



Lanwades Woodland Park

Design Access Statement

Redevelopment of Former Animal Testing Research Facility, Kentford.

Full Application.

February 2025.

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Executive Summary

Proposal.

This Detailed Application seeks to redevelop the Former AHT Research Centre, **delivering 302 new residential units and a local shop.**

The full application will deliver 302 residential units and 621.2sqm of community/ commercial facility within the existing listed Stables Block, and a further 380.8sqm of commercial floorspace in the form of a new local shop. New play spaces and public open spaces are proposed included 6km of woodland walks, and a new bridlepath amounting to 7.3ha 44% of the site.

Scheme Benefits.

- 302 bespoke, sustainable residential units, including a policy compliant level of Affordable Housing.
- 380.8sq.m of employment area in the form of a local shop, and an additional 621.2sq.m of community facility.
- Sustainable development and re-purposing of a brownfield site.
- A sustainable energy package is proposed for the new homes including air source heat pumps and solar panels.
- Significantly screened development through existing and retained perimeter landscaping and woodlands.
- Highway improvements to the B1506, including crossing points and speed mitigation, into Kentford Village.
- C.7.3ha of Public open space, play areas and off-lead dog walking.
- 1.5km Woodland walks.
- New routes through the site for both new residents, and the wider community to enjoy - by foot, bike or horse.
- Min. 10% BNG net gain.
- Economic contribution and job creation.

For a full description of the scheme benefits please refer to the ‘Benefits and Features’ Board on the adjacent page.

	Market	Affordable Home Ownership	Social Rented	Total
1 bed	16	4	17	37
2 bed	41	8	17	66
3 bed	137	8	10	155
4 bed	29	-	-	29
5 bed	15	-	-	15
Total	238	20	44	302

Table A: Proposed Tenure Mix.

	Houses	Maisonette	Cluster Maisonette	Flat	Stable Block	Coach House	Total
1 bed	-	4	14	7	12	-	37
2 bed	20	8	28	1	4	5	66
3 bed	141	4	-	-	10	-	155
4 bed	29	-	-	-	-	-	29
5 bed	15	-	-	-	-	-	15
Total	205	16	42	8	26	5	302

Table B: Proposed Residential Mix and Quantum.



Environmental Benefits.



Brownfield Site.

The effective and optimal use of a brownfield site in Class E use, in a sustainable location.



Connectivity.

Good access to existing services and facilities in the local area including the existing Kennett train station that regularly runs between Cambridge and Ipswich, existing bus services, employment areas, public houses and shop/ post office in Kentford. Also, the proposals will be within walking and cycling distance of the Kennett Garden Village site to the north of Kennett train station and the facilities which are currently under construction and comprise a new primary school, commercial floorspace, new village centre with shops, café and healthcare facilities.



Bespoke Housing of Exceptional Design.

A scheme of the highest quality in terms of urban design and architecture, with particular reference paid to the surrounding architectural vernacular, situated within a beautiful woodland setting with unusually high levels of public open space.



Woodlands.

Management and maintenance of the existing trees and tree belts across the site, opening up footpaths and bridleways within these areas and improving local accessibility through the site meaning that users (pedestrians, cyclists and horseriders) can avoid walking along the B1506 (in part) to The Gallops and School Lane, and travel through the site instead.



Public Open Space.

Incorporating 7.3ha (18 acres) of open space, inclusive of a MUGA, play spaces, SUDS ponds, woodland walks, bridlepaths and new landscaped areas.



Nature.

Opening up the site which is currently completely private and providing extensive and valuable alternatives open space for the local community, reducing pressure on other local areas under pressure from amenity users such as dog walkers, including the Brecks, in turn reducing impact on the Stone Curlew population in these areas, and the SAC.



DELIVERY OF HIGH QUALITY BESPOKE HOUSING.



Highway Improvements.

Improvements to the local road network including:

- Widening of footway to provide shared cycleway along southern edge of B1506 to The Bell junction;
- Speed Limit Change;
- Signalised pedestrian crossing west of Sir Graham Kirkham Avenue to permit access to eastbound bus stop;
- Pegasus crossing adjacent to pipeline access for pedestrian access to eastbound bus stop and safe crossing for horse riders into the site;
- Proposed two site access points between Sir Graham Kirkham Avenue and School Road junction. Both accesses provided with right turn lane.



Biodiversity.

10% net biodiversity gain through the provision of targeted habitat enhancements.



Landscape.

New and retained tree and landscape planting would enhance the immediate and wider landscape, mitigating the visual effect of the development and making a modest ongoing contribution to CO2 reduction targets.



SuDS.

New attenuation pond forming part of a sustainable drainage system.



Energy.

A sustainable energy package is proposed for the new homes including air source heat pumps and solar panels.



SUSTAINABLE ENERGY TECHNOLOGIES.



FORMER VISITOR CENTRE TO BE RETAINED AND RE-USED AS A COMMUNITY BUILDING/HUB.

Economic Benefits.



302 New Homes.

Delivers economic gains for the local and wider community. New residents will help to support local businesses, community facilities and services including the local shop and post office and the local school. This will help ensure the long-term sustainability of the local services and facilities.



Job Creation.

The construction of the proposed development will support skilled and semi-skilled jobs and associated support for the construction industry supply chain. The proposal will deliver 300 construction jobs and a total investment value of circa £100m.



Induced Jobs.

Created once the development is occupied (gardeners, building and site maintenance, cleaners etc.).



Gross Value Added.

The operational Gross Value Added of the site is £21m per annum.



New Homes Bonus.

The Council is expected to receive a substantial New Homes Bonus payment of circa £0.4m, and considerable S106 contributions. It will also deliver an additional £0.5m in new Council Tax receipts, and £19,000 in business rates.



Workforce.

New homes will enhance workforce flexibility and assist in employers attracting additional staff locally and in the wider West Suffolk area.



Education.

Financial contribution to a future School in the neighbouring site to the West (see Hybrid Application).

Social Benefits.



Listed Building.

Gifting of a significant Heritage Asset comprising the Grade II Listed Stables block to the local community for the benefits of the residents and the wider community as a village hall/ community hub with the potential for workspaces/ meeting rooms, alongside a substantial financial endowment.



New Shop.

The delivery of a new local shop for local residents and the wider community.



Community.

Creation of a new mixed-use community bringing 640 new people to the locality and supported by a community hub, local shop, and workspaces.



Housing Delivery.

The delivery of 302 new homes, including affordable homes, and will contribute towards the housing required by the NPPF Standard Methodology. This will help give local people the opportunity to remain in the local area as well as for people to relocate to the area. This is particularly important given the lack of housing supply.



Affordable Housing.

The scheme proposes a policy compliant level of affordable housing on site.



Public Transport.

The local public houses and so forth will encounter increased usage from the additional residential population in the proposed development.



Open Space.

The scheme will deliver 7.3ha (18 acres) of public open space as well as over 6km of woodland walk, and new horse friendly bridlepaths through the site enhancing Kentford's recreational facilities and providing public accessibility to spaces which are currently private and not open to the public.



Community.

Financial contributions towards community benefits in Kentford and Moulton Parish Council areas.



UTILISING THE EXISTING MATURE WOODLANDS AS WOODLAND WALKS, HORSE TRAILS AND RECREATION.



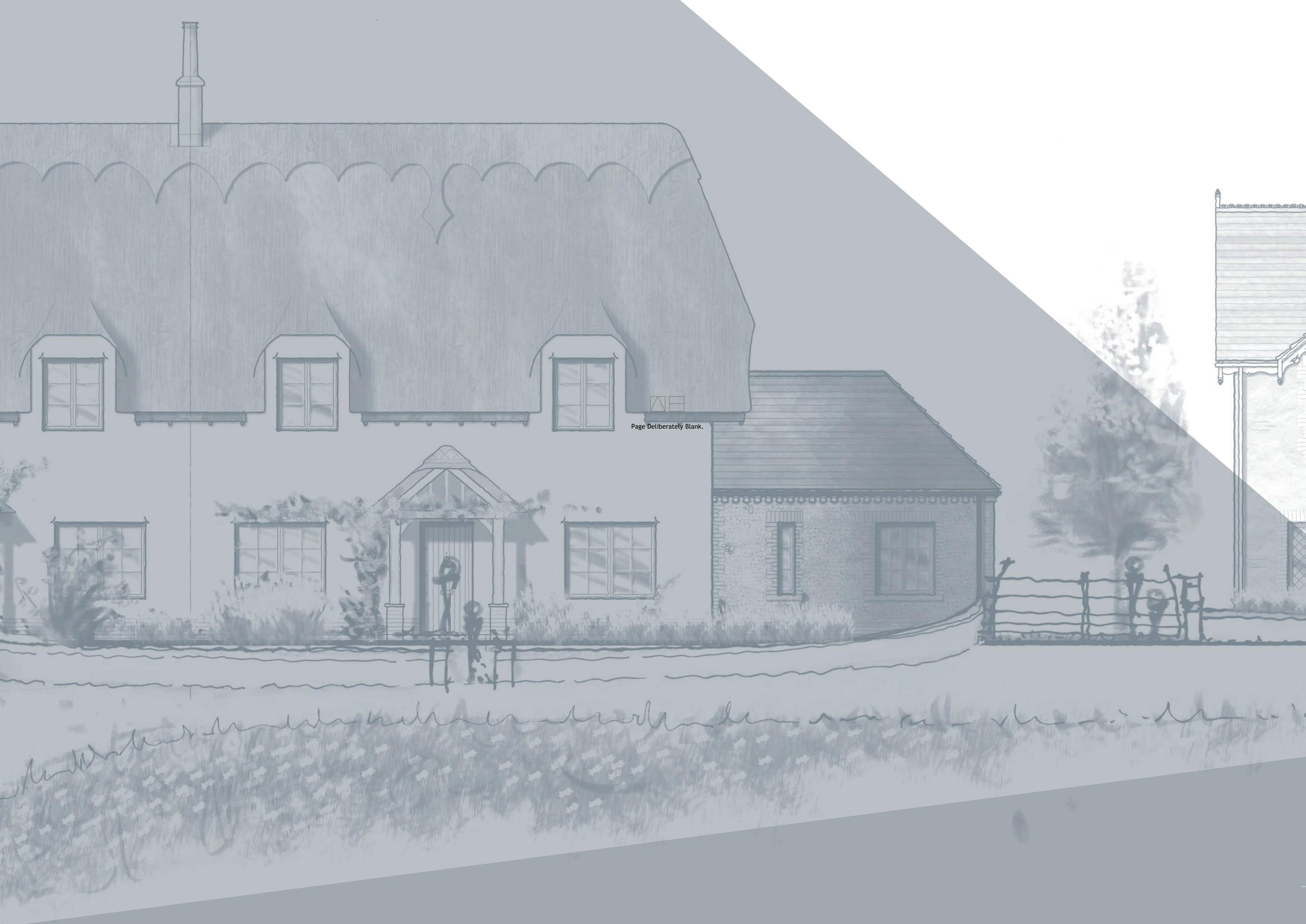
RETENTION & ENHANCEMENT OF LANDSCAPE AND BIODIVERSITY NET GAIN.

