

DC/25/0623/FUL and DC/25/0624/HYB– Lanwades Park

Summary of key points taken from documents submitted by the applicant Lochailort , including Planning Statements, Design and Access Statements, Noise Assessment, Car Parking Strategy and Transport Assessment.

NOTE:

These notes have been prepared to help parish councillors and resident navigate the large number of documents included with these applications. They are a summary of some of the key points and there may be other information which has not been included.

More information about these applications can be found on the West Suffolk Council website at <https://www.westsuffolk.gov.uk/planning/vieworcommentonplanningapplications.cfm?aud=resident> You can use the search facility quoting the application number to find both applications. The planning application also includes details of the proposed residential homes on the site.

Full application - DC/25/0623/FUL

The full application is for 302 new homes on the main AHT site replacing existing buildings. Parts of this site are classed as brownfield.

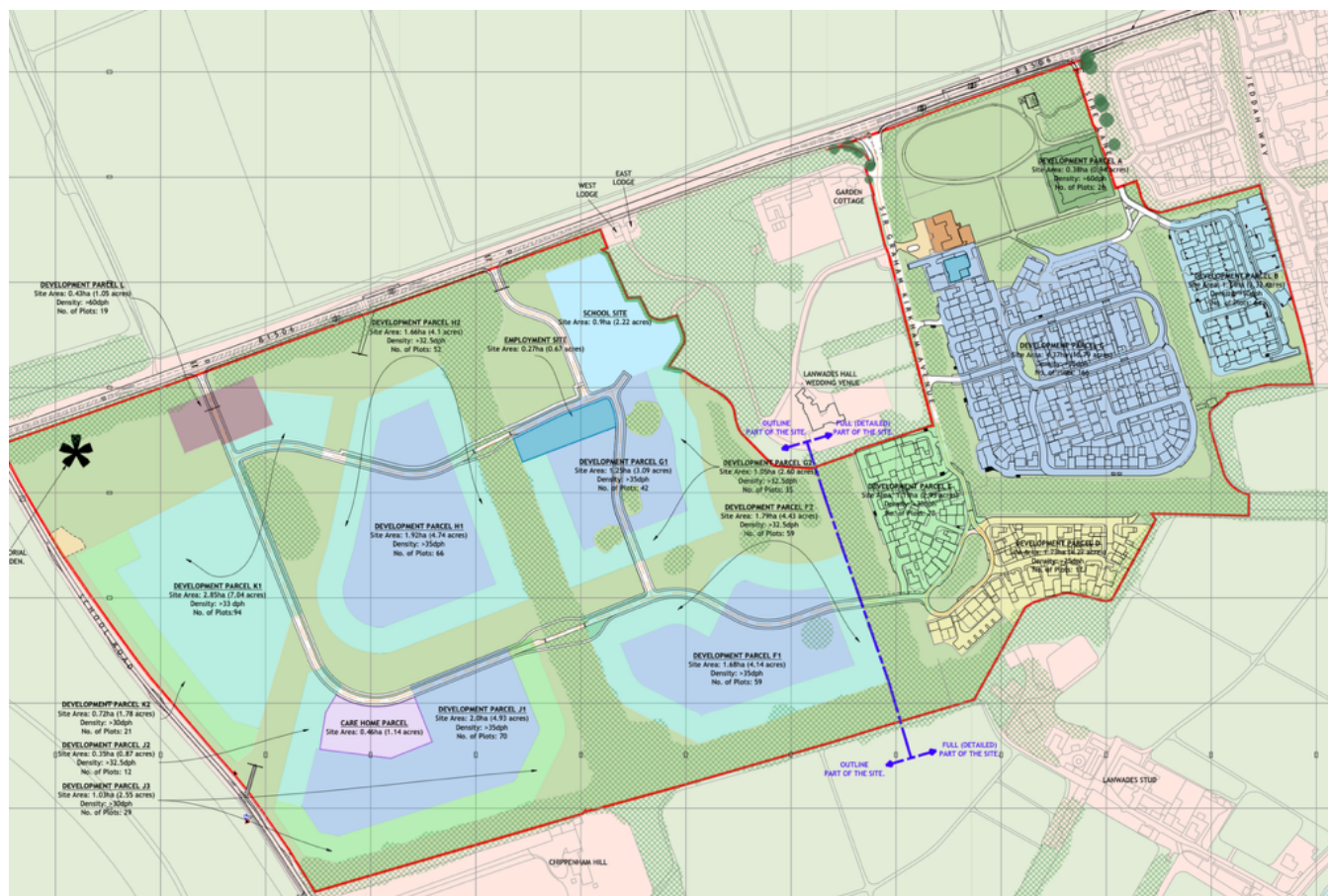
Demolition of existing buildings and phased redevelopment to provide residential units alongside retail/commercial building (class E), conversion of existing stable block to community commercial use, provision of open space, play space and associated infrastructure and car parking.



