



Stradbroke Neighbourhood Plan

(the Plan)

2024 - 2044

Approved Site Allocation

Proposed by: NP Steering Group

Agreed by: Full Council

8th December 2025

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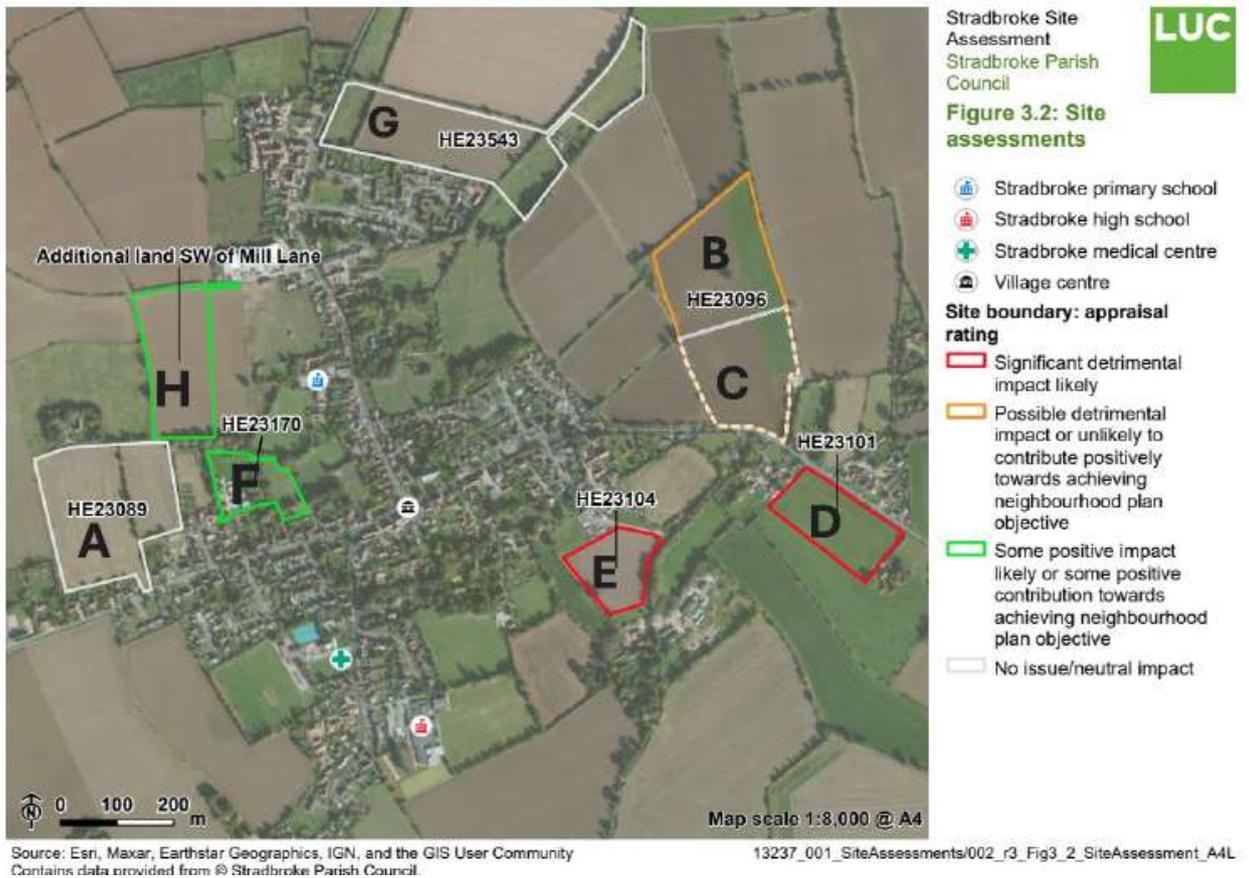
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1. Outcome

1.1. Having reviewed all the information available to them, the members of the Steering Group submitted a recommendation to the Parish Council and the Councillors resolved to accept the recommendation.

1.2. **Resolution:** that **Site C** is added to the sites being carried forward from the existing plan.

Map 1 - sites reviewed:



1.3. The Councillors noted that:

- Site C best addresses the Neighbourhood Plan objectives.
- Site C is considered to be able to deliver policy compliant development and community benefit.
- The evidence suggests that Site C will provide approximately **60 dwellings**, which, when **added to the dwellings** already provided for by the sites carried forward from the existing plan, **will bring forward 212 dwellings**. This proposed figure complies with the **minimum target of 200** advised by Mid Suffolk District Council (see section 2).
- Site C will provide a permanent footway to connect with the footway required by current Policy STRAD15. This will bring forward a permanent footway along the side of Laxfield Road to the cemetery and will replace the current permissive path.

