

Statement of Community Consultation

North Red Lodge Masterplan



AUGUST 2022

Prepared by Engagement Matters on behalf of the landowners of the Park Farm Estate

Contents

Section		Page
1	Executive summary	3
2	Engagement framework	5
3	Stakeholders	7
4	Consultation activities	9
5	Consultation feedback and applicant's response	12
6	Conclusion and next steps	30

Appendices	
1	Table of all feedback received
2	Schedule of amendments to the masterplan
3	Letter to local residents
4	Letter to immediate neighbours
5	Email to stakeholders
6	Website homepage
7	Exhibition boards
8	Comment form

1. Executive summary

This statement has been prepared in support of the submission of the North Red Lodge masterplan in the village of Red Lodge, Suffolk (hereinafter 'the masterplan') in accordance with West Suffolk Council's Site Allocations Local Plan (SALP) (2019) Policy SA10, on behalf of the landowners of the Park Farm Estate (hereinafter 'the applicant').

Community engagement on the draft masterplan took place between 29th April and 17th June 2022 ('the consultation period'). It aimed to engage local residents and stakeholders in the preparation of the masterplan, and is the subject of this Report.

The community engagement process was facilitated by specialist community engagement consultants, Engagement Matters, on behalf of the applicant.

The applicant wanted to ensure the whole community had the opportunity to get involved and have their say at an early stage in the process, before the masterplan had been finalised. This was achieved by writing to over 3,000 local residents and stakeholders, and sharing information via a community engagement event and a project website. Feedback was invited via the event, feedback forms, the website and email, for consideration by the applicant.

The engagement activity was designed to provide everyone with the chance to get involved whether they were able to attend the community engagement event or not.

28 feedback submissions (via feedback forms completed at the event or via the website) were received during the consultation period from members of the public. In addition, feedback was received from Suffolk County Council and West Suffolk Council.

Overview of feedback

The feedback form included the question, 'In general, how do you feel about the draft masterplan for North Red Lodge' in order to give the applicant an understanding of the general opinion of what was being presented/proposed.

27 out of 28 submissions provided a response to this question, with the majority of these (43%) stating they are 'supportive' or 'mostly supportive', 25% stating they are 'neutral', and 14% stating they are 'not supportive'.

The themes of the comments received in the feedback submissions received from members of the public are as follows:

Theme	No. comments
Request for particular facilities within the development	26
Access, traffic & highways aspects	14
Design/layout of the masterplan	8
Support for the masterplan	6
Comments on types of homes needed	6
Potential impact(s) on neighbours	6
Existing/future infrastructure	4
Proposed provision of a Local Centre	3
Employment aspects	3
Parking provision	2
Drainage aspects	2
Other	3

Supporting narrative for all of the feedback themes is included in Section 5.

Outcomes of feedback

The feedback received during the consultation period was considered by the applicant and subsequent changes are listed in Appendix 2. The updated masterplan will be shared with the community via the Red Lodge parish council and once adopted, will be available to view on West Suffolk Council's website.

2. Engagement framework

The engagement process was developed in line with West Suffolk Council's *Protocol for the preparation of Masterplans required by Policy DM3 of the Joint Development Management Policies Document* (April 2019), and the *West Suffolk Statement of Community Involvement (2018)* (including the June 2020 addendum); and through the provisions set out in government policy and planning guidance, namely the *National Planning Policy Framework* (NPPF) and the 2011 *Localism Act*.

- West Suffolk Council's *Protocol for the preparation of Masterplans required by Policy DM3 of the Joint Development Management Policies Document* states that developers are responsible for undertaking an agreed form of consultation that is in accordance with the Council's Statement of Community Involvement, and which includes a publicly accessible exhibition of the proposals as well as a consultation website (4).
- The West Suffolk Statement of Community Involvement sets out that "Developers for major or sensitive proposals, are also encouraged to engage with local communities, prior to the application being submitted"(2.1). It refers to a range of community engagement methods, including letters, exhibitions, websites and briefings.
- The Localism Act 2011 refers to community consultation in Chapter 4, Section 122, specifically sub-sections 61W (Requirement to carry out pre-application consultation) and sub-section 61X (Duty to take account of responses to consultation).
- The NPPF also makes direct reference to the requirements of local authorities and partners towards community engagement. The relevant sections are 155 (Cooperation with communities), 188 (Early engagement) and 155 (Meaningful engagement).

The community engagement activity was designed with the following principles in mind:

Inclusive and accessible

The applicant wanted to ensure that the engagement was inclusive and that nobody was excluded. It was designed to be accessible and convenient. A consultation event was held in a well-known and central local venue that was convenient for stakeholders; at a time that considered ease of attendance, the constraints of the working day and school holidays. Information was available on the website for anyone who could not attend the event or who wished to participate in their own time. Feedback was invited via the event, online, email and post.

Genuine and meaningful

The engagement process was genuine and meaningful. Stakeholders were engaged at an early stage so that comments could be considered before the masterplan was finalised. The context, constraints and opportunities of the site were clearly communicated. This document reports back on the feedback received, key themes and how comments have helped to further evolve the masterplan. Where suggestions/requests/aspirations are not feasible, or are more appropriate to the future planning application stage, this has been explained.

Accountable

The engagement process has been accountable. A full record of all feedback was maintained (please see Appendix 1) and this Statement of Community Consultation has been compiled to detail activities, comment themes and a schedule of changes that have been made to the draft masterplan as a result of consultation.

3. Stakeholders

The community engagement process was widely publicised to local residents and stakeholders, who are listed below. Full details of how residents and stakeholders were contacted/engaged with, can be found in Section 4.

Local community

The applicant felt it was important to invite all residents in Red Lodge and Herringswell parishes to get involved in the consultation. All households and businesses in the parishes received a letter through the post with information about the draft masterplan and how to get involved. This 'consultation zone', comprised around 2,973 properties.

A tailored version of the letter was sent to all properties directly neighbouring the site on Elderberry Road, Damson Close and Acorn Way, as well as the properties immediately to the north of the site, acknowledging their proximity to the proposed development and offering a personal invitation to the consultation event. This accounted for an additional 49 properties, bringing the total number of letters sent to local residents and businesses to 3,022.

An email was sent to the Headteacher of The Pines Primary School and Pine Cones Preschool and the Managing Director of Hamelin Brands - also immediate neighbours to the site - inviting their feedback on the draft masterplan.

Stakeholders

The applicant sent emails to the following stakeholders to share initial information about the draft masterplan and to invite them to take part in the consultation:

Political stakeholders

- MP for West Suffolk
- Suffolk County Council:
 - Leader and Deputy Leader
 - Cabinet Member for Economic Development, Transport Strategy and Waste
 - County Councillor for Newmarket and Red Lodge
 - County Councillor for Mildenhall
- West Suffolk Council:

- Leader and Deputy Leader
- Portfolio Holder for Regulation and Environment
- Portfolio Holder for Growth
- Portfolio Holder for Housing
- Portfolio Holder for Planning
- Ward Members for Icen and Manor
- Members of the Development Control Committee
- Red Lodge Parish Council
- Barton Mills Parish Council
- Herringswell Parish Council (neighbouring parish)
- Worlington Parish Council (neighbouring parish)

Local authority officers

- Relevant officers at Suffolk County Council
- Relevant officers at West Suffolk Council

Statutory consultees

- The Health and Safety Executive
- Suffolk National Health Service
- The Environment Agency
- Natural England
- Highways England
- Anglian Water
- Cadent Gas
- National Grid

4. Consultation activities

Consultation objective

The objective of the public consultation was to share information and plans for the draft masterplan with local residents, businesses, stakeholders and statutory consultees. The overarching aim was for the applicant to be able to take comments from the community into consideration and evolve the masterplan as appropriate before finalising it for submission to West Suffolk Council.

Summary of activity

The table below shows the community engagement programme:

Activity & stakeholders	Date
Email sent to all stakeholders listed in Section 3 inviting them to comment on the draft masterplan and attend the consultation event	29th April 2022
Letter posted to all households and businesses in the consultation zone, including immediate site neighbours, inviting them to comment on the draft masterplan and attend the consultation event	29th April 2022
Launch project website with initial information and details of the consultation event	29th April 2022
Consultation event held at Red Lodge Sports Pavilion, 2:15pm - 8pm, including a preview session for parish councillors	10th May 2022
Website updated with the same information as that displayed at the public consultation event, plus an online feedback form.	10th May 2022
Close of consultation period <i>To allow feedback to be considered in a timely manner</i>	

<p>Online feedback form removed from the project website. Closing date was also included on the feedback forms.</p>	<p>17th June 2022</p>
---	-----------------------

Public consultation event

The public consultation event was a drop-in exhibition, with 13 boards providing information on the draft masterplan as follows:

1. *Welcome* - to welcome attendees to the event and explain the context for the the consultation
2. *What's planned?* - an overview of the masterplan proposals and key benefits
3. *The site* - details of the site and its allocation in West Suffolk Council's Site Allocations Local Plan (SALP) (September 2019)
4. *What we need to consider* - explaining the opportunities and constraints the site presents
5. *The masterplan* - the draft masterplan with explanatory text
6. *Land uses and infrastructure* - the land use parameter plan with explanatory text
7. *Wildlife and biodiversity* - details of the ecological considerations in the masterplan
8. *Green space and recreation* - details of the public open space and 'Suitable Accessible Natural Greenspace' (SANG) provided within the masterplan
9. *Access and movement* - details of the proposed site access, and foot and cycle paths; plus information regarding public transport
10. *Employment* - an overview of the planning policy requirement, plus employment plan
11. *Sustainability* - information on aspects including energy efficiency, waste minimisation and sustainable buildings
12. *Design and character* - setting our design principles including character areas and building heights
13. *What's next?* - timings for the consultation and masterplan process, plus details of how to provide feedback

Members of the project team (planning consultant, master planning consultants, transport consultant and community engagement consultant) were available to discuss the masterplan and answer questions, and feedback was invited via comment forms.

Red Lodge and Heringswell parish councillors were invited to a 'preview' session of the event from 2:15 to 3:15pm, during which a presentation of the proposals was provided. A number of parish councillors attended this session. 68 people attended the public session of the event, held from 3:30pm - 8pm.

Website

A website was launched to enable participants to view information about the masterplan online and submit feedback. During the consultation period there were 537 visits to the website. When it was launched, the website provided details of the forthcoming consultation event. On the day of the event

(10th May 2022) it was updated to include all of the information that was displayed at the event, and an online feedback form was also added. The feedback form was closed on 17th June 2022, to mark the close of the consultation period.

Press coverage

An article detailing the masterplan consultation was included on the East Anglian Daily Times website on 10th May 2022.

Managing feedback

A central record of all the feedback received was maintained throughout the consultation period.

Engagement materials

A copy of all the engagement materials can be found in Appendix 3 - 8.

5. Consultation feedback and applicant's response

Level of participation

Over 3,000 letters and 25 emails were sent to invite local residents and stakeholders to take part in the consultation. 68 people attended the public consultation event, as well as several parish councillors who attended the preview session. There were 537 visits to the website.

28 feedback submissions were received from members of the public, as well as comments from Suffolk County Council (SCC) and West Suffolk Council (WSC).

This low rate of participation could signal a level of ambivalence towards the masterplan within the local community.

Channels of participation

The 28 submissions from members of the public were received as follows:

- Comment form completed at the consultation event: 18
- Comment form completed via the website feedback form: 9
- Email: 1

The comment form included one question (requesting participants to specify their sentiment towards the masterplan) and invited any additional comments (with no word or character limits).

Participant demographics

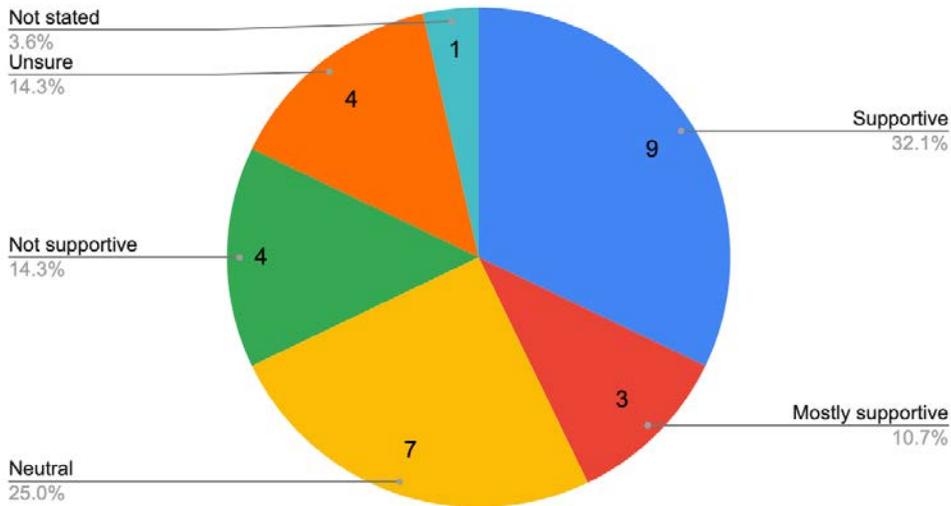
27 of the 28 submissions specified a postcode of IP28 8, which is the Red Lodge postcode sector. One submission was received from a Newmarket postcode.

Participant sentiment

The comment form - available at the event and on the website - asked participants, 'In general, how do you feel about the draft masterplan for North Red Lodge?'. 27 out of the 28 submissions responded to this question.

The majority of participants (43%) are 'supportive' or 'mostly supportive', 25% 'neutral' and 14% 'not supportive'.