Benefits and Features

Redevelopment of Former AHT Testing & Research Facility, Kentford.
Detailed Scheme: 302 Homes, Community Hub, Shop, Public Open Space, Woodland Walks, Bridleways and Parkland.

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1.Introduction

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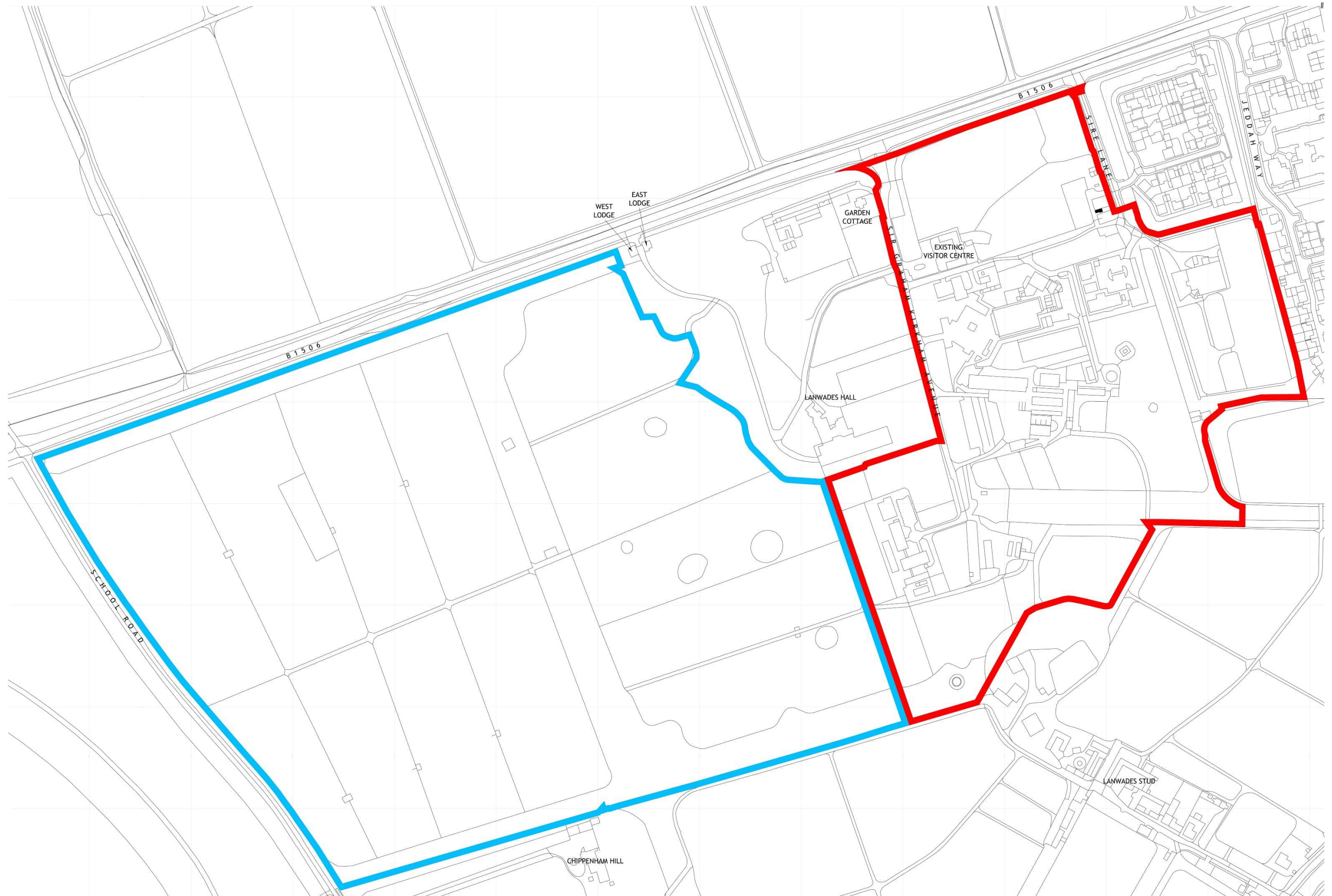


Figure 1.1: Site Location Plan.

1.Introduction

This Application seeks to redevelop the Former Animal Health Trust Research Facility. This section confirms the Purpose, contains a Synopsis of the Proposal and sets out the Structure of the Document and lists some of the Supporting Information.

This Design & Access Statement accompanies the Full Application for the redevelopment of the Former Animal Health Trust Research Centre, Kentford, for;

Full Planning Permission for the demolition of existing buildings on the eastern site, and phased redevelopment to provide residential units alongside a retail and commercial/employment building (Use Class E), conversion of the existing listed stable block to community/ commercial/ employment use (Use Class F2/E), provision of open space, woodland walks, play space and associated infrastructure and car parking.

This document has been prepared by Woods Hardwick Ltd—Architects & Development Consultants—and is submitted on behalf of Lochailort Kentford Ltd.

Purpose.

This document has been prepared in accordance with the General Development Procedure Order (GDPO) as amended and the guidance given in the Local Government (DCLG) publication: *Guidance on Information Requirements and Validation*, which requires Planning Applications to be accompanied by a Design and Access Statement. Consequently, the purpose of this statement is to explain:

“...the design principles and concepts that have been applied to the proposed development and how issues relating to access to the development have been dealt with”.

Reference has also been made top the *Commission for Architecture and the Built Environments*’ (CABE) guidance on ‘*Design and Access Statements: How to Write, Read and Use Them*’ (CABE).

Brief Synopsis of the Proposal.

This Application seeks to redevelop the Former AHT Research Centre. The proposed Application can be summarised as follows:

- Redevelopment of a Brownfield Site of redundant use.
- Demolition of all buildings within the Application site, save for The John MacDougall Visitors Centre (Listed).
- Erection of 302 Dwellings and 1 Convenience Store.
- Demolition of all buildings within the Application site, save for The John MacDougall Visitors Centre (Grade II Listed former Stable Block).
- High quality hard and soft landscape scheme along with multi-functional open spaces and SuDS.

Structure.

This document seeks to explain the proposed design only. The document is split into the following sections, addressing the following topics:

- Context & Assessment.
 - The Site.
 - Land Use & Immediate Setting.
 - Movement & Circulation.
 - Socio - Economic.
 - Constraints & Opportunities
 - Architectural Assessment
 - Design Objective & Vision.
- Proposal - Design Response
 - Use & Amount.
 - Layout.
 - Safety & Security.
 - Scale.
 - Placemaking.
 - Landscape.
 - Sustainability.
- Access & Servicing.

Each section will, where necessary, offer an Assessment, Evaluation and Design justification and explanation.

Other Supporting Information.

This Application is supported by reports and plans for the following:

- Ecology.
- Arboriculture.
- Heritage.
- Noise.
- Transport.
- Flood risk.
- Drainage Strategy.

This list is not exhaustive.

This document along with the Architectural Package should be read in conjunction with all the other supporting material.



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An architectural line drawing of a row of terraced houses, rendered in a light teal color. The drawing shows multiple windows with diamond-patterned panes and several doors. Two chimneys are visible on the roofline. The entire image is overlaid with a semi-transparent teal layer. In the bottom right corner, there is a dark teal rectangular area containing the text 'LOCHAILORT' and 'Woods Hardwick' with their respective logos and services. The background features abstract teal geometric shapes and a wavy line representing a field or path.

2.Context & Assessment

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Figure 2.1: Constraints Plan.

2 Context & Assessment

This section assesses the broad characteristics of the site and immediate surroundings. This will help to identify Constraints that will influence high-level design responses and considerations.

<p>The Site.</p> <p>The Application Site envelopes 16.54 hectares of land upon a wider ownership of 48.55 hectares.</p> <p><u>Current Use.</u></p> <p>The site comprises the redundant former AHT Research Centre which has the benefit of a Certificate of Lawfulness confirming the whole site (all 48.55 ha) is in Use Class E.</p>	<p>Land Use & Immediate Setting.</p> <p>The site contains numerous elements which are set out below.</p> <p><u>Buildings.</u></p> <p>The Application site contains vacant buildings, comprising student accommodation, office and clinical space, plant rooms, laboratories and various other associated animal testing and research facilities. The site also contains equestrian facilities, namely stables, and barns along with minor veterinary buildings, such as kennels.</p> <p>The existing buildings on-site vary in age, with many no longer fit for purpose.</p> <p><u>Heritage.</u></p> <p>The Application site contains one Listed Building, known locally as The John MacDougal Visitor Centre. This is located in the Northern sector of the Application site accessed via Sir Graham Kirkham Avenue.</p> <p>The John MacDougall Visitor Centre is listed as:</p> <ul style="list-style-type: none">• Name: Stable Block 200m North of Lanwades Hall.• Grade: II.• List Entry No: 1037683.	<p>The Listing is described as: “<i>Stables with loft and grooms quarters above. C.1907, built with Lanwades Hall. 3 ranges around a court, a wall enclosing the 4th side. The centre range comprises a coach-house for 3 coaches, with a stable on either side; the wings each have 2 further stables with haylofts above. Red brick with parapet gables. Plain tiled roofs with open eaves and flat-roofed dormers to lofts. 4-light windows with flat arches of gauged brick and leaded lights. Framed and boarded stable doors with fanlights above. Over the coach house are 3 projecting tile-hung gables supported at the front on timber posts; a central copper-clad clock tower, with bell protected by a cupola on 8 columns, and above it a weathervane. Included [as Listed] for group value</i>”. Source: Historic England.</p> <p>Within the immediate setting, there are other Listed Buildings.</p> <ul style="list-style-type: none">• Name: Lanwades Hall.• Grade: II.• List Entry No: 1193468.	<p>The Listing is described as: “<i>Trust headquarters. Formerly large country house. C.1907, for James Larnack, J.P. In the form of a large Tudor manor house, with details in the Tudorbethan style. Mainly 2 storeys and attics; a 4-storey tower to right. Red brick with buff limestone dressings; a Flemish gable to left and crow-stepped gable to right of the hall range; parapets crenellated with limestone copings and cornice. Plain tiled roofs with groups of prominent red brick chimneys in the C16 style; the best examples have 3 circular shafts having molded brick sunk panels, star-tops and molded octagonal bases. Mullioned and transomed windows with molded limestone frames, some hood-molded. Each light has an arched head and leaded casements. A 2-storey splayed bay in the manner of a C16 oriel, of limestone with traceried heads to each light. A 2-storey flat-roofed entrance porch with arched and hood-molded doorway of limestone, and framed and boarded oak entrance door. The internal spaces of interest include the dining room, staircase and reception hall, which have good oak joinery in the C16 manner. King Edward VII stayed at Lanwades Hall while attending the Newmarket Races</i>”. Source: Historic England.</p>	<ul style="list-style-type: none">• Name: Pair of Lodge Cottages & Linking Gateway 250m North of Lanwades Hall.• Grade: II.• List Entry No: 1193507. <p>The Listing is described as: “<i>Pair of lodge cottages and gateway to Lanwades Hall. C.1907. In the Tudorbethan style. 1 storey and attics. Narrow red bricks with molded bands at 1st floor, Flemish gables with molded brick copings. Plain tiled roofs with a flat leaded roofed casement dormer to each cottage; clusters of 6 octagonal chimneys with molded bases and star-tops. Limestone framed and mullioned windows with iron casements and leaded lights. Framed, boarded and glazed side entrance doors with limestone hood-molds. Pair of banded red brick gate piers with molded brick cornice, pair of wrought iron carriage gates, the side panels and crown having scrolled decoration and a central monogram. Included for group value</i>”. Source: Historic England.</p> <p>Land Use & Immediate Setting (cont.).</p> <p><u>Roads & Access.</u></p>
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Figure 2.3: Layout extract illustrating the Sectors.



