

STRADBROKE NEIGHBOURHOOD PLAN REVIEW 2024-2044



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STRADBROKE PARISH COUNCIL

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Foreword to the Stradbroke Neighbourhood Plan Review

The Localism Act 2011 introduced Neighbourhood Planning into the English National Planning Framework, giving communities the right to shape future development at a local level. Stradbroke Parish Council has seen the potential benefit of having a Neighbourhood Plan and has considered it is clearly in the village's interest to have such a Plan.

Neighbourhood planning gives communities direct power to develop a shared vision for their neighbourhood and shape the development and growth in their local area over the next 20 years. They can choose where they want new homes to be built and what those new buildings should look like. Neighbourhood planning provides a powerful set of tools for local people to ensure that they get the right types of development for their community where the ambition of the neighbourhood is aligned with the strategic needs and priorities of the wider local area. The Plan sits alongside the Joint Local Plan, prepared by Babergh & Mid Suffolk District Councils, with decisions on planning applications being made using both, along with any other material considerations. A neighbourhood plan supports the strategic development needs set out in the Local Plan and plan positively to support local development. A neighbourhood plan can be used to address the development and use of land. This is because if successful at examination and referendum the neighbourhood plan comes into force as part of the statutory development plan.

The original Stradbroke Neighbourhood Plan was made in 2019 and has been under review since 2024. Reviewing and updating the plan is necessary to ensure that it continues to reflect Stradbroke's views, priorities, and aspirations, and remains a useful and effective tool for shaping development in the parish. The Plan must be in conformity with local and national policy and reviewing the Plan enables the Parish Council to ensure that it fully complies with all legislation and guidance in place at this time.

The Stradbroke Neighbourhood Plan Review consists of a vision and objectives, community-wide responses to public consultation, comments and observations about its future. It combines census information and strategic and statistical evidence into a "living promise" based on local policies. Policies are there to deliver the community's ambitions through planning decisions. They seek to reflect the community's overwhelming desire to make Stradbroke an even better place to live and work, both now and for future generations.

Stradbroke's Neighbourhood Plan Review (the Plan) was prepared in consultation with the local community to guide how the area should change and develop in the years ahead.

Stradbroke Parish Council



List of policies

Policy No	Policy Name
STRAD1	Development Strategy and Principles
STRAD2	Land South of Mill Road
STRAD3	Land North of Laxfield Road (Strawberry Field)
STRAD4	Land at Grove Farm
STRAD5	Land off Laxfield Road (adj Strawberry Field)
STRAD6	Historic Environment & Design
STRAD7	Housing Mix
STRAD8	Utilities Provision
STRAD9	Flood Mitigation
STRAD10	Education & Health Infrastructure
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Map 7	Plan of Site 3
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Fig. 2	Requirement for all new housing in Mid Suffolk
Map 10	Medical Centre catchment area
Fig. 3	Key trip generators

NOTE: All maps and images are included for illustrative purposes only and may not be to scale.

List of supporting documents

Ref	Name	Ref	Name
SD01	2024 Scoping review	SD07	Assessment of housing mix
SD02	MSDC Briefing on housing targets	SD08	Housing needs survey 2021 – executive summary
SD03	Site allocation report	SD09	UK Powernetwork map and email
SD04	Site assessment report and appendices	SD10	Letter from All Saints Schools Trust
SD05	Village Design Statement & update	SD11	Village Road Safety Assessment
SD06	Conservation area appraisal	SD12	Green Spaces Assessment

1. UPDATING A MADE NEIGHBOURHOOD PLAN

1.1. Why update?

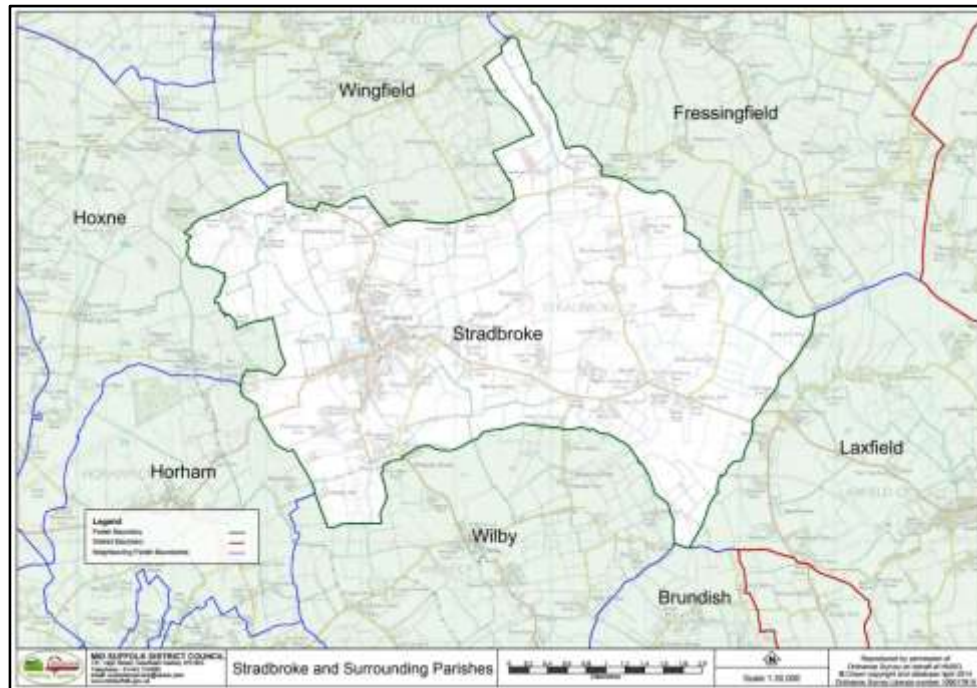
- a. Neighbourhood plans are not intended to remain static documents. National guidance recommends that they are formally reviewed on a regular basis, typically every 5 years, or sooner where there have been significant changes in planning policy or local circumstances. Regular review helps ensure that policies remain consistent with the National Planning Policy Framework and in general conformity with the strategic policies of the Babergh and Mid Suffolk Joint Local Plan. Without review and updating, policies may become outdated or misaligned with the wider planning framework.
- b. As a neighbourhood plan gets older, and particularly if it has not been reviewed within a five-year period, it can carry less weight when planning decisions are made. Updating the Plan helps ensure that Stradbroke's voice continues to be heard clearly and given proper weight in planning decisions.
- c. Since the original Plan was first made, Stradbroke has gained experience of how the Plan has been used in practice when planning applications have been determined. This experience has identified areas where policies could be clearer, stronger, or better aligned with current needs and ambitions, or, in the case of some policies, removed as they are no longer relevant (SD01).
- d. By updating the Plan, Stradbroke can ensure that its clear vision and objectives for the parish continue to influence development in a positive way. This review and modification process helps keep the Plan relevant, effective, and firmly rooted in the views of Stradbroke.
- e. Following changes to the National Planning Policy Framework, in March 2025 Mid Suffolk District Council published new indicative housing requirements for all parishes (SD02). This advice sets out the minimum level of housing that parishes should be planning for with caveats that these may increase. The guidance advises parishes who are reviewing their plans to:
"....have regard to the interim housing requirement figures We recommend that Neighbourhood Plans should take reasonable steps to accommodate these housing requirements in order to mitigate the risks of non-conformity with National Planning Policy Framework and Joint Local Plan Review."
- f. Mid Suffolk District Council is currently reviewing the Joint Local Plan and is undertaking work to identify sites that could help meet the overall housing requirement for the District. As part of the review process, the District Council published a revised Strategic Housing Land Availability Assessment¹ (SHLAA) which includes site assessments. All of the sites published in the SHLAA together with an additional site promoted locally were included in a full site assessment undertaken by LUC on behalf of the Parish Council.

¹ <https://www.midsuffolk.gov.uk/w/current-evidence>

1.2. Process of reviewing

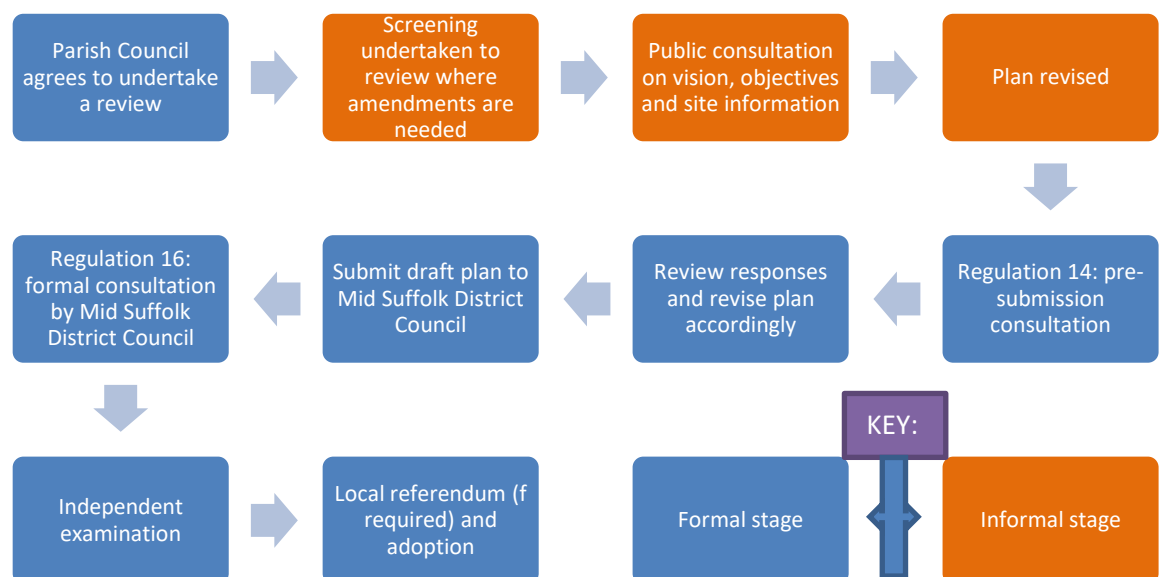
- a. The Plan area remains the same as that designated by Mid Suffolk District Council in September 2014, i.e. the parish of Stradbroke.

