

DRAFT

Stradbroke Parish Neighbourhood Plan

2016 – 2036

Pre-submission Consultation

Contents

List of Policies	4
List of Maps	4
Foreword to the Draft	5
Glossary	6
1) Introduction.....	7
a) Why a Neighbourhood Plan?.....	7
b) Background.....	8
c) History of Stradbroke	8
d) Stradbroke Today	10
2) Stradbroke Vision for Tomorrow.....	13
3) Development and Design Principles.....	15
4) Housing.....	19
5) Infrastructure.....	21
a) Utilities.....	21
i) Flooding and drainage	21
ii) Electricity	22
b) Community Infrastructure.....	23
i) Education and nursery provision (early years and childcare)	23
ii) Health	24
6) Transport and accessibility	27
a) Highways and movement.....	27
b) New estate roads.....	28
c) Parking	29
d) Other transport matters	30
7) Environment and Heritage	31
a) Local green spaces.....	31
b) Design and Heritage	32
c) Light Pollution.....	34
8) Economy	36
9) Site Allocations	38
Site A: Land north of Laxfield Road	38
Site B: Land east of Farriers Close	40
Site C: Land south of New Street.....	41
Site D: Land south of Mill Lane	43
Site E: Land at Grove Farm	45
10) Infrastructure Investment Priorities.....	46
11) Community Actions	47
12) Monitoring and delivery	48
13) Proposals Maps	49
14) Supporting Documents.....	51

List of Policies
STRAD1: Development Strategy and Principles
STRAD2: Design Principles
STRAD3: Housing Mix
STRAD4: Utilities Provision
STRAD5: Education and Health Infrastructure
STRAD6: Community Infrastructure
STRAD7: Highway Access and Pedestrian Movement
STRAD8: New Estate Roads
STRAD9: Parking Provision
STRAD10: Local Green Spaces
STRAD11: Design and Heritage
STRAD12: Light Pollution
STRAD13: Existing Employment Sites
STRAD14: Retail Provision
STRAD15: Land North of Laxfield Road
STRAD16: Land East of Farriers Close
STRAD17: Land South of New Street
STRAD18: Land South of Mill Lane
STRAD19: Land at Grove Farm

List of Maps
Map 1: Neighbourhood Designated Area
Map 2: Stradbroke Village 1840
Map 3: Stradbroke Village 2000
Map 4: Wider Hinterland of Stradbroke Village
Map 5: Catchment area for Medical Centre

Foreword to the Draft

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.

The Draft Stradbroke Neighbourhood Plan consists of a vision and objectives, community-wide responses to public consultation, comments, observations and concerns 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. The Plan also sets out Community Priorities for use of Community Infrastructure Levy. These again are based on the vision objectives and policies

The Plan has been produced by a Neighbourhood Planning Committee including Parish Council members, working with community volunteers, and in partnership with Mid Suffolk District Council, Suffolk County Council, AECOM Consulting, Navigus Planning and Locality, (the National Government Agency tasked to support Neighbourhood Plan development).

*The Stradbroke Neighbourhood Plan Committee and Team on behalf of
Stradbroke Parish Council*

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 abbreviation words and terms in plain English.

Glossary

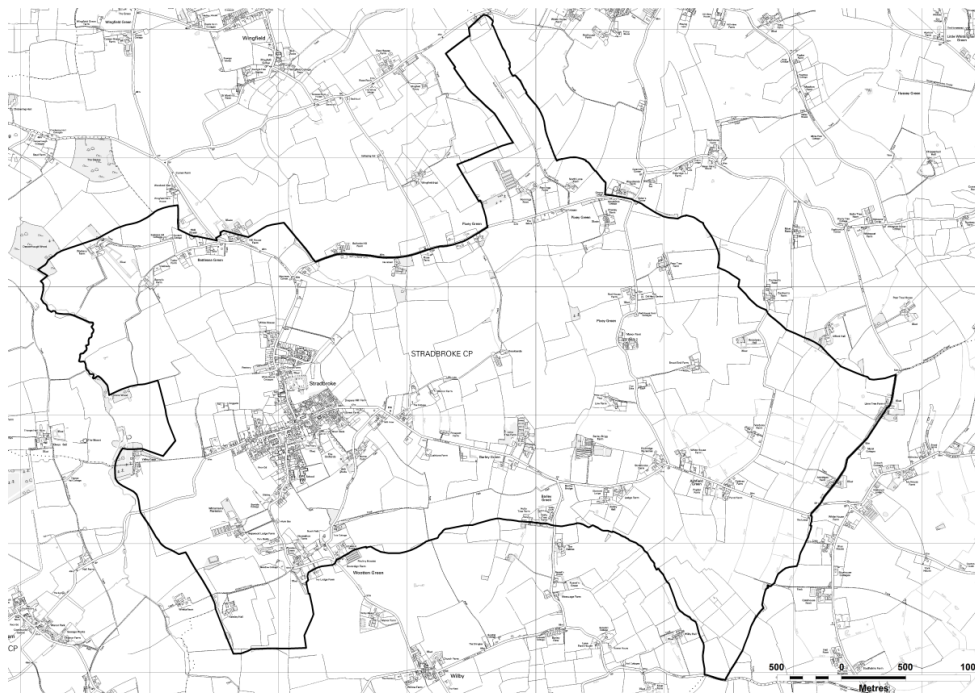
Adoptable roads	Roads that are built to a standard set by Suffolk County Council so they can be maintained by the Council at no direct cost to those living on the estate (see 'service charge')
Affordable Housing	Affordable housing: Social rented, affordable rented and intermediate housing, provided to 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.
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.
Local Plan - adopted	Until is it superseded by the Babergh & Mid Suffolk Joint Local Plan, the adopted local plan comprises the saved policies of the Mid Suffolk District Local Plan (1998), the First Alteration to the Mid Suffolk Local Plan (2006), the Mid Suffolk District Core Strategy Development Plan Document (2008), and the Mid Suffolk District Core Strategy Focused Review (2012).
Local Plan - emerging	Babergh & Mid Suffolk Joint Local Plan, the emerging planning document that provides the strategic framework that guides and informs the Neighbourhood Plan. 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

Introduction

a) Why a Neighbourhood Plan?

- i) Neighbourhood planning gives communities direct power to develop a shared vision for their neighbourhood and shape the development and growth of their local area over the next 10-20 years. They can choose where they want new homes, shops and offices to be built, have their say on what those new buildings should look like and what infrastructure should be provided, and where planning permission should be granted for the new buildings they want to see go ahead. 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 Local Plan prepared by the local planning authority with decisions on planning applications being made using both, and any other material considerations.
- ii) To help deliver their vision communities that take a proactive approach by drawing up a neighbourhood plan or Order and secure the consent of local people in a referendum will benefit from 25% of the revenues from the Community Infrastructure Levy (CIL) arising from the development that takes place in their area. It is important that Communities consider carefully what their future needs are based on evidence so that they can make informed choices about priorities. It is a key function of a NP to set out those priorities after due consultation. This plan sets out the evidence for future growth and a list of priorities for funding can be found in the section entitled 'Infrastructure Investment Priorities'.
- iii) A neighbourhood plan should support the strategic development needs set out in the Local Plan and plan positively to support local development.
- iv) 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.

Map 1: Map of Neighbourhood Plan Area



b) Background

In 2014 Stradbroke Parish Council decided to investigate the possibility of drawing up a Neighbourhood Plan. A public meeting was held on 19 May 2014 attended by 120 residents. 92 residents supported the construction of a Neighbourhood Plan, 2 were against and 26 undecided or no opinion recorded. Following breakout workshops, 36 residents volunteered to assist with collecting more in-depth information on various aspects of the plan. A committee was established, with work streams organised, reporting to the Parish Council.