Figure 2.2: Existing Topographical Layout of the Site, indicating the existing buildings and hardstanding.

The Application Site contains one established access road, Sir Graham Kirkham Avenue, which also provides a secondary access to the listed Lanwades Hall to the North-West of the Application site. The site also has the benefit of access via Sire Lane, which also serves the recent Bloor development to the North-East of the site.

Hardstanding.

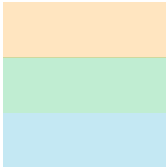
The site also contains substantial amounts of hardstanding, comprising roads, car parking, various accesses and storage areas across the site.

Topography.

Generally, the Application site falls Northwards from the Southern boundary at a uniform gradient, with the lowest point being the grassland nearest the B1506.

The differing sectors of the Application site present the following approximate gradients:

- Eastern Sector: 1:26
- Central Sector: 1:26
- Southern Sector: 1:20



For the location of ‘Sectors’, see Figure 2.3.

The Southern boundary of the Application site is broadly sited upon a ridge. The land falls Northwards and South-Eastwards towards the A14 and the River Kennett respectively.

Landscape.

The site has the benefit of a generous covering of mature linear woodland belts along the boundaries and traversing the site. The site also has a sporadic covering of younger trees and hedgerows.

The quality of the existing tree planting is set out in the accompanying Arboricultural Reports. However, it should be noted that there are some mature trees that are either diseased, damaged and/or nearing the end of life, so these will need to be managed.

It should also be noted, due to the vacant nature of the site, some of the woodland tree belts have not been managed particularly well. These tree belts require some careful management to ensure their health and longevity.

Boundaries.

The boundaries of the site present themselves in differing ways.

The Northern extent of the Application Site is defined by the B1506, the hedgerow, hedgerow trees and linear woodland alongside it.

The North-Eastern boundary is defined by a fence and some planting that runs alongside Sire Lane. From the Sire Lane access point into the site, around the Southern side of the existing development off Farrier Mews, the site is defined by a fence and a linear mature tree belt.

The Eastern boundary of the Application site - separating the site from the rear gardens of Jeddah Way - the boundary is a little untidy with a collection of low and high fences, chain link fences and overgrown and unkept landscaping including Leylandii, with the occasional mature native tree.

The Southern boundaries are defined by mature woodland planting with unkept understorey planting and dilapidated timber post and rail fencing.

The South-Western boundary is defined by the mature avenue of tree planting that runs broadly North-South from the rear of Lanwades Hall towards Lanwades Stud.

The Southern Boundary of Lanwades Hall comprises a collection of high fences, most of which are softened site-side with landscaping.

The Western boundary (also the Eastern boundary of Lanwades Hall) is defined by mature landscaping, timber fencing and occasional open grass lawn and/or empty paddock.

The Southern boundary of Lanwades Hall and part of the South-eastern boundary of the Hall are screened by a 2.4m high timber fence part of which is acoustic, as well as substantial existing and established planting.

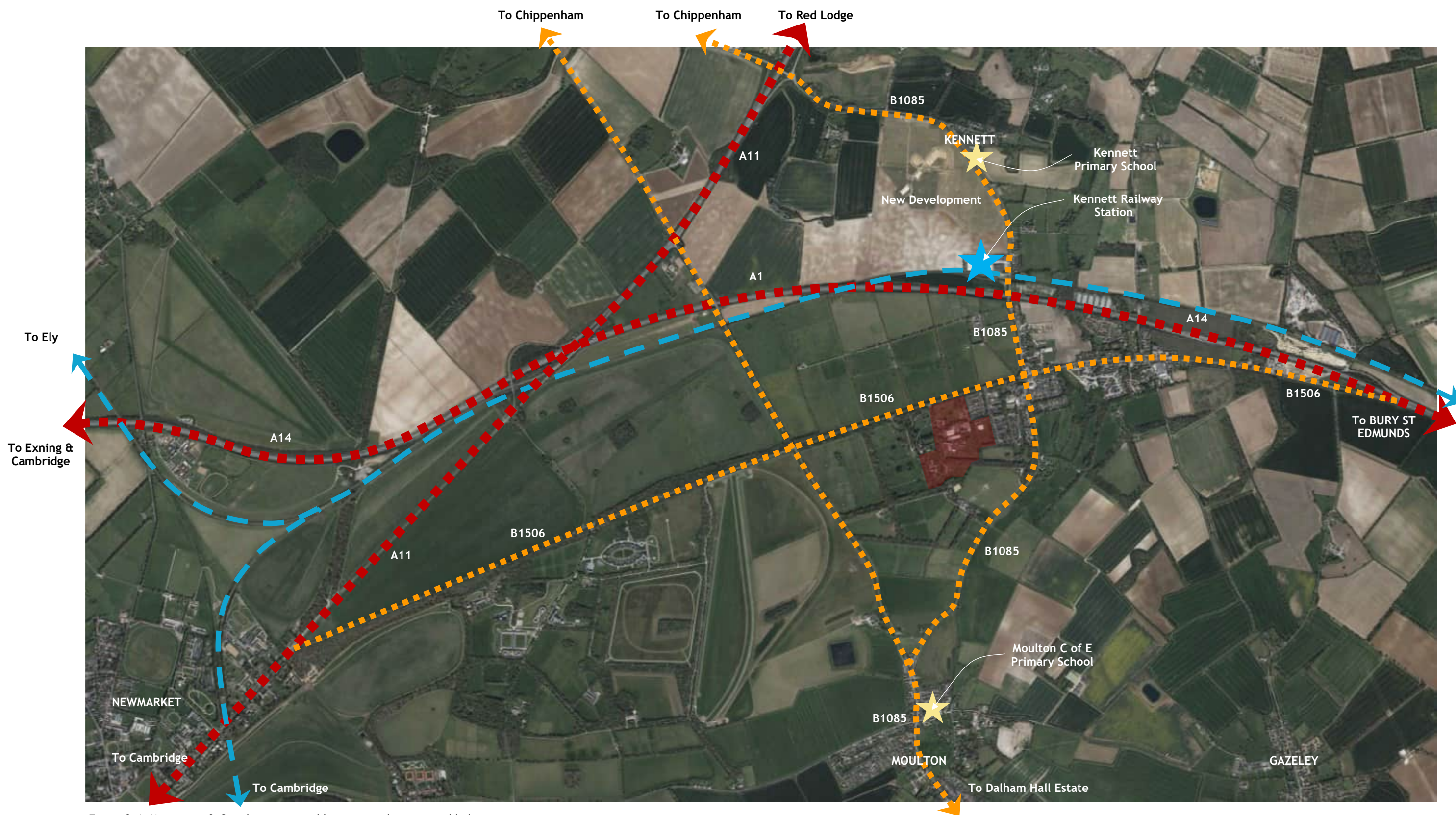


Figure 2.4: Movement & Circulation to neighbouring settlements and hubs.

Movement & Circulation.

The site is well linked into the surrounding road network by the B1506, the A14 and A11 beyond.

The B1506 extends Westwards towards the town of Newmarket and Eastwards towards the A14 which provides access to the large town of Bury St Edmunds.

Public Transport.

Existing public transport facilities exist in close proximity to the site. A regular bus service, operated by Mulleys Motorways and Stephensons, travels along the B1506 with Eastbound and Westbound bus stops located opposite Lanwades Business Park to the East of the Application Site, a 5 min walk from Sire Lane. The Service provides connection to Newmarket and Bury St Edmunds via the routes known as X16, 16, 16A & 312.

To the North of the site, Kennett [Train] Station is a short (15 min) walk from Sire Lane. The Station is serviced by Greater Anglia and provides access to Ipswich, via Bury St Edmunds, Thurston, Elmswell, Stowmarket and Needham Market. The service also provides access to Cambridge, via Newmarket.

Public Rights of Way.

While the site is connected to the public highway, B1506, which offers excellent pedestrian connectivity to the wider settlement, there are no PRow (footpaths or bridleways) providing access to, running adjacent to or traversing the Application site.

Social & Socio-Economic.

The site has historically been used for the purposes and activities of the Animal Health Trust (AHT), for its world -renowned research and development and associated veterinary clinical purposes. The Animal Health Trust ceased operating on the site in 2020 and the site has subsequently lain vacant.

Therefore the re-development of the site will bring with it clear and obvious socio-economic benefits and wider social benefits, which can be identified as follows:

The Homes/residents (post-construction)

- 302 new homes (over one-third of the District’s annual requirement), and c641 new residents.
- 481 residents of working age, of which 386 will be working - major boost to the local economy, providing labour to fill local jobs and reducing in-commuting.
- £14m pa in wages
- £5m pa of available shop spend
- £21m pa GVA

The commercial (post-construction)

- 10 jobs in retailing
- c£200,000 pa in wages
- c£73,000 pa in available spend

Construction phase value £100m

- c300 construction jobs pa (direct and indirect) over each of the four year construction term
- Wages associated with construction will be in the order of £11m pa.
- Construction related GVA £22m pa
- Construction related shop spend potential of £2m pa
- Public benefits c£1m pa (including NHB six years, with S106/SIL to be added on top).