Map 1: Neighbourhood Plan area



- b. Process followed:

Figure 1: Process flowchart



- c. The Plan review has been prepared in accordance with the statutory requirements of the Localism Act 2011, the Planning and Compulsory Purchase Act 2004 and the Town and Country Planning Act 1990.
- d. Once made, the Plan will be used by Mid Suffolk District Council to help determine planning applications in the parish and will form part of the development plan for the area.
- e. A number of areas and associated policies in the original Plan made in 2019 will be carried forward to this iteration of the Plan, as the Parish Council considers them to still be relevant at the time of this review. Likewise, some areas and policies have been removed as they are no longer needed since the introduction of a Joint Local Plan from Babergh and Mid Suffolk District Councils in November 2023.
- f. One site allocation included in the original plan – land east of Farriers Close - has been withdrawn by the owner, and this matter was fully considered by the Parish Council during the site allocation process.
- g. All sites proposed to the Council were consulted on in September/October 2025 and the outcome of this public consultation was included in the site allocation report reviewed by the Parish Council. The final site allocation report is included as a supporting document, alongside the site assessment work undertaken ahead of the public consultation (SD03 & SD04).
- h. The Parish Council resolved to accept the recommendations in the site allocation report and these sites are included in the Stradbroke Neighbourhood Plan Review.

1.3. Review Outcome

- a. The Stradbroke Neighbourhood Plan Review sets out clear guidance on future appropriate housing development, safeguarding the surrounding environment and the maintenance of its valuable key services: the schools, medical centre, library and post office, retail shops and leisure centre.
- b. To this end the Stradbroke Neighbourhood Plan Review contains local policies which, together with those adopted nationally and locally, will be used to determine proposals for new development in the Stradbroke Neighbourhood Plan Area (map 1).
- c. The adopted local plan is the Joint Local Plan adopted by both Mid Suffolk and Babergh District Councils. The Neighbourhood Plan Review must be in general conformity with its strategic policies.

2. STRADBROKE

2.1. History

- a. By 1066 Stetebroc of the Domesday Book was a well-established community ². The village has evolved around the central staggered crossroads and all roads in and out of the village go through the village centre. On Church Street, the church of All Saints is the focal point of the village and dominates the village centre abutting Church Street and Queen Street, where the village shops have always been located. Wilby Road, from the south, joins Church Street at the junction of New Street, which is the route in from the west. Queen Street, from the north, joins it halfway along and Laxfield Road comes into it from the east.
- b. The village has grown out along these roads with a local distinctiveness, in that Stradbroke of the past was an “open” village with many landowners. This has perhaps resulted in there being more houses and a greater variety of housing than would have occurred in a “closed” village where only one, or possibly two, landowners controlled what was built. The village evolved in an unplanned fashion with houses built fronting onto the four roads. As a result, there was only one way for villagers to get into the centre. With no back roads and short-cuts, people met and talked, as now, in the middle of the settlement. With housing fronting the road and mainly one plot deep, the countryside and farmland sat right behind the dwellings and there was, and still is, a feeling of “place” and of being close to the land. The people of Stradbroke have historically worked the land around the village, and the agricultural character of the village is still a strong influence on its life. Historic family names still survive within the village and can be traced back many generations.
- c. Stradbroke has retained the same character and physical appearance for hundreds of years, and has a rich central core of historic buildings recognised today in the designation of the conservation area. The village has 69 listed buildings or structures; unusual for a working rural village but so important to its character.³

Map 2: Stradbroke Village 1840 (Tithe)



Source: Stradbroke Village Archive

Map 3: Stradbroke Village 2026



Source: MSDC interactive mapping tool

Green shaded area: conservation area

Brown shaded area: current settlement boundary

²

<https://docs.google.com/viewerng/viewer?url=http://www.stradbrokearchive.org.uk/files/original/5ee94338aace1e0d5258b9a88bc7187e.pdf>

³ <https://historicengland.org.uk/listing/the-list/results?q=Stradbroke,%20Suffolk&parish=Stradbroke&searchtype=nhlesearch&searchResultsPerPage=20>

2.2. Stradbroke Today

- a. Despite its physical expansion, Stradbroke retains a linear layout based on the staggered crossroad. Most houses still back on to fields and there is a feeling of spaciousness created by views into and out from the village, by trees and tall hedges visible behind houses and by the several open spaces in the village. With the conservation area reflecting the historic village as laid out in the 1840 Tithe Map (see maps 2 and 3).
- b. Stradbroke has remained a working village, although no longer a purely agricultural one. Today, it also provides employment and services in retail, construction, education, logistics and commercial transport, farming and farming support services and leisure services, alongside numerous self-employed small businesses.
- c. Due to its central location in the settlement geography, Stradbroke has been a logical place to site leisure amenities, medical and educational facilities. It has a primary school and a secondary school, a swimming pool and fitness centre with swimming pool, large community centre, library, post office, fire station, medical centre, cricket and football pitches, two bowls clubs, floodlit tennis courts and an active allotment group. There are plans to build a new nursery/early years facility in the village. Despite the village's rich heritage, there is no attempt to only secure "chocolate box" development. New development addresses needs and has generally been well received by residents.
- d. The Village Design Statement produced in 2003 and updated in 2012 (SD05) identified the importance of retaining the village layout, stating, *"If there is to be further expansion, it is important that Stradbroke's very effective and influential linear form is retained."* The challenge is to create a balanced community that respects the past while promoting the future. Retaining the linear form of the village as a priority will have an impact on how future development within the village takes place. Queen Street is the main route from the area towards Hoxne, Diss and onward to Norwich and Bury St Edmunds. There is a pinch point on the road near the Primary School which regularly leads to traffic issues. This is particularly noticeable at school pick up and drop off time.

2.3. What has been learned since 2019?

- a. Since the Plan was made in 2019, four of the five site allocations originally included have been brought forward. Development at All Saints Green has been completed, and the associated land for community use is expected to be transferred to Parish Council ownership in the near future. Grove Farm has been granted full planning permission. Strawberry Field has outline permission with reserved matters approved. Land South of Mill Road has been granted outline permission; with all matters reserved expect access.
- b. Policies in the Plan have been used by officers to inform planning decisions since the Plan was made in 2019. In some instances, the applications that have been non-compliant with policies in the Plan have been refused by the Local Authority. These decisions have been upheld by the Planning Inspectorate when appeals have been submitted.
- c. Community Infrastructure Levy (CIL) monies that have been received from development has helped the Parish Council to refurbish the Health Centre and support village groups with projects to improve their facilities, as well as work on pedestrian and highways safety.
- d. Overall the original Plan has contributed positively to the development and infrastructure requirements of the parish.

3. VISION FOR STRADBROKE

“Stradbroke's vision is to be a core village that works for the needs of its residents and surrounding villages by providing good quality housing, educational facilities, business and local retail opportunities. It will achieve this through phased growth of these services, and necessary infrastructure to support that growth. The NPPF principles of sustainable development will govern how to achieve this growth in a planned manner.”

Objectives:

	Place (PL)
PL1	Infrastructure and Services Support the community of Stradbroke with first rate infrastructure that includes an expanded range of utilities, improved highways, telecom and internet services.
PL2	Built Environment Allocate sites for development that retain the historic crossroads shape and character of the village and manage parking and traffic issues.
PL3	Transport and Movement Mitigate and manage critical highway pinch points and reduce travel by car or lorry within the village by improving internal connectivity and alternative travel options.
PL4	Business Support the vitality of retail facilities to both provide employment generating opportunities and contribute to the welfare of the community.
PL5	Design Ensure development respects the historical build pattern and style whilst also encouraging design for the future through innovation.
PL6	Environment Reduce the drivers of climate change as much as possible from a social, economic and environmental perspective with the ambition to be carbon neutral during the lifetime of the plan.
	People (PE)
PE1	Education Support the growing and changing needs of education for all ages and in particular, provide for the needs of the local primary and secondary schools.
PE2	Health Expand the range of health care services available to local residents, as well as addressing the residential and care needs of the community as it ages.
PE3	Sport and Leisure Deliver facilities that promote leisure and recreation facilities for all ages and abilities.
PE4	Community Increase community self-sufficiency and resilience by expanding the retail base and range of village community services.
PE5	Housing Provide homes that meet the changing needs of Stradbroke in terms of affordability, size, type and tenure that will allow families and single people to settle, grow and continue to live in the village.
PE6	Transport (non-policy) To achieve improved transport to services at distance, especially educational services for post-16 students.

4. DEVELOPMENT PRINCIPLES

- 4.1. Stradbroke's growth over the plan period needs to be informed by a number of key principles and issues. As a large village in the heart of Mid Suffolk, Stradbroke should not just provide for its own changing housing, employment and service needs but also those of the smaller rural villages it serves.
- 4.2. Through the engagement with the local community in preparing the original Plan, the following issues were identified as being important development principles, and this has been confirmed through engagement and information sharing with the community over the period of updating the plan:
 - Retaining the 'crossroads' structure of Stradbroke village.
 - Maintaining social cohesion
 - Preserving the Conservation Area.
 - Assisting those with mobility needs including the elderly, those of limited mobility and parents with young children to access central village services.
 - Promoting the green economy.
 - Encouraging recreation and healthy living.
 - Protecting the environment.
 - Encouraging and enabling walking and cycling to the schools and services in the village, so reducing the impact of vehicle traffic through the village and helping to lower air and noise pollution levels in Queen Street.
 - Delivering local priorities in terms of community infrastructure.
 - Preserving and expanding as appropriate the range of education services available to the growing population.
 - Ensuring a full range of housing to address needs can be provided.
 - Ensuring that surface water drainage issues are addressed by new development and are managed appropriately.
- 4.3. The Babergh and Mid Suffolk Joint Local Plan (Part 1) is required to provide for significant levels of housing growth in order to address the identified needs of the two districts over the plan period to 2036⁴, the Joint Local Plan is currently under review. Whilst the spatial distribution of this growth will be determined through the development of the revised Joint Local Plan, in March 2025 Mid Suffolk District Council issued a "Planning for the Future in Babergh and Mid Suffolk – Briefing Pack". All Parish Councils were advised to have regard to the interim housing targets in the briefing pack when reviewing their Neighbourhood Plans. Stradbroke Parish Council has taken note of the 200 dwelling minimum requirement for Stradbroke over the 20 year plan period.
- 4.4. What is important is that this growth is in the right place and provides the right types of housing. The growth needs to be supported by the infrastructure that is most needed in Stradbroke and will provide the greatest benefit to the wider community. The Plan's core development principles are based around these key considerations.
- 4.5. The general approach in the Plan is that growth will be focused within the settlement boundary on small scale infill sites and on new site allocations. The area outside the settlement boundary and these allocations are defined as countryside where development proposals must be for appropriate countryside activities. The list of appropriate uses is addressed by the Joint Local Plan Policy SP03 (the sustainable location of new development).

