

# LANWADES WOODLAND PARK, KENTFORD

## Transport Assessment – Hybrid Application

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## Document Status

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# 1 INTRODUCTION

- 1.1 RPS are instructed by Lochailort Kentford Ltd to provide transport planning services in support of a planning application for the residential development located to the south-west of Kentford, Suffolk, on land currently occupied by the Animal Health Trust (AHT) site.
- 1.2 The development is being provided as two separate proposals, with two separate planning applications. The two proposals, referred to as Full Application Site and Hybrid Application Site, are explained below:
  - Full Application Site – Detailed Application for 302 Dwellings:  
*Full application - Demolition of existing buildings on site, and phased redevelopment to provide residential units alongside a retail/ commercial building (Use Class E), conversion of the existing listed stable block to community/ commercial use (Use Class F2/ E), provision of open space, play space, and associated infrastructure and car parking.*
  - Hybrid Site – Hybrid Application for 860 Dwellings, plus a 90-Bed Care Home:  
*Outline application – Phased redevelopment of site to provide residential units alongside commercial (Class E) floorspace, one form entry primary school, 90 bed care home provision of open space, play space, and associated infrastructure and car parking*
- 1.3 The proposal will deliver a total of 860 new residential units and a policy compliant level of affordable housing across this windfall part brownfield site.
- 1.4 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.
- 1.5 The outline application will deliver up to 558 residential units, a 90 bed care home, new one form entry primary school of up to 900sqm, and up to 850sqm of commercial floorspace. New open and play spaces for this application include 6km of woodland walks, and a new bridlepath.
- 1.6 A separate Transport Assessment (TA) has been prepared to cover just the Full Application. This TA covers the Hybrid Application which includes a detailed element that replicates the Full Application content.
- 1.7 West Suffolk District Council ('WSDC') are the local planning authority and Suffolk County Council ('SCC') are the Local Highway Authority (LHA). East Cambridgeshire District Council ('ECDC') oversees the extent of publicly maintainable highway to the north of the B1506 and is referenced as well within this TA.
- 1.8 This TA has been prepared in accordance with the National Planning Policy Framework ('NPPF'), Planning Practice Guidance 'Travel Plans, Transport Assessments and Statements', and various SCC and WSDC policies as they relate to transport and sustainable development.



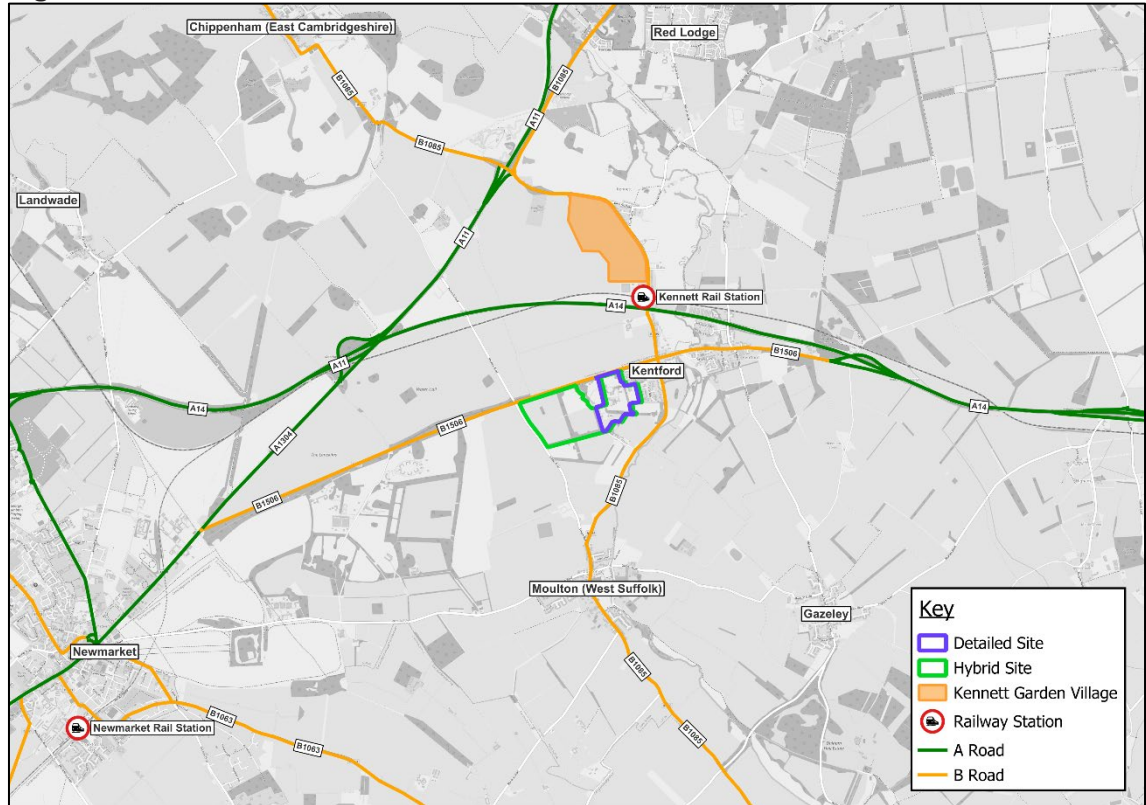
## Site Background

- 1.9 Kentford is located along the B1506 that connects Newmarket with Bury St. Edmunds. The site is located approximately 26km northeast of Cambridge, 15km west of Bury St. Edmunds and 6km northeast of Newmarket.
- 1.10 The site comprises previously developed land and is situated in a sustainable location within walking distance of a train station, a local shop, post office, two public houses and a wide range of commercial premises.
- 1.11 A total of 32 existing buildings are spread across the site, formerly serving research-centred uses including laboratories, therapy centres, imaging facilities (MRI, X-Ray, etc.), a visitors' centre, staff accommodation, offices, a hydrotherapy unit and associated kennels, stables, paddocks, and barns related to animal healthcare and research.
- 1.12 Prior to closure, the AHT charity formed a significant part of Kentford's local economy, employing close to 280 staff at time of closure. However, since 2020, the AHT has since closed, and the site now exists mostly as vacant brownfield land. During its operation, the AHT site generated significant traffic movements. It is understood to have employed at least 280 people at the site, including the associated sub-contractors, transport and servicing and other regular visitors to the site, including members of the public. On this basis, there were at least 350-500 people on site at any one time. We understand that at times the total parking on site, some 478 spaces, was full and overflow parking in the adjoining paddocks was often used.
- 1.13 Further information on the existing use, including estimates of the trip generation of the site prior to the closure of the AHT is set out in **Section 6**.

## Site Context

- 1.14 At approximately 48.55ha in size, the site is bound by the B1506 and Cambridgeshire to the north, existing residential dwellings along Jeddah Way to the east, existing woodland to the south, and School Road to the west.
- 1.15 To the north of the site, north of the A14, is the 'Kennett Garden Village' development, located to the north of Kennett Rail Station along Station Road. This development is detailed further in **Section 2**
- 1.16 The location of the site is shown below in **Figure 1.1**, along with context to the wider area. This figure also provides an approximate indication of the size and position of the Full Application site and Hybrid Phase site.

**Figure 1.1: Site Location – Wider Context**



- 1.17 As presented above, the Full Application Site is situated to the east highlighted in blue and within the boundary of the Hybrid Application Site which includes both the blue and green area.

## Proposed Development

- 1.18 Two planning applications are being prepared. The first application is being prepared as a standalone detailed planning application for 302 dwellings, shop and community facility. The second application is a hybrid application proposed for outline consent for the wider scheme of circa 860 dwellings, plus a 90-bed care home. This includes the detailed first phase of 302 homes, with the remaining 558 homes (herein referred to as 'Hybrid Phase') as outline. A layout of the Full Application Site is shown at **Figure 1.2** and the preliminary layout for Hybrid Phase is shown at **Figure 1.3**, both can be found in full at **Appendix 01**.
- 1.19 In addition to the housing element, the Hybrid Site proposals will also include an on-site educational facility, community facilities, a care home, commercial areas including a new shop, green space, allotments, meadows, play fields, walking paths, dog walking paths, various play space opportunities, and landscaping. A road is proposed internally through the site, utilising the existing accesses at Sire Lane and Sir Graham Kirkham Avenue plus two new vehicular accesses onto the B1506 to the western end of the site. This road will connect Sir Kirkham Graham Avenue to the new accesses while Sire Lane will operate as current onto the B1506.

**Figure 1.2: Preliminary Masterplan – Full Application Site**

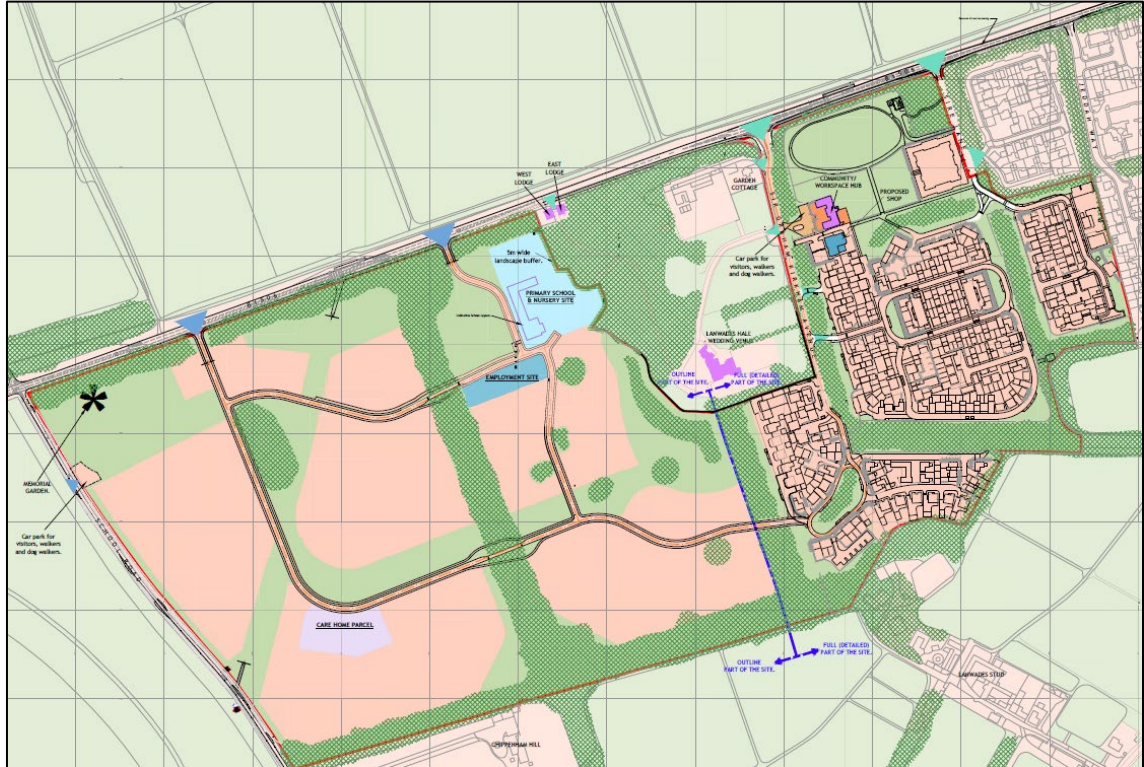


Source: Woods Hardwick

Note: Preliminary Plan for detailed planning application (302 dwellings)



**Figure 1.3: Preliminary Masterplan – Hybrid Site**



Source: Woods Hardwick

Note: Preliminary Plan for hybrid planning application (558 dwellings)

## Relevant Planning History

- 1.20 A successful appeal by LKL in April confirmed that the entire site (120 acres) is in Use Class E.
- 1.21 There are currently 29 Prior Approval applications with the Council for the change of use of the existing buildings on site to residential use under Class MA.
- 1.22 This TA is prepared on the basis that the site is within Use Class E and is previously developed land.

## Transport Vision

- 1.23 An update to the National Planning Policy Framework was published on 12th December 2024, setting out a revised approach to the NPPF to achieve sustainable growth in the planning system on a national level.
- 1.24 The NPPF outlines the need for a 'vision-led' approach when considering development proposals, and that development should only be refused on highways grounds if there would be a severe residual cumulative impact on the road network in all tested scenarios.
- 1.25 In line with emerging transport policy that stems from the 'vision-led' approach outlined in the NPPF, it is important to set out the overall transport vision for the development from the outset. This vision sets out how sustainable transport is promoted given the type of development and its

location. The vision is represented below and represented within the development proposals contained within this TA. The site will:

- Provide high-quality connections between the site and nearby facilities for people walking, wheeling, and cycling. This will increase permeability for active travel through the site and enhance the ability of future residents to access facilities and destinations within and around the site, including transport nodes and commercial spaces.
- Consider routes through the site for horse riders.
- Provide a high-quality route for people walking and wheeling to local bus services on the B1506.
- Make it easy, enjoyable, and safe for people to choose to walk, wheel, or cycle within the site. Through consideration for the five core design principles outlined within LTN 1/20 (safe, coherent, direct, comfortable, and attractive), the site will encourage people of all ages and abilities to walk, wheel, and / or cycle.
- Establish a safe, high-quality active travel connection to Kennett Railway Station.
- Provide facilities on site to reduce the dependency for single occupancy vehicle travel from the site. This includes providing financial support to enhanced bus services in the area.

1.26 Overall, the transport vision looks to guide the site towards providing high-quality, safe, and attractive routes for existing and future residents within Kentford. This will be achieved through direct routes and the minimisation of movement conflicts / interactions between cars and people walking, wheeling, and cycling.

## Report Format

1.27 This TA is structured according to the following sections:

- **Section 2** – assesses the existing sustainable and active travel transport conditions;
- **Section 3** – outlines the existing highway conditions;
- **Section 4** – reviews the relevant national and local policies as they relate to transport and sustainable development;
- **Section 5** – outlines the development proposals;
- **Section 6** – assesses the predicted trip generation and distribution of traffic associated with the development across the local highway network;
- **Section 7** – analyses the potential impact of vehicle traffic on the local highway network; and
- **Section 8** – outline the mitigation measures involved in both the detailed application and hybrid application
- **Section 9** – provides a summary and conclusion.

## 2 SUSTAINABLE TRANSPORT CONDITIONS

- 2.1 This section describes the existing sustainable and active travel conditions within and around the Site, including an analysis of existing infrastructure as it relates to walking, wheeling, cycling, and public transport. It also examines the accessibility of the Site via such modes to key local facilities.
- 2.2 The term 'active travel' will be used extensively within the next two sections and denotes active transport modes like walking, wheeling, and cycling. 'Wheeling' denotes any form of active transport undertaken by people using assisted mobility devices and specifically covers modes that utilise pavement space at a similar speed and manner to walking.

### Walking & Wheeling

#### B1506

- 2.3 The B1506 forms the main route between the Site and Kentford village centre. The footway along the southern edge of the B1506 as it forms the northern boundary of the Site is approximately 1.5m in width. The footway runs the length of the road from the B1506 / Station Road junction before terminating to the west at the laybys approximately 425m east of the B1506 / Norwich Road / School Road priority crossroads junction. **Figure 2.1** shows the existing condition of the portion of the B1506 footway near Site access at Sire Lane.

**Figure 2.1: B1506 (facing east – showing Sire Lane access)**



Source: Google Maps Streetview (Imagery May 2023, Accessed February 2024)

- 2.4 The footways along the B1506 are accompanied by dropped kerbs at most crossings and street lighting is present for a segment along the B1506 east of the main access to the former AHT site,



Sir Graham Kirkham Avenue. No dropped kerbs are present across the Lanwades Business Park access.

- 2.5 As the B1506 footway continues east from the Site, it crosses Moulton Road without dropped kerbs before switching over to the northern side of the B1506 near The Bell Inn pub (with dropped kerbs and tactile paving). The footway widens to approximately 2m wide and follows the B1506 further east. This segment is mostly street-lit.
- 2.6 Approximately 250m east of the B1506 / Station Road crossroads, the northern edge footway meets a Zebra crossing, and the footway continues along both sides of the B1506. **Figure 2.2** shows the crossing with tactile paving and dropped kerbs present.

**Figure 2.2: B1506 Zebra Crossing No.1**



Source: Google Maps Streetview (Imagery May 2023, Accessed February 2024)

- 2.7 As both footways continue through Kentford and towards the junction of the B1506 / Herringswell Road, the southern footway narrows to approximately 1m, shown to the right as it passes the Old Stud House within **Figure 2.3**.

**Figure 2.3: B1506 (facing east towards B1506 / Herringswell Road junction)**



Source: Google Maps Streetview (Imagery December 2022, Accessed February 2024)

- 2.8 As the footways continue east, street lighting becomes more present, and the northern edge footway widens to approximately 3m as it approaches the B1506 / Herringswell Road junction. The southern edge footway maintains a width of approximately 2m.
- 2.9 A second Zebra crossing along the B1506 is located approximately 50m west of the B1506 / Herringswell Road junction and shown below in **Figure 2.4**.



**Figure 2.4: B1506 Zebra Crossing No.2 (facing east)**



Source: Google Maps Streetview (Imagery May 2022, Accessed February 2024)

- 2.10 At the junction of the B1506 / Herringswell Road, the northern footway crosses Herringswell Road via dropped kerbs and tactile paving. The southern footway crosses Gazeley Road and is also accompanied by dropped kerbs. Both footways continue east along the B1506; the southern footway terminates approximately 260m east from the B1506 / Herringswell Road junction whilst the northern footway continues and narrows to approximately 1m, before widening again near Flint Cottages (near Phoenix Bike Park).
- 2.11 **Figure 2.5** shows the northern footway as it approaches Flint Cottages.

**Figure 2.5: B1506 (facing east)**



Source: Google Maps Streetview (Imagery April 2023, Accessed February 2024)

## **B1506 / Station Road Junction**

- 2.12 As the B1506 footway approaches the B1506 / Station Road crossroads junction, it crosses the southern Moulton Road arm and is not accompanied by dropped kerbs.
- 2.13 From the junction's western B1506 arm, pedestrians travelling on the southern footway can either continue straight across Moulton Road and cross over to the north side of the B1506 after The Bell Inn pub, head south along Moulton Road, or cross both Moulton Road and B1506 to continue north towards Kennett Station along Station Road. However, it is likely that most pedestrians crossing from the western B1506 arm of the junction to head north along Station Road will follow a desire line that crosses the junction diagonally.
- 2.14 **Figure 2.6** shows the existing condition of the crossroads junction.



**Figure 2.6: B1506 / Station Road Crossroads (facing east)**



Source: Google Maps Streetview (Imagery May 2023, Accessed February 2024)

## **B1506 / Herringswell Road Junction**

- 2.15 Where the B1506 footways moving east from the B1506 / Station Road junction meet the B1506 / Herringswell Road junction, the northern footway crosses Herringswell Road via dropped kerbs and tactile paving. The southern footway crosses Gazeley Road via dropped kerbs. While there are no crossing facilities on the eastern arm of the junction, the Zebra crossing along the B1506 to the west of the junction provides a facility for pedestrians to cross to the northern footway.
- 2.16 **Figure 2.8** shows the existing condition of the junction.

**Figure 2.7: B1506 / Herringswell Road (facing east)**

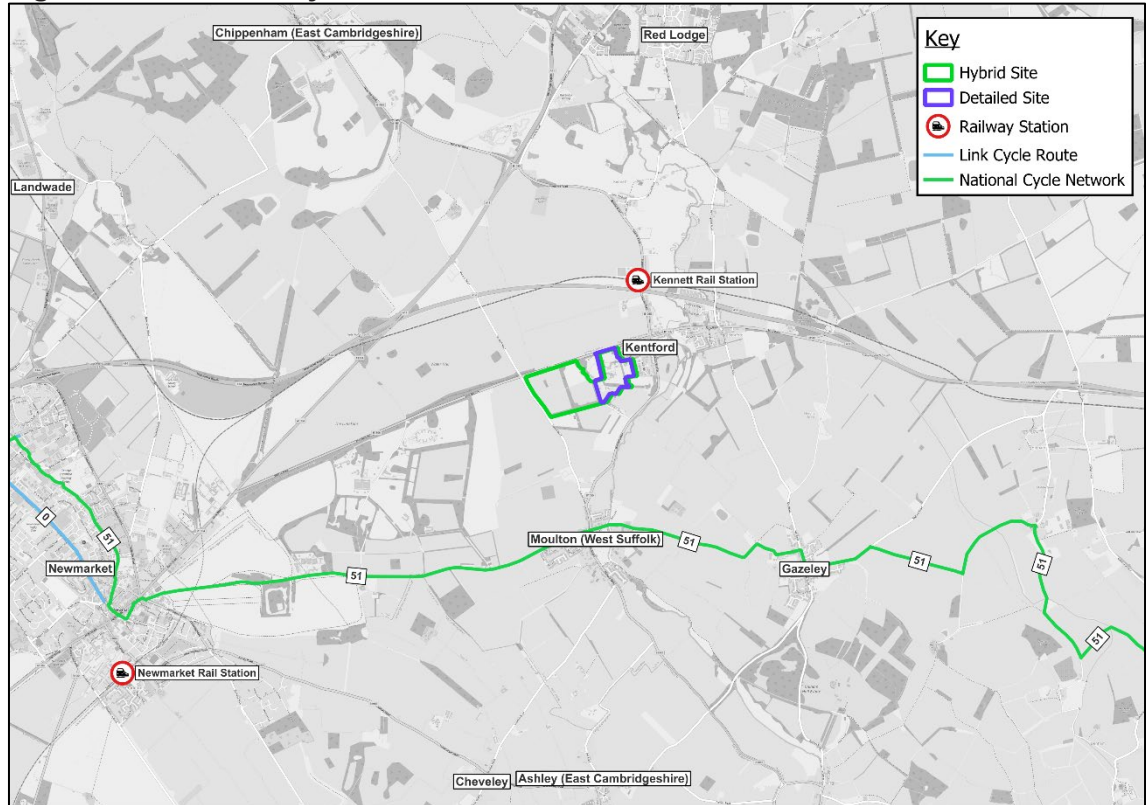


Source: Google Maps Streetview (Imagery May 2022, Accessed February 2024)

## Cycling

- 2.17 The existing environment within and around Kentford caters largely to experienced cyclists who are likely to be commuting further afield or through Kentford, as the cycle network is shared with vehicles on the local road network.
- 2.18 The Sustrans National Cycle Route 51 ('NCR 51') passes through Moulton approximately 1.5km south of the Site (approx. 10-minute cycle). It connects Oxford and Colchester via Newmarket and Bury St Edmunds, the route is on-road between Newmarket and Bury St Edmunds, but away from busy traffic routes.
- 2.19 **Figure 2.8** shows the Site's location in relation to NCR 51.

**Figure 2.8: National Cycle Route 51**



Source: © OpenStreetMap Contributors

## Accessibility via Active Travel to Key Local Facilities

- 2.20 In accordance with National and Local planning policy and guidance, land use development sites should be accessible by a variety of transport modes – thereby resulting in less reliance on the private car.
- 2.21 To assess the potential for walking and / or cycling between the Site and key local destinations, it is important to establish the maximum distance that people are generally willing to walk or cycle under average active travel infrastructure conditions. Manual for Streets (Paragraph 4.4.1) states the following:
- “Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes (up to about 800m) walking distance of residential areas which residents may access comfortably on foot.”**
- 2.22 While dependent on available infrastructure and other circumstances, these trips – in conjunction with shorter trips also suitable for walking – are an important focus when considering access to local facilities for a proposed development. The distance that people are willing to cycle varies based on their ability, the quality, safety, and provision of infrastructure, and available destinations.

2.23 Regarding cycling, LTN 1/20 states that:

**“13.6.3 An average speed of 10mph provides a baseline for calculating cycle journey times but this needs to be modified to take account of any steep or long hills on a route.”**

2.24 Furthermore:

**“5.1.2 Urban cycling speed averages between 10mph and 15mph but will typically vary from 5mph on an uphill gradient to around 40mph on a prolonged downhill gradient and cyclists may be capable of up to 25mph on flat unobstructed routes.”**

2.25 LTN 1/20 also states that:

**“Two out of every three personal trips are less than five miles [(eight kilometres)] in length – an achievable distance to cycle for most people, with many shorter journeys also suitable for walking.”**

2.26 The Institution of Highways and Transportation (IHT) ‘Guidelines for Providing Journeys on Foot’ (2000) suggest acceptable, desirable, and maximum walking distances, as shown in **Table 2.1**.

**Table 2.1 Acceptable, Desirable and Maximum Walking Distances**

Definition	Walking Distances (m)		
	Town Centres	Commuting / Schools	Elsewhere
Desirable	200	500	400
Acceptable	400	1,000	800
Preferred Maximum	800	2,000	1,200

Source: IHT ‘Guidelines for Providing Journeys on Foot’

2.27 It is evident from **Table 2.1** that walking offers a great potential to replace short car trips, particularly, but not exclusively, for trips 2km or less.

2.28 To measure distances of local facilities from the centre of the Site, distances and times have been obtained from Google Maps, taking into consideration the existing active travel network and potential routes expected to be taken by pedestrians and cyclists. The centre point to measure each distance and journey time has been taken from centre of the Site’s internal transport network for both Full Application Site and Hybrid Phase.

2.29 **Table 2.2** identifies the walking and cycle distance and time to local facilities measured from the centre of the Site for both Full Application Site (east) and Hybrid Phase (west). This is not an exhaustive list, but rather an example of distances and travel times to local facilities from the centre of the Site.



**Table 2.2: Journey Distance to Local Facilities (From Site Centre)**

Facility	From Full Application Site			From Hybrid Phase		
	Approx. Distance	Approx. Walking Time (Mins)	Approx. Cycle Time (Mins)	Approx. Distance	Approx. Walking Time (Mins)	Approx. Cycle Time (Mins)
<b>Public Transport</b>						
Business Park Bus Stops	850m	11	-	1,400m	17	-
Post Office Bus Stops	1.1km	14	-	1.6km	19	-
Kennett Rail Station	1.7km	21	5	2.2km	29	6
<b>Local Facilities</b>						
Kentford Post Office and local shop	1.1km	14	4	1.6km	19	5
Lanwades Business Park	800m	11	3	1.3km	16	4
The Bell Inn	1.0km	14	2	1.5km	18	4
St Mary the Virgin Church	1.5km	20	5	2.0km	26	6
Kentford at Newmarket Public House	1.7km	23	5	2.2km	29	7
Kentford & Kennett Village Hall	2.0km	29	7	2.6km	35	8
Newmarket	6.3km	-	19	6.0km	-	18
Red Lodge	6.0km	-	17	6.2km	-	18
<b>Schools</b>						
Kennett Primary School	2.4km	32	8	2.9km	39	8

Source: Google Maps

- 2.30 As can be seen from **Table 2.2**, there is a range of local facilities including bus stops, railway stations, and other services within either acceptable or the preferred walking distance and within acceptable cycling distance of both the Full Application Site and Hybrid Site. It should be noted that the closest point of the Site from Sire Lane would have a shorter catchment to local facilities e.g. 10 minutes to Kennett Station.
- 2.31 The Site's proximity to Kennett Station and the A14 also establishes good access to amenities, facilities, and services offered by Newmarket, Bury St Edmunds, Cambridge, and Ipswich.

