

An aerial photograph of the village of Stradbroke, showing a mix of residential buildings, green spaces, and large agricultural fields. A prominent road runs through the center of the village. The background features rolling hills and more fields under a clear sky.

Stradbroke

Neighbourhood Masterplanning
Final Report
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Prepared for Stradbroke Parish Council by AECOM

AECOM

Quality information

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Contents

01	Background and Introduction.....	5
02	Planning Policy Review.....	11
03	Transport Planning Review of Site Accessibility.....	15
04	Masterplan Options.....	29
05	Next Steps.....	49



Background and Introduction

01

This section provides context and general information to better introduce the project and its location.

1. Background and Introduction

1.1 Background

Through the Department of Communities and Local Government, Neighbourhood Planning Programme, AECOM has been commissioned to provide Masterplanning support to the Stradbroke Parish Council. The support is intended to provide design assistance to the group's work in producing a Neighbourhood Plan and is designed to complement the plan-drafting work that is underway.

1.2 Objective

The objective of this report is to advise on the capacity and masterplanning principles for a series of sites previously identified and being potentially suitable for development within Stradbroke. In particular, this report aims to provide:

- A review of the planning policies that affect the sites;
- A transport planning review of the accessibility of each site;
- A comprehensive analysis of the sites and their surroundings;
- Site masterplanning recommendations and options; and,
- Next steps.

These areas of focus were agreed with the Stradbroke Parish Council at the outset of the project.

1.3 Locational Analysis

The village of Stradbroke is located in the heart of the Mid Suffolk District, near the towns of Eye and Diss. Its main community facilities include All Saints' Church, Stradbroke Library, and the Stradbroke Community Centre. Its current population is about 1,500 residents.

The Village has one Primary School and one Secondary School that attract pupils from neighbouring villages.



Fig. 1.1 Aerial view of original sites as shown in the Stradbroke Neighbourhood Plan Site Assessment

1.4 Process

The following steps were undertaken to produce this report:

- Initial meeting and site visits;
- Urban design analysis;
- Access assessment based on further site visits from a transport planner;
- Desktop research and policy review;
- Preparation of masterplans for each site; and,
- Preparation of a draft report, subsequently revised in response to feedback provided by the Stradbroke Parish Council.

The report builds on work done by the Stradbroke Parish Council to date and any assessment carried out by AECOM as part of the Government-funded neighbourhood planning technical support.

It also draws on the Site Assessment work already undertaken by AECOM through the same programme (September 2017). Particular reference should also be made to the Stradbroke Village Design Statement (2003) and Stradbroke Vision for Tomorrow.

1.5 The sites

The sites considered are shown in Figure 1.1. The sites were selected in line with the findings of the AECOM Site Assessment report (the site numbers are the same as in that report), which also includes all of the sites marked as potential land for development in the Babergh Mid Suffolk Joint Local Plan consultation document.

Note that this report is not commenting on the suitability of sites for redevelopment. Rather, it is demonstrating how the sites might be designed and planned if they do come forward.



Fig. 1.2 View of Site 1 looking south



Fig. 1.3 View of Site 1 looking south-west



Fig. 1.4 View of Site 2 looking east from Farriers Close



Fig. 1.6 View of Site 3 looking south



Fig. 1.8 View of Site 5 looking north from Meadow Way



Fig. 1.5 View of Site 2 looking west



Fig. 1.7 View of Site 3 looking south from New Street Close



Fig. 1.9 View of Site 6 looking north from Meadow Way



Fig. 1.10 View of Site 7 looking east from Mill Lane



Fig. 1.12 View of Site 12 looking north from Willow Close



Fig. 1.14 View of Site 13 looking north



Fig. 1.11 View of Site 7 looking west from Mill Lane



Fig. 1.13 View of Site 12 east



Fig. 1.15 View of the southern edge of Site 13 west



Planning Policy Review

02

This section notes the existing planning policy context and highlights the relevant policies to which the development should comply.

2. Planning Policy Review

1.1 Mid Suffolk Core Strategy DPD (September 2008)

Policy CS1 Settlement Hierarchy

Stradbroke is designated as a key service centre. Majority of new development will be directed to towns and key service centres.

Policy CS9 Density and Mix

Housing developments should achieve average densities of at least 30 dwellings per hectare, unless there are special local circumstances that require different treatment. Lower densities may be justified in villages to take account of the character and appearance of the existing built environment.

Open Space

0.6 ha of open space per 1000 population is proposed. A development of 300 houses would be necessary to require on-site provision. In most cases therefore, accessible off-site provision is more appropriate, though consideration should be given to the enhancement of existing areas as an alternative to new provision.

1.2 Mid Suffolk Core Strategy DPD (December 2012)

Policy FC2 Provision and Distribution of Housing

Provision is made for allocated green field sites for at least 2,625 homes and associated infrastructure in Mid Suffolk over a 15 year period from 2012. 300 homes are planned on previously developed land in key service centres. 450 homes are planned on green field land in key service areas.

1.3 Babergh Mid Suffolk Joint Local Plan Consultation Document (September 2017)

This recently published document seeks comments on the suitability of seven sites on the edge of Stradbroke for development. These are sites 2, 5, 6, 7, 8 and 9 (treated as a single site), 12, and 13.

The document also acknowledges the role that neighbourhood plans can play in bringing forward sites in parallel with the emerging local plan process. The document states that “the councils [...] encourage local communities to prepare neighbourhood plans, particularly when those communities are identified [by the local plan] for growth.”

1.4 Ipswich and Waveney Housing Market Areas SHMA (September 2017)

Housing Size

35.1% of new owner-occupied housing in Ipswich HMA should be three bedroom homes, with 27% two bedroom units, 28.7% four or more bedrooms and 9.2% one bedroom accommodation.

1.5 Suffolk Guidance for Parking (November 2015)

Use	Vehicle Minimum
1 bedroom	1 space per dwelling
2 bedrooms	1.5 spaces (1 allocated and 1 shared between 2 units for flexible use); 2 spaces per dwelling when provided within curtilage (or where sharing a space between 2 units is not practical)
3 bedrooms	2 spaces per dwelling
4+ bedrooms	3 spaces per dwelling
Retirement developments	1 space per dwelling
Visitor/unallocated	0.25 spaces per dwelling (unallocated)

Table 1.4. Parking requirements

1.6 Suffolk Design Guide for Residential Areas (2000)

Safety

Safe pedestrian routes need careful design, appropriate lighting, and attention to crime prevention. Motorists should usually have priority on local distributor roads and pedestrians should have priority on residential roads.

Variety

Design should seek to create diverse house styles and building lines, careful detailing, good workmanship and materials. House designs and materials should reflect the variations in local character.

Access to Facilities

Access to facilities should be convenient and safe as well as attractive. New housing should be integrated into existing communities, with thought being given to appropriate links to existing facilities nearby.

Site Specific Designations

Sites 2, 5 and 7 are adjacent to the Stradbroke Conservation Area. Site 12 is within the Stradbroke Conservation Area in the south-western section of the site. There are no current or emerging development management policies. As a result there is no design guidance on how to approach the Conservation Area designation.

Site 7 is adjacent to a number of Listed Buildings on the eastern boundary. There are no current or emerging development management policies. As a result there is no design guidance on how to approach the Listed Buildings.

Site 6 had a planning application granted in January 2016 for an erection of a three bedroom detached dwelling in the south-western corner (Reference: 3289/15).

1.7 Other Relevant Policy Documents

- Stradbroke Village Design Statement (2003)
- Stradbroke Village Design Statement Update
- Stradbroke Housing Needs Survey (2014)
- Stradbroke Neighbourhood Plan Qualitative Research Pilot Study (2015)
- Neighbourhood Plan Area Designation Notice (2014)
- Baberg and Mid Suffolk Draft Joint Strategic Housing Land Availability Assessment (SHLAA) (2016)
- Baberg and Mid Suffolk Draft Joint Local Plan: Strategic Housing and Economic Land Availability Assessment (SHELAA) (2017)
- Stradbroke Vision for Tomorrow
- Stradbroke Neighbourhood Plan Site Assessment (2017)



Transport Planning Review of Residential Site Accessibility

03

This section presents the findings of a high level transport assessment that has been undertaken in order to explore potential access points and related issues.

3. Transport Planning Review of Residential Site Accessibility

3.1 Overview

The purpose of this chapter is to provide a summary of the review of seven potential residential sites within the village of Stradbroke in terms of both vehicular access and accessibility by other modes of transport, including sustainable and non-motorised modes. The reviewed sites are as follows:

- NP1 – Land north of Laxfield Road;
- NP2 – Land east of Farriers Close;
- NP3 – Land south of New Street;
- NP5 – Land at Meadow Way and Cottage Farm;
- NP6 – Land north of Meadow Way;
- NP7 – Land to the south of Mill Lane, Queen Street; and,
- NP12 – Land north of Shelton Hill.

In addition to the sites listed above, a high level review of sites 8 and 9 (Land to east of Queen Street) has also been undertaken following their reintroduction into the Draft Mid-Suffolk Local Plan consultation.

For each of the sites listed above, the following aspects have been considered within the review:

- Vehicular site access: an initial review of potential vehicular access points into the sites and an assessment of junction visibility at each of the potential access points based on observations only (i.e. no on-site junction visibility splay measurements have been calculated). An assessment of the number of vehicular accesses likely to be required for the total anticipated number of dwellings, in accordance with the Suffolk Design Guide for Residential Areas.
- Pedestrian/cycle site access: an initial review of any additional potential pedestrian/ cycle access points into the sites. A review with regards to accessibility/ distances to village amenities, schools and closest bus stops from potential pedestrian/ cycle accesses has also been undertaken. With regards to public amenities (village centre assumed to be the Queen Street/ Church Street/ New Street junction) the acceptable maximum walking distance is considered to be 800m, with regards to schools the maximum is considered to be 2000m and with regards to bus stops an acceptable walking distance is considered to be 400m. A review of any Public Rights of Way within the vicinity of the site boundaries was also undertaken.
- Additional benefits of each site with regards to transport (i.e. improving permeability or accessibility for neighbouring sites, benefits to neighbouring sites).

3.2 Highway Standards

Visibility Requirements

Manual for Streets (MfS) sets out requirements for stopping sight distances (SSDs) in areas where 85th percentile speeds are up to 60kph (37mph). For areas where speeds are above this, the recommended SSDs in the Design Manual for Roads and Bridges (DMRB) are more appropriate. Where sites are currently located in more rural areas (and therefore Manual for Streets may not necessarily be appropriate), visibility splays have also been considered in accordance with DMRB.

The stopping sight distance (SSD) is the distance within which drivers need to be able to see ahead and stop from a given speed. The SSDs for various speeds between 16-60kph (10-37mph) as held within MfS are as shown in Table 3.1 below.

Speed	Kilometre per hour	16	20	24	25	30	32	40	45	48	50	60
	Miles per hour	10	12	15	16	19	20	25	28	30	31	37
Stopping sight distance (SSD) in metres		9	12	15	16	20	22	31	36	40	43	56
Stopping sight distance adjusted for bonnet length		11	14	17	18	23	25	33	39	43	45	59

Source: Department for Transport

Table 3.1. Stopping sight distances

The distance back along the minor arm from which visibility is measured is known as the X distance; MfS states that an X distance of 2.4m should normally be used in most built-up situations, as this represents a reasonable maximum distance between the front of the car and the driver's eye.

The Y distance represents the distance that a driver who is about to exit from the minor arm can see to his left and right along the main alignment and is outlined in as the SSD in Table 1 above. Therefore in accordance with MfS, the required visibility splay for a junction within an area where 85th percentile vehicle speeds are 30mph is 2.4m x 43m.

The DMRB is used primarily for the design of motorway and trunk roads, however, it can be used as a guide for areas where vehicles speeds are likely to be in excess of 60kph (37mph) and for rural areas where Manual for Streets may not be considered appropriate. In terms of visibility at priority T-junctions, DMRB TD 42/95 provides information on the 'Y' distance required along a major road based on its design speed. This is shown in Table 2 below.

Design speed of major roads (kph)	'Y' distance (metres)
50	70
60	90
70	120
85	160
100	215
120	295

Source: DMRB

Table 3.2. 'Y' distances based on design speed

Suffolk Design Guide for Residential Areas (SDGRA) - Access Requirements

The Suffolk Design Guide for Residential Areas (2000) specifies the following:

- A 'Major Access Road' is a 'residential road with footways that would not normally serve more than 300 dwellings and may give shared direct access to dwellings'.
- A 'Minor Access Road' is a 'residential road with footways that provide direct access to dwellings and parking spaces but would not normally serve more than 100 dwellings'.
- 'For Major Access roads serving more than 150 and up to 300 dwellings:
 - a) Two points of access should be provided to the part of the site being served and the road layout should conveniently connect those points of access.
 - b) Where only one point of access is available the road layout should form a circuit and there should be the shortest practicable connection between this circuit and the point of access.'
- 'Minor access roads serving more than 50 dwellings should normally be through-roads or looped. Cul-de-sacs serving such numbers must have a footpath link with other roads that could be used by vehicles in an emergency.'
- 'Shared surface roads may serve up to 25 dwellings in a cul-de-sac and up to 50 if looped.'

