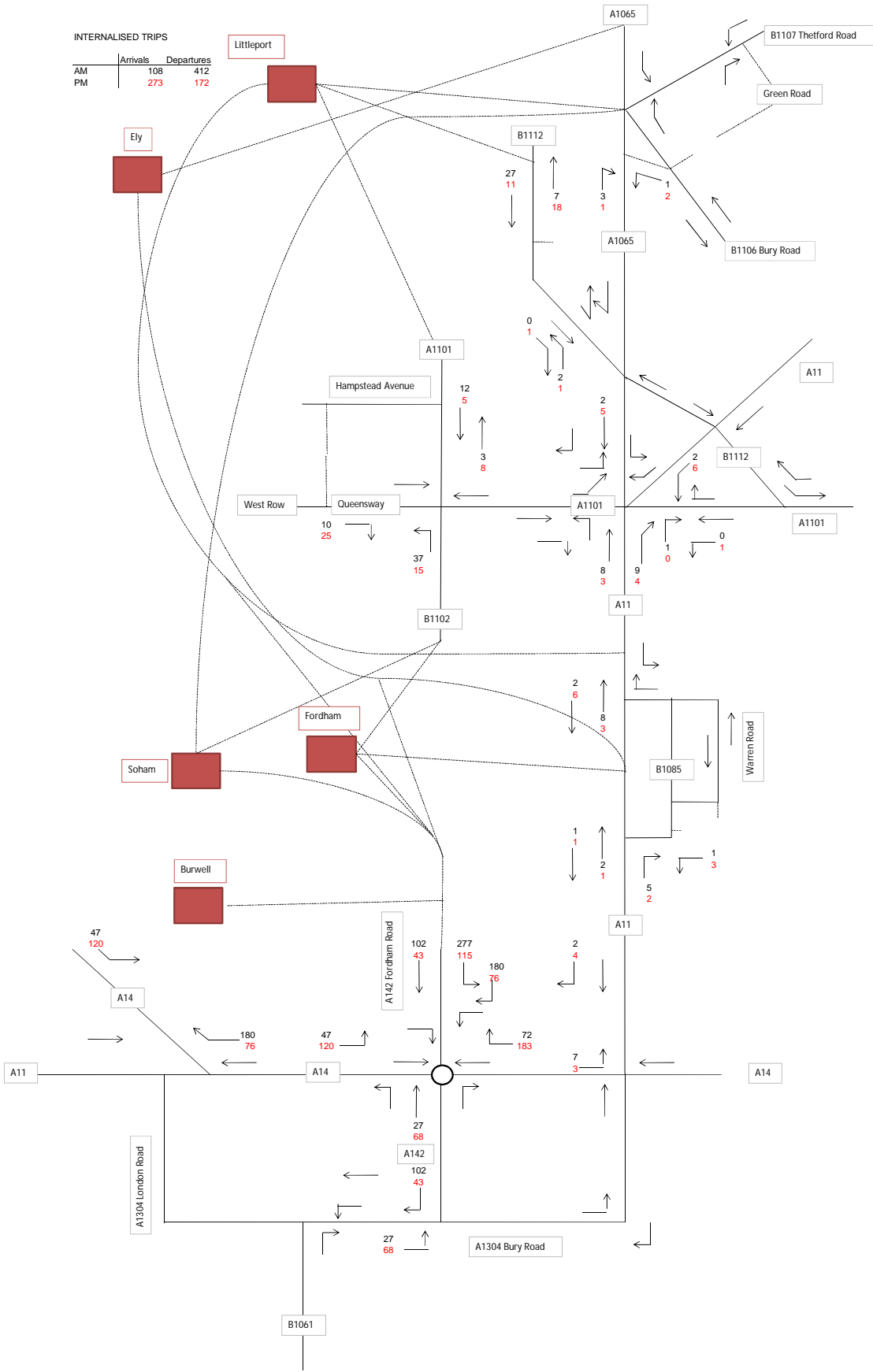
Approved by: JS
Date: Mar-16

CHECK:

| Model | Arrivals | Departures | Data | Arrivals | Departures | Difference | Arrivals | Departures |
|-------|----------|------------|------|----------|------------|------------|----------|------------|
| AM | 165 | 631 | AM | 165 | 631 | AM | 0 | 0 |
| PM | 420 | 264 | PM | 420 | 264 | PM | 0 | 0 |

INTERNALISED TRIPS

| | Arrivals | Departures |
|----|----------|------------|
| AM | 108 | 412 |
| PM | 273 | 172 |



Trip Distribution

Made by:
Checked by:

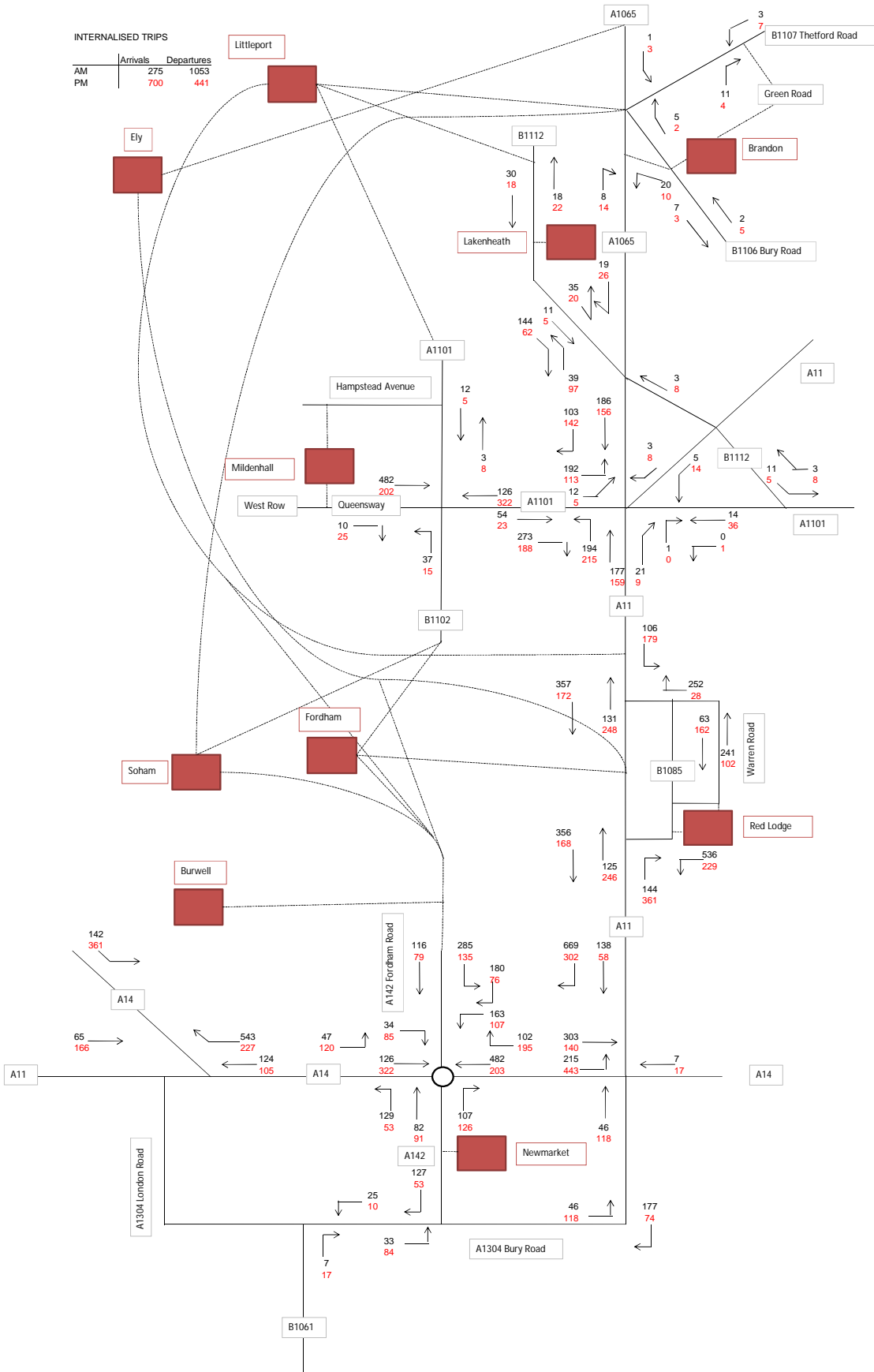
LL
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Approved by:
Date:

JS
Mar-16

INTERNALISED TRIPS

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| PM | 700 | 441 |



GS1 plus EC Trip Distribution

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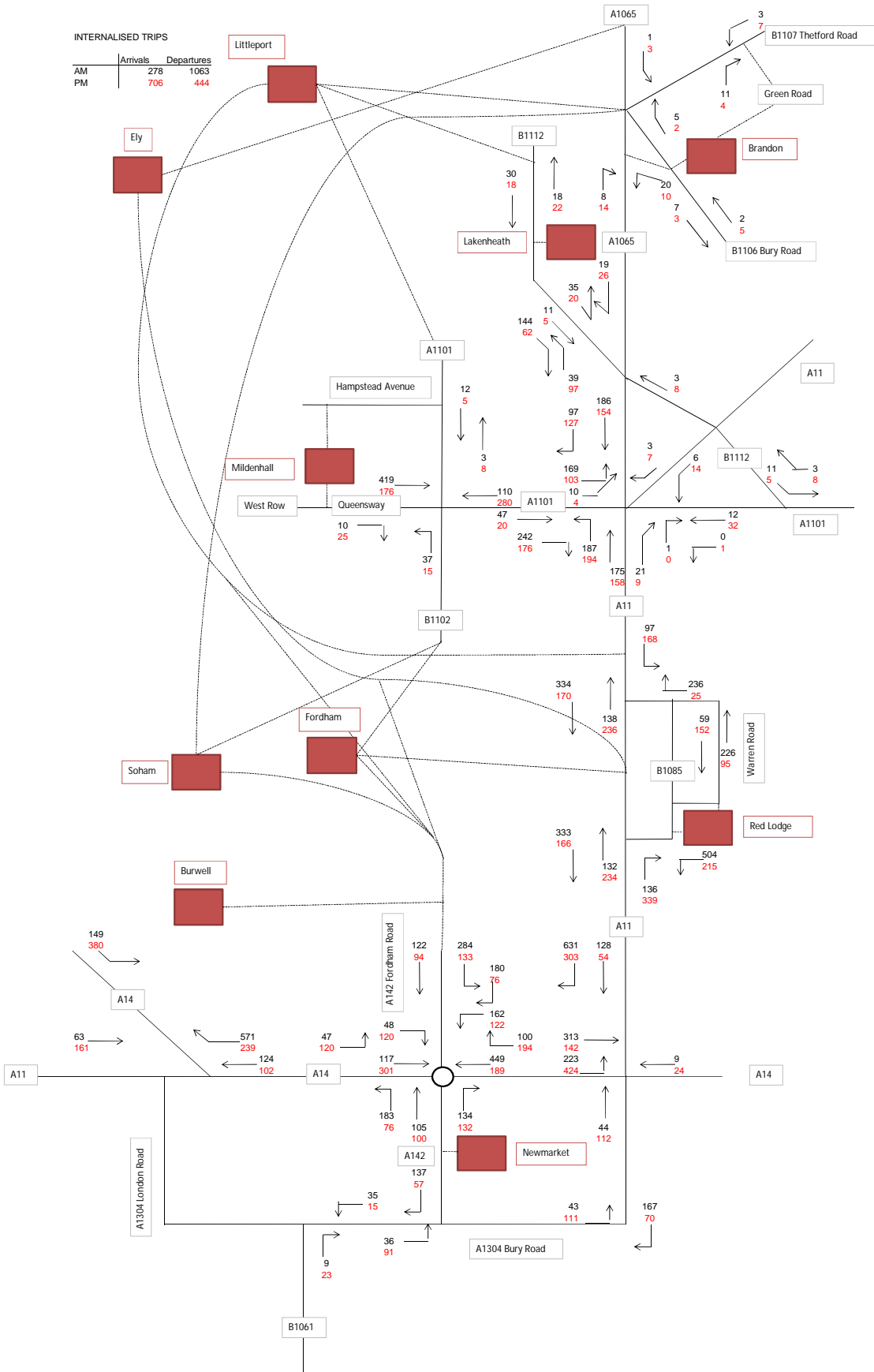
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Approved by:
Date:

JS
Mar-16

INTERNALISED TRIPS

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| PM | 706 | 444 |



GS2+EC-Trip Distribution

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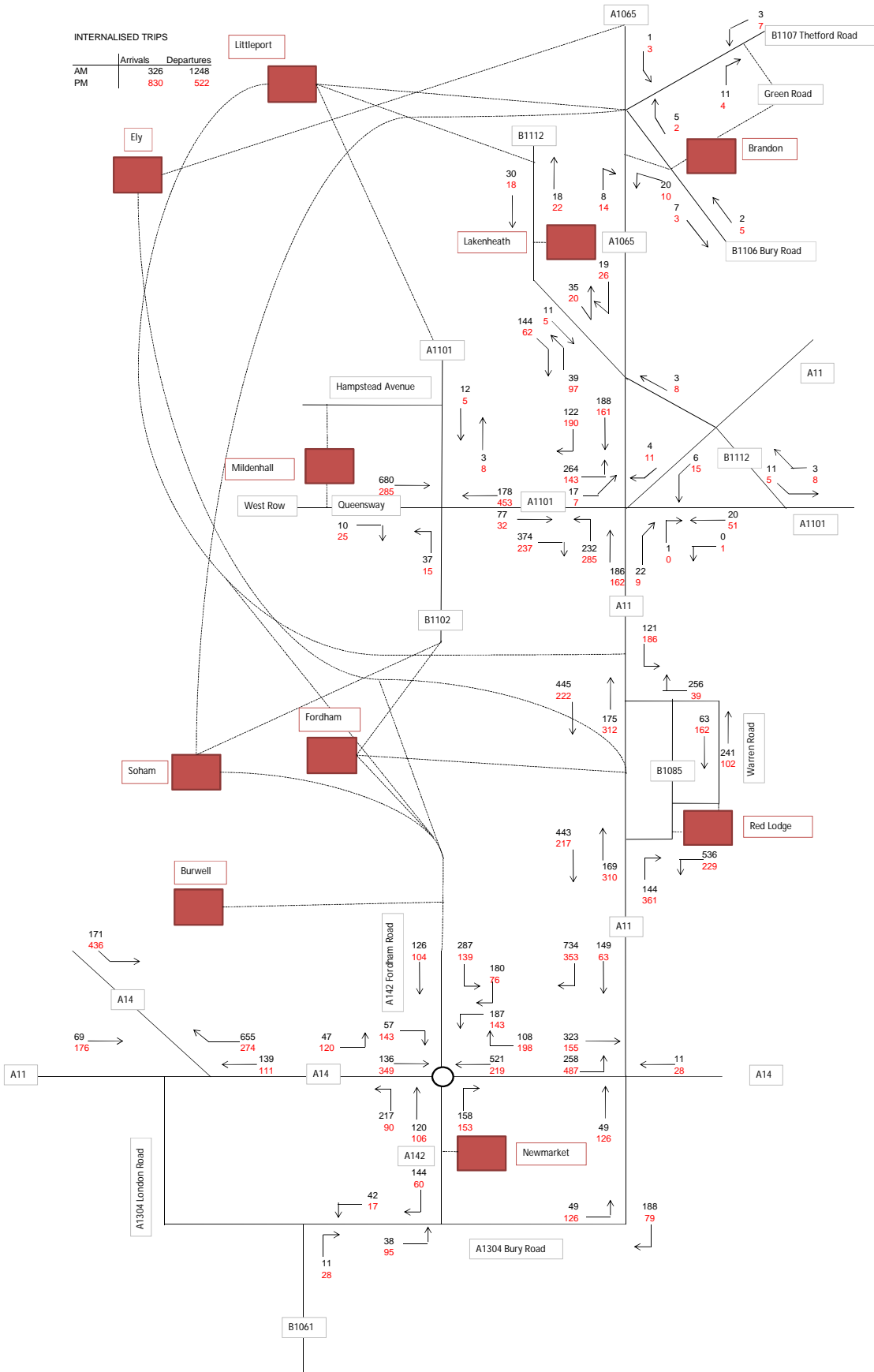
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Approved by:
Date:

JS
Mar-16

INTERNALISED TRIPS

| | Arrivals | Departures |
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| PM | 830 | 522 |



GS1+PV+EC-Trip Distribution

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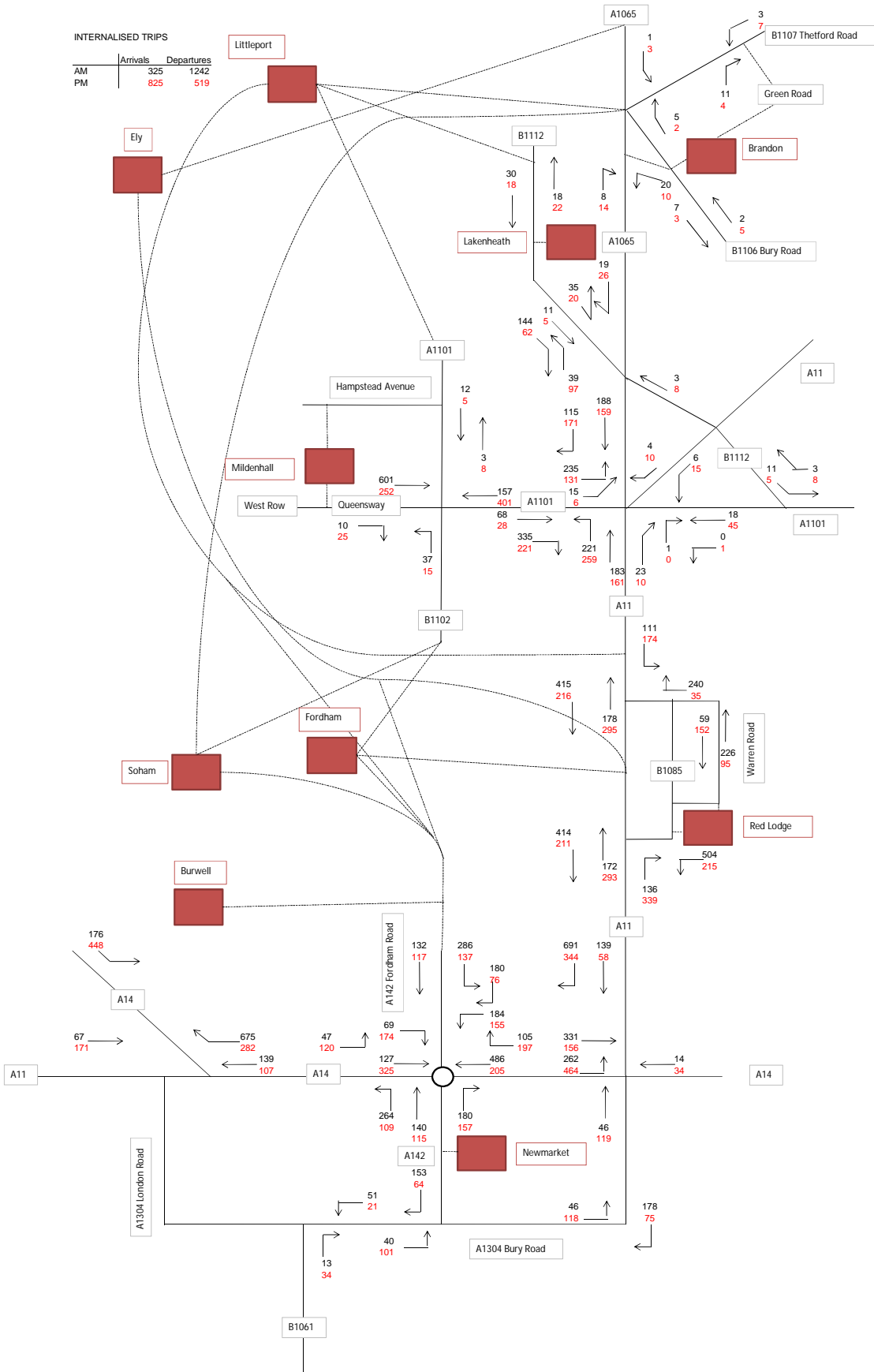
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Approved by:
Date:

JS
Mar-16

INTERNALISED TRIPS

| | Arrivals | Departures |
|----|----------|------------|
| AM | 325 | 1242 |
| PM | 825 | 519 |



GS2+PV+EC-Trip Distribution

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Checked by:

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Approved by:
Date:

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Mar-16

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Local Plan Working Group



Forest Heath
District Council

| | | |
|----------------------------|---|--------------|
| Title of Report: | Revised Local Development Scheme - June 2016 | |
| Report No: | LOP/FH/16/010 | |
| Report to and date: | Local Plan Working Group | 16 June 2016 |
| Portfolio holder: | Lance Stanbury Portfolio Holder for Planning and Growth Tel: 07970 947704 Email: lance.stanbury@forest-heath.gov.uk | |
| Lead officer: | Ann-Marie Howell Principal Planning Officer Tel: 01284 757342 Email: ann-marie.howell@westsuffolk.gov.uk | |
| Purpose of report: | <p>The Planning and Compulsory Purchase Act (2004), as amended by the Localism Act (2011) and the Town and Country Planning (Local Planning) (Regulations) (2012) places a requirement on Local Planning Authorities to produce and keep up to date a Local Development Scheme.</p> <p>The Local Development Scheme (LDS) explains how and when the Council will prepare, consult, adopt and review its Local Development Plan Documents which will together comprise of the Local Plan for Forest Heath District Council and/or St Edmundsbury Borough Council.</p> <p>A Joint LDS was agreed by Forest Heath District Council and St Edmundsbury Borough Council Cabinets in July 2013. The Local Plans Working Group agreed to the most recent publication of an update to the Local Development Scheme programme chart in February 2016.</p> <p>Following the adoption of a number of the development plan documents listed within the 2013 LDS, and due to a small delay in the preparation of the remaining development plan documents, it is necessary to review</p> | |

| | |
|---|---|
| | <p>the LDS and roll forward the programme to 2017.</p> <p>Working Paper 1 is the updated June 2016 LDS.</p> |
| Recommendation: | It is <u>RECOMMENDED</u> that the Local Plan Working Group notes the updated West Suffolk Local Development Scheme (Working Paper 1). |
| Key Decision: <i>(Check the appropriate box and delete all those that do not apply.)</i> | <i>Is this a Key Decision and, if so, under which definition?</i> Yes, it is a Key Decision - <input type="checkbox"/> No, it is not a Key Decision - <input checked="" type="checkbox"/> |
| Consultation: | <ul style="list-style-type: none"> • None associated with this report. |
| Alternative option(s): | <ul style="list-style-type: none"> • There are two options open to the Council for progressing the Core Strategy Single Issue Review and Site Specific Allocation Local Plans. Following Cabinet (9 December 2014), Members resolved to prepare the Local Plans in tandem therefore the Local Development Scheme has been revised and updated accordingly. |
| <i>Are there any financial implications? If yes, please give details</i> | Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> |
| <i>Are there any staffing implications? If yes, please give details</i> | Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> |
| <i>Are there any ICT implications? If yes, please give details</i> | Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> |
| <i>Are there any legal and/or policy implications? If yes, please give details</i> | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> <ul style="list-style-type: none"> • There is a requirement for Local Planning Authorities to produce a LDS under section 15 of the Planning and Compulsory Purchase Act 2004 as amended by the Localism Act 2011 and the Town and Country Planning (Local Planning (England) Regulations 2012. |
| <i>Are there any equality implications? If yes, please give details</i> | Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> |
| Risk/opportunity assessment: | <p>The Local Development Scheme (June 2016 – Working Paper 1) chapter 8 includes a risk assessment that could affect the Councils ability to deliver the Local Plan(s) in accordance with the programme. Actions to manage the risks have also been identified. Failure to produce an up to date Local Plan programme may result in an unsound development Local Plan or a legal challenge.</p> |

| Risk area | Inherent level of risk (before controls) | Controls | Residual risk (after controls) |
|-------------------------------|---|--|---------------------------------------|
| Significant public opposition | High | Local Plan documents have the potential to be highly contentious. Whilst every effort will be made to build cross-community consensus, there is a high risk of significant public opposition. | Medium |
| Loss of Staff | Medium | The structure and staffing levels within the Place Shaping Team will be constantly monitored and reviewed to ensure that the appropriate level of skills and resources are maintained. | Low |
| Financial shortfall | Medium | In the short/medium term, the Council has allocated funds through its Financial Services Planning process to allow for the preparation of the Local Plan. In the longer term, should costs increase, a review of the financial allocation will be required. | Low |
| Changing Political Priorities | Medium | Proposals are discussed with Members of all parties via a variety of means, the Local Plans Working Group, Sustainable Development Working Party Committee etc). This helps build consensus and reduce the likelihood of wholesale change of direction from local politicians. | Low |
| Legal Challenge | High | As a measure of last resort anyone may issue a legal challenge within six week of adoption of the Local Plan. Officers will continue to seek to ensure that local plan documents are | Medium |