Outline application - DC/25/0624/HYB

The outline application is to develop the land west of the former Animal Health Trust site to provide residential units alongside commercial (class E) floorspace, a one form entry Reception and KS 1&2 primary school primary school, a 90 bed care home, provision of open space, play space and associated infrastructure and car parking.

The outline application will deliver an additional 558 homes making a total of 860.



Main economic benefits locally

- Support for local businesses
- Construction jobs
- Jobs for people on the site (gardeners etc)
- Erection of an employment hub

Social benefits

- Affordable housing (280 of the total).
- Bringing new people to the community.
- New community facilities
- New shop for local residents and the wider community.
- Delivery of over 49.4 acres of open space including walks, a horse friendly bridleway and cycle links. The Planning Statement details the benefits of providing open space and walking which will take the pressure off other areas in the Brecks.
- Improved pedestrian and cycle links to Moulton and Kentford.
- Provision of a memorial garden with dedicated parking for community use.
- Commitment to provide inclusive play opportunities and equipment throughout the site.
- Financial contributions to Kentford and Moulton toward local services including education and pre-school facilities.

Environmental benefits

- Effective use of a class E site a large proportion of which is brownfield in a sustainable location
- Good access to local towns, Cambridge and Ipswich by train, bus, on foot or bike.
- High quality housing of vernacular design (reflecting the local style).
- Screening with trees and woodlands from visible public viewpoints.
- Woodland walks and bridleways though there are no public footpaths in Kentford itself to connect to.
- Creation of a new dedicated path along School Road improving pedestrian, cycling and equestrian access from the B1506 to Kentford and Moulton.
- Widening of footway to Bell Junction to provide a shared cycleway.
- Speed limit change.
- Norwich Road/School Rd junction improvement featuring a widened central waiting area.
- Contribution towards improvements of surfacing of Norwich Road.
- Pedestrian crossing to the west of Sir Graham Kirkham Avenue.
- Drainage improvements to the B1506 and addressing sewerage issues in Kentford.

A Planning Statement is provided for each application. The page numbers below refer to page numbers in the Planning Statement for DC/25/0624/HYB.

1. On P3 of the Planning Statement states that providing the housing will support the local schools.
2. P4 states that housing will be allocated to people with a local connection.
3. P14 details the facilities in the new Garden Village and the provision of a school there.
4. P16 details the pre-application advice given by West Suffolk Council:
 - The application does not comply with current planning policy or policy in the Emerging Local Plan as detailed above. Both sites are outside the Housing Settlement Boundary. CS10 and DM5 are the relevant policies in the current Local Plan. LP18 is the policy in the Emerging Local Plan.
 - That WSC can demonstrate a 5.2 year housing supply.
 - The proposals will need to justify the loss of existing commercial use. Policies DM30 (LP36 in the Emerging Local Plan).
 - The impact on the horse racing industry needs to be considered in the context of DM49 and LP48 – impact on horse racing industry. WSC says the development would have significant impact on the horse racing industry.
 - The application may have a material impact on the operational use of an existing site (Lanwades Hall) in terms of noise and traffic and these would need to be addressed in the application.
 - Ecological impact. WSC states a reason the site cannot be developed is that there is an SPA recreation pressure 7,500m buffer zone around those parts of the SPA that are non-farmland, it is in an SSSI Impact Risk Zone (the trigger is any residential development of over 100 homes around those parts of the SPA that are non-farmland, there are stone curlews to the south of the site and the site falls within the protection of notable species buffer).
5. P19 – One of the queries from Kentford was about sewerage capacity.
6. Pages 20-21 list the feedback from residents and Moulton and Kentford Parish Councils.
7. Pages 22 – 26 list the make-up of the various buildings on the site (types of housing, 1 bed, 2 bed etc and community buildings).
8. Pages 27 – 34 list relevant planning policies.
9. P35 – P37 look at West Suffolk Council's five year housing supply.
10. P37 – 39 look at the application alongside the updated National Planning Policy Framework (NPPF).
11. P39 – 45 look at the sustainability of the site in relation to Kentford and Kennett Garden Village.
12. P45 – 47 looks at the reuse of brownfield land as the first approach to development.