Participant sentiment



Responding to key themes

Much of the feedback received during the consultation period relates to details that will be considered as part of a future planning application stage, rather than relating to the principles set out in the draft masterplan. This feedback will be helpful in assisting the production of more detailed designs should the masterplan be approved.

The applicant's responses to all the comments received can be found below, including any changes to the draft masterplan made as a result (Appendix 2).

NB. The number of comments quoted in the table below do not take into account the feedback from SCC and WSC, however the themes of this feedback are included.

Theme 1: Request for particular facilities within the development	
26 comments received	
Feedback	Response
<p><u>Facilities for young people (5)</u></p> <p><i>Greenery is lovely to have but the kids want somewhere to go and we as families do too.</i></p> <p><i>Red Lodge as a community really needs things for the youth of the village.</i></p> <p><i>Need for recreational facilities for older children - a skate/BMX park has been requested over many years and would be ideally situated near the retail area.</i></p> <p><i>I feel the youth and teenagers need more provision.</i></p> <p><i>Red Lodge as a community really needs things for the youth of the village..... This would work for youth clubs and other team building activities.</i></p>	<p>The applicant is grateful for the feedback received regarding the types of community provision residents would like to see included at North Red Lodge, and will take these suggestions into consideration when drawing up the future planning application.</p> <p>The draft masterplan includes provision for a new Local Centre or "community hub" which will be the focal point for community activity creating opportunities for a range of uses such as local shops, restaurants, takeaway, small scale commercial uses, a community building and/or health facility. This will help to ensure that the development serves both existing and future residents. The size, scale and form of the Local Centre will be subject to the detailed design process, land availability and capacity at the planning application stage, as well as market interest.</p>
<p><u>Scout facility/building (3)</u></p> <p><i>Scout hut - space for hut etc.</i></p> <p><i>The scouts would benefit from being granted an exceptional consent to use an area of land adjacent to the plan boundary just outside the boundary on some adjacent grass/woodland as their use can't share 'exclusively' the existing public open space.</i></p> <p><i>Red Lodge as a community really needs things for the youth of the village. The scouts currently have no space of their own. This would work for youth clubs and other team building activities.</i></p>	<p>As part of any future planning application, the developer will be required by the district and county councils to provide appropriate funding for local infrastructure and services, needed to support the growth resulting from the development, such as education, healthcare, transport, and community facilities. These contributions will be secured through a 'Section 106' legal agreement.</p>
<p><u>Skate park (2)</u></p> <p><i>To make sure that it supports the local community e.g. doctors, shops, community centre, something for the teenager e.g. skate park</i></p> <p><i>Need for recreational facilities for older children - a skate/BMX park has been requested over many years and would be ideally situated near the retail area.</i></p>	<p>Due to site constraints and the operational requirements of a skate/BMX park, scout club and petrol station there is no opportunity to provide these facilities within the masterplan site.</p> <p>No changes are proposed to the masterplan.</p>
<p><u>Food shop(s) (4)</u></p> <p><i>The village is desperate for an affordable supermarket</i></p>	

<p><i>Red Lodge desperately needs a proper supermarket etc to meet the needs of the expanding community</i></p> <p><i>Eating - In this day and age lots of people suffer intolerances and allergies, including myself, something for us, even a local place to shop. Butchers, fruit and veg, Whole Foods.</i></p> <p><i>To make sure that it supports the local community e.g. shops.....</i></p>	
<p><u>Pub/restaurant (3)</u></p> <p><i>Provision of a Chef & Brewer/Harvester type 'pub'/eatery would be most welcome in the village centre.</i></p> <p><i>A village hall is not what we need, we have those already but a bar/restaurant would be greatly appreciated.</i></p> <p><i>Red Lodge is desperate for another restaurant or a petrol station or a pub.</i></p>	
<p><u>Doctors (1)</u></p> <p><i>Adding more homes is all well and good but there is already a shortage of healthcare, dental care, schooling available to those of us who already live here.</i></p>	
<p><u>Community centre (4)</u></p> <p><i>Need for a multi-use community building - for church, scouts/brownies and similar organisations.</i></p> <p><i>Getting the community to meet together is very important. Community areas such as parks or sport pavilion centres shall be implemented in the masterplan.</i></p> <p><i>To make sure that it supports the local community e.g. community centre.</i></p>	
<p><u>Petrol station (1)</u></p> <p><i>Red Lodge is desperate fora petrol station</i></p>	
<p><u>Importance of provision of facilities for the existing community within the development (4)</u></p> <p><i>The need to ensure that provision is made to support the existing community.</i></p> <p><i>Adding more homes is all well and good but there is already a shortage of healthcare, dental care,</i></p>	

<p><i>schooling available to those of us who already live here.</i></p> <p><i>Getting the community to meet together is very important. Community areas such as parks or sport pavilion centres shall be implemented in the masterplan.</i></p> <p><i>To ensure ... to use the space wisely with facilities we do not yet have but need.</i></p>	
--	--

Theme 2: Access, traffic & highways aspects	
14 comments received	
Feedback	Response
<p><u>More consideration needed regarding the proposed road layout, traffic calming, access - one roundabout is not sufficient (1)</u></p> <p><i>More consideration towards houses already situated . Inevitably this will happen but more consideration needs to be given to the roads layout and adding traffic calming measures, one roundabout for an extra 300 houses Will not suffice.</i></p>	<p>Site accesses and junction arrangements will be developed in discussion with the highway authority to accord with appropriate standards and good practice.</p> <p>In addition, a Traffic Assessment will look at estimated vehicle movements likely to result from the development of the site and consider the need for any off-site highway improvements.</p>
<p><u>More public transport is needed in Red Lodge (e.g. buses) (4)</u></p> <p><i>Public transport and local roads should also be improved to allow for the additional people and vehicles. For example, there is currently no direct bus from Red Lodge to Cambridge where a number of people work</i></p> <p><i>Inadequate bus service.</i></p> <p><i>Public transport - will there be an increase in the bus services that currently come to the village but finish early?</i></p> <p><i>How do you propose to bring more buses through and already busy estate without causing more traffic issues?</i></p>	<p>HGVs entering the site would not be required to use existing local roads for access – they can access the roundabout from the A11 and this could be secured as part of the planning application.</p> <p>The main route through the development should be designed to accommodate a bus route and amendments are proposed to the masterplan that require bus stop provision and positions to be reviewed as part of the detailed design.</p> <p>No equestrian facilities are proposed within the masterplan site. In addition, there are no existing equestrian routes that link to or through the site from adjacent land or existing developments. Any provision within the masterplan site would not link to a wider existing network. No changes are proposed to the masterplan in this respect.</p>
<p><u>Potential impact on traffic on routes to Bury St Edmunds (2)</u></p> <p><i>Biggest concern is on traffic to/from the east, to Bury St Edmunds</i></p> <p><i>The road to get to Bury St Edmunds is only just a two way road and needs widening</i></p>	
<p><u>Potential impact of HGVs/employment traffic on neighbouring areas (2)</u></p> <p><i>Originally when the factory was built a road was put in to ensure all hgv traffic was kept away from residential buildings due to fumes and noise of vehicles. How can it be that it is now OK for this traffic to go through a newly proposed residential area.</i></p> <p><i>Very concerned about the impact of 'major employment opportunities', the increase in vehicles</i></p>	

<p><i>using this end of the village will substantially increase</i></p>	
<p><u>Equestrian routes required within the development (4)</u></p> <p><i>The British Horse Society would like to raise that the master plan shows walking and cycling routes, but that there is no mention of multi use, and this includes the equestrian. This is part of Active Travel, and therefore all routes must contain provision for equestrians also.</i></p> <p><i>Safety for pedestrians, cyclists, horse riders - and the sheer volume of extra traffic needs to be considered</i></p> <p><i>Will there be bridleways? Any access to current ones in Barton Mills?</i></p> <p><i>There are 120 horses on the road to Red Lodge alone. the reduction of country roads is a huge issue. these roads are becoming busier and horses need to get off these roads. Part of the Suffolk active travel plan includes horses as does the highway code</i></p>	
<p><u>If bus services increases, this will create traffic issues (1)</u></p> <p><i>How do you propose to bring more buses through an already busy estate without causing more traffic issues?</i></p>	
<p><u>Suffolk County Council, Comments from Senior Planning and Growth Officer (17.06.22 – see Appendix 1)</u></p>	<p>Transport Issues: An assessment of pedestrian and cycle routes will form part of a future planning application.</p> <p>Passenger Transport: The masterplan document has already identified that the road widths would be sufficient for a bus to enter and exit the site and confirms that the main route through the site should be designed to accommodate a bus route. The details will form part of a reserved matters application and the provision of the bus service will form part of the discussion on S106 contributions, as necessary.</p> <p>The masterplan will however be amended to include a review of the need for and position of bus stops within the site (see Appendix 2, proposed changes to the Public Transport section, page 52 of the masterplan, para 3).</p>
<p><u>Suffolk County Highways (16.06.22 - see Appendix 1)</u></p>	<p>Further discussions have been held with County Highways in response to these comments and amendments to the following sections of the masterplan have now been agreed: Pg37 Bike Storage</p>

	<p>Pg38 General Residential Block Principles Pg40 Courtyard/Parking Courts Pgs 39, 41, 43, General Residential Block Principles – Figures 17, 18 and 19 to be removed. Pg50, Access and Movement – Site Access Pg54, Street Hierarchy - Access Road – Figure 28. (See Appendix 2 for full details)</p> <p>The comments regarding dark bat corridors, street lighting, track plans are matters that can be addressed through the detailed design of the layout.</p> <p>The comments on the secondary access roads that do not include segregated cycle provision (Figures 31 and 32) have been addressed by the fact that the main student access into the school is from the footway and cycle track that runs along its southern boundary. It has been agreed with County Highways that no changes are required to the masterplan in this respect.</p> <p>With regards to the Gateway Roundabout, the proposed masterplan amendments acknowledge that the roundabout junction shown on the figures is illustrative and that there may be other appropriate design solutions.</p> <p>With regard to the access from Hundred Acre Way, past Elderberry Road, the detailed design of the route, as well as how pedestrians, cyclists and vehicles interact will be considered at the detailed design stage. It is not considered that this would be a safety issue.</p> <p>The masterplan clearly promotes the provision of safe, convenient and attractive pedestrian and cycle routes (pg 46, Access and Movement) and no changes are proposed.</p>
--	--

Theme 3: Design/layout of the masterplan	
8 comments received	
Feedback	Response
<p><u>Retail/local centre should not be next to school pick up due to traffic (2)</u></p> <p><i>Concerns about siting this where the current school drop off is and the limited parking that is there currently will mean parents looking for other areas to park their cars and walk their children into school.</i></p> <p><i>The parking area for the school needs to be segregated from the retail unit. Traffic in the pick up/drop off times is currently quite congested.</i></p>	<p>The survey and site assessment work undertaken has informed landuse distribution across the masterplan site. The most appropriate locations for both the employment area and local centre have been identified for the reasons stated on page 24 of the masterplan.</p> <p>The form, size and appearance of the local centre, as well as its associated planning impacts including its relationship to the school drop off, will be considered as part of a future planning application.</p>
<p><u>Local centre should be larger (2)</u></p> <p><i>Local centre should be larger</i></p> <p><i>Local centre should be larger</i></p>	<p>North Red Lodge will be designed to be well integrated with the existing community. There will be direct, safe and attractive walking and cycling routes to the new employment areas, local centre, primary school and residential areas, as well as to the existing facilities in Red Lodge for both new and existing residents. A new footpath network will connect into the perimeter recreational footpath route around Red Lodge.</p>
<p>Development needs to integrate with existing community/not be divided from the existing community (2)</p> <p><i>To ensure it is not a separate community to this side and to use the space wisely with facilities we do not yet have but need</i></p> <p><i>secondly, by creating a second village centre, I believe this will create a divided community within Red Lodge</i></p>	<p>The primary vehicular access will be from Warren Road and employment traffic will not be segregated. Suffolk County Highways have been consulted and raise no objection to this proposed access arrangement.</p>
<p><u>All employment should be situated to the north of the site, and all residential to the south, with 2 different accesses (1)</u></p> <p><i>Why can't all the employment land be channelled towards the rear of the site and the housing brought to the forefront and both be accessed differently - HGVs, Cars and pedestrian /cyclists don't mix that well and you are planning to funnel all through one route?</i></p>	
<p><u>Not supportive of the current layout (1)</u></p>	
<p><u>Suffolk County Council, Comments from Senior Planning and Growth Officer (17.06.22 – see Appendix 1)</u></p>	<p>Education: the comments made regarding the existing SUDs ditch within the land identified for the future expansion of the school, and the associated contamination and archaeological comments are noted and will be addressed in a</p>

	<p>future planning application.</p> <p>It is intended that the SUDS ditch will be moved outside the school site, as part of a surface drainage strategy for the whole site. It is proposed to amend the Blue Infrastructure section (page 64) accordingly.</p> <p>Health and well-being: The design comments raised regarding the layout/orientation of the local centre, use of focal buildings, inclusion of seating within neighbourhood squares and inclusive design are matters of detail that can be addressed in a future planning application and no changes are proposed to the masterplan in this respect.</p>
<p><u>West Suffolk Council comments 17.06.22 - see Appendix 1)</u></p>	<p>Sustainable Design Principles: comments relating to land contamination, air quality and EV charging are noted and will be addressed as part of any planning application.</p>
<p><u>West Suffolk Council 18.07.22:</u> Building Heights - Following feedback from Portfolio Holder and Local Ward Briefings, there was concern about the 4 storey element at the gateway and 3 storeys would be more appropriate.</p>	<p>It is proposed to reduce building heights at the gateway from 4 to 3 storeys. The text on Pg28 'Built Form', Pg47 'Building Heights' and Figure 22 will be amended accordingly (see Appendix 2).</p>