Traffic Flow and Speed Data

Traffic flow and vehicle speed data was provided to AECOM by Stradbroke Parish Council (SPC) for the four key vehicular routes into the village, Queen Street to the north, New Street to the west, Laxfield Road to the east and Wilby Road to the south. The data is summarised in Table 3 below.

Location	7 Day Average 24 Hour Total Traffic Flows	7 Day Average 85th Percentile Speeds
Laxfield Road (east of Site NP1) March 2017 Speed limit 30mph	EB = 930 WB = 755	EB = 44mph WB = 42mph
New Street (west of Site NP3) March 2015 Speed limit 30mph	EB = 664 WB = 658	EB = 35mph WB = 41mph
Queen Street (north of school) March 2015 Speed limit 30mph	NB = 1600 SB = 1597	NB = 34mph SB = 34mph
Wilby Road (south of bend warning sign, south of village) March 2015 Speed limit 60mph	NB = 573 SB = 581	NB = 39mph SB = 41mph

Table 3.3. 7 Day Average Traffic Flows (24 hours) and 85th Percentile Vehicle Speeds

It should be noted that the appraisal of the accessibility potential of each site is subject to confirmation of highway boundaries and the extent of land within the control of the promoters of each site and/or agreement with third party land owners.

3.3 Site NP1 – Land North of Laxfield Road

Vehicular Access

There is currently no existing vehicular access into Site NP1 (with the exception of a farm access approximately half way along the site southern boundary); however the site is bounded to the south by Laxfield Road which, within the vicinity of the site boundary, is a relatively straight single carriageway road which is subject to a 30mph speed limit. It appears from on-site observations that visibility splays of 2.4m x 43m (MfS) and 2.4m x 70m (DMRB) would be achievable (with the removal of vegetation) and therefore it appears that access onto Laxfield Road (from any point along the sites southern boundary) would be achievable in principle. From the speed survey data provided, 85th percentile speeds along Laxfield Road adjacent to the sites boundary were in excess of 30mph (44mph for eastbound flows and 42mph for westbound flows). Therefore, additional measures to reduce speeds may be required or increased visibility splays may be required as appropriate. The presence of the development frontage may in itself be an effective measure to naturally reduce speeds (the rural nature of this area may currently be encouraging faster speeds). It is worth noting that the walking distances to the village will be reduced the further west the access is positioned so this is likely to be preferable. There is currently a drainage ditch that aligns the southern site boundary (Laxfield Road) which would require incorporation into any future access design.

The assessed dwelling yield for this site (as per AECOM site assessment report) is 32-74 dwellings and therefore one site access would suffice if an additional emergency access/ footpath link is provided and the access road was looped (with respect to the SDGRA).

Access by Sustainable Modes

The footway alongside the Laxfield Road carriageway currently commences to the western extent of the site and runs alongside the southern boundary of the site (currently behind the vegetation that aligns the site, not directly alongside the Laxfield Road carriageway). This existing east/west pedestrian route along the sites southern boundary will need to be retained/ provided within any scheme to ensure the site ties in with the existing facilities to the west and to ensure continuous pedestrian access is provided into the village centre, bus stops and schools.

Approximate walking distances to each of the above facilities (from the centre of the sites southern boundary) are outlined below:

	Preferred maximum distance (metres)	Approximate distance from site (metres)
Village centre	800	460
Bus stops	400	230 ('Shelton Hill' stops)
Primary school	2,000	720
Secondary school	2,000	900

Table 3.4. Approximate walking distances

The table above demonstrates that the site is considered to be within an acceptable walking distance of the facilities and amenities within Stradbroke.

Additional Transport Benefits

It is likely that the excessive speeds recorded along Laxfield Road (alongside the site boundary) are due to the rural nature of this area. The presence of the new development frontage on Laxfield Road may naturally reduce speeds at this location due to a more urban character and help reduce speeds of vehicles entering the village.



Fig. 3.3. View of Laxfield Road from Site1

3.4 Site NP2 – Land east of Farriers Close

Vehicular Access

There is currently no existing vehicular access into the site. It appears that vehicular access would be possible via Farriers Close; however there appears to be a potential ransom strip at its eastern extent. It appears from on-site observations that existing visibility splays of 2.4m x 43m are achievable at the Farriers Close/ Wilby Road junction.

Farriers Close currently serves approx. 14 dwellings and can be characterised as a 'Minor Access Road' with respect to SDGRA. According to the SDGRA, Minor Access roads would not normally serve more than 100 dwellings. Minor access roads serving more than 50 dwellings should normally be through-roads or looped. Cul-de-sacs serving such numbers must have a footway/ cycleway link with other roads that could be used by vehicles in an emergency. The assessed dwelling yield for this site (as per AECOM site assessment report) is 23-54 dwellings; therefore in order to access the site via Farriers Close (single site access) an additional emergency (footway) link is likely to be required; there is potential for an additional emergency (and pedestrian/ cycle) access to be provided via the Stradbroke High School access road (requiring the removal of the building at the eastern end of the access road).

It does not appear that vehicular access would be possible from Doctors Lane due to width restrictions along Doctors Lane, the presence of private properties along the north-eastern boundary of the site and a conservation area along the northern boundary.

Access by Sustainable Modes

A footway of suitable width is provided alongside the eastern/ northern side of Farriers Close leading to Wilby Road and the village centre/ Wilby Road bus stops/ schools.

Approximate walking distances to each of the above facilities (from the ransom strip/ south-western edge of the site) are outlined below:

	Preferred maximum distance (metres)	Approximate distance from site (metres)
Village centre	800	440
Bus stops	400	175 (NB stop), 230 (SB stop)
Primary school	2,000	700
Secondary school	2,000	300

Table 3.4. Approximate walking distances

The table above demonstrates that the site is considered to be within an acceptable walking distance of the facilities and amenities within Stradbroke. In addition, the site is within a 200m walking distance of the community/ sports centre.

It is understood that access by sustainable modes (i.e. non-motorised users) may be possible from Doctors Lane (subject to agreements with landowners). Doctors Lane does not currently have any footway facilities however it is lightly trafficked and vehicle speeds appear to be relatively low. The provision of this additional access would increase the permeability of the site and improve accessibility to the east of the village.

As noted above, there is potential that an emergency/ footway link could be provided via the Stradbroke High School access road. This would reduce walking distances to the secondary school from the development.

It does not appear that any Public Rights of Way exist within the vicinity of the sites boundaries to utilise for additional accesses by sustainable modes.

Additional Transport Benefits

An additional pedestrian/ cycle access through to Doctors Lane would provide an alternative east/west route through the village.



Fig. 3.4. View of the proposed site access from Farriers Close

3.5 Site NP3 – Land South of New Street

Vehicular Access

There is currently no existing vehicular access into Site NP3; however the site is bounded to the north by New Street which, within the vicinity of the site boundary, is a relatively straight single carriageway road which is subject to a 30mph speed limit. It appears from on-site observations that visibility splays of 2.4m x 43m (MfS) and 2.4m x 70m (DMRB) would be achievable and therefore it appears that access onto New Street (from any point along the sites northern boundary) would be achievable in principle. From the speed survey data provided, 85th percentile speeds along New Street adjacent to the sites boundary were in excess of 30mph (35mph for eastbound flows and 41mph for westbound flows). Therefore, additional measures to reduce speeds or increased visibility splays may be required. The presence of the development frontage may in itself be an effective measure to naturally reduce speeds (the rural nature of this area may currently be encouraging faster speeds). It is worth noting that the walking distances to the village will be reduced the further east the access is positioned.

Vehicular/emergency access may also be possible through New Street Close. A green is currently provided between the existing dwellings where sufficient land may be available for an access road or footway/emergency link (see Fig. 3.5). This option would be subject to the availability of this land/ loss of relatively mature trees and should this option be considered there may be the need to incorporate the existing New Street Close junction/ parking within the design (the spacing between the New Street Close junction and a new junction is not likely to be acceptable). It appears from on-site observations that visibility splays of 2.4m x 43m are achievable at the New Street Close/ New Street junction; with the exception that a bus using the 'New Street Close' westbound bus stop would temporarily block the visibility splay to the right. It may be likely that this bus stop will require relocation to improve visibility should access be taken through New Street Close (resulting in additional vehicles using the junction).

The assessed dwelling yield for this site (as per AECOM site assessment report, September 2017) is 100 dwellings (although it is understood that the site may be smaller than this) and therefore one site access would suffice (assuming an additional emergency access is also provided). New Street Close currently serves approximately 16 dwellings and therefore should access be taken through New Street Close, a single point of access would still suffice.

It does not appear that vehicular access would be possible from Woodfields to the east due to the presence of private properties along the eastern boundary of the site.

Access by Sustainable Modes

The footway alongside the southern side of the New Street Road carriageway currently commences to the west of the New Street Close junction. Footway facilities will need to be provided alongside the frontage of the site to link in with these existing facilities to ensure continuous pedestrian access is provided into the village centre, bus stops and schools.

Approximate walking distances to each of the above facilities (from the centre of the sites northern boundary) are outlined below:

	Preferred maximum distance (metres)	Approximate distance from site (metres)
Village centre	800	650
Bus stops	400	170 ('New Street Close' stops)
Primary school	2,000	900
Secondary school	2,000	860

Table 3.5. Approximate walking distances

The table above demonstrates that the site is considered to be within an acceptable walking distance of the facilities and amenities within Stradbroke.

Additional Transport Benefits

It is likely that the excessive speeds recorded along New Street are due to the rural nature of this area. The presence of the new development frontage on New Street may naturally reduce speeds at this location and help reduce speeds of vehicles entering/ leaving the village.



Fig. 3.5. View of New Street Close

3.6 Site NP5 – Land at Meadow Way and Cottage Farm

Vehicular Access

The site is currently accessed via a narrow lane leading onto New Street (opposite the Woodfields junction). This would not be a viable option for vehicular access to the residential site due to width restrictions; however this could be retained as a pedestrian/cycle access to improve sustainable access to the site and the permeability of the site.

It appears that the only possible vehicular access would be via Meadow Way; however there appears to be a ransom strip at its north-eastern extent. It appears from on-site observations that visibility splays of 2.4m x 43m are achievable at the Meadow Way/ New Street junction; however some vegetation removal/maintenance may be required to ensure the visibility splay to the left is achievable.

Meadow Way currently serves approx. 10 dwellings and has the characteristics of a 'Minor Access Road'. According to the Suffolk Design Guide for Residential Areas, Minor Access roads would not normally serve more than 100 dwellings. Minor access roads serving more than 50 dwellings should normally be through-roads or looped. Cul-de-sacs serving such numbers must have a footpath link with other roads that could be used by vehicles in an emergency.

The assessed dwelling yield for this site (as per AECOM site assessment report) is 50 dwellings; therefore accessing the site via Meadow Way (single site access) would suffice if the access road is looped and the access to the south is retained for emergency access (and the width allows access by emergency vehicles). This does not take into account any development that may take place within Site NP6 which is located directly to the west of Site NP5.

It is understood that there is potential to link NP Site 7 with NP Site 5 via an emergency access/ footway link. This would improve the accessibility of both sites for non-motorised users and provide the opportunity for the inclusion of an emergency access which would be beneficial for both sites.

Access by Sustainable Modes

Footways of suitable widths are provided alongside both sides of Meadow Way leading to New Street and the village centre, New Street bus stops and schools.

Approximate walking distances to each of the above facilities (from the ransom strip/ south-western edge of the site) are outlined below:

	Preferred maximum distance (metres)	Approximate distance from site (metres)
Village centre	800	440
Bus stops	400	260 ('New Street Close' stops)
Primary school	2,000	700
Secondary school	2,000	670

Table 3.6. Approximate walking distances

The table above demonstrates that the site is considered to be within an acceptable walking distance of the facilities and amenities within Stradbroke.

As mentioned above, an additional pedestrian/cycle access into the site could be provided via the retained lane (existing vehicular access to the farm) to reduce walking distances to the village centre, bus stops and schools and to improve the permeability of the site. Should this access be retained, the walking distances shown in the table above would be reduced by approximately 140m.

The provision of an additional footway link to Site NP 7 would reduce walking distances to the primary school.



Fig. 3.6. View of the proposed site access from Meadow Way

3.7 Site NP6 – Land North of Meadow Way

Vehicular Access

It appears that the only possible vehicular access would be via Meadow Way (at the location of the existing turning head to the north of Meadow Way). It appears from on-site observations that visibility splays of 2.4m x 43m are achievable at the Meadow Way/ New Street junction; however some vegetation removal/maintenance may be required to ensure the visibility splay to the left is achievable.