- 2.32 The Site is also within proximity to several local employment centres. This includes, but is not limited to, Lanwades Business Park, east of the Site, and an industrial park located north of Kennett Railway Station.
- 2.33 It is worth noting that several other facilities will be delivered within the local area as part of the Kennett Garden Village development detailed further at the end of this section. The development is approximately 2km north from Sir Graham Kirkham Avenue and is accessible via a 30 minute walk or a 7 minute cycle. The 'Garden Village' development has consent to deliver:
- Up to 500 residential units;
  - Up to 4,899 sqm of C2 floorspace;
  - Village Core;
  - Primary School (up to 2,790sqm);
  - 30% affordable housing;
  - Health Care Building;
  - Drinking establishments, restaurants/café/retail, commercial office, storage; and industrial space;
  - Self-build plots;
  - Delivery of a Perimeter Road;
  - 12.5 ha of greenspace;
  - 1.5-acre village green, open space, play space, ponds;
  - A new 110 place special education school at Littleport and East; and Cambridgeshire Academy.
- 2.34 In conjunction with potential cycling infrastructure that conforms to the five core principles detailed within LTN 1/20, the Site will be well connected to the wealth of internal and external facilities and amenities that both the Site and greater Kentford / Kennett area provides.

## Catchment

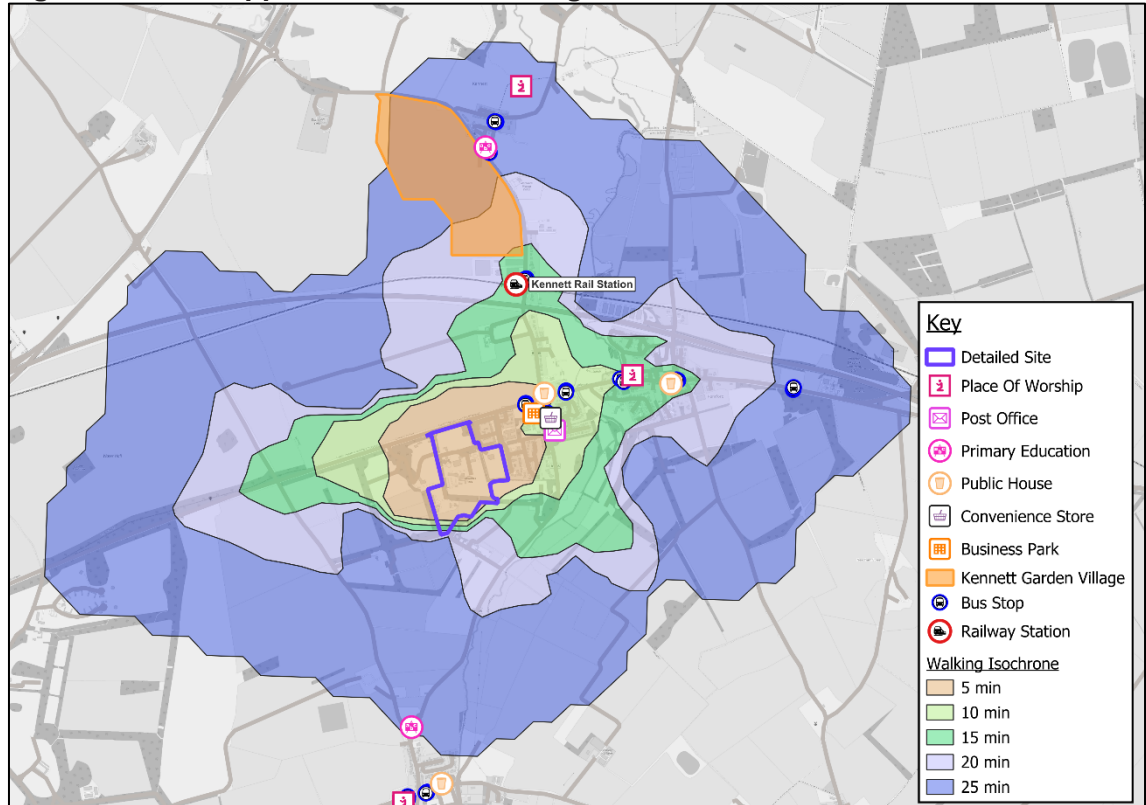
- 2.35 Using the guidelines outlined above, walking, and cycling catchment plans using ORS Tools have been created to visualise the relative distances achievable to local facilities utilising the existing active travel infrastructure around the development Site. These catchment plans show 'buffer' zones that indicate an approximate travel time from the centre of the proposed Site.
- 2.36 To accurately gauge the walking and cycling times to facilities, the MfS-suggested average walking speed (80m / minute) and indicative average cycling speed (200m / minute) have been used.

## Walking

- 2.37 The walking catchment plan, as shown in **Figure 2.9** and **Figure 2.10**, indicates the relative walking distance based on the MfS guidance (max. 2km at 80m / minute) to several key facilities listed in **Table 2.2** from the centre of the Full Application site and Hybrid Phase site, respectively.

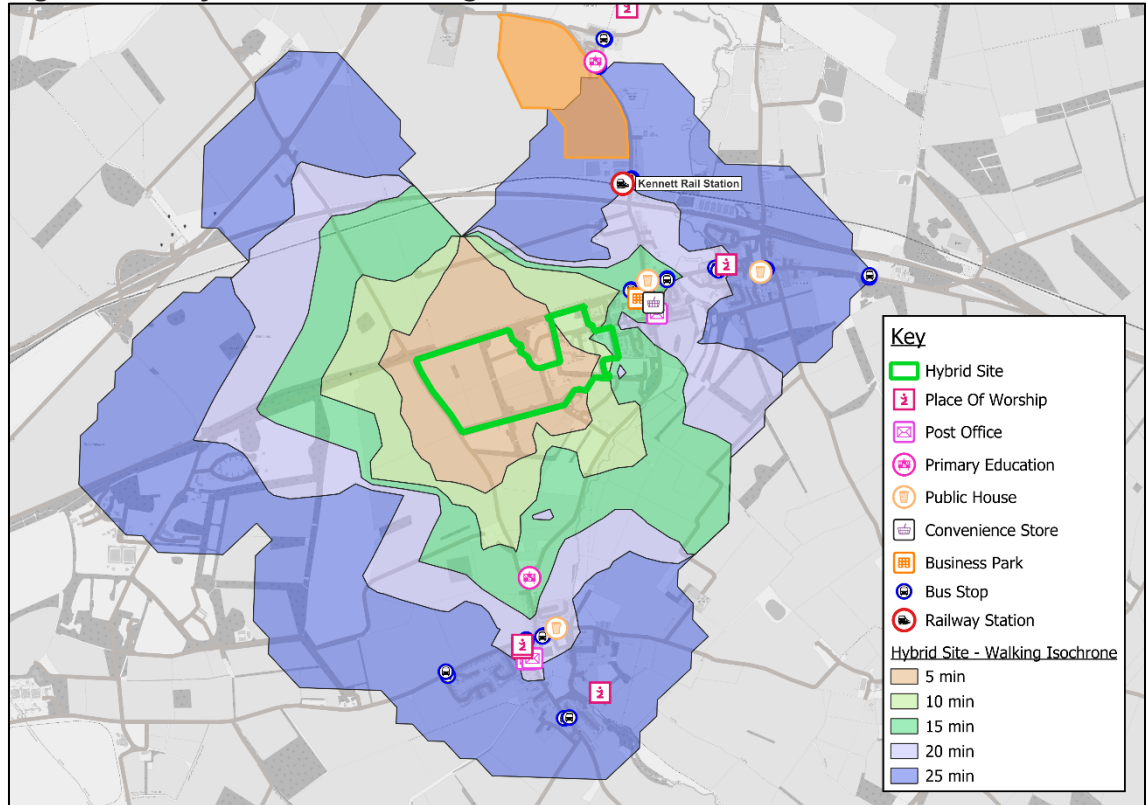


**Figure 2.9: Full Application Site - Walking Catchment**



Source: ©OpenStreetMap Contributors

**Figure 2.10: Hybrid Site – Walking Catchment**

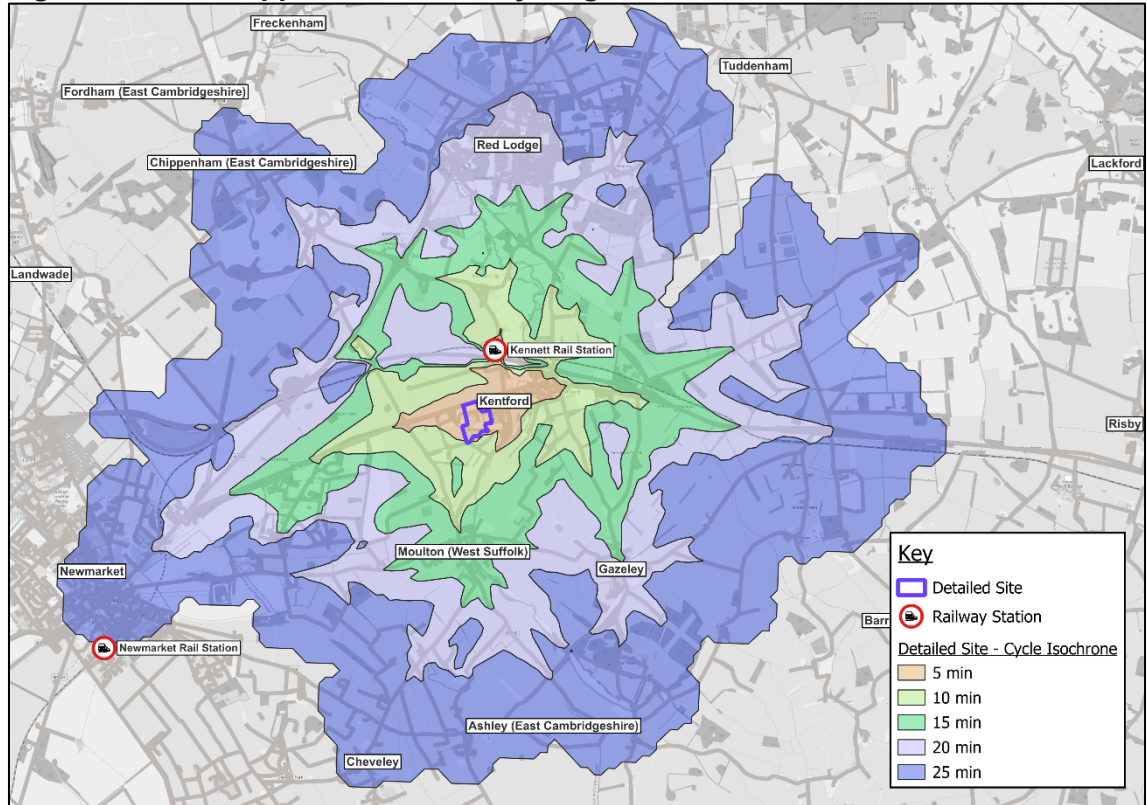


Source: ©OpenStreetMap Contributors

## Cycling

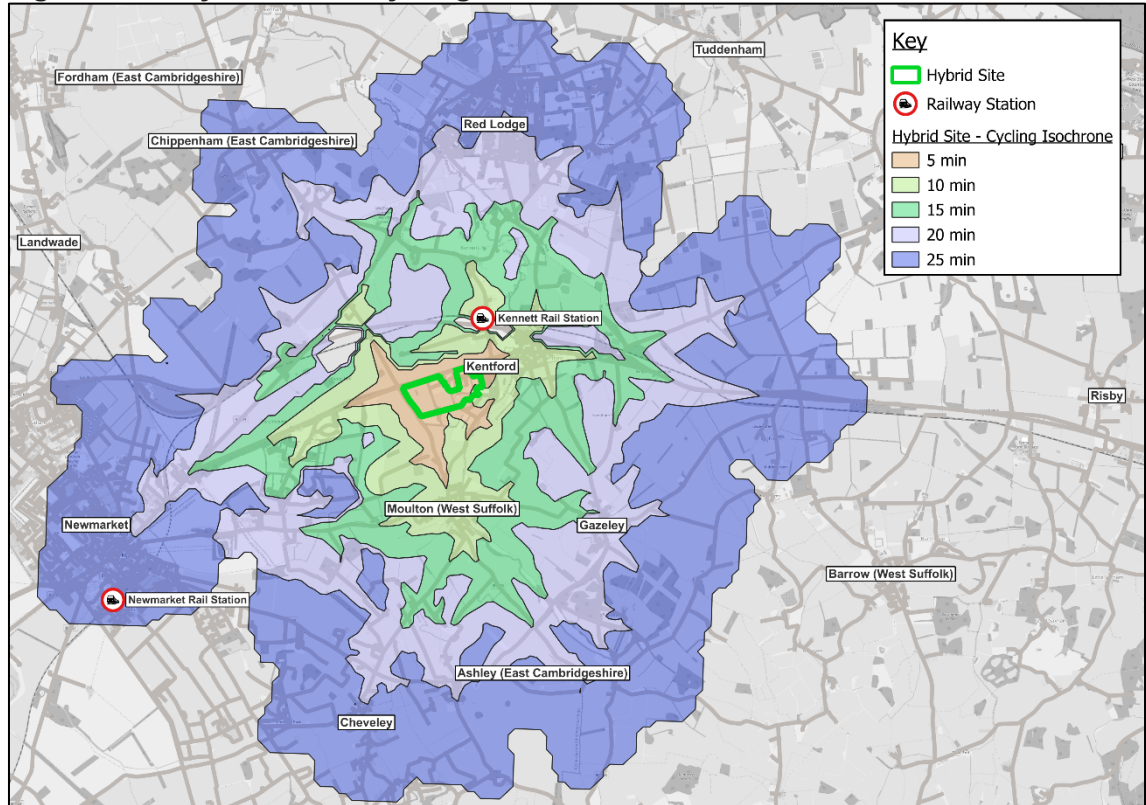
- 2.38 In addition to the walking catchment plan, a cycling catchment plan provides an indicative representation of the areas and distances reachable via cycle from the centre of the Site, for Full Application and Hybrid Phase, is presented below.
- 2.39 Because of the measured variability in average cycling speeds mentioned in the MfS and LTN 1/20, the suggested cycling speeds from Google Maps based on local topography have been used to crosscheck the cycling time outputs shown on the catchment plan. The catchment plan has been produced by using an average cycling speed of 200m per minute up to a maximum distance of 5km.
- 2.40 **Figure 2.11** shows the cycling catchment plan for the Full Application site, while **Figure 2.12** shows the cycling catchment plan for the Hybrid Phase site.

**Figure 2.11: Full Application Site – Cycling Catchment**



Source: ©OpenStreetMap Contributors

**Figure 2.12: Hybrid Site – Cycling Catchment**



Source: ©OpenStreetMap Contributors

2.41 Both catchment plans can be viewed in full at **Appendix 02**.

## Public Rights of Way

2.42 Public Rights of Way (PRoW) are protected segments of publicly maintainable highway overseen by a highway authority. For the Kentford area, PRoWs are managed either by SCC or Cambridgeshire County Council (CCC).

2.43 PRoWs can be classified into four different types:

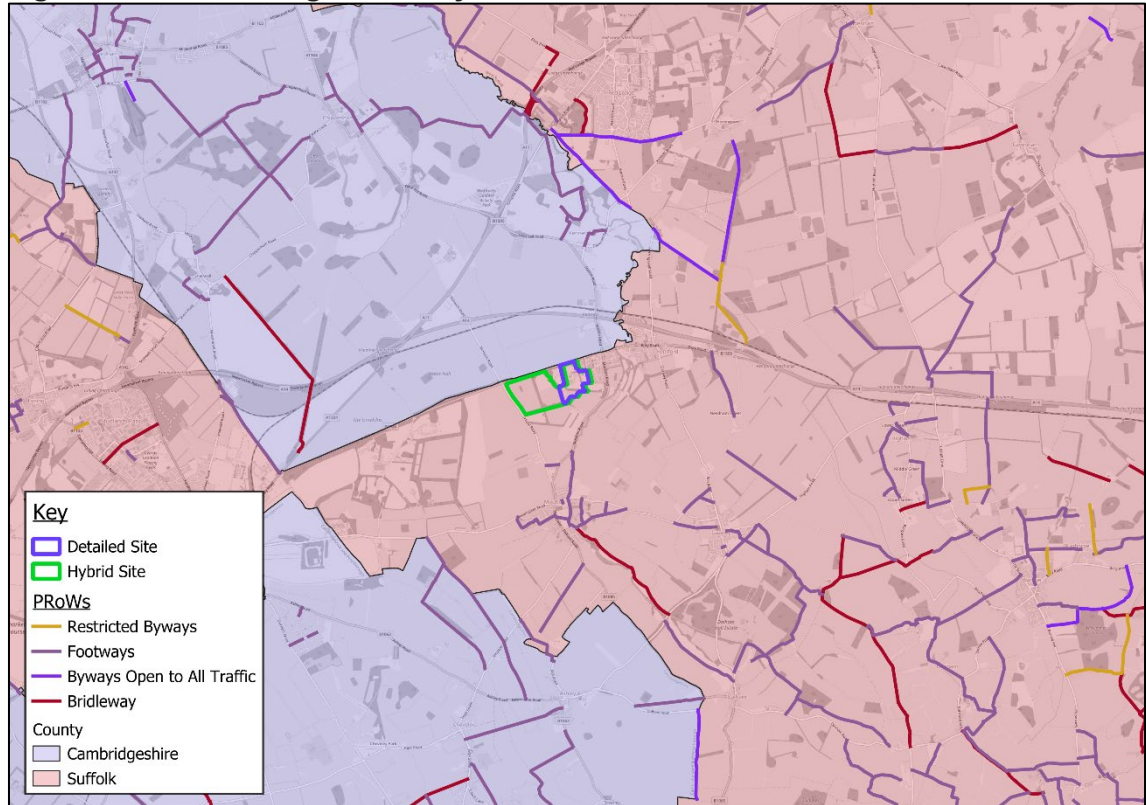
- Footpath – intended for pedestrians only;
- Bridleway – intended for pedestrians, equestrians, and cyclists;
- Restricted Byway – open to any form of transport except motor vehicles; and
- Byway open to all traffic – open to any form of transport.

2.44 SCC are currently in the process of creating and publishing a digital PRoW map for the county. The county currently maintains only physical definitive maps showing the legal extents of PRoWs.

2.45 As the site falls near SCC's boundary with CCC, public rights of way within CCC were also examined. As shown in **Figure 2.12**, the closest available PRoW is approximately 1km to the south, provided access into Moulton.



**Figure 2.12: Public Rights of Way**



Sources: [www.rowmaps.com](http://www.rowmaps.com)

- 2.46 The introduction of pedestrian infrastructure along Station Road as part of the Kennett Garden Village committed development will provide a viable route for future site residents to access the PROWs located to the north.

## Public Transport

### Bus

- 2.47 The nearest bus stop to the site is situated along the B1056, approximately 200m east of the site. The bus stop provides access to westbound running services. The stop is provided with shelter and a bus flag, which provides timetabling and routing information on the available services.
- 2.48 The bus stop provides access to four day-time routes, these route to several locations including Newmarket and Bury St Edmunds. Information regarding these routes timetables and routing is provided below in **Table 2.3**.

**Table 2.3: Summary of Bus Services**

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

Source: Suffolkonboard

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

\*\* - School Bus

^ - Service runs on Wednesday only

- 2.49 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.

## Rail

- 2.50 Kennett Railway Station is located approximately 1,700m walk from the centre of Full Application Site and 2,200m walk from the centre of the Hybrid Site. The station is accessible from the Full Application Site via a circa 21-minute walk, or a 5-minute cycle; and is accessible from the Hybrid Site via a 29-minute walk, or a 6-minute cycle.
- 2.51 The station provides 22 cycle parking spaces, including two cycle lockers, located adjacent to Platform 1. Regarding the stations' accessibility, step-free access is available to all platforms at the station. Ticket machines are also available at the station, for purchase and collection of pre-paid tickets.
- 2.52 Kennett Railway Station is operated by greateranglia railway operator, who provide services to Cambridge, and Ipswich. A summary of these services is provided in **Table 2.4**, below.

**Table 2.4: Summary of Rail Services**

Destination	Via	Frequency			Journey Time (mins)
		Mon-Fri	Sat	Sun	
Cambridge	Newmarket	1 / hr	1 / hr	1 / 2hrs	31
Ipswich	Bury St Edmunds, Thurston, Elmswell, Stowmarket, Needham Market	1 / hr	1 / hr	1 / 2hrs	48

Source: greateranglia

- 2.53 The above highlights a typical non-peak hour weekday period. However, it is important to note that Kennett station provides two services to Cambridge in the morning peak hour, with services

at 07:05 and 07:42. These services provide an easily commutable option to those travelling to Cambridge, or Newmarket. This will be an attractive journey for those working in central Cambridge due to restrictions on parking availability in this area.

## Kennett Garden Village Development

- 2.54 Located to the north of the Site past Kennett Railway Station, Kennett Garden Village ('KGV') is a proposed 'Garden Village' mixed-use development of up to circa 550 dwellings with included care home, employment and community uses, primary school, supporting infrastructure and open space / landscaping. The development was granted outline planning permission in 2020 (Ref: 18/00752/ESO).
- 2.55 Proposed improvements to the active travel environment along Station Road as it passes KGV include a 3m shared footway / cycleway along the western edge of Station Road. This shared footway / cycleway will connect KGV to Kennett Station and provide a crucial piece of active travel infrastructure between the Site and KGV.
- 2.56 Additionally, the KGV development proposes a signalised pedestrian crossing phase for the existing traffic signals at the railway overbridge along Station Road. This will benefit the movement of existing and future Kentford residents to and from the railway station.
- 2.57 The masterplan for the KGV development can be viewed at **Appendix 03**.
- 2.58 Further, as part of the mitigation methods for the KGV development, a three-arm mini-roundabout has been proposed at the Station Road / B1506 junction, adjacent to The Bell Inn public house. These proposals are being treated as confirmed and as such modelling and mitigation for this site will take in to account these proposals. A copy of these proposals at **Appendix 04**.

### 3 BASELINE HIGHWAY CONDITIONS

- 3.1 This section describes the highway characteristics surrounding the Site, including an analysis of any collisions that have resulted in personal injury in the past five years. It also includes details on surveys undertaken to measure existing traffic flows along the B1506 and various nearby junctions.

#### Travel to Work Characteristics

- 3.2 The site benefits from a good network of vehicular routes which provide links to surrounding towns and villages, including key destinations like Bury St Edmunds, Mildenhall, Newmarket, Cambridge, and Lakenheath.
- 3.3 **Table 3.1** below details the Census 2011 'Method of Travel to Work' data for the Forest Heath 005 middle-layer super output area (MSOA) (E02006242), which shows the main modes by which the existing residents travel to work.

**Table 3.1: Journey to Work Mode Split (2011 Census)**

Mode	Percentage Mode Share (Forest Heath 005 MSA)
Train	1%
Bus, minibus or coach	1%
Driver a car or van	86%
Passenger in a car or van	5%
Bicycle	1%
On foot	4%
Other method of travel to work	2%
<b>Total</b>	<b>100%</b>

Source: 2011 Census

- 3.4 The census data shows that circa 2% of residents use public transport to travel to work (1% bus and 1% train), with 5% travelling by foot/cycle. 86% of the existing residents travel to work by private car as a car driver. The modal split shows that 7% of residents currently travel to work by sustainable modes.
- 3.5 **Table 3.2** identifies the key work destinations travelled to by car driving residents from the Forest Heath 005 MSA.



**Table 3.2: Workplace Destinations for Area Residents (2011 Census)**

Location of Employment	% of Residents that Drive
Bury St Edmunds	16%
Mildenhall	12%
Newmarket North	11%
Cambridge	11%
Lakenheath	10%
South Cambridgeshire	8%
East Cambridgeshire	8%
Red Lodge, Kentford and Villages	6%
Newmarket Central	5%
Breckland	2%
London	2%
Brandon	1%
Mid Suffolk	1%
Ipswich	1%
Huntingdonshire	1%
Uttlesford	1%
King's Lynn and West Norfolk	1%
South East	1%
East Midlands	1%
Babergh	0.5%
East Hertfordshire	0.4%
North Hertfordshire	0.3%
Suffolk Coastal	0.3%
Norwich	0.3%
South Norfolk	0.3%
Peterborough	0.2%
Welwyn Hatfield	0.2%
Braintree	0.2%
<b>Total</b>	<b>100%<sup>1, 2</sup></b>

Source: 2011 Census

<sup>1</sup>Note: If five or less residents were recorded travelling to an area, the area was excluded from calculations.

<sup>2</sup>Note: Total may not equal exactly 100% due to rounding.

3.6 **Table 3.2** shows that the highest proportion of residents drive for work to Bury St Edmunds (16%). However, cumulatively most residents drive to work within the Forest Heath district (at various locations surrounding the site) – with a total percentage of 44%.

3.7 **Table 3.3** identifies the key origins travelled from by employees towards the Forest Heath 005 MSOA by car for work purposes. This indicates the likely spread of employees working at the former Animal Health Trust when it was in operation, as well as potential future employees of the non-residential uses on site.

**Table 3.3: Workplace Origins for Area Employees (2011 Census)**

Location of Residence	% of Forest Heath 005 Employees
Bury St Edmunds	18%
East Cambridgeshire	14%
Mildenhall	12%
Red Lodge, Kentford and Villages	11%
Newmarket South	5%
Mid Suffolk	5%
Newmarket North	4%
South Cambridgeshire	4%
Breckland	3%
Babergh	2%
King's Lynn and West Norfolk	2%
Ipswich	2%
Lakenheath	2%
Brandon	1%
Cambridge	1%

Source: 2011 Census

- 3.8 **Table 3.3** shows that the highest proportion of employees working in this area originate from Bury St Edmunds (18%). However, cumulatively, most employees would be expected to be from the Forest Heath district (at various locations surrounding the site) with a total percentage of 36%.