Timeline to date and expected future timescales:

- Village Consultation - May 2014
- Designated Area consultation starts - July 2014
- Designated Area approved (see Map 1) - Sept 2014
- Evaluation of Market Research Agencies - Nov 2014
- Housing Needs Survey - 2014
- David Spencer Qualitative Research Study - Jan 2015
- Project Plan - Feb 2015
- Focused workstreams established - Mar 2015
- Project leadership change - Sept 2015
- Development of Quantitative Community Survey - Nov 2015
- Community Survey - May 2016
- Analysis of Survey Results - Oct 2016
- Open day of Results - Nov 2016
- Writing of plan and policies commenced - Dec 2016
- New members join the Neighbourhood Plan Committee - July 2017
- MSDC issue draft Local Plan for consultation - Aug 2017
- Site assessments are undertaken by AECOM – July 2017
- AECOM model the long term development through master planning, viability and highways assessments - Sept to Nov 2017
- Public consultations following site assessments – Oct 2017
- Pre-Submission Consultation (6 weeks) begins – 20th January 2018
- Pre-Submission Consultation ends – 2nd March 2018
- Revised Plan submitted to MSDC (Submission Stage) – March 2018
- MSDC undertakes Submission Stage consultation (6 weeks) – March to April 2018
- Plan independently Examined – May 2018
- Plan to referendum – July 2018

c) History of Stradbroke

The settlement known today as Stradbroke existed long before the Norman Conquest in 1066 and was by then a well-established community. Precisely when it was established is not known but it was certainly Anglo Saxon in origin. Stradbroke, the Stetebroc of the Domesday Book, would have been an Anglo-Saxon settlement of Frisian origins, not of a particularly early date, but probably around 600AD.¹

The village has evolved around the central staggered crossroads. 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

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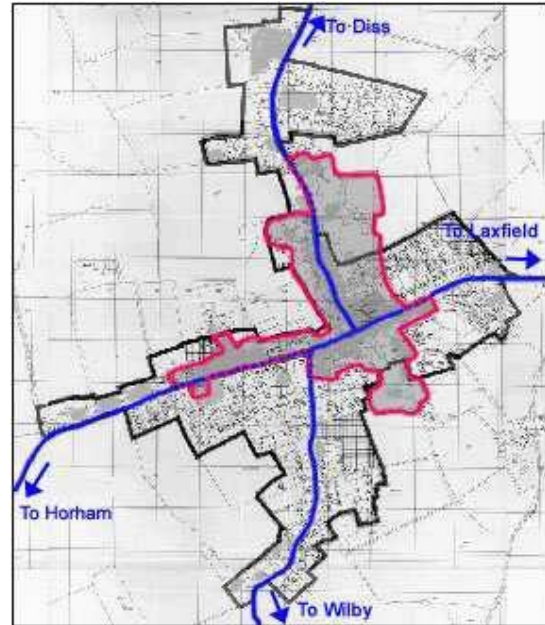
<https://docs.google.com/viewerng/viewer?url=http://www.stradbrokearchive.org.uk/files/original/5ee94338aace1e0d5258b9a88bc7187e.pdf>

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.

Map 2: Stradbroke Village 1840



Map 3: Stradbroke Village 2000



The shaded area in the centre of the village roughly equates to the 1840 village and today is the Conservation Area

The village has grown out along these roads with a 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 swelling 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.

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, which is widely regarded as one of the village’s greatest assets as it forms the layout of medieval Stradbroke. The village has 69 listings, unusual for a working rural village but so important to its character.²

² <https://historicengland.org.uk/listing/the-list/results?q=Stradbroke,%20Suffolk&parish=Stradbroke&searchtype=nhlesearch&searchResultsPerPage=20>

Stradbroke has historically been a service centre for the surrounding villages, having had a Workhouse (The Hoxne Union Workhouse), a Guild Hall and a Court House for visiting magistrates. Alongside these were many different types of retail outlets, several of which still service Stradbroke and its surrounding rural hinterland.

d) *Stradbroke Today*

Despite its physical expansion over the last 50-60 years, 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.

In 1998 MSDC published a Local Plan that set out a development boundary for the village. This is shown by the black line on the map 3 above. This has defined all development since then, as most of the building has taken place within the black line. Most other major planning proposals outside this area have been refused. The exception is the recent Grove Farm proposal for 44 homes. However, this borders the settlement boundary and effectively creates a potentially new limit of development.

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.

The population today consists of a wide mix of ages with a significant number of retired people. The age profile has changed since the 2001 Census in an upward direction. At the same time there has been a net outflow of young people. Slow development growth has added a small number of homes to the settlement. This lack of supply has had the effect of pushing up house prices and rents, moving development design towards larger homes and pricing local villagers (particularly families with children and young single adults in local employment and young married couples) out of the housing market.

Due to its central location in the settlement geography, Stradbroke has been a logical place to site education and leisure amenities, medical and educational facilities. It has a pre-school, primary school and secondary school, a swimming pool and fitness centre, large community centre, library, post office, fire station, medical centre, cricket and football pitches, two bowls clubs, floodlit tennis courts and an active Allotment Society. In the last few years, Stradbroke has seen the arrival of café culture, with two cafés opening.

e) *From then to now: What have we learned?*

Stradbroke is unique in its geographical position. It is within an inner ring of smaller villages 4-5 miles distant (Hoxne, Fressingfield, Laxfield and Worlingworth). It is almost equidistant from a middle ring of small towns 8-10 miles away such as Halesworth, Eye, Framlingham, Debenham and Diss (see Map 4). In addition, it sits 25 miles away from the outer circle of large and major towns/cities - Bury St Edmunds, Norwich, Lowestoft and Ipswich. It has grown independently of these larger centres and owes no particular allegiance; this is reflected in the 'spirit of place' which is very much centred on the village.

Map 4: Wider hinterland of Stradbroke village



Today, Stradbroke forms part of a functional cluster consisting of Stradbroke, Fressingfield, Horham, Wilby, Athelington and Wingfield. That description now extends to include Laxfield since the two primary schools share an Executive Head and are looking to form a Multi Academy Trust³ with several other primary schools. The High School has also strengthened its role by joining the Sapientia Education Trust, a multi-academy trust set up by Wymondham College. The medical practice is shared with Fressingfield with GP's alternating between the two surgeries.

It is clear from this wider picture that important social infrastructure other than housing must be planned more widely than the village itself in order to ensure that growth leads to a sustainable community in the long term. The starting point for this is the built environment of Stradbroke.

The Village Design Statement (SD01) produced in 2003 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. It is a primary purpose of this document is to set out how this might be achieved in particular through the allocation process.

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. The opening of an anaerobic bio digester unit to

³ <https://www.asst.org.uk/>

the east of the village has created a significant increase in large agricultural vehicles travelling on this road which has increased the frequency of traffic gridlock outside of school times.

The Village Design Statement adopted in 2003 and the update approved in 2014 (SD02) will form the basis of the Neighbourhood Plan. This document strives to include the policies and areas identified within the Village Design Statement and bring them up to date for use through the lifetime of this Plan to 2036.

2) Stradbroke Vision for Tomorrow

“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 local business growth and employment opportunities and actively seek further employment generating opportunities which directly 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 Promote community safety including issues of pollution, the green economy and protect and nurture green spaces and assets of community value.

	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.

The Stradbroke Neighbourhood Plan 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.

To this end the Stradbroke Neighbourhood Plan contains new 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.

Until it is superseded by the Babergh & Mid Suffolk Joint Local Plan, the adopted local plan comprises the saved policies of the Mid Suffolk District Local Plan (1998), the First Alteration to the Mid Suffolk Local Plan (2006), the Mid Suffolk District Core Strategy Development Plan Document (2008), and the Mid Suffolk District Core Strategy Focused Review (2012).