Meadow Way currently serves approx. 10 dwellings and has the characteristics of a 'Minor Access Road'. According to the Suffolk Design Guide for Residential Areas, Minor Access roads would not normally serve more than 100 dwellings. Minor access roads serving more than 50 dwellings should normally be through-roads or looped. Cul-de-sacs serving such numbers must have a footway link with other roads that could be used by vehicles in an emergency.

The assessed dwelling yield for Site NP6 is currently unknown, however without providing a loop it is likely that an additional 40 dwellings could be accommodated within this site in principle if it were to be accessed via Meadow Way (single site access) and no loop/ emergency access is provided. This does not take into account any development that may take place within Site NP5 which is located directly to the east of Site NP6.

Access by Sustainable Modes

Footways of suitable widths are provided alongside both sides of Meadow Way leading to New Street and the village centre, New Street bus stops and schools.

Approximate walking distances to each of the above facilities (from the turning head / southern extent of the site) are outlined below:

	Preferred maximum distance (metres)	Approximate distance from site (metres)
Village centre	800	430
Bus stops	400	250 ('New Street Close' stops)
Primary school	2,000	690
Secondary school	2,000	660

Table 3.7. Approximate walking distances

The table above demonstrates that the site is considered to be within an acceptable walking distance of the facilities and amenities within Stradbroke.



Fig. 3.7. View of the proposed site access from Meadow Way

3.8 Site NP7 – Land to the South of Mill Lane, Queen Street

Vehicular Access

It appears that the only possible vehicular access would be via Mill Lane to the site's northern boundary. It appears from on-site observations that visibility splays of 2.4m x 43m would be achievable from the sites' northern boundary and therefore an access at this location could be achievable in principle. In addition, it appears from on-site observations that existing visibility splays of 2.4m x 43m are achievable at the Mill Lane/ Queen Street junction; however some vegetation removal/maintenance may be required to ensure the visibility splay to the right is achievable.

The assessed dwelling yield for this site (as per AECOM site assessment report) is 50 dwellings; therefore accessing the site via Mill Lane (single site access) should suffice.

Mill Lane currently serves the Skinners factory and is therefore utilised regularly by large vehicles; although it is understood that due to a recent proposal to provide a weigh-bridge on site the number of large vehicle trips generated by this site will effectively be halved. In any case, any application put forward for this site may have to demonstrate how residential site access will safely operate alongside access to the industrial site.

The nearby Grove Farm site has recently been granted planning permission and the proposals include a new junction onto Queen Street (to the south of the Mill Lane junction, forming a right/ left staggered junction arrangement). The Grove Farm application was not deemed by the highways authority to have a significant impact on the highway in traffic terms; however the cumulative impact of traffic as a result of developments to the north of the village may increasingly become a concern to the highways authority. It is considered that the presence of the staggered junction arrangement is not likely to have a significant effect on any development taking place at Site NP7 given the left/right stagger arrangement (which is preferred in highway safety terms).

It is understood that there is potential to link NP Site 7 with NP Site 5 via an emergency access/ footway link. This would both improve the accessibility of both sites for non-motorised users and the inclusion of an emergency access would be beneficial for both sites.

Access by Sustainable Modes

Footways are provided alongside the southern side of Mill Lane at its eastern extent joining with the footway alongside the western side of Queen Street and leading south towards the village centre and schools and north towards to the Queen Street bus stops. Footway facilities will need to be provided alongside the frontage of the site to link in with the existing footways to ensure continuous pedestrian access is provided to these facilities and amenities.

Approximate walking distances to each of the above facilities (from the centre of the sites frontage on Mill Lane) are outlined below:

	Preferred maximum distance (metres)	Approximate distance from site (metres)
Village centre	800	550
Bus stops	400	200 ('Westhall' stops)
Primary school	2,000	300
Secondary school	2,000	970

Table 3.8. Approximate walking distances

The table above demonstrates that the site is considered to be within an acceptable walking distance of the facilities and amenities within Stradbroke.

The provision of an additional footway link to Site NP 5 would reduce walking distances to the secondary school.

Additional Transport Benefits

It is understood that there are existing concerns with regards to the 'pinch point' along Queen Street outside the primary school where during school drop-off/pick up times parked vehicles create congestion in the area. It is understood that there is potential for a pick-up/ drop off, parking area and school bus parking/ turning facility for the primary school to be provided within Site NP7, which (with the appropriate parking controls on Queen Street to prohibit parents/guardians/buses to park on Queen Street and therefore use the assigned pick-up/ drop-off area), may assist with the reduction in congestion on Queen Street within the vicinity of the school as well as improving road safety with regards to this activity.

It is also understood that there is potential to provide an additional access for sustainable modes through the school site onto Queen Street. This would reduce walking distances to the facilities/ amenities within the village and improve the permeability of the site for these users.



Fig. 3.8. View of Mill Lane

3.9 Site NP12 – Land north of Shelton Hill

Vehicular Access

There is currently no existing vehicular access into the site. It appears vehicular access may be possible via Shelton Hill (south-eastern extent of the site) or Willow Close (south-western extent of the site). However at both these locations there appears to be a potential ransom strip. It appears from on-site observations that visibility splays of 2.4m x 43m are achievable at the Shelton Hill/ Church Street junction.

Shelton Hill and Willow Close currently serve approx. 42 dwellings and it appears they are both classified as 'Minor Access Roads'. According to the Suffolk Design Guide for Residential Areas, minor access roads would not normally serve more than 100 dwellings. Minor access roads serving more than 50 dwellings should normally be through-roads or looped. Cul-de-sacs serving such numbers must have a footpath link with other roads that could be used by vehicles in an emergency. Therefore, it would be favourable if a loop road could be provided through Site NP12 or an emergency access be provided to maximise dwelling yield for Site NP12 (which as per the AECOM site assessment report is 47-109 dwellings).

It does not appear that vehicular access would be possible from Queen Street. Although there is a currently undeveloped brownfield site to the site's western boundary, visibility from this location is likely to be poor due to the alignment of Queen Street at this location (the redundant site is on the inside of a bend). There is potential that an emergency/ pedestrian/ cycle access could be provided at this location however which would assist with the point raised above.

Access by Sustainable Modes

Footways of suitable widths are provided alongside both sides of Shelton Hill, the northern side of Willow Close and the majority of the southern side of Willow Close leading to Church Street the village centre, Church Road bus stops and schools. In addition, a footpath cut through is provided between Willow Close and Queen Street (emerging onto Queen Street near the post office).

Approximate walking distances to each of the above facilities (from the Willow Close ransom strip and Shelton Hill ransom strip) are outlined below:

	Preferred maximum distance (metres)	Approximate distance from Willow Close (metres)	Approximate distance from Shelton Hill (metres)
Village centre	800	210 (via footpath to Queen Street)	360
Bus stops	400	200 ('Church' stops, via footpath to Queen Street)	130 ('Shelton Hill' stops)
Primary school	2,000	285 (via footpath to Queen Street)	480 (via footpath to Queen Street)
Secondary school	2,000	650 (via footpath to Queen Street)	800

Table 3.9. Approximate walking distances

The table above demonstrates that the site is considered to be within an acceptable walking distance of the facilities and amenities within Stradbroke.



Fig. 3.9. View of the proposed site access from Willow Close

3.10 Sites NP8 & 9 – Land to east of Queen Street

Vehicular Access

There is currently a gated agricultural access into Site 8 at the southern extent of the site, a gated agricultural access at the southern extent of Site 9 and a track that runs between the two sites; all of these currently access onto Queen Street. The speed limit along Queen Street changes from 30mph to the national speed limit approximately half way along the western boundary of Site 8; therefore, it is likely that the 30mph speed limit area would need to be extended further north in order for safe access to be provided into the sites and for visibility splays to be achievable. It appears from on-site observations that, due to the alignment of Queen Street to the northern extent of the Site 8 and alongside Site 9, visibility splays of 2.4m x 43m (MfS) and 2.4m x 70m (DMRB) may be difficult to achieve without a significant amount of vegetation removal and land take from the sites; visibility splays are more likely to be achievable the further south the access is located. An additional benefit of this is that walking distances to the village will be reduced.

Access by Sustainable Modes

There are currently no footways alongside Queen Street along the site boundaries; the footway alongside the eastern side of Queen Street commences to the south of the sites' boundary (alongside the residential properties on the eastern side of the carriageway) however continuous footways are not provided into the village on this side of the carriageway. Therefore, footway facilities will need to be provided alongside the frontage of the sites and a pedestrian crossing facility is likely to be required to allow pedestrians to safely reach the footways on the western side of Queen Street and to ensure continuous pedestrian access is provided into the village centre, bus stops and schools. Footway facilities on the western side of Queen Street currently commence close to the Ash Plough development.

Approximate walking distances to each of the above facilities (from the centre of the sites' western boundary; therefore these are robust measurements assuming a pedestrian access will be provided to the south of the sites' western boundaries) are outlined below:

	Preferred maximum distance (metres)	Approximate distance from site (metres)
Village centre	800	850
Bus stops	400	260 ('Westhall' stops)
Primary school	2,000	600
Secondary school	2,000	1,300

Table 3.10. Approximate walking distances

The table above demonstrates that the site is considered to be within excess of the 800m preferred maximum walking distance to the village centre, however as mentioned above the measurement has been taken from the centre of the sites' western boundary. It is likely that any access would be located further south than this and there it may be that the sites will be within an acceptable walking distance of the facilities and amenities within Stradbroke.

Additional Transport Benefits

It is likely that the speeds along Queen Street (alongside the site boundary) are to be relatively high due to the rural nature of this area. The presence of the new development frontage on Queen Street may naturally reduce speeds at this location and help reduce speeds of vehicles entering the village.



Fig. 3.10. View of the potential Queen Street access from Ash Plough



Masterplan Options

04

This section proposes masterplanning approaches for the sites, providing indicative land use budgets and key points for each option.

- KEY**
- Site boundaries
 - Settlement boundary
 - Conservation area
 - Deciduous woodland
 - Shops
 - Pubs
 - Post office
 - Education
 - Community facilities
 - Fire station
 - Bus stops
 - Queen Street congestion and pedestrian safety issues
 - Agreement with private landowners required for new vehicle access
 - Existing buildings
 - Listed buildings
 - Water body
 - Hedgerows
 - Existing footpath
 - Main road network
 - Potential cemetery extension
 - Potential community land extension
 - Proposed Primary School car park
 - Proposed Secondary School extension
 - Grove Farm development proposal
 - Important views towards the village
 - Important views from the village
 - Original Site 13 boundaries used in the Site Assessment
- Flood risk from surface water**
- High
 - Medium
 - Low