Theme 4: Support for the masterplan	
6 comments received	
Feedback	Response
<p><u>Support for new homes (2)</u></p> <p><i>I'm in support of the masterplan and this will improve housing problems around the community.</i></p> <p><i>I feel this is a welcome development. I'm hoping it will be affordable for everyone (especially the houses).</i></p>	<p>The applicant is grateful for the feedback received regarding support for the North Red Lodge draft masterplan.</p>
<p><u>Support for affordable homes (1)</u></p> <p><i>I'm hoping it will be affordable for everyone (especially the houses)</i></p>	
<p><u>General support (2)</u></p> <p><i>Plans look good to me</i></p> <p><i>I feel this is a welcome development</i></p>	
<p><u>Support for parks (1)</u></p> <p><i>It's a very attractive area with all the green space in the area.</i></p>	

Theme 5: Comments on types of homes needed	
6 comments received	
Feedback	Response
<p><u>Lifetime/accessible homes (1)</u> <i>A lot of people need bigger accommodation and it's in short supply, making families to leave the community they love dearly.</i></p>	<p>The applicant is grateful for the feedback received regarding the types of homes residents would like to see included at North Red Lodge, and will take these suggestions into consideration when drawing up the future planning application.</p> <p>With regards to building sustainable homes, the masterplan recognises that the climate is changing and will include a range of sustainable design measures, such as energy efficiencies, sustainable materials, water conservation and efficiencies, and waste minimisation. The new homes and buildings will adopt a fabric first approach to design and construction, as well as renewable and low carbon technologies and will comply with prevailing adopted standards.</p>
<p><u>Self-build (1)</u> <i>... the provision of a few self-build plots for people like me would mean we can design and build a suitable property for our needs, without having to leave the village</i></p>	
<p><u>Sheltered housing/care home (2)</u> <i>Two things missing - 1. sheltered housing. The village (mainly old part) has a large number of elderly whose friends are all here. Yet at the moment they are forced to leave the village is they need more help</i> <i>It was said before that something would be done - care home</i></p>	<p>No changes are proposed to the masterplan.</p>
<p><u>Sustainable homes (2)</u> <i>Houses must be sustainable, solar, heat pumps, rain water recycling etc. Beyond regs, over insulate.</i> <i>All new homes should have solar panels as standard.</i></p>	
<p><u>West Suffolk Council comments 17.06.22 - Strategic Housing - see Appendix 1)</u></p>	<p>The in principle support for an application is noted subject to delivering 30% affordable housing across the whole site.</p> <p>In response to comments that this amount of affordable housing hasn't been confirmed within the masterplan document, it is proposed to amend the 'Housing Mix' section on page 44 (see Appendix 2).</p> <p>Details regarding electric car charging points for affordable dwellings would form part of a future planning application.</p>

Theme 6: Potential impact on neighbours	
6 comments received	
Feedback	Response
<p><u>Neighbour impact - general concern (1)</u></p> <p><i>I am not sure that we would class the development as 'acceptable' and we live right alongside where it is proposed</i></p>	<p>As with any project of this nature, the applicant recognises the change the development of North Red Lodge would bring to the immediate area. The applicant will seek to minimise any temporary impacts from the construction process, and to maximise the benefits the development will bring to the existing and future community. A Construction Management Plan will be submitted with a future planning application.</p> <p>The location of the site means that current Red Lodge residents could benefit from easy access to new recreational routes including paths for dog walking and cycling; new play spaces and parks; community facilities at a new local centre within walking distance of existing homes; new local jobs.</p> <p>The masterplan includes an 'acoustic strategy', which uses landscaping to mitigate the impacts of noise in a natural way and minimises the use of acoustic structures (e.g. fencing).</p> <p>All impacts arising from the development of this site will be assessed as part of a future planning application, including impacts relating to pollution, landscape and visual impact and neighbour amenity.</p> <p>No changes are proposed to the masterplan.</p>
<p><u>Neighbour impact - potential for noise and 'nuisance' (1)</u></p> <p><i>very concerned about ... the potential for various forms of nuisance to be introduced that currently isn't there</i></p>	
<p><u>Neighbour impact - potential impact on property values (2)</u></p> <p><i>A new development providing new homes employment and education- - how will that affect current market rates.</i></p> <p><i>Other impacts on property costs????</i></p>	
<p><u>Neighbour impact - potential impact on existing views (1)</u></p> <p><i>Where our house is situated we get views across fields currently and no issues with people being able to view into our garden from one side, this will potentially change with the development and we will get views out across industrial units/yards</i></p>	
<p><u>Neighbour impact - potential for light & air pollution (1)</u></p> <p><i>General Industrial B2 and Storage Distribution B8 - Implies categorically that there will be more HGV movements coming in and out of the area, along with the increased pollution and noise they bring, especially if open 24/7, 365</i></p>	

Theme 7: Existing/future infrastructure	
4 comments received	
Feedback	Response
<p><u>Existing education capacity concerns (1)</u></p> <p><i>The primary school for example had 50 applications over their capacity last year which they had to decline. It's so concerning that the new homes proposed in this plan will be closed proximity to the Pines (which is the only decent school around here)</i></p>	<p>Should planning permission be granted in the future, the developer will be required by the district and county councils to provide appropriate funding for local infrastructure and services, needed to support the growth resulting from the development, such as education, healthcare, transport, open space and recreation, community facilities and nature conservation. These contributions will be secured through a 'Section 106' legal agreement.</p> <p>The applicant has allowed adequate space for the expansion of the Pines Primary School to meet the increased pupil numbers, and community healthcare facilities could be provided as part of the local centre/community hub.</p> <p>So as not to exacerbate or recreate any existing parking issues, car and cycle parking provision will be in accordance with adopted standards and will form a well-integrated element of the design so that it does not undermine the character of development being created. The development would be designed to ensure that vehicles and their driveways are not a prominent part of the street.</p> <p>No changes are proposed to the masterplan.</p>
<p><u>Existing healthcare capacity concerns (2)</u></p> <p><i>To make sure that it supports the local community e.g. doctors, shops, community centre</i></p> <p><i>Local services are already strained such as difficulty getting dentist appointments.</i></p>	
<p><u>Current parking provision in the village is poor (1)</u></p> <p><i>Car parking is terrible in the village, will this be addressed?</i></p>	

Theme 8: Proposed provision of a local centre	
3 comments received	
Feedback	Response
<p><u>Lack of demand for a local centre (1)</u></p> <p><i>Why does the area need another 'local centre' when the current one can't fill the new units that have been built there?</i></p>	<p>The design, form and size of the local centre, as well as its associated planning impacts, will be considered as part of a future planning application and will be informed by market interest, current design / parking standards and development plan policies.</p> <p>No changes are proposed to the masterplan.</p>
<p><u>Local Centre will bring traffic into existing residential areas (1)</u></p>	
<p><u>Question regarding parking if markets are to be held at the local centre (1)</u></p> <p><i>If planning on 'local markets' etc- yet again there will be the impact of more people being brought into the local area from outside locations - further traffic impacts, where will people park if the car park has a local market on it?</i></p>	

Theme 9: Employment aspects	
3 comments received	
Feedback	Response
<p><u>Employment units should not be converted to residential (1)</u></p> <p><i>Would not want any of the industrial spaces converted to residential use</i></p>	<p>The allocated employment area is identified for a range of employment uses. Its design and form, as well as its associated planning impacts, will be considered as part of a future planning application and will also be informed by market interest, current design / parking standards and development plan policies.</p>
<p><u>Questions regarding the demand for office space (2)</u></p> <p><i>There seems to be a lot of office space but, due to the current climate, will this be another empty blot on the landscape?</i></p> <p><i>Will business units be occupied - is there demand for these premises in Red Lodge?</i></p>	<p>With regards to market demand, companies have already expressed interest in the employment land and the retail opportunities at the proposed Local Centre.</p> <p>No changes are proposed to the masterplan.</p>
<p><u>West Suffolk Council 18.07.22:</u></p> <p>“Employment - Following the Employment Land Review, more detail is required in terms of market testing of types of employment for the proposed employment land. Please also see comments provided by our Economic and Business Growth team [West Suffolk Council 17.06.22 – Economic and Business Growth (see Appendix 1):</p> <p>“As regards type of employment use for this masterplan area, the ELR evidences that light industrial activities form the backbone of the commercial property market and, by extension, are critical to the wider economy both in terms of creating jobs and ensuring that the economy is well-serviced. In general, the light industrial market requires relatively simple buildings that are flexible in use and can be adapted for different occupiers. The Economic Development and Business Growth service would like to see light industrial units delivered by the developer speculatively.”</p>	<p>WSC’s employment comments dated 17th and 18th June 2022 are noted.</p> <p>The masterplan has been drafted to be fully compliant with SALP Policies SA10 and SA17 which allow for Class B1, B2 and B8 employment uses. There is no requirement in either policy for employment market testing to be undertaken as part of the masterplan process or for any particular type of unit to be delivered speculatively by the developer. The details will form part of a future planning application.</p> <p>No changes are proposed to the masterplan in respect.</p>

Theme 10: Parking provision	
2 comments received	
Feedback	Response
<p><u>Suggestions on parking provision (2+ spaces, plus visitor per home) (1)</u></p> <p><i>2+ spaces and visitor parking</i></p>	<p>Car and cycle parking provision will be in accordance with adopted standards and will include sufficient electric charging infrastructure.</p>
<p><u>School parking should be separate to retail parking (1)</u></p> <p><i>The parking area for the school needs to be segregated from the retail unit. Traffic in the pick up/drop off times is currently quite congested.</i></p>	<p>The design and form of the local centre and school drop-off will be considered as part of a future planning application.</p> <p>No changes are proposed to the masterplan.</p>
<p><u>Suffolk County Council, Comments from Senior Planning and Growth Officer (17.06.22 – see Appendix 1)</u></p>	<p>The principles do not indicate the presence of bike parking at employment locations: Suggest amending 'Bike Storage' section (page 37) accordingly (see Appendix 2).</p>

Theme 11: Drainage aspects	
2 comments received	
Feedback	Response
<p><u>Concerns re impact on foul drainage in Herringswell (1)</u></p> <p><i>Two concerns: One is the sewerage system. As a Herringswell resident we have had many issues since the development of Red Lodge and would like assurance that this would be dealt with</i></p>	<p>Regarding foul drainage, advice will be sought from Anglian Water and will inform the development proposals.</p> <p>The SUDS drainage strategy will be designed in consultation with WSC and SCC as the Local Lead Flood Authority.</p>
<p><u>SUDs should be underground (1)</u></p> <p><i>SUDS take up too much space when they could be underground infiltration trenches. The extra land could be used more usefully.</i></p>	<p>No changes are proposed to the masterplan.</p>
<p><u>Suffolk County Council, Comments from Senior Planning and Growth Officer (17.06.22 – see Appendix 1)</u></p>	<p>SCC’s comments relating to flooding and water management are noted.</p> <p>The masterplan document is a high level framework document that sets out the development principles that will inform a planning application. The section on surface water drainage (page 64), clearly states that the strategy will be designed in accordance with SCC’s SUDs guidance. The specifics will form part of a planning application. No changes are proposed to the masterplan.</p>

Theme 12: Other	
3 comments received	
Feedback	Response
<p><u>Questions about future management/maintenance charges on the development (2)</u></p> <p><i>With regard to the North Red Lodge Development, accepting that any details of such an agreement are confidential, would the developers agree in principle to accepting that future householders should NOT be responsible contributing towards such maintenance charges.</i></p> <p><i>Great concern about the cost of residents who have to pay a management company for the upkeep of green areas</i></p>	<p>A management company would be appointed to manage all public spaces within the development. However, this would happen at a later date, should a planning application be approved for the site, subject to the masterplan first being approved. The applicant is the landowner, not a developer and it is not possible to comment on the management and operation of such an arrangement at this time.</p>
<p><u>Perception that masterplan cannot be influenced (1)</u></p> <p><i>We got the opposite impression and where near enough told nothing could be altered</i></p>	<p>All feedback received from residents and stakeholders has been considered prior to the masterplan being finalised and submitted to West Suffolk Council.</p>
<p><u>Suffolk County Council, Comments from Senior Planning and Growth Officer (17.06.22 – see Appendix 1)</u></p>	<p>SCC's comments relating to education, pre-school provision, play space, public rights of way, libraries, supported housing, fire service and archaeology have been noted.</p>

6. Conclusion and next steps

The applicant has taken an early-stage, inclusive and meaningful approach to engaging the local community and stakeholders in the development of the North Red Lodge Masterplan, and is grateful for the valuable feedback received.

Update activity

Now that the application has been submitted, the updated masterplan will be shared with the community via the Red Lodge parish council.