13. P48 – 53 discusses the design of the site and how Lochailort has used architects who would produce a well thought out design which would enhance the character of the site in terms of landscape and heritage.
14. P54 – 58 Housing. These detail the mix of housing on both sites (eastern and western parcels) and the number of affordable houses.

They are offering 57 affordable units on the eastern parcel (it should have been 91 but they are applying Vacant Building Credit which reduces the number by 36 units to 57).

On the western parcel there will be 223 affordable homes. Total: 280.

The exact mix of housing (home ownership and affordable homes to rent) will be decided after discussions with West Suffolk Council's Housing Team.
15. P59 – 61 look at the loss of a commercial use and how the site was marketed for commercial use over a 12 month period as required by Emerging Policy DM36.
16. P61 - 64 look at ecology and the impact on stone curlew. The Planning Statement states that impact on stone curlews is not anticipated. The site was assessed as having low suitable foraging or commuting habitat for bats.
17. P64 - 71 look at biodiversity net gain, trees, landscaping and open space. Trees on the site will be protected as much as possible. The trees and woodlands will be subject to ongoing management as set out in the draft Woodland Management Strategy prepared by Hayden's.
18. According to the statement the amount of open space proposed is significantly greater than the level required by planning policy. Kentford lacks open space and play space and this application will improve this for existing and new residents. Play equipment including inclusive play equipment will be provided along with a trim trail and woodland walks.
19. P71 – 73 look at transport. The Planning Statement says that development should only be refused on highways grounds if there would be a severe residual cumulative impact on the road network as set out in the NPPF. Infrastructure should also be provided to increase the number of trips that are carried out by sustainable modes of travel.

The transport report commissioned by Lochailort demonstrates that the local highway network would be able to accommodate the vehicular trips generated without adversely impact on existing junctions near the site.

The Planning Statement states that pedestrian routes cover local amenities such as schools, retail, leisure and public transport within a reasonable walking and cycling distance. It is a 21 minute walk to Kennett Railway Station and a 5 minutes cycle.

The pedestrian footway from the site along the B1506 will be widened and redeveloped along the southern edge to create a shared footway/cycleway. Because of the ban on 3.5t vehicles along Station Road, the route to the station is considered to be suitable for cyclists to cycle on the road.

A pedestrian crossing will be provided at the Bell junction creating a safe route towards Kennett Station.

A new footpath is proposed between Moulton and the B1506 along School Road.

Bus services are principally for access to schools in Newmarket and Bury St Edmunds but other places such as Red Lodge, Denham and Mildenhall can also be reached by bus.

The Transport Assessment recommends a reduction in speed limit along the B1506.

There will also be a network of bridleways on the site.
20. P73 - 74 look at heritage. There are 3 heritage assets on the site – Lanwades Hall, a stable block and a pair of lodge cottages. The report carried out by the applicant concludes that there would be limited harm to Lanwades Hall as a result of development to its south. The report commissioned by the

applicant states that any harm to the setting of Lanwades Hall can be weighed against its public benefit.

21. P74 – 75 look at flooding and drainage.

The site is not at risk of flooding from a watercourse.

22. P75 – 76 look at energy and sustainability. The development is designed to achieved low carbon emissions through the provision of air source heat pumps, PV panels, smart meters, electric vehicle charging points and decentralised mechanical extract ventilation (dMEV).