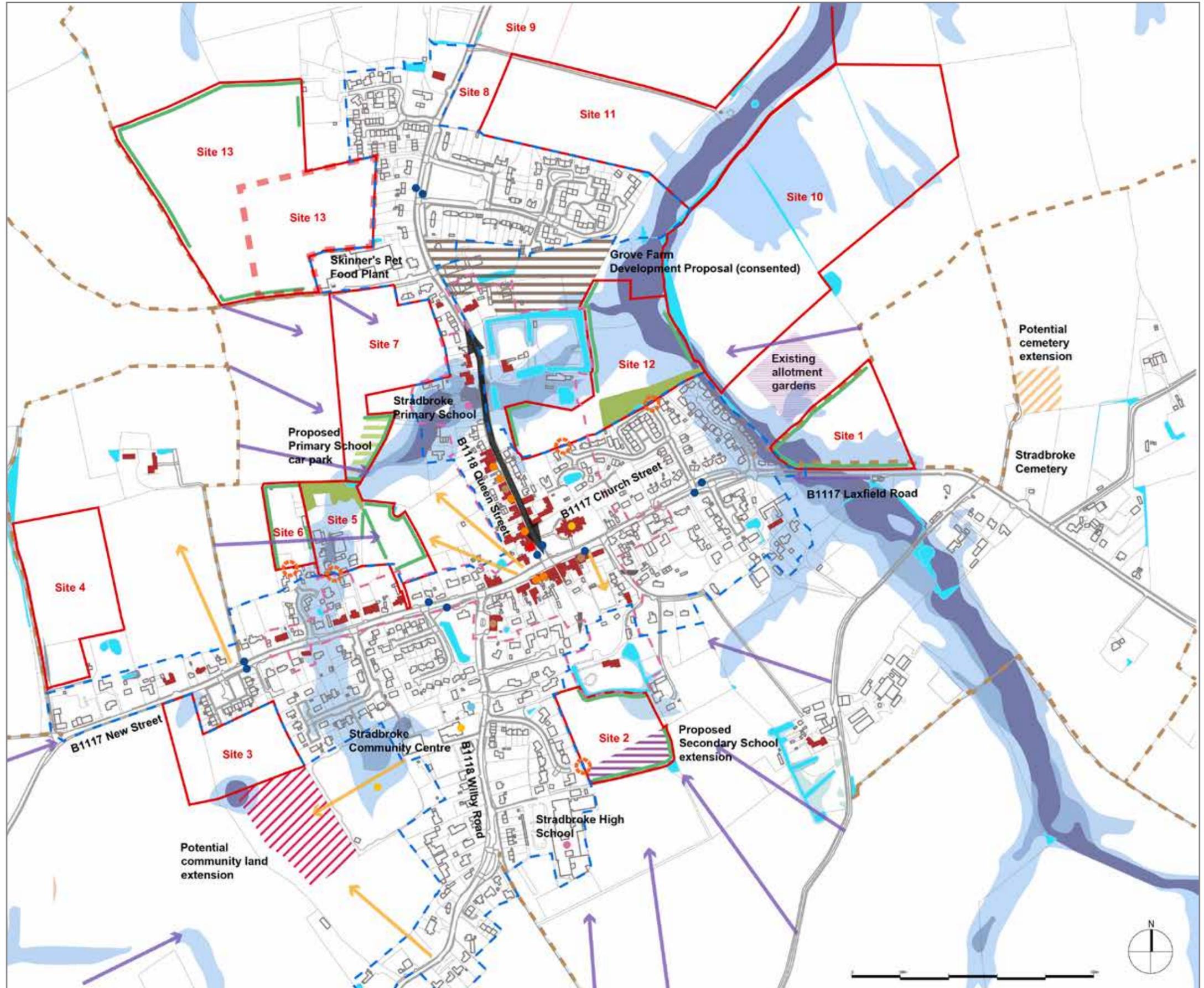


Figure 4.1. Map of wider village development constraints

4. Masterplan Options

4.1 Background

This chapter explores at a high level the main development constraints for each site, how each could be developed, and to how many homes they would accommodate.

The process undertaken to inform these studies was:

- Site visits to understand the spatial context;
- Urban design analysis of opportunities and constraints;
- Review of policies relating to the sites (refer to Chapter 2);
- Separate site visits by a transport planner to arrive at recommendations for access (refer to Chapter 3);
- Preparation of concept plan for each site, based on urban design best practice and local context; and,
- Preparation of an illustrative layout to inform a capacity assessment and further guidance on how development may take shape.

Earlier drafts of this work were shown to the Stradbroke Parish Council and presented to residents during public consultations on the 17th and 19th of October 2017.

The following common urban design and development principles and assumptions from the **Stradbroke Design Statement** have guided the analysis and recommendations:

- For development on land previously outside the settlement boundary, a 5+ metre wide landscaping border with trees and hedgerows should be provided along the old settlement boundary line;
- Where possible, large developments should be screened from the road by hedges and trees planted in buffer strips. Planting should consist of native species;
- There is a desire to expand and enhance the existing Community Centre;
- Providing a car park and access road at the rear of the Primary School would be beneficial;
- New development should reflect the local vernacular materials and details;
- Traffic management must retain Stradbroke's character as a village; and,
- Homes must be provided in a suitable range of affordability, type, and tenure.

This chapter also addresses the particular delivery issues that need to be overcome in each site.

Figure 4.1 provides the context for the site masterplans by mapping constraints, including heritage assets and views identified in the Stradbroke Design Statement, alongside some other uses that have been proposed to the Parish Council in consultation, such as land for community facilities.

For each of the sites, the following spreads present a context plan and an indicative masterplan, along with a housing yield at net 30 dwellings per hectare - an appropriate density at this level of analysis.

4.2 Site NP1 – Land North of Laxfield Road

Site 1 is a 1.9 ha field with direct access to Laxfield Road located east of the village centre. It was found suitable for residential development with minor constraints due to its moderate distance from the village centre and its topography characterised by a gentle slope. The site has a potential for 51 homes that can be accessed directly from Laxfield Road. There are no deliverability issues.

- KEY**
- Site boundaries
 - Settlement boundary
 - Existing buildings
 - Listed buildings
 - Water body
 - Hedgerows
 - Main road network
 - Existing footpaths
 - Existing allotment gardens
 - 5m wide landscaping buffer required along existing settlement boundary
 - Views from the backs of residential properties
 - Area of high flood risk from surface water

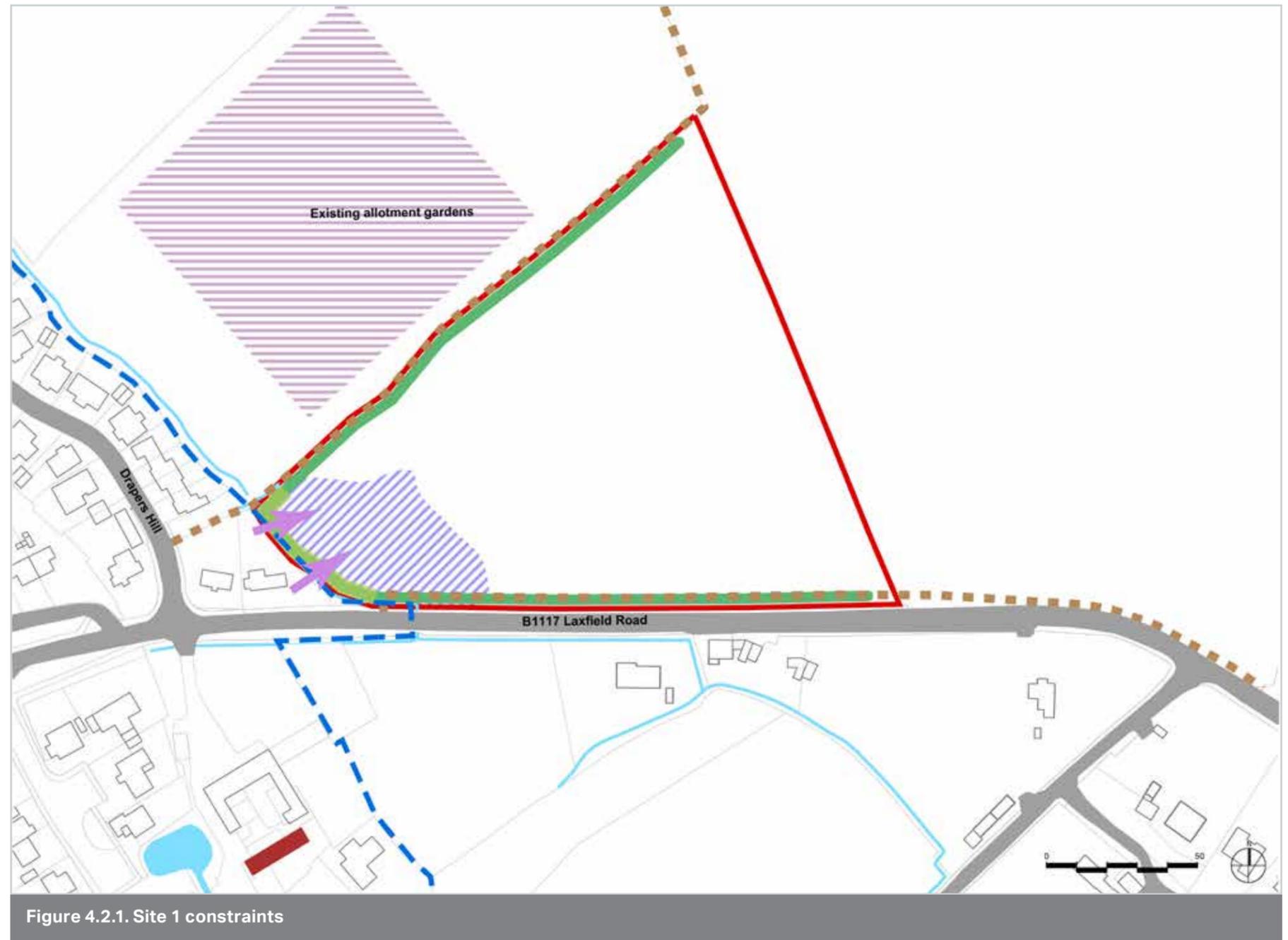


Figure 4.2.1. Site 1 constraints

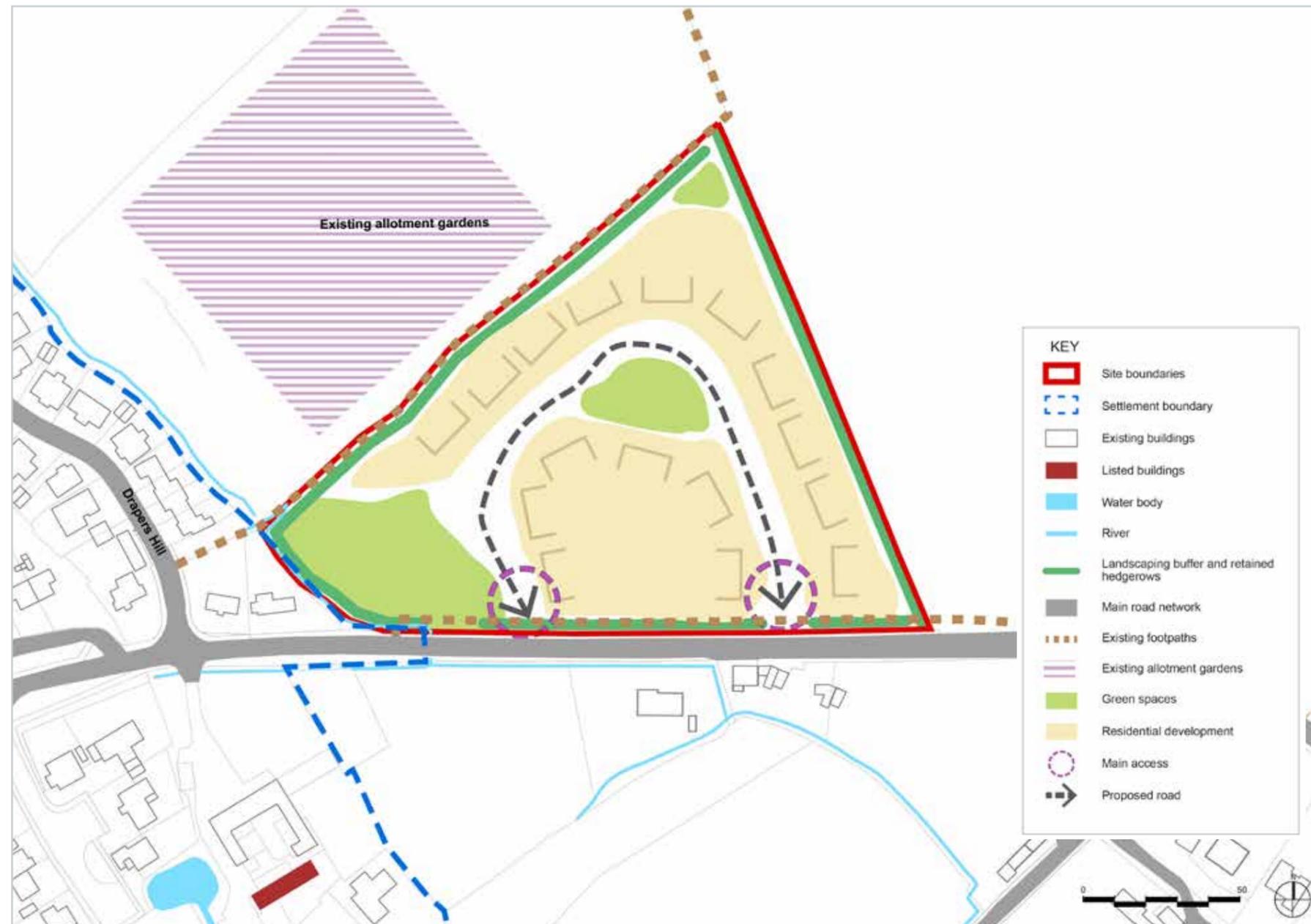


Figure 4.2.2. Site 1 concept plan

Site 1

Assessed dwelling yield: 38 homes

Site assessment finding: suitable with constraints - moderate distance from village centre, gentle slope.

Deliverability issues: small area at high risk of surface water flooding.

Key masterplanning principles:

- 2 points of access preferred, but 1 could be possible.
- Open space in the centre of site.
- Protect mature trees.
- Buffer to Drapers Hill.
- Surface water flood attenuation (SUDS) in south west corner of site.



Fig. 4.2.3 Aerial view of Site 1

4.3 Site NP2 – Land east of Farriers Close

Site 2, a 1.7 ha enclosed open space located south of the village centre, is suitable for residential development with minor constraint. The site is adjacent to the conservation area, but the Priory is screened by existing vegetation. The site has a potential for 30 homes.