## Local Highway Network

### B1506

- 3.9 The B1506 forms the northern boundary of the site and is a single carriageway subject to a signed 40mph speed limit near the site. Approaching Kentford, this speed limit drops to 30mph east of Sir Graham Kirkham Avenue. Approaching Newmarket, the speed limit increases to national speed limit (60mph) west of School Road. The B1506 provides footways to the south of the carriageway, has clear road markings, and is street lit at regular intervals. The B1506 is a key route to the east towards Kentford and Bury St Edmunds via A14, and to the west towards Newmarket. It links to Sir Graham Kirkham Avenue and Sire Lane which both provide access to the site.

### Sir Graham Kirkham Avenue

- 3.10 Sir Graham Kirkham Avenue is a private road comprising of a circa 6-7m wide single carriageway subject to a signed 20 mph speed limit. This provides for vehicle and pedestrian site access via B1506. The B1506 at the access point is a 40mph limit with derestricted speed limit approximately 85m to the west. The access has a ghost-island right turn lane without any islands. For 40mph, a 120m visibility splay is required for a priority access. The access junction appears to have ample visibility. The kerb radii are large and have clearly been used by large vehicles as

part of the previous site use, including horse boxes which was appropriate for the site given its operation.

## Sire Lane

- 3.11 Sire Lane is a privately maintained 5.5m wide single carriageway, which currently provides secondary access to the site. This access provides footways to the east of the carriageway and is street lit at regular intervals. This access is shared with a residential development (Larnach Drive) to the east serving 38 dwellings. Sire Lane also has a ghost-island right turn lane from the B1506.

## Station Road

- 3.12 Station Road is a single carriageway road running north from the B1506 at Kentford to Dane Hill Road in Kennett. Carriageway width varies between approximately 6 and 7m along the length of the road, and a footway of variable width between 1.2 – 1.8m runs along the eastern side. The speed limit along Station Road begins as 40mph at its junction with the B1506 in Kentford and changes to 30mph near Kennett.
- 3.13 A permanent three-tonne weight restriction enforced by CCC exists on the bridged portion of the road and is shown below in **Figure 3.1**.

**Figure 3.1: CCC Station Road Weight Restriction**



Source: Google Maps (Imagery April 2023, Accessed April 2024)

## Moulton Road

- 3.14 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

- 3.15 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.

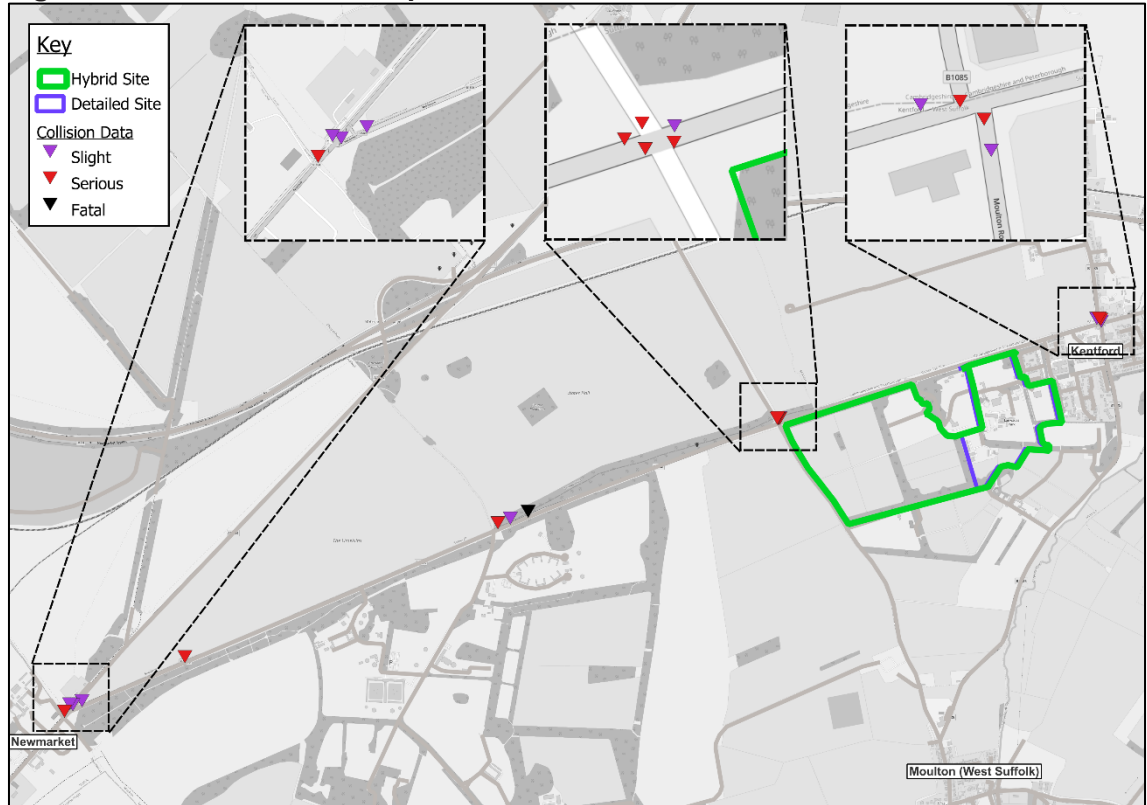
## Norwich Road

- 3.16 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.

## Personal Injury Collision Analysis

- 3.17 CrashMap Pro has been used to examine the existing safety performance of four junctions near the site that will likely be used by future site residents. Data has been obtained for the five-year period between December 2019 and December 2023.
- 3.18 The location plots and detailed records of each collision can be found in below in **Figure 3.2** and in full at **Appendix 05**.

**Figure 3.2: Collision Data Map**



- 3.19 The locations were chosen based on their relevancy to the predicted movements of the Site's future residents and whether the locations contained any data for the five-year study period.
- 3.20 A total of 17 collisions occurred on the studied areas of the local highway network within the five-year study period. A brief overview of each collision is provided at **Table 3.4**.

**Table 3.4: Collision Data (December 2019 – December 2023)**

Location	Date / Time	Severity	Conditions	Summary
A1304 / B1506	Wednesday 05 May 2021 07:50	Slight	Wet carriageway / Daylight	A motorcyclist and car driver collided whilst the car driver was changing lane to the right. Occurred on the B1506 arm of the signal junction. Motorcyclist sustained a slight injury.
A1304 / B1506	Monday 17 Oct 2022 17:07	Serious	Dry carriageway / Daylight	A car driver and pedal cyclist collided whilst the car driver was attempting to pass on the cars offside. Pedal cyclist sustained a serious injury.
A1304 / B1506	Thursday 30 May 2019	Slight	Dry carriageway / Daylight	No further details
A1304 / B1506	Thursday 20 July 2023	Slight	Wet Carriageway / Darkness	No further details
B1506	Monday 06 November 2023	Slight	Dry Carriageway / Darkness	No further details
B1506	Tuesday 19 Dec 2023	Fatal	Wet Carriageway / Darkness	No further details
B1506	Sunday 04 July 2021	Serious	Dry Carriageway / Darkness	No further details
B1506	Monday 17 Oct 2022	Serious	Dry carriageway / Daylight	No further details
B1506 / Station Road	Friday 16 July 2021 07:56	Slight	Dry carriageway / Daylight	A van driver and car driver collided whilst the van driver was moving off. Near side of the car collided with the front side of the van. The car driver sustained a slight injury.
B1506 / Station Road	Sunday 03 Oct 2021 03:50	Serious	Dry carriageway / Darkness	Two car drivers collided, with the near side of both cars colliding. One passenger in each of the vehicles sustained an injury, with one sustaining a serious and the other sustaining a slight.
B1506 / Station Road	Monday 29 May 2023	Slight	Dry carriageway / Daylight	No further details
B1506 / Station Road	Saturday 19 Aug 2023	Serious	Dry carriageway / Daylight	No further details
B1506 / Norwich Road / School Road	Friday 07 Aug 2020 10:15	Serious	Dry carriageway / Daylight	Two car drivers collided head-on. A passenger in one car sustained a slight injury whilst a driver in the other car sustained a slight injury.



Location	Date / Time	Severity	Conditions	Summary
B1506 / Norwich Road / School Road	Saturday 11 Jun 2022 17:11	Serious	Dry carriageway / Daylight	Two car drivers collided head-on. Four total injuries were sustained, with three occurring in one vehicle. The driver in this vehicle sustained a serious injury.
B1506 / Norwich Road / School Road	Wednesday 03 May 2023	Serious	Dry carriageway / Daylight	No further details
B1506 / Norwich Road / School Road	Saturday 10 June 2023	Serious	Dry carriageway / Daylight	No further details
B1506 / Norwich Road / School Road	Friday 03 Nov 2023	Slight	Wet or Damp Carriageway / Daylight	No further details

Source: CrashMap Pro

- 3.21 As indicated above, a total of 17 collisions occurred at the study areas on the local highway network within the five-year study period. Of these, nine collisions contained a 'Serious' casualty and one contained a fatality. The other seven collisions contained 'Slight' casualties only.
- 3.22 A Serious collision occurred on Monday 17 October 2022 at 17:07 under dry carriageway conditions. A car driver and pedal cyclist collided whilst the car driver was attempting to pass on the car's offside along the B1506, prior to the junction with the A1304. The speed limit of the B1506 is 60mph and lane widths are between 3.2 – 3.5m, indicating an environment inconducive to safe cycling conditions. The pedal cyclist sustained a serious injury.
- 3.23 At the B1506 / Station Road crossroads, a further collision occurred on Sunday 03 October 2021 at 03:50 in the morning under dry carriageway conditions. Two car drivers collided whilst travelling along the B1506 and both cars were impacted on their nearside.
- 3.24 A further Serious collision occurred at the B1506 / Norwich Road / School Road priority crossroads on Friday 07 August 2020 at 10:15 in the morning under dry carriageway conditions. Two car drivers were involved in a head-on collision, with one driver sustaining a serious injury and one passenger sustaining a slight injury.
- 3.25 Another serious collision examined within the five-year study period involved two car drivers colliding head-on at the B1506 / Norwich Road / School Road priority crossroads junction. This collision occurred on Saturday 11 June 2022 at 17:11 in the afternoon under dry carriageway conditions. A total of four casualties were recorded, with one driver sustaining a serious injury. A driver and three passengers sustained slight injuries.

## Collision Analysis Summary

- 3.26 A total of 17 collisions occurred within the study period between the five years studied (January 2018 – January 2023). Of these, one were categorised as Fatal, nine were categorised as Slight and seven were categorised as Serious. 13 of the 17 collisions occurred at or immediately near junctions.
- 3.27 The accident analysis indicates that safety improvements could be considered in the area, particularly at the B1506 / Norwich Road / School Road priority crossroads junction. This will be considered further in Section 8 - Mitigation Measures.

## Traffic Flows: Surveyed

- 3.28 To understand the existing patterns and traffic flows of key junctions near the site, the following study areas have been surveyed:
- B1506 / Sire Lane (Site Access)
  - B1506 / Station Road / Moulton Road
  - B1506 / Norwich Road / School Road
  - B1506 / A1304
- 3.29 Overall, the traffic surveys identified slight variations in the peak hours during the morning and evening peak periods across the four junctions. Therefore, an average peak hour of 08:00-09:00 and 17:00-18:00 have been selected to standardise the survey analysis and provide a consistent representation of traffic flows across the study area.

## Automatic Traffic Count

- 3.30 An Automatic Traffic Count (ATC) including vehicle speeds has been undertaken along the B1506 at a location between Sir Graham Kirkham Avenue (east) and School Road (west).
- 3.31 The results of the ATC surveys have been used to aid the design of the proposed site access points, along the northern border of the site boundary. The results of the ATC have also been used to understand the daily profiles of traffic along the B1506.
- 3.32 The average 5 weekday and 7-day week morning and evening peak hours and daily traffic flows on the B1506 are presented in the table below.



**Table 3.5: Existing Traffic Movements (24/04/24 – 02/05/2024)**

Time	Eastbound		Westbound		Total	
	5-day Weekday Average Flows	7-Day Week Flows	5-day Weekday Average Flows	7-Day Week Flows	5 Weekday Average Flows	7-Day Week Flows
<b>B1506</b>						
AM Peak 0800-0900	232	195	270	229	502	424
PM Peak 1700-1800	283	259	233	207	516	466
Daily	3,300	3,037	3,090	2,864	6,390	5,901

- 3.33 The ATC provided speed data for the B1506, for traffic heading both eastbound and westbound. The average speed for vehicles heading eastbound during the survey period was 44.9mph, while the 85%ile speed 51.5mph. The average speed for vehicles heading westbound was 46.8mph, while the 85%ile speed was 53.1mph.

## Manual Classified Count

- 3.34 Manual Classified Counts (MCC) were carried out at four locations on Friday 25<sup>th</sup> of April 2024, within proximity to the site to understand the existing daily profiles of traffic along the B1506 and at nearby junctions. The junctions surveyed as part of the MCC are:
- B1506 / Sire Lane T-Junction;
  - Station Road / B1506 / Moulton Road 4-Arm Junction;
  - Norwich Road / B1506 / School Road 4-Arm Junction; and
  - A1304 / B1506 T-Junction.
- 3.35 At the time of the survey, Sir Graham Kirkham Avenue was closed to all traffic.
- 3.36 The results of the MCC surveys have been used to aid the design of the proposed site access points, along the northern border of the site boundary. Additionally, the results of the MCC will provide information on the existing turning movements and vehicle mix at the above junctions for junction capacity analysis.

## Queues

- 3.37 In addition to the above, queue surveys were carried out at four locations on Friday 25<sup>th</sup> of April 2024. The purpose of the surveys were to better understand the existing situation of junctions in proximity to the site with relevance to queueing at these junctions.
- 3.38 The locations of the queue surveys are as follows:
- Right Turn Island from B1506 to Sire Lane;
  - Station Road and Moulton Road at B1506 junction;
  - Norwich Road and School Road at B1506 junction; and
  - A1304 / B1506 3-Arm Junction.

- 3.39 Queue lengths were recorded in 15-minute intervals between 07:00-10:00 and 16:00-19:00 on 25<sup>th</sup> April 2024. For the B1506 / A1304 signalised junction, signal timings and saturation flows were also recorded.

## Traffic Flows: Committed Development

### Kennett Garden Village

- 3.40 Located to the north of the Site past Kennett Railway Station, Kennett Garden Village (KGV) is a proposed 'Garden Village' mixed-use development of up to circa 550 dwellings with included care home, employment and community uses, primary school, supporting infrastructure and open space / landscaping. The development was granted outline planning permission in 2020 (Ref: 18/00752/ESO).
- 3.41 As part of our in-depth analysis of existing and proposed vehicle movements, data will be extracted from the KGV planning application and their proposed vehicle movements will be used as a matrix to understand expected vehicle movements because of the development of KGV. The movements associated with this development can be seen at **Appendix 06**.

## 4 TRANSPORT PLANNING POLICY REVIEW

- 4.1 This section of the TA considers the proposed development in the context of a variety of national and local policy contexts.

### National Policy

#### National Planning Policy Framework (2024)

- 4.2 The National Planning Policy Framework (NPPF) was updated on 12 December 2024.
- 4.3 The NPPF sets out the Government's planning policies for England and how these should be applied. The key driver is achieving sustainable development with economic, social, and environmental objectives – with a presumption in favour of sustainable development. (para. 12)
- 4.4 The NPPF further sets out several transport objectives designed to facilitate sustainable development and contribute to wider sustainability by giving people greater choice about how they travel, detailed most notably within Section 9 'Promoting Sustainable Transport':
- 4.5 Paragraph 115 states:

**"In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:**

- a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;
- b) safe and suitable access to the site can be achieved for all users;
- c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and
- d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach."

- 4.6 Paragraph 116 continues that:

**"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."**

- 4.7 Paragraph 117 outlines the necessity for development applications to:

- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

- b) **address the needs of people with disabilities and reduced mobility in relation to all modes of transport;**
- c) **create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;**
- d) **allow for the efficient delivery of goods, and access by service and emergency vehicles; and**
- e) **be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.**

4.8 Finally, Paragraph 118 covers the need for Travel Plans and Transport Statements / Assessments for all developments which generate significant amounts of movement.

### **Planning Practice Guidance ‘Travel Plans, Transport Assessments and Statements’ (2014)**

- 4.9 This Guidance provides advice on when Travel Plans, Transport Assessments and Statements are required, and what they should contain.
- 4.10 Transport Assessments and Statements are ways of assessing the potential transport impacts of developments, and they may propose mitigation measures to promote sustainable developments. Transport Assessments are thorough assessments of the transport implications of development, and Transport Statements are a ‘lighter-touch’ evaluation to be used where this would be more proportionate to the potential impact of the development.
- 4.11 Transport Assessments and Statements can be used to establish whether the residual transport impacts of a proposed development are likely to be ‘severe’, which may be a reason for refusal, in accordance with NPPF.
- 4.12 Travel Plans are long-term management strategies for integrating proposals for sustainable travel into the planning process. They are based on evidence of the anticipated transport impacts of development and set measures to promote and encourage sustainable travel.

### **Active Travel England**

- 4.13 On 1<sup>st</sup> June 2023, Active Travel England (ATE) became a statutory consultee on all planning applications that propose at least one of the following criteria:
  - 150+ dwellings;
  - Mixed-use or commercial developments w/ floor space of above 7,500m<sup>2</sup>; or
  - Overall developments of 5+ hectares.
- 4.14 The overall aim for ATE as a statutory consultee on such applications is to assist and ensure the implementation of good active travel planning and design. ATE states that the key target is for at least 50% of ‘short’ trips within towns and cities to be completed by active travel modes by 2030. The Department for Transport’s Future of mobility: urban strategy defines ‘active travel’ as a term that includes (but is not exclusive to) the following:

- Walking;
  - Bicycles;
  - Wheelchairs;
  - Mobility scooters;
  - Adapted cycles and e-bicycles;
  - Scooters; and
  - Cycle sharing and renting schemes.
- 4.15 The Site and proposed development have been examined against Active Travel England's Assessment Checklist and are covered in Section 5 'Active Travel England Assessment'.

## Local Policy

### Suffolk County Council Local Transport Plan 2025 – 2040

- 4.16 SCC's Local Transport Plan (LTP) released in draft in 2025 states the following regarding the purpose of the LTP document:

**“Our Local Transport Plan presents our vision for transport in Suffolk, highlighting the challenges and opportunities and the measures available to respond to them.**

**Every Local Transport Authority must produce and adopt a Local Transport Plan. This is the fourth for Suffolk, which moves forward our Local Transport Plan 2011 to 2031.**

**Our Local Transport Plan develops further the long-term vision and provides a set of objectives that will inform transport policy and investment decisions in Suffolk up to 2040. Our Local Transport Plan provides essential policy direction that informs local planning authorities' Local Plans for growth and development.”**

- 4.17 The document contains several goals for the region and provides the following vision:

**“In 2040, Suffolk's transport emissions will have reached net zero because a connected and integrated network of sustainable transport solutions will have boosted economic growth and opportunities for us and our businesses. We will be healthier, happier, and our quality of life will be significantly improved through place-based enhancements that are designed to enable us to thrive.”**

- 4.18 The document outlines the following four priority themes:

1. Decarbonisation of transport
2. A strong, sustainable and fair economy



3. Health, wellbeing, and social inclusion
  4. Creating better places
- 4.19 The document also highlights its commitments to the five pillars of Road Safety, which are:
1. Safer Roads & Roadsides
  2. Safer Road Users
  3. Safer Speeds
  4. Safer Vehicles
  5. Post-Crash Response
- 4.20 The document also outlines the following regarding transport plans for local areas of Suffolk:
- “Area transport plans for Suffolk’s fifteen main towns provide a greater degree of detail for transport improvements in their respective areas and deliver projects contributing to our Local Transport Plan themes.”**

### **Newmarket Area Transport Plan**

- 4.21 The Newmarket Area Transport Plan does not cover the proposed site but, given its proximity to the proposed site the Newmarket Area Transport Plan has been reviewed.
- 4.22 The document sets out several objectives, these include:
1. Improve bus punctuality and reliability
  2. Improve the integration of modes
  3. Maximise growth opportunities
  4. Support town centre economies
  5. Engage with industry to limit the impact of lorries and other large vehicles on communities

### **West Suffolk Local Plan**

- 4.23 WSCC are in the process of preparing the ‘West Suffolk Local Plan 2040’ and have released the draft document, which is under Regulation 19, submitted in January 2024. While the document is not yet fully adopted, the policies highlighted within the document have been considered where appropriate.
- 4.24 Policy LP57 of the Draft West Suffolk Local Plan addresses ‘active and sustainable travel’. The purpose of this policy is to *‘ensure that high quality walking and cycle infrastructure is delivered by new development to significantly increase the number of trips that are carried out by sustainable modes of travel’*. The policy reads:

**“Proposals for development must provide for active travel on and off site by:**

- a. Maximising walking opportunities for all levels of personal mobility and contributing to a positive public realm. Proposals must maintain, improve and create new safe and attractive routes suitable for pedestrians, push chairs and wheelchairs including appropriate street furniture such as seating and lighting as necessary.**
- b. Promoting opportunities for an accessible, safe, and segregated cycle network, including protecting existing routes, and providing appropriate facilities for the use of cyclists. Cycle infrastructure should be built to the requirements of Gear Change and Cycle Infrastructure Design Local Transport Note 1/20 and related guidance or successor documents.**
- c. All destinations, transport hubs and commercial, business and service premises are required to having facilities to allow people to cycle all year around including, but not limited to, workplace showers, covered cycle storage, changing rooms, drying rooms and lockers provided, with opportunities for the hire of bicycles, e-bikes and e-scooters as appropriate to the use and scale of the proposal.**
- d. Provide sufficient, secure, convenient and accessible undercover cycle spaces for a range of bicycles and installing and maintaining secure, undercover cycle parking spaces in line with Suffolk Guidance for Parking 2023 or successor document.**
- e. Ensuring new or improved sustainable links both within the site and to local destinations are provided to enhance access within the settlement, between settlements and/or provide access to the countryside or green infrastructure sites, local facilities, services, and other destinations as appropriate.**
- f. Improvements to public transport infrastructure through upgrading bus and/or rail links, providing well-designed facilities, passenger information infrastructure, protection and enhancement of public transport routes, bus stops, provision of shelters and by appropriate contributions as necessary.**
- g. Safe and suitable access to public transport through direct provision of suitable infrastructure.**

**Financial contributions will be required, appropriate to the scale of the development, towards the delivery of improvements to transport infrastructure which includes facilitation or improvements to access for sustainable modes of transport.”**

- 4.25 Policy LP59 of the Draft Local Plan addresses ‘Transport assessments, transport statements and travel plans’, the purpose of Policy LP59 is to *‘ensure major development proposals or applications likely to have a significant transport implication, submit relevant documents considering the transport impacts alongside their planning applications.’* The policy reads as follows:

**“For major development and/or where a proposal is likely to have significant or complex transport implications, the council requires the applicant to submit the following documents alongside their planning applications:**

- a. **A multi modal transport assessment or transport statement appropriate to the scale and impacts of development identifying the likely extent of transport implications and proposed mitigation measures.**
- b. **A travel plan that outlines physical and management measures necessary to mitigate impacts and deliver a sustainable transport solution for the development. The developer will be required to provide the necessary funding to deliver and monitor any required travel plan for at least 10 years from first occupation.**

**Where a transport assessment, transport statement and/or travel plan indicates that the cumulative and residual travel impacts on the road network and other routes arising from the development would be severe, or there would be an unacceptable impact on highway safety, then planning permission will not normally be granted.**

**Where it is necessary to mitigate and accommodate the transport impacts of development, developers will be required to make provision or a financial contribution, appropriate to the scale of the development, towards the delivery of improvements to transport infrastructure which includes facilitation or improvements to access for sustainable modes of transport.”**

- 4.26 Policy LP60 of the Draft Local Plan address parking standards. It reads as follows:

**“All proposals for development, including changes of use, will be required to provide appropriately designed and sited car parking and secure cycle storage and where necessary two-wheeler parking. Provision should be made for visitor, emergency, delivery, service, and disabled vehicle parking. All proposals must be in accordance with the adopted standards (Suffolk Guidance for Parking 2023 and successor documents).**

**The council will seek to reduce over-reliance on the car and to promote more sustainable forms of transport. Provision should have regard to the accessibility of the site to sustainable transport modes with consideration for the need to decarbonise.**

In the town centres and other locations with good accessibility to facilities and services, and/or well served by public transport, a reduced level of car parking may be permitted in new development proposals where it is demonstrated there are appropriate sustainable transport measures and no cumulative harm to the highway network.”

### SCC Guidance for Parking, 4<sup>th</sup> Ed. (2023)

- 4.27 Suffolk County Council had published their latest iteration of their parking guidance in October of 2023. The document sets out different standards dependent on the location and use of the site.
- 4.28 The vehicular parking standards for dwellings as set out in the guidance document are reproduced below in **Table 4.1**.

**Table 4.1: Parking Standards**

Use		Vehicle	Cycle	PTW	Disabled
		Minimum*	Minimum	Minimum	Minimum
Residential	1 Bedroom	1 Space per dwelling	2 secure covered spaces per dwelling. (Satisfied if the garage or secure area is provided within the curtilage of dwelling to minimum dimensions)	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			
E(b)	<1000m <sup>2</sup>	1 space per 16m <sup>2</sup>	2 spaces per 200m <sup>2</sup>	1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces).	3 bays or 6% of total capacity, whichever is greater
	E(g)	1 space per 30m <sup>2</sup>	2 spaces per 200m <sup>2</sup>	1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces).	2 bays or 5% of total capacity, whichever is greater
	Residential Care Home	1 space per full time equivalent staff + 1 visitor space per 3 beds	2 spaces per 5 staff	1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces).	Dependent on actual development, on individual merit, although expected to be significantly higher than business or recreational development requirement
	Education – Primary / Secondary		Teaching staff: 1 space per 15 pupils plus Visitors: 1 space per 20 pupils	2 spaces per 5 staff plus 2 spaces per 3 pupils Also consider scooter parking	1 bay or 5% of total capacity, whichever is greater

Note: \* - \*Standards exclude garages under 6m x 3m (internal dimension between piers) as a parking space but can include under-croft parking and car ports, providing they have no other current or potential use.

\*\* - Reduction in this figure may be considered with robust and agreed highway mitigation.