3) Development and Design Principles

- a) Stradbroke's growth over the plan period needs to be informed by a number of key principles and issues. As a 'core village'⁴ it should provide for its own changing housing, employment and service needs but also those of the smaller rural villages it serves. Through the engagement with the local community in preparing the Plan, the following issues have been identified as being important development principles:
- Retaining the 'crossroads' structure of Stradbroke village.
 - Maintaining social cohesion
 - Preserving the Conservation Area as a focus of the village in accordance with the Village Design Statement.
 - 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.
- b) The Babergh and Mid Suffolk emerging 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 to 2036. Whilst the spatial distribution of this growth will be determined through the development of the Joint Local Plan, Stradbroke's status as a core village means that it will play a key role in addressing that need. 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 Neighbourhood Plan's core development principles are based around these key considerations.
- c) The general approach in the Stradbroke Neighbourhood 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 is defined as countryside where development proposals must be for appropriate countryside activities.
- d) The Plan allocates five sites for development (including one site which already has the benefit of planning permission) 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 and congestion.

⁴ As proposed in the Babergh and Mid Suffolk Joint Local Plan Consultation document, August 2017

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 STRAD15 to STRAD19 as identified on the Proposals Map.

The Plan provides for a minimum of 230 dwellings to be built in the period 2017 to 2036 and the following sites are allocated for development:

- Land north of Laxfield Road (32 to 45 dwellings)
- Land east of Farriers Close (25 to 35 dwellings)
- Land south of New Street (43 to 60 dwellings)
- Land south of Mill Lane (75 dwellings)
- Land at Grove Farm (44 dwellings – as per planning permission ref. 3774/16)

Development proposals outside the settlement boundary and the site allocations will not be permitted unless:

- they represent appropriate uses in the countryside, such as agriculture, forestry, horticulture, fishing and equestrian activities, and energy generation;
- they relate to the retention of existing and appropriate provision of new commercial businesses;
- they relate to necessary utilities infrastructure and where no reasonable alternative location is available.

Development on the site allocations in Policies STRAD15 to STRAD19 will be expected to address the following key matters:

- the provision of new housing which addresses evidence-based needs;
- 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.

Objectives addressed: PL1-6; PE1-5

- e) With a number of site allocations bringing a significant level of growth to Stradbroke village over the period to 2036, one of the most important messages which was 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 Neighbourhood Plan strategy seeks to retain this feature.
- f) In addition, it is necessary for growth to be well planned, well designed 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.



Photo of Ash Plough



Photo of Priory Close

- g) The photo above of Priory Close is an example of where the planting of vegetation can mitigate the impact of development, whilst enhancing the aesthetics of the development as a whole.
- h) As well as being of aesthetic and practical benefit, good design attracts buyers, encouraging people into the village. It also enhances well-being and helps prevent discomfort and disharmony.
- i) The space between homes is also a concern for new developments. Ash Plough is an example cited by the community as creating problems of over-development whereby a developer has built too many dwellings in a small area. The over-development has left a legacy of issues that must be avoided in future developments such as:
 - i) Insufficient parking for cars – cars are forced to park on the road making areas, at times, almost impassable for emergency services.
 - ii) Insufficient garden space – the development is perhaps more suited to an urban setting where space is an issue.
 - iii) A cramped feel to the street scene, making it feel urban rather than a development that is part of a rural village.
- j) New developments should provide garden space of a useable size and shape to avoid the feeling of over-development and properties overlooking one another.

POLICY STRAD2: DESIGN PRINCIPLES

All new development proposals – including on the site allocations in Policies STRAD15 to STRAD18 – are expected to demonstrate good place-making principles in their design and layout.

All new development within Stradbroke must demonstrate good quality design. This means responding to and integrating with local surroundings and landscape context as well as the existing built environment. In Stradbroke good quality design means:

- design that respects the scale and character of existing and surrounding buildings as well;
- recognising the importance of separation between buildings which retains a rural feel, particularly on the edge of the settlement;
- avoiding cramming, particularly by ensuring that a residential plot can accommodate the needs of modern dwellings with useable garden space that should not be smaller than 70m² unless justified;
- respecting established building set back and arrangements of residential front gardens, walls, railings or hedges, with the loss of hedgerows to enable necessary access road visibility splays minimised;
- using good quality materials that complement the existing palette of materials used within Stradbroke;
- meeting all requirements of ‘Secure by Design’ to minimise the likelihood and fear of crime; and
- innovation to achieve low carbon sustainable design, particularly where this minimises the energy requirements of a building.

Innovative design is encouraged, provided that the proposed development would not harm local character.

Good design should provide sufficient external amenity space for refuse and recycling storage and car and bicycle parking to ensure a high quality and well managed streetscape. In particular, dedicated off-street parking provision for residential properties should preferably be provided without the loss of existing front gardens.

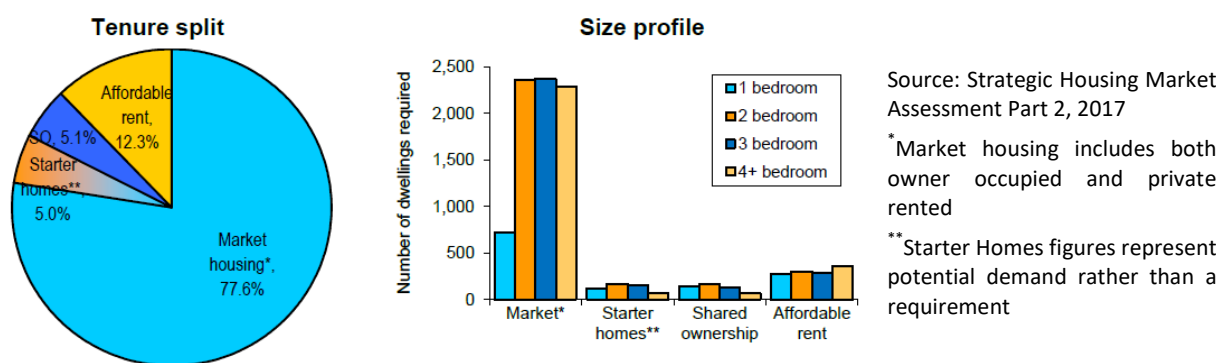
Development which abuts open countryside must not create a hard edge. Proposals must demonstrate how the visual impact of buildings on the site has been minimised through their layout, heights and landscaping. In particular, the retention and planting of trees, hedges and vegetation is encouraged to soften the impact to development, retain and improve the street scene and keep the rural village feel of Stradbroke. A landscape buffer of at least five metres is required where a development abuts open countryside.

Objectives addressed: PL5, PL6

4) Housing

- a) Mid Suffolk District Council is required to meet in full its assessed housing needs. As a core village, Stradbroke will play a key role in addressing that need through its site allocations. It is important also that the right *type* of housing is provided as well. This will need to meet the wider needs of the district to a certain degree but it is important that provides for the changing needs of those that live and work in Stradbroke.
- b) The overall housing need in Mid Suffolk is informed by the Strategic Housing Market Assessment⁵. For Mid Suffolk, this identified a need for 452 dwellings per annum over the period to 2036. Whilst there are a number of other factors which may result in an alternative figure being taken forward in the Joint Local Plan, it represents a good understanding of objectively assessed need.
- c) The SHMA also recommended the affordable housing requirement and, importantly for the Neighbourhood Plan, the overall mix of dwellings required by size. Figure 1 shows the summary:

Figure 1: Requirement for all new housing in Mid Suffolk district to 2036



- d) This shows that there is a need for approximately 22.5% affordable housing, including Shared Ownership and Starter Homes. Strategic policy to address this will be provided through the Joint Local Plan. The size profile shows that the predominant need is for 2-4 bedroom dwellings, equating to approximately 90% of need. For 1-bed properties, the need is 10%.
- e) Feedback from the community of Stradbroke was that the local need was very much for smaller properties, both for first-time buyers and for older downsizers. This is supported by the evidence from the Census, which shows that between 2001 and 2011, the number of young adults (aged 20 to 44) fell by nearly 4% whereas the number of people of retirement age (65+) grew by over 4.5%. The population of Stradbroke is ageing and is seeing the loss of households looking to bring families up in the village.
- f) 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 manageable property. The lack of such of first-time buyers results in many choosing to stay in their current larger homes, reducing the number of these 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
- g) It will be important that new development delivers 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

⁵ Peter Brett Associates (2017) *Ipswich and Waveney Housing Market Areas: Strategic Housing Market Assessment Part 1*, for Ipswich Borough Council and Babergh, Mid Suffolk, Suffolk Coastal and Waveney District Councils

impractical for smaller developments to provide a mix, often because small sites make it difficult to design an appropriate scheme that will also address all other policy requirements.