The grounds of the Stradbroke High School are located south of the site, a section of which is to be made available for a potential extension of the High School grounds. Agreement with a private landowner is needed to link the proposed vehicle access with Farriers Close to the west, and additional landscaping is required to screen the site from existing residential properties. The site will also benefit from a potential direct pedestrian and cycling access to the Stradbroke High School sports pitches.

- KEY**
- Site boundaries
 - Settlement boundary
 - Conservation area
 - Existing buildings
 - Listed buildings
 - Water body
 - Hedgerows
 - Main road network
 - Existing footpaths
 - Agreement with private landowner required for new vehicle access
 - 5m wide landscaping buffer required along existing settlement boundary
 - Proposed Secondary School extension
 - Existing buildings to be demolished for new school ground access
 - Views from the backs of residential properties
 - Potential pedestrian accesses to high school sports pitches

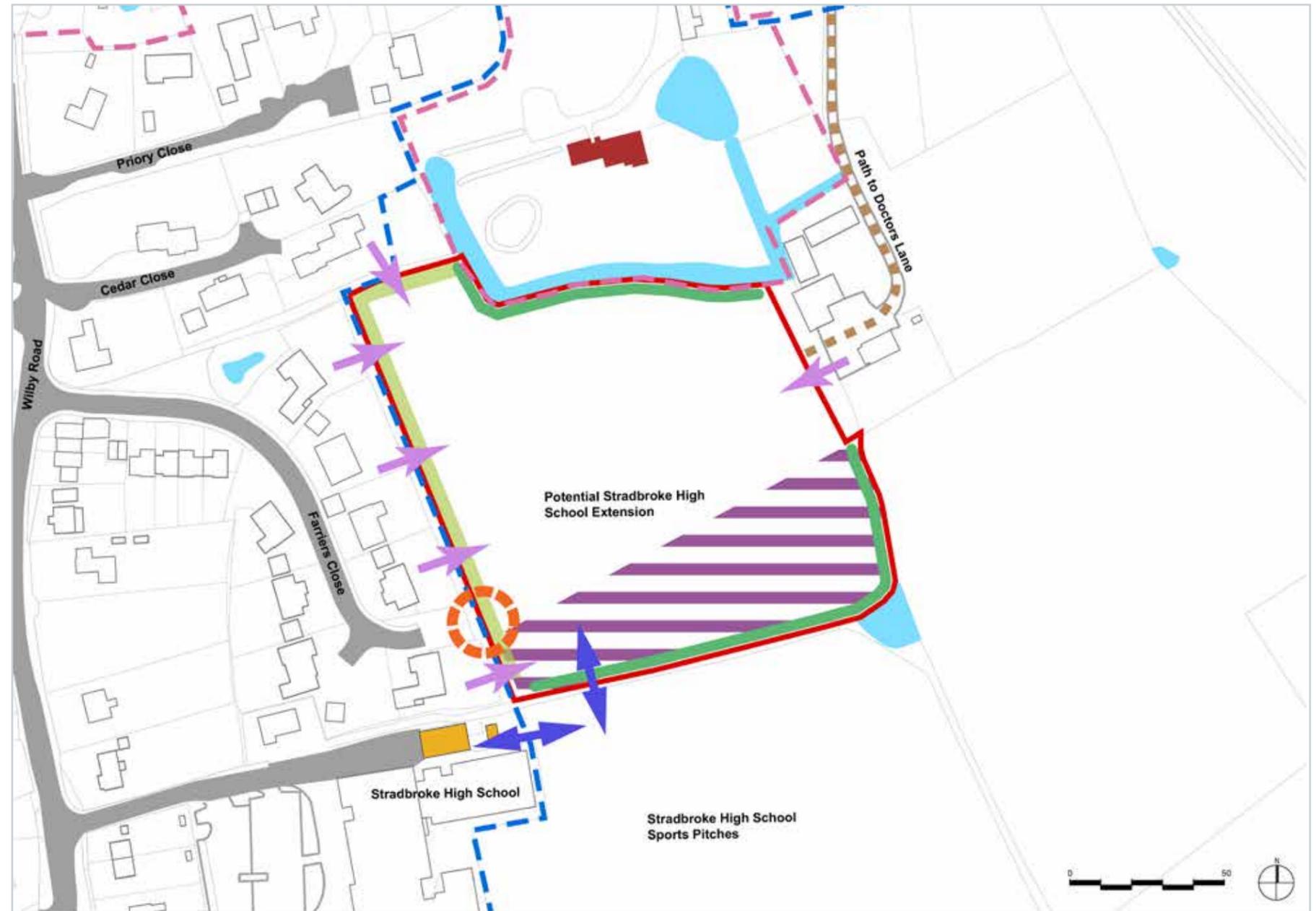


Figure 4.3.1. Site 2 constraints

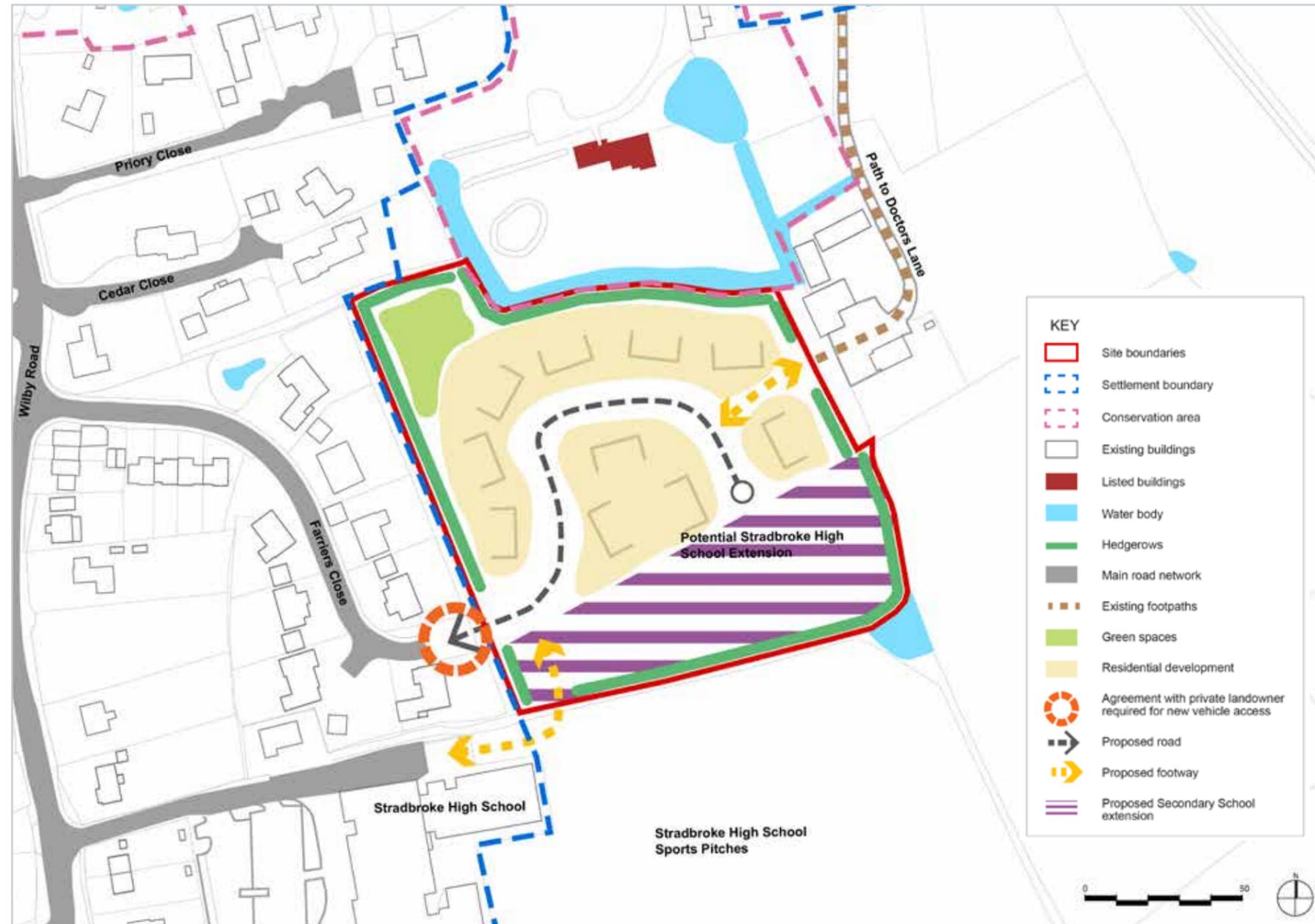


Figure 4.3.2. Site 2 concept plan

Site 2

Assessed dwelling yield: 30 homes

Site assessment finding: suitable with minor constraints. Adjacent to conservation area but screened by trees.

Deliverability issues:

- Southern section of site could be used for High School extension.
- Vehicle access to Farriers Close requires agreement with private landowner.

Key masterplanning principles:

- 1 vehicle access connecting to Farriers Close.
- Open space in the north of site.
- Protect mature trees.
- Southern section of site to be made available for potential High School extension.



Fig. 4.3.3 Aerial view of Site 2

4.4 Site NP3 – Land South of New Street

Site 3, a 4.4 ha field located west of the village centre and bordered by New Street to the north, was accepted for development by the SHLAA but does not feature in the local plan consultation paper.

The masterplan area only comprises the eastern section of the SHLAA site. Vehicle access via New Street Close is possible but requires the loss of tree and the realignment of New Street Close, and would also require moving the bus stop on New Street. A direct access from New Street is preferred. Extending the footway along New Street west of New Street Close is also required, and the option for a pedestrian connection with the proposed Community Centre extension south of the site must be retained. In addition, additional landscaping is required to screen the site from existing residential properties.

Two development options are proposed for Site 3:

- Option A proposes a 2 ha developed area with an estimated capacity of 51 houses, with no residential development proposed west of the new access road.
- Option B builds on the same proposals as Option A but adds residential development on the western side of the access road. This results in a larger and more economic developed area of 2.4 ha and an estimated capacity of 63 houses.

KEY

	Site boundaries
	Settlement boundary
	Conservation area
	Existing buildings
	Listed buildings
	Water body
	Main road network
	Bus stops
	New vehicle access requiring loss of trees and realignment of New Street Close

	5m wide landscaping buffer required along existing settlement boundary
	Potential community land extension
	Views from the backs of residential properties
	Missing footpaths
	Potential pedestrian access to community centre extension
	Area of high flood risk from surface water



Figure 4.4.1. Site 3 constraints



Figure 4.4.2. Aerial view of Site 3

Site 3 Option A

Assessed dwelling yield: 51 homes

Site assessment finding: accepted for development by SHLAA. Development site smaller than the SHLAA site.

Deliverability issues: second access via New Street Close may require the loss of trees and the realignment of New Street Close.

Key masterplanning principles:

- 1 vehicle access to New Street.
- Existing footway extended along New Street.
- Residential development east of proposed access road only.
- Southern section of site to retain the option of a connection to the potential Community Centre extension.



Figure 4.4.3. Site 3 Option A concept plan



Figure 4.4.4. Site 3 Option B concept plan

Site 3 Option B

Assessed dwelling yield: 63 homes

Site assessment finding: accepted for development by SHLAA. Development site smaller than the SHLAA site.

Deliverability issues: second access via New Street Close may require the loss of trees and the realignment of New Street Close.

Key masterplanning principles:

- 1 vehicle access to New Street.
- Existing footway extended along New Street.
- Residential development west and east of proposed access road.
- Southern section of site to retain the option of a connection to the potential Community Centre extension.

4.5 Site NP5 – Land at Meadow Way and Cottage Farm; Site NP6 – Land North of Meadow Way

Site 5 and Site 6 are contiguous fields located west of the village centre with areas of 1.9 and 0.7 ha respectively. Site 5 was accepted for development by the SHLAA under the condition that an access via Meadow Way is provided. Site 6 was found suitable with minor constraints. Site 5 borders the Stradbroke conservation area to the south, and Site 7 to the north. Sites 5 and 6 have capacity for 43-45 and 19-20 homes respectively. These units would add to the already approved permission to build 4 houses with access to Meadow Way.

Sites 5 and 6 require additional landscaping to screen the new development from the existing residential properties, as well as the provision of new vehicle accesses. Providing a new vehicle connection between the two sites will not be an issue, however a new vehicle access to Site 5 from Meadow Way requires the approval of private landowner (Site 6 landowner has right of way on to Meadow Way). Providing a vehicle connection between Sites 5 and 7 also requires coordination between their respective land owners. For these reasons Stradbroke Parish Council requested several options for Sites 5 and 6 to account for different access scenarios:

- **Option A:** a vehicle access through Sites 5 and 7 links Meadow Way to the south to Mill Lane to the north.
- **Option A1:** vehicle access to Site 5 through Site 7 is retained, but Site 5 would only be linked to Meadow Way via an emergency access.
- **Option B:** vehicle access of any kind to Site 5 from Meadow Way is excluded, but the existing access to Site 5 near the farm house is used as an emergency access to New Street to the south.
- **Option B1:** Site 5 is only accessible to vehicles from Meadow Way, and only an emergency access links Sites 5 and 7.
- **Option C:** no connection between Sites 5 and 6. Site 5 is only accessible to vehicles via Site 7. The existing access to Site 5 near the farm house is used as an emergency access to New Street to the south. Two pedestrian accesses to Site 5 via Meadow Way and New Street.