⁴ <https://www.midsuffolk.gov.uk/joint-local-plan>

- 4.6. The Plan allocates 4 sites for development which are expected to deliver housing along with a range of specific infrastructure and community facilities. More generally, these allocations and other developments are expected to provide high quality schemes which are in keeping with the character of Stradbroke, generally enhance the public realm and improve accessibility for pedestrians and, where possible, cyclists, through improvements to road safety.

POLICY STRAD1: DEVELOPMENT STRATEGY AND PRINCIPLES

New development in Stradbroke parish shall be focused within the settlement boundary of Stradbroke village and on the site allocations in Policies STRAD2 to STRAD5 as identified on the Proposals Map.

The Plan provides for a minimum of 212 dwellings to be built in the period 2024 to 2044 and the following sites are allocated for development:

- Land south of Mill Road 80 dwellings (DC/20/05126) – Policy STRAD2
- Land north of Laxfield Road (Strawberry Field) 28 dwellings – Policy STRAD3 (planning permissions: DC/19/01343 & DC/23/01254)
- Land at Grove Farm 44 (DC/21/04377) – Policy STRAD4
- Land north of Laxfield Road (adjacent Strawberry Field) approximately 60 dwellings – Policy STRAD5

The provision of education and health infrastructure, community infrastructure, and retail provision will be permitted in the countryside immediately adjacent to the settlement boundary in accordance with Policies STRAD10, STRAD11 and STRAD15.

Development will be expected to address the following key matters:

- the provision of new housing which addresses evidence-based needs (on residential sites);
- the provision of key infrastructure including education, health, transport and movement, community facilities, utilities and public realm improvements, through direct provision and/or developer contributions (including Community Infrastructure Levy and/or Section 106) as directed in the relevant policies;
- design high quality buildings and deliver them in layouts with high quality natural landscaping in order to retain the rural character and physical structure of Stradbroke, conserving, and where possible, enhancing the historic environment.

Objectives addressed: PL1-6; PE1-5

- 4.7. With the site allocations bringing a significant level of growth to Stradbroke village over the period to 2044, one of the most important messages which were raised by the community was that Stradbroke should not lose its identity as a rural village and one with many distinctive characteristics. One of these characteristics is its ‘crossroads’ layout, with development historically spreading east-west along Laxfield Road and New Street and north-south along Queen Street and Wilby Road. The Plan strategy seeks to retain this feature.

- 4.8. In addition, it is necessary for growth to be well planned and well laid out. Given the flat topography of Stradbroke, development can easily be very visible which is unlikely to sit well in the wider Suffolk landscape. To achieve good design, it is important that proposals recognise the character of Stradbroke in terms of its building design and layout and the relationship of the built edge of the village with the surrounding countryside. Trees, hedges and vegetation generally can soften the impact to development, improve the street scene and keep the rural village feel of the area.

- 4.9. The Stradbroke Conservation Area Appraisal 2011 (SD06) provides more detailed discussion of the local character and materials which form the historic environment of the parish.

5. SITE ALLOCATIONS

- 5.1. The Babergh and Mid Suffolk Joint Local Plan is required to provide for significant levels of housing growth in order to address the identified needs of the two districts over the plan period. All settlements in the district area are required to plan for sufficient housing to meet the revised targets included in the NPPF. Given its location and existing facilities – particularly the two schools – Stradbroke serves a much wider area than just the village or even the parish. This brings people into and through Stradbroke from outside and these movements must be appropriately managed.
- 5.2. The contribution that Stradbroke makes towards meeting the housing requirements of the Joint Local Plan creates the opportunity to deliver better services and community infrastructure to serve both the existing and the new population. This must also be balanced with the recognition that if growth is too high then it could result in unsustainable development which puts excessive pressure on key services such as education and health and also makes it harder to address particular problems identified by the community such as road congestion and pedestrian safety.
- 5.3. The site allocations identified in this section will provide the core of the growth in Stradbroke over the plan period. This scale of growth, coupled with some limited infill development within the village on ‘windfall sites’ is considered to represent a reasonable balance between addressing housing needs, securing wider community benefits and delivering an overall growth strategy that is sustainable.
- 5.4. It is important that the need for growth does not undermine what gives Stradbroke its character and has enabled it to thrive over time. As detailed, the local community has identified a number of important development principles that have informed – along with fundamental sustainability principles – the sites that have been allocated and also what those sites are expected to deliver by way of wider community benefits. In addition, the policies preceding the site allocations have collectively been focused on ensuring the highest quality of design and layout of new development so that it looks, feels and acts as part of Stradbroke, rather than simply being an estate which could be ‘anywhere’.

Map 4: Site allocations

Source:
Parish Online
with
annotations



Site 1: Land south of Mill Road

The site is 4 hectares of land located to the south of Mill Road and west of Stradbroke Primary School. It was granted planning permission for up to 80 homes in August 2024 (planning ref: DC/20/05126), although it still requires further planning permission relating to the details of the development (reserved matters). This site is included as an allocation in the Neighbourhood Plan to ensure that, if the existing permission is significantly amended or an alternative scheme submitted, then it meets the objectives of the Plan. As the Neighbourhood Plan period is longer than the life of a planning permission it also provides certainty for the longer term.

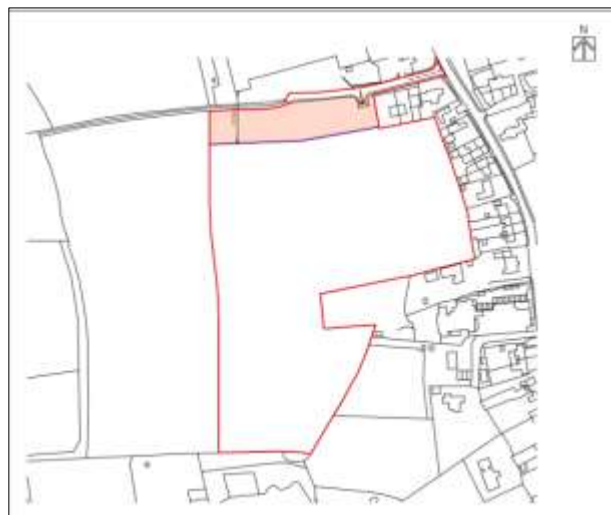
POLICY STRAD2: LAND SOUTH OF MILL ROAD

Land to the south of Mill Road is allocated for residential development and a car park and bus drop-off to serve Stradbroke Primary School as per outline planning permission DC/20/01526. Should this planning permission not be delivered or alternative proposals brought forward, development will be supported subject to the following criteria:

- it provides approximately 80 dwellings; and
- it provides a car park and bus drop-off facility to serve Stradbroke Primary School, adjacent to the existing school grounds; and
- it enables the relocation of the existing pre-school facility and any subsequent expansion of Stradbroke Primary School; and
- it provides a mix of dwellings in accordance with Policy STRAD7; and
- the design of dwellings is in accordance with the requirements of Policy STRAD6; and
- a direct footway link is provided on the south side of Mill Road to link up with the footway on the west side of Queen Street; and
- an appropriate drainage solution and management strategy is provided to serve the needs of the development in accordance with Policies STRAD8 and STRAD9; and
- it is served by a sustainable long term solution in respect of electricity provision in accordance with Policy STRAD8; and
- in order to protect the amenity of neighbouring properties and to provide an appropriate buffer with the open countryside, landscape buffers are provided on all boundaries of the site and, where relevant, meet the requirements of Policy STRAD6; and
- the settings of the Conservation Area and the Grade II listed buildings adjacent to the site are preserved and, where possible, enhanced; and
- as the site is on the edge of the medieval settlement and has not been systematically assessed for archaeological remains, any planning application should be supported by the results of an archaeological evaluation which enables impacts on archaeological remains to be considered and to allow for preservation if appropriate, or suitable mitigation provided.

Objectives addressed: PL2, PL3, PL5; PE1, PE5

Map 5: Plan of site 1



Site 2: Land north of Laxfield Road (Strawberry Field)

The site is a 1.9 hectare triangular field which was granted outline permission in July 2021 (planning ref: DC/19/01343) and reserved matters permission in March 2025 (planning ref: DC/23/01254). This site is included as an allocation in the Neighbourhood Plan to ensure that, if the existing permission is significantly amended or an alternative scheme submitted, then it meets the objectives of the Plan. As the Neighbourhood Plan Review period is longer than the life of a planning permission it also provides certainty for the longer term.

POLICY STRAD3: LAND NORTH OF LAXFIELD ROAD

Land to the north of Laxfield Road is allocated for residential development as per outline planning permission reference DC/19/01343 and reserved matters planning permission reference DC/23/01254. Should delivery of these planning permissions not be delivered or alternative proposal brought forward development will be supported subject to the following criteria:

- it provides at least 28 dwellings; and
- it provides a mix of dwellings in accordance with Policy STRAD7; and
- the design of dwellings is in accordance with the requirements of Policy STRAD6; and
- publicly accessible green open space is provided to serve the new dwellings; and
- vehicular access is provided onto Laxfield Road; and
- direct pedestrian access is provided to the footway on the north side of Laxfield Road; and
- the existing permissive footpath along the southern boundary of the site is retained and secured as a public right of way in perpetuity, preferably through its adoption; and
- there is no development of land at risk of surface water flooding which should instead be used to provide an appropriate drainage solution to serve the needs of the development in accordance with Policies STRAD8 and STRAD9 (and be accompanied by an appropriate management strategy); and
- in order to protect the amenity of neighbouring properties and users of the adjacent allotment, landscape buffers are provided on all boundaries of the site which meet the requirement of Policy STRAD6; and
- it is served by a sustainable long term solution in respect of electricity provision in accordance with Policy STRAD8.

Objectives addressed: PL2, PL3, PL5; PE5

Map 6: Plan of site 2



Site 3: Land at Grove Farm

The site is approximately 3 hectares and was granted full planning permission in December 2025 (planning ref: DC/21/04377). The site is included as an allocation in the Neighbourhood Plan to ensure that, if the existing planning permission is significantly amended or an alternative scheme submitted, then it meets the objectives in the Plan. As the Neighbourhood Plan period is longer than the life of a planning permission it also provides certainty for the longer term.