Appendices

Appendix 1: Table of all feedback submitted

Comment 1	As a resident of Red Lodge, I am in receipt of your letter dated 29th April 2022 and appreciate the opportunity to visit the Drop-in Community Consultation event. In addition to seeing the current specific proposals of the development, there is one matter that I would be seeking clarification. As with the previous developments built in Red Lodge, I would expect an agreement to be put in place under Section 106 of the Town and Country Planning Act 1990, for facilities to benefit the Community at large. Should there be such an agreement in respect of Open Spaces and SUDS, I would seek clarification as to who would be responsible for the Maintenance Charges after completion. I fully understand that this process is at an early stage and is a complex legal matter warranting negotiations with the Planning Authority. My interest stems from a recent experience which resulted in the individual household purchasers being required to pay Service Charges, including payments towards facilities included within a Section 106 Agreement. With regard to the North Red Lodge Development, accepting that any details of such an agreement are confidential, would the developers agree in principle to accepting that Future householders should NOT be responsible contributing towards such Maintenance Charges.
Comment 2	The British Horse Society would like to raise that the master plan shows walking and cycling routes, but that there is no mention of multi use, and this includes the equestrian. This is part of Active Travel, and therefore all routes must contain provision for equestrians also. There is the provision to provide join up to active travel/multi user routes outside and adjacent to this development, and must therefore be included.
Comment 3	Adding more homes is all well and good but there is already a shortage of healthcare, dental care, schooling available to those of us who already live here. The primary school for example had 50 applications over their capacity last year which they had to decline. It's so concerning that the new homes proposed in this plan will be closed proximity to the pines (which is the only decent school around here) than we are over by the current Crest Nicholson site and so even though we've been here longer the children living in the new homes will be entitled to school places over us- this is totally unfair and like I say this issue needs addressing BEFORE more homes are added. My child is nearly 2 years old and is yet to have a check up at the dentist because since he has been born they are only offering emergency appointments. In other words the "village" cannot cope with the number of residents as it is and now you want more people in the community? What on earth is going on here?!
Comment 4	No comment
Comment 5	More consideration towards houses already situated . Inevitably this will happen but more consideration needs to be given to the roads layout and adding traffic calming measures, one roundabout for an extra 300 houses Will not suffice.
Comment 6	Two things missing - 1. sheltered housing. The village (mainly old part) has a large number of elderly whose friends are all here. Yet at the moment they are forced to

	leave the village is they need more help. If they could go to sheltered housing it would free up their current properties for families. 2. Not everyone suits the 'bog standard' 2/3/4 bed house. I am confined to a wheelchair and need wider corridors/doors, downstairs bedrooms, wet rooms etc. the provision of a few self-build plots for people like me would mean we can design and build a suitable property for our needs, without having to leave the village.
Comment 7	Red Lodge as a community really needs things for the youth of the village. The scouts currently have no space of their own. This would work for youth clubs and other team building activities. The older generation. It was said before that something would be done - care home. Eating - In this day and age lots of people suffer intolerances and allergies, including myself, something for us, even a local place to shop. Butchers, fruit and veg, Whole Foods. I feel we have got in too much of a hurry in making things big, because we can, the little things that make a community have been forgotten and left behind.
Comment 8	Houses must be sustainable, solar, heat pumps, rain water recycling etc. Beyond regs, over insulate. 2+ spaces and visitor parking. Scout hut - space for hut etc.
Comment 9	Provision of a Chef & Brewer/Harvester type 'pub'/eatery would be most welcome in the village centre. Current facilities are not enjoyable and have limited appeal. The location would also draw footfall from the A11. Biggest concern is on traffic to/from the east, to Bury St Edmunds. Whilst I would hate to see the country road drastically changed, safety for pedestrians, cyclists, horse riders - and the sheer volume of extra traffic needs to be considered. The road is already driven on by many as if a racetrack. Please consider this, thanks.
Comment 10	To make sure that it supports the local community e.g. doctors, shops, community centre, something for the teenager e.g. skate park
Comment 11	Yet again it appears that the housing is going to take priority. the area allocated for the hub is far too small. A village hall is not what we need, we have those already but a bar/restaurant would be greatly appreciated. Greenery is lovely to have but the kids want somewhere to go and we as families do too.
Comment 12	The need to ensure that provision is made to support the existing community.
Comment 13	To ensure it is not a separate community to this side and to use the space wisely with facilities we do not yet have but need.
Comment 14	I have concerns about the addition of more houses in Red Lodge. Local services are already strained such as difficulty getting dentist appointments. Public transport and local roads should also be improved to allow for the additional people and vehicles. For example, there is currently no direct bus from Red Lodge to Cambridge where a number of people work. The road to get to Bury St Edmunds is only just a two way road and needs widening.
Comment 15	There seems to be a lot of office space but, due to the current climate, will this be another empty blot on the landscape? The village is desperate for an affordable supermarket. Car parking is terrible in the village, will this be addressed? Will there be bridelways? Any access to current ones in Barton Mills?
Comment 16	SUDS take up too much space when they could be underground infiltration trenches. The extra land could be used more usefully. The scouts would benefit from being granted an exceptional consent to use an area of land adjacent to the plan boundary

	just outside the boundary on some adjacent grass/woodland as their use can't share 'exclusively' the existing public open space.
Comment 17	I'm in support of the masterplan and this will improve housing problems around the community. A lot of people need bigger accommodation and it's in short supply, making families to leave the community they love dearly.
Comment 18	Why are cyclists the only inclusion for paths? There are 120 horses on the road to Red Lodge alone. the reduction of country roads is a huge issue. these roads are becoming busier and horses need to get off these roads. Part of the Suffolk active travel plan includes horses as does the highway code list them as vulnerable users. Why are there cycleways not multi-user paths without discrimination for minority groups? Please reconsider and review your cycle ways to be inclusive for all. Please contact me to discuss further [name and telephone number provided].
Comment 19	I feel this is a welcome development. I'm hoping it will be affordable for everyone (especially the houses). I also hope everything is taken into consideration, considering accessibility to major towns and villages around.
Comment 20	None. plans look good to me
Comment 21	Need for recreational facilities for older children - a skate/BMX park has been requested over many years and would be ideally situated near the retail area. Need for a multi-use community building - for church, scouts/brownies and similar organisations. Adequate off road parking for all houses. Will business units be occupied - is there demand for these premises in Red Lodge?
Comment 22	The parking area for the school needs to be segregated from the retail unit. Traffic in the pick up/drop off times is currently quite congested. Would not want any of the industrial spaces converted to residential use. Local centre should be larger. Red Lodge is desperate for another restaurant or a petrol station or a pub. Great concern about the cost of residents who have to pay a management company for the upkeep of green areas. All new homes should have solar panels as standard.
Comment 23	It's a very attractive area with all the green space in the area. I'm worried what the teenagers will do especially in 8 to 10 years time where there will be a lot. The Lightwave are the only people providing the youth something to do, also provides for the foodbank for hard up people. I feel the youth and teenagers need more provision.
Comment 24	for this continued expansion Red Lodge desperately needs a proper supermarket etc to meet the needs of the expanding community and not some small convenience store that charges a fortune and inadequate bus service. It must be taken into consideration, elderly and young families with no vehicles
Comment 25	Two concerns: One is the sewerage system. As a Herringswell resident we have had many issues since the development of Red Lodge and would like assurance that this would be dealt with and, secondly, by creating a second village centre, I believe this will create a divided community within Red Lodge.
Comment 26	Originally when the factory was built a road was put in to ensure all hgv traffic was kept away from residential buildings due to fumes and noise of vehicles. How can it be that it is now OK for this traffic to go through a newly proposed residential area. It goes against everything that was put into place when the factory was originally built.

Comment 27	Getting the community to meet together is very important. Community areas such as parks or sport pavilion centres shall be implemented in the masterplan.
Comment 28	<p>Page 4 - it states that this is a 'flexible' document / plan - this was not the impression we got when we attended the recent 'public information session' at the Red Lodge Pavilion, in fact we got the opposite impression and where near enough told nothing could be altered. It also states on page 4 that this plan sets out the vision for a new 'neighbourhood', nothing mentioned about the industrial use of the area that is proposed further in the plan. Page 5 - Whether or not good design principals are used, I am not sure that we would class the development as 'acceptable' and we live right alongside where it is proposed. Page 6 - very concerned about the impact of 'major employment opportunities', the increase in vehicles using this end of the village will substantially increase, along with the potential for various forms of nuisance to be introduced that currently isn't there. Also why does the area need another 'local centre' when the current one can't fill the new units that have been built there? Page 7 - 'A well linked development with clear connections and movement network' - will all the employment planned to be built only accept employees from the existing or new red lodge developments- otherwise we are going to be seeing more vehicle traffic coming into the area and the footpaths and cycle paths will not be used! 'A new community hub' - as previous comments - why do we need this and especially where it is suggested - more traffic and vehicles coming into a fairly pedestrian area. ' A new development providing new homes employment and education- - where will the affordable housing be located, how will that affect current market rates, as previous comments are all employees going to come from the existing or new homes, probably not - therefore more impact for existing residents. Page 11 - Where our house is situated we get views across fields currently and no issues with people being able to view into our garden from one side, this will potentially change with the development and we will get views out across industrial units/yards. Page 12 - The land cover and land use is 'predominantly' agricultural in character - Yes, a key reason some people bought where they did! Next point - 'the character of the site is influenced by the imposing nature of the existing warehouse and associated lorry movements' - NO its not, next - 'combined with the estate roads with associated lighting, and the business park feel' - NO it doesn't! Currently there is limited HGV traffic in and out of the site, a few tractors or other Agricultural vehicles and not a lot else. Current views are not interrupted by looking onto B2 general Industrial units as potentially described being built. Page 16 - Constraints - 'Noise and severance from A11' - this doesn't appear to be an issue for the new development that backs onto the A11 as you enter Red Lodge - noise fencing installed! Page 16 - Opportunities - 'Creation of community hub' - why is this needed?, 'Local employment opportunities' - will this really serve the local population? Page 16 - Noise - what noise mitigation measures do you expect to put in for existing residents to protect from industrial activities and increased traffic???</p> <p>Page 20 - Public Transport - will there be an increase in the bus services that currently come to the village but finish early? How do you propose to bring more buses through and already busy estate without causing more traffic issues? Page 20 - General Industrial B2 and Storage Distribution B8 - Implies categorically that there will be more HGV movements coming in and out of the area, along with the increased pollution an noise they bring, especially if open 24/7, 3651! Page 21 - Local centre - again - why is this needed - there is already one, concerns about siting this where the current school drop off is and the limited parking that is there currently will mean parents looking for other areas to park their cars and walk their children into school....we already see people who are lost coming down our private road to find their way in...this will only potentially increase when the 'New primary school' is built!!! How can this be a focal point if there already is one community hub / area already???? Page 23 - Industrial area - what mitigation is</p>

	<p>proposed to be put in to reduce any impact on current housing amenity from increased Vehicles, Noise, Light pollution, Air emissions, views or other impacts on property costs???? Page 24 - Why can't all the employment land be channeled towards the rear of the site and the housing brought to the forefront and both be accessed differently - HGVs, Cars and pedestrian /cyclists don't mix that well and you are planning to funnel all through one route? Page 24 - why can't the new local centre be built in the new housing development location and not near the existing drop off point? Page 24 - the green corridors you are leaving will they truly be there and what effect if they are will they have on transmitting noise, light and pollution through to the existing houses? Page 25 - 'Gateway' - that's great for the new development but the existing houses get 'industrial units' - ot sure how imposing a 'gateway' is when you have just driven through an industrial estate to get there though! Page 27 - 'Promoting Sustainable Transport' - really???? More vehicles coming into the area, more HGVs coming into the area, the bus routes aren't serviced all the time anyway, as it is! How many residents from Red Lodge do you expect to be working in the new employment areas- or will people be driving into work form other areas???? What time will these transport movements be - if 24?7 not sustainable for the individuals who live near by.... Page 36 - What impact on building the new hub have on the already existing businesses? If planning on 'local markets' etc- yet again there will be the impact of more people being brought into the local area from outside locations - further traffic impacts, where will people park if the car park has a local market on it???? Page 77 - Shows Potential vehicular routes out onto Thistle way and the Hundred Acre way - there are already concerns when driving through the estate due to high volumes of vehicles being parked either side of the road, what mitigation's are being thought about to direct traffic away from the existing areas? Why (as asked at the session) can't the school be extended in the opposite direct and keep the parking closer to any new entrance rather than making people fight for parking alongside a community hub and then have to walk further to the school?? and we could go on - lots of things that we would like answered please but overall - NOT SUPPORTIVE OF THE CURRENT LAYOUT AT ALL!!!!</p>
--	--



Our ref: 60087
 Date: 17th June 2022
 Enquiries to: Cameron Clow
 Tel: 01473 260171
 Email: cameron.clow@suffolk.gov.uk

By e-mail only:
 jess@engagementmatters.co.uk

Dear Sir/Madam

North Red Lodge (Allocation Policy SA10) – Masterplan Consultation

I refer to the above Master Plan for 300 Dwellings with a local center, employment, and land for school expansion. This letter updates previous advice on developer contributions and comments on layout and design of the scheme, in areas of county council responsibility.

Summary Table – S106 contributions

The table below would be secured by a planning obligation if planning permission was granted. Justification is identified in the proceeding sections of this letter.

Service Requirement	Contribution per dwelling	Capital Contribution
Education - Primary	£5,058.64	£1,517,592.00
Education – Secondary	£4,200.25	£ 1,260,075.00
Education – Sixth Form	£871.75	£ 261,525.00
Pre-School Provision	£1,845.72	£ 553,716.00
School Transport	£1,064.42	£ 319,325.00
Transport – see section 4	TBC	TBC
Libraries	£16.00	4,800.00
Total	£13,056.78	£3,917,033.00
Monitoring fee per S106 trigger	£500	

Paragraph 57 of the National Planning Policy Framework (NPPF) 2021 sets out the requirements of planning obligations, which are that they must be:

- a) Necessary to make the development acceptable in planning terms;
- b) Directly related to the development; and,
- c) Fairly and reasonably related in scale and kind to the development.