1.4. How the Steering Group’s recommendation was reached:

- The Owner of Sites B & C advised members of the Steering Group at the public consultation on 27th September 2025 that it was never their intention to promote the whole site for development; they requested that only the area shown as Site C was considered.
- The members of the Steering Group assessed all the sites collectively evaluating the information prepared by LUC in their site assessments together with the site details included in the draft SHLAA issued by Mid Suffolk District Council in September 2025.
- A scoring method was used to rate each site against the areas laid out in the Site Allocation Policy document (see section 3). The site allocation policy was consulted on as part of the Public Consultation that took place from 27th September to 11th October 2025.
- The **outcome** of the **public consultation** (see section 4) was reviewed by members of the Steering Group once the scoring grid had been completed, and the Steering Group noted that the preferred choice from the public consultation was also **Site C**.

2. **Housing target and current position**

- 2.1. Following changes to the NPPF in December 2024, a briefing pack was issued by Mid Suffolk District Council in March 2025.
- 2.2. Town and Parish Councils working on new or revised Neighbourhood Plans were advised to have regard to the published interim housing targets contained within the briefing pack, which were calculated using a formula laid out by Mid Suffolk District Council.
- 2.3. The requirement for Stradbroke over the coming 20-year period is a **minimum of 200 dwellings**.
- 2.4. The sites included in the existing plan which will be carried forward to the new plan account for **152** of the requirement. Therefore, the Parish Council needed to identify a **minimum of 48 dwellings** from new sites to be **included in the revised plan**.
- 2.5. The Mid Suffolk briefing in March 2025 identified a figure of **9 residual dwellings on commenced sites**. The Parish Council undertook a review of **commenced development** not yet completed at the end of December 2025 and identified **18** residual dwellings, with a further 5 dwellings with planning permission but not yet commenced (see Appendix A). These have not been counted towards the 200 minimum requirement and will be counted as **windfall** for the purposes of the plan.

3. **Site allocation outcome**

Table 1: Summary of Steering Group scoring grid against allocation criteria (see appendix D):

Scoring Grid	A	C	D	E	F	G	H
Total Score	19	19	17	5	12	8	8
No of dwellings	50	60	39-65	24-40	19	90	50-60

Further information on sites not included:

Site A:

- Is in an area which has already had new development in the past 3 years.
- Would have meant further development within an area containing many listed buildings.
- The community benefit available from Site C was considered to outweigh any benefit this site could bring forward.
- Was not as popular with the village residents as Site C.

Site D:

- Assessment indicated this site was further outside the current settlement boundary.
- One of the least popular sites with village residents.

Site E:

- Site sits alongside a road within a 60mph zone with no pedestrian footway and was considered too dangerous.
- One of the least popular sites with village residents

Site F:

- Provides only 15-20 dwellings which on its own would not have been sufficient to meet the requirements of the plan.
- Can only provide limited amount of affordable housing and a limited range of housing types.
- Is in multiple ownership

Site G:

- Part of the site lies outside the 30mph zone and was considered too dangerous for pedestrian crossing to the footway into the village on the opposite side of the B1118.
- Is in multiple ownership

Site H:

- Would have resulted in a site considered too large for the size of the village when combined with current STRAD18 and given the location of the nearby STRAD19 development.
- Is in multiple ownership

4. Public Consultation outcomes

1st Choice:

- 22.2% Site C – adj Strawberry Field: part of site

- 16.7% Site A – Doggets Field
- 16.7% Site H – Additional Lane at Mill Lane (Road)

- 13.9% Site F – Cottage Farm
- 13.9% Site G – Land North of Westhall

- 5.6% Site D – Barley Green
- 5.6% Site E – Neaves Lane
- 5.6% Site B – adj Strawberry Field: whole site

Question 2: do you agree with the following documents:

	YES	NO
Site allocation policy	75%	25%
Vision	89%	11%
Objectives	83%	17%
Community Actions	83%	17%
Infrastructure (PIIP)	81%	19%

5. Update on sites allocated in the current plan

5.1. POLICY STRAD15: LAND NORTH OF LAXFIELD ROAD

- a) Outline planning permission was granted on 13/07/21 under planning ref DC/19/01343 for 28 dwellings.
- b) Reserved matters application DC/23/01254 approved 31st March 2025.
- c) Development not yet commenced.