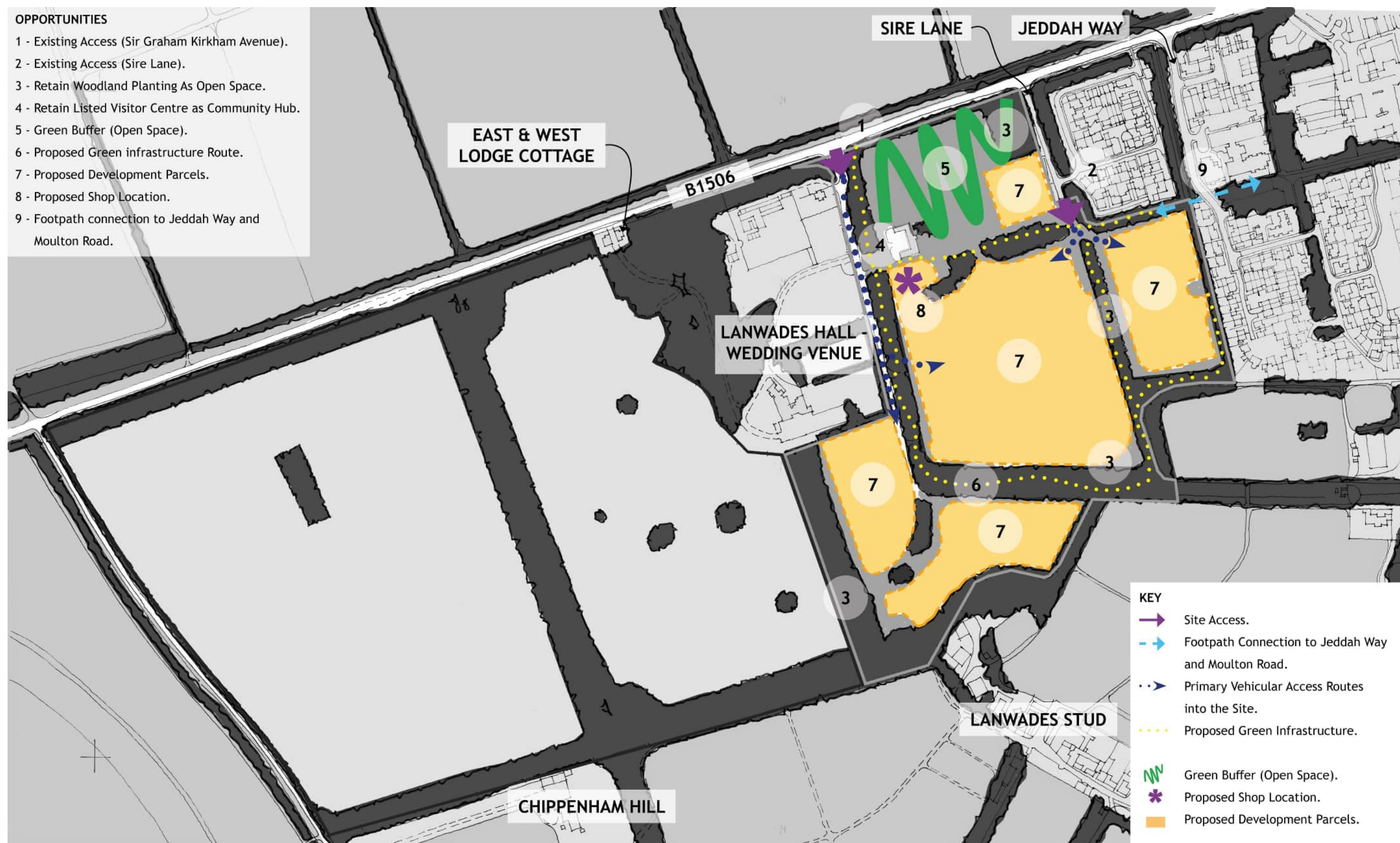


Figure 2.5: Proposed Opportunities Plan.

Constraints & Opportunities.

Establishing the Constraints and Opportunities of the site demonstrates an appreciation of the site, the context, key issues and opportunities. The exercise also identifies and demonstrates an appropriate response to planning, design and other site specific matters.

Constraints.	Opportunities.
<ul style="list-style-type: none">• Listed Stable Block: The building must be retained.• Listed Building Setting: While there is already an established scale and form of built-form within the proximity of the Listed Buildings, the setting of the Listed Buildings should be considered.• Significant mature woodland landscaping.• Management of the woodland areas.• Existing T junction, B1506 and Sir Graham Kirkham Avenue to be retained.• Existing access off Sire Lane retained.• Alignment and width of Sir Graham Kirkham Avenue to be retained in order to protect the rpa's of the avenue tree planting.• Main location of Surface Water Attenuation (Northern Sector).	<ul style="list-style-type: none">• Redevelopment of a Brownfield site to deliver high quality homes and a sense of place.• Provide outward looking development onto the woodland areas which will, in turn;• Offer the woodland areas as publicly accessible areas of open space.• Manage and maintain the woodland areas in perpetuity.• Re-purpose the Listed Stable Block as a Community Building/Hub.• Create a sense of place and arrival around the existing pockets of mature trees.• Provide community facilities and open space for the benefit of the wider area.• Creation of a Woodland Park residential development rich in character and setting.



Figure 2.6: Examples of the notable Architectural Character in Kentford, Moulton and surrounding Villages.



Architectural Assessment & Design Ethos.

The Animal Health Trust site has few constraints and many opportunities. It is a fantastic Brownfield site in a beautiful, woodland landscape setting.

It contains 1 listed building located adjacent to the listed Lanwades Hall, an existing wedding venue.

The listed stables have been used as a visitor café and offices and lecture theatre. The intention with this building would be to donate it to the wider community and the new residents of the development as a village hall/community hub, together with a financial endowment for its upkeep and modernisation.

Lanwades Hall which is used as a wedding venue and it is set within it's own curtilage with mature landscaped boundaries.

The other existing buildings on-site have no architectural merit.

The architectural style of the development has been derived from a detailed study of the wider area both from Kentford, Moulton and Kennet.

The beautiful woodland tree belts are being kept in their entirety and will be managed and maintained to provide open space, woodland walks, footpaths, bridleways and cycle paths for both the future residents and the wider community to enjoy.

The vision for this site is to create a sense of place based on the local vernacular using the site's topography and landscape features to create individual pockets that reflect the essence of the surrounding villages.

Utilising a wide range of units types and sizes all specifically designed for this development, these bespoke houses pick up on the architectural features found in

the surrounding villages and would help settle this new development into the local community and the wider area beyond.

The development areas have been derived through working closely with arboriculture consultants and landscape consultants to maximise the retention of the trees and to ensure that overshadowing and the pressure to lop and fell in the future is minimised.

When one looks at more recent developments in Kentford the tree belts are a key landscape feature and to retain them and to utilise them within the scheme would create a very special environment for those who live there.

Design Objective & Vision.

By embracing and respecting the best characteristic of the site, the woodland areas, create a thoughtful, sensitive and beautiful Woodland Park residential development that creates it's own identity and sense of place.

To allow spaces to be defined by the landscape as opposed to imposing ill-considered design responses upon it.

To create a rich and vibrant development, reflective of the Suffolk vernacular and material palette.

To create a happy and healthy development that makes the most of the modern technologies for sustainability and landscape.





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3. Public Consultation and Community Involvement

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Figure 3.1: Community involvement boards displayed within the Stable Block.

3. Public Consultation and Community Involvement

Prior to submission of the application, the Application held a consultation event on site on 27th February 2025, with the event being advertised in the local press on 19th February; figure 5.2.

Public Consultation.

Prior to the submission of the Application, the Applicant held various community involvement opportunities. This is discussed in further detail in the Planning Statement.

In addition to these events, a website (www.lanwadeswoodland.com) has also been published to allow the community to provide feedback on the proposals.

Throughout this process, the design team have considered how best to incorporate the public's request within our proposals.

Equestrian Routes.

Following the community involvement event on the 27th February, a request from a volunteer of the British Horse Society (BHS) asked whether bridleways could be incorporated into the site. A meeting with key member of the design team was arranged by the Applicant, to discuss key opportunities, and possible routes for new bridleways.

The outcome of the discussion was drawn up, with the masterplan incorporating, not only bridleways, but also a Pegasus crossing to the B1506.

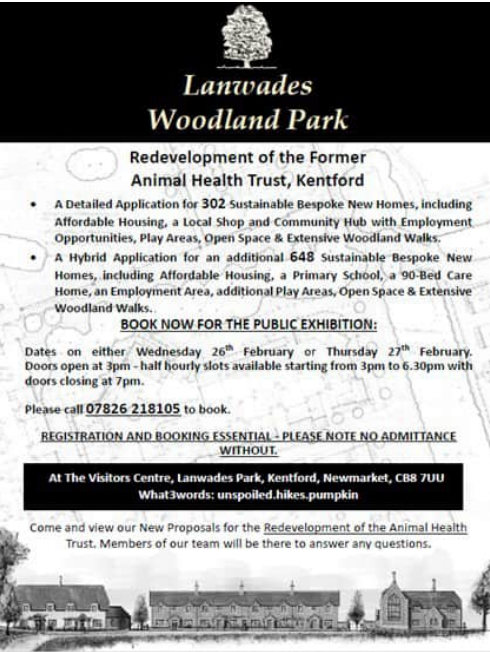


Figure 3.2: Advertisement published within the Local Newspaper.



Figure 3.3: Proposed bridleways routes in line with discussion with the British Horse Society.



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4. Proposal - Design Response

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Figure 4.1: Proposed Site Plan.

4.Proposal - Design Response

This section of the document describes and illustrates how the proposal responds to the Constraints and Opportunities to achieve the Key Design Objectives detailed in the preceding section.

Use & Amount.

Upon the Site Area of 16.54ha, the scheme proposes the following:

- 302 New Homes, of which;
- 21% are Affordable Homes (64 homes in total), of which 5% will be to M4 (3) standards.
- All Homes will be delivered to the National Described Space Standard (NDSS).
- All Homes will be delivered to M4(2) standards, unless identified as M4 (3).
- Retention of the Listed Stable Block.
- 386sq.m of Retail Floor Space (251sq.m or Shop Floor and 135sq.m Back of House).
- c.7.07ha (42% of the site) Public Open Space.

Please refer to the Planning Statement and/or Viability Assessment for more information on the quantum of Affordable Housing.

Overall, the mix of dwellings provides a broad range of 1 to 5 bedroom homes, of which 34% will be 1 and 2 bedroom homes, offering a generous quantum of starter homes.

Live-Work.