4.29 The table below outlines the EV Charing requirements for the relevant uses, taken from SCC Guidance for Parking.



**Table 4.2: EV Parking Standards**

Use	EV Charging Requirement	Minimum Nominal Rated Output
C3: Dwellinghouses and Houses in Multiple Occupation (including Flats and Apartments)	Where the number of car parking spaces is less than the number of dwelling(s) those spaces serve - all spaces must be provided with an EV charging point. Where the number of car parking spaces is equal to or more than the number of dwelling(s) those spaces serve - the number of spaces with EV charging points must equal the number of dwellings. The remainder of the spaces must benefit from cable routes to allow for the installation of an EV charging point.	Any electric vehicle charging point must have a minimum nominal rated output of 7kW.
E (a, b) (Formally A1): Food Retail and Non-Food Retail	15% of all parking spaces to be fitted with a charging system, with an additional 15% of parking spaces with the infrastructure in place for future connectivity.	7kW to 100kW subject to individual assessment / justification
E (g) (Formally B1): Business	20% of all parking spaces to be fitted with a charging system, with an additional 20% of parking spaces with the infrastructure in place for future connectivity.	7kW
E (d) and F2 (c, d) (Formally D2): Assembly and Leisure	15% of all parking spaces to be fitted with a charging system, with an additional 15% of parking spaces with the infrastructure in place for future connectivity.	7kW
Including all other uses not mentioned above	Individual assessment / justification	7kW to 100kW subject to individual assessment / justification

## Forest Heath and St Edmundsbury Local Plan – Joint Development Management Policies (2015)

- 4.30 The Local Plans for Forest Heath and St Edmundsbury are the policy backgrounds against which planning decisions and other decisions dealing with physical and environmental change in each authority area are judged. These plans will be incorporated into the future West Suffolk Local Plan mentioned above.
- 4.31 This plan was adopted by the former St Edmundsbury Borough Council on 24 February 2015 and the former Forest Heath District Council on 27 February 2015. The document details policies related to sustainable growth, housing, horse-racing, and transport.
- 4.32 Policy DM45 outlines requirements for Transport Assessments, noting that:

**For major development and/or where a proposal is likely to have significant transport implications, the Council requires the applicant to submit the following documents alongside their planning applications:**

- a) a Transport Assessment\* appropriate to the scale of development and the likely extent of transport implications;
- b) a Travel Plan that identifies the physical and management measures necessary to address the transport implications arising from development.

**Where a Transport Assessment and/or Travel Plan does not demonstrate that the travel impacts arising from the development will be satisfactorily mitigated or that adequate measures are in place to promote the use of more sustainable modes of transport, then planning permission will not be granted. The developer will be expected to provide the necessary funding to deliver any travel plan agreed in writing with the local planning authority.**

**Where it is necessary to negate the transport impacts of development, developers will be required to make a financial contribution, appropriate to the scale of the development, towards the delivery of improvements to transport infrastructure or to facilitate access to more sustainable modes of transport.”**

4.33 A Travel Plan will accompany a planning application for the site and can be read in conjunction with this TA.

4.34 Policy DM46 “Parking Standards” states that:

**“The authority will seek to reduce over-reliance on the car and to promote more sustainable forms of transport. All proposals for redevelopment, including changes of use, will be required to provide appropriately designed and sited car and cycle parking, plus make provision for emergency, delivery and service vehicles, in accordance with the adopted standards current at the time of the application.”**

## Summary

4.35 The key transportation policy is to ensure that development is in locations which are or can be made sustainable. Future development should be in accessible locations, which can reduce the need to travel for employment, leisure and education and encourage the use of sustainable transport modes such as walking, cycling and public transport.

4.36 In terms of sustainability, the site benefits from accessibility to an existing rail service that provides for travel, particularly to Cambridge. The existing bus service provides access to schools but is in need of service enhancement. The facilities within Kentford, including shop/post office are within walking distance.

4.37 As such, the site’s location is considered to accord to relevant national and local policy guidelines in terms of being in a sustainable location and accessible by modes other than the private car. Proposals to be brought forward by the development, set out in **Section 5**, will enhance the locational sustainability of the site.

## 5 PROPOSED DEVELOPMENT & ACCESS

### Development Proposal

- 5.1 It is proposed to redevelop the entire site to deliver up to 860 residential dwellings, plus a 90-bed care home, a 1FE primary school, and commercial spaces including a retail / local shop, and commercial and community facilities within the existing listed stables block.
- 5.2 The first phase is in detail, comprising 302 residential dwellings, 386m<sup>2</sup> retail facility and Community Hub (621m<sup>2</sup>).
- 5.3 The scheme will also include a memorial garden, measuring approximately 1.5ha, to the north-west of the proposed site boundary.

### Access Arrangements

#### Pedestrian and Cycle

- 5.4 The proposed development will have multiple pedestrian and cycle connection points into the surrounding network. Pedestrian and cycle access can be taken from the two existing vehicle access points at Sir Graham Kirkham Avenue and Sire Lane. As part of the off-site improvements, a shared cycleway will be constructed along the southern edge of the B1506. The shared cycleway has been designed following guidance within LTN 1/20.
- 5.5 Further, a pedestrian/cycle access point will be available at the east of the site. The pedestrian/cycle link will route eastwards out of the site via Sire Lane and Jeddah Way allowing a direct connection to the B1085, and Kentford Post Office.
- 5.6 In addition to the above, pedestrian and cycle access can be taken from two proposed vehicle access points, with one located in the northwest corner of the site and one east of this, both connecting to the B1506. These access points will permit cycle and pedestrian access to the off-site improvement works taking place along the southern footway of the B1506. The improvement works will permit a connection from the sites' access points to the Bell junction, permitting a connection to Kennett Railway Station (north), Kennett Post Office (south) and on to Kentford.
- 5.7 The plans for these works is at **Appendix 07**.
- 5.8 Pedestrian access to the proposed memorial garden will be taken from within the site, to the east of the memorial garden.
- 5.9 Further, a pedestrian/cycle access points will be available from the southwestern corner of the site. The proposals include a shared link across the site running from the southwest corner to the northern border, this will be tree-lined and encourage active travel through the site. The access point will provide access to School Road and will provide a connection to Moulton.
- 5.10 To encourage active travel through and to/from the site, proposals include the provision of a footway along School Road
- 5.11 The footway would permit a pedestrian connection to the village of Moulton, including to Moulton CEVC Primary School. For residents of Moulton, the footway will allow pedestrian access to the facilities proposed on site as well as onward routes through the site to village facilities and Kennett station.

- 5.12 Plans for the proposed footway along School Road are provided at **Appendix 19**.

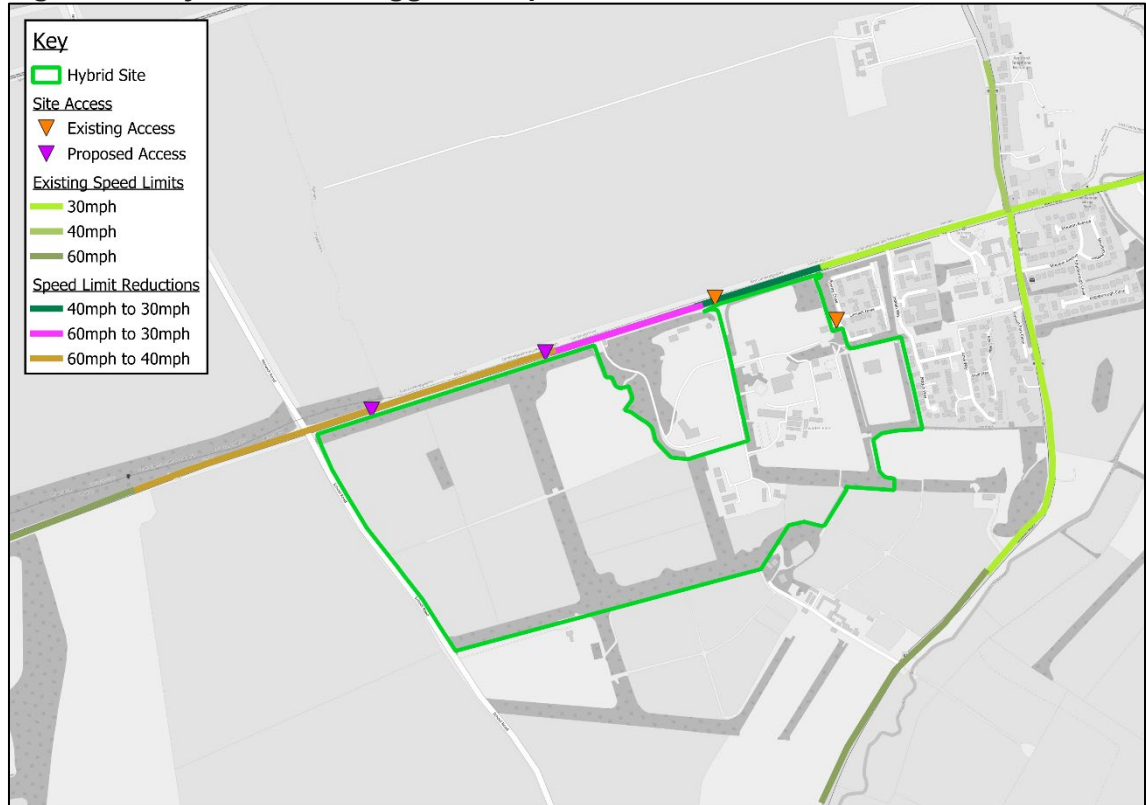
### Public Transport

- 5.13 The information provided in **Chapter 2** highlights the sites existing connectivity to travel by both bus and rail.
- 5.14 Kennett Railway Station is conveniently located within walking distance of the proposed site, offering connections to various destinations, including Newmarket, Bury St. Edmunds, and Cambridge. This station will facilitate transport for both commuters and leisure travellers. Access to the station from the site is available via a footway along Herringswell Road and Bury Road.
- 5.15 The site benefits from bus connectivity to Newmarket, Mildenhall, and Bury St. Edmunds, as outlined in **Chapter 2**. As part of the development proposals, the developer will contribute funding to enhance existing bus services, resulting in a more frequent route to Newmarket and Bury St Edmunds.
- 5.16 To improve bus connectivity for the entire site, two new eastbound and westbound bus stops are proposed for the B1506. The first set of bus stops are proposed to be located to the east of Sir Graham Kirkham Avenue. This will serve the east of the site, provide residents and business access to a bus stop within 400m of their dwelling/place of work. Further, another set of bus stops are to be constructed along the B1506 at the existing laybys. This proposal will ensure the dwellings and businesses within western side of the site are within 400m of a bus stop.
- 5.17 A pedestrian signalised crossing will be installed along the B1506 to ensure safe access to the most eastern proposed bus stops on the northern side of the B1506, while a Pegasus crossing (details below) will be installed along the B1506 to ensure safe access to the most western proposed bus stops on the northern side of the B1506.

### Vehicular

- 5.18 Vehicular access to the site will be taken from the north. The site will utilise the two existing access points (Sir Graham Kirkham Avenue, and Sire Lane), and a further two accesses are proposed to serve the west of the site.
- 5.19 A new access is proposed to be developed in the north-west of the site, and another east of this along the northern border of the site. The proposed site accesses will be designed in accordance with standards set out in Manual for Streets and Design Manual for Roads and Bridges (DMRB). Drawings for the proposed vehicle access points are at **Appendix 08**.
- 5.20 This Transport Assessment recommends the reduction in speed limit along the B1506 along the site frontage to increase safety for vehicles entering and exiting the site. **Figure 5.2**, below, depicts the reduction in speed limit along the B1506 and indicates the position of the proposed and existing site access points.

**Figure 5.1: Hybrid Site – Suggested Speed Limit Reduction**



- 5.21 Vehicular access to the memorial garden will take place from School Road. A vehicle access measuring approximately 4.5m in width will provide vehicular access to the internal car park, associated with the memorial garden. Access plans for the memorial garden are shown at **Appendix 08**.

### Access for Horse Riding

- 5.22 Engagement through public consultation and with the British Horse Society has indicated a desire line for recreational horse use on Norwich Road and School Road. In order to improve facilities for this use, a Pegasus crossing is proposed on the B1506 which will allow horses to cross the road and utilise the proposed route through the site to access School Road. This, in combination with the recommended speed limit reduction is considered to significantly improve access for recreational horse movements in the area.

### Visibility

- 5.23 Visibility splays in accordance with DMRB CD109 Table 2.10 for the proposed 40-mph (70kph) road (2.4m x 120m) are provided for each of the proposed junctions along the B1506. Also shown are the 60mph (100kph) splay of 2.4m x 215m for the existing speed limit. These visibility splays are presented at **Appendix 08**.



## Servicing

- 5.24 To ensure that the accesses can accommodate the largest vehicles that are expected to use the site on a regular basis, the proposed site access points have been designed with a large radii to permit the movement of large vehicles. Swept path analysis of a 12m refuse vehicle accessing and exiting the site in forward gear is presented within **Appendix 08**.
- 5.25 The development is being progressed with an outline application, with all matters reserved apart from access. Notwithstanding this, the internal road network will be designed to facilitate the manoeuvrability and navigation of refuse vehicles and emergency service vehicles throughout the site. All servicing vehicles will be able to enter and exit the site in forward gear.

## Parking & Electric Vehicle Charging Provision

- 5.26 Parking for residential and commercial elements of the proposals will be in accordance with regional parking standards, for both vehicles and cycles, as set out in **Table 4.1**.

## Stage 1 Road Safety Audit

- 5.27 A Stage 1 Road Safety Audit (RSA1) has been carried out on the proposed highway works; the shared cycleway connection from the Site to the Bell junction, the proposed bus stops along the B1506, improvements to the Norwich Road junction, improvements to School Road and the two proposed vehicular access points. The RSA1 and designer's response is provided at **Appendix 09**.

## Framework Travel Plan

- 5.28 To further encourage the use of alternative modes of transport to the private car a Framework Residential Travel Plan has been produced as a separate document.
- 5.29 The Framework Travel Plan aims to:
- Encourage the use of sustainable modes of transport, such as walking, cycling and using public transport;
  - Reduce unnecessary travel; and
  - Encourage the use of sustainable travel by improving facilities and providing information.
- 5.30 The information within the Residential Travel Plan will help introduce residents to alternative modes and enable them to consider the trips to be made and the modes of transport they can use. It is intended that the Residential Travel Plan will encourage a change in perceptions and attitudes and therefore the desired change in travel behaviour, i.e., less unnecessary car use.

## Active Travel England Assessment

- 5.31 On 1st June 2023, Active Travel England (ATE) became a statutory consultee on all planning applications that propose at least one of the following criteria:
- 150 or more dwellings;
  - Mixed-use or commercial developments w/ floor space of above 7,500m<sup>2</sup>; or

- Overall developments of 5+ hectares.
- 5.32 The overall aim for ATE as a statutory consultee on such applications is to assist and ensure the implementation of good active travel planning and design. ATE states that the key target is for at least 50% of 'short' trips within towns and cities to be completed by active travel modes by 2030. The Department for Transport's Future of mobility: urban strategy defines 'active travel' as a term that includes (but is not exclusive to) the following:
- Walking;
  - Bicycles;
  - Wheelchairs;
  - Mobility scooters;
  - Adapted cycles and e-bicycles;
  - Scooters; and
  - Cycle sharing and renting schemes.
- 5.33 In the context of this TA (classified as a key document for ATE's assessment), the following documents were reviewed in consideration of the guidelines and expectations set out by ATE:
- Active Travel England: framework document for working with DfT;
  - ATE Planning Application Assessment Checklist ('ATE Checklist'); and
  - Development Management Procedural Note for Local Planning Authorities.
- 5.34 A review of the ATE Checklist has been undertaken for the Hybrid Application Site to inform this TA. This uses ten criteria aimed at qualitatively assessing the overall planning application as it relates to promoting the use of active travel both within and outside of the development site.
- 5.35 A copy of the ATE Checklist used to assess the hybrid site can be found at **Appendix 10**.
- 5.36 **Table 5.1** outlines each of the ten criterion and how they have been assessed according to the site and development proposals.

**Table 5.1: ATE Assessment Checklist**

Criterion	Description	Assessment Comments Hybrid Site	Rating Hybrid Site
1	Does the application forecast all day trips to, from, and within the site by active travel?	Set out within the TA	Exemplar
2	Has an assessment on the design and accessibility of existing active travel routes nearby been presented?	Set out within the TA	Pass
3	Are most site buildings within 800m from a range of amenities using well-designed routes?	Yes, subject to reserved matters design of internal layout, within masterplan	Pass
4	Are a range of local amenities and facilities accessible for cyclists using well-designed routes?	Yes, subject to reserved matters design of internal layout, within masterplan	Pass
5	Are all site buildings within 400m of a high-frequency bus stop or 800m of a rail station or tram stop using well-designed routes?	Yes, subject to reserved matters design of internal layout, within masterplan	Pass
6	Does the application include proposals to enhance local active travel and public transport infrastructure?		Pass
7	Does the development prioritise pedestrian and cycle movements within the site?	Yes	Exemplar
8	Does the development establish a strong sense of place?	Masterplan developed on this basis, subject to reserved matters design of internal layout	Condition / Obligation to make acceptable
9	Does the application provide the requisite amount of cycle parking?	Subject to reserved matters, but no constraints to delivery	Pass
10	Does the travel plan outline ambitious mode share targets and measures?		Exemplar

5.37 The review of the ATE checklist indicates that the proposed development is being planned to maximise the potential for active travel.

## 6 TRIP GENERATION & DISTRIBUTION

- 6.1 This section considers the predicted traffic generation and distribution of vehicle traffic associated with the proposed development.

### Existing Site Movements

- 6.2 As mentioned in **Chapter 2**, the AHT site generated significant traffic movements. It is understood to have employed at least 280 people at the site, including the associated sub-contractors, transport and servicing and other regular visitors to the site, including members of the public. On this basis, there were at least 350-500 people on site at any one time. We understand that at times the total parking on site, some 478 spaces, was full and overflow parking in the adjoining paddocks was used.

### Evidence Based

- 6.3 Evidence was given to the Inquiry into the lawful use application which helps understand the level of parking on-site during operation. A statement from a past employee included:

**“From Monday to Friday the car parks would be very full, with both research and clinical staff and visiting members of the public. There would be a variable amount of horse boxes / livestock trailers a day and there were medical deliveries to the central stores daily.**

**Members of the public could visit the site even if they were not bringing animals. The coffee shop was open to all and the AHT also used to do shows and similar events on-site both to spread knowledge acquired through research and to fundraise.**

**[...]**

**There were just shy of 300 members of staff at time of going into administration. Each day there would be on average 25 to 30 deliveries to stores each day, 5 days a week”.**

### Survey Based

- 6.4 To understand further the approximate number of vehicle movements associated with the AHT during its operation, 2016 traffic count data at the B1506 / Herringswell Road / Bury Road / Gazeley Road junction had been extracted from the nearby Kennett Garden Village planning application (Ref: 18/00752/ESO).
- 6.5 The recorded counts are presented at **Appendix 11**. This data had been compared with recent 2024 traffic count data for the same junction; this data is available at **Appendix 12**.
- 6.6 To be comparable, TEMPro growth factors have been used to scale the 2024 flows back to 2016, to allow a direct comparison of flows with and without the AHT in operation.
- 6.7 Subtracting the 2024 data count from the 2016 data count allows the number of total vehicles no longer travelling through this junction to be calculated and thus provides an approximate number of vehicles associated with the AHT before its closure. The difference in total trips was 72 vehicle

movements in the AM Peak (0800-0900) from the junction and 117 vehicle movements in the PM Peak (1700-1800) to the junction.

- 6.8 Utilising journey to work data from the 2011 census, the routes to work of those who worked in Forest Heath MSOA 005 (in which the AHT was located) have been calculated; this was established as a 25% / 5% / 70% split from the east, north and west respectively. The data representing this split is included within **Appendix 13**.
- 6.9 The vehicle trip rates have been factored using the TRICS database (shown in **Table 6.2**) to provide daily vehicle movements for the site.
- 6.10 The table below summarises the total vehicle movements to the AHT as mentioned above.

**Table 6.1: AHT Predicted Vehicle Movements Utilising 2016 and 2024 Data**

From/To	Arrivals				Departures			
	B1506 (east)	B1506 (west)	Norwich Road	Total	B1506 (east)	B1506 (west)	Norwich Road	Total
AM Peak 08:00-09:00	72	14	202	289	33	7	91	131
PM Peak 17:00-18:00	53	11	149	213	117	23	327	467
Daily Movements	703	140	1969	2812	703	140	1969	2812

- 6.11 Utilising the 2016 and 2024 surveys counts at the B1506 / Herringswell Road / Bury Road / Gazeley Road Junction, it is suggested that the AHT totalled 420 vehicle movements in the AM peak and 680 vehicle movements in the PM peak.

## TRICS Based

- 6.12 To provide an indication of the potential trip generation of the existing site use, the TRICS database has been interrogated for veterinary use sites. Although an exact proxy for the AHT has not been found, a standard veterinary centre type use has been applied to the existing floorspace on site (10,527 sqm) on the basis that this will represent the relative movements expected at the existing practice, with customers arriving and departing at the centre constantly throughout its operating hours.
- 6.13 A copy of the TRICS output is provided at **Appendix 14**. **Table 6.2** below summarises the peak hour and daily trip rates per 100sqm obtained from the TRICS database.



**Table 6.2: TRICS Veterinary Centre Trip Rates and Predicted Trip Generation – 10,527m<sup>2</sup>**

Scenario	Arrivals		Departures		Total	
	Trip Rate / 100m <sup>2</sup>	Trips	Trip Rate / 100m <sup>2</sup>	Trips	Trip Rate / 100m <sup>2</sup>	Trips
AM Peak 08:00-09:00	2.287	241	1.040	109	3.327	350
PM Peak 17:00-18:00	1.871	197	2.079	219	3.950	416
Daily Movements	23.286	2,451	23.077	2,429	46.363	4,881

Source: TRICS (Version 7.11.3)

- 6.14 The application of the TRICS average trip rates is predicted to generate 350 total trips in the morning peak hour, 416 in the evening peak hour and 4881 daily total trips.

## Proposed Trip Generation

### Residential Trip Generation

- 6.15 The residential trip generation for 860 dwellings has been based on the TRICS database for other similar developments, in terms of size and location.
- 6.16 The selection has been based upon private housing sites will represent a robust scenario in terms of traffic generation for the site, as affordable housing, private flats and rented accommodation generally all typically have lower trip rates. The following TRICS parameters were used:
- Main Land Use: 03 – Residential Multi Modal
  - Sub Land Use: A – Houses Privately Owned
  - Regions: England, excluding Greater London
  - Location Type: Edge of Town, and Neighbourhood Centre
  - Parameter Range: 300 – 1817 Dwellings (ensuring suitably large sites used)
  - Car Ownership: 1.1 to 2.0 (represent local level of car ownership)
- 6.17 **Table 6.3**, below, summarises trip rates obtained from the TRICS database for the existing residential development, applied to the proposed 860 dwelling residential development. A copy of the TRICS output is provided at **Appendix 14**.

**Table 6.3: Residential Vehicle Trip Generation**

Scenario	Arrivals		Departures		Total	
	Trip Rate / 1 Dwell	Trips	Trip Rate / 1 Dwell	Trips	Trip Rate / 1 Dwell	Trips
AM Peak 08:00-09:00	0.138	119	0.380	327	0.518	445
PM Peak 17:00-18:00	0.348	299	0.149	128	0.497	427
Daily Movements	2.094	1801	2.096	1803	4.190	3603

Source: TRICS (Version 7.11.3)

- 6.18 The residential element of the proposed development is predicted to generate 445 total trips in the AM Peak and 427 two-way trips in the PM Peak.

### Residential Distribution

- 6.19 The distribution of the residential trips has been based on 2011 Census data as replicated within **Table 3.2** of this report. Residential trips from the site will be distributed to their destination based on workplace destination for area residents.

### Primary School Trip Generation

- 6.20 To assess the potential impact of the development proposals in relation to the proposed Primary School, the TRICS database version 7.11.3 has been utilised to attain trip rates for primary schools with similar characteristics.
- 6.21 The parameters used in selecting suitable proxy survey sites from the TRICS database for the primary school include:
- Main Land Use: 04 – Education Multi Modal
  - Sub Land Use: A – Primary
  - Regions: England, excluding Greater London
  - Location Type: Edge of Town, Suburban Area and Neighbourhood Centre
- 6.22 The primary school will be a 1-form entry (1FE) and would generate 30 pupils per class with 1 form in each of the 7 years, equalling to 210 pupil places.
- 6.23 **Table 6.4**, below, summarises the vehicular trip rate attained from the TRICS database. A copy of the TRICS report is available at **Appendix 14**.

**Table 6.4: Primary School Trip Rates**

Scenario	Arrivals		Departures		Total	
	Trip Rate / 1 Pupil	Trips	Trip Rate / 1 Pupil	Trips	Trip Rate / 1 Pupil	Trips
AM Peak 08:00-09:00	0.323	68	0.281	59	0.604	127
PM Peak 17:00-18:00	0.017	4	0.036	8	0.053	11
Daily Movements	0.852	179	0.847	178	1.699	357

Source: TRICS (Version 7.11.3)

- 6.24 The proposed 1FE primary school of up to 210 pupils has the potential to result in 127 total vehicle trips in the morning peak hour and 11 total vehicle trips in the evening peak hour. The impact of schools is obviously concentrated in the morning peak hour and the impact in the evening peak is minimal.
- 6.25 SCC's publication titled '*Update on developer contribution education costs and pupil yields*' identifies that the Pupil Product Ration (PPR) for primary school children is 0.32 per dwelling (2+ bedroom). The proposed development of 860 residential dwellings would therefore generate demand for  $860 \times 0.32 = 275$  pupil places.
- 6.26 As such, the majority of journeys by primary school pupils would be made within the residential development would therefore be internalised within the site, thereby minimising the impact of the development on the wider highway and transport networks.

### Primary School Distribution

- 6.27 Considering the on-site primary school will attract 210 pupils, all of which come from within the development, it is assumed, based on PPR that circa 65 primary school pupils will have to travel off-site. These movements will be incorporated within the trip rates for residential trips.

### Residential Care Home Trip Generation

- 6.28 The trip generation for the residential care home has been based on the TRICS multi-modal database for other similar developments, in terms of size and location. The following selection parameters have been used:
- Main Land Use: 05 – Health Multi Modal
  - Sub Land Use: F – Care Home (Elderly Residential)
  - Regions: England, excluding Greater London
  - Parameter Range: 17 – 180
  - Location Type: Edge of Town and Suburban Area
- 6.29 **Table 6.5** summarises the morning and evening peak period vehicle and total person trip rates obtained from the TRICS database and applies this to the proposed 90 beds to establish the respective trip generation for the peak periods. A copy of the TRICS report is available at **Appendix 14**.