5.2. POLICY STRAD16: LAND EAST OF FARRIERS CLOSE

- a) At the request of the land owners – this site will not be included in the updated plan.

5.3. POLICY STRAD17: LAND SOUTH OF NEW STREET

- a) Permission for 60 dwellings was granted 19/07/21 including 35% affordable housing (DC/20/05917).
- b) Site is built out. Land transfer to Parish Council yet to be completed.

5.4. POLICY STRAD18: LAND SOUTH OF MILL LANE [Road] (WEST OF QUEENS STREET)

- a) Outline planning application (DC/20/05126) – granted 16/8/24: for up to 80 homes including 20% affordable housing, a car park for the primary school and land set aside for a new early years setting. Reserved matters application not yet submitted.
- b) Area to be renamed in new plan: Mill Road (Mill Lane is elsewhere in the Parish).

5.5. POLICY STRAD19: LAND AT GROVE FARM

- a) Full planning application ref: DC/21/04377 for 42 dwellings and 2 barn conversions granted 12/12/25.

Table 2: Summary of outstanding development on NP sites

Policy ref	Name	No.	Detail
STRAD15	Strawberry Field	28	Outline & reserved matters applications granted
STRAD18	Off Mill Road	80	Outline application granted
STRAD19	Grove Farm	44	Full planning granted
TOTAL		152	

Map 2 – existing sites and settlement boundary

Key: Current settlement boundary  Sites in existing plan 



6. Site Assessment (LUC) summary

Site reference	Assessment summary
<p>HE23089: New Street Site A</p>	<p>The site is well located near Stradbroke Village Centre and is well connected to schools via footpaths, although the site is outside the preferred maximum walking distance to the local medical centre. The scale of the site will deliver benefits in terms of housing type and tenure and public open space, in particular the development would provide 1.6ha of public amenity park land/ open space. A PRoW passes through the site, including the access to New Street, however the layout proposed by the promoter means that this would be capable of being retained. The site is adjacent to multiple Grade II listed buildings both to the north and south, including one of the oldest listed buildings in the village, however mitigation is proposed.</p> <p>Overall assessment: No issue/neutral impact</p>
<p>HE23096: Land on Laxfield Road Site C</p>	<p>The potential of the site for development would increase if development is limited to the southern part (aligning with the boundary of site allocation STRAD15 in the made Neighbourhood Plan which now has full planning permission), with green open space provided on the northern part. In particular this would result in a better functional relationship of built development with the existing settlement.</p> <p>Overall assessment: No issue/neutral impact</p>
<p>HE23101: Land at Barley Green Site D</p>	<p>The site is clearly separate from the settlement boundary and has no alternatives for providing safe pedestrian access into the village. Whilst the site has the potential to deliver good levels of affordable housing and a good mix of tenures, its location outside of the settlement boundary is considered to represent a fundamental issue in terms of the sustainability of the site. In particular, the site is over the preferred maximum walking distance to the village centre and medical centre and has no safe route to the primary or secondary school.</p> <p>Overall assessment: Significant detrimental impact likely</p>
<p>HE23104: Land at Neaves Lane Site E</p>	<p>The site's most fundamental issue is the ability of Neaves Lane - a single track rural lane - to support the scale of growth proposed. Moreover, there is no safe pedestrian access into the village. Whilst the site is well screened and has the potential to deliver good levels of affordable housing and a good mix of tenures, it is distant from many of the village's services, exacerbating the issue of lack of pedestrian access.</p> <p>Overall assessment: Significant detrimental impact likely</p>
<p>HE23170: The Cottage Farm Site F</p>	<p>The site is located adjacent to the settlement boundary of Stradbroke and close to the village centre, with good pedestrian links to all facilities. Based on the scale of development proposed by the promoter the site would deliver only a limited amount of affordable housing and a limited range of housing types. The site is well screened and has no significant constraints. The multiple ownerships of the main site and access would need to be addressed through an appropriate legal agreement before the site could be allocated.</p> <p>Overall assessment: Some positive impact likely</p>
<p>HE23543: Land North of Westhall and Grove End Site G</p>	<p>The site is adjacent to the existing settlement boundary and well screened by hedgerows, helping integrate development into the landscape. The site would offer a mix of housing types alongside public open space and biodiversity enhancements, particularly in the eastern section. The site is within acceptable walking distance of the primary and secondary schools, although it lies beyond the preferred maximum walking distance to the village centre and medical centre. Improvements to an existing permissive footpath are proposed, enhancing pedestrian and cycle connectivity to the</p>