The County and District Councils have a shared approach to calculating infrastructure needs, in the adopted Section 106 Developers Guide to Infrastructure Contributions in Suffolk.

Developer contributions and infrastructure delivery are managed by local policy CS13 of the Forest Heath Core Strategy Development Plan Document.

The details of specific contribution requirements related to the proposed scheme are set out below:

1. **Education.** Paragraph 96 of the NPPF states: 'It is important that a sufficient choice of school places is available to meet the needs of existing and new communities. Local planning authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education. They should:
 - a) give great weight to the need to create, expand or alter schools through the preparation of plans and decisions on applications; and
 - b) work with schools promoters, delivery partners and statutory bodies to identify and resolve key planning issues before applications are submitted.'

Furthermore, the NPPF at paragraph 106 states: 'Planning policies should:

- a) support an appropriate mix of uses across an area, and within larger scale sites, to minimize the number and length of journeys needed for employment, shopping, leisure, education and other activities;'

The Department for Education (DfE) publication 'Securing developer contributions for education' (November 2019), which should be read in conjunction with the Planning Practice Guidance (PPG) advice on planning obligations [revised September 2019]. Paragraph 19 of the DfE guidance states, "We advise local authorities with education responsibilities to work jointly with relevant local planning authorities as plans are prepared and planning applications determined, to ensure that all education needs are properly addressed, including both temporary and permanent education needs where relevant, such as school transport costs and temporary school provision before a permanent new school opens within a development site".

In paragraph 15 of the DfE guidance it says, '*We advise that you base the assumed cost of mainstream school places on national average costs published in the DfE school place scorecards.⁶ This allows you to differentiate between the average per pupil costs of a new school, permanent expansion or temporary expansion, ensuring developer contributions are fairly and reasonably related in scale and kind to the development. You should adjust the national average to reflect the costs in your region, using BCIS location factors. We recommend the use of index linking when developer contributions are discussed at planning application stage and in planning obligations, so that contributions are adjusted for inflation at the point they are negotiated and when payment is due*'.

The most recent scorecard is 2019 and BCIS location factor for the East of England is applied.

Delivery of the new primary school, The Pines, serves primary education needs from planned development throughout Red Lodge, including this site. Phase one of the Pines has been delivered and contributions will be required for the next phase of the new primary.

The catchment secondary school and 6th form is Mildenhall College Academy, located at the Mildenhall Hub, which are expected to be taken over capacity within the next 5 years. As such contributions will be required for both secondary and sixth form provision.

The most recent scorecard is 2019 and the national average school new build cost per pupil for primary schools is £20,508. The most recent (March 2019) BCIS location factor for the East of England, which includes Suffolk, is 1. When applied to the national expansion build cost (£20,508 / 1.00) produces a total of £20,508 per pupil for permanent expansion of primary schools.

The most recent scorecard is 2019 and the national average school new build cost per pupil for secondary schools is £23,775. The most recent (March 2019) BCIS location factor for the East of England, which includes Suffolk, is 1. When applied to the national expansion build cost £23,775x 1.00) produces a total of £23,775 per pupil for permanent expansion of secondary schools.

The DfE guidance in paragraph 16 says, '*further education places provided within secondary school sixth forms will cost broadly the same as a secondary school place*'.

SCC anticipates the following minimum pupil yields from the proposal, namely:

School level	Minimum pupil yield:	Required:	Cost per place £ (2019/20):
Primary school age range, 5-11:	74	74	20,508
High school age range, 11-16:	53	53	23,775
Sixth school age range, 16+:	11	11	23,775

Total education contributions:	£ 3,039,192
---------------------------------------	--------------------

That land is included within the masterplan to enable the further expansion of the Pines Primary School is welcome. However, a large ditch to the east of the school boundary is a concern. SCC would expect that land transferred to it for education purposes to be level. In this case it is likely moving the ditch, so that it is outside of the extended school boundary, would be required.

This will need to be a consideration in developing the drainage strategy for the site in more detail, and discussion will need to take place with SCC as the Lead Local Flood Authority and education authority, to ensure the needs of both services are met.

Before the transfer of the site to SCC it is also expected that archaeological surveys and remedial work will be undertaken by the developer, that the site will be free of contamination.

School Transport contribution

53 secondary-age pupils are forecast to arise from the proposed development.

Developer contributions are sought to fund school transport provision for a minimum of five years for secondary-age pupils. Annual school transport cost per pupil is £1,205. Therefore, contribution is £1,205 x 53 pupils x 5 years = £319,325, increased by the RPI. Contribution to be secured for a minimum period of 10 years from completion of the development.

The scale of contributions is based on the capital cost of providing a school place, which are reviewed annually to reflect changes in construction costs. The sum will be reviewed at key stages of the application process to reflect the projected forecasts of pupil numbers and the capacity of the schools concerned at these times. Once the Section 106 legal agreement has been signed, the agreed sum will be index linked using the BCIS index from the date of the Section 106 agreement until such time as the education contribution is due. SCC has a 10-year period from completion of the development to spend the contribution on education provision.

2. **Pre-school provision.** Education for early years should be considered as part of addressing the requirements of the NPPF Section 8: 'Promoting healthy and safe communities'. It is the responsibility of SCC to ensure that there is sufficient local provision under the Childcare Act 2006. The Childcare Act in Section 7 sets out a duty to secure free early years provision and all children in England receive 15 free hours free childcare. Through the Childcare Act 2016, from September 2017 families of 3 and 4 year olds may now be able to claim up to 30 hours a week of free childcare. This new challenge has increased the assumptions on the overall need for full-time equivalent (FTE) places.

The Pine Cones Pre-School, co-located with The Pines Primary School, serves the proposed development. It is expected that 27 FTE (One FTE is 30 hours per week) would arise from the North of Red Lodge Development. As such SCC will require a capital contribution towards the new early years setting,

In paragraph 16 DfE guidance recommends that per place early years contributions are the same as per pupil contributions for primary school places. The per place cost as a S106 contribution request is as:

	Minimum number of eligible children:	Required:	Cost per place £ (2019/2020):
Pre-School age range, 2-4:	27	27	20,508

Pre-school contributions:	£553,718
---------------------------	----------

3. **Play space provision.** Inclusion of play spaces within the development is welcome. This should be considered as part of addressing the requirements of the NPPF Section 8: 'Promoting healthy and safe communities.' The County Council would support the use of the 'Quality in Play' document fifth edition published in 2016 by Play England.
4. **Transport issues.** The NPPF focuses on the importance of promoting sustainable transport and giving priority to pedestrian and cycle movements. As there will be an increase in pedestrians (including children) walking both within and from the proposed

development to the shops, local facilities, bus stops and schools. An assessment of these routes should be provided to show appropriate opportunities to promote sustainable transport modes can and will be taken up.

Please see the comments SCC highways colleagues, which were sent separately.

- 5. Passenger Transport.** SCC welcomes that there will be bus access along the entire primary route, however would prefer a commitment to bus access from the start of occupation.

Reference is made to the stops being 400m from the site, however this is from the southern edge of the development. SCC would suggest the masterplan is amended so that a potential bus stop location is included on the site, so that most of the site is within 400m of a bus stop.

The plan refers to the Stephenson 16 bus route, which is welcome, however as mentioned in previous comments by passenger transport, the service will need to be extended earlier and later to make bus travel suitable for employees. This service should be extended into the site and this will require additional vehicle resource to maintain the current frequency.

SCC will need to approve bus stop locations and designs before construction. Page 37 shows a preference for in-line on-street parking and page 40 mentions breaks every 6 spaces or so to allow for trees and road crossing. these breaks also need to feature the bus stops and/or community transport pick-ups with paving right to the kerb. There should be no verges to cross and no drainage ditches between footway and carriageway.

Reference to Kennet station is welcome, however it should be noted that that there is now a weight limit on the bridge there, meaning that buses cannot serve the station. This needs to be addressed by Network Rail, and proper bus stops at the station are also required. This is in Cambridgeshire, however it is agreed between both Suffolk and Cambridge Authorities that this needs to be addressed. Service 16 is operating on a diversion because of this, making the need for extra vehicles more pressing.

- 6. Public Rights of Way.** There are no public rights of way within or in the vicinity of the site. However the creation of links into existing and new green spaces, and of good walking and cycling links into the existing paths in Red Lodge is supported.
- 7. Libraries.** Libraries are part of NPPF 'Section 8 Promoting healthy and safe communities'.

The capital contribution towards the development of library services arising from this scheme is worked out as follows:

Each house is expected to generate the need for 2.8 library items per annum (Suffolk standard level of stock per 1000 population is 1,174, CIPFA Library Survey 2015). The average cost of library stock in Suffolk is £5.66 per item. This includes books and physical non-book items, like spoken word and music CDs, and DVDs, as well as daily newspapers and periodicals. This gives a cost per dwelling of 2.8 items x £5.66 = £16 per dwelling. This scheme would therefore support a contribution of 300 dwellings x £16 per dwelling = £4,800.

Libraries contribution:	£4,800
-------------------------	--------

- 8. Supported Housing.** Section 5 of the NPPF seeks to deliver a wide choice of high quality homes. Supported Housing provision, including Extra Care/Very Sheltered Housing providing accommodation for those in need of care, including the elderly and people with learning disabilities, needs to be considered in accordance with paragraphs 61 to 64 of the NPPF.

Following the replacement of the Lifetime Homes standard, designing homes to Building Regulations Part M 'Category M4(2)' standard offers a useful way of meeting this requirement, with a proportion of dwellings being built to 'Category M4(3)' standard.

- 9. Flooding and Water Management.** Section 14 of the NPPF seeks to meet the challenges of climate change, flooding and coastal change. Paragraphs 155 – 165 refer to planning and flood risk and paragraph 169 states: 'Major developments should incorporate sustainable drainage systems unless there is clear evidence that this would be inappropriate. The systems used should:

- a) take account of advice from the lead local flood authority;
- b) have appropriate proposed minimum operational standards;
- c) have maintenance arrangements in place to ensure an acceptable standard of operation for the lifetime of the development; and
- d) where possible, provide multifunctional benefits.

Site Constraints

In accordance with the NPPF, when considering a major development (of 10 dwellings or more), sustainable drainage systems should be provided unless demonstrated to be inappropriate.

Whilst the masterplan and accompanying documentation states clearly that there are no areas within the site that are at risk from flooding, a large proportion of the site is shown to be at low risk of surface water (pluvial) flooding, with some medium and high risk areas immediately adjacent the A11.

The proposals need to ensure the development does not contribute to these existing areas of risk and sequentially locate more vulnerable development in areas that are at lower risk.

Variable geology is recorded onsite, this will need detailed investigation into where infiltration is possible and how far away infiltration features need be positioned away from highways/structures due to the risk of solution features appearing in the chalk. This is particularly important where soakaways are to be positioned in rear gardens. Shared soakaways are best avoided for maintenance reasons. Depth to groundwater must be established as part of ground investigation as it will have a material impact of the drainage strategy.

The watercourse to the south (marked 'drain' on the OS mapping), is classified as an Ordinary Watercourse and is therefore under the jurisdiction of Suffolk County Council and will be subject to Land Drainage Consent, should a connection/works be required.

Water Management and Sustainable Drainage Systems

SuDS need to be clearly incorporated throughout the layout, even at an early stage such as the masterplan. 12-15% of the site should be set aside for SuDS. The area shown as dedicated to attenuation on the initial layout plans is not considered to be sufficient at this stage.

The proposed drainage system should seek to achieve the 4 pillars of SuDS; amenity, biodiversity, water quantity and water quality.

Open SuDS, particularly with respect to storage and conveyance, should be prioritised in accordance with the CIRIA SuDS Surface Water drainage hierarchy. Any existing surface water features such as ditches/watercourses/ponds must be given sufficient space within the layout to ensure they are not adversely impacted by the development.

Rainwater harvesting, blue/green roofs, raingardens, tree pits and planters at the base of downpipes should all be considered to improve the sustainability, amenity and biodiversity of the scheme. Where infiltration is viable (as evidenced by full BRE365 testing) the features should be positioned in areas where more favourable infiltration rates have been recorded with suitable safety factors incorporated. Runoff should be discharged at QBAR, if infiltration is not viable.

All drainage should be designed/built to adoptable standards, either those of Anglian Water, the West Suffolk Parks Team or the Highways Authority, dependant on the source of the runoff. Ensure basins accord with Suffolk 'Interim' Guidance (maximum 1.0m water depth, maximum 1.5m basin depth with 300-500mm freeboard, maximum side slopes of 1 in 4, 1.5m wet/dry benches at 600mm depth of water, 3.5m maintenance strip, silt prevention measures). Linear swales (in preference to below ground features) should be included along the main access routes to drain highway runoff into the basin(s) ensuring they accord with Suffolk 'Interim' Guidance (maximum side slopes of 1 in 4, maximum swale depth of 400-600mm). All open SuDS should be well incorporated with the adjoining areas of landscaping and public open space. Bear in mind tree locations and root protection zones. Where access roads/parking areas are not proposed for adoption then permeable paving (Type A, B or C) should be considered. Climate change allowances have recently been updated by the government, and the new figures (which are now catchment based rather than national) must be adhered to within the designs.

All surface water runoff must be treated in accordance with the CIRIA SuDS Manual before being discharged to either surface water or ground. The site is in Source Protection Zone III with the underlying aquifer at High risk from activities at the surface. This should be taken in account when designing the SuDS system.