**Table 6.5: Care Home Trip Generation**

Scenario	Arrivals		Departures		Total	
	Trip Rate / 1 Bed	Trips	Trip Rate / 1 Bed	Trips	Trip Rate / 1 Bed	Trips
AM Peak 08:00-09:00	0.073	7	0.056	5	0.129	12
PM Peak 17:00-18:00	0.041	4	0.056	5	0.097	9
Daily Movements	0.837	75	0.876	79	1.713	154

Source: TRICS (Version 7.11.3)

- 6.30 The proposed care home development of up to 90 beds has the potential to result in 12 total vehicle trips in the morning peak hour and 9 total vehicle trips in the evening peak hour.

### Care Home Distribution

- 6.31 Given the low trip generation, it is proposed that these trips are split in accordance with the observed turning movements at Sire Lane and distributed via the other key local junctions.

### Convenience Store

- 6.32 To assess the potential impact of the development proposals in relation to the proposed Convenience Store, the TRICS database version 7.11.3 has been utilised to attain trip rates for convenience stores with similar characteristics.

- 6.33 The parameters used in selecting suitable proxy survey sites from the TRICS database for the convenience store include:

- Main Land Use: 01 – Retail
- Sub Land Use: O – Convenience Store
- Regions: England, excluding Greater London
- Location Type: Edge of Town, Suburban Area and Neighbourhood Centre

- 6.34 The convenience store will be approximately 386m<sup>2</sup> in size, the below trips are representative of this.

- 6.35 **Table 6.6**, below, summarises the vehicular trip rate attained from the TRICS database. A copy of the TRICS report is available at **Appendix 14**.

**Table 6.6: Convenience Store Trip Rates**

Scenario	Arrivals		Departures		Total	
	Trip Rate / 100m <sup>2</sup>	Trips	Trip Rate / 100m <sup>2</sup>	Trips	Trip Rate / 100m <sup>2</sup>	Trips
AM Peak 08:00-09:00	6.407	25	6.277	24	12.684	49
PM Peak 17:00-18:00	7.355	28	7.846	30	15.201	59
Daily Movements	0.852	179	0.847	178	1.699	357

Source: TRICS (Version 7.11.3)

- 6.36 The proposed convenience store will generate 49 total two-way vehicle trips in the AM peak and 59 two-way vehicle trips in the PM peak, with 357 two-way daily trips.

### Convenience Store Distribution

- 6.37 It is deemed that 75% of the above trips will be internalised within the site. The remaining 25% of trips are likely to be pass-by trips, from the B1506. The proposed convenience store will generate 49 total two-way vehicle trips in the AM peak and 59 two-way vehicle trips in the PM peak, with 357 two-way daily trips. However, with 75% of these trips internalised, the proposed convenience store will result in 12 total two-way trips in the AM peak. 15 two-way trips in the PM peak, and 89 two-way daily trips which will come from outside the site. It is assumed that all of these trips will already be on the road network and no new trips will be established as a result of the proposed convenience store.

### Community Hub Trip Generation

- 6.38 The trip generation for the community hub has been based on the TRICS multi-modal database for other similar developments, in terms of size and location. The following selection parameters have been used:
- Main Land Use: 07 – Leisure
  - Sub Land Use: Q – Community Centre
  - Regions: England, excluding Greater London
  - Location Type: Edge of Town and Suburban Area
- 6.39 **Table 6.7** summarises the morning and evening peak period vehicle and total person trip rates obtained from the TRICS database and applies this to the proposed 621m<sup>2</sup> community hub to establish the respective trip generation for the peak periods. A copy of the TRICS report is available at **Appendix 14**.



**Table 6.7: Community Hub Trip Generation**

Scenario	Arrivals		Departures		Total	
	Trip Rate / 100m <sup>2</sup>	Trips	Trip Rate / 100m <sup>2</sup>	Trips	Trip Rate / 100m <sup>2</sup>	Trips
AM Peak 08:00-09:00	1.435	9	0.191	1	1.626	10
PM Peak 17:00-18:00	2.606	16	1.097	7	3.703	23
Daily Movements	14.524	90	31.506	196	46.03	286

Source: TRICS (Version 7.11.3)

- 6.40 The proposed community hub development of circa 621m<sup>2</sup> has the potential to result in 10 total vehicle trips in the morning peak hour and 23 total vehicle trips in the evening peak hour.

### Community Hub Distribution

- 6.41 Given the low trip generation, it is proposed that these trips are split in accordance with the observed turning movements at Sire Lane and distributed via the other key local junctions.

### Employment Trip Generation

- 6.42 The trip generation for the employment use has been based on the TRICS multi-modal database for other similar developments, in terms of size and location. The following selection parameters have been used:

- Main Land Use: 02 – Employment
- Sub Land Use: A – Office
- Regions: England, excluding Greater London
- Location Type: Edge of Town and Suburban Area

- 6.43 **Table 6.8** summarises the morning and evening peak period vehicle and total person trip rates obtained from the TRICS database and applies this to the proposed 850m<sup>2</sup> employment use to establish the respective trip generation for the peak periods. A copy of the TRICS report is available at **Appendix 14**.

**Table 6.8: Employment Trip Generation**

Scenario	Arrivals		Departures		Total	
	Trip Rate / 100m <sup>2</sup>	Trips	Trip Rate / 100m <sup>2</sup>	Trips	Trip Rate / 100m <sup>2</sup>	Trips
AM Peak 08:00-09:00	1.099	9	0.178	2	1.277	11
PM Peak 17:00-18:00	0.100	1	0.999	8	1.099	9
Daily Movements	5.030	43	4.997	42	10.027	85

Source: TRICS (Version 7.11.3)

- 6.44 The proposed employment development of circa 850m<sup>2</sup> has the potential to result in 11 total vehicle trips in the morning peak hour and 5 total vehicle trips in the evening peak hour.

### Employment Use Distribution

- 6.45 Distribution for the trips associated with the employment use will be distributed in accordance with 2011 Census (WU03EW) for workplace origins for area employees. This data is presented within **Table 3.3**.

### Hybrid Site Net Impact

- 6.46 To understand the impact of the proposed Hybrid Site, the table below outlines the collective vehicle trips of the proposed site combining data from within **Table 6.3**, **Table 6.5**, **Table 6.7**, and **Table 6.8**. Trips associated with the convenience store have been treated as pass-by trips and as such these are not new trips but, trips which are already on the network. Also, trips associated with the primary school will be internalised within the site and such these trips will not affect the local highway network.

**Table 6.9: Vehicle Trips – Hybrid Site**

Scenario	Arrivals		Departures		Total	
	Trip Rate / 100m <sup>2</sup>	Trips	Trip Rate / 100m <sup>2</sup>	Trips	Trip Rate / 100m <sup>2</sup>	Trips
AM Peak 08:00-09:00	2.745	144	0.805	335	3.550	478
PM Peak 17:00-18:00	3.095	320	2.301	148	5.396	468
Daily Movements	22.485	2009	39.475	2120	61.960	4129

- 6.47 To evaluate the impact of the development proposals on the existing traffic network, a comparison has been drawn comparing the existing site traffic movements with the proposed development expected vehicle movements, as presented within this chapter.
- 6.48 The table below presents the change in vehicle movements as a result of the proposed development. The existing vehicle movements have been taken from **Table 6.2**, while the proposed vehicle movements are a combination of **Table 6.3**, **Table 6.5**, **Table 6.7**, and **Table 6.8**.

**Table 6.10: Existing and Proposed Vehicle Movement Comparison**

Scenario	Arrivals	Departures	Total
	Trips	Trips	Trips
AM Peak 08:00-09:00	-97	225	128
PM Peak 17:00-18:00	123	-70	53
Daily Movements	-442	-310	-752

- 6.49 As presented above, the proposed development will result in 128 more vehicle movements in the AM Peak and 53 more vehicle movements in the PM Peak, with a total of 752 less daily vehicle movements.

## Traffic Distribution

- 6.50 The distribution of residential trips is based on the 2011 Census database, which provides details of where residents within the Forest Heath 005 MSOA work. Whilst it is accepted that other trips will be made during the peak periods, the primary trip purpose will be workplace trips and, as such, it is proposed that this distribution is used for all purposes to conduct the assessment.
- 6.51 Vehicle traffic generated by the development will likely be split across three different overall routes:
- Site to Cambridge / Cambridgeshire;
  - Site to Bury St Edmunds; and
  - Site to Newmarket.
- 6.52 Using the data from the 2011 Census in **Table 3.2** from **Section 3**, vehicle trips shown in **Table 6.9** were distributed accordingly. Routes to destinations from Kentford have been analysed using Google Maps.
- 6.53 It is expected that approximately 48% of trips generated by the site will depart by exiting left onto the B1506 (towards the School Lane / Norwich Road junction) from the proposed site accesses. 52% of trips generated will depart by exiting right onto the B1506 (towards the Station Road / Moulton Road junction). Distribution of vehicle traffic is shown in the Traffic Flow Diagrams at **Appendix 15**.

## 7 TRAFFIC IMPACT

- 7.1 This section of the TA considers the transport impact of the proposed development on the surrounding highway network and key local junctions.

### Assessment Parameters

#### Study Area

- 7.2 The impact of the proposed development has been assessed at the following junctions:
- B1506 / Sire Lane Site Access priority T-junction;
  - B1506 / Sir Graham Kirkham Avenue Site Access priority T-junction;
  - B1506 / Proposed Access priority T-junction;
  - B1506 / Station Road / Moulton Road / Bury Road crossroads;
  - B1506 / Norwich Road / School Road crossroads; and
  - A1304 / B1506 signalised junction.
- 7.3 The first three junctions mentioned above have been modelled using the Junctions 10 modelling software. The A1304 / B1506 signalised junction has been modelled using LinSig.

### Future Year Assessment and Predicted Traffic Growth

- 7.4 The impact on the local highway will be assessed for the future year of 2040. Therefore, the traffic growth methodology using 2024 observed traffic flows has used TEMPro Version 8.1 and the NTM for Forest Heath 005. The proposed growth rates are as follows:
- 2024 – 2040 AM Peak = 1.092
  - 2024 – 2040 PM Peak = 1.089
- 7.5 It should be noted that TEMPro includes growth in housing as part of its assumptions and calculations – therefore the inclusion of the proposed development flows, committed development flows, and predicted traffic growth will lead to an element of double counting and provide a robust assessment of the local highway network.

### Assessment Scenarios

- 7.6 The above junctions have been assessed for the following scenarios during the morning and evening peak hours across a typical weekday for the Hybrid Site:
- 2024 Base (Observed);
  - 2040 Base;
  - 2040 Base + Committed Development; and
  - 2040 Base + Committed Development + Proposed Development.

- 7.7 The vehicle trips submitted as part of the nearby Kennett Garden Village development have been used for the 'Committed Development' portion of the last two scenarios. More information on the development can be found in **Section 2** of this TA.

## Assessment Methodology

- 7.8 The junction analysis has been undertaken using the latest version of 'Junctions 11' software.
- 7.9 The results of the Junctions 11 assessment for the priority junctions provide a ratio of flow to capacity (RFC) figure and a Queue (Q) length (number of vehicles). The RFC determines how the arm of the junction is operating and if the RFC is 0.85 or less the relevant arm of the junction is within its design capacity with minimal queues.
- 7.10 An RFC greater than 0.85 and less than 1.0 shows that the junction is operating close to its design capacity and as such some queues and delays may start to occur. When an RFC is greater than 1.0 the arm of the junction is operating at or exceeding its design capacity and as a result longer delays / queues will start to form. On this basis a maximum RFC of 1 will be used as the absolute capacity of a junction.
- 7.11 Should the level of traffic at a junction exceed this threshold then mitigation may be required. Queue results represent an average queue length, so will not always be whole numbers of vehicles.
- 7.12 The copies of the Junctions 10 assessments for priority junctions are provided in **Appendix 16**. While copies of the LinSig assessments for signalised junction are provided within **Appendix 17**.

## Junction Impact Assessment

### B1506 / Sire Lane

**Table 7.1: B1506 / Sire Lane Assessment**

Arm	AM Peak		PM Peak	
	RFC	Q	RFC	Q
<b>2024 Base</b>				
B1506 (East) B-AC	0.04	0.0	0.01	0.0
Sire Lane (Site Access) C-B	0.00	0.0	0.01	0.0
<b>2040 Base</b>				
B1506 (East) B-AC	0.04	0.0	0.01	0.0
Sire Lane (Site Access) C-B	0.00	0.0	0.01	0.0
<b>2040 Base + Committed Development</b>				
B1506 (East) B-AC	0.04	0.0	0.01	0.0
Sire Lane (Site Access) C-B	0.00	0.0	0.01	0.0
<b>2040 Base + ComDev + Proposed Development</b>				
B1506 (East) B-AC	0.12	0.1	0.05	0.1
Sire Lane (Site Access) C-B	0.03	0.0	0.05	0.1



- 7.13 As seen in **Table 7.1**, would operate well within its design capacity during the worst-case scenarios. As such, this shows that with the additional traffic associated with the proposed development and committed developments the operation of the priority junction will not be materially affected, will be largely imperceptible to other road users and would not have a severe impact on the operation of the junction, in NPPF terms.

## B1506 / Sir Graham Kirkham Avenue

**Table 7.2: B1506 / Sir Graham Kirkham Avenue Assessment**

Arm	AM Peak		PM Peak	
	RFC	Q	RFC	Q
<b>2024 Base</b>				
SGKA – B1506 (Eastbound) B-C	0.00	0.0	0.00	0.0
SGKA – B1506 (Westbound) B-A	0.00	0.0	0.00	0.0
B1506 (Eastbound) – SGKA C-B	0.00	0.0	0.00	0.0
<b>2040 Base</b>				
SGKA – B1506 (Eastbound) B-C	0.00	0.0	0.00	0.0
SGKA – B1506 (Westbound) B-A	0.00	0.0	0.00	0.0
B1506 (Eastbound) – SGKA C-B	0.00	0.0	0.00	0.0
<b>2040 Base + Committed Development</b>				
SGKA – B1506 (Eastbound) B-C	0.00	0.0	0.00	0.0
SGKA – B1506 (Westbound) B-A	0.00	0.0	0.00	0.0
B1506 (Eastbound) – SGKA C-B	0.00	0.0	0.00	0.0
<b>2040 Base + ComDev + Proposed Development</b>				
SGKA – B1506 (Eastbound) B-C	0.07	0.1	0.04	0.0
SGKA – B1506 (Westbound) B-A	0.09	0.1	0.05	0.1
B1506 (Eastbound) – SGKA C-B	0.05	0.0	0.08	0.1

- 7.14 As seen in **Table 7.2**, would operate well within its design capacity during the worst-case scenarios. As such, this shows that with the additional traffic associated with the proposed development and committed developments the operation of the priority junction will not be materially affected, will be largely imperceptible to other road users and would not have a severe impact on the operation of the junction, in NPPF terms.

## B1506 / Proposed Access

- 7.15 To understand the capacity of the proposed junctions, these have been modelled with proposed flows. The two proposed junctions are identical in geometries; thus one model has been created with the worse flows of both junctions being assessed.

**Table 7.3: B1506 / Proposed Access Assessment**

Arm	AM Peak		PM Peak	
	RFC	Q	RFC	Q
<b>2024 Base</b>				
B1506 (East) B-AC	0.00	0.0	0.00	0.0
Proposed Access (Site Access) C-B	0.00	0.0	0.00	0.0
<b>2040 Base</b>				
B1506 (East) B-AC	0.00	0.0	0.00	0.0
Proposed Access (Site Access) C-B	0.00	0.0	0.00	0.0
<b>2040 Base + Committed Development</b>				
B1506 (East) B-AC	0.00	0.0	0.00	0.0
Proposed Access (Site Access) C-B	0.00	0.0	0.00	0.0
<b>2040 Base + ComDev + Proposed Development</b>				
B1506 (East) B-AC	0.22	0.3	0.12	0.1
Proposed Access (Site Access) C-B	0.06	0.1	0.10	0.1

- 7.16 As seen in , would operate well within its design capacity during the worst-case scenarios. As such, this shows that with the additional traffic associated with the proposed development and committed developments the operation of the priority junction will not be materially affected, will be largely imperceptible to other road users and would not have a severe impact on the operation of the junction, in NPPF terms.

## B1506 / Station Road

- 7.17 This junction will change from its current configuration to be a mini-roundabout as part of mitigation measures to be implemented by the Kennet Garden Village development. **Appendix 04** shows the new junction layout. The modelling undertaken at this junction has therefore been carried out assuming the completing of the mini roundabout works. The modelling results are provided in the table below.

**Table 7.4: B1506 / Station Road Assessment**

Arm	AM Peak		PM Peak	
	RFC	Q	RFC	Q
<b>2024 Base</b>				
B1085 Station Road	0.37	0.6	0.26	0.4
B1506 Bury Road (E)	0.32	0.5	0.33	0.5
B1506 Bury Road (W)	0.36	0.6	0.37	0.6
<b>2040 Base</b>				
B1085 Station Road	0.42	0.7	0.29	0.5
B1506 Bury Road (E)	0.35	0.5	0.36	0.6
B1506 Bury Road (W)	0.40	0.7	0.41	0.7
<b>2040 Base + Committed Development</b>				
B1085 Station Road	0.47	0.9	0.33	0.6
B1506 Bury Road (E)	0.38	0.6	0.38	0.7
B1506 Bury Road (W)	0.41	0.7	0.42	0.8
<b>2040 Base + ComDev + Proposed Development</b>				
B1085 Station Road	0.61	1.6	0.51	1.1
B1506 Bury Road (E)	0.43	0.8	0.47	0.9
B1506 Bury Road (W)	0.57	1.3	0.51	1.0

- 7.18 As seen in **Table 7.4**, the junction would operate well within its design capacity during the worst-case scenarios. As such, this shows that with the additional traffic associated with the proposed development and committed developments the operation of the priority junction will not be materially affected, will be largely imperceptible to other road users and would not have a severe impact on the operation of the junction, in NPPF terms.

## B1506 / Norwich Road / School Road

**Table 7.5: B1506 / Norwich Road / School Road Assessment - Existing**

Arm	2024 Base AM Peak		2024 Base PM Peak	
	RFC	Q	RFC	Q
<b>2024 Base</b>				
School Road B-ACD	0.10	0.1	0.05	0.0
B1506 (East) A-BCD	0.08	0.1	0.05	0.1
Norwich Road D-ABC	0.16	0.2	0.09	0.1
B1506 (West) C-ABD	0.01	0.0	0.02	0.0
<b>2040 Base</b>				
School Road B-ACD	0.11	0.1	0.05	0.1
B1506 (East) A-BCD	0.08	0.1	0.06	0.1
Norwich Road D-ABC	0.17	0.2	0.10	0.1
B1506 (West) C-ABD	0.01	0.0	0.02	0.0
<b>2040 Base + Committed Development</b>				
School Road B-ACD	0.11	0.1	0.05	0.1
B1506 (East) A-BCD	0.08	0.1	0.06	0.1
Norwich Road D-ABC	0.17	0.2	0.10	0.1
B1506 (West) C-ABD	0.01	0.0	0.02	0.0
<b>2040 Base + ComDev + Proposed Development</b>				
School Road B-ACD	0.12	0.1	0.06	0.1
B1506 (East) A-BCD	0.25	0.4	0.16	0.2
Norwich Road D-ABC	0.30	0.5	0.32	0.5
B1506 (West) C-ABD	0.02	0.0	0.02	0.0

- 7.19 As presented in **Table 7.5**, would operate well within its design capacity during the worst-case scenarios. As such, this shows that with the additional traffic associated with the proposed development and committed developments the operation of the priority junction will not be materially affected, will be largely imperceptible to other road users and would not have a severe impact on the operation of the junction, in NPPF terms.
- 7.20 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-DR-009A**, while the junction capacity performance, modelled using TRL Junctions software, can be found in **Table 7.6**.

**Table 7.6: B1506 / Norwich Road / School Road Assessment - Proposed**

Arm	AM Peak		PM Peak	
	RFC	Q	RFC	Q
<b>2024 Base</b>				
School Road B-ACD	0.10	0.1	0.05	0.0
B1506 (East) A-BCD	0.07	0.1	0.05	0.1
Norwich Road D-ABC	0.16	0.2	0.10	0.1
B1506 (West) C-ABD	0.01	0.0	0.02	0.0
<b>2040 Base</b>				
School Road B-ACD	0.11	0.1	0.05	0.1
B1506 (East) A-BCD	0.08	0.1	0.05	0.1
Norwich Road D-ABC	0.18	0.2	0.11	0.1
B1506 (West) C-ABD	0.01	0.0	0.02	0.0
<b>2040 Base + Committed Development</b>				
School Road B-ACD	0.11	0.1	0.05	0.1
B1506 (East) A-BCD	0.08	0.1	0.05	0.1
Norwich Road D-ABC	0.18	0.2	0.11	0.1
B1506 (West) C-ABD	0.01	0.0	0.02	0.0
<b>2040 Base + ComDev + Proposed Development</b>				
School Road B-ACD	0.12	0.1	0.06	0.1
B1506 (East) A-BCD	0.23	0.3	0.15	0.2
Norwich Road D-ABC	0.31	0.5	0.33	0.5
B1506 (West) C-ABD	0.00	0.0	0.00	0.0

- 7.21 As can be seen in **Table 7.6** all scenarios show minimal queuing with RFCs which predicted that the new layout well within capacity. The modelling results provided by the proposed layout are remarkably similar to those of the existing layout which can be seen in **Table 7.5**. This indicates that the additional traffic from the proposed and committed developments will not significantly impact the operation of the proposed priority junction. The changes will be barely noticeable to other road users and will not severely affect the junction's functionality, according to NPPF requirements.

## A1304 / B1506

- 7.22 The LinSig software has been utilised to model the A1304 / B1506 signalised junction for both the AM and PM peak in the following scenarios:
- 2024 Base (Observed);
  - 2040 Base;
  - 2040 + Committed; and
  - 2040 + Committed + Proposed Development.
- 7.23 The modelling results from the above scenarios are outlined in the table below.



**Table 7.7: A1304 / B1506 Signalised Junction Assessment**

Arm	AM Peak		PM Peak	
	Deg of Sat	Mean Max Q	Deg of Sat	Mean Max Q
<b>2024 Base</b>				
A1304	35.9%	5.6	34.5%	5.5
B1506 Well Bottom	28.9%	4.1	29.8%	4.8
A1304 Bury Road (ahead)	13.2%	0.5	19.2%	0.1
A1304 Bury Road (right)	36.5%	4.3	35.0%	4.5
<b>2040 Base</b>				
A1304	40.9%	6.6	38.4%	6.3
B1506 Well Bottom	32.3%	4.7	33.2%	5.4
A1304 Bury Road (ahead)	14.8%	0.6	21.1%	0.1
A1304 Bury Road (right)	40.6%	4.9	38.7%	5.2
<b>2040 Base + Committed Development</b>				
A1304	73.8%	9.7	66.8%	8.8
B1506 Well Bottom	58.2%	6.5	62.2%	8.2
A1304 Bury Road (ahead)	26.4%	2.0	41.8%	3.8
A1304 Bury Road (right)	73.1%	7.3	69.3%	7.7
<b>2040 Base + ComDev + Proposed Development</b>				
A1304	77.3%	10.2	76.8%	9.7
B1506 Well Bottom	66.1%	7.9	60.0%	8.5
A1304 Bury Road (ahead)	26.4%	2.0	41.8%	3.8
A1304 Bury Road (right)	78.5%	8.5	74.4%	9.4

- 7.24 As presented in **Table 7.7**, would operate well within its design capacity during the worst-case scenarios. As such, this shows that with the additional traffic associated with the proposed development and committed developments the operation of the priority junction will not be materially affected, will be largely imperceptible to other road users and would not have a severe impact on the operation of the junction, in NPPF terms.

## Impact on Horse Racing Activities in Newmarket

- 7.25 Beyond the study area there will be some residual traffic movements using the A1304 Bury Road into Newmarket. It is acknowledged that traffic on the A1304 passes through horse crossings at the Severals, and other town centre horse crossings beyond. The AM peak is considered when reviewing movements through the horse crossings as this coincides with horse movements across the town.
- 7.26 The Hybrid application is expected to generate 49 vehicles towards Newmarket and 32 vehicles away from Newmarket in the AM peak hour. The analysis of the existing site at **Table 6.1** suggests that 21 AM Peak trips were generated by the AHT to and from Newmarket, a net change of 60 vehicles across the peak hour. Bury Road carries circa 1000 vehicles per hour in the AM

Peak. At one vehicle per minute, or around 6% change, this level of change is not considered to justify further analysis.

- 7.27 Consequently, this limited change in traffic flow through the Severals Horse Crossing is not considered to cause any material impact on the Horse Racing Industry.

## Summary

- 7.28 This section of the report assesses the potential traffic impacts of the development proposals on the local highway network in the vicinity of the site for the Hybrid Phase scenario, including the traffic flow changes and junction assessment for the existing and future scenarios.
- 7.29 This section demonstrates that 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.
- 7.30 From this is it clear that the development would not result in a severe residual impact on the local highway network in NPPF terms and that the development would not be expected to adversely affect highway safety.

## 8 MITIGATION MEASURES

- 8.1 This chapter explains the proposed mitigation measures to be implemented by the development. These measures are designed to promote a reduction in the use of single occupancy vehicles, and to encourage the uptake of active travel and public transport.

### Pedestrian and Cycle Measures

- 8.2 Measures are proposed to encourage walking and wheeling to local destinations. These destinations include Kentford Business Park, Kennett Railway Station, Kennett Post Office, and local public houses, including The Bell Inn.
- 8.3 To encourage walking and wheeling to these sites, the pedestrian footway along the southern edge of the B1506 will change status to a shared cycleway. This will be achieved by widening and improving condition of this footway with a level surface throughout. This can be achieved within the highway boundary using the available road space and removal of central hatching.
- 8.4 The improvements will run from the site's most western proposed access, along the B1506, and run eastwards to the Bell Junction. At the Bell Junction, the improvements link to the proposed mini-roundabout scheme to be implemented by Kennet Garden Village which includes a new zebra crossing. Details of the improvements are included within drawing **794-PLN-TRP-00058-DR-012A** included as part of **Appendix 07**.
- 8.5 Additionally, the proposed shared cycleway will encourage access to NCR 51, which can be accessed by on road cycling along Moulton Road, before reaching Moulton. Alternatively, a shared cycleway route will run through the site, running on a northeast southwest axis. The through route will measure approximately 3m in width and run from the B1506 to School Road.
- 8.6 This through route will increase site permeability for pedestrians and cyclists. The through route will permit access to School Road which is proposed to be provided with a pedestrian footway which will benefit residents of the development and existing residents of Moulton by providing safe pedestrian access between the two villages.