| | | | |
|--|--|--|--|
| | | prepared within the legal framework in order to reduce the risk of successful legal challenge. | |
| Ward(s) affected: | | All Wards are affected. | |
| Background papers: <i>(all background papers are to be published on the website and a link included)</i> | | <p>West Suffolk Local Development Scheme 2013 – 2015 http://www.westsuffolk.gov.uk/planning/Planning_Policies/upload/LocalDevelopmentSchemeJointJun2013.pdf</p> <p>Joint Local Development Scheme timeline – February 2016 update http://www.westsuffolk.gov.uk/planning/Planning_Policies/upload/LDS-Ghantt-Chart-February-2016-Update.pdf</p> | |
| Documents attached: | | Working Paper 1: West Suffolk Joint Local Development Scheme – June 2016 | |

1. Key issues and reasons for recommendation(s)

1.1 Revised Local Development Scheme – June 2016

- 1.1.1 Previously, a joint Local Development Scheme was prepared and agreed by Members in Forest Heath and by Members in St Edmundsbury in June 2013. The most recent update to the Local Development Scheme programme chart was subsequently agreed by Members in February 2016.
- 1.1.2 The Local Development Scheme uses a project management approach to prepare the various parts of the Council(s) Local Plan(s). The programme is measured by 'milestones' which highlights the need to revise the published timetable.
- 1.1.3 The programme for the preparation of the Local Development Plan documents requires updating; a number of the Local Development Plan documents identified in the Local Development Scheme 2013 – 2015 have been adopted and a revised timetable is required for the remaining documents to be produced.
- 1.1.4 Working Paper 1 is the updated Local Development Scheme document. Appendix 1 of this document is the revised programme chart with milestones which will replace the West Suffolk Local Development Scheme (June 2013 and February 2016 programme chart update). The principal changes to the timeframe are set out below:
- The final Core Strategy Single Issue Review and Site Allocations Local Plan Submission consultation will take place November 2016 -January 2017 (the consultation is likely to be eight weeks in length as it will fall over the Christmas break);
 - The Plans will be submitted to the Secretary of State by the end of March 2017;
 - The examination is likely to take place in June 2017 (the dates will be scheduled by the Planning Inspectorate);
 - The Inspector's Report is likely to be received in October 2016;
 - Adoption of the Plans is scheduled for December 2017 at a meeting of Forest Heath's Full Council. This is a three month delay in relation to the February 2016 timeline.
- 1.1.5 The reason for this proposed amendment to The LDS is to ensure that all parts of the evidence base which support the Local Plan have been finalised and fully considered during the preparation of the final Submission versions of the Plans. It is also important that the LDS is fully up to date ahead of the consultation on the Submission versions of the Local Plans, as this document will be inspected during the Local Plan examination to ensure that the milestones have been met.
- 1.1.6 It should be noted that since 2015, rapid progress has been made on the preparation of the Single Issue Review and Site Allocations Local Plan, with two Regulation 18 consultations taking place within the space of nine months. Moving forward, the government has indicated that all councils must get a Local Plan produced by early 2017, or face the prospect of direct intervention.

- 1.1.7 In March of this year, the Planning Minister, Brandon Lewis, suggested that the stage in the plan making process that councils must reach to avoid intervention is the submission of plans for examination. Whilst no date has been set for meeting this requirement, it has been suggested by the government's Local Plan Expert Group that the submission of plans should take place by March 2017.
- 1.1.8 Under the proposed revision to the timetable, the Plans will be submitted to the Secretary of State by the end of March 2017 and will meet the above requirement.
- 1.1.9 This revision to the LDS is very likely to be the last required before a Joint LDS is produced outlining the timetable for the preparation of a joint Forest Heath and St Edmundsbury 'West Suffolk Local Plan'. Section 4 of **Working Paper 1** anticipates that work on the joint Local Plan will commence towards the end of 2017, early 2018. This, and the updated LDS, will be reported to the next meeting of St Edmundsbury Borough Council's Sustainable Development Working Party in July 2016.

**Forest Heath District Council
and
St Edmundsbury Borough Council**

Joint Local Development Scheme

June 2016



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1. Introduction

- 1.1 The Planning and Compulsory Purchase Act 2004 (as amended) requires Councils to prepare and maintain a Local Development Scheme (LDS) which sets out what development plan documents are to be produced, their subject matter and broad timetable for their preparation including consultation, examination and adoption.
- 1.2 Previously, for Forest Heath, a Local Development Scheme was prepared and agreed by Members in June 2013. Members agreed the timetable as a 'living draft' and the last update to the timetable was prepared and made available on the website in February 2016. In the case of St Edmundsbury, the last Local Development Scheme timetable was prepared and made available on the website in January 2015.
- 1.3 A revision to the Forest Heath LDS and St Edmundsbury LDS is now required in order to reflect recent changes to the planning system, to update progress on the development plan documents currently in preparation and to roll the programme forward to 2017.
- 1.4 Forest Heath and St Edmundsbury have implemented a shared planning service and now have a joint LDS. This sets out the programme for the preparation of development plan documents across both districts.
- 1.5 This document forms the second joint LDS covering the Local Development Plan Documents being prepared either for each local planning authority area or as joint documents covering both districts. However, it should be noted that as St Edmundsbury currently have an up to date adopted Local Plan, this LDS update relates to the remaining Local Plan documents currently being prepared by Forest Heath District Council.

2. How has the planning system changed?

- 2.1 The Government has introduced significant changes to the planning system under its localism agenda which have sought to introduce a simpler and more effective planning system and to strengthen community involvement. National planning policy places Local Plans at the heart of the planning system and guidance is clear that it is essential that Local Plans are put in place and kept up to date.