Guidance

Suffolk SuDS Guidance (please note this is the process of being redrafted with the new version due for issue in 2022) - <https://www.suffolk.gov.uk/assets/Roads-and->

[transport/Flooding-and-drainage/Strategy-Apencies/2018-10-01-SFRMS-SuDS-Guidance-Appendix-A-.pdf](#)

Interim Guidance - <https://www.suffolk.gov.uk/assets/Roads-and-transport/Flooding-and-drainage/Strategy-Apencies/SCC-SuDS-Interim-Guidance-Final.pdf>.

Also see West Suffolk Council Policy (DM6 Flooding and Sustainable Drainage) - https://www.westsuffolk.gov.uk/planning/Planning_Policies/local_plans/upload/JDMPD-FINAL-for-website-error-amended.pdf

- 10. Fire Service.** The Suffolk Fire and Rescue Service requests that early consideration is given to access for fire vehicles and provision of water for fire-fighting. The provision of any necessary fire hydrants will need to be covered by appropriate planning conditions.

Suffolk Fire and Rescue Service (SFRS) seek higher standards of fires safety in dwelling houses and promote the installation of sprinkler systems and can provide support and advice on their installation.

- 11. Archaeology.** The site is in an area of archaeological potential as indicated by the County Historic Environment Record (HER) and in 2016 the site underwent a geophysical survey, the results of which were dominated by magnetic noise from modern activity surrounding the site, which may have masked signals from any magnetically weaker archaeological anomalies, should they be present within the site.

Based on the results of the geophysical survey and archaeological work undertaken in the vicinity of this site, SCC Archaeological Service would advise that archaeological investigation and reporting should be undertaken by suitably worded conditions on consent. The site would need to be subject to a trenched archaeological evaluation and the decisions on the need for any further investigation would be made on the results of the evaluation. SCCAS would strongly advise that the archaeological evaluation is undertaken at the earliest opportunity given the size of the area, so that mitigation requirements can be understood and factored into the project programs and budgets.

- 12. Health and Wellbeing.** NPPF paragraph 92 states that planning decisions should aim to achieve healthy, inclusive and safe places. Planning and design of the physical environment can have a significant impact on our health and wellbeing. The Suffolk Health and Wellbeing Board sets four principles for improving health and wellbeing for the people of Suffolk:

1. Prioritising Prevention
2. Reducing Health Inequalities
3. Promoting Resilient Communities
4. Working Well Together

These principles are used to address four priorities

1. Every Child in Suffolk to have the best start in life
2. People of working age in Suffolk are able to optimise their health and wellbeing
3. Older people in Suffolk have a good quality of life
4. People in Suffolk have the opportunity to improve their mental health and wellbeing

SCC uses 'Spatial Planning for Health: An evidence resource for planning and designing healthier places' by Public Health England as the basis of its recommendations on the design of places, as well as additional guidance where relevant.

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/729727/spatial_planning_for_health.pdf

Neighbourhood Design and Active Travel

Neighbourhoods that are highly walkable, well connected to infrastructure and its surroundings, and mixed in use, tend to facilitate healthier lifestyles, as they enable active travel and easy access to services, facilities, employment and green spaces.

The mix of uses on the site, including residential, employment, services and community facilities is supported. As is connectivity to the rest of Red Lodge, via active travel via the north-south pedestrian and cycle routes. It is welcome that there are direct walking and cycling routes to the local centre and employment areas of the site. While the network of routes appears to be well connected, there are other design elements that could be improved to better support active travel.

On page 24 the land use principles indicate that the most appropriate place for the local centre is the existing school drop off. Additionally, the orientation of the focal buildings and the public realm all face the vehicular entrance of the site and school drop off. This raises the concern that the local centre could become a car dominated environment, despite the intentions stated throughout the masterplan that this should be avoided.

To address this, we would suggest ensuring that there are focal buildings associated with the key north-south pedestrian and cycle routes accessing the sites. Landmarks, like focal buildings, have an impact on how legible and navigable a place is, which aids and encourages active travel. It is also suggested that the public realm of the local centre is oriented towards the key walking and cycling routes, to give the area a more pedestrian character, encouraging trips by walking and cycling.

The use of a roundabout at the gateway indicates a vehicular focussed design, which is not a good way to enable active travel. This is further elaborated in comments from SCC Highways.

In general SCC support the principles for bike parking and storage, however it is noted that the principles do not indicate the presence of parking at employment locations, which is recommended. Cycle parking should be compliant with Suffolk Guidance for Parking.

The neighbourhood squares present a good opportunity to create places for informal social interaction and their character and design should encourage this. The inclusion of seating in these areas is recommended to create a comfortable space, which is also beneficial to those with mobility issues and dementia.

We support that inclusivity for people with physical disabilities is referenced throughout the masterplan, however we suggest that these principles are expanded to include designing for dementia and neurodiversity. Some of the points above relating to legibility, landmarks and comfort relate to this. We would suggest using the guidance from the Royal Town Planning Institute: <https://www.rtpi.org.uk/practice/2020/september/dementia-and-town-planning/>.

Environmental Hazards

In general SCC supports the principles applied to the noise from the A11 and the major pipeline, of distancing residential and community uses from them. However, this should not prejudice any comments from environmental health professionals.

13. Legal costs. SCC will require an undertaking for the reimbursement of its own legal costs, whether or not the matter proceeds to completion.

14. Monitoring fee. The new CIL Regs allow for the charging of monitoring fees. In this respect the county council charges £412 for each trigger point in a planning obligation, payable upon commencement.

15. Time Limits. The above information relating to developer contributions is time-limited for 6 months only from the date of this letter.

Yours sincerely,

Cameron Clow
Senior Planning and Growth Officer
Growth Highways and Infrastructure

Your Ref:
Our Ref: SCC/CON/2090/22
Date: 16 June 2022
Highways Enquiries to: Highways.DevelopmentControl@suffolk.gov.uk



All planning enquiries should be sent to the Local Planning Authority.

Email: planning.help@westsuffolk.gov.uk

The Planning Department
West Suffolk Council (FH)
Development Management
West Suffolk House
Western Way
Bury St Edmunds
Suffolk
IP33 3YU

Dear Madam/Sir,

TOWN AND COUNTRY PLANNING ACT 1990 CONSULTATION RETURN:

PROPOSAL: Around 300 new homes, including a mix of homes that will be sold on the open market and affordable homes

Eight hectares of employment space for a flexible mix of employment uses from office, light industrial uses (Class E(g)), to general industry (Class B2) and storage and distribution uses (Class B8)

Space for The Pines Primary School to expand in the future

New local centre e.g. local shops/community and health facilities

LOCATION: North Red Lodge, to the east of the A11

The County Council, as Highway Authority, have reviewed the Draft Red Lodge Masterplan (DRMP) and make the following comments:

The primary means of access for vehicles will be from the existing middle roundabout on Warren Rd. It already has an arm in place to access the site. No off-site works on the roundabout are proposed.

The primary site access road runs parallel with the A11 before turning east into the main part of the site. It is unclear how the dark bat corridor shown in the Ecology plans will be accommodated. It is assumed that highway specification street lighting would be installed along the length.

The DRMP proposes a large hub roundabout providing a "gateway" access to the site from the primary road but indicates that this will be primarily for HGV access to the employment sites. "Vehicular access to the local centre will be from the southern roundabout at the junction of Warren Road and Hundred Acre Way, past Elderberry Close". It is not clear why residential traffic would prioritise this secondary route because the primary route appears to provide a more direct and shorter access to large parts of the residential development. The southern secondary option would direct traffic past the primary school which may cause increased highway risk at peak times on a

It is unclear to the HA that the Gateway roundabout is appropriate for the location and proposed use, even though it is described as the primary route. Other junction designs bring better pedestrian and cycle safety records. The proposed roundabout may provide some benefits in terms of capacity and trip rates but may not prioritise pedestrian and cycle movement. The hierarchy of highways users places pedestrian and cyclist above vehicles and that should be reflect in more detailed future plans.

*Endeavour House, 8 Russell Road, Ipswich, Suffolk. IP1 2BX
www.suffolk.gov.uk*

Track plans should be provided in due course to evidence that different sized vehicles will be able to safely use the carriageway network.

This development should bring forward residential and commercial car parking in accordance with Suffolk Guidance for Parking 2019 (SGP). Car parking design for dwellings should include on-plot parking, as opposed to on-street parking spaces. Limited visitor parking on the carriageway may be acceptable, subject to design approval. The indicative drawings provided shown as Figures 17, 18 and 19 give the impression of street scenes which are dominated by on-street parking with little provision of on-plot frontage parking spaces. Substandard parking creates difficulties for residents, visitors and services such as waste collection and emergency services. The proposed approach appears to leave little additional capacity and risks parking occurring in unsafe locations such as in junction visibility splays.

Cycle parking and storage facilities should be in accordance with SGP for residential and commercial locations.

The Illustrative Primary Carriageway Section A (Fig 31) and B (Fig 32) do not propose segregated cycle facilities. Given the proximity of the routes to the school it is considered that this would be unacceptable because it is not in accordance with the NPPF and LTN1/20 Gear Change.

The Highway Authority notes the commitment that footways and cycleways will be extended into and round the masterplan site in accordance with SALP Policy SA10(l).

Public Transport comments have been supplied and should be reviewed in conjunction with this response.

It is not clear that Thistle Way has the characteristics of a main access road.

The Highway Authority must report that the Masterplan is deficient in some fundamental aspects.

The proposed vehicular movements are unclear with a suggestion that the primary route would not be the main access for residents, even though it appears more commodious.

The secondary access roads do not include segregated cycle provision.

Car parking appears to be on-street reliant.

The Gateway roundabout is not an option which prioritises pedestrians and cyclists.

The proposed primary route appears to detrimentally affect a bat corridor.

Yours sincerely,

Peter Bradfield
Senior Transport Planning Engineer (West Suffolk)
Growth, Highways and Infrastructure

Endeavour House, 8 Russell Road, Ipswich, Suffolk. IP1 2BX
www.suffolk.gov.uk

Red Lodge North Masterplan - West Suffolk Council Comments

Date: 17 June 2022

Surrounding Land Uses and Communities

Families & Communities comments:

Red Lodge already has a sports pavilion and a large community centre (millennium centre) that are sometimes in competition with each other, would there be a need another sports type venue and if so can they be managed/complement each other not compete.

Families & Communities comments:

Historically issues with adoption of roads, space for parking have been the main issues these should be considered for any new development

Skate park/BMX track always on the wish list of residents of Red Lodge if that would be possible.

4. FRAMEWORK PLAN

Sustainable Design Principles

Environment & Energy comments:

Land contamination – no obvious issues, but would expect a desk study with any planning application.

Air quality – the layout of the development with business use closer to the A11 and residential further away seems sensible to reduce the potential impact of air pollution on the residents.

EV charging – the masterplan does suggest that they will be installing EV charge points throughout the development at both residential and commercial developments, which is positive. They should be mindful of paragraph 112e of the NPPF that states that developments should “be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.” Where parking spaces are remote from the dwellings, in parking courts for example, it can make charging a plug-in (electric) vehicle less safe, accessible and convenient. It will also make it more expensive to install the chargepoints during the construction phase. We would not want to accept new homes without suitable home charging facilities. They should also be aware of the potential need for additional electrical

capacity for EV charging (or they may want to have some on site generation/battery storage).

Parameters: Land Use and Infrastructure

Strategic Housing comments:

We would support an above application in principle, providing it will meet Policy CS9 of the former Forest Heath area Local Plan to deliver 30% affordable housing across the whole site. I note that this hasn't been confirmed within the Masterplan document but is mentioned under the FAQ.

The affordable housing mix proposed at submission stage would also need to meet the current housing need for West Suffolk and provide a range of house types and sizes. The latest evidence indicates a need for larger family homes, 3 to 5 bedrooms as well as delivering some fully adaptable properties, preferable bungalows with lower access.

The development will also need to secure the councils recommended tenure mix of 70% rented and 30% intermediate housing as well as meeting the NPPF requirement of 10% of the overall development to be provided as low cost home ownership. (up to 30 dwellings)

The affordable dwellings will also need to be dispersed evenly across the development area in clusters no greater than 15 dwellings. This council supports this approach as it will help to create a balanced and sustainable community. Further details can be found in the Affordable Housing Supplementary Planning Document.

It is also recommended that the affordable dwellings are compliant with the Councils endorsed Technical Advice Note on Space Standards. Details of the Technical Advice Note can be found at:
<https://www.westsuffolk.gov.uk/housing/spacestandardsforresidentialdevp.cfm>.

With regards to car parking and especially the affordable dwellings which are often based in parking courts, we would need to see a sufficient amount of electric charging points installed to ensure that residents can park outside their properties and recharge their electric vehicle.

As part of the S106 agreement and any future Reserved Matters applications which refers to the affordable housing obligations we would need to secure the following:

- A minimum of 30% affordable housing secured on site;
- Tenure requirement of 70% rented and 30% intermediate achieved across the whole site;
- The affordable housing products should meet the definition of Affordable Housing as defined in the NPPF and that the affordable rented product does not exceed the LHA for Red Lodge.
- The Registered Provider must enter into a nominations agreement with the council.

We would also like to see the following Conditions placed within the S106;

- Full details of the market and affordable housing mix to be provided to the council for agreement and approval at every Reserved Matters Stage;
- The affordable dwellings are not clustered in parcels of more than 15 dwellings to ensure we create a balanced and sustainable community.
- The affordable dwellings are built as a minimum to the National Described Space Standards as recommended within the Council's Technical Advice Note.