### Public Transport Measures

- 8.7 To improve bus connectivity for the entire site, two new eastbound and westbound bus stops are proposed for the B1506. The first set of bus stops are proposed to be located to the east of Sir Graham Kirkham Avenue. This will serve the east of the site, provide residents and business access to a bus stop within 400m of their dwelling/place of work. Further, another set of bus stops are to be constructed along the B1506 at the existing laybys. This proposal will ensure the dwellings and businesses within western side of the site are within 400m of a bus stop.
- 8.8 Signalised pedestrian crossings will be installed along the B1506 at the location of each set of bus stops to ensure safe access to each proposed bus stop on the northern side of the B1506. The proposed bus stop arrangements are set out within drawing **794-PLN-TRP-00058-DR-012A** included as part of **Appendix 08**.
- 8.9 It is anticipated that financial contributions will be made through a s106 agreement to support the reintroduction of more frequent bus services through the area at a level to be agreed with SCC. The increase in population will assist in maintaining the viability of more frequent services through the village.

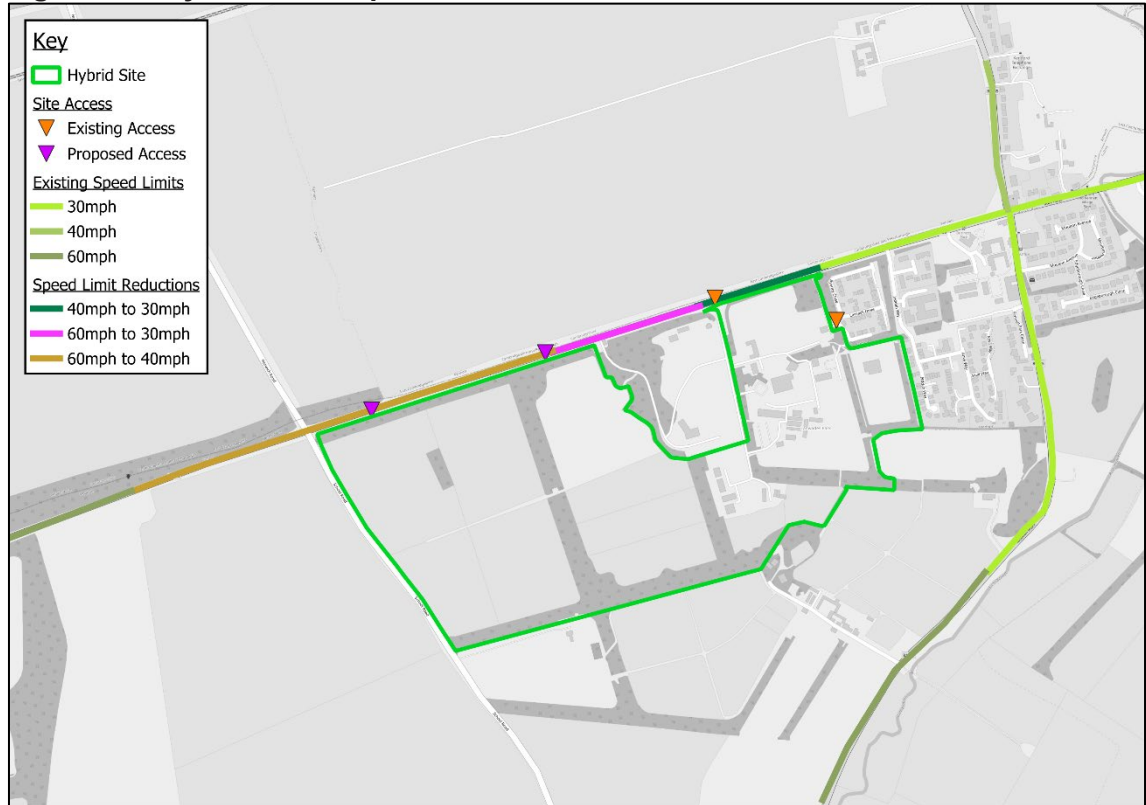
## Measure for Horse Riding

- 8.10 Engagement through public consultation and with the British Horse Society has indicated a desireline for recreational horse use on Norwich Road and School Road. In order to improve facilities for this use, a Pegasus crossing is proposed on the B1506 which will allow horses to cross the road and utilise the proposed route through the site to access School Road, linking the site to Moulton.

## Highway Improvements

- 8.11 Vehicular access to the site will be taken from the north. The site will utilise the two existing access points (Sir Graham Kirkham Avenue, and Sire Lane), and a further two accesses are proposed to serve the west of the site.
- 8.12 A new access is proposed to be developed in the north-west of the site, and another east of this along the northern border of the site. The proposed site accesses will be designed in accordance with standards set out in Manual for Streets and Design Manual for Roads and Bridges (DMRB). The layout of the proposed vehicle access points is presented within drawing **794-PLN-TRP-00058-DR-004A** included as part of **Appendix 08**.
- 8.13 During the public consultation, it was identified that the B1506/ Norwich Road/ School Road junction often feels unsafe, with numerous collisions were reported, as shown in **Chapter 3**. To address these concerns, a mitigation scheme is proposed, featuring a widened central waiting area. As part of these proposals the right-turn from the B1506 into School Road is prohibited. Detailed drawings (**794-PLN-TRP-00058-DR-009A**) are provided in **Appendix 18**.
- 8.14 It is also recognised that Norwich Road is in a poor state of repair and the development will increase traffic movements using it. Consequently, an appropriate contribution to enhancement of the quality of Norwich Road between the B1506 and the A11 will be proposed within the s106 agreement for the application.
- 8.15 This Transport Assessment recommends the reduction in speed limit along the B1506 along the site frontage to increase safety for vehicles entering and exiting the site. **Figure 8.1**, below, depicts the reduction in speed limit along the B1506 and indicates the position of the proposed and existing site access points. This will also assist in reducing accident rates and severity at the B1506 / Norwich Road / School Road priority crossroads junction as identified in **Section 2**.

**Figure 8.1: Hybrid Site – Speed Limit Reduction**



## Scheme Benefits

- 8.16 The proposed development will provide significant benefits to the local community, encompassing economic, social, and environmental advantages.
- 8.17 Key benefits include:
- **Economic Growth:** The development will create economic gains by supporting local businesses and services, ensuring their long-term sustainability. Induced jobs will also arise from maintenance and service needs once residents occupy the homes.
  - **Community Development:** The project will introduce a mixed-use community with 1,950 new residents, featuring a community hub, local shop, primary school, commercial space, and care home. A Memorial Garden is also proposed along with enhanced entrance to St Mary's Church.
  - **Housing Supply:** Delivery of 860 new homes, including affordable options, will address local housing needs and allow residents to remain or relocate to the area.
  - **Increased Usage of Local Amenities:** The additional population will enhance the use of existing public transport and local facilities.
  - **Accessibility:** The site offers good access to services, including the Kennett train station and the upcoming Kennett Garden Village, which will feature a new primary school and commercial facilities.



- **Public Open Space:** The development will provide 22.44 hectares of public open space, including play areas, woodland walks, and bridle paths, enhancing recreational opportunities for the community.
- **Environmental Benefits:** Opening the site will create valuable public spaces, reducing pressure on existing areas and protecting local wildlife, including the Stone Curlew population.
- **Infrastructure Improvements:** Enhancements to the local road network will include:
  - Widening of footways for shared cycleways.
  - Junction improvements and signalised crossings for safer access.
  - Two new access points with right turn lanes.
- **Biodiversity and Sustainability:** The project aims for a 10% net biodiversity gain through habitat enhancements and includes a new attenuation pond as part of a sustainable drainage system.

## 9 SUMMARY & CONCLUSION

### Introduction

- 9.1 RPS are instructed by Lochailort Kentford Ltd to provide transport planning services in support of a planning application for the residential development located to the south-west of Kentford, Suffolk, on land currently occupied by the Animal Health Trust (AHT) site.
- 9.2 The development comprises:
- Full Application Site – Detailed Application for 302 Dwellings:  
*Full application - Demolition of existing buildings on site, and phased redevelopment to provide residential units alongside a retail/ commercial building (Use Class E), conversion of the existing listed stable block to community/ commercial use (Use Class F2/ E), provision of open space, play space, and associated infrastructure and car parking.*
  - Hybrid Site – Hybrid Application for 860 Dwellings, plus a 90-Bed Care Home:  
*Outline application – Phased redevelopment of site to provide residential units alongside commercial (Class E) floorspace, one form entry primary school, 90 bed care home provision of open space, play space, and associated infrastructure and car parking*
- 9.3 The proposal will deliver a total of 860 new residential units and a policy compliant level of affordable housing across this windfall part brownfield site.
- 9.4 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.
- 9.5 The outline application will deliver up to 558 residential units, a 90 bed care home, new one form entry primary school of up to 900sqm, and up to 850sqm of commercial floorspace. New open and play spaces for this application include 6km of woodland walks, and a new bridlepath.
- 9.6 Kentford is located along the B1506 that connects Newmarket with Bury St. Edmunds. The site is located approximately 26km northeast of Cambridge, 15km west of Bury St. Edmunds and 6km northeast of Newmarket.

### Sustainable Transport Conditions

- 9.7 The TA has evaluated the site's walkability and local connections which includes existing and potential footways and crossings. The pedestrian isochrones shows that a significant portion of the town's key facilities are accessible by foot from the centre of both Full Application area and Outline area.
- 9.8 Pedestrian routes cover various local amenities such as schools, retail, leisure, and public transport within a reasonable walking and cycling distance. There are multiple access points proposed along the B1506 for both schemes permitting pedestrian and cycle access to these facilities.

- 9.9 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.
- 9.10 Kennett Railway Station is located approximately 1,700m walk from the centre of Full Application Site and 2,200m walk from the centre of the Hybrid Site. The station is accessible from the Full Application Site via a circa 21-minute walk, or a 5-minute cycle; and is accessible from the Hybrid Site via a 29-minute walk, or a 6-minute cycle. Kennett Railway Station is operated by greateranglia railway operator, who provide services to Cambridge, and Ipswich.

## Baseline Highway Conditions

- 9.11 The site is bordered by the B1506 to the north providing a direct route to both Newmarket and Bury St Edmunds.
- 9.12 The collision data analysis for the local highway network around the proposed development site, indicates a collision history at the Norwich Road / B1506 / School Road junction that would benefit from improvements.

## Proposed Development & Access

- 9.13 It is proposed to redevelop the entire site to deliver up to 860 residential dwellings, plus a 90-bed care home, a 1FE primary school, and commercial spaces including a retail / local shop, and commercial and community facilities within the existing listed stables block. The development will also include a Community Hub (621m<sup>2</sup>) and Employment facility (850m<sup>2</sup>). A 1FE Primary School which will allow for up to 210 pupils and will be circa 0.8ha in size.
- 9.14 Pedestrian and cycle access can be taken from the two existing vehicle access points at Sir Graham Kirkham Avenue and Sire Lane. As part of the off-site improvements, a shared cycleway will be constructed along the southern edge of the B1506.
- 9.15 In addition to the above, pedestrian and cycle access will be taken from two proposed vehicle access points, with one located in the northwest corner of the site and one east of this, both connecting to the B1506. These access points will permit cycle and pedestrian access to the off-site improvement works taking place along the southern footway of the B1506.
- 9.16 Further, a pedestrian/cycle access point will be provided from the southwestern corner of the site. The proposals include a shared link across the site running from the southwest corner to the northern border, this will be tree-lined and encourage active travel through the site. The access point will provide access to School Road and will provide a connection to Moulton.
- 9.17 New vehicle accesses are proposed from the B1506, in addition to the existing accesses from Sir Graham Kirkham Avenue, and Sire Lane. A minor access for the proposed Memorial Garden is located on School Road.
- 9.18 This Transport Assessment recommends the reduction in speed limit along the B1506 along the site frontage to increase safety for vehicles entering and exiting the site. This will also assist in reducing accident rates and severity at the B1506 / Norwich Road / School Road priority crossroads junction as identified in **Section 2**.

## Trip Generation & Distribution

- 9.19 Trip generation for all elements of the proposed site has been predicted using the TRICS database. Searches have been conducted to examine sites with similar usage, scale, and parameters to understand the likely trip generation for each usage type.
- 9.20 The trip distribution has been set out for the Hybrid Phase with a summary outlining the change in expected trips in comparison with the existing site use.

## Traffic Impact

- 9.21 Analysis provided in the TA covers active travel, public transport, and vehicle impacts, predicting the additional trips generated by the development and their effect on existing highway network.
- 9.22 The report assesses the potential traffic impacts of the development proposals on the local highway network in the vicinity of the site for the Hybrid Phase, including the traffic flow changes and junction assessment for the existing and future scenarios.
- 9.23 The report demonstrates that the local highway network would be able to accommodate the vehicular trips generated by the Hybrid Phase development, without adversely impacting the existing operation of junctions within the vicinity of the site.
- 9.24 From this it is clear that either development would not result in a severe residual impact on the local highway network in NPPF terms and that the development would not be expected to adversely affect highway safety.

## Mitigation Measures

- 9.25 To address potential impacts, mitigation strategies are proposed, including improvements and enhancements to active travel and public transport facilities. These measures aim to minimise the development's effect on traffic flow and ensure safe, efficient travel for all users.
- 9.26 The detail of active travel measures and other enhancements will be subject to further agreement with HCC as local highway authority to agree the scope of works and level of financial contributions.
- 9.27 Measures include:
- Improvements to the B1506 / Norwich Road / School Road junction
  - Improved pedestrian and cycle route to village
  - New crossings to enable access to bus stops
  - A Pegasus crossing to enhance recreational horse use in the area
  - A pedestrian footway on School Road from the site to Moulton Village.
- 9.28 Obligations / Contributions include:
- Contribution to enhanced bus services
  - Contribution to improvement works on Norwich Road
  - Commitment to Travel Plan for the site

## Conclusion

9.29 Paragraph 115 of the National Planning Policy Framework states:

**“In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:**

**a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;**

9.30 With regard to this element of policy, the development strongly supports and promotes sustainable transport modes through its location and design. The site is well placed to make use of existing transport networks such as rail and bus services. It is located where new residents can walk and cycle to existing facilities reducing the environmental impact of vehicle journeys. The site will provide new facilities for pedestrian and cycle movement including an enhanced access to the National Cycle Network.

**b) safe and suitable access to the site can be achieved for all users;**

9.31 The development utilises existing accesses onto the local road network and also provides new connection points. These provide access to the site for those on foot and by cycle as well as vehicle traffic. New signal controlled crossing facilities are proposed that also enhance recreational horse movements in the area. These enhancements ensure that there is safe and suitable access to the site for all users.

**c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and**

9.32 The detailed element of the application has been designed with policy compliance on a national, regional and local level.

9.33 The Hybrid Phase development application is at outline with all matters reserved except for access. The design of streets, parking and other transport elements will be developed in subsequent detailed design. However, the scale of the site and the masterplan proposals allow sufficient space for the relevant design standards and codes to be complied with.

**d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.”**

9.34 The report assesses the potential traffic impacts of the development proposals on the local highway network in the vicinity of the site for the Hybrid Phase scenario, including the traffic flow changes and junction assessment for the existing and future scenarios.

9.35 The report demonstrates that the local highway network would be able to accommodate the vehicular trips generated by the Hybrid Phase development, without adversely impacting the existing operation of junctions within the vicinity of the site.

9.36 Paragraph 116 continues that:

**“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”**

9.37 As demonstrated in **Chapter 7**, the local highway network would be able to accommodate the vehicular trips generated by the Hybrid Phase development, without adversely impacting the existing operation of junctions within the vicinity of the site. Significant measures and contributions are proposed to enhance transport options for new and existing residents and users of the area.

9.38 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).



## Appendices

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## Appendix 01 – Site Plan



- NOTES**
1. Contractors must check all dimensions on site. Only figured dimensions are to be marked from. Discrepances must be reported to the Architect or Engineer before proceeding. © This drawing is copyright.
  2. Reproduced from OS Map 100 by permission of Ordnance Survey on behalf of The Controller of Her Majesty's Stationery Office. © Crown copyright 2008. All rights reserved. Licence number 10005726.
  3. Direct scaling off the drawing is permitted for planning purposes only.
  4. Landscaping and Engineering information shown indicatively, please refer to detailed proposed drawings for further information.

- DRAWING LEGEND**
- Landscaping**
- Denotes Existing Landscaping to be Retained.
  - Denotes Existing Landscaping to be Retained.
  - Denotes Existing Landscaping to be Retained.
- Boundary Treatment**
- Denotes Garden Wall.
  - Denotes 0.5m High Solid Wall.
  - Denotes 1.8m High Clear Board Fence.
  - Denotes Garden Gate.
  - Denotes 1.2m High Stone Walling.
  - Denotes 1.2m High Clear Board Fence.
  - Denotes Flat Driveway.
- Hardscaping**
- Denotes Black Paving to Adjoining Highway (Left to Hand/Right to Hand).
  - Denotes Black Paving to Adjoining Private Highway (Left to Hand/Right to Hand).
  - Denotes Black Paving to Private Drive (Left to Hand/Right to Hand).
  - Denotes Tarmac with Chippings.
- Utilities**
- Denotes All road surfaces to be tarmac/stone/chippings unless noted otherwise.
  - Denotes Gas.
  - Denotes Water.
  - Denotes Sewer.
  - Denotes Electricity.
- Other**
- Denotes Car Parking Space.
  - Denotes Vehicle Parking Opportunity.
  - Denotes Car Park Bay.
  - Denotes Individual Vehicle Space.
  - Denotes Pedestrian Vehicle Space (2m x 2m).
  - Denotes Affordability Overlays.
  - Denotes Cycle Storage.

SCHEDULE OF ACCOMMODATION			
Attachment Housing			
House Type	No.	House Type	No.
HT A1	2	HT C3	2
HT A2	2	HT C4	2
HT B	2	HT C5	2
HT B1	2	HT C6	2
HT B2	2	HT C7	2
HT B3	2	HT C8	2
HT B4	2	HT C9	2
HT B5	2	HT C10	2
HT B6	2	HT C11	2
HT B7	2	HT C12	2
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  3. Strict scaling off the drawing is permitted for planning purposes only.
  4. Landscaping and Engineering information shown hereafter, please refer to detailed proposed drawings for further information.

- PLANTING & LANDSCAPING**
- Landscaping**
- Denotes Existing Landscaping to be Retained.
  - Denotes Existing Landscaping to be Removed.
  - Denotes Existing Landscaping RPT.

- Utilities**
- Utilities**
- Denotes Garden Wall.
  - Denotes 0.15m High Dwarf Wall.
  - Denotes 1.0m High Close Board Fence.
  - Denotes Garden Gate.
  - Denotes 1.2m High Terrace Follies.
  - Denotes 1.2m High Galley Fence.
  - Denotes Post & Rail.

- Drainage**
- Denotes Back Paving to adjacent Highway (L&T to be replaced by new).
  - Denotes Back Paving to Shared Private Driveway (L&T to be replaced by new).
  - Denotes Back Paving to Private Drive (L&T to be replaced by new).
  - Denotes Terrace with Chippings.

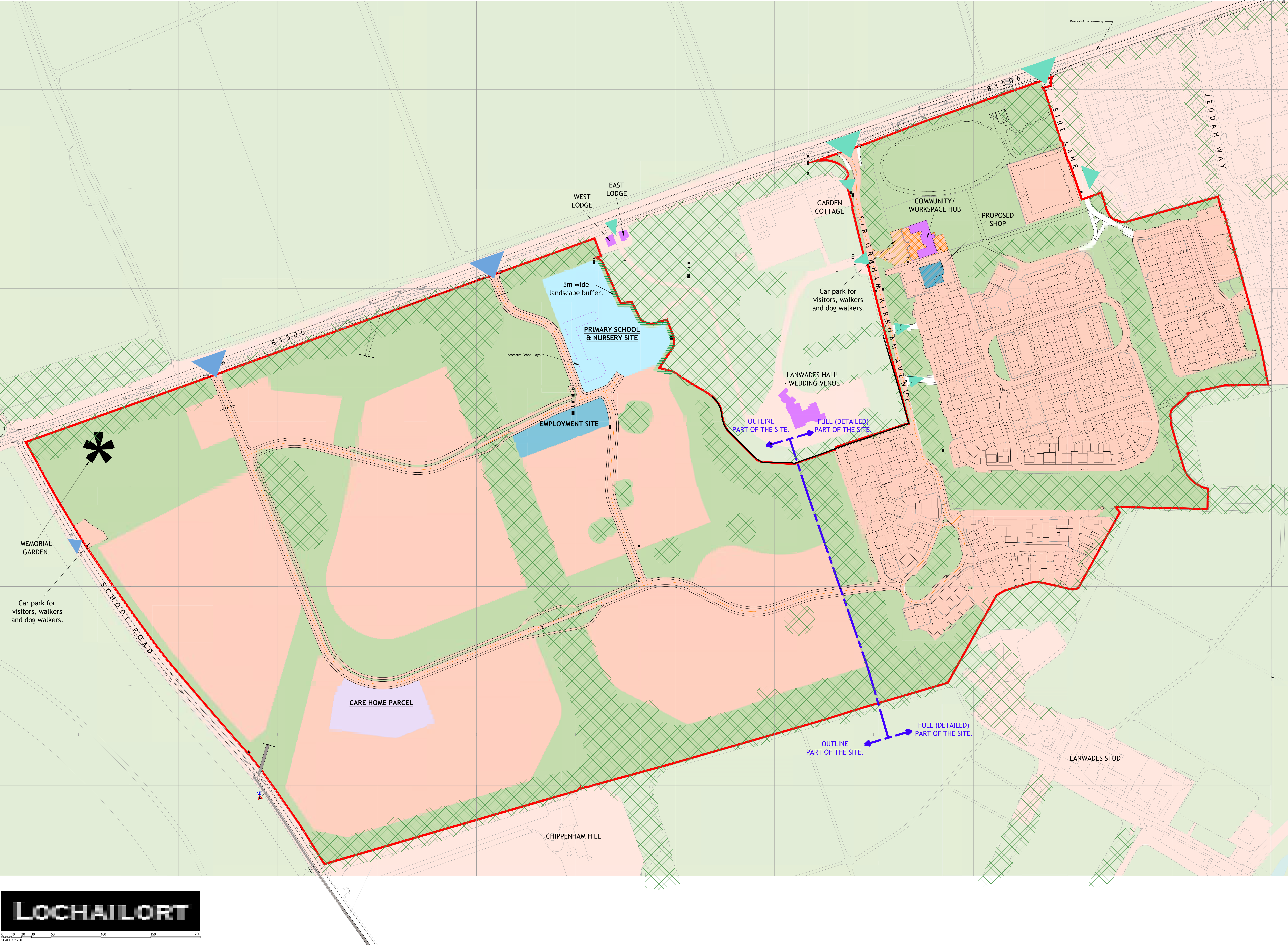
N.B. All road surfaces to be tarmac/stone throughout unless noted otherwise.

- Materials**
- Border
  - Pine
  - Timber Boarding
- Other**
- Denotes Car Parking Space.
  - Denotes Visitor Parking Opportunity.
  - Denotes Car Park Barn.
  - Denotes Vehicular Vision Space.
  - Denotes Pedestrian Vision Space (Unobstructed).
  - Denotes Affordable Housing.
  - Denotes Cycle Storage.

**SCHEDULE OF ACCOMMODATION**

Internet Access				
Access Point	No.	Access Type	No.	
WPA 1	1	WPA 1	1	1
WPA 2	1	WPA 2	1	1
WPA 3	1	WPA 3	1	1
WPA 4	1	WPA 4	1	1
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WPA 286				





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**Legend:**

- Red Line Application Boundary.
- Residential Development Parcels.
- Care Home Parcel.
- School Site (11FE KS1 & 2 with Reception for a total of 210 pupils).
- Listed Buildings.
- Community Hub Site.
- Community Hub Parking.
- Employment Area.
- Public Open Space.
- Existing Woodland.
- New Access.
- Existing Access.

Extent of Hybrid Application.

Extent of Detailed Extent of Hybrid Application.

H	Client comments incorporated.	JAL	-	07.05.25
G	Drawing updated to reflect alterations to the indicative road layout which minimises impact on existing trees.	AT	JAL	01.05.25
F	Updated to reflect new road layout.	PG	JAL	01.04.25
E	Proposed vehicular access onto School Lane omitted.	JAL	-	26.03.25
D	Client meeting (06.02.25) comments incorporated.	JAL	-	10.02.25
C	Client comments dated 29.01.25 incorporated.	JAL	-	03.02.25
B	Client comments from meeting 27.01.25 incorporated.	JAL	-	28.01.25
A	Client comments dated 23.01.25 incorporated.	JAL	-	23.01.25

REV	DESCRIPTION	DRN	CHD	DATE	
<input checked="" type="checkbox"/>	PRELIMINARY	<input type="checkbox"/>	INFORMATION	<input type="checkbox"/>	TENDER
<input type="checkbox"/>	CONSTRUCTION	<input type="checkbox"/>	AS BUILT		

SCALE 1:1250 @ A0 DATE Jan. 2025

DRAWN JAL CHK -

DRAWING NO. 19400/1009 REV H

TITLE  
Redevelopment of Former Animal Testing Research Facility, Kentford.

DETAILS  
Parameter Plan - Land Use Plan.