Figure 4.5.1. Sites 5 & 6 constraints



Figure 4.5.2. Sites 5 & 6 concept plan

Site 5 Option A

Assessed dwelling yield: 43 homes

Site assessment finding: accepted for development by SHLAA if accessed via Meadow Way. Two land owners.

Deliverability issues: vehicle accesses to Meadow Way and Site 7 require agreement with private landowner, the demolition of one building, and the loss of woodland.

Site 6 Option A

Assessed dwelling yield: 20 homes

Site assessment finding: suitable with minor constraints. Site is currently not accessible.

Deliverability issues: none.

Option A Key masterplanning principles:

- 2 vehicle accesses from Sites 5 & 6 to Meadow Way; 1 vehicle access from Site 5 to Site 7.
- Pedestrian connection from Site 5 to New Street.
- Retain most of woodland on Site 5.

Site 5 Option A1

Assessed dwelling yield: 44 homes

Site assessment finding: accepted for development by SHLAA if accessed via Meadow Way. Two land owners.

Deliverability issues: vehicle accesses to Meadow Way and Site 7 require agreement with private landowner, the demolition of one building, and the loss of woodland.

Site 6 Option A1

Assessed dwelling yield: 20 homes

Site assessment finding: suitable with minor constraints. Site is currently not accessible.

Deliverability issues: none.

Option A1 Key masterplanning principles:

- 1 vehicle access from Site 6 to Meadow Way; 1 vehicle access from Site 5 to Site 7.
- Vehicle connection between Sites 5 & 6.
- 1 emergency vehicle access to Meadow Way.
- Pedestrian connection from Site 5 to New Street.
- Retain most of woodland on Site 5.



Figure 4.5.3. Sites 5 & 6 Option A1 concept plan



Figure 4.5.4. Sites 5 & 6 Option B concept plan

Site 5 Option B

Assessed dwelling yield: 43 homes

Site assessment finding: accepted for development by SHLAA if accessed via Meadow Way. Two land owners.

Deliverability issues: vehicle accesses to Meadow Way and Site 7 require agreement with private landowner, the demolition of one building, and the loss of woodland.

Site 6 Option B

Assessed dwelling yield: 20 homes

Site assessment finding: suitable with minor constraints. Site is currently not accessible.

Deliverability issues: none.

Option B Key masterplanning principles:

- 1 vehicle access from Site 6 to Meadow Way; 1 vehicle access from Site 5 to Site 7.
- Vehicle connection between Sites 5 & 6.
- 1 emergency vehicle access to New Street.
- Pedestrian connection from Site 5 to New Street.
- Retain most of woodland on Site 5.

Site 5 Option B1

Assessed dwelling yield: 45 homes

Site assessment finding: accepted for development by SHLAA if accessed via Meadow Way. Two land owners.

Deliverability issues: accesses to Meadow Way and Site 7 require agreement with private landowner, the demolition of one building, and the loss of woodland.

Site 6 Option B1

Assessed dwelling yield: 20 homes

Site assessment finding: suitable with minor constraints. Site is currently not accessible.

Deliverability issues: none.

Option B1 Key masterplanning principles:

- 2 vehicle accesses from Sites 5 & 6 to Meadow Way.
- Vehicle connection between Sites 5 & 6.
- 1 emergency vehicle access to Site 7.
- Pedestrian connection from Site 5 to New Street.
- Retain most of woodland on Site 5.



Figure 4.5.5. Sites 5 & 6 Option B1 concept plan

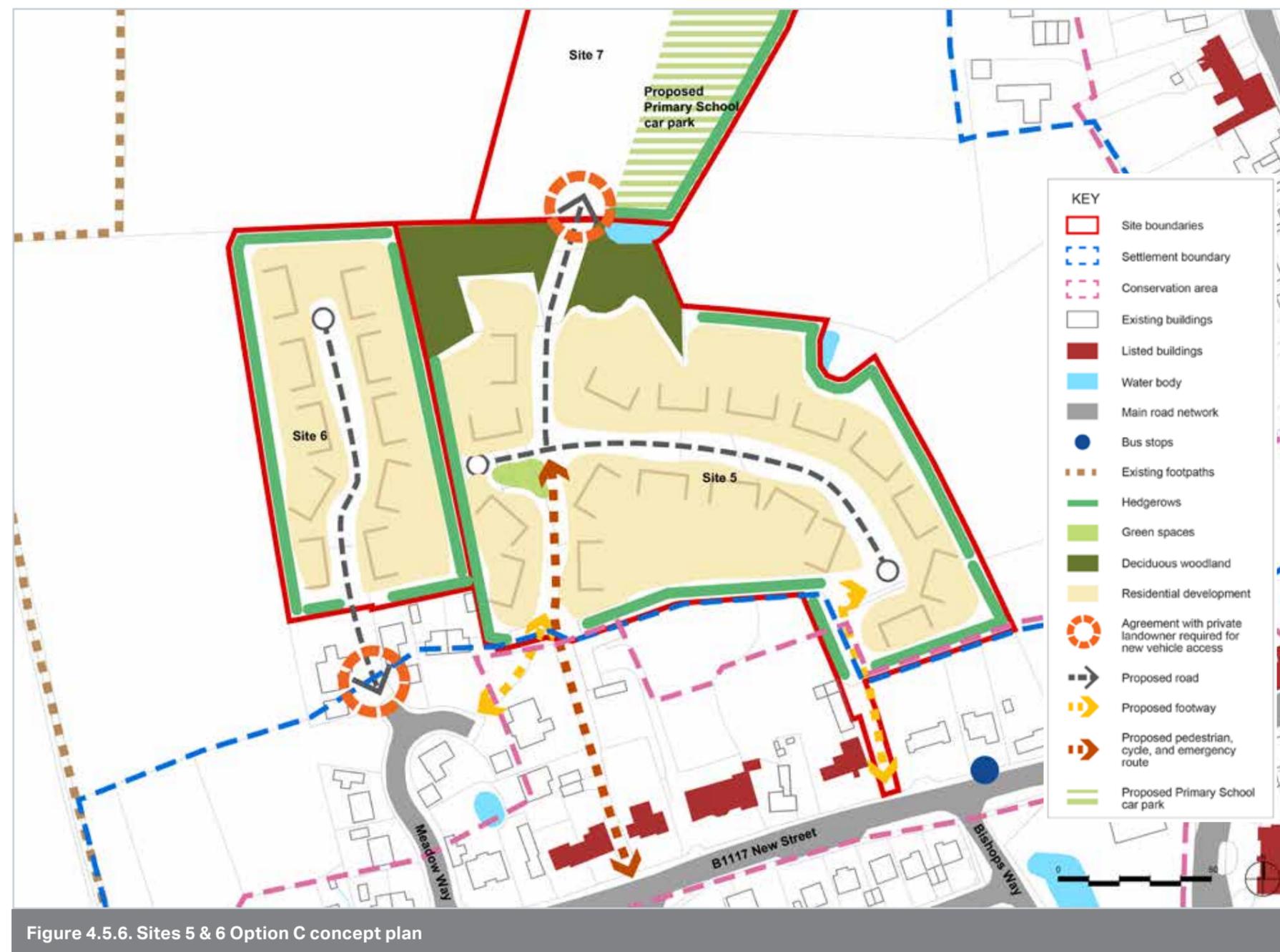


Figure 4.5.6. Sites 5 & 6 Option C concept plan

Site 5 Option C

Assessed dwelling yield: 43 homes

Site assessment finding: accepted for development by SHLAA if accessed via Meadow Way. Two land owners.

Deliverability issues: vehicle accesses to Meadow Way and Site 7 require agreement with private landowner, the demolition of one building, and the loss of woodland.

Site 6 Option C

Assessed dwelling yield: 19 homes

Site assessment finding: suitable with minor constraints. Site is currently not accessible.

Deliverability issues: none.

Option C Key masterplanning principles:

- 1 vehicle access from Site 6 to Meadow Way; 1 vehicle access from Site 5 to Site 7.
- No vehicle connection between Sites 5 & 6.
- 1 emergency vehicle access to New Street.
- Pedestrian connection from Site 5 to Meadow Way and New Street.
- Retain most of woodland on Site 5.



Figure 4.5.7. Aerial view of Sites 5 & 6 and their interface with Site 7

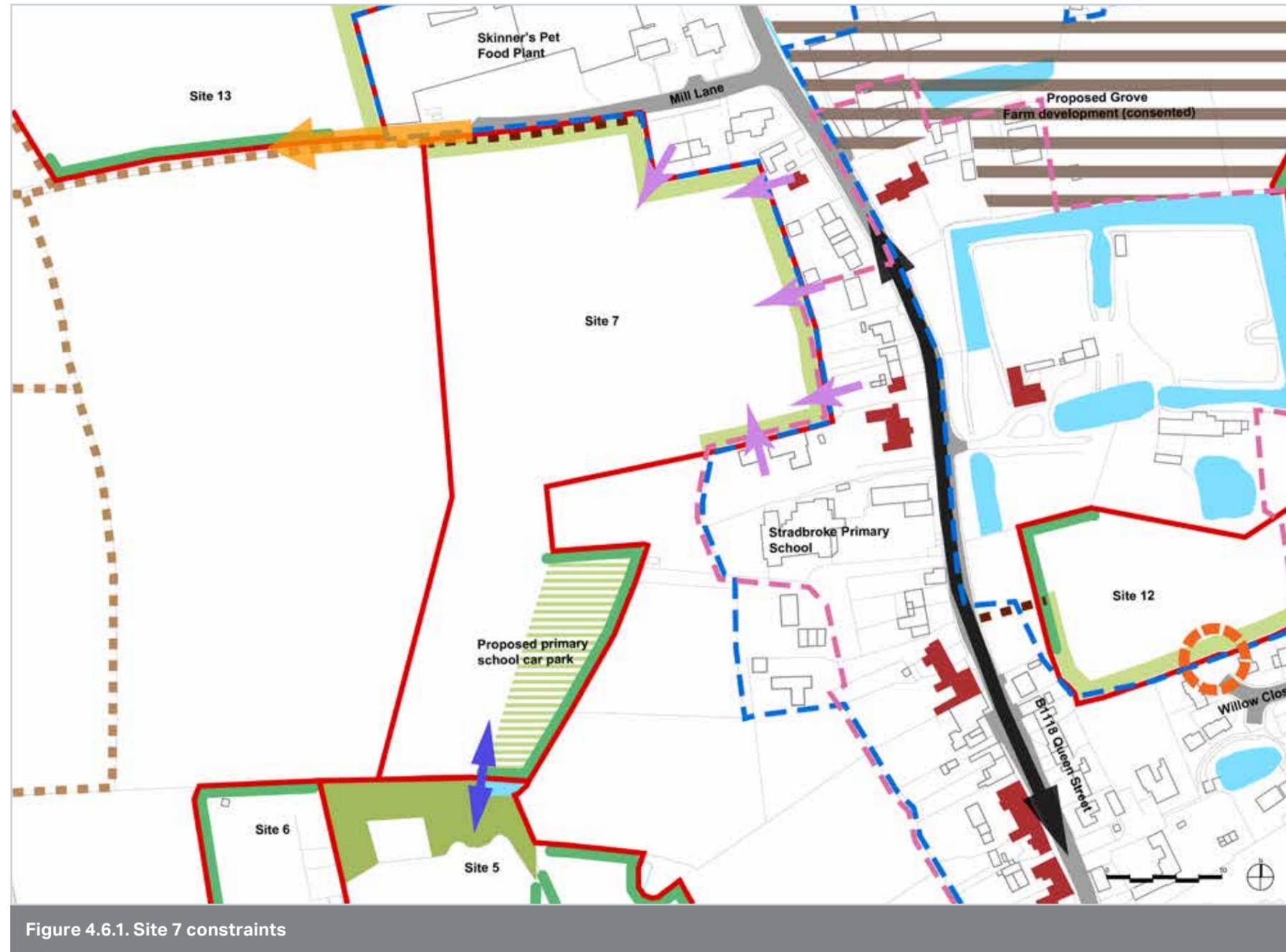


Figure 4.6.1. Site 7 constraints

4.6 Site NP7 – Land to the South of Mill Lane, Queen Street

Site 7 is a 2.9 ha land located south of Mill Lane and west of Stradbroke Primary School. Site 7 was accepted for development by the SHLAA with different boundaries. It borders the Stradbroke conservation area to the east and Site 5 to the south. The site has capacity for up to 63 homes, in addition to land for parking.