In addition, the scheme will provide the opportunity for live-work flexibility with the majority of 3 to 5 bedroom homes by containing a study area. In addition, a minimum of 7 dwellings containing ancillary accommodation by way of flexible space above garages within the curtilage of the dwelling.

Open Space.

The scheme delivers numerous areas of open space that are primarily designed in and around the existing mature trees and woodland areas. All of these spaces have been appropriately responded to, offering excellent levels of passive surveillance.

In total, the quantum of Public Open Space upon the Application Site equates to 42% of the site area.

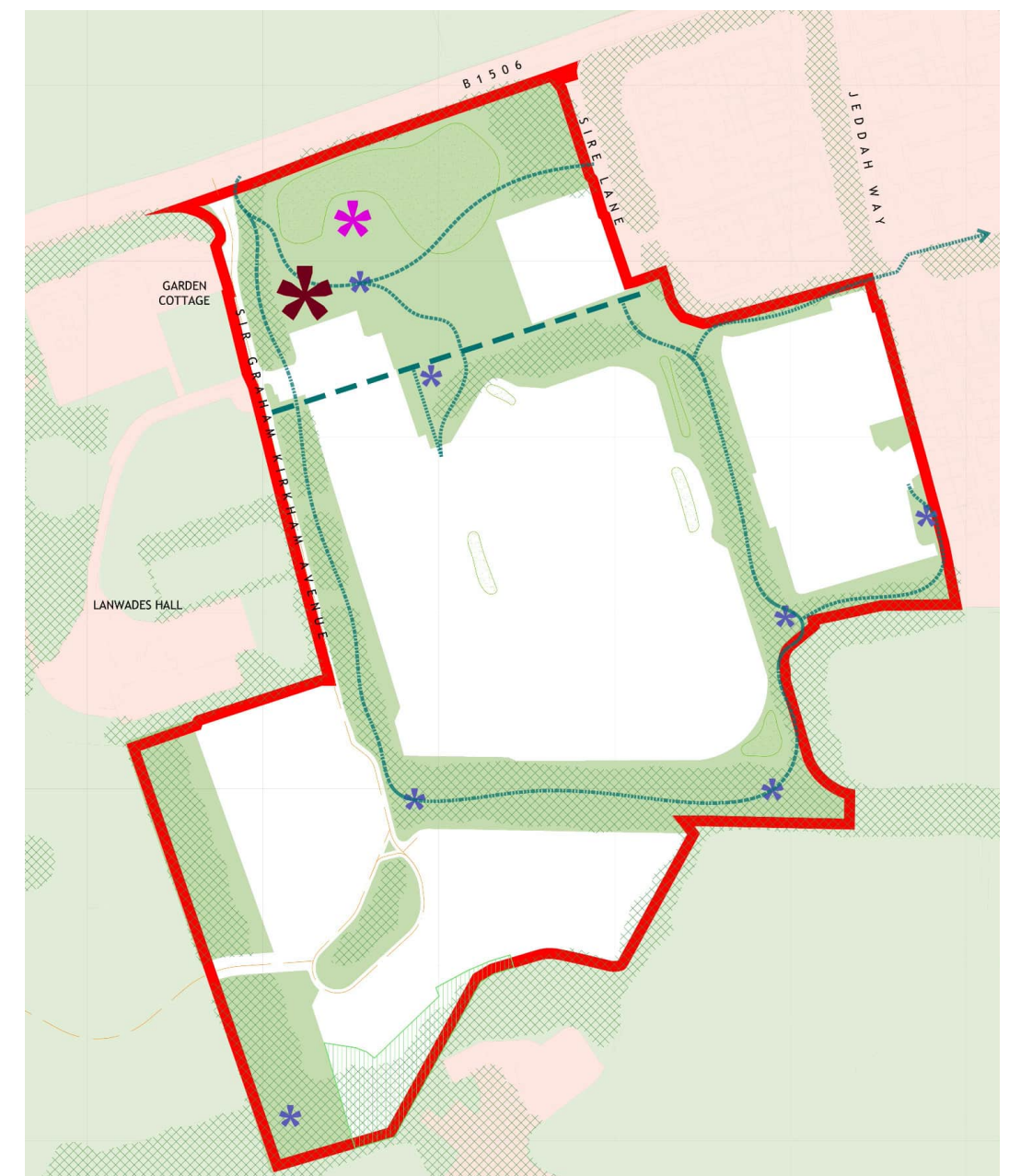
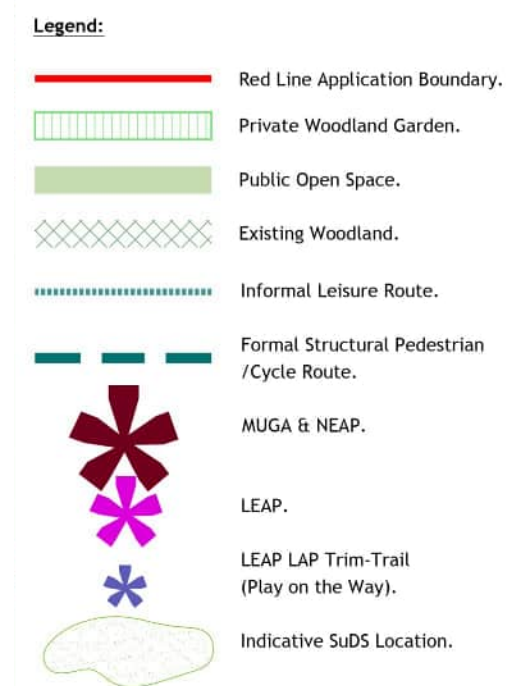


Figure 4.2: Public Open Space shaded green within the Application Red Line.



LEGEND:










-  Existing Accesses.
-  Existing Avenue.
-  Proposed continuation of Sire Lane and Avenue.
-  Proposed Tertiary Carriageway.
-  Proposed Shared Surface (with Utility Zone).
-  Proposed One-way Lane.
-  Proposed 3m Wide Primary Footpath Link.
-  Proposed Secondary Footpath Connections.
-  Proposed Informal Leisure Routes.

Figure 4.3: Movement Strategy.

Layout.

This section has been sub-divided into 5 sub-sections; each dealing with different aspects of Layout, Scale and Form, as follows:

- Movement - Road Hierarchy.
- Layout Principles.
- Safety & Security.
- Scale.
- Place-making.

Movement - Road Hierarchy.

Movement, access and circulation has been developed as an integral part of the scheme, providing a linked system of streets and spaces for use by pedestrians, cyclists and vehicles.

A hierarchy of streets defined by built form has been designed as part of the scheme. The visual impact of the engineered form of the road has been reduced wherever possible commensurate with necessary technical standards, creating urban quality and a sense of place with regards to the requirement of vehicular accessibility.

However, it is proposed that all roads and footpaths will be private and not offered for adoption.

As a response to the desire for pedestrian priority, permeability and visually attractive streets, car parking is envisaged as a mix of garage, in-curtilage and, only where necessary for a greater urban design objective, courtyard parking. Some streets (including those potentially designed as shared surface areas) could also be used to accommodate some visitor and resident parking to be designed as an integral part of the hard landscape.

The proposed street network has been designed to navigate the site while interacting with the nodal spaces along it to aid legibility.

Layout Principles.

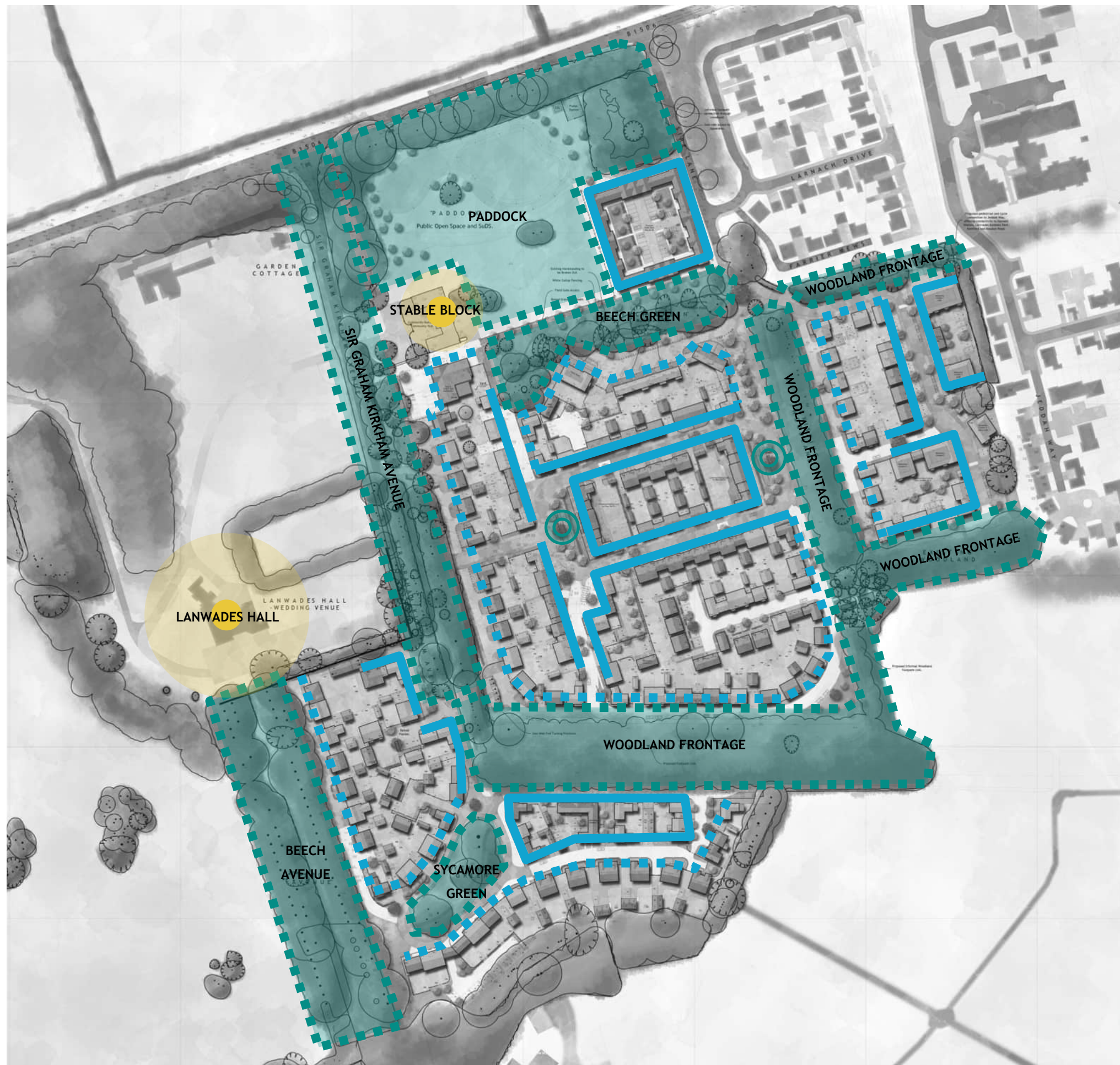
The layout of the site has been shaped with reference to the design principles and scheme objectives set out above. Observing the desire to create a place that is locally distinctive yet maximises its own identity due to the unique opportunities the site processes.