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

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Bedford MK40 3NH  
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woodshardwick.com

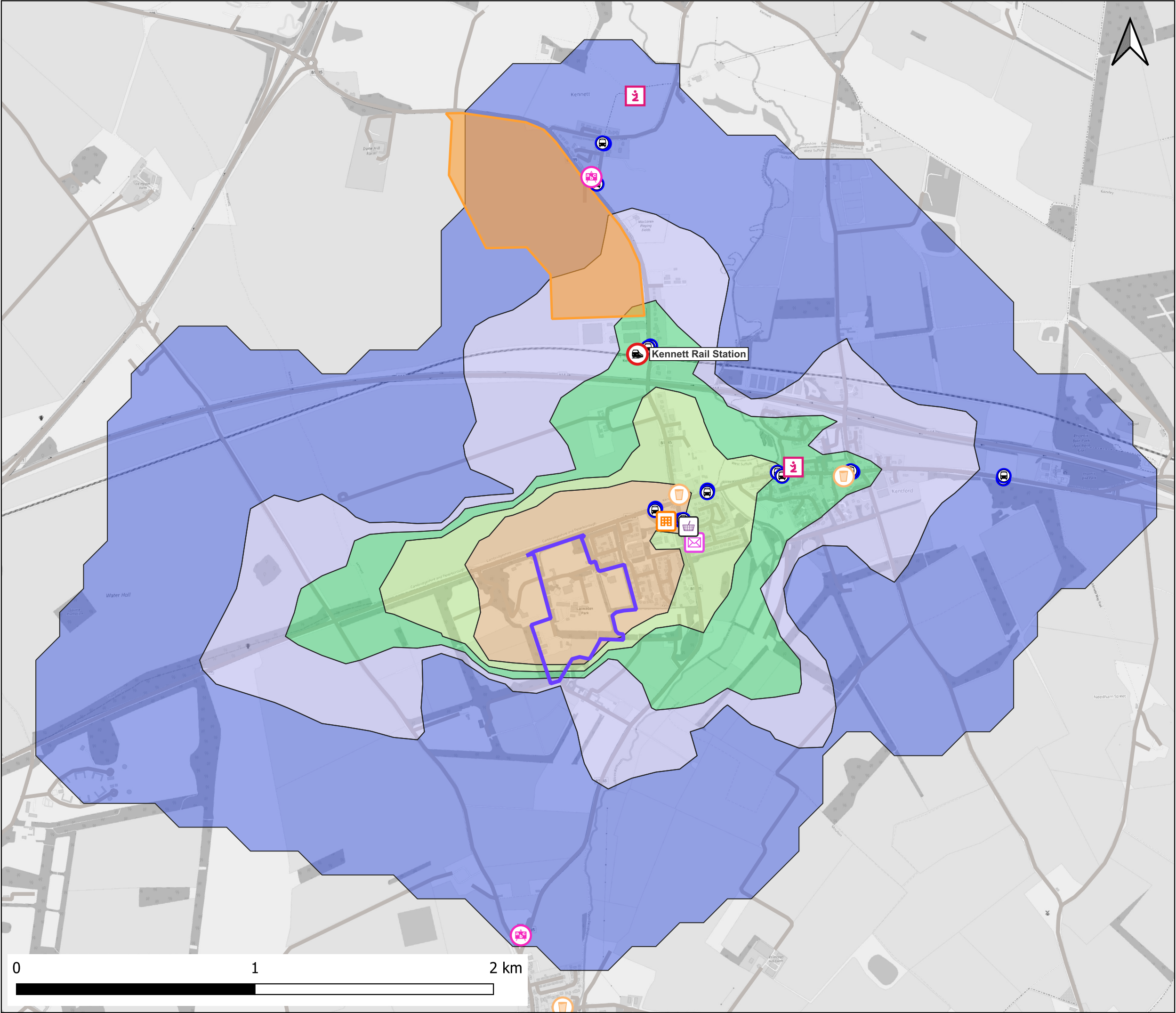
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## Appendix 02 – Active Travel Isochrones





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2. If received electronically it is the recipients responsibility to print to correct scale. Only written dimensions should be used.

Legend

- Detailed Site
- Place Of Worship
- Post Office
- Primary Education
- Public House
- Convenience Store
- Business Park
- Kennett Garden Village
- Bus Stop
- Railway Station

Detailed Site - Walking Isochrone

- 5 min
- 10 min
- 15 min
- 20 min
- 25 min

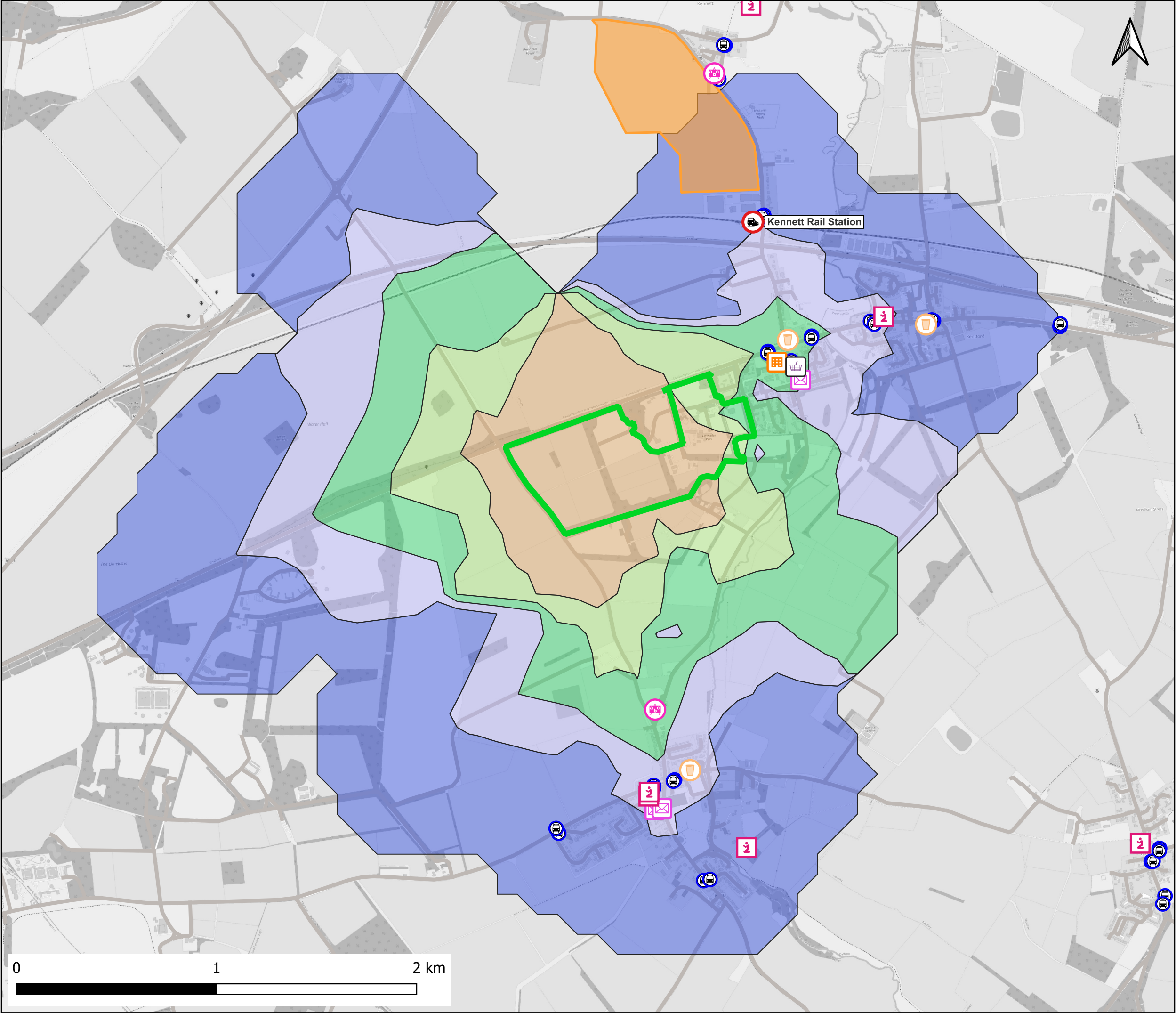


Client: Lochailort Kentford Ltd  
Project: Lanwades Woodland Park, Kentford  
Title: Walking Isochrone - Detailed Site

Status:	Drawn by:	PM/Checked by:
For Information	MOK	ID
Project Number:	Scale@A3	Date Created:
TRP-00058		18/02/2025

Figure Number:  
**794-PLN-TRP-00058-FIG-01**





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### Legend

- Hybrid Site
- Place Of Worship
- Post Office
- Primary Education
- Public House
- Convenience Store
- Business Park
- Kennett Garden Village
- Bus Stop
- Railway Station

### Hybrid Site - Walking Isochrone

- 5 min
- 10 min
- 15 min
- 20 min
- 25 min

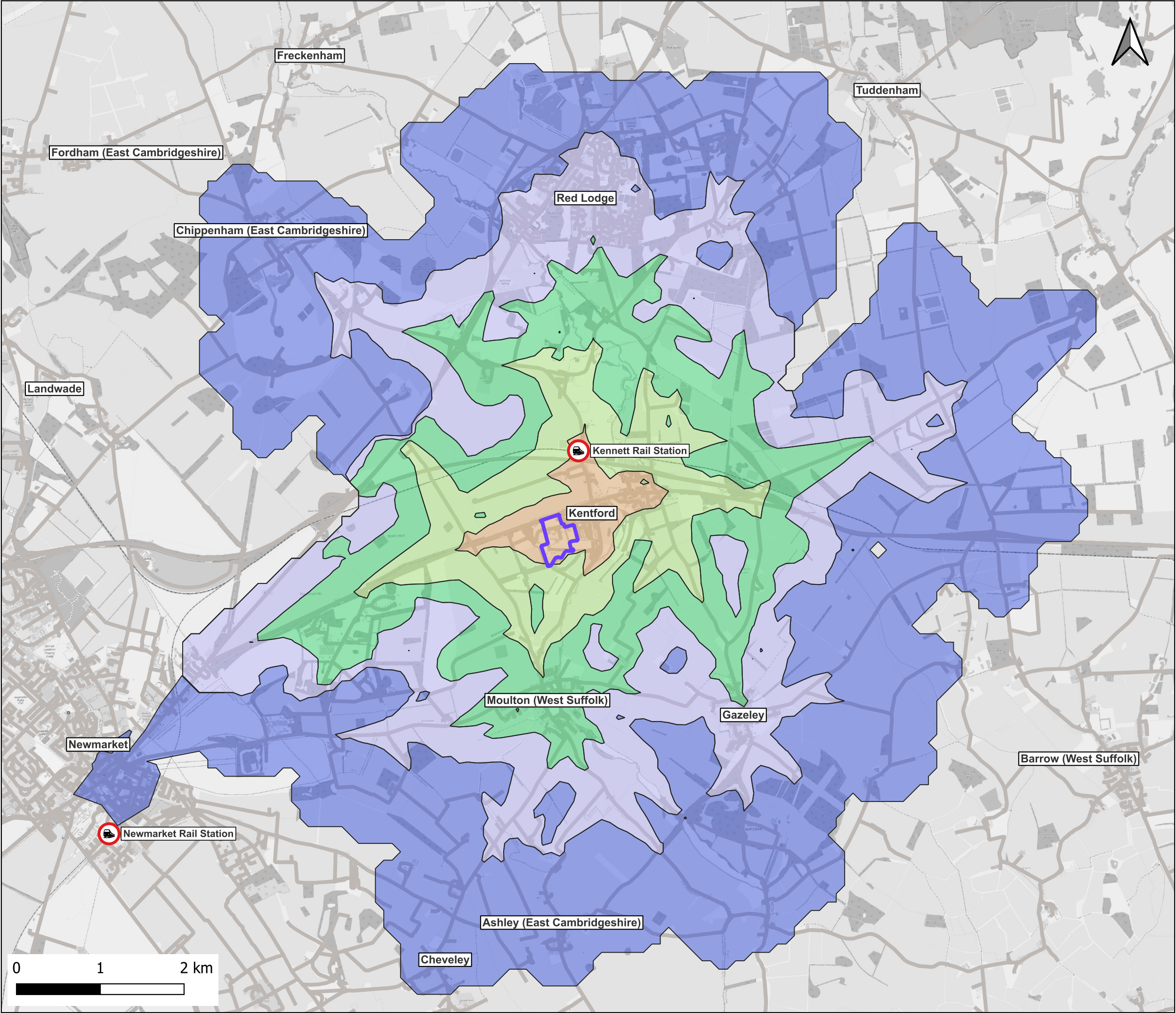


Client: Lochailort Kentford Ltd  
Project: Lanwades Woodland Park, Kentford  
Title: Walking Isochrone - Hybrid Site

Status:	Drawn by:	PM/Checked by:
For Information	MOK	ID
Project Number:	Scale@A3	Date Created:
TRP-00058		18/02/2025

Figure Number:  
**794-PLN-TRP-00058-FIG-02**





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Legend

- Detailed Site
- Railway Station
- Cycle Isochrone
  - 5 min
  - 10 min
  - 15 min
  - 20 min
  - 25 min

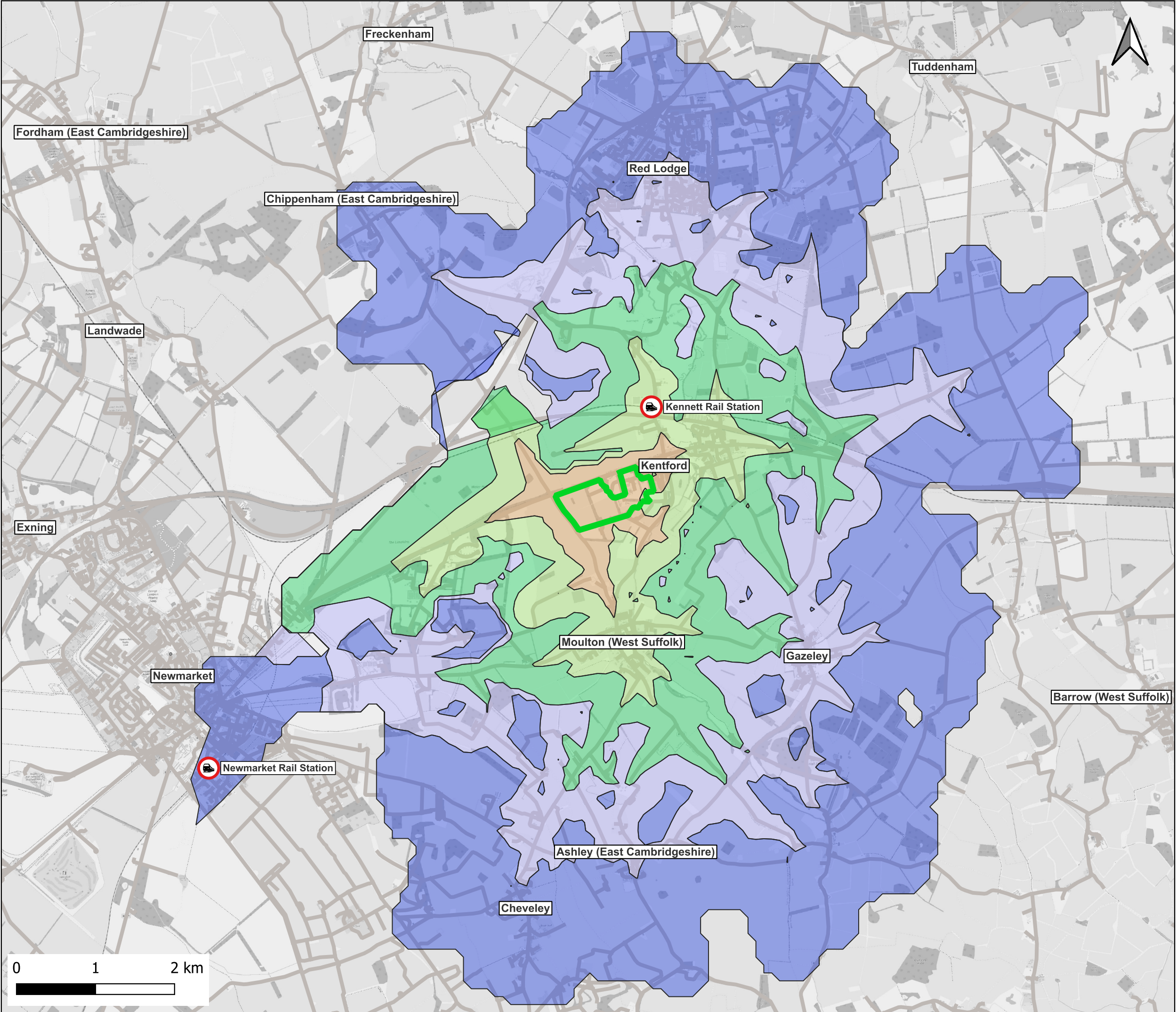


Client: Lochailort Kentford Ltd  
Project: Lanwades Woodland Park, Kentford  
Title: Cycle Isochrone - Detailed Site

Status:	Drawn by:	PM/Checked by:
For Information	MOK	ID
Project Number:	Scale@A3	Date Created:
TRP-00058		18/02/2025

Figure Number:  
**794-PLN-TRP-00058-FIG-03**





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2. If received electronically it is the recipients responsibility to print to correct scale. Only written dimensions should be used.

Legend

- Hybrid Site
- Railway Station
- Cycle Isochrone
  - 5 min
  - 10 min
  - 15 min
  - 20 min
  - 25 min



Client: Lochildort Kentford Ltd  
Project: Lanwades Woodland Park, Kentford  
Title: Cycle Isochrone - Hybrid Site

Status:	Drawn by:	PM/Checked by:
For Information	MOK	ID
Project Number:	Scale@A3	Date Created:
TRP-00058		18/02/2025

Figure Number:  
**794-PLN-TRP-00058-FIG-04**

---

## Appendix 03 – Kennett Garden Village Masterplan





## Key

### Existing context

- 1 Existing Kennett village
- 2 Existing Kennett C. P. School
- 3 Kennett Railway Station
- 4 Howe Hill Tumpus (Scheduled Monument)

### Masterplan

- 1 Village green
- 2 Primary school
- 3 Primary school playing fields
- 4 Village Centre
- 5 Village square
- 6 Care home / sheltered housing
- 7 Commercial area
- 8 Doorstep greens
- 9 Residential
- 10 Self-build plots
- 11 Perimeter road
- 12 Attenuation basins
- 13 Herbal Walk
- 14 Allotments / community orchard
- 15 Children's play space
- 16 Skatepark
- 17 Train station car park

Kennett Garden Village  
Illustrative Masterplan  
For Palace Green Homes

Drawing No. 01229\_MP01

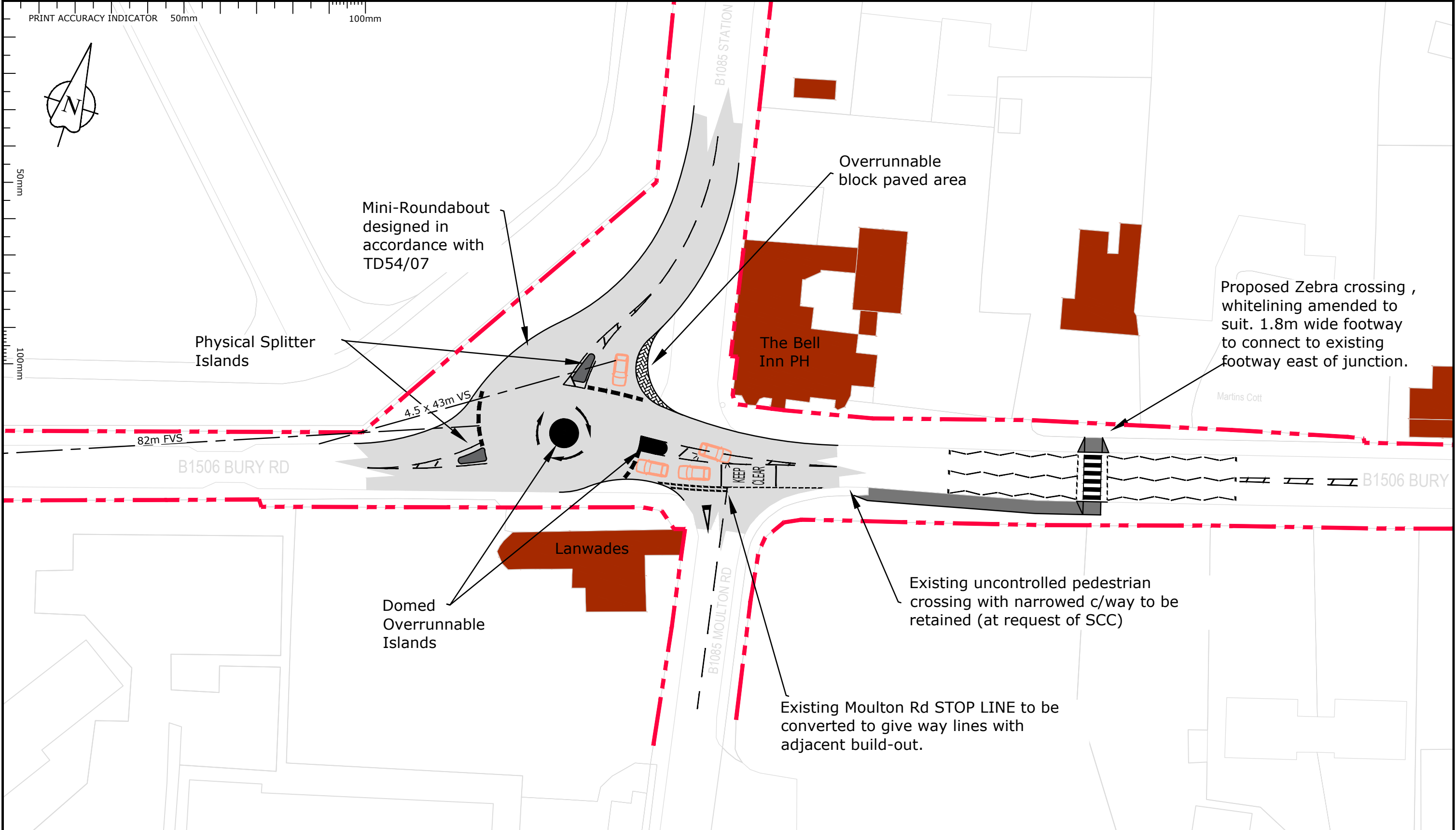
Scale @ A1 1:2000 Rev P4

0 20 40 60 80 100m





## **Appendix 04 – Kennet Garden Village Proposed Roundabout**



P01	12.09.17	-	MSI	.	.
REV	DATE	REVISION	MADE	CHK	APP
DRAWING STATUS					
PRELIMINARY					
SUITABILITY DESCRIPTION					
-					



190 Eureka Park,  
Upper Pemberton, Ashford,  
Kent TN25 4AZ  
Tel: 01233 610530  
Website: www.mlmgroup.com

CLIENT	PALACE GREEN HOMES
PROJECT	KENNETT GREEN VILLAGE

DRAWING TITLE					
PROPOSED MINI-ROUNDABOUT IMPROVEMENT AT KENNETT END CROSSROADS					
DRAWN/DESIGN	MSI	MLM REF	STATUS	REVISION	
SCALE	1:500 @A3	617802		P01	
PROJECT	ORIGINATOR	VOLUME/ SYSTEM	LEVELS & LOCATIONS	TYPE	ROLE
617802-MLM-ZZ-XX-DR-TP-0100					

---

## Appendix 05 – Personal Injury Collision Data

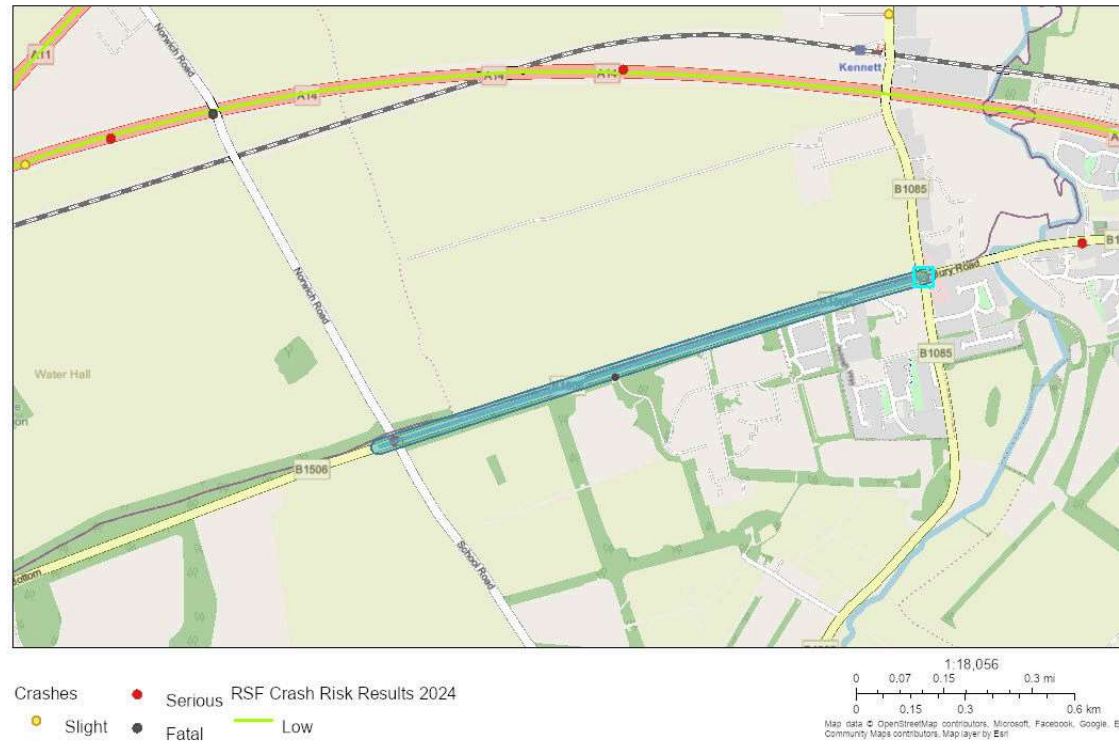


# Crash Report

## Area of Interest (AOI) Information

Area : 64,550.2 m<sup>2</sup>

Feb 27 2025 9:44:13 Greenwich Mean Time



Collisions 2019, 2020, 2021, 2022, 2023

Summary

Name	Count	Area(m²)	Length(m)
Crashes	9	N/A	N/A

Crashes

#	Carriageway_Hazards	Severity	Officer_Attended	Accident_DateTime	Year	Number_of_vehicles	Number_of_casualties	Easting
1	None	Serious	Police officer attended crash scene	June 10, 2023	2023	2	2	568733
2	None	Serious	Police officer attended crash scene	October 3, 2021	2021	2	2	570169
3	None	Serious	Police officer attended crash scene	June 11, 2022	2022	2	4	568733
4	None	Serious	Police officer attended crash scene	August 7, 2020	2020	2	2	568736
5	None	Serious	Police officer attended crash scene	August 19, 2023	2023	2	1	570172
6	Unknown	Slight	Police officer attended crash scene	November 3, 2023	2023	2	2	568744
7	None	Slight	Police officer attended crash scene	May 29, 2023	2023	1	1	570161
8	None	Serious	Police officer attended crash scene	May 3, 2023	2023	2	3	568730
9	None	Slight	Police officer attended crash scene	July 16, 2021	2021	2	1	570170