23. P77 – 79 look at BREEAM Circular Economy principles.

24. P79 – 80 looks at noise. Glazing should mitigate the impact of traffic and other noise.

The Planning Statement refers to the National Planning Policy Framework and the fact that new developments should be integrated with existing business and community facilities (such as places of worship, pubs, music venues and sports clubs). Existing businesses and facilities should not have unreasonable restrictions placed on them as a result of development permitted after they were established. The document states that events at Lanwades Hall will have a minor and manageable impact on the proposed development.

25. P80 – 81 look at air quality, ground contamination and archaeology.

Air quality concentrations are deemed acceptable for future residents of the proposed development. There is no evidence of ground contamination and at this stage it is not considered that there are any archaeological features of such significance as to impact on the scheme.

There will be temporary impact on the landscape during the demolition and construction phase, but there will be landscaping on the site to mitigate the visual impact.

26. P83 – 84 look at S106 (developer) contributions.

- Provision of a compliant level of affordable housing.
- Management and maintenance of public open space.
- Provision of a MUGA, trim trails, woodland walk and play areas.
- Provision of pedestrian and cycle route and bridleways throughout the site.
- Infrastructure requirements including education, health and libraries
- Transport and public transport connections.
- Improvements to local road network including provision of shared cycleway to Bell junction, speed limit change (signalised pedestrian crossing at Sir Graham Kirkham Avenue, Pegasus crossing adjacent to pipeline access for pedestrians and safe crossing for horse riders to the site, two site access points both with right turn lane, contributions to improving Boy's Grave junction including a widened central waiting area (outline application)
- Contribution to improvements to Norwich Road (outline application)
- New path from Moulton to B1506 (outline application).
- Community hub within the listed stables block including transferring the buildings to the ownership of Moulton or Kentford Parish Council or a management company along with an endowment for works to the buildings as required.
- Contributions to wider community infrastructure requirements as required for Moulton and Kentford parishes.
- Secure a sustainability package to deliver Air Source Heat Pumps and solar panels for residential units across the site.
- Delivery of BREEAM excellent for all non-residential development on the site.
- Delivery of improvement drainage and sewerage facilities in Kentford.
- Provision of a single form entry primary school (outline application).

27. P85 looks at the presumption in favour of sustainable development and the tilted balance that applies because of West Suffolk Councils current five year housing land supply. The Planning Statement states that there is a lack of 5 yr housing supply in West Suffolk and that West Suffolk Council is not meeting

its housing supply targets and can only evidence a 3.6 year housing supply in the current Local Plan and 6.1 after adoption of the Emerging Local Plan.

28. P86 – 89 look at the planning balance and conclusions and summarises the arguments presented in the Planning Statement.

The remainder of the document details the planning history of the site, the appeal decision and the High Court decision.

Notes taken from Noise Assessment

P51 of the noise assessment states that the licence conditions for Lanwades Hall limit noise levels to 60Db at location location 1 and 65Db at location 2.



The licence is until 12pm but no significant noise levels were recorded after 11pm. The noise assessment suggested that only a very small number of the approximately 30 events organised each year would produce significant noise levels at the boundary site. The applicant proposes noise mitigation measures to minimise the impact of any noise from Lanwades Hall.

5.3 Noise Mitigation

Acoustic Barrier

A 2.0m high acoustic fence runs along what will be the most acoustically sensitive section of the boundary between the Hall and the proposed site, a 137m stretch in the southeastern corner. This is a solid fence, with a minimum surface density of 12kg/m², predicted to achieve **28dB R_w**.

This fence will limit the spill of entertainment noise, as well as control access and privacy. The effect of this acoustic barrier is included in the noise model.

Enhanced Glazing Ratings

In the areas with the highest levels of entertainment noise, the façade of the dwellings facing the Hall shall be fitted with glazing with an enhanced acoustic rating.

In the most affected areas, **38dB R_w+C_{tr}** glazing is proposed, which typically requires the use of a dedicated acoustic laminate.