Employment

Economic And Business Growth comments:

The eight hectares of employment plan referenced within the North Red Lodge Masterplan are included within the summary of baseline designated employment areas within the West Suffolk Employment Land Review (ELR) as Mixed Use Allocation SA10(a). The ELR notes that the Council needs to allocate a further 24.6ha of employment land, in addition to the baseline of 38.4 currently allocated and available, to meet future needs up to 2040. Therefore, it is important for all allocated employment sites to come forward to fulfil employment land need. The ELR also notes that this allocation is well located for easy access to the A11 and is located within the Cambridge to Norwich Tech Corridor.

As regards type of employment use for this masterplan area, the ELR evidences that light industrial activities form the backbone of the commercial property market and, by extension, are critical to the wider economy both in terms of creating jobs and ensuring that the economy is well-serviced. In general, the light industrial market requires relatively simple buildings that are flexible in use and can be adapted for different occupiers. The Economic Development and Business Growth service would like to see light industrial units delivered by the developer speculatively.

We look forward to further details of the mix of employment uses and buildings in due course.

Appendix 2: Schedule of amendments to the masterplan



North Red Lodge – Proposed Amendments to Consultation Masterplan

Proposed Amendments to the Masterplan Document. (rev N-1) Following Public Consultation

Page/Section/Paragraph	Existing Text	Proposed Text	Reason for Change
Pg7, Vision, grey box "A new development providing new homes, employment and education", 2 nd bullet	SALP Policy SA10(j) requires the provision of 8ha for a mix of employment uses.	SALP Policy SA10(j) requires the provision of 8ha for a mix of employment uses <i>and 300 homes.</i>	For consistency
Pg20, New Employment	A mix of business (Class B1), general industry (Class B2) and storage and distribution (Class B8) uses are permitted by SALP Policy SA17 (employment allocations).	A mix of business (<i>formerly</i> Class B1, <i>now Class E(g)</i>), general industry (Class B2) and storage and distribution (Class B8) uses are permitted by SALP Policy SA17 (employment allocations).	To reflect the change in the Use Class Order
Pg21, Community Involvement, Masterplan - add new para to end of existing text		Community engagement on the draft masterplan took place between 29th April and 17th June 2022. A consultation event was held on 10 May 2022 at Red Lodge Sports Pavilion and information was also available on a dedicated website. Feedback was invited at the event, online, by email and post. Details of the consultation process and the responses received are contained in the separate Statement of Community Involvement prepared by Engagement Matters. All comments received in response to the consultation have been considered and the	



		<p>masterplan amended, as appropriate. The proposed changes are set out in the Statement of Community Consultation and are included in this final version of the masterplan.</p>	<p>In response to Urban Design comments received 18.07.22</p>
Pg28, Built Form, 2 nd bullet	<p>Heights: Building heights should be consistent and typically comprise 2 and 3 storey units as part of creating a legible spine through the heart of the site. 3 storey buildings would be particularly appropriate as part of a defining the key spaces and vistas. Opportunities to go up to 4 storey height around the gateway;</p>	<p>Heights: Building heights should be consistent and typically comprise 2 and 3 storey units as part of creating a legible spine through the heart of the site. 3 storey buildings would be particularly appropriate as part of a defining the key spaces, and vistas. Opportunities to go up to 4 storey height around and the gateway;</p>	<p>In response to Urban Design comments received 18.07.22</p>
Pg37, Bike Storage, amend last paragraph	<p>Secure, accessible, weatherproof and aesthetically designed bike stores outside homes and distributed throughout the development at key destinations such as the neighbourhood centre facilities.</p>	<p>Secure, accessible, weatherproof and aesthetically designed bike stores outside homes and distributed throughout the development at key destinations will be provided in accordance with adopted standards for all other uses, such as the neighbourhood centre facilities and within the employment areas.</p>	<p>In response to comments from SCC, Senior Planning and Growth Officer (17.06.22) and Urban Design comments received 18.07.22</p>
Pg38, General Residential Block Principles, first paragraph	<p>A number of block types could be provided within the development. Back to back blocks are the most common typology. Blocks located along the Spine Road could be Courtyard Blocks where dwellings are generally accessed from the rear or via small parking courts. The</p>	<p>A number of block types could be provided within the development. Back to back blocks are the most common typology. Blocks located along the Spine Road could be Courtyard Blocks where dwellings are generally accessed from the rear or via small parking courts. The following illustrations</p>	<p>To address SCC Highways comments (16.06.22) and Urban Design comments received 18.07.22</p>



Pg38, General Residential Block Principles - Parking	following illustrations (Figures 17 to 19) provide design principles for typical perimeter blocks. 7- In the streets around the block there should be a mixture of visitors and on-plot spaces for private parking. Parking within property curtilages should include a mixture of detached and integral garages.	(Figures 17 to 19) provide design principles for typical perimeter blocks. 7- In the streets around the block there should be a mixture of visitors and on-plot spaces for private parking. Parking within property curtilages should include a mixture of detached and integral garages.	To provide design flexibility
Pg40, Courtyard/Parking Courts	4- A mix of on-street and on-plot spaces. Where possible, parking in courtyards/parking courts should be limited to no more than 6 homes. For apartments and mixed use blocks, there is no limit but special care should be taken in their design to ensure that security is not compromised.	4- A mix of on-street and on-plot spaces. Where possible, parking in courtyards/parking courts should be limited to no more than 6 homes. For apartments and mixed use blocks, there is no limit but special care should be taken in their design to ensure that security is not compromised.	To address SCC Highways comments (16.06.22)
Pgs 39, 41, 43, General Residential Block Principles	Figures: 17-Back-to-back principles plans 18-Courtyard/parking courts block principles 19-Mews Courtyard block principles	Delete Figures 17, 18, 19	To address SCC Highways comments (16.06.22)
Pg44, Housing Mix	Housing Mix Housing mix including affordable housing will be subject to adopted Local Plan policies and discussion with West Suffolk Council. The provision of affordable housing will be required, taking into	Affordable Housing and Housing Mix Affordable housing shall be provided in accordance with adopted Local Plan policies, currently 30% under Policy CS9 of the former Forest Heath Core Strategy.	In response to comments from WSC, Strategic Housing (17.06.22)



		account development viability and infrastructure requirements.	The development will need to secure the Council's recommended tenure mix of 70% rented and 30% intermediate housing and the affordable housing mix will need to meet the prevailing housing need for West Suffolk and provide a range of house types and sizes.	
Pg44, column 2 Local centre, bullet 1	1000 sqm of retail floorspace	1000 sqm of retail floorspace	1000 sqm of retail floorspace	The amount of retail floorspace will be informed by land availability, capacity and market interest as referenced on pg 36.
Pg47 Buildings Heights and Figure 22	The residential building height should be mainly 2 storey with occasional 3 storey units located at key spaces and key vistas. Opportunities to go up to 4 storey height around the gateway.	The residential building height should be mainly 2 storey with occasional 3 storey units located at key spaces and key vistas. Opportunities to go up to 4 storey height around the gateway.	The residential building height should be mainly 2 storey with occasional 3 storey units located at key spaces and key vistas, including opportunities to go up to 4 storey height around the gateway.	In response to Urban Design comments received 18.07.22
Pg48, Employment, bullet 2	Figure 22: gateway - up to 4 storey (16.5m) Class B2 (General Industrial): an industrial process other than one falling within Class B1;	Figure 22: gateway - up to 4 storey (16.5m) Class B2 (General Industrial): an industrial process other than one falling within Class B1;	Figure 22: gateway - up to 4-3 storey (16.5m 15.5m)	To reflect the change in the Use Class Order
Pg50, Access and Movement – Site Access, add new para after para 4 (at end of section)			The roundabout junction shown on the Figures within the masterplan is illustrative and there may be other appropriate design	To address SCC Highways comments (16.06.22)



		<p>solutions. The design of this junction shall have regard to the site constraints, highway safety, pedestrian and cycle movements and the design principles for the gateway to the northern residential area.</p>		<p>In response to comments from SCC, Senior Planning and Growth Officer (17.06.22)</p>
Pg52, Public Transport, para 3)	<p>The proposed main route through the site should be designed to accommodate a bus route in the future.</p>	<p>The proposed main route through the site should be designed to accommodate a bus route in the future. <i>Bus stop provision and positions should be reviewed as part of the detailed design to ensure they are located within appropriate walking distances for users of the site.</i></p>	<p>Figure 28 Indicative Location and Junction Design</p>	<p>To address SCC Highways comments (16.06.22)</p>
Pg54, Street Hierarchy - Access Road – Figure 28	<p>Figure 28 Indicative Location</p>			
Pg 64, Blue Infrastructure - Surface Water Drainage: add new paragraph at the end				<p>In response to comments from SCC, Senior Planning and Growth Officer (17.06.22)</p>
Pg78, Implementation Framework – Housing, para 1	<p>It is anticipated that an outline planning application will be submitted late 2022 with all matters reserved except access.</p>	<p><i>The existing SUDs ditch within the area identified for the expansion of the primary school will be relocated outside the school site as part of the surface drainage strategy for the whole site and discussion will be required with Suffolk County Council as the Lead Local Flood Authority and the education authority to ensure the needs of both services are met.</i></p>	<p>It is anticipated that an outline planning application will be submitted late 2022 with all matters reserved except access.</p>	<p>The reference to planning application timescales is not</p>



	A phasing plan will be submitted with the planning application.	A phasing plan will be submitted with the reserved matters planning application.	necessary in the masterplan
Pg78, Implementation Framework – Housing, para 2		A phasing plan will be submitted with the reserved matters planning application.	For clarification
Formatting and Corrections			
Pg14, Ecology Context - Fauna		Remove space before sub-section title 'Fauna'	Formatting
Pg10, column 2, para 1 Pg14, column 1, para 3 Pg21, new primary school, para 1 Pg44, column 1, Residential Development and Employment sub-sections Pg50, Access and Movement sub-section, para 1 Pg52, Public Transport, para 1 Pg74, Translocated Grassland Box, 2 nd para		Change Site to site	Correction
Pg19, Recreational Pressure and SPA Constraint Zone, column 2, para 3 (4 references) Pg21, new primary school, para 1 Pg21, Community Engagement, paras 1 and 2 Pg74, Ecology, Column 1, para 1		Change Masterplan to masterplan	Correction
Pg34 Key Space 3-Neighbourhood Square		Amend spelling of 'Neighbourhood' Square	Correction
Pg 50, Site Access, para 2		Amend Elderberry Close to Elderberry Road	Correction
Pg76, column 2, Vehicular Through Route		Amend Site SA9(b) to site SA9(b)	Correction



Figure numbers – 17 onwards		Renumber all figure numbers once existing Figs 17, 18, 19 are removed. Update figure references in text accordingly	Consequential amendments
-----------------------------	--	---	--------------------------

Appendix 3: Letter to local residents



+44(0)1728 684450
mary@engagementmatters.co.uk
jess@engagementmatters.co.uk
engagementmatters.co.uk

29th April 2022

Community consultation: draft masterplan for North Red Lodge

The landowners of the Park Farm Estate are drawing up proposals for North Red Lodge, a new development of around 300 high quality homes, 8 hectares of employment opportunities, a local centre, new areas of green open space, and room for the Pines Primary School to expand as necessary. This follows the allocation of the site for a mixed-use development in West Suffolk Council's Site Allocations Local Plan 2019.

The site is located to north of Red Lodge, to the east of the A11, as shown outlined in red on the map below.



The vision is to create a new sustainable neighbourhood that complements the character and landscape of Red Lodge and the wider area and benefits the existing community as well as future residents.

As a first step in bringing these proposals forward, a draft 'masterplan' document has been produced that sets out principles and guidance for the development of North Red Lodge, and we are inviting your views on it before it is finalised.

Come to our drop-in community consultation event:
Tuesday 10th May 2022, 3:30pm - 8pm
Red Lodge Sports Pavilion, Hundred Acre Way, Red Lodge

Visit the community engagement website (to be fully updated on 10th May): www.northredlodge.co.uk

Your feedback is invited both at the event and via the website, up to 17th June 2022. We will then consider all the feedback as we finalise the masterplan before submitting it to West Suffolk Council later in the summer for approval. Once the masterplan is approved, we will begin to draw up an outline planning application for North Red Lodge – your comments at this stage will also help us with this.

We look forward to meeting you and hearing your views.

Yours faithfully,

A handwritten signature in black ink that reads "Jess Topham".

Jess Topham
Engagement Matters, on behalf of the landowners of the Park Farm Estate

Engagement Matters is a division of Yellobelly Design and Marketing Limited
The Branding Block, Moat Park, Framlingham Road, Earl Soham, Suffolk IP13 7SR
Registered address: 8 Hopper Way, Diss, Norfolk IP22 4GT Registered in England: 8076309

Appendix 4: Letter to immediate neighbours



+44(0)1728 684450
mary@engagementmatters.co.uk
jess@engagementmatters.co.uk
engagementmatters.co.uk

29th April 2022

Dear neighbour,

Community consultation: draft masterplan for North Red Lodge

Please find overleaf a letter inviting your views on a draft masterplan document that has been prepared to guide the development of around 300 new homes, employment opportunities, a new local centre, and new areas of open space on land known as North Red Lodge.

As detailed in the letter, we are holding a community consultation event where you can meet the project team, discuss the draft masterplan and provide us with your feedback. We have also launched a consultation website where you can find out more about the proposals and send us your views.

As a close neighbour to the site, we understand that you may have additional questions or concerns about the proposals. We hope that you are able to come to the event so that we can discuss these with you in person. However, you are welcome to contact us should this not be possible, or if you have any further queries after the event:

Email: jess@engagementmatters.co.uk
Call: 01728 684450 (please ask for Jess or Mary)

These contact details are for Engagement Matters - we are facilitating the community consultation activity on behalf of the landowners. We will help you with your query or put you in touch with another member of the project team as appropriate.