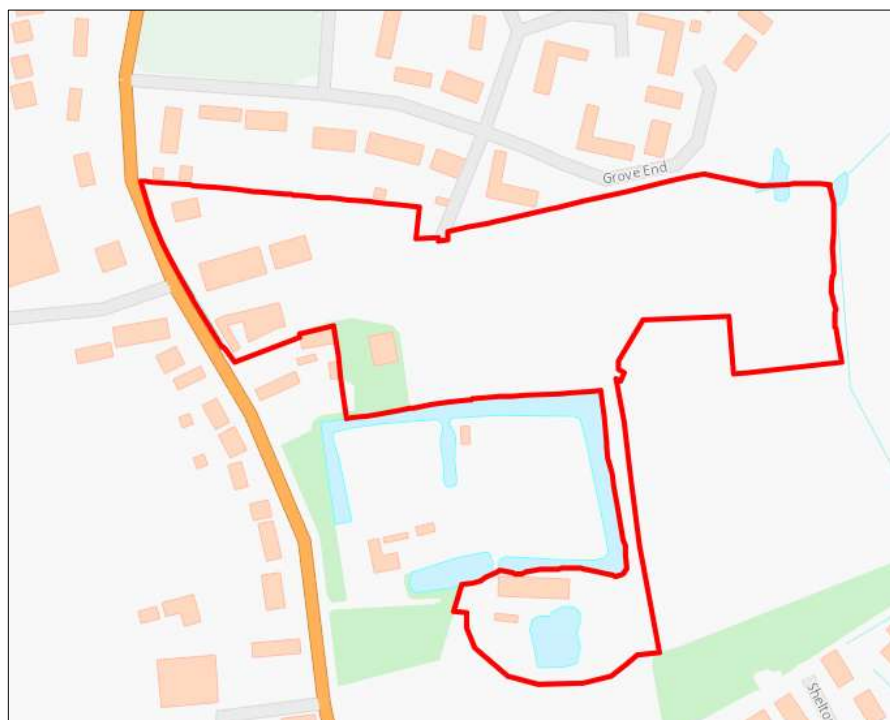
POLICY STRAD4: LAND AT GROVE FARM

Land at Grove Farm (approximately 3 hectares as identified on the Proposals Map) is allocated for residential development as per planning permission ref. DC/21/04377. Should this planning permission not be delivered or alternative proposals brought forward, development will be supported subject to the following criteria:

- it provides approximately 45 dwellings; and
- it provides a mix of dwellings in accordance with Policy STRAD7; and
- the design of dwellings is in accordance with the requirements of Policy STRAD6; and
- an appropriate drainage solution and management strategy is provided to serve the needs of the development in accordance with Policies STRAD8 and STRAD9; and
- it is served by a sustainable long term solution in respect of electricity provision in accordance with Policy STRAD8; and
- in order to protect the amenity of neighbouring properties and to provide an appropriate buffer with the open countryside, landscape buffers are provided on all boundaries of the site and, where relevant meet the requirements of Policy STRAD6; and
- the setting of the Conservation Area is preserved and, where possible, enhanced.

Objectives addressed: PL2, PL3, PL5; PE1, PE5

Map 7: Plan of site 3



Site 4: Land off Laxfield Road (adjacent Strawberry Field)

The site is a 3.23 hectare section of a field located east of the village centre. It is a gently sloping site that is suitable for residential development of approximately 60 dwellings. Vehicular access should be provided from Laxfield Road. Existing public rights of way running along the boundaries of the site should be retained, and where possible enhanced. In addition, the permissive footpath that runs along the southern boundary of the site – providing important access to the cemetery and to the public right of way should be retained and secured as a public right of way in perpetuity, preferably through its adoption. In order to facilitate walking into the village direct pedestrian access should be provided to the footway on the north side of Laxfield Road.

POLICY STRAD5: LAND OFF LAXFIELD ROAD (Adjacent Strawberry Field)

Land to the north of Laxfield Road (adj Strawberry Field STRAD2) is allocated for residential development. Proposals will be supported subject to the following criteria:

- it provides approximately 60 dwellings; and
- it provides a mix of dwellings in accordance with Policy STRAD7; and
- the design of dwellings is in accordance with the requirements of Policy STRAD6; and
- green open space is provided to serve the new dwellings; and
- vehicular access is provided onto Laxfield Road; and
- direct pedestrian access is provided to the footway on the north side of Laxfield Road; and
- the existing permissive footpath along the southern boundary of the site is retained and secured as a public right of way in perpetuity, preferably through its adoption; and
- there is no development of land at risk of surface water flooding which should instead be used to provide an appropriate drainage solution to serve the needs of the development in accordance with Policies STRAD8 and STRAD9 (and be accompanied by an appropriate management strategy); and
- in order to protect the amenity of neighbouring properties and users of the adjacent allotment, landscape buffers are provided on all boundaries of the site which meet the requirement of Policy STRAD6; and
- it is served by a sustainable long term solution in respect of electricity provision in accordance with Policy STRAD8.

Objectives addressed: PL2, PL3, PL5; PE1, PE5

Map 8: Plan of site 4



6. DESIGN PRINCIPLES

6.1. Design and residential amenity

Joint Local Plan Policy LP24 lays out the design requirements for all new residential development to ensure that all new development must be of high-quality design, with a clear vision as to the positive contribution the development will make to its context.

As appropriate to the scale and nature of the development, proposals must:

- a) Respond to and safeguard the existing character/context
- b) Create character and interest;
- c) Be designed for health, amenity, well-being and safety, and
- d) Meet Space Standards⁵

LP24 also identifies principles to achieve the objectives above.

All development in Stradbroke will be expected to meet the requirements of LP24.



⁵ Applicable for residential development as set out in the Government's Technical Housing Standards – Nationally Described Space Standards (as amended)

6.2. Historic Environment & Design

- a) National policy is clear that design must be of a high quality and inclusive. In particular, the NPPF notes that design policies should respond to local character and history and reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation. The community of Stradbroke recognises the need to achieve balance; on one hand, tradition in design is very important to people and on the other hand, the need to innovate in order to address wider issues such as energy efficiency and resilience is also seen as vital to the community's future.
- b) Stradbroke is predominantly a village of timber-framed buildings, rendered and with black glazed pantile roofs. The two main variants from this are where red or painted brick replace or re-front a timber frame, and where red clay pantiles are used on a rendered building.
- c) Many of the timber-framed buildings were presumably at one time thatched with Norfolk reed from the nearby Waveney. Indeed it is the influence of the river that can be seen in Stradbroke's local materials. The predominance of these pantile roofs is such that even the few remaining thatched roofs outnumber those done in plain tiles, the more usual re-roofing material in the rest of Suffolk.
- d) Local soft red brick can be found in the village, and many 19th century buildings with slate roofs are of red brick construction but fronted with whites for effect. Many of these 19th century buildings are not listed but contribute to Stradbroke's character.
- e) New developments can enhance the street scene or even positively contribute to the look and feel of the area.



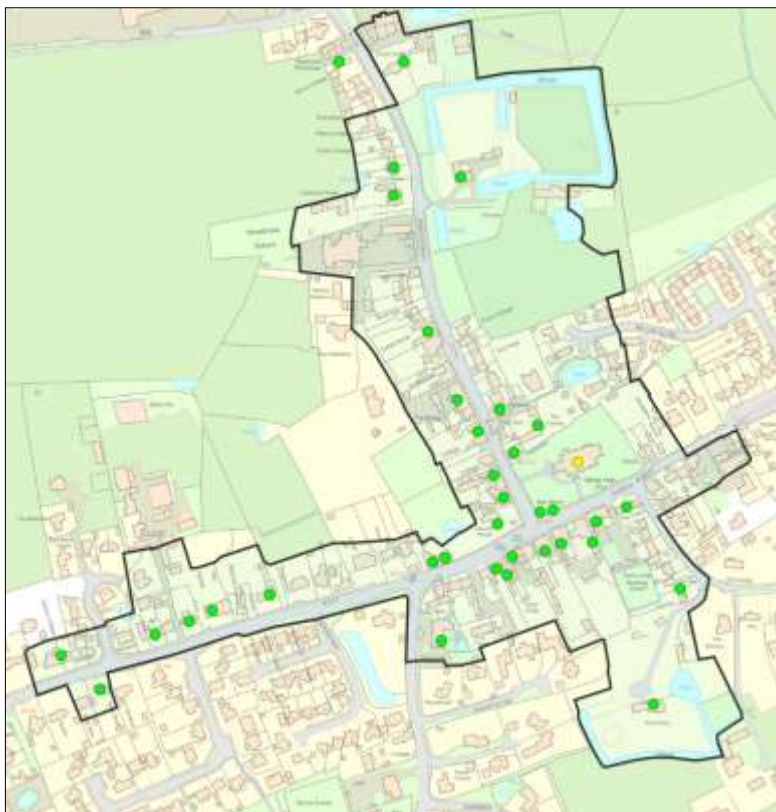
POLICY STRAD6: HISTORIC ENVIRONMENT & DESIGN

All types of development proposals are expected to contribute towards the local distinctiveness of the Stradbroke Neighbourhood Plan Area, its overall rural setting and its heritage. They should demonstrate high quality, sustainable and inclusive design and architecture that respects the Conservation Area, as shown on the Proposals Map, or the surrounding area if located outside or away from the Conservation Area. Proposals should address the following criteria:

- The importance of responding creatively to, and enhancing, the setting of the surrounding area, having regard to the character of adjacent buildings and spaces, including scale, orientation, height and massing.
- High quality materials should be used that contribute positively to the Conservation Area or the surrounding area if outside it and respect the local setting.
- Retention of traditional heritage features such as metal railings.
- Colour schemes of buildings should be in keeping with those in the surrounding area.
- Ensure that the significance of designated heritage assets and their settings is preserved and where possible, enhanced.
- Archaeological investigations are undertaken prior to submission of planning applications and/or development if there is a reasonable likelihood of archaeological remains being found on or adjacent to the site.