Developing Site 7 requires extending the footway along Mill Lane as well as additional landscaping to screen the site from adjacent residential properties. The southern section of the site is to be used as a new Primary School car park and bus drop-off in order to relieve existing congestion and traffic safety issues along Queen Street.

- Options A, A1, and B: a new vehicle access connects Site 7 to Site 5.
- Option B1: Site 5 is accessible via Site 7 only for emergency vehicles, pedestrians, and cyclists.

KEY	
	Site boundaries
	Settlement boundary
	Conservation area
	Deciduous woodland
	Existing buildings
	Listed buildings
	Water body
	Hedgerows
	Main road network
	Existing footpaths
	Queen Street congestion and pedestrian safety issues
	Agreement with private landowner required for new vehicle access
	5m wide landscaping buffer required along existing settlement boundary
	Proposed Primary School car park
	Views from the backs of residential properties
	Potential pedestrian connections
	Missing footpaths
	Road extension required
	Grove Farm development proposal

Site 7 Options A, A1, B, & C

Assessed dwelling yield: 63 homes

Site assessment finding: accepted for development by SHLAA, but site boundary differs between neighbourhood plan and SHLAA.

Deliverability issues:

- Vehicle access to Site 5 requires agreement with private landowner.
- Southern section of site to be used for Primary School drop-off and car park.

Key masterplanning principles:

- 1 vehicle accesses to Mill Lane.
- 1 vehicle access from Site Site 5.
- Existing footway extended along Mill Lane.
- Southern section of site to be used for Primary School car park and bus drop-off.

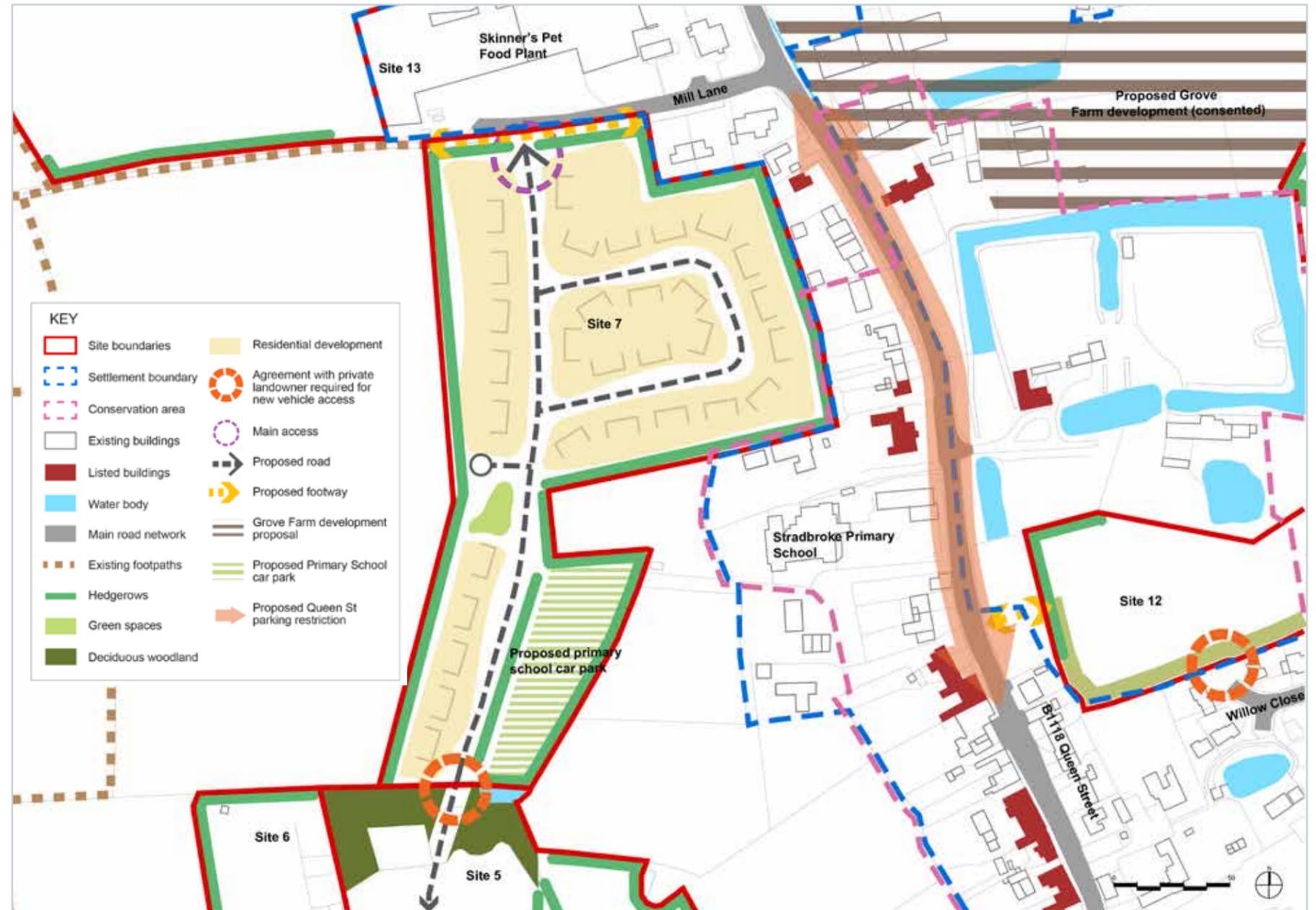


Figure 4.6.2. Site 7 Options A , A1, B, & C concept plan

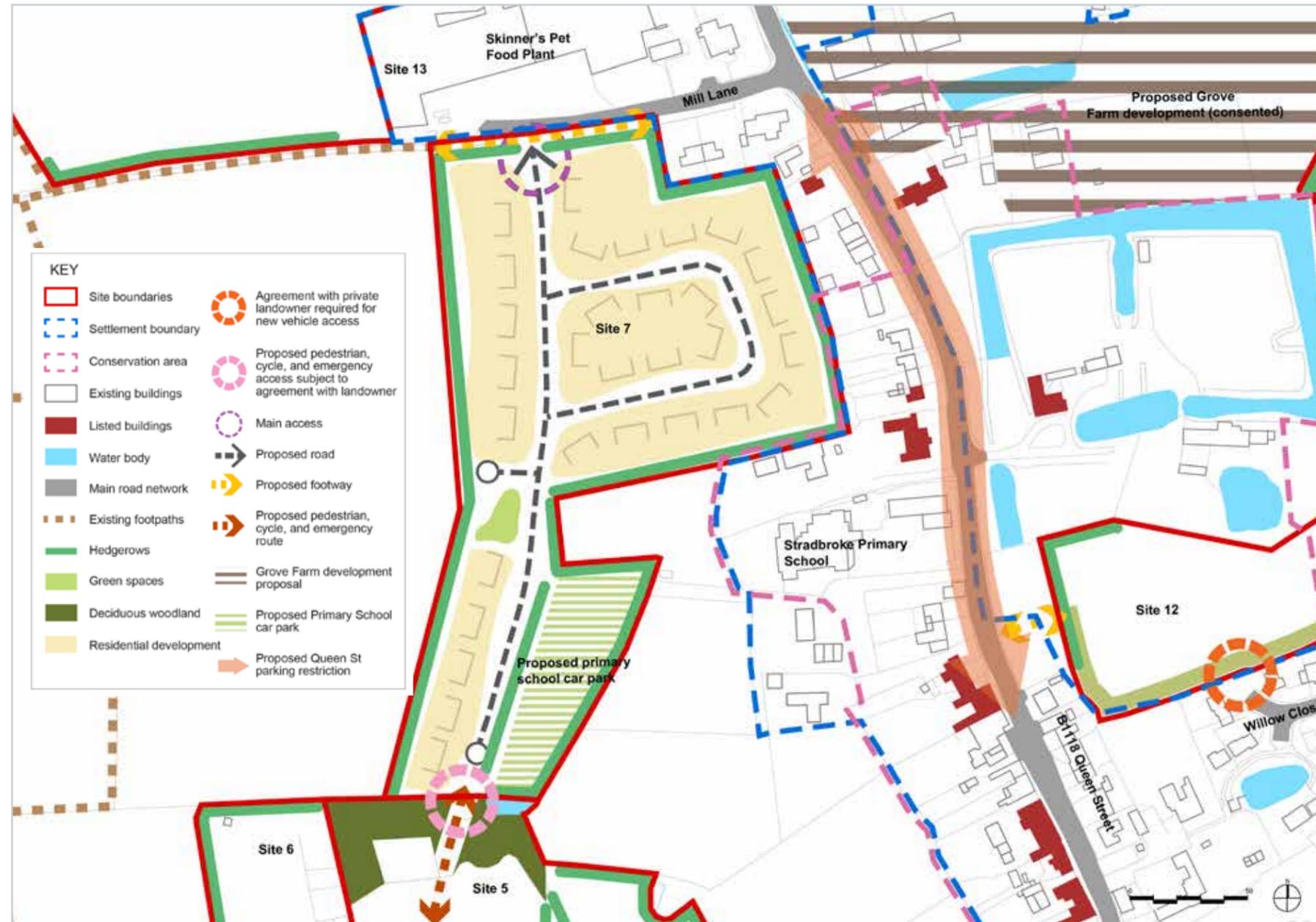


Figure 4.6.3. Site 7 Option B1 concept plan

Site 7 Option B1

Assessed dwelling yield: 63 homes

Site assessment finding: accepted for development by SHLAA, but site boundary differs between neighbourhood plan and SHLAA.

Deliverability issues:

- Emergency access to Site 5 requires agreement with private landowner.
- Southern section of site to be used for Primary School drop-off and car park.

Key masterplanning principles:

- 1 vehicle accesses to Mill Lane.
- 1 emergency vehicle access to Site 5.
- Existing footway extended along Mill Lane.
- Southern section of site to be used for Primary School car park and bus drop-off.



Fig. 4.6.4 Aerial view of Site 7

4.7 Site NP12 – Land north of Shelton Hill

Site 12, located north-east of the village centre, has an area of 3.2 ha and was judged suitable for allocation subject to access from Shelton Hill to the south, which requires agreements with private landowners. There is a high flood risk from surface water on the north and east of the site, which requires mitigation via SUDS. The presence of woodland and the inclusion of the western section of the site within the conservation area are additional constraints. Additional landscaping is required to screen the site from existing residential properties. To minimise the loss of woodland, a vehicle access from Willow Close rather than from Shelton Hill is preferred. There is also a possibility to provide access through the proposed Grove Farm development to the north, subject to amendments to the road geometry in the Grove Farm planning application. A new footpath is proposed to connect the site to Queen Street to the west.

- KEY**
- Site boundaries
 - Settlement boundary
 - Conservation area
 - Deciduous woodland
 - Existing buildings
 - Listed buildings
 - Water body
 - Hedgerows
 - Main road network
 - Bus stops
 - Queen Street congestion and pedestrian safety issues
 - Agreement with private landowner required for new vehicle access
 - 5m wide landscaping buffer required along existing settlement boundary
 - Views from the backs of residential properties
 - Missing footpaths
 - Grove Farm development proposal
 - Potential vehicle connection with Grove Farm development
 - Area of high flood risk from surface water