The proposed development is divided into a series of inter-related spaces around the movement routes, with various built form and open space events to create spatial interest and unique place making characteristics.

Throughout the layout, built form frontage has been provided to define public spaces wherever possible. This continuity serves to enclose the public realm, promotes an active street-scene and contributes significantly to creating a safe and attractive environment.

A variety of different house types, sizes and tenures have been provided. The variety of house types will also assist in providing interest and contribute to enhancing different character areas within the scheme.

A series of ‘nodal’ points have been designed into the scheme, denoted on the explanatory plans within this document, that interrelate with the pockets of open space. These nodal points will be enhanced within the development by use of differing material, such as flint, which will aid legibility throughout the scheme and create a sense of place and arrival.



LEGEND:






-  Places & Spaces.
-  Nodal Space.
-  Fragmentated Built Frontage.
-  Semi-continuous Built Frontage.
-  Listed Building & Indicative Immediate Setting.

Figure 4.4: Place-making Strategy.

Safety & Security.

The layout of the development proposals have been carefully considered to ensure the safety, or perceived safety, of those living or visiting the development. This can be achieved through the careful layout of streets, sensitive relationship between the streets and the built form, and utilising buildings that overlook/front onto public areas. Alleyways and paths to the rear of buildings have been avoided wherever practicable. Appropriate lighting will be provided in public and semi-public areas.



Figure 4.5: Building Scale Strategy.

Scale.

The majority of the built form has been designed to two storeys (approximately 5m to eaves, 8-9m to ridgeline), with some dwellings rising to two-and-a-half and (room in roof) to animate roof scape and enhance nodal areas. No three storey building forms have been proposed. Variations in building heights will help create a more interesting street-scene.

Note: 2.5 storey means 'room-in-the-roof' In the traditional sense, i.e. with full dormers, not half dormers.

Place-making.

The proposed layout is dominated by and embraces the existing landscape. The existing landscape creates opportunities for placemaking, and has informed the built form.

The existing landscaping areas are of differing characteristics, which in turn provide opportunities to create character and a sense of place.

The proposed scheme offers a series of differing places and spaces, identified as:

- Paddock.
- Sir Graham Kirkham Avenue.
- Beech Green.
- Woodland Frontage (numerous).
- Sycamore Green.
- Beech Avenue.

In addition to the above places and spaces, there are a couple of Nodal Spaces within the central sector of the development.

Each place is described overleaf.

Paddock.

The 'Paddock' area is a large area of public open space that incorporates a SuDS basin, equipped areas of play and amenity space.

The Paddock character area is flanked on three sides by roads, the B1506 to the North, Sire Lane to the East and Sir Graham Kirkham Avenue to the West.

Sir Graham Kirkham Avenue provides access to Lanwades Hall and the Listed Stable Block (1), proposed to be retained and offered as a Community Building/Hub.

Sire Lane provides vehicular access to the eastern part of the site including the new Stable Block to the east of the Paddock.

The proposed Stable Block (2) off Sire Lane has been designed to be reflective of the Listed Community Building/Hub.

The vertical scale of the proposed stable Block, along with the architecture has been designed to reflect the Listed Building creating a synergy of Architecture either side of the 'Paddock' public open space.

The Southern side of the 'Paddock' is defined by a strong East-West footpath link (3) connecting Sire Lane to Sir Graham Kirkham Avenue flanked by white gallop fencing (4).



Figure 4.6: Proposed Stable Block.



Figure 4.7: The Paddock - Public Open Space.



Figure 4.8: Beech Green Layout.

Beech Green.

Beech Green has been designed as the main focal area and gateway into the development.

Beech Green is formed around the existing linear collection of, predominately, Beech trees.

The open space of the 'Paddock' connects to the open space of 'Beech Green' and the existing Woodland - dividing the Eastern Sector from the Central Sector - and the Avenue of trees along Sir Graham Kirkham Avenue as part of a well connected green infrastructure network.

The proposed built form, inclusive of hardstanding, broadly follows the existing extent of hardstanding to minimise disturbance upon the trees.

The composition of dwellings fronting onto Beech Green has been very carefully considered and influenced by the local character. The design team have sought to create a local character narrative, utilising render and thatch, Duke of Bedford style cottages (red brick with buff feature and quoining), Brick and Flint building, reflective of the local vernacular.

When entering Beech Green from Sire Lane (1), the visitor is greeted by a pair of rendered and thatched dwellings (2) behind a low wall with a generous front lawn. The parking for these dwellings are on-plot to the side of the swelling behind gates.

The composition is complemented by a group of terrace houses in the style of a grouping of Duke of Bedford 'Almshouses' (3). These dwellings are set behind a low wall with a small front lawn in

the appearance of a communal arrangement, akin to 'Almshouses'. The parking for these dwellings is to the front.

The street-scene is then completed with a terrace of three dwellings carefully designed to resemble a 'School House' (4) in Flint with brick detailing. The building is also set behind a low wall.

Due to the topography, these buildings will be on a rising gradient slightly raised above Beech Green. Coupled with the shared surface road serving these dwellings, the composition of the place-making echoes the character of the 'Green' in Moulton.



Figure 4.9: Proposed Beech Green Street-scene - the retained Beech trees have been omitted for clarity of architecture.

Eastern Sector.

The Eastern sector of the site is very self-contained by way of the existing landscape and neighbouring settlement.

The Northern boundary (1) is defined by a linear woodland strip before a fence line and the existing development of Sire Lane.

The Eastern boundary is defined by the rear gardens (2) to the existing development off Jeddah Way. There are some isolated mature trees along this boundary, which are being retained.

The Southern boundary is defined by a mature linear woodland (3) that abuts the adjoining land.

The Western boundary is also defined by a mature linear woodland (4).

Currently, the only access to this sector is via a break in the linear woodland strips in the very North-western corner (5). The proposal seeks to utilise that same point of access to minimise any disturbance to the woodland strips.

The proposed development pattern responds to the above context by fronting onto the linear woodland strips, and back - or side onto - the rear gardens along the Western boundary.

The proposals sensitively respond to the Western boundary by offering only two storey forms alongside the boundary and also balancing good design and sensitive neighbour relationships by keeping the proposed dwellings away from the boundary as far as reasonably possible.

The dwelling typology in this area comprises smaller scale dwellings in a development pattern not too dissimilar to the development to the West and, in particular, to the North.

The proposed dwellings are of a modest cottage vernacular drawing inspiration on detail, fenestration and material from the locale.



Figure 4.10: Typical Elevations in the Eastern Sector.

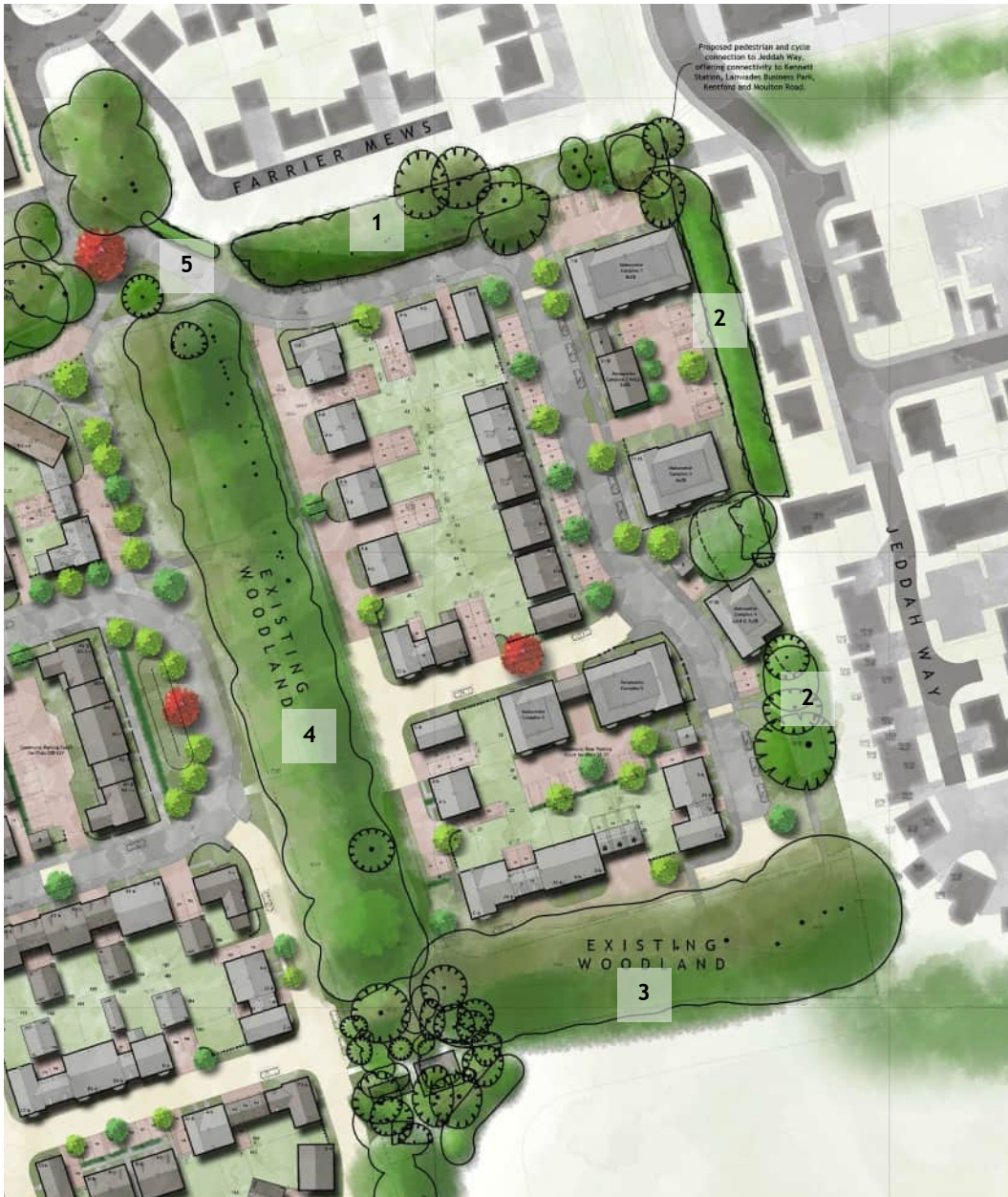


Figure 4.11: Eastern Sector - Layout Extract.