POLICY STRAD3: HOUSING MIX

All housing proposals of five or more units must be 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

5) 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, gas, 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.

a) 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, gas and telecommunications – but in Stradbroke issues relating to drainage (connected to flooding) and electricity are particularly important given the local circumstances.

i) Flooding and drainage

- (1) Stradbroke village and the surrounding land is very flat and as a result, a number of areas of the village are at considerable risk of flooding, particularly surface water flooding. As required by the NPPF, development must ensure that this position is not worsened, either on the site or elsewhere. However, given the sensitivity of the issue in Stradbroke, it is considered important that development proposals actively consider all reasonable options which will minimise the risk of flooding and ensure this is achieved through the use of effective modern drainage solutions.
- (2) Whilst in Stradbroke there are many swales which have commonly been used to provide drainage solutions, often there have been issues relating to the responsibility for their long term management. They are also expensive to maintain but, as the Parish Council has experienced, developers have argued that these are public spaces - when in practice they are unusable; it is evident that developers view this as a way to pass the cost of maintenance on to another body. For the growth proposed in the Neighbourhood Plan, it is vital that developments properly address the need to provide long term solutions capable of management by an appropriate body without an unacceptable burden of cost being expected to be taken on by a third party. Specifically, new drainage provision should be capable of adoption in order to ensure that it is not then a burden for the residents of the new development or the Parish Council (which does not wish to take on the management of such provision for newly planned development). In order to achieve this, new estate roads must also be adopted where drainage solutions run underneath them (see Policy STRAD8).
- (3) Sustainable Drainage Systems (SuDS) are commonly seen as effective solutions in urban areas where it is not cost-efficient or appropriate to drain into the ground. However, in a rural area like Stradbroke, alternatives involving drainage into the ground are often achievable. A concern with SuDS provision is the requirement to deliver it to an adoptable standard which thereby means that responsibility for its maintenance and upkeep will be taken on by Anglian Water Services. If it is not delivered to this standard then the expectation is that it will be taken on by the Parish Council. This is not considered to be an acceptable or viable situation where there are a number of sites allocated in the Neighbourhood Plan.
- (4) The Neighbourhood Plan therefore expects developers to design and provide adequate drainage solutions which:
 - (a) promote sustainable development; and

- (b) represent pragmatic solutions for a rural area whilst reflecting modern drainage practices; and
- (c) are not a burden either to the owners of properties on the estate or to the Parish Council.

ii) Electricity

- (1) 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.
- (2) 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.

POLICY STRAD4: UTILITIES PROVISION

Due to the levels of flood risk (fluvial and surface water) and the nature of the electricity network serving Stradbroke, development proposals are expected to demonstrate that they will not worsen the existing risks to the drainage and electricity networks through the use of effective modern solutions:

- For the drainage network, this means demonstrating that all reasonable and sustainable options have been considered. This is particularly the case if swales or balancing ponds are proposed.
- 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.

Such solutions should be accompanied by an appropriate scheme of management which ensures the effective long term management of the utilities infrastructure directly serving the new development without placing such responsibilities upon either new residents or other third parties. In particular, drainage systems should be designed so that they are capable of being adopted, either by ensuring that the estate roads under which they are routed are adopted or designing an alternative route for the drainage.

Developers are encouraged to engage at the earliest stage with the owners/developers of allocated sites to ascertain whether there is a more comprehensive solution to utilities provision serving the sites.

Development proposals that incorporate renewable energy solutions which increase self-sufficiency, energy efficiency and the load on the utilities network are strongly encouraged. This is particularly important where development would otherwise require expensive or abnormal solutions which continue to rely on traditional estate services. In particular, such solutions will be encouraged where they provide collective solutions for a whole development, e.g. a shared Combined Heat and Power (CHP), thermal or photovoltaic system.

Objectives addressed: PL1

b) 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.

i) Education and nursery provision (early years and childcare)

- (1) 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 outside the school during the morning drop-off and afternoon pick-up periods which in turn will help to encourage more walking and cycling.

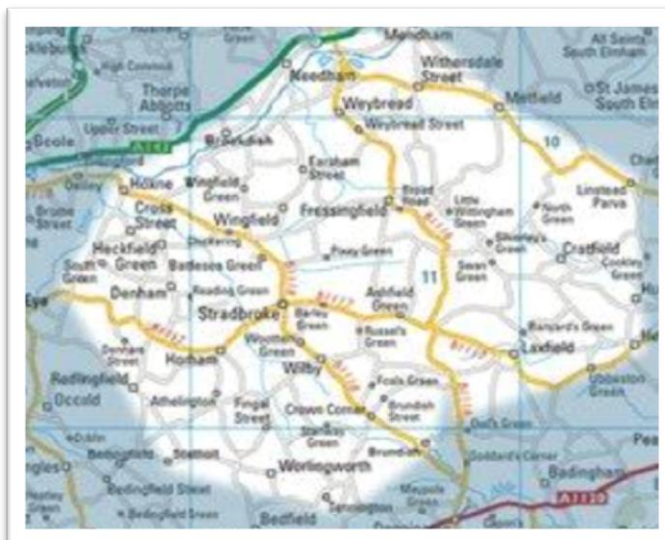
- (2) It is also important that provision is made for children of pre-school age, i.e. under-5s, also known as early years and childcare. This can be provided either in private, voluntary or independent setting but it is important that opportunities to provide a suitable setting to provide for childcare 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.
- (3) The school has considered the opportunity created by the allocation of adjacent land south of Mill Lane. 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. The remainder of the land could then be used for a Forest School Outdoor Learning Facility. 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 Lane (Policy STRAD18) seeks to deliver this and Policy STRAD5 below 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.
- (4) Similarly, the growth of Stradbroke's population will have implications for Stradbroke High School. It is considered particularly important that the High School's playing fields are retained and sufficient space is given over to playing fields which play an important role in providing physical education for pupils. The allocation of land to the east of Farriers Close (Policy STRAD18) provides land to extend the grounds of the High School. This could be used to expand the existing playing field provision but also, should the school need to expand its built provision in the future, then this land will ensure that there is no net loss of playing fields compared with the existing level of provision. The School has stated that an increase in pupil numbers would necessitate additional buildings to provide, amongst other things, more classrooms, an enlarged canteen, IT suite, music rooms and science labs. Policy STRAD5 below provides general support for this or any alternative options or solutions which serve to protect the existing levels of playing field provision for education.

ii) Health

- (1) 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.
- (2) The medical centre in Stradbroke was built with the facility to expand to an upper floor and 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 Clinical Commissioning Group and possibly NHS England (depending on the specific issue). Extensive consultation with these authorities in the development of the Neighbourhood Plan has failed to identify specific options. Nevertheless, 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 5: Catchment area for Medical Centre



POLICY STRAD5: 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 Lane (Policy STRAD18) 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 Lane (Policy STRAD18) 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.

In order to address the needs arising from growth in education requirements, provision of land and/or buildings at Stradbroke High School is encouraged. Land for these purposes shall be provided as part of development proposals on land east of Farriers Close (Policy STRAD16). Other development proposals which provide additional land to serve the school will also be encouraged.