Objectives addressed: PL2, PL5

Map 9: Conservation area with listed buildings identified (green dots, plus Church)

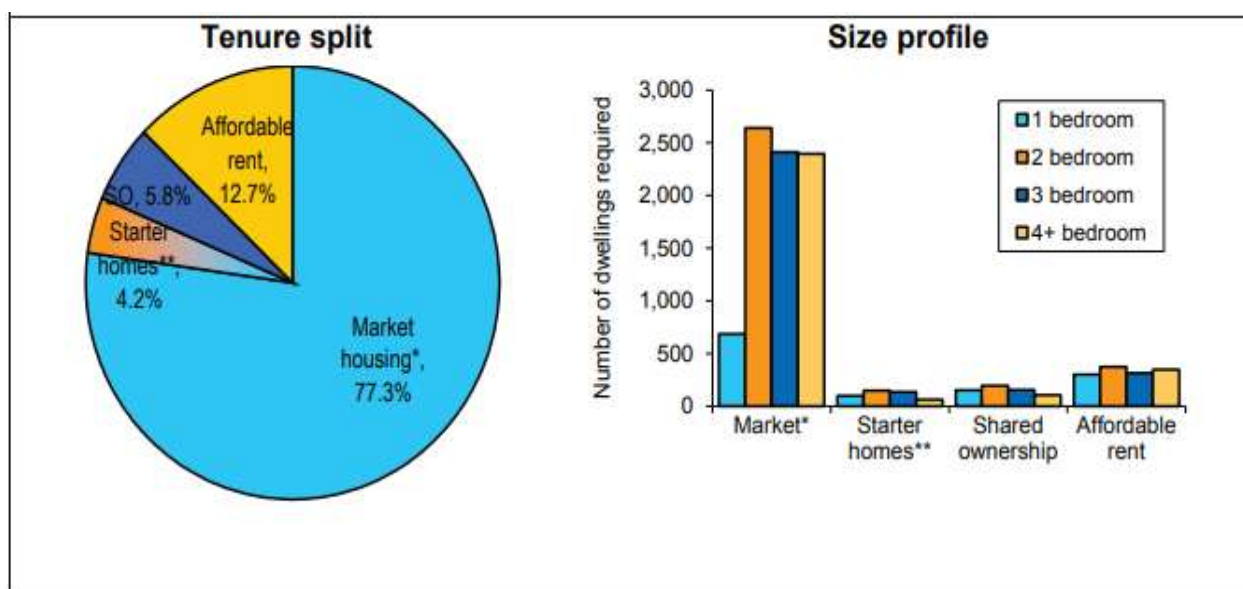


Source: Parish Online

7. HOUSING

- 7.1. Mid Suffolk District Council is required to meet in full its assessed housing needs through the Joint Local Plan. Stradbroke will be contributing towards addressing these needs through its site allocations. It is important that the right *type* of housing is provided as well. This is partly to meet the wider needs of the district to a certain degree but, primarily to provide for the changing needs of those that live and work in Stradbroke.
- 7.2. The housing need identified for Mid Suffolk is for 734 dwellings per annum over the period to 2044. Whilst there are a number of other factors which may result in an alternative figure being taken forward in a revised Joint Local Plan, it represents a good understanding of objectively assessed need.
- 7.3. The overall housing need in Mid Suffolk is informed by the Strategic Housing Market Assessment (SHMA)⁶. The SHMA also recommended the affordable housing requirement and, importantly for the Neighbourhood Plan, the overall mix of dwellings required by size. Figure 2 shows the summary.

Fig. 2: Requirement for all new housing in Mid Suffolk



Source: Peter Brett Associates: Ipswich Housing Market Area Strategic Housing Market Assessment Part 2 Parital Update (January 2019)

*Market housing includes both owner occupied and private rented

**Starter Homes figures represent potential demand rather than a requirement

- 7.4. This shows that there is a need for approximately 22.7% affordable housing, including Shared Ownership and Starter Homes. Strategic policy to address this need is provided through the Joint Local Plan (Part 1) so is not repeated in the Neighbourhood Plan policy.
- 7.5. For the first-time buyer, opportunities provided through Starter Home provision is reflected in the wider housing market area through a higher requirement for smaller affordable properties. For older downsizers, many would like to stay living locally but would like to live in a smaller, more

⁶ <https://www.babergh.gov.uk/documents/d/asset-library-54706/shma-part-2-update-2019>

manageable property. The lack of such smaller properties results in many choosing to stay in their current larger homes, reducing the number of these homes available to growing families. In a village which has both a primary and secondary school, the importance of addressing the housing needs of families is paramount.

- 7.6. Analysis of development in Stradbroke since the original Neighbourhood Plan was being prepared (SD07) shows that site allocations which have been built or granted planning permission have broadly delivered the requirements of the housing mix policy (formerly Policy STRAD3). However, the need for a mix of housing with a focus on smaller properties, both for affordable and market housing remains.
- 7.7. The outcomes of the Housing Needs Survey undertaken in 2021 (SD08) demonstrate that there is a preference in the parish for smaller homes and housing for older people.
- 7.8. It will be important that new development continues to deliver this overall mix of housing to ensure that needs are met in full. This should only be on developments of five dwellings or more because it is impractical for smaller developments to provide a mix. Small sites make it difficult to design an appropriate scheme that will also address all other policy requirements.

POLICY STRAD7: HOUSING MIX

All housing proposals of five or more units must deliver at least 40% of these units as one- or two-bed properties.

Where this policy results in a need to deliver at least 5 no. one- and two-bed properties, a minimum of 30% of these units should be one-bed properties.

An alternative dwelling mix will only be permitted where evidence is brought forward with an application which clearly demonstrates the need for a different mix.

Objectives addressed: PE5



8. INFRASTRUCTURE

The provision of supporting infrastructure is vital in achieving sustainable growth. Infrastructure covers a very broad range of considerations. At its most basic is utilities and communications infrastructure – water, sewerage, drainage, electricity, mobile phone and broadband. However, infrastructure also comprises community infrastructure – matters such as health, education, play areas, green open spaces, leisure facilities, etc. – and this section addresses these issues as well. Transport and accessibility are dealt with in the next section.

8.1. Utilities

Whilst utilities are fundamental services that must be provided to support new development, it is important that they are planned in an efficient way. This is relevant for all utilities – drainage, water supply, electricity, and telecommunications – but in Stradbroke issues relating to drainage (connected to flooding) and electricity are particularly important given the local circumstances.

a. Electricity

The village has an unusual electricity feed serving it, with two main feeder lines coming in from the east and west and a series of ‘spurs’ which largely come from the north and south-west. This can result in partial blackouts in the village. Whilst the electricity provider has an obligation to provide a connection, it is particularly important that developers engage with the electricity provider and ensure that a sustainable long term solution can be provided which does not increase the likelihood of power outages. Ideally connections should be made to the main feeders rather than the spurs. Certainly any electricity supply solutions should be capable of being adopted by UK Power Networks, the electricity supplier. (see email and map from UK Power Networks SD09)

Along with the importance of ensuring that new development appropriately mitigates any impacts on these existing networks, development should assist in making Stradbroke a more energy resilient community over the plan period. Opportunities to deliver utilities and energy needs in the most sustainable ways possible are encouraged. To realise these opportunities, the proposed growth across a number of site allocations around Stradbroke village will encourage landowners and developers to engage with each other and the Parish Council. This will ensure that shared opportunities to take this forward where possible are realised.

Listed buildings, buildings in the conservation areas and scheduled monuments are exempted from the need to comply with energy efficiency requirements of the Building Regulations where compliance would unacceptably alter their character and appearance, or harm their significance.

b. Flooding and Drainage

Stradbroke village and the surrounding land is very flat. Whilst flood risk mapping⁷ shows that the majority of the parish is in flood zone 1 (low probability) for fluvial flood risk, parts of the village are at some risk of surface water flooding.

The NPPF states that inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk, but where development is necessary, making it safe without increasing flood risk elsewhere. It also gives priority to the use of sustainable drainage systems (SuDS). Joint Local Plan Policy SP10 (Climate Change) requires all development proposals to mitigate and adapt to climate change, by addressing its causes and potential impacts, including flooding. Joint Local Plan Policy LP27

⁷ Source: Environment Agency

(Flood risk and vulnerability) requires SuDS provision for all new development where appropriate.

The Neighbourhood Plan Review supports the use of the appropriate SuDS mechanisms. Development should follow a hierarchy of SuDs which is:

- i. Infiltration into the ground;
- ii. To a surface water body;
- iii. To a surface water sewer, highway drain, or another drainage system;
- iv. To combined sewer.

It is important that development delivers an appropriate SuDs measure which is as high up the hierarchy as is practically possible. Moreover, a solution can only be considered to be appropriate if it is capable of being maintained over the long term.

c. Water

There is currently a moratorium on new supplies for non-domestic mains water use in the Hartismere water resource zone, which serves Stradbroke. This moratorium will remain in place until 2033⁸. This matter is reflected in policies within the Joint Local Plan⁹ and will impact on non-domestic supply in Stradbroke, notably the expansion of existing businesses, including intensive agriculture. Consultation is underway on plans to provide the Suffolk water recycling, transfer and storage project¹⁰ which is aimed at improving the water capacity in water stressed areas such as the Hartismere water resource zone.

POLICY STRAD8: UTILITIES PROVISION

Development proposals are expected to demonstrate that they will not worsen the existing drainage situation and electricity networks through the use of effective modern solutions:

- **For surface water drainage, this means demonstrating that all reasonable and sustainable options have been considered in accordance with the surface water hierarchy in Policy STRAD9. This is particularly the case if swales or balancing ponds are proposed.**
- **For the foul sewerage network, this means demonstrating that capacity is currently available or can be made available in time to serve the development in accordance with National Planning Practice Guidance.¹¹**
- **For the electricity network, this means demonstrating that connection to the network represents a sustainable long term solution to serve the development without materially increasing the likelihood of power outages to Stradbroke village.**

Developers of the allocated sites in Policies STRAD2 – STRAD5 are encouraged to engage at the earliest stage with the utility providers to ascertain whether there is a more comprehensive solution to utilities provision serving the sites.

Objectives addressed: PL1

⁸ <https://www.eswater.co.uk/business>

⁹ <https://www.midsuffolk.gov.uk/joint-local-plan>

¹⁰ <https://www.suffolkwaternetwork.co.uk/>

¹¹ National Planning Practice Guidance reference Paragraph: 016 Reference ID: 34-016-20140306 (Revision date: 22 04 2019), or any successor reference

POLICY STRAD9: FLOOD MITIGATION

Flood risk from surface water flows should be managed using Sustainable Drainage Systems (SuDs) and the method of discharge should be as high up the following hierarchy of drainage options as is possible, once the other options have been proved not to be viable:

- 1. Infiltration into the ground;**
- 2. To a surface water body;**
- 3. To a surface water sewer, highway drain, or another drainage system;**
- 4. To a combined sewer.**

Development is encouraged to take opportunities to reduce flood risk and create betterment.

Objectives addressed: PL1

8.2. Community Infrastructure

With the levels of growth proposed, it is particularly important that development ensures the appropriate provision for community infrastructure. In addition, the allocation of development sites provides the opportunities to secure the long term future of the existing infrastructure serving the village. In particular this relates to education and health provision.

a. Education and nursery provision (early years and childcare)

Stradbroke Primary School creates significant movements of parents and children coming to and from the school each day. Whilst the Neighbourhood Plan seeks to encourage more people to walk and cycle to key destinations such as the schools, it is considered important to provide off-road parking at the primary school. The current car park is fully occupied by staff vehicles and so a new car park would provide for any needs arising from expansion and also act as a drop-off point for parents that need to bring their children to school by car. This will increase safety and congestion issues outside the school during the morning drop-off and afternoon pick-up periods which in turn will help to encourage more walking and cycling.