3. What is the Local Plan?

3.1 The Local Plan consists of development plan documents which take account of local demands for development and growth and include planning policies to achieve sustainable development. The National Planning Policy Framework (NPPF) states that the Government's preferred approach is for a single Local Plan to be produced for an area (or a joint document with a neighbouring area). Clear justification should be provided where separate Local Plan documents are produced. Where separate documents are produced, these may include:

- **Core Strategy** – sets out the overarching spatial vision and the planning framework for other development plan documents;
- **Development Management Policies** – sets out policies for the management of development, against which planning applications for the development and use of land will be considered;
- **Site specific** development plan documents – allocates specific sites and provides detailed policy guidance;
- **Area Action Plans** – a type of development plan document focussed upon a particular location or area.

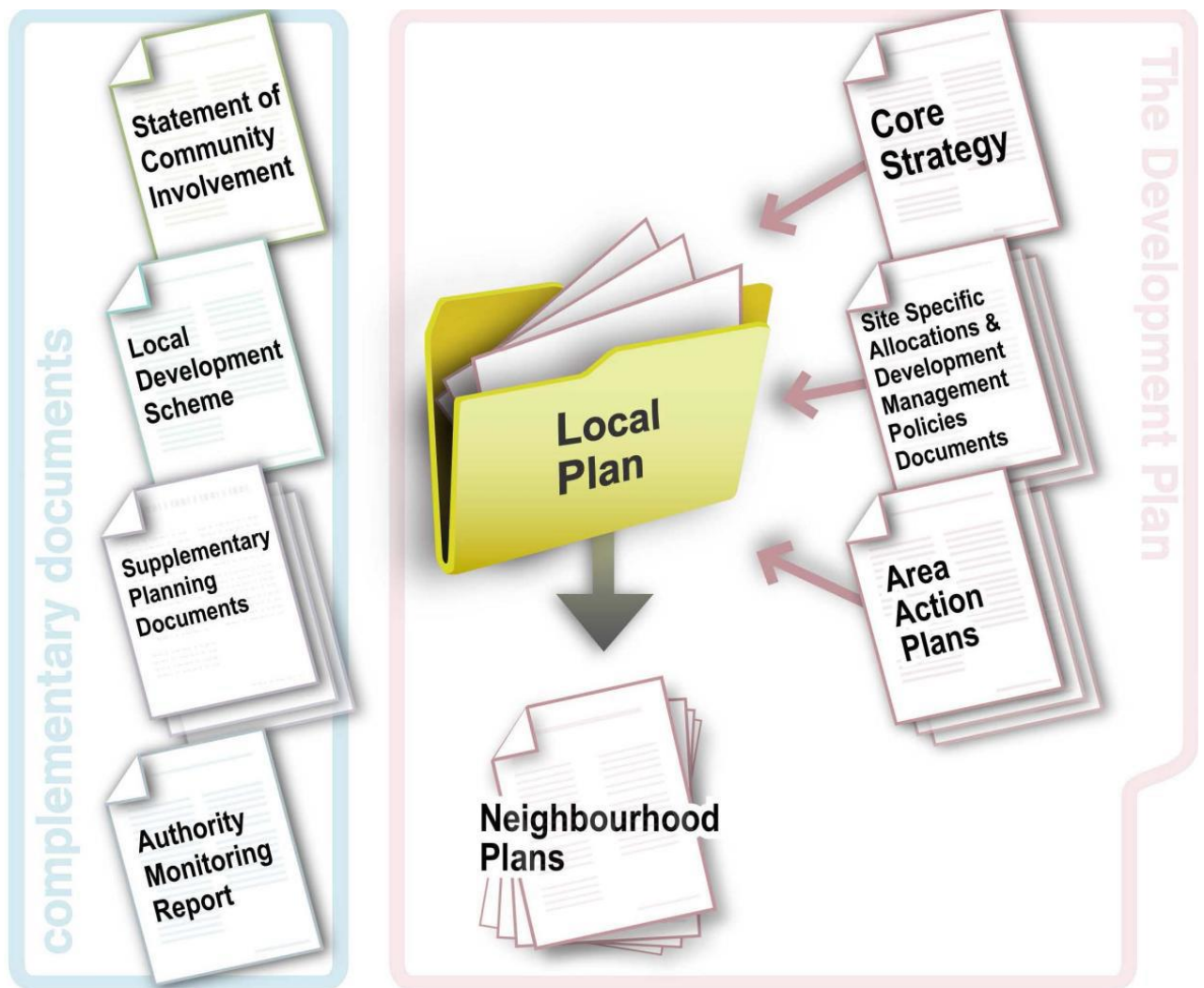
Documents which support a Local Plan include;

- **Local Development Scheme** – the timetable for the preparation of local development plans;
- **Statement of Community Involvement** – sets out the Council's approach to engaging with local communities during plan preparation and when consulting on planning applications;
- **Authority Monitoring Report** – sets out the progress in terms of producing development plan documents and implementing policies;
- **Supplementary Planning documents** – documents which add further detail to policies in a Local Plan.

3.2 The Local Plan will also include a Policies Map which illustrates the geographic extent of policies and proposals on a map base.

3.3 The government has also introduced a system of neighbourhood plans which can be prepared by parish, town councils or by specially designated neighbourhood forums in areas without a parish. Such plans are optional but must take account of national planning policy and be in general conformity with the Local Plan. Neighbourhood Plans are not local development plan documents and therefore cannot be included in this Local Development Scheme. However, if adopted they form part of the Local Plan for the area.

3.4 The individual documents that will make up the Local Plan are set out in the figure below.



4. West Suffolk Local Plan Documents

Forest Heath Local Plan

4.1 Following a successful High Court Challenge in 2011, the priority is to complete the Core Strategy Single Issue Review (SIR) for Policy CS7: Overall Housing Provision and Distribution. The key stages can be summarised as follows:

- An Issues and Options consultation on the Core Strategy Single Issue Review took place in July 2012;
- Following a period of further evidence gathering, a second Regulation 18 (Issues and Options) consultation took place between August and October 2015;
- A third Regulation 18 (Preferred Option) consultation commenced in April 2016, with an end date of 1 July 2016;

- Following the consideration of representations, the 'Proposed Submission' version of the Local Plan document will be prepared in readiness for a period of public consultation (Regulation 19) from November 2016 - January 2017;
- Following this, it is anticipated that the SIR document will be submitted to the Secretary of State in March 2017, Examined in Public, (EiP) in June 2017 with adoption in December 2017.