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

c) Other community provision

- i) 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.
- ii) 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.
- iii) One specific opportunity is the expansion of the Stradbroke Community Playing Fields as part of the allocation of land to the south of New Street (Policy STRAD17). This will help to provide improved and expanded outdoor recreation for sports teams and informal recreation such as dog walkers.

POLICY STRAD6: COMMUNITY INFRASTRUCTURE

Proposals that would result in the loss of existing community facilities will not be permitted unless appropriate re-provision is made. Such re-provision will be required to demonstrate that the replacement facility is:

- a. at least of an equivalent scale to the existing facility; and
- b. is in a generally accessible location to the community of Stradbroke within the Neighbourhood Plan area; and
- c. is made available before the closure of the existing facility; and
- d. is of a quality fit for modern use.

Proposals for new and/or improved community facilities will be encouraged subject to the following criteria:

- a. the proposal would not have significant harmful impacts on the amenities of surrounding residents and other activities; and
- b. the proposal would not have significant harmful impacts on the surrounding local environment; and
- c. the proposal would not have significant impacts on the local road network; and
- d. the proposal would provide appropriate car parking facilities; and
- e. the proposal is located within or immediately adjacent to the settlement boundary of Stradbroke village as defined in Policy STRAD1.

As part of development proposals for the land south of New Street (Policy STRAD17), the extension of the Stradbroke Community Playing Fields is required.

Objectives addressed: PE3, PE4

6) 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 particular congestion issues as well as reducing pollution and increasing the health of the community.

a) *Highways and movement*

- i) 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.
- ii) The village is structured around two intersecting roads:
 - the B1118 from Diss through to Dennington and on to Framlingham; and
 - the B1117 from Eye through to Halesworth.
- iii) 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.



Photo showing pinch point outside Stradbroke Primary School

- iv) 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. There has been a noticeable increase in tractor movements since the opening of an anaerobic digester plant based at Barley Brigg Farm, on the Laxfield Road to the east of the village. Based on traffic surveys, approximately 10% of all vehicles are in the LGV or HGV classification.
- v) These traffic surveys have also shown that there is considerable localised congestion and problems with pedestrian safety at these junctions related to speeding traffic and high volumes of turning vehicles. Problems also arise at the junction of Queen Street and Church Street due to shoppers and delivery lorries wishing to park directly in front of the Spar Shop. Separately, there are problems outside Stradbroke Primary School at school start and finish times, with parking restricting the flow of traffic along Queen Street to a single lane only.
- vi) 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 which create congestion, particularly outside the schools and at the main junctions, and pollution

- vii) Linking the new development sites (Policies STRAD15-19) 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.
- viii) 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 STRAD7: HIGHWAY ACCESS AND PEDESTRIAN MOVEMENT

Proposals to improve the flow of traffic and pedestrian safety on highways and at key junctions 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, Walkway Routes shown on the Proposals Map will be protected from development.

Proposals to enhance the identified Walkway Routes will be strongly encouraged.

Development adjacent to 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 through the Community Infrastructure Levy (CIL) toward the enhancement of these Walkway Routes, particularly at key points of conflict between pedestrians/cyclists and vehicular traffic; 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

b) New estate roads

- i) A new estate road serving a new development can either be adopted by the highway authority, Suffolk County Council (SCC), or remain un-adopted and therefore the responsibility for its upkeep ultimately lies with the property owners. For a road to be adopted, it must meet certain SCC standards, as provided in the Suffolk Design Guide⁶ and Estate Road Specification⁷.

⁶ Suffolk County Council (2000) *Suffolk Design Guide for Residential Areas*

⁷ Suffolk County Council (2007) *Specification for Estate Roads*

- ii) There has been growing concern about the number of un-adopted roads which require homeowners to pay an additional service charge for their upkeep and maintenance. This is not only for the road itself: the drainage systems that often run underneath the road also have to be similarly un-adopted. In a village such as Stradbroke where the risk of surface water flooding has been proven to be significant, it is particularly important that drainage solutions can be adopted by the drainage authority.

POLICY STRAD8: NEW ESTATE ROADS

Development proposals which require new estate roads to be constructed should ensure these roads meet the standards required by Suffolk County Council for their adoption (as provided in the Suffolk Design Guide and Estate Road Specification⁸).

Development proposals which intend for estate roads to be adopted will be strongly encouraged, particularly where drainage networks are routed underneath estate roads. This will be secured through the use of planning conditions.

If development proposals do not provide an intention, through the use of a planning condition, to adopt estate roads and drainage networks are proposed to be placed under these roads, then the proposals are expected to demonstrate that there are no other reasonable alternative routes or methods for the provision of satisfactory drainage.

Objectives addressed: PL1, PL3

c) *Parking*

- i) 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.
- ii) 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. Car parking is permitted right up to the junctions and on both sides of the road leading to poor visibility for drivers turning leading to hazardous situations for both pedestrians and vehicles.
- iii) 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.
- iv) Policy STRAD9 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 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. This is seen as a vital community facility and the growth of the community, coupled with the expansion of community land to be secured through development of the land south of New Street (Policy STRAD17).

⁸ Both are Suffolk County Council documents

POLICY STRAD9: PARKING PROVISION

Development proposals that generate an increased need for parking must provide suitable off-street parking 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

d) Other transport matters

- i) The scale of development planned for within the Stradbroke Neighbourhood Plan will mean an increase in the number 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 also known to be travelling to:
 - 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
- ii) 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. The best alternatives for improved access are considered to be through the use of private bus services which provide a school service. The Sapientia Education Trust has committed to providing transport from Stradbroke High School to Wymondham College from September 2018.
- iii) 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

7) Environment and Heritage

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. The heritage of Stradbroke is noticeable in many of its buildings, particularly in the Conservation Area, and whilst innovation in development is encouraged, it must also meet the challenge of being in keeping with the best of Stradbroke and its surroundings.

a) Local green spaces

- i) 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.
- ii) The largest areas of protected green space are principally the playing fields and recreational amenity spaces.
- iii) 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 77 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;
 - where the green area is 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
 - where the green area concerned is local in character and is not an extensive tract of land.”
- iv) It is considered that the following green spaces fulfil these requirements and therefore Policy STRAD10 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/Bowling Green/Tennis Courts 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. The bowling green is popular and well used, particularly by older members of the community. The tennis courts are the only ones in the village and are popular and well used by a wide cross-section of the community. Both form part of the main community sports facility serving the village.

POLICY STRAD10: 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
5. Tennis courts at Wilby Road

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

Objectives addressed: PL6

b) Design and Heritage

- i) 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.
- ii) Whilst encouraging innovation in design therefore, the Neighbourhood Plan reflects also the importance of traditional materials and styles to Stradbroke. This has been informed by the substantial evidence base used to develop the Stradbroke Village Design Statement. Whilst this was prepared in 2003, the engagement as part of the Neighbourhood Plan identified that the principles and issues are just as important to people today.

- iii) 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.
- iv) 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.
- v) 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.



Red brick, render and plaintile



Red brick and black pantile



Red brick, render and thatch



White and red brick and slate

- vi) New developments can enhance the street scene or even positively contribute to the look and feel of the area. Good examples of new development that can show good design and quality build can be seen at Meadow Way where new builds have been widely viewed as having a positive impact to the street scene on an acceptable scale.



Photo of Meadow Way

- vii) The designs do incorporate relatively modern materials and are also designed in a way to give each home a unique character and enhance the area.
- viii) New developments should provide useable garden space (as defined in Policy STRAD2) to avoid the feeling of over-development and properties overlooking one another.

POLICY STRAD11: DESIGN AND HERITAGE

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.

Objectives addressed: PL2, PL5

c) Light Pollution

- i) 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 Engineers⁹ and any development should accord with the guidance Environmental Zone E2 which covers lighting in village locations.