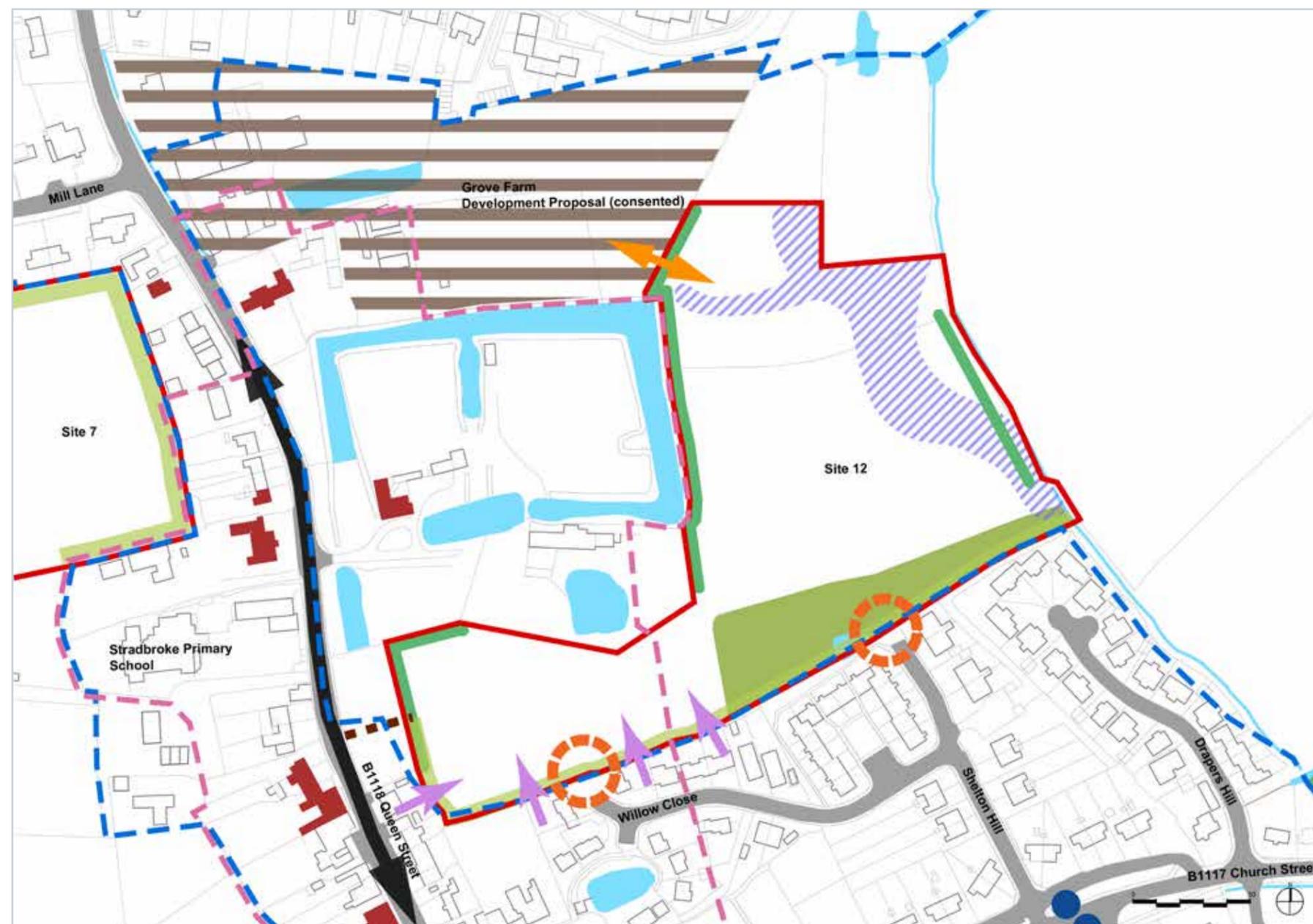


Figure 4.7.1. Site 12 constraints



Figure 4.7.2. Site 12 concept plan

Site 12

Assessed dwelling yield: 52 homes

Site assessment finding: suitable subject to access constraints (ransom strip).

Deliverability issues:

- Vehicle access to Willow Close requires agreement with private landowner.
- Vehicle connection to proposed Grove Farm development requires amendments to proposed road geometry at site interface.
- Area at high risk of surface water flooding to north and east of site

Key masterplanning principles:

- 1 vehicle access to Willow Close; 1 vehicle access to Grove Farm development (consented).
- Pedestrian connection to Queen Street.
- Retention of existing woodland.
- SUDS required to mitigate risk of flooding on the north and east of the site.



Fig. 4.7.3 Aerial view of Site 12

4.8 Site NP13 – Land north of Mill Lane

Site 13 is located north of the village centre and west of Skinner’s pet food plant. It was rejected for development by SHLAA but does appear in the Local Plan consultation and may be suitable for a potential extension of the pet food plant as well as for commercial development. It is located north of the village centre. The boundaries of the 7.9 ha site shown in this report differ from those discussed in the SHLAA. Access to the site requires extending Mill Lane, and a landscaped buffer is required to screen the site from existing residential properties to the east.

- KEY**
- Site boundaries
 - Original site boundaries used in the Stradbroke Neighbourhood Plan Site Assessment
 - Settlement boundary
 - Existing buildings
 - Listed buildings
 - Water body
 - Hedgerows
 - Main road network
 - Existing footpaths
 - 5m wide landscaping buffer required along existing settlement boundary
 - Views from the backs of residential properties



Figure 4.8.1. Site 13 constraints



Figure 4.8.2. Site 13 concept plan

Site 13

Assessed dwelling yield: n/a - food plant extension and commercial development

Site assessment finding: Not assessed as development by SHLAA.

Deliverability issues: demand for and policy sustainability of business park need to be demonstrated.

Key masterplanning principles:

- Extension of Mill Lane to the west.
- Extension of Skinner's pet food plant into Site 13.
- New commercial development.
- Open space in the centre of the site.
- Eastern section of site left undeveloped.



Fig. 4.8.3 Aerial view of Site 13

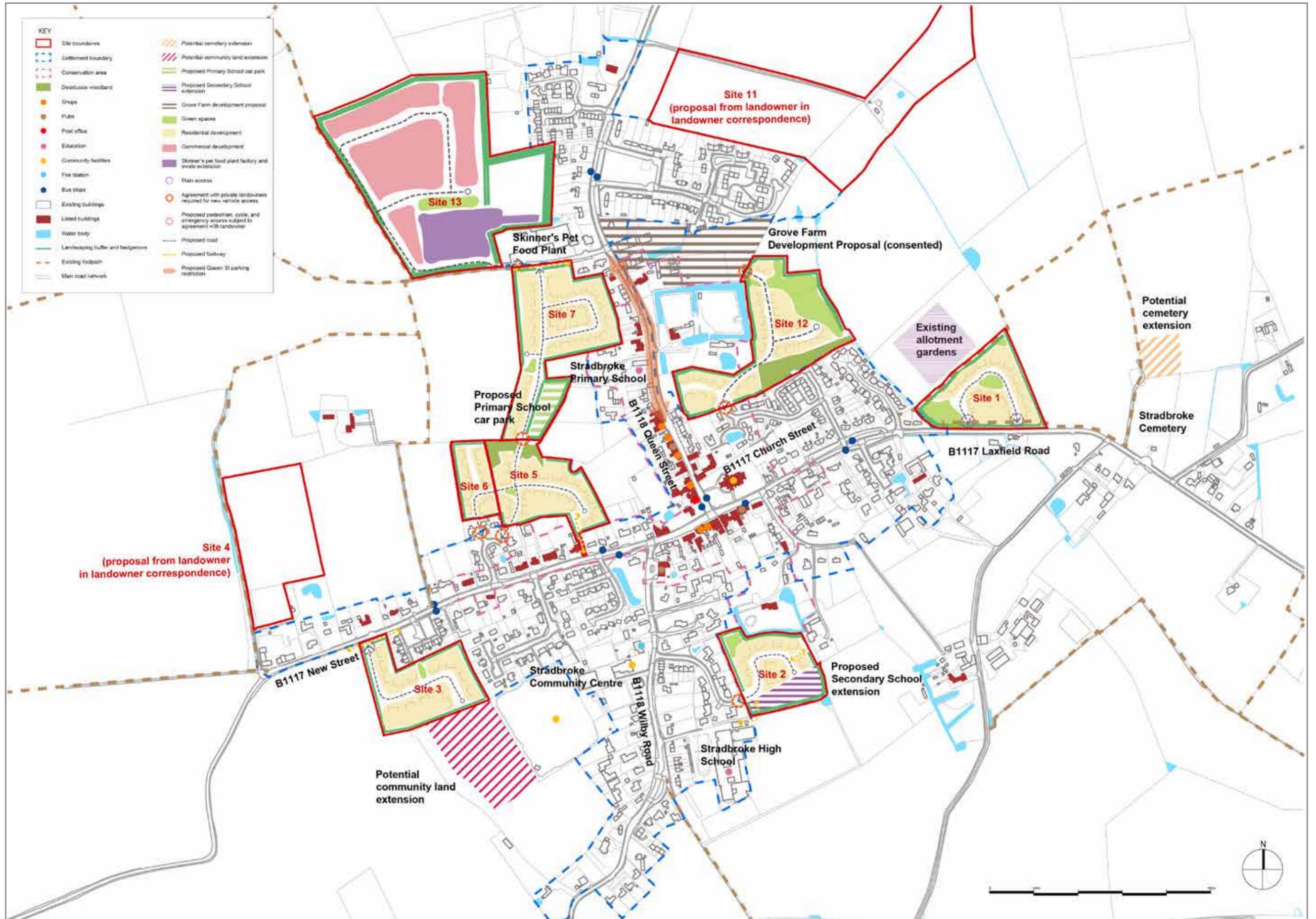


Figure 4.9. Selected development site plans

4.9 Estimated Housing Yield

The estimated housing capacity for each of the options presented in this chapter was determined using a net housing density of 30 dwelling units/ha. This was measured to include the entire area of each site minus woodlands and principal roads (width of 10m including footways) and, where relevant, SUDS, parking, and school extensions. It suggests that the total housing capacity of the sites could be 303-318 dwelling units.

	Total Area (ha)	Road Area (ha)	Other Non-Housing Area (ha)	Total Housing + Green Space Area (excluding woodland)	Estimated Dwelling Units at 35 dwelling units/ha	Estimated Dwelling Units at 30 dwelling units/ha	Estimated Dwelling Units at 25 dwelling units/ha
Site 1	1.9	0.2	0.4 (green space and SUDS)	1.3	45	38	32
Site 2	1.7	0.2	0.5 (High School extension)	1	35	30	25
Site 3-A	2.0	0.3	0	1.7	60	51	43
Site 3-B	2.4	0.3	0	2.1	74	63	53
Site 5-A	1.9	0.3	0.2 (woodland and pond)	1.4	50	43	36
Site 5-A1	1.9	0.2	0.2 (woodland and pond)	1.5	52	44	37
Site 5-B	1.9	0.3	0.2 (woodland and pond)	1.4	50	43	36
Site 5-B1	1.9	0.2	0.2 (woodland and pond)	1.5	52	45	37
Site 5-C	1.9	0.3	0.2 (woodland and pond)	1.4	50	43	37
Site 6-A, A1, B, & B1	0.7	0.1	0	0.7	23	20	17
Site 6-C	0.7	0.1	0	0.6	22	19	16
Site 7 (all options)	3.2	0.5	0.4 (Primary School parking)	2.3	82	70	58
Site 12	3.2	0.5	0.4 (woodland, green space and SUDS, and pond)	2.4	61	52	43
Site 13	7.9	1.3	7.9 (4.4 ha for commercial development, 2.2 ha for factory extension and undeveloped area)	0	0	0	0
Total Dwelling Units					354-371	303-318	253-265

Table 4.9. Estimated Housing Yield



Next Steps

05

This section concludes the report with recommendations on how to embed findings in the Neighbourhood Plan.

5. Next Steps

8.1 Recommendations

Stradbroke Parish Council is approaching the proposed growth in a commendable way, seeking to ensure that the village as a whole is well positioned to benefit from growth and can influence how the village evolves.

This document has sought to contribute to these objectives by combining AECOM's site analysis with the previous work that the Parish Council has undertaken to present high level masterplanning studies for a series of sites.

The document has been prepared to inform the neighbourhood planning process, and a key next step will be for content to be included, as appropriate, in the emerging Neighbourhood Plan.

Alongside the neighbourhood planning process, the document can be used to inform discussions with landowners. It will help to establish expectations ahead of detailed designs being worked up and submitted for planning consent, should the sites be adopted. It can also be a catalyst for discussions between the landowners of adjacent sites where there are obvious synergies to be achieved.

It can also inform discussions with Mid Suffolk District Council, particularly in the light of the current consultation into the emerging Local Plan. It can provide a further level of information in discussions with utility providers and other institutional stakeholders.

The content of this report will feed directly into viability assessment work being undertaken by AECOM under the same DCLG neighbourhood planning package. It can also feed into further analysis on overcoming infrastructural constraints, such as access modelling that we recommend takes place.

Crucially, the report can also form the basis of on-going community engagement as the Neighbourhood Plan takes shape.

8.2 The Neighbourhood Plan

The masterplanning principles and layouts presented in this report can be transposed into statutory policy within the Neighbourhood Plan or permitted development as part of a Neighbourhood Development Order.

It is recommended that the Parish Council considers the merits of the following:

- General area-based policy - that makes explicit support for growth and the provision of new infrastructure and community facilities, including high-level requirements/desired improvements to the public realm. Such a policy could include high-level design principles and broader criteria than site allocations;
- Thematic policy - such as a design-based policy addressing place making, urban design and local character and environmental policies; and,
- Infrastructure – to complement statutory policy it is good practice for the Neighbourhood Plan to consider implementation. Many neighbourhood plans include schedules of infrastructure (social/green/physical e.g. play areas) and emerging community projects in a delivery chapter at the end of the plan. This can also form the basis on discussions around Community Infrastructure Levy, if/when this is introduced in the District.

In addition to the Neighbourhood Plan, as noted above, the masterplanning study can be used to initiate discussions with the Local Planning Authority and progress them with landowners.

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