It is also important that provision is made for children of pre-school age, i.e. under-5s, also known as early years and childcare. This can be provided either in private, voluntary or independent setting but it is important that opportunities to provide a suitable setting for childcare needs are taken. The current building used as a pre-school setting is a very dilapidated, asbestos-clad building. Many local parents have stated that, because of this, they have felt it necessary to access other providers outside the village. A new pre-school facility close to the Primary School could also provide 'wraparound care' outside school hours for children at the Primary School and provide a natural progression route into primary education for children that live locally.

The school has considered the opportunity created by the allocation of adjacent land south of Mill Road. This creates the opportunity to re-provide a fit-for-purpose nursery facility near to the existing playing field, with the land vacated by the current nursery facility then being used for the staff car park and bus drop-off. There would also then be the option to have a temporary car park at the front of the school for school events, such as sports day, which currently create even more severe traffic problems on Queen Street. The allocation of the land to the south of Mill Road (Policy STRAD2) seeks to deliver this and Policy STRAD10 provides general support for this or any alternative options or solutions which serve to reduce

congestion and increase safety for parents and children that go to the school. All Saints Schools Trust (ASST), which operates the primary school, wrote Mid Suffolk District Council in June 2025, copying the Parish Council, to advise of a drop in numbers on roll across its primary schools, attributed to changes in the demographic profile of Suffolk. The correspondence (SD10) highlights the importance of directing new development towards locations with existing schools in order to support their continued viability.

Similarly, the growth of the population of Stradbroke and surrounding villages will have implications for Stradbroke High School.

b. Health

The provision of healthcare to serve the growing population of Stradbroke is a concern to the existing community. The Fressingfield Medical Centre – which encompasses both the Stradbroke and Fressingfield surgeries – covers a very wide catchment area that not only includes Stradbroke but also Fressingfield, Needham, Laxfield and many other smaller villages. The pressure on services in Stradbroke is therefore influenced by wider growth as well as that proposed for Stradbroke in the Neighbourhood Plan.

The medical centre in Stradbroke has land to the rear, owned by the Parish Council, which can be used should the building need to be extended. It should be noted that decisions on the expansion or otherwise of existing estates principally rests with the Integrated Care Board and possibly NHS England (depending on the specific issue). It is important that the growing population of Stradbroke has access to appropriate primary healthcare services. Opportunities to expand the provision of health services within the Neighbourhood Plan area will be strongly encouraged.

Map 10: Catchment area for Medical Centre



Source: Fressingfield Medical Practice

POLICY STRAD10: EDUCATION AND HEALTH INFRASTRUCTURE

In order to serve the needs of the growing community of Stradbroke and its wider functional cluster, expansion of education and health capacity in Stradbroke – either on an existing site or through development of a new site – will be strongly encouraged.

Education (including Early Years and Childcare)

Provision of off-road staff car parking and bus/parent drop-off facilities to serve Stradbroke Primary School is encouraged. This shall be provided as part of development proposals on land south of Mill Road (Policy STRAD2) unless it is demonstrated that an alternative option would result in greater reductions in vehicle congestion and/or increased pedestrian safety at the school and can be secured.

Provision of land and/or buildings for Early Years and Childcare provision will be strongly encouraged. This shall be provided as part of development proposals on land south of Mill Road (Policy STRAD2) unless it is demonstrated that an alternative option would better address the needs of Early Years and Childcare services in Stradbroke. Any alternative option should either be within or immediately adjacent to the settlement boundary of Stradbroke village as defined in Policy STRAD1.

Health

Development proposals to expand primary healthcare or supporting care services at the existing Stradbroke Surgery will be strongly encouraged. If such expansion does not address the health needs of the community, then relocation of the Surgery within or adjacent to the settlement boundary of Stradbroke will be encouraged.

Objectives addressed: PL2, PL3; PE1, PE2

8.3. Other community provision

Whilst access to education and health infrastructure are fundamental to the sustainability of communities, the provision of other community infrastructure is equally important to a community's wellbeing. Having the ability to undertake leisure activities, gather in community groups and access green open space can help to improve quality of life and social cohesion in a community. They are part of the glue that binds communities together.

It is vital the existing community infrastructure – including allotments, community halls, leisure centres, green spaces dedicated to formal and informal recreation and play areas – are retained. Some facilities in Stradbroke would benefit from improvement and expansion.

Joint Local Plan Policy LP28 (Services and Facilities within the Community) provides a clear policy framework that encourages expansion of community provision whilst also providing strict criteria relating to the loss of any facilities. This requires re-provision of alternative or improved facilities if there is still a proven demand. Given this, it is not necessary for the Neighbourhood Plan Review to include a similar policy.

9. Transport and accessibility

Movement around the village and the wider parish is a key issue. Inevitably, in a rural location much is based around the use of the car and it is important that issues relating to safety and congestion are addressed. But with Stradbroke village offering so many services and community facilities, many journeys could be made on foot and by bicycle. This in turn would help to resolve some of the congestion issues as well as reducing pollution and increasing the health of the community.

9.1. Highways and movement

- a. In a rural setting such as Stradbroke, accessibility by car is vital for most residents to be able to access employment, shopping and other services. However, this does create some issues with congestion and safety in the village.
- b. The village is structured around two intersecting roads:
 - (i) the B1118 from Diss though to Dennington and on to Framlingham; and
 - (ii) the B1117 from Eye through to Halesworth.
- c. Despite being B-roads the traffic flow through the village is high. What creates particular problems is the proximity of the two junctions, Wilby Road/New Street and Queen Street/Church Street, both on a popular cross country route taking vehicles between the A140, A143 and A12. These junctions serve to take this multi-directional traffic straight through the middle of the village, regardless of destination.
- d. The density of traffic is not only high - there are a significant number of large vehicles due to there being two haulage companies based within the parish and the obvious agricultural vehicles found in a farming village. Based on traffic surveys, approximately 10% of all vehicles are in the LGV or HGV classification.
- e. During 2023, the Parish Council commissioned Ethos Consulting Ltd to undertake a village road safety assessment (SD12). The assessment identified 8 key areas that are frequented by various transport modes, due to the key trip generators and positioning of the roads (see Fig. 3). The report notes that there are restricted footways and a lack of safe facilities for pedestrians to cross Queen Street and at the junction of Queen Street and Church Street. These issues are currently being addressed. Separately, there is congestion problems in Queen Street which is exacerbated at school start and finish time by parking outside Stradbroke Primary School, with parking restricting the flow of traffic along Queen Street to a single lane only.

Fig. 3: Key trip generators within the village



Source: Ethos Consulting Ltd

- f. Whilst the Neighbourhood Plan cannot prevent vehicles from using these routes, Planning Walkway Routes will encourage short, local journeys to be made by foot or bicycle, providing regular healthy exercise and an alternative to short car journeys; journeys create congestion, particularly outside the schools and at the main junctions, and pollution. Linking the new development sites (Policies STRAD2-5) into the network of pedestrian routes is vital to encourage more walking and less use of the car but also to connect these areas and their residents to the community of Stradbroke.
- g. Improving pedestrian access into and around Stradbroke village and to key facilities such as the local schools and medical centre requires improvement to existing footways and crossing points in certain locations along the three main roads, New Street/Church Street, Queen Street and Wilby Road. Specifically, there is a need to ensure that people can safely access a footway where there is only one on one side of the road. In addition, crossing points at the two main junctions will assist with pedestrian safety. It is important that these are improved and that access to them from the new developments can be provided. The Plan therefore identifies Walkway Routes.

POLICY STRAD11: HIGHWAY ACCESS AND PEDESTRIAN MOVEMENT

Proposals to improve the flow of traffic and pedestrian safety on highways in the Neighbourhood Plan area will be strongly encouraged. This is particularly the case in respect of the two main junctions in Stradbroke village:

- i. **Wilby Road with New Street; and**
- ii. **Queen Street with Church Street.**

To ensure that pedestrians can move easily and safely around Stradbroke village, proposals to enhance the Walkway Routes shown on the Proposals Map will be strongly encouraged.

Where practical, development in the vicinity of identified Walkway Routes will be expected to:

- **provide direct and easy pedestrian access to the Walkway Route that provides most appropriate access to the main shops and services in Stradbroke village; and**
- **make developer contributions toward the enhancement of these Walkway Routes where appropriate; and**
- **not have an unacceptable impact on the Walkway Routes, in particular through the creation of significant additional traffic movements where this would have a detrimental impact on the safety or flow of pedestrian access.**

In order to improve pedestrian movement and access to the countryside, development is encouraged to link in to the public rights of way network where possible.

Objectives addressed: PL2, PL3

9.2. Parking

- a. Stradbroke is a rural location where there is often a need to undertake trips for services and facilities and work by car. In addition, many households include grown-up children, who need to travel by car for work and other reasons.
- b. Already some parts of Stradbroke are beset with on-street parking and congestion, which has a harmful impact on the character of the area. In particular this is around the two critical junctions within the village where parking seriously hampers traffic flow and are potential accident areas. The T-junctions of Wilby Road/New St and Queen St/Church St are particular hazard areas.
- c. Parking on pavements, where they exist, is also an issue as it forces pedestrians to walk in the road. Inconsiderate parking also causes access difficulties.
- d. Policy STRAD12 lays out the principle that new development should absorb the parking needs it creates unless there is robust evidence that the resultant level of off-street parking proposed will be sufficient to serve the needs of the development. It seeks to protect public off-street parking, particularly the car park serving the community and leisure facilities on Wilby Road.

POLICY STRAD12: PARKING PROVISION

Development proposals that generate an increased need for parking must provide suitable parking, having regard to the Suffolk Guidance for Parking (2023)¹², or any successor document, in order to meet the needs of its users and occupiers and to minimise obstruction of the local road network in the interests of the safety of all road users, including pedestrians and cyclists. For residential development, off-street parking spaces can take the form of spaces or garaging/car port facilities, but must be permanently available for parking use.

Proposals that would reduce the existing level of off-street parking provision will be resisted unless it can be satisfactorily demonstrated that the amount of overall provision is adequate. This includes the public car parking serving the community facilities on Wilby Road.