⁹ Institute of Lighting Engineers (2000) *Guidance Notes for the Reduction of Light Pollution*

- ii) Lighting in public areas, particularly street lights, should be provided in the form of downlighters which serve to minimise the amount of light that is visible away from the area of the street intended to be lit.
- iii) A very specific issue for Stradbroke is the use of illuminated road signage. Street lights are turned off at midnight to minimise light pollution in the village. Yet certain types of road 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 STRAD12: 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.

Guidance from the Institute of Lighting Engineers ('Guidance Notes for the Reduction of Light Pollution 2000' or any successor document) shall be followed in respect of sites in rural locations.

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

Objectives addressed: PL6

8) Economy

- a) The economy of Stradbroke – in terms of jobs – is focused on a small business park on the edge of the village which, as at November 2017, is fully let to various tenants. Expanding that site is possible but it is in multiple land ownership and there are access constraints. However, there are also two significant employers which are either in, or close to, the village settlement. Skinners Pet Food factory at Mill Lane off Queen Street is within the settlement boundary and TransAm Trucking on Wilby Road is approximately 250 metres from the southern end of the settlement boundary.
- b) TransAm supply logistical services to major music events nationally and internationally and the site is primarily a lorry park with ancillary offices. TransAm's main offices are in Bungay and it is an aspiration for the village to retain this important and prestigious company and also possibly to support suitable expansion of its activities. Many of their vehicles travel south away from the village to east coast ports and while some travel north and west through the village, the vehicles have low impact as they are mainly empty outward and inward bound and often stay away for weeks at a time.
- c) The Skinners Pet Food factory north of Mill Lane is an established employment location, being the international base for the company which has contracts with major customers throughout the United Kingdom and across the world. The masterplanning work prepared to inform the Neighbourhood Plan identified that it would be possible to expand the current area of employment to the rear of the factory. The site owner wishes to expand the operation in the near future, which would allow the noisy production activities to be moved into sound-proofed, purpose-built premises whilst expanding an important storage facility. This would also enable a private weighbridge to be provided on site for sole use by the factory which would reduce lorry traffic. Initial proposals have shown that the new facility can allow for access to and basic servicing of the larger site behind the existing factory, allowing units to be built to order over a number of years.
- d) It is important that new employment does not encroach significantly into the open countryside, thereby having a detrimental impact on the rural aspect of Stradbroke. This is particularly important where sites are outside the settlement boundary (or sites allocated adjacent to the settlement boundary) and are therefore in open countryside. This must be balanced with the importance of retaining local businesses of significance that create the opportunity for local people to access jobs. Proposals must therefore demonstrate that they are needed to retain the business in the locality and that they have been sensitively designed to minimise their impact where they do encroach into the countryside.

POLICY STRAD13: EMPLOYMENT PROVISION

The expansion of existing commercial premises will be permitted, subject to certain criteria identified below:

- **Where a site is within or adjacent to the settlement boundary and/or a site allocated in Policies STRAD16-19, any extension will not significantly extend the curtilage of the existing employment site, unless it can be demonstrated that this will not have a significant detrimental impact on the open countryside beyond.**
- **Where a site is not within or adjacent to the settlement boundary and/or a site allocated in Policies STRAD16-19 (ie; is in open countryside), any extension will not extend the curtilage of the existing employment site, unless it can be demonstrated that this will not have a significant detrimental impact on the open countryside.**

All development proposals for new commercial premises must meet the following criteria:

- **the proposals are not detrimental to the character of the wider countryside or the views across it;**

and

- the proposals can be demonstrated to provide additional employment opportunities within the parish or be necessary to maintain existing employment activities; and
- the activities to be undertaken on the premises do not have an unacceptable impact on the amenity of neighbouring properties; and
- there is sufficient off-street parking to accommodate workers and visitors; and
- the activities to be undertaken on the premises will not result in significant increase in heavy vehicular traffic on the roads in the vicinity of the premises or elsewhere in and around the parish.

Objectives addressed: PL4

- e) 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.
- f) 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 STRAD14 provides the flexibility to enable this.

POLICY STRAD14: RETAIL PROVISION

Development proposals which will enable the retention of existing retail services (Class A1) within or adjacent to the existing settlement boundary or site allocations STRAD15-19 will be strongly encouraged.

The provision of new retail premises (Class A1) will also be strongly encouraged, either within or adjacent to the existing settlement boundary or site allocations STRAD15-19. This could either be in the form of new facilities or the re-use of existing community or other Class A 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

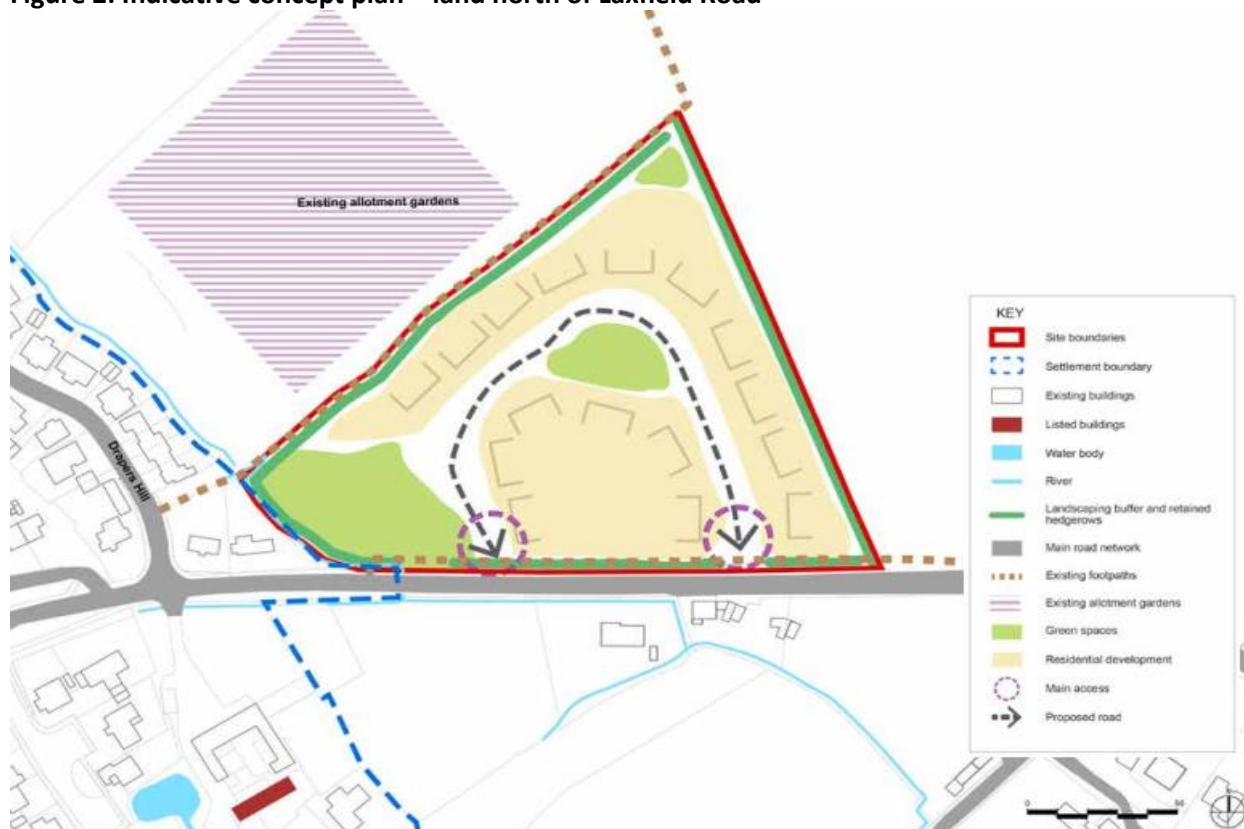
9) Site Allocations

- a) 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. As a Core Village, Stradbroke will play a key role in addressing that need. Its location and existing facilities – particularly the two schools – means that 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.
- b) The contribution that Stradbroke makes towards the wider housing needs 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.
- c) 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.
- d) 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 earlier, 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’.
- e) One of the main issues for growth in Stradbroke is the vehicular congestion and pedestrian safety on Queen Street, largely caused by the presence of the primary school and pre-school. The 44 dwellings with planning permission at Grove Farm (identified in Policy STRAD19), coupled with the growth proposed as part of the allocation of the land south of Mill Lane (Policy STRAD18), will put additional pressure on Queen Street, albeit that this is expected to be mitigated by improvements to cycling and walking access (through Policy STRAD7). Any significant further growth requiring vehicular access on to Queen Street has the potential to create severe cumulative impacts and will be resisted.