Site reference	Assessment summary
	<p>village and allotments. A new access would be required from Queen Street (B1118), but there is conflicting information about whether this would be located in the 30mph zone or the national speed limit section, which affects how safe the access and pedestrian crossing would be. This uncertainty means further clarification and assessment by the highway authority is needed. The scale of development may result in increased traffic, requiring further assessment. The site lies close to a Grade II listed building, and although mitigation is proposed, some impact on the setting is likely. Deliverability is affected by multiple ownerships, though landowners have agreed to work together. Infrastructure costs linked to access improvements and a pipeline easement could affect viability.</p> <p>Overall assessment: No issue/neutral impact</p>
<p>(No SHLAA ref): Additional Land South West of Mill Lane Site H</p>	<p>The site is adjacent to the existing STRAD18 allocation although it will only be adjacent to the settlement boundary if the STRAD18 site is delivered. The site has reasonable pedestrian access to the facilities in the village. The site has no significant constraints to growth. However, this is predicated on the STRAD18 site - which has planning permission - coming forward for development.</p> <p>Overall assessment: Some positive impact likely</p>

7. Draft SHLAA

Sites included in draft SHLAA published September 2025

HE23089 New Street

Site area: 5.3 hectares

Proposed dwellings: 50

Proposal: Housing (C3), supported and special needs housing

HE23096 Land on Laxfield Road

Site area: 8 hectares

Proposed dwellings: 100

HE23101 Land at Barley Green

Site area: 2.6 hectares

Proposed dwellings: 45

HE23104 Land at Neaves Lane

Site area: 1.6 hectares

Proposed dwellings: 20

HE23170 The Cottage Farm, New Street

Site area: 1.9 hectares

Proposed dwellings: 20

HE23543 Land to the north of Westhall & Grove End

Site area: 6.4 hectares

Proposed dwellings: 90

All sites in the draft were included in the Parish Council’s public consultation in September/October 2025, alongside an additional site submitted directly to the Parish Council.

Appendix A: Other development/Windfall

OTHER DEVELOPMENT / WINDFALL:

Commenced: 18 those dwellings granted permission and commenced
 Pending: 5 those with planning permission, but not yet started
Windfall: 23 commenced & pending

DEVELOPMENT COMMENCED BUT NOT YET COMPLETE AT: DECEMBER 2025

MSDC Ref	Site Address	Date of Approval	Net dwellings gained	Development Progress
0439/89	Lodge Farm, Laxfield Rd	21/06/1989	1	Building started – not complete Currently on the market for sale
2521/08 & DC/23/02691	Old Garage, Queen St	23/12/2008 20/09/2023	4	Demolition undertaken, no other building work started. Currently on the market for sale
3142/09	Maple Close, Plots 1-3	12/10/2009	3	All dwellings under construction
2532/14	Land adj The Laurels	15/06/2015	3	Development underway
0068/16	5 Meadow Way	10/03/2016	1	Footings complete – no other work underway
0069/16	Westland House, access off Maple Close	03/03/2016	1	Shown as commenced
DC/20/04570	Havensfield Farm	24/12/2020	1	Condition discharged
DC/22/04747	Home Farm, Neaves Lane	17/11/2022	1	Construction underway
DC/22/03191	Foxgrove (garden of)	30/09/2022	2	Construction underway
DC/25/04430	Land rear of Beeches	05/12/2025	1	Construction underway
Total			18	

DEVELOPMENT WITH PP NOT YET COMMENCED AT: DECEMBER 2025

MSDC Ref	Site Address	Date of Approval	Potential dwellings gained
DC/23/02920	East of Shirley, Wilby Road	20/09/2023	1
DC/24/01456	Barley Green Farm	26/06/2024	1
DC/25/04030	Grove Farmhouse, Queen St	16/07/2024	1
DC/24/04176	Mulberry Lodge, Laxfield Rd	10/01/2025	1
DC/25/01271	Lime Tree Farm	13/05/2025	1
Total			5

DEVELOPMENT WITH NO NET GAIN AT: DECEMBER 2025

MSDC Ref	Site Address	Date of Approval	Notes
DC/21/05808	Marsh Farm, Mill Lane	04/02/2021	Replacement of existing dwelling
DC/23/03304	Willow Cottage, Pixey Green	08/09/2023	Replacement of existing dwelling

Appendix B: Comments from public consultation

Parish Council note: it is clear from a few of the responses that the respondent either did not note all the boards at the presentation event or did not read the documents on the website ahead of completing question 2 of the questionnaire. During the course of the first afternoon of the consultation the wording of the consultation was changed to remind respondents to read the documents ahead of completing the questionnaire.