Figure 4.12: Sir Graham Kirkham Avenue - Layout Extract.

Sir Graham Kirkham Avenue.

Sir Graham Kirkham Avenue is defined to the West by the boundary of the Lanwades Hall grounds (1). To the East, the route is (2) defined by two lines of mature avenue planting. However, the Western side of the route, for the first 100m is open lawn (3).

After that point, the Eastern side of the route becomes a mature tree-lined avenue (4), with trees either side of the route but with an additional line of trees on the Eastern side.

This rhythm of tree planting remains for another 100m until the South-eastern corner of Lanwades Hall grounds (5), where the existing avenue tree planting on the Western side stops.

The new local shop (6) is proposed on Sir Graham Kirkham Avenue opposite the Listed Building Stables/ Community Hub (7). This has been designed to be reflective of the architectural detail and character, in terms of gable forms, as the listed building.

South of the proposed shop, the location of the building line has been determined with the benefit of the Design Team's Arboricultural Consultant to advise on the best location for the proposed roads and dwellings to afford minimal to no impact on the existing trees and avoid overbearing overshadowing from the trees upon the dwellings and their amenity.

The building line (8) along the Avenue is strong with a sound rhythm creating a formality of building form that

complements the rhythm and formality of the trees/avenue.

The underside of the canopy of the avenue trees is high. The space beneath the trees was previously used as overflow car parking when the AHT was operational. Therefore, the surface beneath the avenue of trees is compacted with some evidence of hardcore. However, the scheme proposes to bring the area back to a more natural environment with suitable under-storey planting complete with a meandering leisure route through it.

Please see the separate Landscaping Strategy for further information

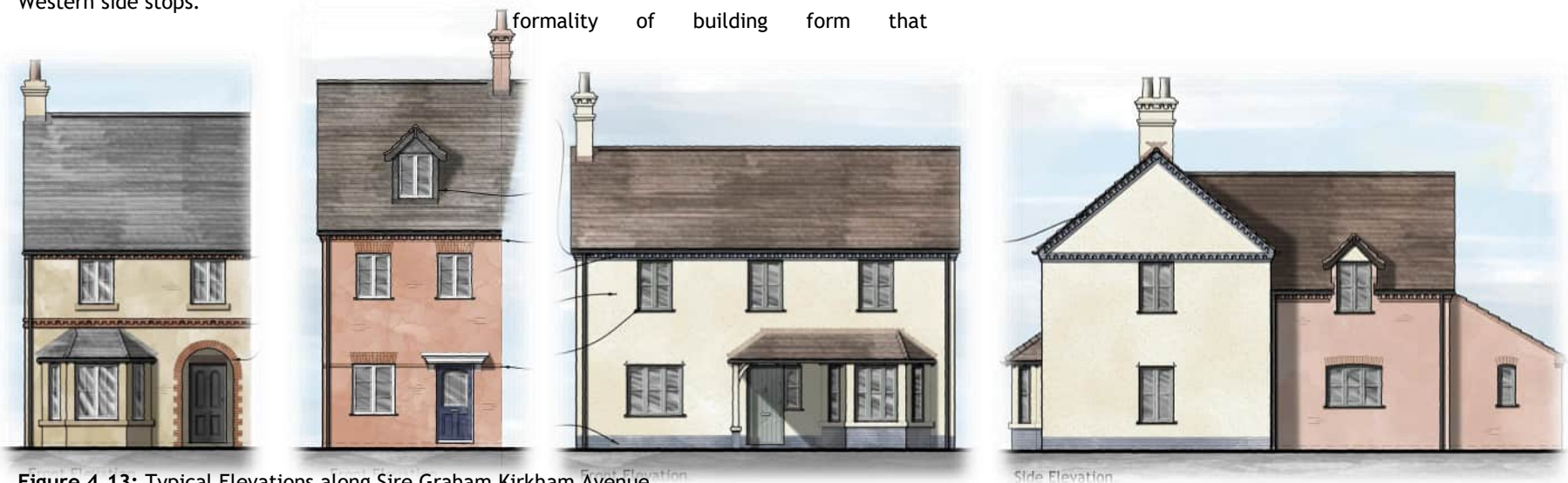


Figure 4.13: Typical Elevations along Sire Graham Kirkham Avenue.



Figure 4.14: Typical Elevations in the Central Sector.



Figure 4.15: Central Sector - Layout Extract.

Central Sector.

The Central Sector is the main development area - in terms of quantum of dwellings - within the application site.

The area is defined to the North by the rear of the dwellings forming 'Beech Green' (1), to the East and South by the existing mature linear woodland strip (2). The Western extent of this area is defined by the rear of the dwellings fronting onto Sir Graham Kirkham Avenue (3).

Vehicular access into this area is via Sir Graham Kirkham Avenue (4). The movement network through the area is predominately via a loop road (5) that the spurs off to the North to service a small number of dwellings and provide pedestrian access (6) to Beech Green and the east-west connectivity found there.

A second loop (7) road serves the dwelling to the South.

A nodal space has been created at the entrance of Sir Graham Kirkham Avenue via (8) a symmetrical composition of buildings either side of the road terminated with a terrace of dwellings (9), set behind small area of landscape that contains a swale. This creates a strong sense of arrival as one enters this part of the site.

This composition of terraced units is mirrored to the East on the opposite side of the central development block (10).

Within the centre of the Central Sector, dwellings are of a smaller typology comprising semi-detached and terraces. The gaps between dwellings are often linked via a flying-link above driveways. All of which assists in the creation of a strong sense of enclosure to the street.

However, the massing and density reduces, and therefore the dwelling typology changes to detached, towards the 'Woodland Frontages' to the East and South.

This assists in creating a development that has a changing character across the development, adding interest to the street-scenes and creating a sense of place that aids legibility.

The streets have been designed to accommodate traffic calming measures in the form of rain gardens with appropriate planting. The rain gardens not only slow traffic speeds, they also offer a SuDS benefit and enable landscaping, in particular trees, to be accommodated into the *internal* street-scenes.

Car parking in the Central Area comprises numerous typologies;

- On plot parking to the side of the dwelling.
- On plot parking to the dwelling frontage.
- Rear parking court,

Rear parking courts have been used only where a greater urban design objective has been warranted. In addition, all rear parking courts have been designed to be well over-looked, not only by the dwelling that use the court, but by way of 'Coach-houses' being used to address the entrance and courtyard.



Figure 4.16: Typical Elevations in the Southern Sector.



Figure 4.17: Southern Sector - Layout Extract.

Southern Sector.

This sector has numerous influencing factors that the layout needs to respond to:

- The Woodland Frontage (1) between this sector and the Central Sector.
- The Woodland to the South of the site (2).
- The copse of trees labelled ‘Sycamore Green’ (3).
- The curtilage of the listed Lanwades Hall (4).
- The area labelled ‘Beech Avenue’ (5).

The latter, ‘Beech Avenue’, is treated as a separate character area in this document so will be described overleaf.

The main focal point of this area is the framing of the small copse of trees, ‘Sycamore Green’. The framing of these trees has been design to create a strong sense of place by using a one-way loop road defined by collection of dwelling tied together with a uniform material palette - render and flint.

To the East of ‘Sycamore Green’ is a tight-knit collection of modest houses and Maisonettes that create a development cell (6).

Along the southern-most boundary is a collection of large aspirational houses (7). The size of these dwellings assists with creating a generous separation distance between the dwelling and the existing woodland along the Southern boundary, as the larger dwellings warrant larger (deeper) gardens. These dwellings also benefit form live-work accommodation above their garages.

The area to the North-west of ‘Sycamore Green’ contains a sweeping building line fronting the Green and accommodates a couple of small cul-de-sac courts behind (8).

Beech Avenue.

As the name would suggest, this area benefits from a mature Beech Avenue (1). Beneath the Avenue are grasses and wildflowers, all of which is to be retained and enhanced—please refer to the Landscape Strategy for more information.

The location of the building line has been determined with the benefit of the Design Team's Arboricultural Consultant to advise on the best location for the proposed roads and dwellings to afford minimal to no impact on the existing trees and avoid overbearing overshadowing from the trees upon the dwellings and their amenity.

The formality and rhythm of the Avenue of trees has been echoed by a uniform building typology and rhythm of plotting.



Figure 4.18: Typical Elevations fronting Beech Avenue.



Figure 4.19: Beech Avenue - Layout Extract.

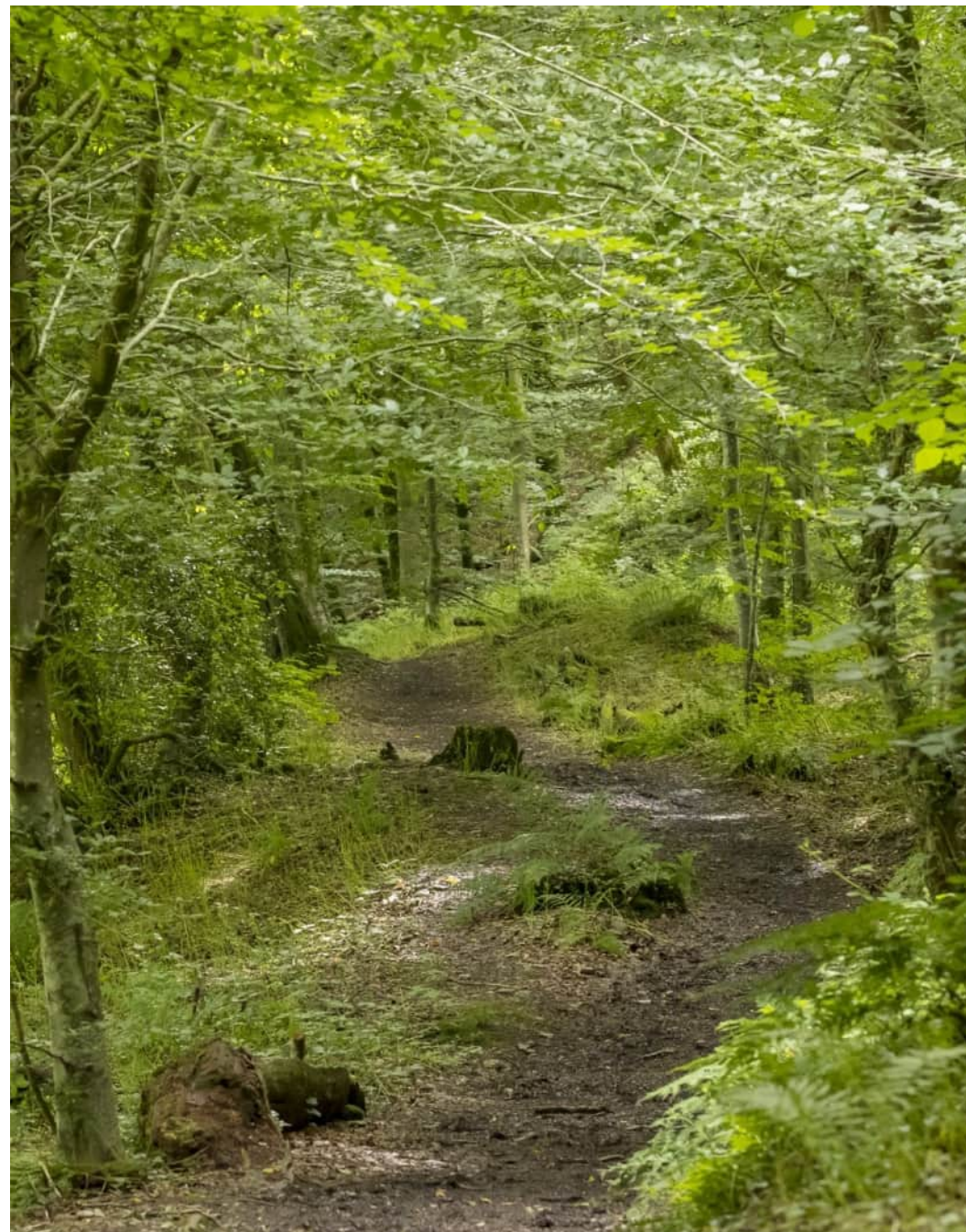
Landscape.