Site A: Land north of Laxfield Road

The site is a 1.9 hectare field located east of the village centre. It is a gently sloping site that is suitable for residential development of between approximately 32 and 45 dwellings. Vehicular access should be provided to Laxfield Road, ideally with two access points. The south western corner of the site is at high risk of surface water flooding, therefore development should be avoided on this part of the site. Indeed, this area provides a clear opportunity for an appropriate drainage solution. Existing footpaths running along the boundaries of the site should be retained and, where necessary, enhanced. In particular, 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 at the south-eastern corner – should be adopted as a public right of way in order to secure that access. In order to facilitate walking into the village direct pedestrian access should be provided to the footway on the north side of Laxfield Road.

Figure 2: Indicative concept plan – land north of Laxfield Road



POLICY STRAD15: LAND NORTH OF LAXFIELD ROAD

Land to the north of Laxfield Road (approximately 1.9 hectares as identified on the Proposals Map) is allocated for residential development. Proposals will be supported subject to the following criteria:

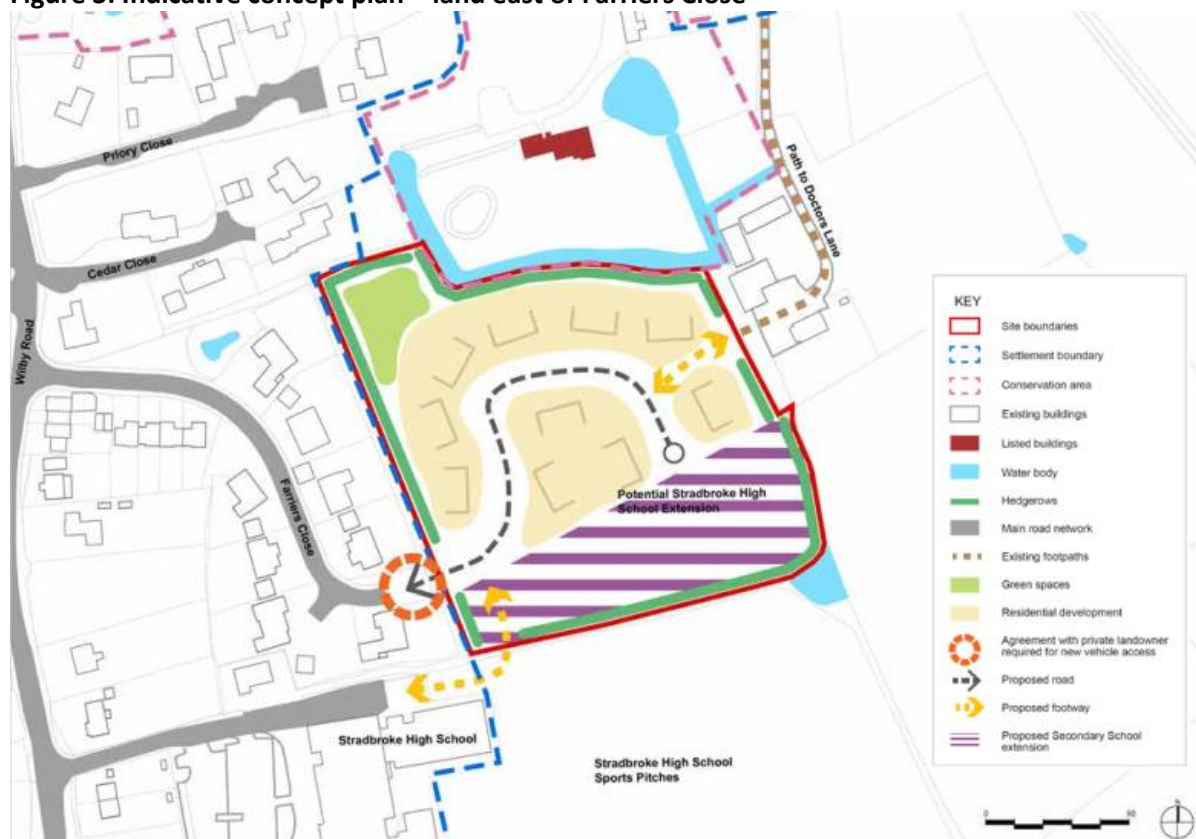
- it provides approximately between 32 and 45 dwellings; and
- it provides a mix of dwellings in accordance with Policy STRAD3; and
- the design of dwellings is in accordance with the requirements of Policy STRAD2; and
- green open space is provided to serve the new dwellings; and
- vehicular access is provided onto Laxfield Road, preferably from multiple access points; 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 high 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 Policy STRAD4 (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 STRAD2; and
- it is served by a sustainable long term solution in respect of electricity provision in accordance with Policy STRAD4.

Site B: Land east of Farriers Close

The site is a 1.7 hectare open space located to the south of the village centre and is suitable for a residential development of between approximately 25 and 35 homes. The site is adjacent to the conservation area so development must retain its setting. It is also adjacent to a Grade II listed building, the Priory, which must have its setting retained, although it is screened by existing vegetation. There are existing hedgerows on the northern and southern boundaries which should be retained. Appropriate screening should also be provided on the eastern and western boundaries to protect the amenity of neighbouring properties. Vehicular access should be via an extension to Farriers Close and pedestrian links should be made to the footpath which leads to Doctors Lane and also to Stradbroke High School.

The development of the site provides an opportunity to secure an extension of the grounds of Stradbroke High School. Additional landscaping is required to screen the site from existing residential properties. The linkages for pedestrians and cyclists to the school will provide direct access for pupils and staff to the school sports pitches.

Figure 3: Indicative concept plan – land east of Farriers Close



POLICY STRAD16: LAND EAST OF FARRIERS CLOSE

Land to the east of Farriers Close (approximately 1.7 hectares as identified on the Proposals Map) is allocated for residential development and/or an extension of the grounds of Stradbroke High School. Proposals will be supported subject to the following criteria:

- it provides approximately between 25 and 35 dwellings; and
- approximately 0.5 hectares of the southern part of the site is offered as an extension of the playing fields of Stradbroke High School; and
- it provides a mix of dwellings in accordance with Policy STRAD3; and

<ul style="list-style-type: none"> • the design of dwellings is in accordance with the requirements of Policy STRAD2; and • green open space is provided to serve the new dwellings; and • vehicular access is provided via Farriers Close; and • direct pedestrian access is provided to the footpath on the eastern boundary of the site that links with Doctors Lane; and • direct pedestrian and cycle access is provided to the High School; and • an appropriate drainage solution and management strategy is provided to serve the needs of the development in accordance with Policy STRAD4; and • it is served by a sustainable long term solution in respect of electricity provision in accordance with Policy STRAD4; and • in order to protect the amenity of neighbouring properties, landscape buffers are provided on all boundaries of the site and, where relevant, meet the requirements of Policy STRAD2; and • the setting of the Conservation Area and the Grade II listed Priory building are protected and, where possible, enhanced.
<p>Objectives addressed: PL2, PL3, PL5; PE1, PE3, PE5</p>

Site C: Land south of New Street

The site is a 4.4 hectare field located to the west of the village centre and bordered by New Street to the north. It is suitable for a residential development of between approximately 43 and 60 homes. Direct vehicular access should preferably be from New Street. Extension of the footway along New Street to the west of New Street Close is also required to connect up with the existing footway and facilitate safe access for pedestrians into the village.