Comments received:

1. I believe development is best 'shared out' around the village where possible, and no one part of the village should bear a heavy change in the density of development compared to others. I also believe that development has the ability to ease issues that exist in Stradbroke such as traffic speeding. For both these reasons I felt that extending development up the Laxfield road with a focus on adding in the pedestrian infrastructure required to do this would make a positive impact. It would better demarcate the boundary of Stradbroke in this space, and make it easier to slow traffic as it approaches the village.
2. Site E neaves lane, totally ridiculous, this is already a really tight lane with a dangerous exit into the main road!!
3. Site E is already a tight road, single track. This proposal for 40 houses is not good for the community or current housing nearby. The lane is used for many walkers, dog walkers and runners. Access out of Neaves lane is already dangerous and this will cause a huge accident if this goes ahead.
4. I support the overall vision and objectives of the Stradbroke Neighbourhood Plan, but I strongly object to the allocation of Site E (Neaves Lane). The Plan's own assessment highlights fundamental problems: Neaves Lane is a single-track rural lane, unsuitable for the scale of development, and there is no safe pedestrian access into the village. The Neaves Lane / Laxfield Road junction has already been designated dangerous by highways engineers, and increased traffic would worsen this risk. The site is also distant from key services, making it car-dependent and contrary to the Plan's sustainability aims. In addition, while the assessment records no flooding issues, residents already experience surface water run-off from this field across Peacock Close during heavy rainfall, and foul drainage capacity in the area is already under strain. Development here would worsen both problems. For these reasons, Site E should not be included. More suitable, better-connected sites exist which meet the Plan's criteria without creating these harms.
5. The doctors cannot cope with the current capacity of people in Stradbroke. Queen street also cannot cope with the amount of traffic and is always causing a huge issue daily. Creating more housing near Queen street is only going to make the problem worse.
6. In my opinion, there should be no 40 house development in Neaves Lane because the road is far too narrow for heavy building traffic for 40 houses and the junction onto the Laxfield road is still far too dangerous in terms of very restricted vision to either the left or right.
7. There is no main sewer connection for sites B&C. This will mean even more water is added to a water course that is already over loaded and flooding has occurred several times with property's being flooded. The heavy clay soils make it almost impossible to soak up the storm & foul drains through percolation of drainage fields. Sites A, F&H are the closest to the village centre to ensure less impact on the countryside. Site H already has planning, it's in the village, less impact, and adding to this would make more sense. Question 2 is poorly drafted as it gives no explanation what these

documents are or what they include.

8. Currently farmed land should not be considered. We are losing too much farming ability throughout Britain. Food is important. A lot of the farmland has paths for walkers. In an aging community taking these pathways into housing roads reduces the value of village life. Open Spaces are very important to keep within walking distance for villagers. Also reduces car use to get to walking spaces.
9. I do not agree with extending housing development onto farmland/open countryside outside of immediate village parameters. Putting more homes on B, C and D will have major detrimental affect on the road network in an undesirably unsafe position. The agricultural land adjacent to Band C has been land drained and the flow directed towards C and Laxfield Road. The drainage ditches adjacent to allotments require considerable clearing and maintenance - property already flooded. Will you please stop referring to Mill Lane adjacent to Skinners - it is the other end of the village! What arrangements are being made for additional sewage, water and electricity requirements. We have a good doctors facility, extending it requires more doctors and professionals (who don't grow on trees).
10. Site H - this will cause even more traffic coming onto Queen Street, after existing development and Grove Farm are active.
11. We need enough amenities in the village to accommodate the housing. Drs appointments can be hard to get even now. Parking at school times - blocking driveways.
12. Strong objection to area site E. Neaves Lane is a very narrow single track lane, with few passing points, and has a very dangerous junction onto the Laxfield Road. In the first instance Construction vehicles would struggle to gain access to the site without the need for dangerous manoeuvres from both the Laxfield Road and Wilby Road. If 40 houses were to be built on this site, the volume of resident's vehicles would be such that ingress and egress to the lane would again be very dangerous.
13. Reference the development of site E on the Stradbroke Neighbourhood Plan Consultation 2025 :- Vehicles exiting Neaves Lane onto Laxfield Road require great care and attention to avoid oncoming traffic due to the restricted visibility, especially when turning right towards Laxfield. The blind bend and vehicles approaching Stradbroke, often, at speeds well above the limit make this a potentially dangerous junction. The addition of 40 houses on site E (residents, visitors, delivery vans, service vehicles, etc) would significantly increase traffic flow along narrow Neaves Lane and statistically make the Neaves Lane/Laxfield Road junction more of a danger spot. This leaves residents entirely car-dependent, contrary to local and national policy (NPPF para 110). Street Lighting and Rural Character: If adopted, Site E's access road would almost certainly require street lighting. Neaves Lane and Peacock Close are currently unlit, preserving dark skies and rural character. New lighting would cause light pollution, intrude on nearby homes, and conflict with Objective PL2, which seeks to protect Stradbroke's rural setting. Surface Water and Foul Drainage: Local evidence shows that during heavy rain, run-off from this field already discharges into Peacock Close, contradicting the site assessment. New development would worsen this. Foul drainage capacity is also under pressure and additional dwellings would increase failures, contrary to Objective PL3. Settlement Character and the Plan's Own Assessment: The site extends the village edge into open countryside, undermining its compact form and conflicting with Objective PL2. The Plan's own assessment notes a "significant detrimental impact", confirming the site is fundamentally unsuitable. Conclusion Site E conflicts with the Neighbourhood Plan's criteria and with national policy. It fails on highway safety, lacks direct access to the B1117, provides no safe pedestrian connection, introduces harmful lighting, and worsens drainage and foul sewage issues. I therefore respectfully request that Site E be removed