4.2 The significant stages in Forest Heath District Council's preparation of the Site Allocations Local Plan can be summarised as follows:

- Evidence gathering, development and appraisal of 'Issues and Options' in consultation with a variety of stakeholders in 2006;
- Planning Committee approval of 'Final Issues and Options', (former regulation 25), consultation document in April 2010. However, the consultation itself was held in abeyance pending the outcome of the Core Strategy High Court Challenge. A further Issues and Options draft Site Allocations document was approved at committee in November 2013; however, consultation was postponed pending Counsel advice and further work on supporting documentation including Sustainability Appraisal. Following a period of further evidence gathering, the Site Allocations Local Plan has been progressed in tandem with the Core Strategy Single Issue Review;
- A first Regulation 18 (Issues and Options) consultation took place between August and October 2015. A second Regulation 18 (Preferred Options) consultation commenced in April 2016, with an end date of 1 July 2016;
- Following the consideration of representations, the 'Proposed Submission' version of the Site Allocations Local Plan document will be prepared in readiness for a period of public consultation (Regulation 19) from November 2016 - January 2017;
- Following this, it is anticipated that the SIR document will be submitted to the Secretary of State in March 2017, Examined in Public, (EiP) in June 2017 with adoption in December 2017.

4.3 A new Policies Map will replace the 1995 Forest Heath Local Plan proposals map, and the Forest Heath Policies Map which accompanied the 2015 Joint Development Management document, when the Site Allocations development plan is adopted.

4.4 A more detailed timetable, coverage and profiles for each development plan document still to be adopted is included in **Appendix 1**.

St Edmundsbury Local Plan

4.5 The St Edmundsbury Borough Council Local Plan is up to date and comprises the following documents:

- The St Edmundsbury Core Strategy, adopted in December 2010.

- Bury St Edmunds Vision 2031, Haverhill Vision 2031 and Rural Vision 2031, adopted in September 2014. These are site specific allocation documents which identify areas of growth and the services and infrastructure required to support this growth up to 2031.
- A new Policies Map replaced the St Edmundsbury Local Plan proposals map when the Vision 2031 Local Plan documents were adopted in 2014.

Joint Local Plan documents

- 4.6 The Joint Development Management Policies document sets out generic development control policies against which planning applications can be assessed. The document was produced jointly by St Edmundsbury and Forest Heath councils and was adopted in February 2015.

West Suffolk Local Plan Review

- 4.7 Upon the adoption of the Forest Heath Core Strategy Single Issue Review and Site Allocations Local Plan, it is the intention of St Edmundsbury and Forest Heath councils to commence work on a West Suffolk Local Plan document which will cover both administrative areas. At present it is anticipated that work on the joint Local Plan will commence towards the end of 2017 or early 2018. A review of the Local Development Scheme will be undertaken after the scope of work has been completed.

5. Supplementary Planning Documents

- 5.1 Councils may also produce Supplementary Planning Documents to give further guidance on their adopted policies. Supplementary Planning Documents can cover a range of issues, which may be either thematic (e.g. affordable housing or open space provision) or site specific (e.g. development briefs for allocations).
- 5.2 Please note that Supplementary Planning Documents do not form part of the Local Development Scheme. Supplementary Planning Documents that are adopted are available on the West Suffolk website at www.westsuffolk.gov.uk/SPD which is updated regularly.

6. How will Development Plan Documents be prepared?

6.1 The Government does not set out precise detail of how a Council should prepare a plan but rather considers Councils are best placed to decide the exact process and how to engage with their communities. However, the Regulations do prescribe certain stages where the public are to be consulted. Government stresses the importance of early and meaningful engagement and collaboration with neighbourhoods, local organisations and businesses is essential. The Regulations include a requirement for public participation at an early stage in plan preparation before the plan is finalised with the detail left for local authorities to determine. The Regulations also stipulate that the final document should be published for formal consultation prior to it being submitted for independent examination. The various stages of development plan document preparation are summarised in the table below:

| Development Plan Document Stage | |
|--|---|
| Early tasks | This stage involves the Council gathering evidence including concerns and proposals the community may wish to make regarding planning issues. This stage also involves consultation on the Sustainability Appraisal Scoping Report. |
| Pre-submission (regulation 18) | The Council will normally consult on issues and options in the early stages of this process and will continue to engage with stakeholders and the community throughout the pre-submission stage. |
| Pre-submission Consultation or publication stage (regulation 19) | This stage involves a formal consultation on the final version of the DPD, when the Council will invite all interested parties to submit representations. |
| Submission (regulation 22) | The Council will formally submit the DPD to the Secretary of State for independent examination. |
| Examination | Interested parties can seek to make representations to the independent Planning Inspector. Following the examination the Planning Inspector will produce a report and may recommend changes. |
| Adoption | This is a formal process for Forest Heath District Council and St Edmundsbury Borough Council to adopt the documents as part of the Local Plan. |

6.2 After final publication, local development plan documents will be monitored and reviewed on an annual basis and this will be set out in the Authority Monitoring Report. A structured approach to review will be adopted.

6.3 The above table sets out the broad stages of the process. The profiles for each of the proposed local development documents (see **Appendix 1**) set out the timetable and milestones in their preparation.

7. The Timetable

- 7.1 A project management approach have been adopted to preparing the various parts of the Local Plan(s) and the detailed timetable for each stage is set out in the 'profiles' for each plan attached as **Appendix 1**. Progress will be measured against 'milestones' to see whether there is any need to revise the published timetable.

8. Risk Assessment

- 8.1 An assessment has been carried out of the factors that could affect the ability of the councils to deliver the Local Plan(s) in accordance with the indicated programme. Actions to manage these risks have been identified.

| Risk | Probability | Impact | Mitigating Measures |
|-------------------------------|--------------------|---------------|---|
| Significant public opposition | High | Medium | Local Plan documents have the potential to be highly contentious. Whilst every effort will be made to build cross-community consensus, there is a high risk of significant public opposition. |
| Loss of Staff | Low | Medium | The structure and staffing levels within the Strategic Planning team will be constantly monitored and reviewed to ensure that the appropriate level of skills and resources are maintained. |
| Financial shortfall | Low | Medium | In the short/medium term, the Council has allocated funds through its Financial Services Planning process to allow for the preparation of the Local Plan. In the longer term, should costs increase, a review of the financial allocation will be required. |
| Changing Political Priorities | Low | Medium | Proposals are discussed with Members of all parties via a variety of means, the Local Plans Working Group, Sustainable Development Working Party Committee etc. This helps build consensus and reduce the likelihood of wholesale change of direction from local politicians. |
| Legal Challenge | Medium | High | As a measure of last resort anyone may issue a legal challenge within six week of adoption of the Local Plan. Officers will continue to seek to ensure that local plan documents are prepared within the legal framework in order to reduce the risk of successful legal challenge. |

9. Further information

- 9.1 For further information on this Local Development Scheme, or any of the documents mentioned, please contact the Planning Policy team using the contact details below. Information on the existing and emerging Local Plans is also available on the Council's website.