Horse Racing Impact Assessment

This document refers to the Planning Inspector's appeal decision. The Inspector's conclusion was that the primary use on the AHT site was not equine-related, that the site was not an integral part of the Horse Racing Industry or part of the Newmarket Equine Cluster, and that this label would have no bearing on the activities that took place on site.

Car parking Strategy

12 spaces have been allocated for the community building and 8 for the shop. Visitor's parking has been allocated on a basis of 1 space per 4 dwellings.

The Transport Assessment details Suffolk County Council's parking standards:

Table 4.1: Parking Standards

Use	Vehicle	Cycle	PTW	Disabled
	Minimum*	Minimum	Minimum	Minimum
Residential	1 Bedroom	1 Space per dwelling	N/A	N/A if parking is in curtilage of dwelling, otherwise as visitor/unallocated
	2 Bedroom	2 Spaces per dwelling**		
	3 Bedroom	2 Spaces per dwelling		
	4+ Bedroom	3 spaces per dwelling		

Design and Access Statement – full application

Provides similar information to the Planning Statement but is easier to read as it focuses less on planning policy. The proposal is that all roads and footpaths will remain in private ownership.

There will be a 60/40 split between built and open spaces.

Transport Assessment for full application

The Transport Assessment is based on the assumption that a mini roundabout will be built at the Bell Inn Junction. The assessment acknowledges that the most of the bus services from Kentford are school buses taking children to secondary schools in Newmarket and Bury St Edmunds.

Table 2.3: Summary of Bus Services

Bus Number	Route	Frequency		
		Mon-Fri	Sat	Sun
16*	Newmarket – Kentford – Red Lodge – Mildenhall – Forham – Bury St Edmunds	2 / day	-	-
16A**	Newmarket – Kentford – Red Lodge – Red Lodge – Mildenhall – Bury St Edmunds	1 / day	-	-
312^	Newmarket – Kentford – Moulton – Denham – Barrow – Great Saxham – Westley – Bury St Edmunds	1 / 2hrs	2 / day	-
X16**	Newmarket – Kentford – Bury St Edmunds	1 / day	-	-

Source: Suffolkonboard

Note: * - One service a day is a School Service

** - School Bus

^ - Service runs on Wednesday only

9 As presented above, bus services available within the vicinity of the site offer routes to a range of destinations including Denham, Red Lodge, Mildenhall, Bury St Edmunds, and Newmarket. However, the services are principally only for access to schools within Newmarket and Bury St Edmunds, namely St Benedict's Catholic School and St Louis School within Bury St Edmunds.

The Transport Assessment describes local roads as follows:

Moulton Road

- 3.15 Moulton Road forms the southern arm of the B1506 / Station Road crossroads junction. It is a single carriageway road approximately 5m in width that connects the B1506 with Chippenham Road / School Road to the south. The road is subject to a 30mph speed limit near the B1506 and the national speed limit from approximately 600m south of the B1506 / Station Road crossroads to the south. Lighting is mostly absent along the length of the road.

School Road

- 3.16 As a narrow single carriageway of approximately 4.5-metres width, School Road forms the southern arm of the B1506 / Norwich Road / School Road priority crossroads and connects to Moulton Road to the south. Vehicle overrun into the grass is present on both sides of the road. Like Moulton Road, School Road is subject to a 30mph speed limit for a portion nearest its end junctions, with the rest subject to the national speed limit. Lighting is also mostly absent.