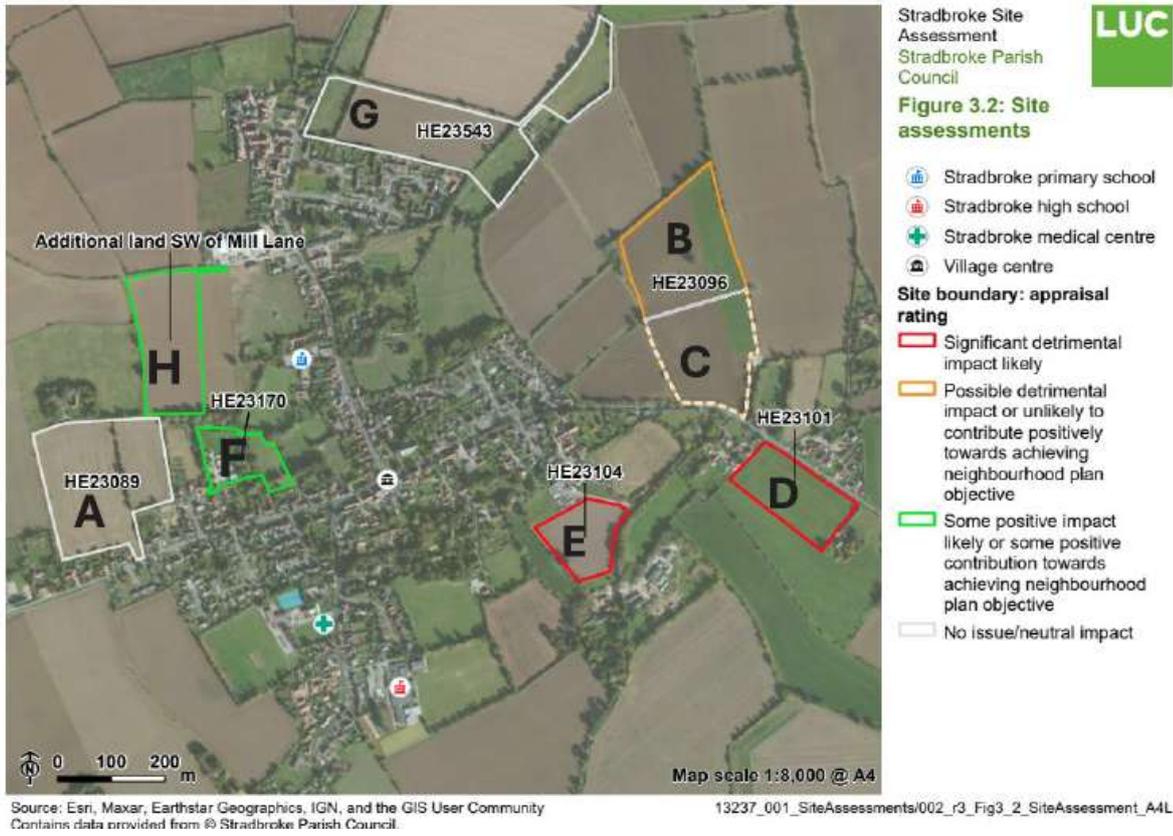
from the allocation list.