Objectives addressed: PL3

9.3. Other transport matters

- a. The scale of development planned for within the Stradbroke Neighbourhood Plan will mean an increase in the number of families in the village bringing their children into the pre-school, primary school and high school. In turn this will increase the numbers that will need to access post-16 education opportunities. There is an increasingly wide network of options for the post-16 age group in and around Suffolk and Norfolk but no educational facilities in the village itself. Indeed, there are decreasing options in terms of the closest sixth form providers. Students from Stradbroke are known to be travelling to, amongst others:
 - Thomas Mills High School, Framlingham
 - Hartismere 6th Form College, Eye
 - Suffolk One, Ipswich
 - Suffolk New College, Ipswich
 - West Suffolk College, Bury St Edmunds
 - Easton and Otley College, Easton/Otley
 - Wyndham College

¹² Suffolk Guidance for Parking – Technical Guidance 4th edition October 2023

- b. Public transport is poor to a number of these locations and there is a need to work with the education providers and Suffolk County Council to improve this or private bus provision. An alternative for improved access is considered to be through the use of private bus services which provide a school service.
- c. It is considered that this is one of the priorities for spending of Community Infrastructure Levy (CIL) funding. This is identified in the appropriate section later in the Plan.

Objectives addressed: PE6

9.4. Improvements since the Plan was made in 2019

The Parish Council has used the CIL from development that has occurred since the Plan was made, alongside central Government Grants, to carry out the following improvements to Pedestrian & Highways Safety.

- 3 x solar powered Speed Indicator Devices to be sited on Queen Street, New Street and Laxfield Road.
- New and improved highways signage at the entrances to the village on Queen Street, New Street and Laxfield Road.
- Improvements to existing pedestrian crossing points on Queen Street, Wilby Road and Church Street.
- New pedestrian crossing points at the junction of Wilby Road and Church Street and across Wilby Road to the site of the community, leisure and health centres.



10. ENVIRONMENT

The rural environment is a fundamental part of what makes Stradbroke such an attractive village in which to live. The relationship between green spaces and the built form is therefore very important.

10.1 Local green spaces

- a. The rural nature and aspects of the Parish and village are much valued. Individually and collectively a number of important spaces, including the playing field, make a vital contribution to the character and appearance of the village and are valued by the community, be it for resting on the seats, flying down the zip wire or learning about the local history etc, as well as providing visual breaks and green lungs for the village.
- b. The largest areas of protected green space are principally the playing fields and recreational amenity spaces (SD12).
- c. Under the NPPF, Neighbourhood Plans have the opportunity to designate Local Green Spaces which are of particular importance to them. This will afford protection from development other than in very special circumstances. Paragraph 107 of the NPPF says that Local Green Spaces should only be designated where the green space is:
 - *in reasonably close proximity to the community it serves;*
 - *demonstrably special to a local community and holds a particular local significance, for example because of its beauty, historic significance, recreational value (including as a playing field), tranquillity or richness of its wildlife; and*
 - *local in character and is not an extensive tract of land.*
- d. It is considered that the following green spaces fulfil these requirements and therefore Policy STRAD13 designates them accordingly.

Westhall Green and Play Area



This is an important open space for recreation, both formal and informal. It has benefitted from new play equipment and football goalposts which make it popular, particularly with local residents who live close to it.



Village Gardens and Allotments

This is an important resource for approximately 30 families to grow their own food. The site is adjacent to a public footpath and is used extensively by walkers and dog owners as well as for picnics in the summer. It contains a wildflower meadow and community orchard which is stocked with traditional Suffolk apple varieties. Also included is a small but ancient pond. It is a haven for wildlife and as such an environmental management policy is in operation.

Playing field and Bowling Green at Wilby Road



The playing field is the only one in Stradbroke open to the public and is well used by the local football and cricket clubs. It is also used for community events such as fetes and concerts. On a day-to-day basis it is an important space for informal recreation.

The bowling green is an important resource for recreation and encouraging health and wellbeing. It is popular and well used, particularly by older members of the community. This area forms the main community sports facility serving the village.

POLICY STRAD13: LOCAL GREEN SPACES

The following areas shown on the Policies Map are designated as a Local Green Spaces:

1. Playing field at Wilby Road
2. Westhall Green and Play Area
3. Village Gardens and Allotments
4. Bowling green at Wilby Road

Proposals for development on these Local Green Spaces will only be permitted in very special circumstances.

Objectives addressed: PL6

10.2 Light Pollution

- a. In a rural parish which has a flat topography, night time light pollution can be a significant intrusion when lighting is poorly designed and located. Appropriate guidance on the reduction of light pollution is provided by the Institute of Lighting Professionals¹³ and any development should have regard to the guidance Environmental Zone E2 which covers lighting in village locations.
- b. Lighting in public areas, particularly street lights, should be provided in the form of down lighters which serve to minimise the amount of light that is visible away from the area of the street intended to be lit.
- c. A very specific issue for Stradbroke is the use of illuminated road signage. Street lights are turned off at 11.30pm to minimise light pollution in the village. Yet certain types of road

¹³ Institute of Lighting Professionals *Guidance Notes 01/21 The Reduction of Obtrusive Light (2021)*

signage must be kept illuminated; one-way estate roads for example. It is therefore considered that new developments requiring estate roads should ensure through the design that they are two-way roads that do not require illuminated road signage.

POLICY STRAD14: LIGHT POLLUTION

New development will be required to demonstrate how it has minimised light pollution created through its proposed use.

Where lighting of public places is proposed, the use of downlighters will be required.

New development should have regard to guidance from the Institute of Lighting Professionals ('Guidance Notes for the Reduction of Obtrusive Light' (2021) or any successor document) in respect of sites in rural locations where relevant.

Where possible, new estate roads should be two-way roads to avoid the need for illuminated road signage.

Objectives addressed: PL6

11. RETAIL PROVISION

12.1 Retail business activity in Stradbroke focuses on the small retailers that are clustered in the centre of the village. The village shop is a major focal point. At present it has a significant lack of suitable storage space but it is essential to the village and it is important that such matters are addressed in order for it to remain a viable retail business. Proposals to facilitate the retention of existing retail premises or the provision of new retail premises should therefore be encouraged.

12.2 Also in the village are two pubs, The White Hart and the Ivy House. In order to support the ongoing viability of such uses, it may be appropriate in the future to merge the activities of local shops, pubs and community services into a smaller number of buildings. Policy STRAD17 provides the flexibility to enable this.

POLICY STRAD15: RETAIL PROVISION

Development proposals which will enable the retention of existing retail services (Class E1 and F2) within or adjacent to the existing settlement boundary or site allocations STRAD2-5 will be strongly encouraged.

The provision of new retail premises (Class E1 and F2) will also be strongly encouraged, either within or adjacent to the existing settlement boundary or site allocations STRAD2-5. This could either be in the form of new facilities or the re-use of existing Class E community facilities such as pubs. Such proposals must demonstrate that they will not have a detrimental impact on the amenity of neighbours and that there is sufficient parking available to ensure that users of the facility do not create unacceptable hazards on the existing roads when parking.

Objectives addressed: PL4, PE4

12. INFRASTRUCTURE INVESTMENT PRIORITIES

As a clear expression of the community's wishes, Stradbroke Parish Council intends that the 25% of Community Infrastructure Levy contributions raised within the Stradbroke Neighbourhood Area (the 'meaningful proportion') and, where relevant, monies from other planning obligations, be used to contribute towards delivering the infrastructure included in the Parish Infrastructure Investment Plan (PIIP).

The PIIP is a live document which is updated regularly. Councillors review the priority of outstanding projects on an annual basis, and the Community is given an opportunity to comment on matters included.

The most recent version of the PIIP can be viewed at: <https://www.stradbrokepc.org/parish-plans>

13. COMMUNITY ACTIONS

Action	Commentary
Improved nursery/pre-school provision	Explore options with County Council
Public transport improvements	Work with County Council to explore options for improving public transport and investigate potential for a community bus service.
Clubs and societies	Look at ways of better promoting village clubs and societies
Drainage	Prepare and retain a drainage/pond log showing who owns which drain, which development drains into it and who is responsible for managing the drain
Health	Investigate the provision of additional health services such as dentist/chiroprapist
Health	Explore options to expand or re-provide an enlarged Stradbroke medical centre surgery with the Clinical Commissioning Group and NHS England
Mobile & Broadband	Work with suppliers to improve the service available, investigate the use of a mobile phone mast.

14. MONITORING AND REVIEW

The Stradbroke Neighbourhood Plan has been developed to assist with the planning of sustainable growth across the parish for a period up to 2044.

A formal review process in consultation with the local community and Mid Suffolk District Council should be undertaken at a minimum of every five years, to ensure that the Plan is still current and remains a positive planning tool to deliver sustainable growth. In order to determine when a review is necessary, the Parish council will monitor development in Stradbroke along with the local and national policy and legislative context.

It may be that this policy is reviewed at other times because of changes to relevant local policies, national policies and legislation. It is accepted that the Stradbroke Neighbourhood Plan will require review during its life. It must be remembered that the overall objective of the Plan is to assist and support future development not to debar it.

15. APPENDICES

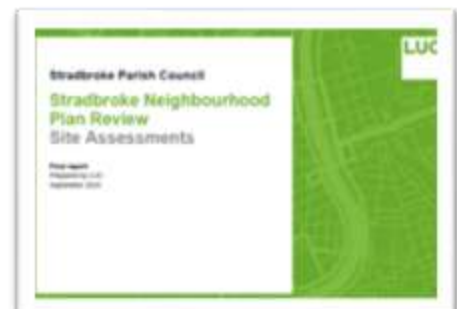
Appendix A: Review Timeline

To date and expected future timescales:

- Stradbroke Neighbourhood Plan made - March 2019
- Housing Needs Survey undertaken - 2021
- Road safety assessment undertaken - 2023
- Parish Council resolve to review the plan - June 2024
- LUC appointed to assist with review - 2024
- NPPF updated - December 2024
- Mid Suffolk District Council issued interim housing targets - March 2025
- Site assessments undertaken by LUC – August 2025
- Public consultation – end Sept / start Oct 2025

Matters consulted on:

- Vision
- Objectives
- Site Allocation Procedure
- Site Assessments
- Parish Council resolve to add an additional site – December 2025
- Revised Neighbourhood Plan presented to Parish Council – March 2026
- Pre submission (Regulation 14) consultation start date – 23rd March 2026
- Pre submission (Regulation 14) consultation end date – 22nd May 2026
- Amended revised draft submitted to Mid Suffolk District Council (Regulation 15)
- Mid Suffolk District Council undertakes submission stage (Regulation 16) consultation (6 weeks)
- Plan independently examined
- Plan to referendum (if required by Examiner)