Norwich Road

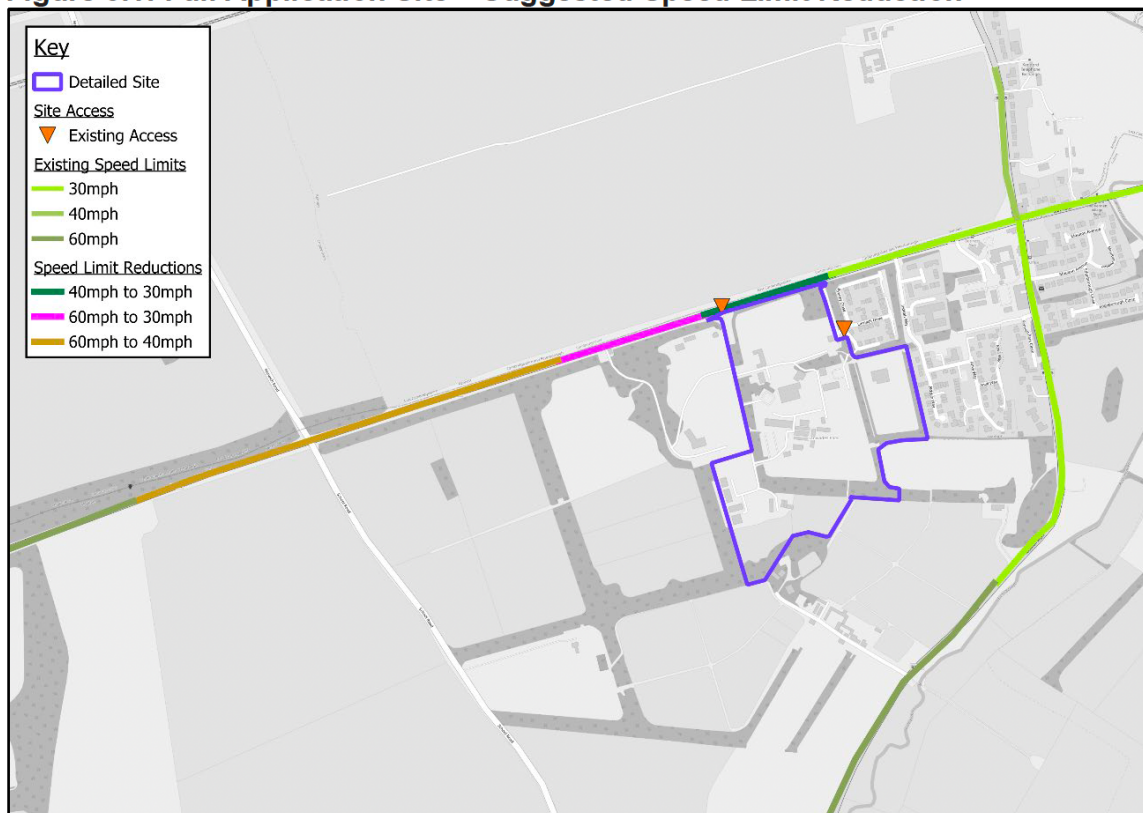
- 3.17 Forming the northern arm of the B1506 / Norwich Road / School Road priority crossroads junction, Norwich Road connects the B1506 with the A11 and maintains an approximate width of between 5-5.5m. Norwich Road connects to the A11 via a left-in, left-out configuration and lighting is mostly absent along the length of the road.

Collision data on local roads is also provided.

P41 of the assessment states that the site is a sustainable location and is accessible by modes of transport other than a private car.

This Transport Assessment recommends that SCC considers a reduction in speed limit along the B1506 along the site frontage to increase safety at the B1506 / Norwich Road / School Road junction and also for vehicles entering and exiting the site.

Figure 5.1: Full Application Site – Suggested Speed Limit Reduction



P48 – 50 looks at the vehicle movements generated when the AHT site was open compared to what is predicted when the site is open. The assessment is that there were 4,481 daily trips into and out of the AHT site when it was in operation compared to a predicted reduction of -3,334 to 1,547 when it is a residential development (eastern site only).

P53 – 51 look at traffic impact and the impact on local junctions. The assessment is that all junctions will work within their design capacity during worst case scenarios.

Boy's Grave Junction (P59)

- 7.18 Through the accident analysis in Chapter 3 of both TAs, and from comments through the public consultation exercise, it was established that this junction often feels unsafe, and numerous collisions have occurred. To improve safety, a mitigation scheme is proposed, which includes widening to improve right-turn storage. One element of change is to prohibit the right-turn from the B1506 (west) into School Road. This has a low demand flow across the day and alternative routes are available. The change allows a formal right-turn lane for the turn into Norwich Road. Changes to the speed limit are also proposed. The drawings for this can be found in **Appendix 18** of RPS document 794-PLN-TRP-00058-03, while the junction capacity performance, modelled using TRL Junctions software, can be found in **Table 7.5**.