14. I am concerned about the narrow access down Neaves Lane, which is used regularly as a village pedestrian walking route. Construction traffic for 40 houses will cause chaos on this narrow road. Also, the very dangerous junction out on to Laxfield Road. I also have issues with the poor drainage on Neaves Lane. Farmers are not maintaining the drainage ditches properly to prevent flooding in high rainfall times.
15. Unable to view Question 2 on a PC. Sites B&C too far from the village centre, closer options available such as H&F. Sites B&C have no mains drainage available putting more water into a already overloaded watercourse. It's also further away from the village centre. Would like to see building in the village centre first.
16. If sites c and b go ahead as well as Strawberry fields, this will be too many vehicles coming into Laxfield Road in the same area. If Stradbroke is to have all these extra houses, the priority should be to have more capacity at the doctor's surgery as it is already difficult with long waits to get appointments.
17. This is about creating a community that can enjoy a village infrastructure...I repeat ..a village infrastructure...not a town. Stradbroke is required to provide 48 houses over and above the existing village plan (that the village agreed to) and we should focus on providing that plan and those extra 48, and only those 48 or we risk decimating our already overloaded health care, educational, internet, drainage, water and electrical supply services. I won't mention the traffic or speeding through the village because the PC are focused on that.... but if we allow all the sites to progress, will these issues get better?...you know the answer to that and it is a negative. If you live in this village, have you tried getting an appointment with a doctor?...don't hold your breath because you collectively, we all have not got enough; multiply that by a factor of new families and kiss your bottom goodbye. Oh, did you know Dr Morris is now only working 2 days a week? My choices reflect the most central sites that I think have minimal impact but should easily connect to existing services and provide the required additional numbers...after all this is a numbers game....right? I recognize that the construction/development of sites in Stradbroke has been constant over the past years, but in my opinion we have to take a very strong position now that says, we have an existing Village plan and we are prepared to meet our legal requirements for an additional 48 houses but without significant broad based infrastructure investment plan that supports a vastly increased population we will meet the minimum requirement in order to preserve a working community. Submitted by a concerned Stradbroke resident.
18. Serious measures are required to reduce speeding on all entrance/exit roads to the village, before the inevitable additional traffic created by any new homes
19. The need for additional housing at affordable prices is undeniable. However, the impact on existing properties ought to be considered. For example, the assessments appear to only consider the likelihood of each site to be flooded, but does not indicate its contribution to or impact upon the flood risk to existing properties. We have seen in recent years homes flooded in Stradbroke that have never historically flooded before due to the local ditches being unable to cope with excess water, and with the trend being towards wetter winters, the impact that new, hard surfaces will have on the ability to absorb and slow down run-off on ancient farm land should be taken into consideration. Furthermore, we should never underestimate the value of our countryside as an asset, not only for environmental reasons but also the well-being of residents. It is valuable for many quantifiable reasons, but also as an entity in its own right. It should not have to justify itself. It is the reason that many of us chose to live here in the first place.

20. The number of additional houses being proposed is not sustainable for a village like Stradbroke. The houses that were recently built have not yet all been sold. This tells a story that the demand is low for such an unconnected village due to the lack of employment opportunities and transport connections to major employment hubs. Building a large number of houses will just increase the volume of traffic, congestion and noise as the new residents travel to offices and schools away from Stradbroke. Do not be fooled by statements about the move to Working From Home. The vast majority of employers are now demanding that employees return to offices. Perhaps we should look to expand the business centre or build an innovation centre to attract small businesses into Stradbroke? None of the documents list the challenges associated with getting appointments at the Surgery today, and certainly do not mention how that issue would be addressed with such an increase in population. It also fails to discuss the need for additional school places at both schools, the timing of when those places would be provided and how they would be provided. The current funding model bears no relation to the timely provision of any new services - school, surgery or infrastructure - and the rest of the village and the surrounding villages will suffer as a result. Our local councillors and county councillors should stand firm and reject ANY further expansion of the village until an appropriate funding model is in place that provides the expanded village infrastructure prior to the housing being delivered. One final comment: It is easy to resolve the mobile mast issue. Use the tower of the church to site masts for the three main mobile operators. It is a high-point of the village and therefore is an excellent site for signal propagation. I am sure that they would be willing to help given the funding that they have recently received.
21. I am concerned about the development of sites B and C. There was serious flooding a few years ago on Laxfield Road and with our changing climate and warmer wetter winters I feel there is an increased risk of this happening again. Sites B and C have no connection to the main sewers and the water course is already overloaded without the addition of many more homes. I think the development of sites AFH would make more sense as they are closer to the village centre and its amenities. It would also prevent 'ribbon development,' giving the village a central hub of properties and avoiding Stradbroke sprawling outwards along its main roads.
22. It is most confusing and illogical for Mill Road to be labelled and referred to as Mill Lane. Thinking, in particular, about the future residents of Stradbroke, as well as keeping car use to a minimum, I believe that everyone should be easily able to walk into the centre and especially to the schools. Use of footpaths and pavements should be safe and easy. This concern has influenced the order in which I ranked the sites. The Neaves Lane site (Site E) would be higher up my ranking but for the dangerous blind curves and corners of the road and Cottage Farm (site F) seems to be too much infill. I have read the reports but I either missed the provision for sheltered housing section or the subject is not covered. I should like to see a few small clusters of homes within the housing estates designated for the elderly or disabled so that those needing a helping hand or basic care are not banished to distant care homes or residences.
23. Houses already built – including annexes (off Meadow Way) should be included in the settlement boundary. New estates need to be kept out of the village – and on main roads – not little roads like Neaves Lane.
24. On speaking with developers re site at Strawberry Fields (Burgess family) intense drainage and floor protection/balancing pond was all to be put in place before any building. It was also said to be for 28 houses NOT 60!? Drainage along all of Drapers Hill would need to be secured, given extra houses nearby + flooding issues. Why is Grove Farm a site allocated? This should + must be allowed to remain for wildlife homes. We are pushing wildlife to the brink! Stradbroke will no longer be a village. There are already traffic issues.