#	Northing	Highway_Authority	Road_Number	Weather_conditions	Road_Type	Road_surface	Speed_Limit	Light_conditions
1	266153	Suffolk	B1506	Fine without high winds	Single carriageway	Dry	60	Daylight: regardless of presence of streetlights
2	266651	Suffolk	B1506	Fine without high winds	Single carriageway	Dry	60	Darkness: no street lighting
3	266150	Suffolk	B1506	Fine without high winds	Single carriageway	Dry	60	Daylight: regardless of presence of streetlights
4	266152	Suffolk	B1506	Fine without high winds	Single carriageway	Dry	60	Daylight: regardless of presence of streetlights
5	266651	Suffolk	B1085	Fine without high winds	Single carriageway	Dry	30	Daylight: regardless of presence of streetlights
6	266151	Suffolk	B1506	Fine without high winds	Single carriageway	Wet or Damp	60	Daylight: regardless of presence of streetlights
7	266653	Cambridgeshire	B1085	Fine without high winds	Single carriageway	Dry	30	Daylight: regardless of presence of streetlights
8	266153	Suffolk	U	Fine without high winds	Single carriageway	Dry	60	Daylight: regardless of presence of streetlights
9	266650	Suffolk	B1506	Fine without high winds	Single carriageway	Dry	30	Daylight: regardless of presence of streetlights

#	Junction_detail	Pedestrian_Crossing	Involved_pedalcycle	Involved_Motorcycle	Pedestrian_casualty	Child_casualty	Pedal_cycleuser_casualty	Motorcycle_user_casualty
1	Crossroads	No physical crossing facility within 50 metres	0	0	0	0	0	0
2	Crossroads	No physical crossing facility within 50 metres	0	0	0	0	0	0
3	Crossroads	No physical crossing facility within 50 metres	0	0	0	0	0	0
4	Crossroads	No physical crossing facility within 50 metres	0	0	0	0	0	0
5	Crossroads	No physical crossing facility within 50 metres	0	1	0	0	0	1
6	Crossroads	Unknown	0	0	0	0	0	0
7	Crossroads	No physical crossing facility within 50 metres	0	0	0	0	0	0
8	Crossroads	No physical crossing facility within 50 metres	0	0	0	0	0	0
9	T or staggered junction	No physical crossing facility within 50 metres	0	0	0	0	0	0

#	Involved_car	Involved_goodsvehicle	Involved_Bus	Involved_young_driver	Local_Authority_District	Junction_control	Is_Provisional	Is_Amended	Web_Link	Count
1	1	0	0	0	West Suffolk	Give way or uncontrolled	N	No	<a href="https://www.crashmap.co.uk/reports/proreportservice?reportId=2023371317194">https://www.crashmap.co.uk/reports/proreportservice?reportId=2023371317194</a>	1
2	1	0	0	1	West Suffolk	Give way or uncontrolled	N	No	<a href="https://www.crashmap.co.uk/reports/proreportservice?reportId=2021371103502">https://www.crashmap.co.uk/reports/proreportservice?reportId=2021371103502</a>	1
3	1	0	0	1	West Suffolk	Give way or uncontrolled	N	No	<a href="https://www.crashmap.co.uk/reports/proreportservice?reportId=2022371186722">https://www.crashmap.co.uk/reports/proreportservice?reportId=2022371186722</a>	1
4	1	0	0	0	West Suffolk	Give way or uncontrolled	N	No	<a href="https://www.crashmap.co.uk/reports/proreportservice?reportId=2020370974917">https://www.crashmap.co.uk/reports/proreportservice?reportId=2020370974917</a>	1
5	1	0	0	1	West Suffolk	Give way or uncontrolled	N	No	<a href="https://www.crashmap.co.uk/reports/proreportservice?reportId=2023371343646">https://www.crashmap.co.uk/reports/proreportservice?reportId=2023371343646</a>	1

6	1	0	0	1	West Suffolk	Give way or uncontrolled	N	No	<a href="https://www.crashmap.co.uk/reports/proreportservice?reportId=2023371375259">https://www.crashmap.co.uk/reports/proreportservice?reportId=2023371375259</a>	1
7	1	0	0	0	East Cambridgeshire	Give way or uncontrolled	N	No	<a href="https://www.crashmap.co.uk/reports/proreportservice?reportId=2023351314444">https://www.crashmap.co.uk/reports/proreportservice?reportId=2023351314444</a>	1
8	1	0	0	0	West Suffolk	Give way or uncontrolled	N	No	<a href="https://www.crashmap.co.uk/reports/proreportservice?reportId=2023371303746">https://www.crashmap.co.uk/reports/proreportservice?reportId=2023371303746</a>	1
9	1	1	0	0	West Suffolk	Give way or uncontrolled	N	No	<a href="https://www.crashmap.co.uk/reports/proreportservice?reportId=2021371083328">https://www.crashmap.co.uk/reports/proreportservice?reportId=2021371083328</a>	1





# Crash Report

## Area of Interest (AOI) Information

Area : 145,412.7 m<sup>2</sup>

Mar 4 2025 16:58:10 Greenwich Mean Time



2019 to 2023  
All severities

## Summary

Name	Count	Area(m²)	Length(m)
Crashes	8	N/A	N/A

## Crashes

#	Carriageway_Hazards	Severity	Officer_Attended	Accident_DateTime	Year	Number_of_vehicles	Number_of_casualties	Easting
1	None	Fatal	Police officer attended crash scene	December 19, 2023	2023	2	4	567635
2	None	Slight	Police officer attended crash scene	May 30, 2019	2019	2	1	565562
3	Unknown	Slight	Police officer attended crash scene	November 6, 2023	2023	3	2	567604
4	None	Serious	Police officer attended crash scene	October 17, 2022	2022	2	1	566173
5	None	Serious	Police officer attended crash scene	July 14, 2019	2019	2	2	565494
6	None	Slight	Police officer attended crash scene	July 20, 2023	2023	2	2	565616
7	None	Serious	Police officer attended crash scene	July 4, 2021	2021	1	2	567516
8	None	Slight	Police officer attended crash scene	May 5, 2021	2021	2	1	565638

#	Northing	Highway_Authority	Road_Number	Weather_conditions	Road_Type	Road_surface	Speed_Limit	Light_conditions
1	265699	Suffolk	B1506	Fine without high winds	Single carriageway	Wet or Damp	60	Darkness: no street lighting
2	264722	Suffolk	A1304	Fine without high winds	Single carriageway	Dry	30	Daylight: regardless of presence of streetlights
3	265682	Suffolk	B1506	Fine without high winds	Single carriageway	Dry	60	Darkness: no street lighting
4	265020	Suffolk	B1506	Fine without high winds	Single carriageway	Dry	60	Daylight: regardless of presence of streetlights
5	264637	Suffolk	A1304	Fine without high winds	Single carriageway	Wet or Damp	60	Darkness: no street lighting
6	264774	Suffolk	B1506	Fine without high winds	Single carriageway	Wet or Damp	60	Darkness: no street lighting
7	265640	Suffolk	B1506	Fine without high winds	Single carriageway	Dry	60	Darkness: no street lighting
8	264776	Suffolk	B1506	Fine without high winds	Single carriageway	Wet or Damp	60	Daylight: regardless of presence of streetlights

#	Junction_detail	Pedestrian_Crossing	Involved_pedalcycle	Involved_Motorcycle	Pedestrian_casualty	Child_casualty	Pedal_cycleuser_casualty	Motorcycle_user_casualty
1	Not at or within 20 metres of junction	No physical crossing facility within 50 metres	0	0	0	0	0	0
2	T or staggered junction	No physical crossing facility within 50 metres	0	0	0	0	0	0
3	Not at or within 20 metres of junction	Unknown	0	0	0	0	0	0
4	Not at or within 20 metres of junction	No physical crossing facility within 50 metres	1	0	0	0	1	0
5	Not at or within 20 metres of junction	No physical crossing facility within 50 metres	0	0	0	0	0	0
6	T or staggered junction	No physical crossing facility within 50 metres	0	0	0	0	0	0
7	Not at or within 20 metres of junction	No physical crossing facility within 50 metres	0	0	0	0	0	0
8	Not at or within 20 metres of junction	No physical crossing facility within 50 metres	0	1	0	0	0	1



#	Involved_car	Involved_goodsvehicle	Involved_Bus	Involved_young_driver	Local_Authority_District	Junction_control	Is_Provisional	Is_Amended	Web_Link	Count
1	1	1	0	0	West Suffolk	Unknown	N	No	<a href="https://www.crashmap.co.uk/reports/proreportservice?reportId=2023371390361">https://www.crashmap.co.uk/reports/proreportservice?reportId=2023371390361</a>	1
2	1	0	0	0	West Suffolk	Give way or uncontrolled	N	No	<a href="https://www.crashmap.co.uk/reports/proreportservice?reportId=2019370845417">https://www.crashmap.co.uk/reports/proreportservice?reportId=2019370845417</a>	1
3	1	0	0	0	West Suffolk	Unknown	N	No	<a href="https://www.crashmap.co.uk/reports/proreportservice?reportId=2023371374362">https://www.crashmap.co.uk/reports/proreportservice?reportId=2023371374362</a>	1
4	1	0	0	1	West Suffolk	Unknown	N	No	<a href="https://www.crashmap.co.uk/reports/proreportservice?reportId=2022371233985">https://www.crashmap.co.uk/reports/proreportservice?reportId=2022371233985</a>	1
5	1	0	0	1	West Suffolk	Unknown	N	No	<a href="https://www.crashmap.co.uk/reports/proreportservice?reportId=2019370877341">https://www.crashmap.co.uk/reports/proreportservice?reportId=2019370877341</a>	1

6	1	0	0	1	West Suffolk	Give way or uncontrolled	N	No	<a href="https://www.crashmap.co.uk/reports/proreportservice?reportId=2023371337910">https://www.crashmap.co.uk/reports/proreportservice?reportId=2023371337910</a>	1
7	1	0	0	0	West Suffolk	Unknown	N	No	<a href="https://www.crashmap.co.uk/reports/proreportservice?reportId=2021371062447">https://www.crashmap.co.uk/reports/proreportservice?reportId=2021371062447</a>	1
8	1	0	0	0	West Suffolk	Unknown	N	No	<a href="https://www.crashmap.co.uk/reports/proreportservice?reportId=2021371043704">https://www.crashmap.co.uk/reports/proreportservice?reportId=2021371043704</a>	1

Report produced from CrashMap Pro

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## Appendix 06 – Kennett Garden Village Vehicle Movements

**Bell Inn Crossroads, Kennett**  
**Development Network Diagram - AM**

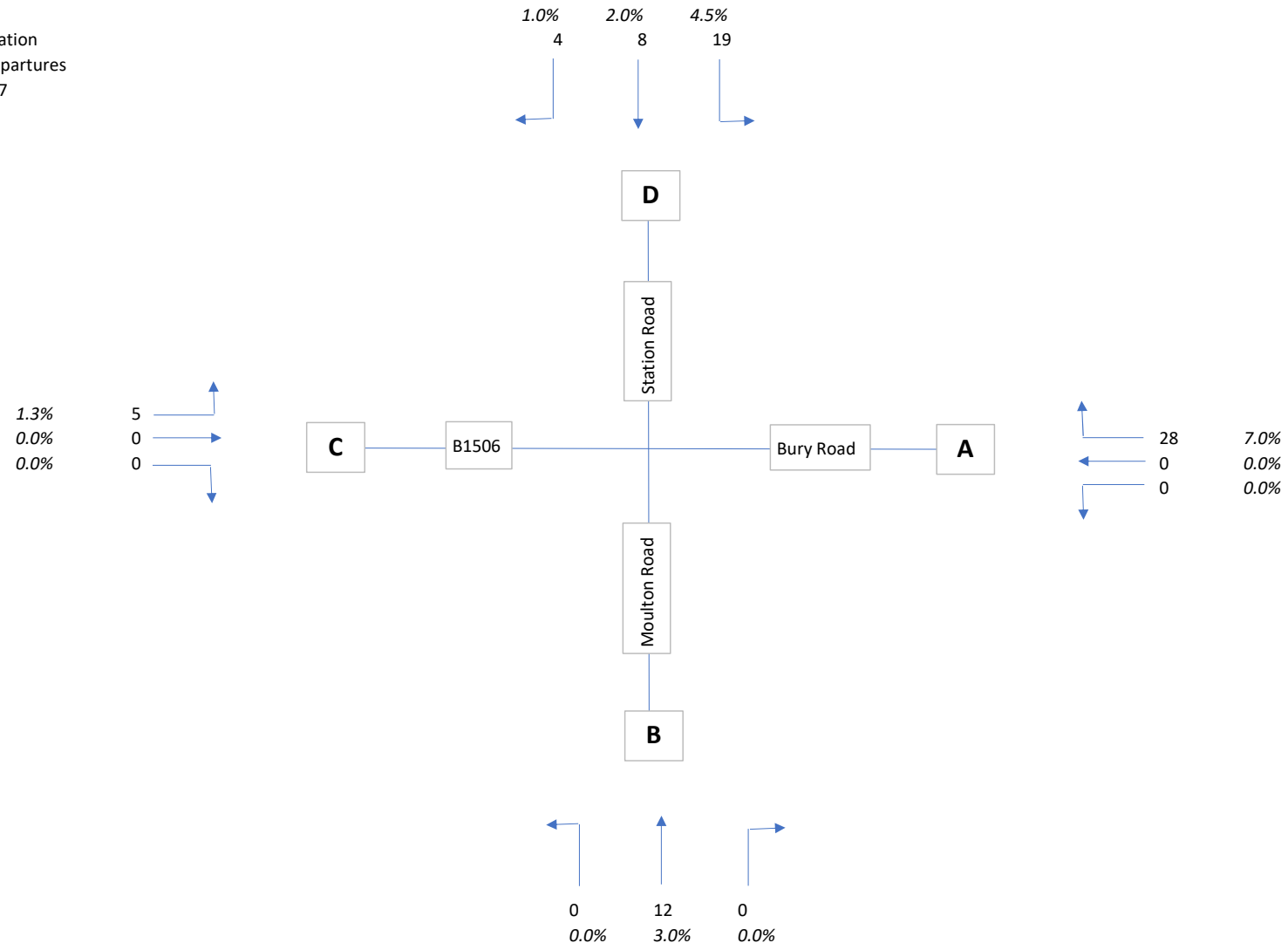


# Woods Hardwick

Architecture | **Engineering** | Planning | Surveying

Total Vehicle Trip Generation

	Arrivals	Departures
AM	398	417

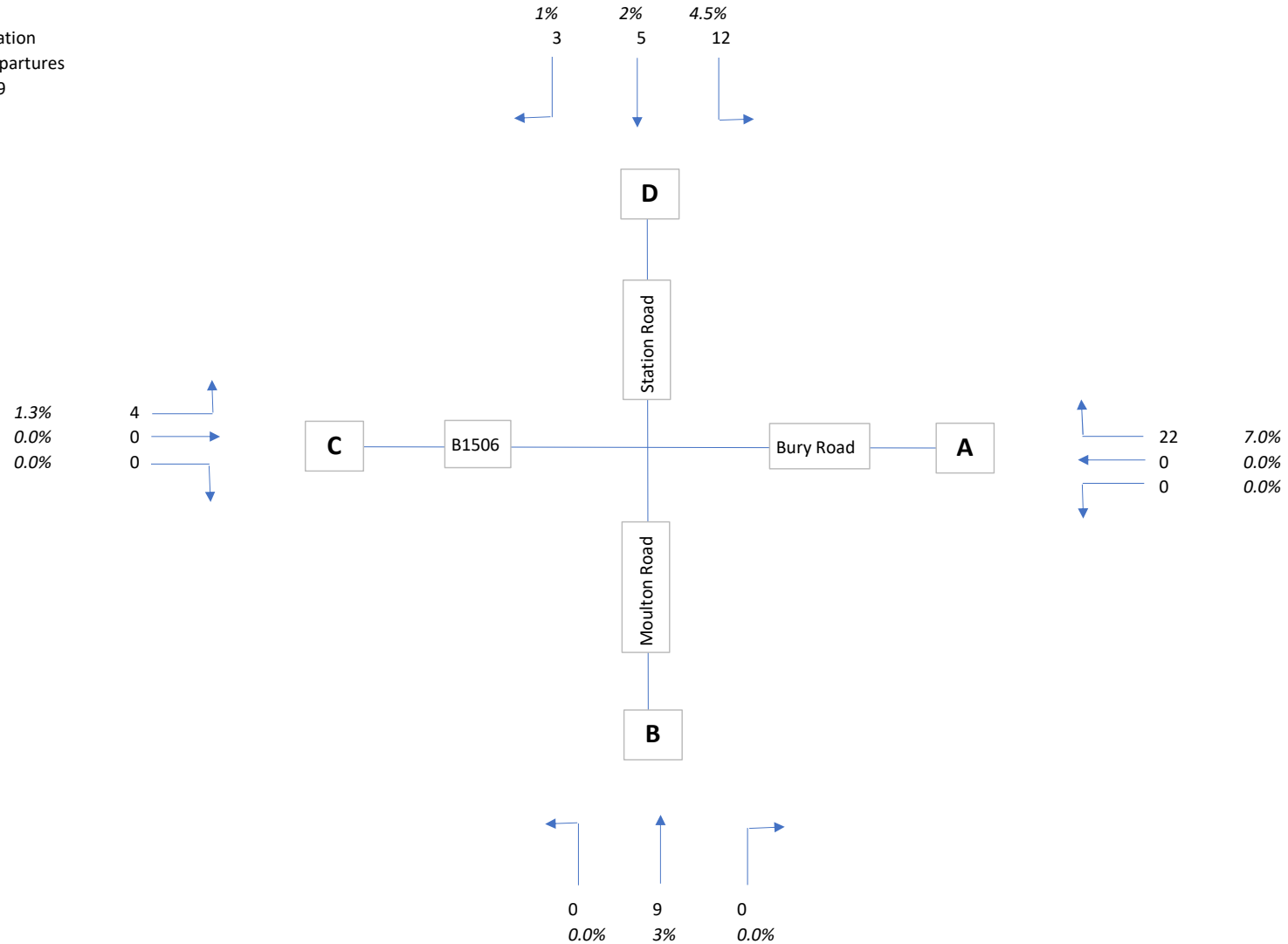




**Bell Inn Crossroads, Kennett**  
**Development Network Diagram - PM**

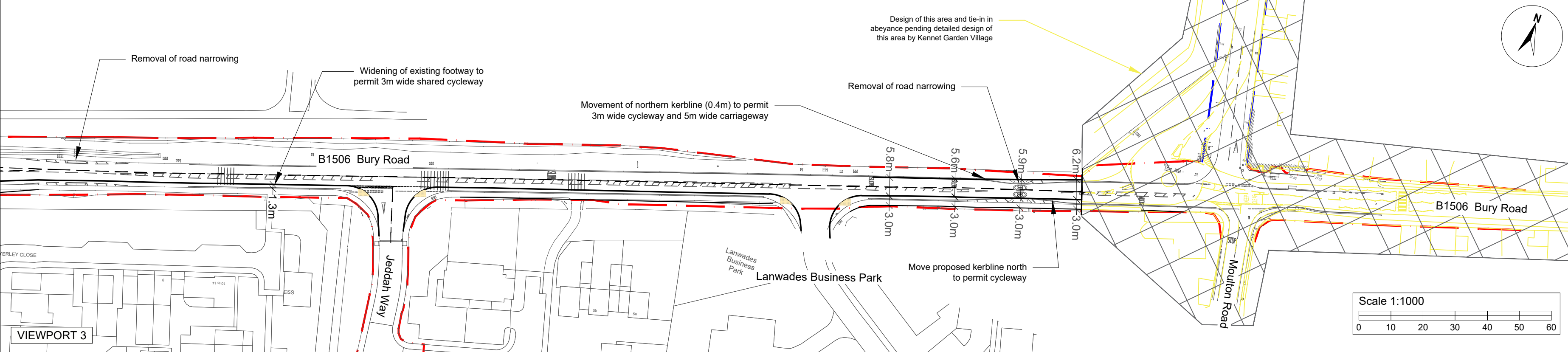
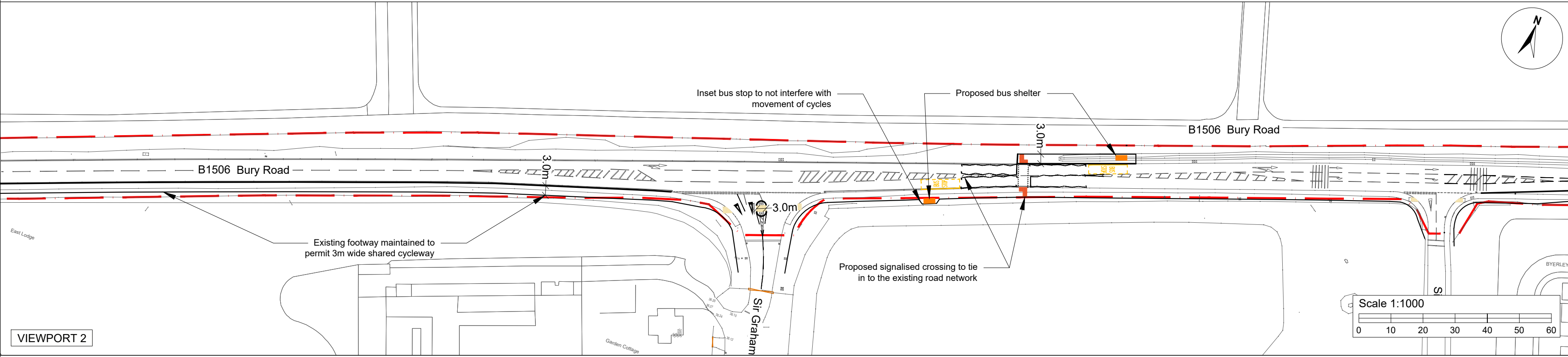
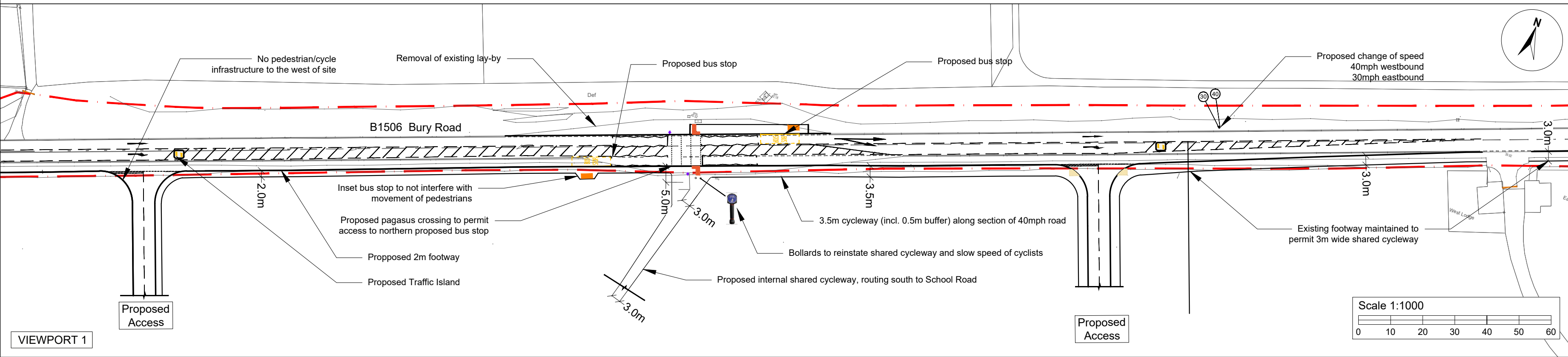
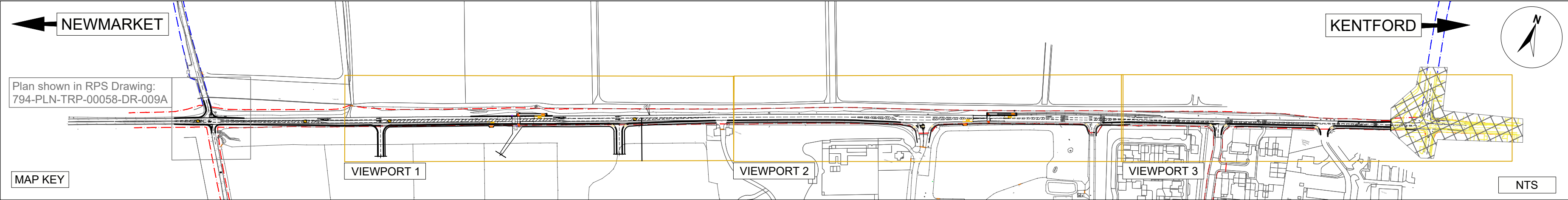
Total Vehicle Trip Generation

	Arrivals	Departures
PM	313	259



---

## Appendix 07 – Proposed Footway / Cycleway



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- NOTES
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  2. If received electronically it is the recipients responsibility to print to correct scale. Only written dimensions should be used.
  3. This drawing is to be read in conjunction with all relevant scheme drawings.

Proposed Kerb Line	-	_____
Existing Kerb Line	-	_____
Proposed Back of Footway	-	_____
Existing Back of Footway	-	_____
Proposed White Lining	-	_____
Existing White Lining	-	_____
Tactile Paving (Signalised)	-	_____
Tactile Paving (Non-Signalised)	-	_____
Proposed Bus Stop	-	_____
Proposed Bollard	-	○
Proposed Internal Cycleway	-	_____
KGVI Mini Roundabout	-	_____
Equestrian Level Push Button	-	_____

Highway Boundary	-	_____
Suffolk County Council	-	_____
Cambridgeshire County Council	-	_____

PRELIMINARY  
NOT FOR  
CONSTRUCTION

A	Topographical survey added	MOK	ID	30/04/2025
Rev	Description	By	CB	Date



20 Farringdon Street, London, EC4A 4AB  
T: +44(0)20 3691 5500 E: transport@rpsgroup.com

Client Lochailort Kentford Ltd

Project Lanwades Woodland Park, Kentford

Title Proposed Ped/Cycle  
Movement Arrangement

Status	Drawn By	PM/Checked by
INFORMATION	MOK	ID
Project Number	Scale @ A2	Date Created
TRP-00058	1:1250	11/03/2025

RPS Drawing/Figure Number  
794-PLN-TRP-00058-DR-012

Rev  
A

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## **Appendix 08 – Proposed Vehicular Access**