The conclusion is that the development will have limited impact on the local highway network and horse racing industry.

- 9.29 As demonstrated in **Chapter 8**, the local highway network would be able to accommodate the vehicular trips generated by the development, without adversely impacting the existing operation of junctions within the vicinity of the site.
- 9.30 In conclusion, this report demonstrates that the development will be sustainable, providing excellent connectivity through modes other than private cars. It ensures safe and suitable access, and with appropriate highway mitigation, the residual cumulative impact of the development is not severe. Therefore, the site is considered to conform to relevant local planning policies and the National Planning Policy Framework (NPPF).

P84 shows a plan of the proposed mini roundabout at the Bell Inn Junction.

The report models proposals for the various junctions at or near the site.

P 125 Review of Boy's Grave Junction

4.2 NORWICH ROAD / SCHOOL ROAD JUNCTION

LOCAL ALIGNMENT

4.2.1 PROBLEM

Location: L – Proposed ghost island layout.

Summary: Narrow lanes increase the risk of offset head-on or sideswipe collisions.

The ghost island will have a three x 3m wide lane layout. This appears a little constrained and is a lower provision than for the proposed development access junctions. Given that this junction is also currently subject to the national speed limit and will also be towards the end of the proposed 40mph speed limit (see 4.1.3 in this report), this layout may increase the risk offset head-on or sideswipe collisions in respect of vehicles using the turning lane.

RECOMMENDATION

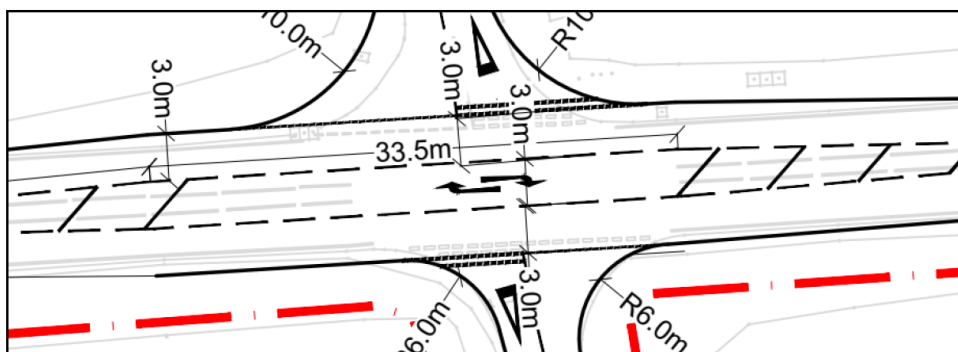
The turning lane should be a minimum of 3.5m in width.

4.2.2 PROBLEM

Location: M – Proposed ghost island layout.

Summary: Opposing right turns increase the risk of head-on collisions.

The proposed ghost island layout at the Norwich Road / School Road junction will have overlapping right turn pockets. This may increase the risk of head-on collisions should opposing vehicles enter the junction at the same time. During the site visit, both right turns at the junction were seen to be frequently made. This would be of particular concern given the poor collision record of the junction, with five collisions shown in the last five years, four being serious.



RECOMMENDATION

The junction should be realigned to become a staggered crossroads layout, with no overlap between the right turn pockets.

P126 – 127 include an audit of safety issues along School Road.

Review of proposal for a quiet lane along School Road

The report indicates that the route is not well suited as a quiet lane but recommends a speed limit reduction:

'Driving the route, 50mph appeared to be at the high end of what might be reasonable, with 40mph appearing to be a more amenable limit and would also still allow the Moulton village speed limit to be differentiated as a reduction to 30mph.'

4.3.2 PROBLEM

Location: General – School Road.

Summary: Risk of collisions with traffic calming features on an unlit highway.

Further to 4.3.1, the scheme proposes a number of kerbed build-outs plus priority working at the entry points along this unlit route. In dark conditions, or other adverse weather/lighting conditions, there may be increased risk of vehicles colliding with such traffic calming features and result in single vehicle loss of control.