The Application is supported by a detailed Landscape Strategy that also extends to Play Facilities.

Landscape benefits.

- The existing tree belts and woodlands throughout the site are the main landscape feature and the proposals are designed around them.
- The development is contained by these tree belts and other landscape features, there will be little to no visibility from public viewpoints.
- A key focus of the design is to retain and enhance the existing landscape features on site.
- The woodlands and tree belts will be maintained and managed to ensure longevity.
- Inter-connected new open spaces, play areas, ponds and woodland walks are proposed throughout the site.
- The site will be opened up to the public to enjoy these open spaces.
- 60/40 split between built and open spaces.
- Wildflower meadow memorial garden, providing an ornamental garden space for quiet contemplation.

For more information on landscaping please refer to the landscape strategy document submitted in support of this application.



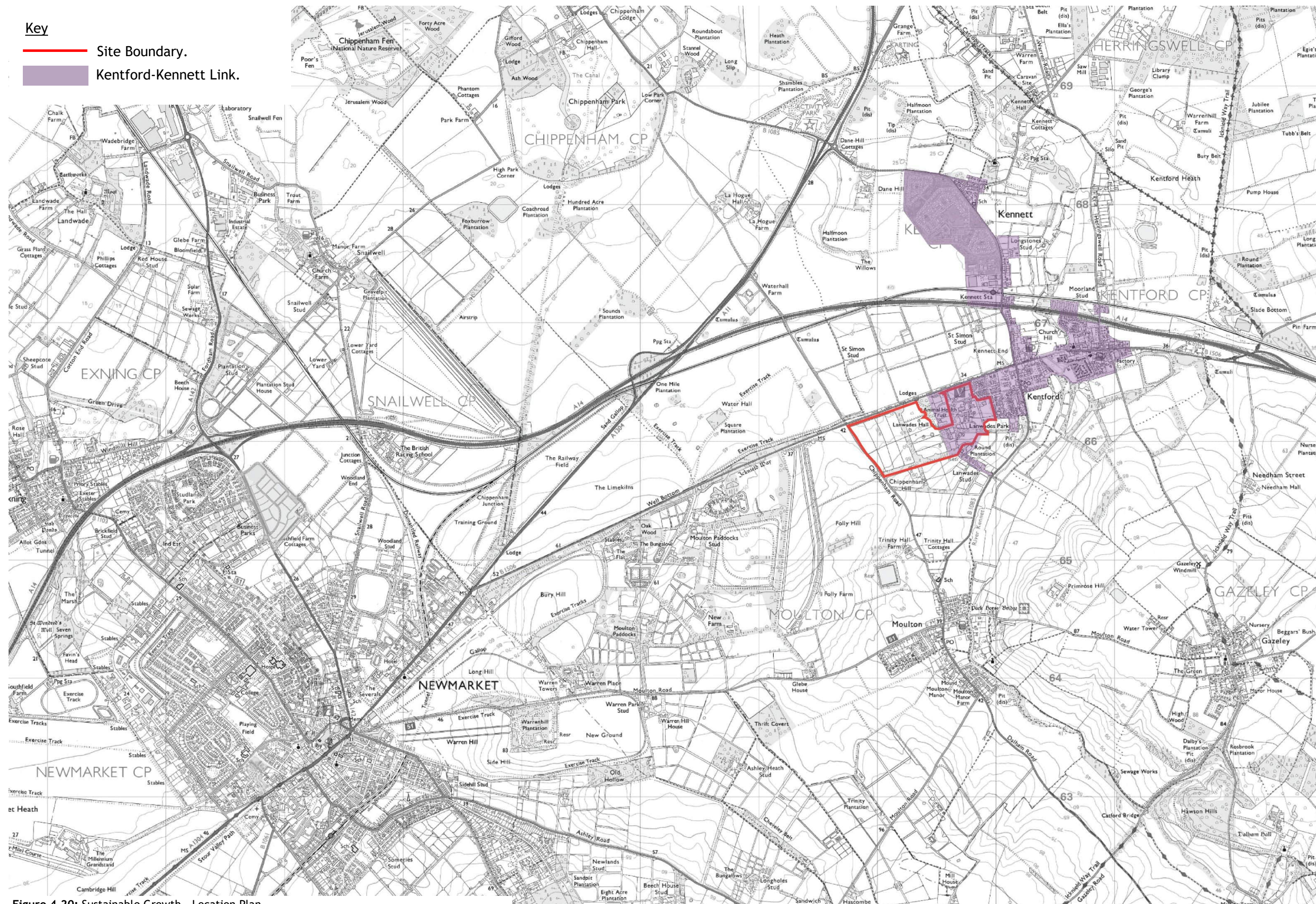
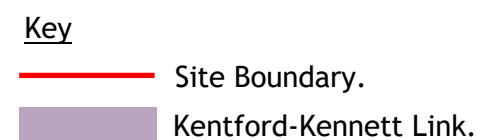


Figure 4.20: Sustainable Growth - Location Plan.

Sustainability.

Sustainability has underpinned the proposals, in respect of both location and design.



Site Sustainability.

- Redevelopment of a Brownfield Site within the settlement of Kentford.
- NPPF (2024) requires that planning decisions should;
“give substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs, proposals for which should be approved unless substantial harm would be caused, and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land.”
- The site is within walking and cycling distance of sustainable transport options including the Kennett train station and bus services that run through Kentford.

- The site is close to and can connect to National Cycle Route 51 which connects Bury St Edmunds, Newmarket, Cambridge and beyond.
- Kentford village has a range of facilities 2 public houses, a shop and Post Office, and various employment areas and a business park, all of which are within walking and cycling distance of the site.
- Kennett Garden Village is located to the north of the site and is currently under construction and not occupied. This will deliver 500 units plus commercial floorspace alongside a village core that will include a primary school (already occupied), health care facility, new shops and cafes, and play and open spaces. This is within walking and cycling distance of the site (see location plan below).

On-site Sustainability.

- Policy Compliant affordable housing provision including for local people.
- Community hub including workspaces within the Listed stable block.
- Local shop.
- 7.3Ha of new public open space including a new park, play areas, MUGA, and woodland walkways.
- Sustainable drainage, as well as Air Source Heat Pumps, solar panels and EVCP for all units.
- Enhanced biodiversity on site.
- New bus stops and improved cycle and pedestrian access to the centre of Kentford, and to the train station, and a reduced speed limit.
- Proposed footway on School Road improving pedestrian, cycling and equestrian access from the B1506 and Kentford to Moulton.
- New bridlepaths through the site enhancing Kentford’s recreational facilities and providing public accessibility.
- New open space for existing residence access via the new pedestrian link from Jeddah Way.





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5. Access & Servicing

LOCHAILORT

 **Woods Hardwick**
Architecture | Engineering | Planning | Surveying



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4.Access & Servicing

Access & Servicing.

As part of the design process, the scheme provides for the following.

Car Parking.

The West Suffolk Council SPD ‘Space Standards Dec. 2017’ has been complied with in the following way:

- Single Garages are a minimum of 7x3m internally with a 2.4m wide door.

The Suffolk County Council SPD ‘Guidance for Parking Oct. 2023 has been complied with in the following way:

- No tandem parking in rear parking courts.
- No triple tandem spaces have been counted in the overall provision of parking spaces.
- Layby parking has been designed to a minimum of 6m x 2m.
- No car parking courts have more than 10 parking spaces.
- Visitor parking has been provided at a ratio of 1 space per four dwellings.
- The quantum of car parking has been provided in accordance with the prescribed standard.
- EV Charging has been provided in accordance with Part S of the Building Regulations.

Cycle Parking.

The quantum of cycle parking has been provided in accordance with the prescribed standard in the following way:

- Dwellings with the benefit of garages will store cycles in the garage.
- Houses without the benefit of garages will store their cycles within a shed located in the rear garden.
- Dwellings, such as Maisonettes, that do not have private amenity but communal amenity will store their cycles in lockable stores located in the communal amenity space.

Accessibility.

The West Suffolk Council SPD ‘Space Standards Dec. 2017’ has been complied with in the following way:

- All dwellings are designed to be National Described Space Standard (NDSS) compliant.
- All dwellings are designed to be Part M4(2) compliant.
- 5% of the Affordable Housing to designed to be Part M4(3) compliant.

Highway Design.

All roads are proposed to be private. Nothing will be offered for adoption.

However, the roads have been designed to accord, where necessary, to the Suffolk County Council’s document ‘Suffolk Design Guide for Streets 2022’ in the following way.

- Conventional Streets/Carriageways: These have been design to accord with the above mentioned guidance for ‘Tertiary Carriageway’ with a 5.5m wide road with 2.0m wide footpaths on the side serving the units.
- Shared Surface Roads (not Shared Private Drives): These have been design to accord with the above mentioned guidance for ‘Shared Surface with Utility Zone’.

General Servicing.

The scheme has been tracking with the Scania Fire Appliance (in accordance with the Suffolk Design Guide for Streets 2022).

The scheme has been tracked with the Olympus 27W Refuse Vehicle (in accordance with the Suffolk Design Guide for Streets 2022).