

Core Strategy Questionnaire – Letter submissions

Representation	Summarised Comments
Bidwells on behalf of Jockey Club Estates	Encourage the authority to incorporate within the preferred Core Strategy the general policy thrust which is contained in Chapter 12 of the adopted Local Plan. It deals with horse racing industry – in a positive manner, which has been successful in safeguarding the special character of Newmarket & maintaining existing yards & stud premises for the horse racing industry.
Bidwells on behalf of The Marshall Group	Suggest you should include within the Core Strategy an indication that the relocation of an aircraft maintenance/modification business could appropriately be located adjacent to the Mildenhall base, approximately in the position scrutinised by the Arup Group. Around 2,000 jobs might be involved, although the intention would be that the current labour force would relocate. <i>Additional comments on separate sheet.</i>
St Edmundsbury Borough Council	Watermark in our opinion is contrary to the draft East of England Plan & may have an adverse impact on the development strategy of Western Suffolk, in particular the Bury St Edmunds Sub-Area. Council seeks reassurance that the impact of the proposal upon St Edmundsbury will be carefully investigated & understood.
Highways Agency	Do not support Transport led vision which implies that development be located in particular areas to secure road & rail improvement schemes. Emphasis should be on sustainable development locations where access to day to day facilities are well served by public transport, walking & cycling. Highways Agency commissioned a study to consider the impact of the emerging RSS on the strategic highway network. The study indicates that existing levels of congestion on parts of the network in FH area are likely to increase, particularly on A14 north of Newmarket & A11 at Barton Mills. Highways Agency would have concerns about a link road between A11 & A14 near Kennett & Kentford unless it can be shown that the relaxation of the presumption against new junctions is justified to accommodate sustainable growth. Highways Agency consider that the Watermark project, or similar, should only be considered if it is considered that a sustainable community could be provided, where access to day to day facilities were served by public transport, walking & cycling. Large distribution depots should only be sited along the A14 & A11 corridors if it can be shown that traffic generated would not be detrimental to the safe & free-flow of traffic on the trunk roads. H.A. would support a strategy that sought to reduce the above average car dependency in the district. Achieved through improved public transport provision or promote travel behavioural change initiatives e.g. travel plans or initiatives to review local parking & charging regimes. <i>Additional comments on separate sheet.</i>
Barton Willmore Partnership on behalf of Racecourse Holdings Trust Ltd (owns Rowley Mile Racecourse)	LDF should take account of the fact that existing large leisure facilities in the countryside such as the Rowley Mile Racecourse should be capable of change & expansion in order that they can continue to provide leisure facilities. Should be recognised that facilities at sites such as the racecourse can be expanded & used more intensively making a more sustainable use of existing facilities & infrastructure. <i>Additional comments on separate sheet.</i>
Forestry Commission England	Issues consider will be key to address in LDF: - Reflect the emerging Policy ENV4 of RSS14, which reflects the Regional Woodland Strategy - Green infrastructure should be given equal weight & billing to other infrastructure required to develop the expanding & new sustainable communities - LDF should adopt the standards for the targets for the provision of green space for planned urban extensions to meet English Nature's Accessible Natural Greenspace Standard 7 Woodland Trust Woodland Access standard - Work with Government & partner organisations to develop approaches to the funding of infrastructure & facilities via an up-front single infrastructure pot to provide it n advance or parallel with development - Ensure renewable energy policies inc. energy crops (e.g. short rotation coppice, "Miscanthus"), wood from existing woodland, sawmill co-products & waste wood i.e. that would otherwise be landfilled (<i>also on comments sheet</i>)

		<ul style="list-style-type: none"> - Produce opportunity maps as means determining the extent to which woodland could contribute to sustainable flood control - Highlight role of woodland in on-site contaminant for some contaminates on brownfield land
Department of Planning & Transportation, Norfolk County Council		<ul style="list-style-type: none"> - No reference to the desirability or otherwise of forming a Brecks Regional Park. Understand that Suffolk & Norfolk CC will make representation to the East of England Plan EIP on the topic & it could be included within an Environmental objective in the Forest Heath plan. - There is no reference to the A11 motor sports cluster, which is something that we as a CC & Breckland are pushing & could also be relevant to FH
The Countryside Agency		<ul style="list-style-type: none"> - Plan should aim to have an overall vision based upon the goal of sustainable development. - Would support a policy of urban concentration. - Urge that decisions on location & form of new development should be taken in the light of Landscape Character Assessment. - Central theme of the Agency's approach to planning policy is that character of all landscapes should be respected when considering development proposals. - Advocate use of Village & Town Design Statements, prepared by local community & adopted by the local planning authority as a Supplementary Planning - Document, to define local settlement character & distinctiveness & nature of development that would enhance or be consistent with that character. - New development should be built to highest standards of energy & water efficiency & should where possible take its energy from renewable or sustainable sources. - Advocate the use of Concept Statements. - Recommend the authority give careful consideration to the preparation of green infrastructure strategy for the district. <p><i>Additional comments on separate sheet.</i></p>
GO East		<p><i>Supplied procedural advice</i></p> <p><i>Comments on separate sheet</i></p>
Hepher Planning & Regeneration	Dixon &	<p><i>Supplied a document for the Watermark proposal and provides comments on LDF consultation</i></p> <ul style="list-style-type: none"> - Watermark proposal - Provide recreational facilities such as 1,500 metre sports lake, arena. Proposal is to build 4,500-5,000 homes and create a sustainable community & development would fund the infrastructure without subsidy. - Urban capacity study identified 231 potential residential sites for a possible 5,922 dwellings on 180ha of land. Study demonstrates that only 31% of the brownfield sites measure more than 0.3ha. Suggests the capacity of brownfield sites within the district is inadequate to accommodate future developments without using greenfield land. - Evidence from HBF suggests there is a significant under-provision of new dwellings against the proposed annual target.