RECOMMENDATION

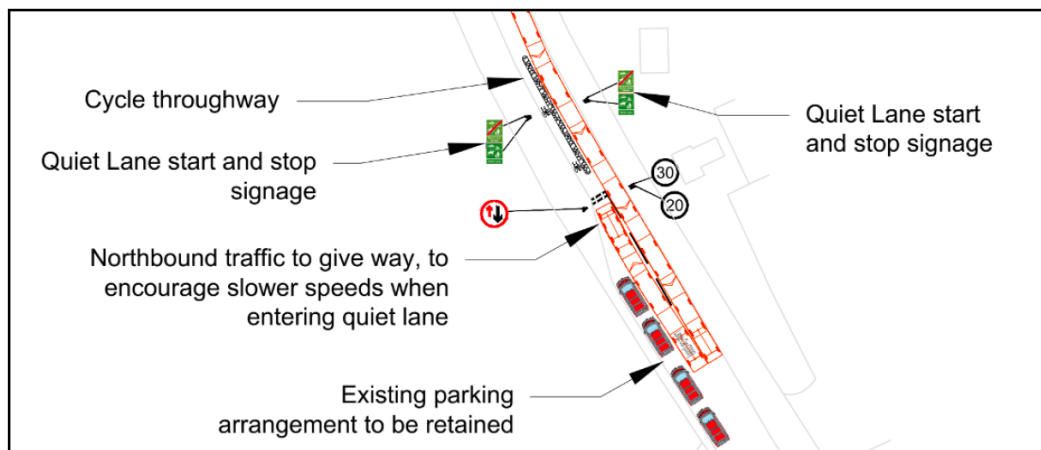
The scheme should omit the physical build-out features and northern priority working. The southern priority working could be retained as a gateway feature for Moulton village, but see 4.3.3 below.

4.3.3 PROBLEM

Location: N – Southern end of School Road.

Summary: Priority working layout in favour of vehicles entering the built-up village environment.

The southern priority working layout is set out in favour of vehicles entering Moulton village. Although this is slowing those going from the high (30mph) to lower (20mph) speed limit, this is also travelling northbound and leaving the village built-up environment for open countryside. As such, the layout may encourage higher vehicle speeds entering the village and passing the local primary school, increasing the risk of speed related collisions.



RECOMMENDATION

The southern priority working layout should be reversed to encourage drivers to slow as they enter Moulton village.

P134 shows a map of proposals for School Road as a quiet lane.

Transport Assessment for hybrid application

Much of the data in this document is the same as for the full application. The main difference is the number of vehicle movements into and out of the site.

Part 2, P 1-6 give a breakdown of how vehicle movements are calculated. The assessment is that with the additional homes, the school and care home, vehicle movements will be 752 less than when the AHT site was in operation.

P7-14 – look at traffic impact on roads and junctions all of which will operate well within their capacity.

How to respond to this application

You can submit a response supporting or objecting to the application online or by emailing the Case Officer Peter White using the application number as the reference. The email address is customer.services@westsuffolk.gov.uk

If you would like to object, it is important to focus on what are known as *Material Considerations*. These include:

- Sustainability. Is the development in the right location? Is it close to shops, jobs, schools and social facilities which can be accessed without the need for a car, for example by walking, cycling or using public transport in the form of buses and trains?
- Will the development bring economic benefits such as the provision of jobs, providing housing to meet current and future housing needs and supporting local businesses?

- Will the development be environmentally sustainable? This includes minimising waste and pollution and building energy efficient homes?
- Highway safety and traffic. Considerations like parking, traffic generation, and impact on road infrastructure are relevant.
- Noise and other disturbances which will impact neighbouring properties.
- The design, layout, and materials particularly in relation to their impact on the surrounding environment.
- Impact on listed buildings and conservation areas. There are 3 listed buildings on the site – Landwades Hall, the stable block which will be converted into a community building and a pair of lodge cottages.
- Will the development have an impact on existing businesses such as Lanwades Hall and Lanwades Stud and not place unreasonable restrictions on them?
- Impact on trees and wildlife.
- Accessibility for disabled persons.
- Drainage and flood risk.
- National and local planning policies are also key material considerations.