West Suffolk Planning Policy Team

By E-mail: planning.policy@westsuffolk.gov.uk

By Telephone: 01284 757368

Website: www.westsuffolk.gov.uk

Glossary of Terms

Adoption: The formal approval by a Council of the final version of a development plan document once the inspector has found it sound.

Allocation: Land identified as appropriate for a specific use.

Authority Monitoring Report (AMR): A report prepared by the Council setting out progress on the Local Plan and the effectiveness of the policies it contains.

Area Action Plan: A type of development plan document focussed upon a particular location or area subject to conservation or significant change.

Community Infrastructure Levy (CIL): A standard charge levied by councils on developers towards the cost of local and strategic infrastructure to support development.

Core Strategy: The key development plan document, setting out the long term spatial vision for the area, the spatial objectives and strategic policies.

Development plan: an authority's development plan consists of the adopted Local Plans and adopted neighbourhood plans.

Development plan document: a planning document which is part of the Local Development Framework, subject to extensive consultation and independent examination.

Equality Impact Assessment (EqIA): A management tool that makes sure that policies and working practices do not discriminate against certain groups and that opportunities are taken to promote equality.

Issues and options: an informal early stage of the development plan document preparation, aimed at engaging the public and stakeholders in formulating the main issues that the Plan should address and the options available.

Local Development Document (LDD): A document that forms part of the Local Plan and can be either a development plan document or a supplementary planning document.

Local Development Framework: A portfolio of Local Development Documents which set out the spatial strategy for the development of the local authority area. The term local plan is now used.

Local Development Scheme: A document setting out the timescales for the production of the development plan documents.

Local Plan: The plan for the future development of the area drawn up by the local planning authority in consultation with the community. In law this is described as the development plan documents adopted under the Planning and Compulsory Purchase Act 2004. Core strategies, development management development plan documents and site specific development plan documents form part of the Local Plan. Policies which have been "saved" under the 2004 Act are also part of the Local Plan.

Neighbourhood Plans: A plan prepared by a Parish Council, a Town Council or a Neighbourhood Planning Forum for a particular neighbourhood area.

Publication Draft: First full draft of the development plan document prepared for formal consultation.

Regional Plan/regional spatial strategy: Strategic plan for the region. The East of England Regional Plan was issued in September 2008 but was revoked during March 2013.

Spatial planning: spatial planning goes beyond traditional land use planning to bring together and integrate policies for the development and use of land with other policies and programmes which influence the nature of places and how they function.

Spatial vision: A brief description of how an area will change by the end of a plan period.

Statement of Community Involvement (SCI): A document which informs how a council will involve the community in the preparation of planning documents and on all major planning applications.

Strategic allocations: strategic sites which are fundamental to the aims of the core strategy.

Strategic Environmental Assessment (SEA): A procedure (set out in the Environmental Assessment of Plans and Programmes Regulations 2004) which requires the formal environmental assessment of plans and programmes which are likely to have significant effects on the environment.

Submission draft: Final draft of the development plan document submitted to the Secretary of State for independent examination by the Planning Inspectorate.

Supplementary planning document (SPD): Documents which add further detail to the policies in the Local Plan. They can be used to provide further guidance for development on specific sites or can be topic based for example, design.

Sustainability Appraisal (SA): Examines the social, environmental and economic effects of strategies and policies in local development documents from the outset of its preparation.

Submission draft: Final draft of the development plan document submitted to the Secretary of State for independent examination by the Planning Inspectorate.

Sustainable development: National planning policy defines this as being meeting the needs of the present without compromising the ability of future generations to meet their own needs.

Profiles for each Local Development Plan Document

Forest Heath District Council Local Development Plan Documents

Core Strategy Single Issue Review: Policy CS7 Housing Provision and Distribution

| Overview | |
|---------------------|--|
| Role and Content | Sets out the Councils overall housing provision and distribution |
| Coverage | District wide |
| Status | Development Plan Document |
| Chain of Conformity | In accordance with legislation, case law and national planning policies. |

| Timetable and Milestones | |
|---------------------------------|--|
| Starting Evidence Base | January 2012 |
| Consultation Issues and Options | July - September 2012 August - October 2015 April - July 2016 (Preferred Option) |
| Publication Version | November 2016 |
| Submission | March 2017 |
| Examination in Public | June 2017 |
| Adoption | December 2017 |

| Management arrangements | |
|---------------------------------------|--|
| Organisational Lead | Service Manager – Planning Strategy |
| Management Arrangements | Local Plans Working Group, Cabinet and Full Council |
| Internal Resources required | Strategic Planning team, with technical and legal support from other teams including development management and housing. |
| Community and Stakeholder Involvement | Parish and Town Councils, Partner Organisations, and others as identified in the Regulations and the Statement of Community Involvement. |
| Monitoring and Review | Authority Monitoring Report |

Site Allocations Local Plan

| Overview | |
|---------------------|---|
| Role and Content | To identify land use sites needed to implement the Core Strategy. |
| Coverage | District wide |
| Status | Development Plan Document |
| Chain of Conformity | Core Strategy and national planning policies. |

| Timetable and Milestones | |
|---------------------------------|--|
| Starting Evidence Base | 2006 |
| Consultation Issues and Options | August - October 2015 April - July 2016 (Preferred Options) |
| Publication Version | November 2016 |
| Submission | March 2017 |
| Examination in Public | June 2017 |
| Adoption | December 2017 |

| Management arrangements | |
|---------------------------------------|--|
| Organisational Lead | Service Manager – Planning Strategy |
| Management Arrangements | Local Plans Working Group, Cabinet and Full Council |
| Internal Resources required | Strategic Planning team, with technical and legal support from other teams including development management and housing. |
| Community and Stakeholder Involvement | Parish and Town Councils, Partner Organisations, and others as identified in the Regulations and the Statement of Community Involvement. |
| Monitoring and Review | Authority Monitoring Report |

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