We look forward to hearing from you - please do get in touch if there is anything you would like to discuss.

Yours faithfully,

A handwritten signature in black ink that reads "Jess Topham".

Jess Topham
Engagement Matters

On behalf of the landowners of the Park Farm Estate

Appendix 5: Email to stakeholders

Have your say: North Red Lodge masterplan community consultation

Dear Councillor,

We are writing to invite your views on a draft masterplan document that has been prepared to guide the development of North Red Lodge - a new development of around 300 high quality homes, major employment opportunities, a local centre, new areas of green open space, and room for the Pines Primary School to expand as necessary.

The site is located to the north of Red Lodge, Suffolk, to the east of the A11, and has been allocated for mixed-use development in West Suffolk Council's Site Allocations Local Plan 2019.

As a first step in bringing forward these proposals, a draft 'masterplan' document has been produced that sets out principles and guidance for the development of North Red Lodge and we are inviting views on it before it is finalised. We are writing to all residents and businesses of Red Lodge and Herringswell to invite them to take part.

Come to our drop-in community consultation event:
Tuesday 10th May 2022, 3:30pm - 8pm
Red Lodge Sports Pavilion, Hundred Acre Way, Red Lodge

Community engagement website (to be fully updated on 10th May):
www.northredlodge.co.uk

Feedback is invited both at the event and via the website, up to 17th June 2022. We will then consider all the feedback as we finalise the masterplan before submitting it to West Suffolk Council later in the summer for approval. Once the masterplan is approved, we will begin to draw up an outline planning application for North Red Lodge - your feedback at this stage will also help us with this.

We look forward to meeting you and hearing your views.

Kind regards,

Jess Topham
Engagement Matters
On behalf of the landowners at the Park Farm Estate, Red Lodge

Appendix 6: Website homepage

www.northredlodge.co.uk

NORTH RED LODGE

North Red Lodge - draft masterplan consultation

Landowners of the Park Farm Estate are drawing up proposals for the development of around 300 new homes, employment opportunities, a local centre, and new areas of open space on land known as North Red Lodge, to the east of the A11 (shown outlined in red on the map above). The land has been allocated for mixed use development in West Suffolk Council's Site Allocations Local Plan (SALP) (September 2019) (Policy SA10).

As a first step in bringing these proposals forward, a draft masterplan document has been produced which sets out principles and guidance for the development of this site.

The recent consultation, which closed on 17th June 2022, was an opportunity to find out more and let us know your comments. We are now reviewing and considering all the feedback we received, before the masterplan is finalised and submitted to West Suffolk Council for approval. A planning application will then be submitted.

On this website you can find out more about the draft masterplan.

Have your say



What's planned?

The vision for North Red Lodge is to create a new sustainable neighbourhood that complements t...



The site

Land to the north of Red Lodge is allocated for a mixed-use development in the Forest Heath area ...



What we need to consider

When looking at how North Red Lodge could be designed, we have taken a wide variety of differe...

Appendix 7: Exhibition boards

Welcome

Landowners of the Park Farm Estate are drawing up proposals for the development of around 300 new homes, employment opportunities, a local centre, and new areas of open space on land known as North Red Lodge, to the east of the A11. The land has been allocated for mixed use development in West Suffolk Council's Site Allocations Local Plan (SALP) (September 2019) (Policy 'SANG').

As a first step in bringing these proposals forward, a draft masterplan document has been produced which sets out the principles and options for the development of the site. The consultation is an opportunity to let us know what you think about the proposals. After the consultation, a feedback will be produced and considered before the masterplan is finalised and submitted to the Local Council for approval. A planning application will then be submitted.

At this event you can find out more about the draft masterplan, discuss it with the project team and have your say. Please go to a feedback box or you can visit the project website www.northredlodge.co.uk to submit your views online. Your feedback is invited by 15th June 2022.



NORTH RED LODGE

1

What's planned?

The vision for North Red Lodge is to create a new sustainable neighbourhood that complements the character and landscape of Red Lodge and the wider area; is well connected to existing residential areas; and offers employment opportunities, local services, and new areas of open space, bringing benefits to the existing community as well as future residents. It includes:

- Around 200 new homes, including a mix of homes that will be sold on the open market and affordable homes
- Eight hectares of employment space for a flexible mix of employment uses from light to heavy industry (see Class B1B, B2 and B8) and storage and distribution (see Class B8)
- Space for The Pines Primary School to expand in the future
- New local centre e.g. local shop community and health facilities
- North Red Lodge will be designed around a series of green spaces, including two new parks, new recreational routes for dog walking and cycling, a nursery play area, two both, wildlife ponds and green corridors that connect spaces within the development and with Red Lodge and beyond its boundary.



NORTH RED LODGE

2

The site

Why here?

Land to the south of Red Lodge is allocated for a residential development in the current draft of the Local Plan (see the Site Allocations Local Plan 2019) (September 2019) (Policy 'SANG'). The Council has identified the need for a mix of new housing, including 200 to 250 new housing units, including 120 to 150 new housing units in the North Red Lodge area. The Council has also identified the need for a mix of new housing, including 200 to 250 new housing units, including 120 to 150 new housing units in the North Red Lodge area. The Council has also identified the need for a mix of new housing, including 200 to 250 new housing units, including 120 to 150 new housing units in the North Red Lodge area.

What is the site used for now?

The site is currently used for a mix of agricultural and residential purposes. It includes a mix of agricultural land, residential land, and open space. The site is currently used for a mix of agricultural and residential purposes. It includes a mix of agricultural land, residential land, and open space. The site is currently used for a mix of agricultural and residential purposes. It includes a mix of agricultural land, residential land, and open space.



NORTH RED LODGE

3

What we need to consider

When looking at how North Red Lodge could be designed, we have taken a wide variety of different aspects into account including:

- Space for around 200 new homes, jobs and local facilities
- Connections with the rest of the village
- Giving the school space to grow
- The A11 including how to deal with traffic noise
- A gas pipeline that runs beneath the site
- Environmental considerations - to reduce recreational pressure on nearby sensitive areas by providing high quality open space on site
- The local landscape and ecology - sensitive impacts plus how to retain and enhance existing wildlife and landscape features
- Public transport
- Sustainable urban drainage
- Archaeology
- The gentle sloping nature of the site
- The character of the local area, including the architecture
- Views into and out of the site



NORTH RED LODGE

4

The masterplan

The draft masterplan explains the vision for a new neighbourhood at North Red Lodge and sets out proposals and principles for land use, landscaping, access and movement, urban design and sustainability.

The draft masterplan explains the vision for a new neighbourhood at North Red Lodge and sets out proposals and principles for land use, landscaping, access and movement, urban design and sustainability. The draft masterplan explains the vision for a new neighbourhood at North Red Lodge and sets out proposals and principles for land use, landscaping, access and movement, urban design and sustainability.



NORTH RED LODGE

5

Land uses & infrastructure

The planning policy for the site seeks a mix of residential and employment uses with a new primary school (The Pines Primary School).

- 152 ha of residential development
- Eight ha of employment space in mix of Class B1, B2 and B8 uses
- A new local centre, easily accessible by the existing community as well as the new development which would accommodate a range of uses including retail units, health, community facilities, restaurants, and associated parking, as well as the school off-site area. Its size and design will form part of a future planning application.
- Green corridors that connect the new development to the wider landscape
- Open space that provides a range of leisure activities and simply space for both new and existing residents, including an accessible and equipped play area
- Sustainable Urban Drainage Measures



NORTH RED LODGE

6

Wildlife & biodiversity

Environmental surveys of the North Red Lodge site have been carried out and an Ecological Appraisal produced to identify ecological features to be retained and protected, assess the potential impacts of the development and guide the site's design principles.

The site is rich in biodiversity and contains a number of important ecological features. The site is rich in biodiversity and contains a number of important ecological features. The site is rich in biodiversity and contains a number of important ecological features.



NORTH RED LODGE

7

Green space & recreation

The masterplan is based around a variety of green spaces; both new areas of public open space and a 'Suitable Accessible Natural Greenspace' (or SANG), intended to encourage people to use the site for recreation as an alternative to visiting the Breckland SPA or nearby farms.

There are two new public parks:

- A new local park, easily accessible by the existing community as well as the new development which would accommodate a range of uses including retail units, health, community facilities, restaurants, and associated parking, as well as the school off-site area. Its size and design will form part of a future planning application.
- A new local park, easily accessible by the existing community as well as the new development which would accommodate a range of uses including retail units, health, community facilities, restaurants, and associated parking, as well as the school off-site area. Its size and design will form part of a future planning application.



NORTH RED LODGE

8

Access & movement

The masterplan encourages walking and cycling through the provision of pedestrian and cycle routes that link to local services and areas of open space. A segregated cycle and footpath network will provide direct and safe links to the new local centre, employment areas, open space and The Pines Primary School. They will also connect into the existing networks in Red Lodge and link to St Christopher's Primary School, the existing village centre and sports facilities.

The masterplan also includes a network of shared cycle routes to link to the existing cycle routes in the area. The quality of the proposed cycle routes will be enhanced by the provision of cycle parking and cycle repair facilities at key locations.

The masterplan also includes a network of shared cycle routes to link to the existing cycle routes in the area. The quality of the proposed cycle routes will be enhanced by the provision of cycle parking and cycle repair facilities at key locations.




9

Employment

The planning policy for North Red Lodge states that the eight hectares of employment land on the site can include a mix of:

- Class E1 offices (i.e. research and development (R&D) or light industrial (L1) units) (can be converted into an residential area without consent to amend planning use class E1 (Business))
- Class E2 General industrial or industrial process other than one falling within Class E1
- Class E9 Storage and Distribution) use for storage or as a distribution centre

The size and form of the employment uses and buildings will form part of a future detailed planning application and will be subject to market demand. Building heights would be two or three stories, up to a maximum of three.




10

Sustainability

The masterplan for the North Red Lodge development recognises that the climate is changing and includes a range of sustainable design measures to be considered, such as:

- Energy efficiency
- Sustainable resources
- Water conservation and efficiency
- Waste minimisation
- Promotion of healthy communities
- Promotion of sustainable transport

A network of cycle routes, accessible green spaces, employment opportunities and a range of home types, in addition to the existing primary school, will provide the infrastructure that links a community and encourages home ownership. The provision of the open spaces will enable walking and cycling and encourage home ownership. The provision of the open spaces will enable walking and cycling and encourage home ownership.

Electric vehicle charging infrastructure will be provided in new homes and for employment areas to encourage the use of clean transport.

Building sustainable homes

Design measures to be considered to reduce carbon emissions and provide energy efficient new home ownership in North Red Lodge include:

- A fabric first approach to design and construction
- The use of renewable and low carbon technologies
- Optimisation of building orientation to take full advantage of passive solar and thermal storage
- The use of highly rated home appliances (before fitted) and low energy lighting

Sustainable building materials will be used with an emphasis on using a Green Guide rating of 4 or 5. The use of highly rated home appliances (before fitted) and low energy lighting will be used with an emphasis on using a Green Guide rating of 4 or 5. The use of highly rated home appliances (before fitted) and low energy lighting will be used with an emphasis on using a Green Guide rating of 4 or 5.



11

Design & character

The detailed design for North Red Lodge would be drawn up as part of a future planning application. At this early stage, the masterplan shows the design parameters for a variety of key spaces (such as the northern gateway to the residential area, a neighbourhood square and a 'green street') and how the new homes will sit within distinctive 'character areas' (formal, semi-formal and informal).

It sets out a framework for building types, landscaping and materials that could be used, and includes illustrative sketches and photographs.

Key design principles of the masterplan include:

- Gateway – creating a gateway to emphasise arrival at the site. Building heights in this area could be up to four stories.
- Legibility and flow – creating landscaped spaces within the site, plus a clear hierarchy of routes to increase the legibility of the development.
- Key spaces and landmarks – to help guide movement through the development and to define character areas.
- Linker form – placing buildings in linker ways to help guide movement and bring in with new and existing landscape features. Framework plans will set out the proposed linker way, residential density and building heights for the development, use the framework to inform the detailed design, available on the website.




12

What's next?

Have your say

The draft masterplan is the first step in bringing forward the development for North Red Lodge. It provides a development framework that will guide future planning applications.

We would like your views on the draft masterplan document for North Red Lodge:

- Fill in a feedback form today and post it in the comment box below you have
- Visit the website and fill in the online feedback form: www.northredlodge.co.uk
- Email your comments/comments/feedback form to: design@northredlodge.co.uk

Please send us your feedback by 17th June 2022.

We will then consider all the feedback we've received before submitting it to West Lothian Council later in the summer. Your feedback at this stage will also help us to prepare the detailed planning applications that will follow.




13

Appendix 8: Comment form

NORTH RED LODGE

Have your say

We invite your feedback on the draft masterplan for North Red Lodge, before it is finalised and submitted to West Suffolk Council.

Q1. In general, how do you feel about the draft masterplan for North Red Lodge?
(please tick one)

<input type="checkbox"/> Supportive	<input type="checkbox"/> Not supportive
<input type="checkbox"/> Mostly supportive	<input type="checkbox"/> Unsure
<input type="checkbox"/> Neutral	

Q2. What other comments do you have about the masterplan?

Thank you for your feedback.

Please let us know your postcode - this is for analysis purposes only.

Please return this form in the comments box before you leave. Alternatively you can email it to jess@engagementmatters.co.uk. Please return your form to us by 17th June 2022.