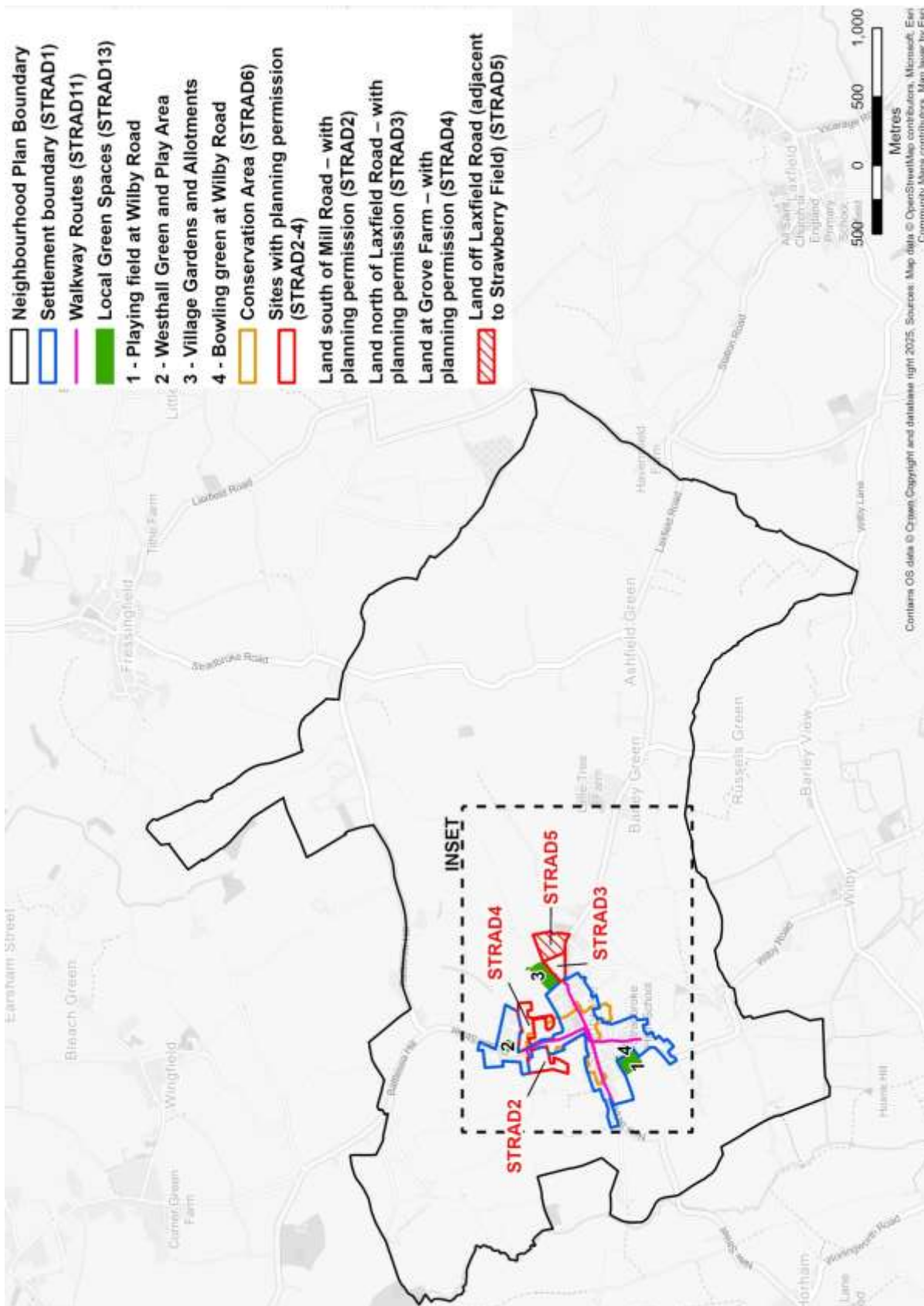


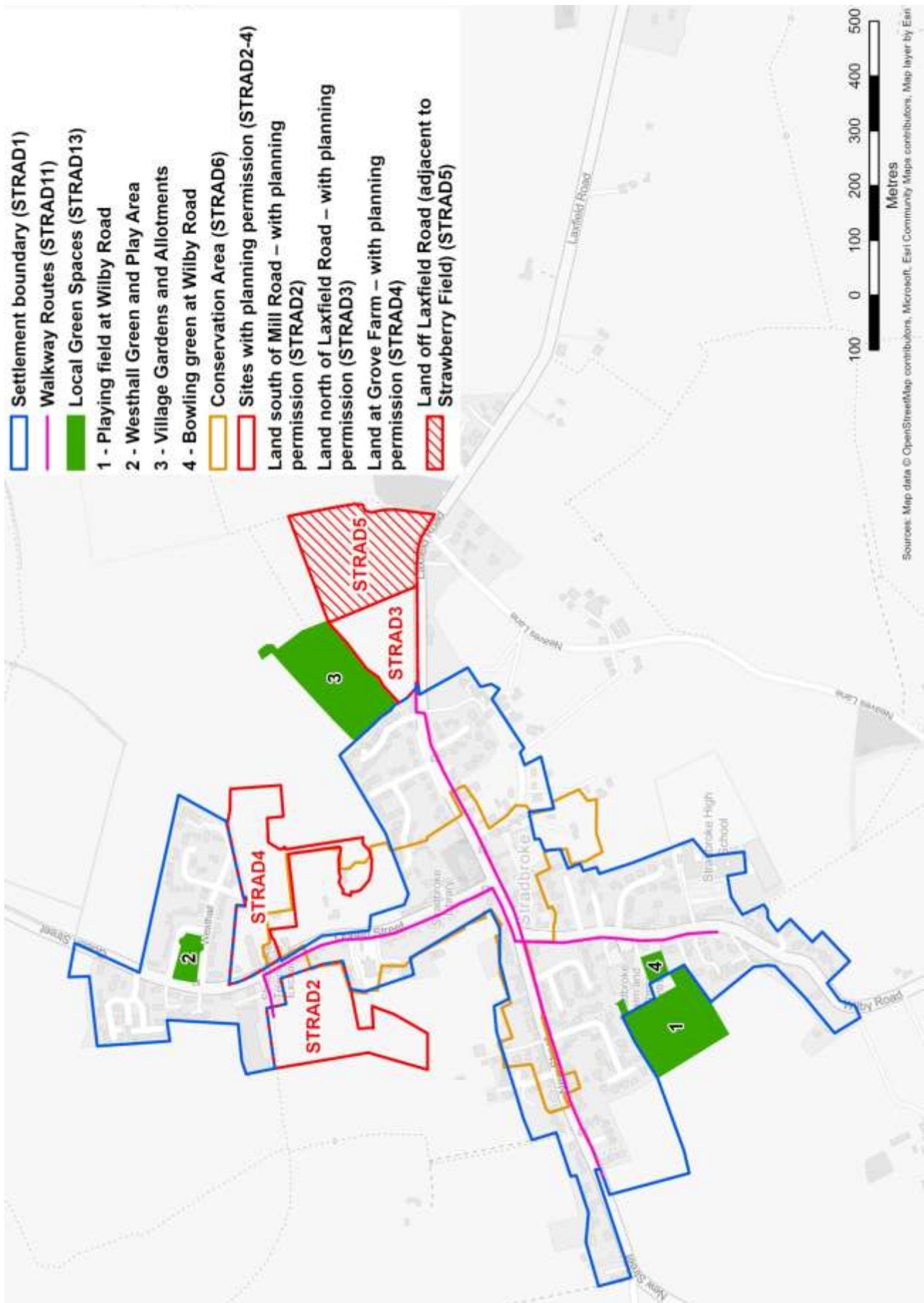
Appendix B: Glossary

This document uses some abbreviations, technical words and terms that are not in common use. The following list is to help you understand the document and explain those abbreviations, words and terms in plain English.

Adoptable roads	Roads that are built to a standard set by Suffolk County Council so they can be maintained by the Council at no direct cost to those living on an estate eg Ash Plough (see 'service charge')
Affordable Housing	Affordable housing: Social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market. Affordable rented housing is let by local authorities or private registered providers of social housing to households who are eligible for social rented housing.
Community Infrastructure Levy or CIL	A charge per square metre on the net additional floor area constructed on a site. CIL charges can be differentiated in a number of different ways, with the most common way being by type of development, e.g. residential, retail, commercial, etc. CIL pays for the additional cost burden to the Council and the community of the building, such as health, education, roads, library, open spaces, waste and other services. Parishes with a Neighbourhood Plan can keep 25% of CIL to spend as they choose on addressing the needs arising from growth.
Functional Cluster	A group of villages and settlements that work together, e.g. for schooling, shopping, activity or health interests.
Historic Environment	All aspects of the environment resulting from the interaction between people and places through time, including all surviving physical remains of past human activity, whether visible, buried or submerged, and landscaped and planted or managed flora.
Infrastructure	A broad term to describe the things which make places acceptable for people to live in. Services to land include road and utilities such as power and water; services to people include schools, GP surgeries, community facilities etc.
Joint Local Plan - adopted	The adopted local plan is the Joint Local Plan adopted by both Mid Suffolk and Babergh District Councils adopted in November 2023. The Neighbourhood Plan must be in general conformity with its strategic policies.
MSDC	Mid Suffolk District Council
NPPF	National Planning Policy Framework, a document that sets out national planning policy. All neighbourhood plans must have due regard to it.
PE	Stradbroke Neighbourhood Plan Objective relating to People
PL	Stradbroke Neighbourhood Plan Objective relating to Place
SCC	Suffolk County Council
SD	Supporting Document – which provides evidence that underpins the policies in the Plan
Service Charge	A charge paid by homes on an estate on which land and roads are managed by a private company instead of Suffolk County Council. The company invoices the residents of that estate for the cost of upkeep and maintenance and they pay the full cost of those services.
SNP	Stradbroke Neighbourhood Plan
Spatial Strategy	A planning phrase used to describe how to set out types and level of uses in any place, e.g. housing, shops, business, open space, to create a sustainable community.
SPC	Stradbroke Parish Council
Swales	Drainage pond for surface water

Appendix C: Proposals Maps







The Parish Council would like to extend their thanks to the residents of Stradbroke who have given their time over a number of years to help in the preparation of the Stradbroke Neighbourhood Plan.

Thanks are also extended to the following organisations in their assistance with the preparation of the Neighbourhood Plan.

Jon Wilson Photography
www.jonwilson.photography



LUC
<https://www.landuse.co.uk/>



Mid Suffolk District Council
<https://www.midsuffolk.gov.uk/>



Suffolk County Council
<https://www.suffolk.gov.uk/>



Locality
<https://locality.org.uk/>