Appendix C: Sept/Oct 2025 consultation questionnaire

REVISED PLAN PERIOD 2024-2044



Rank the sites in order from 1 most preferred to 8 least preferred:

- Site A – Doggett’s Field: 58-97 houses
- Site B – Adj Strawberry Field: Whole Site 120-200 houses
- Site C – Adj Strawberry Field: Part Site approx. 60 houses
- Site D – Barley Green: 64 houses
- Site E – Neaves Lane: 40 houses
- Site F – Cottage Farm: 15-25 houses
- Site G – Land North of Wethall: 90 houses
- Site H – Additional land Mill Lane: 50-60 houses

Do you agree to the Stradbroke Neighbourhood Plan using the following documents?

Site allocation policy Y/N

Vision	Y/N	Community Actions	Y/N
Objectives	Y/N	Infrastructure	Y/N

Please use this space to share any comments regarding the consultation with the Parish Council:

Appendix D: Site Allocation Criteria

Sites for housing development to be included in the final Plan will be reviewed in terms of which of the proposed sites best fit most of the objectives based on the assessments and evidence available. All sites will be reviewed collectively to avoid subjectivity which can be present when sites are reviewed individually.

The following are critical points and sites that meet these will be prioritised over those that do not:

- 1. The Owner/s has/have full development control of the whole development site, and could in theory “start on site” tomorrow.**
Reason: to guard against a stalled site and achieve sustainable growth
- 2. The site helps to maintain the crossroad layout as the village focal point and its main access route is directly connected to either the B1117 or the B1118. The site should be located in the 30mph area of the village.**
Reason: to maintain social cohesion and preserve the conservation area as a focus of the village in accordance with the Village Design Statement. This will also maintain the rural character and heritage of the Village.
- 3. The site is well connected to the village centre, or is capable of design to create good pedestrian and cycle/mobility connection.**
Reason: to assist those with mobility needs including the elderly, those of limited mobility and parents with young children to access central village services
- 4. The site can mitigate manage or reduce car dependency, and promote pedestrian and cycle use.**
Reason: to promote green economy, encourage recreation and healthy living and promote the environment
- 5. The site has a low impact on the established Queen Street bottleneck or can help reduce its impact.**
Reason: to encourage pedestrian travel to the school, assist through traffic at rush hour, help lower air and noise pollution levels in Queen Street and encourage further site use and growth.
- 6. The site assists or can be designed with a wide range of housing, to support a range of demographics (i.e. affordable housing, housing for young families, residents wishing to downsize but stay in the Village, and other independent people at different ages).**
Reason: to preserve and support the continued range of education services available to a growing population, together with health services and other infrastructure.
- 7. The site is able to provide community benefit(s).**
Reason: to achieve the vision and objections of the Plan.
- 8. The site is able to be directly connected to one of the 2 “main line” electrical supply networks in the village (Eye Primary and Eye feeder from Laxfield Primary).**
Reasons: the other overhead lines are “spurs” off the main line and therefore less ideally suited to the connection of load in the future.