The development of the site provides an opportunity to secure an extension of the community land which makes up the existing playing fields which in turn are adjacent to the sports and community facilities to the east. As the village grows, having sufficient land to be able to provide for the sporting and leisure needs of the community will be important. The development of the residential area on the northern part of the site must therefore retain the opportunity to provide a pedestrian and vehicular connection with the community land.

There is a small area of high flood risk from surface water flooding in an area which connects the residential and community land areas, therefore development should be avoided on this part of the site. Indeed, this area provides a clear opportunity for an appropriate drainage solution. It will also be important that landscaping is provided on the eastern boundaries of the site in order to screen it from existing residential properties. A strong landscaping buffer is also required on the western and southern parts of the residential area which open out onto open countryside (with the southern residential boundary, in time, opening out onto the community land).

Figure 4: Indicative concept plan – land south of New Street



POLICY STRAD17: LAND SOUTH OF NEW STREET

Land to the south of New Street (approximately 4.4 hectares as identified on the Proposals Map) is allocated for residential development and community open space. Proposals will be supported subject to the following criteria:

- it provides approximately between 43 and 60 dwellings; and
- the southern half of the site is provided as community land for an extension of the existing playing fields with associated car parking; and
- it provides a mix of dwellings in accordance with Policy STRAD3; and
- the design of dwellings is in accordance with the requirements of Policy STRAD2; and
- green open space is provided to serve the new dwellings; and
- vehicular access is provided via New Street; and
- a direct footway link is provided on the south side of New Street from the boundary of the site to link up with the existing footway on New Street; and
- there is no development of land at high 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 Policy STRAD4 (and be accompanied by an appropriate management strategy); and
- it is served by a sustainable long term solution in respect of electricity provision in accordance with Policy STRAD4; and
- in order to protect the amenity of neighbouring properties and to provide an appropriate buffer with the open countryside and community land, landscape buffers are provided on all boundaries of the site and, where relevant, meet the requirements of Policy STRAD2.

Objectives addressed: PL2, PL3, PL5; PE3, PE4, PE5

Site D: Land south of Mill Lane

The site is 2.9 hectares of land located to the south of Mill Lane and west of Stradbroke Primary School. It is suitable for a residential development of approximately 75 homes. It borders the conservation area to the east and three Grade II listed buildings, so development must retain their setting.

Vehicular access would be onto Mill Lane. To enable pedestrian access to the village, it is necessary to create a new footway along Mill Lane from the site entrance to the junction with Queen Street. Landscaping would be required to screen the site from adjacent residential properties on the east side and protect their amenity. There would also need to be a strong landscape buffer on the western boundary which opens out onto open countryside.

In many respects, this is the key site allocation within the Neighbourhood Plan, given the significant number of objectives of the community which it addresses. Moreover, it represents the only reasonable site option capable of delivering some of those objectives. Specifically the development of the site provides an opportunity to secure a new car park and bus drop-off to serve Stradbroke Primary School. This will help to relieve existing congestion and traffic safety issues along Queen Street. This should be provided on the southern section on the site closest to the school. In turn, this enables the delivery of a new pre-school facility adjacent to the Primary School.

As explained in respect of Policy STRAD5, this is desperately needed because the existing facility is not fit for purpose and results in many parents – who rely on the wraparound care it provides to enable them to work – having to access alternative provision outside the village. This results in the creation of unnecessary and unsustainable car journeys added to the network. In addition, the relocation to a new pre-school facility would enable the primary school to expand if needed, again meaning that there is sufficient capacity to address the education needs of families in the village and the surrounding catchment, so avoiding the need for children to be driven further afield to go to school.

In addition, the congestion problems created on Queen Street by cars accessing the school are significant. Whilst they are mainly at drop-off and pick-up times, this results not only in considerable congestion with the associated dangers to pedestrians, but also contributes towards air pollution caused by idling engines sitting in traffic. The Neighbourhood Plan seeks to enable more children to walk and cycle to school but inevitably there will still be some cars bringing children to school. It is therefore important that those cars are able to minimise their impact on the children's health by reducing the levels of air pollutants they emit outside the school gates.

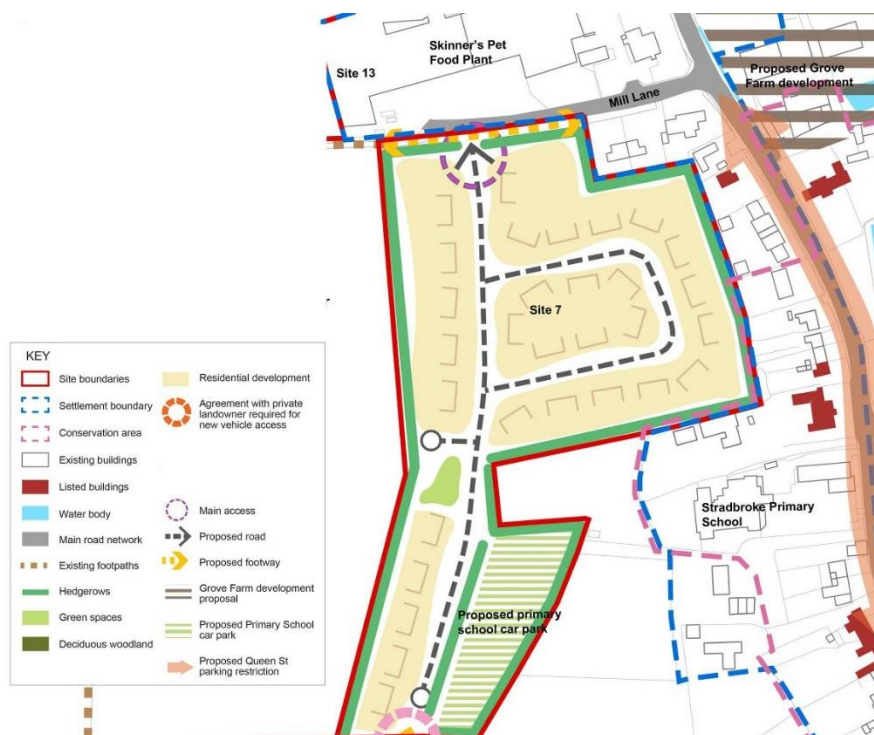
It is for these reasons the site is considered so important; it is the sole opportunity to address some important requirements identified by the NPPF.

- ensuring that sufficient choice of school places is available to meet needs
- giving great weight to the importance of expanding or altering schools
- minimising journey lengths to education
- preparing plans that minimise pollution on the local environment
- promoting safe and accessible developments.

The significant policy benefits of developing this site outweigh the sizeable list of requirements. However, ensuring that these policy benefits are realised may mean that other benefits such as the provision of affordable housing cannot be met in full by a viable scheme. It will be important that, when a planning application is brought forward, the importance of these wider benefits is considered by the applicant so it is clear that the delivery of a sustainable development delivering positive benefits outweighs any policy matters not addressed in full, and all whilst ensuring a viable scheme."

It is considered that these matters should be given primacy in determining planning applications on the land allocated in Policy STRAD18.

Figure 5: Indicative concept plan – land south of Mill Lane



POLICY STRAD18: LAND SOUTH OF MILL LANE

Land to the south of Mill Lane (approximately 2.9 hectares as identified on the Proposals Map) is allocated for residential development and a car park and bus drop-off to serve Stradbroke Primary School. Proposals will be supported subject to the following criteria:

- it provides approximately 75 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 STRAD3; and
- the design of dwellings is in accordance with the requirements of Policy STRAD2; and
- a direct footway link is provided on the south side of Mill Lane 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 Policy STRAD4; and
- it is served by a sustainable long term solution in respect of electricity provision in accordance with Policy STRAD4; 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 STRAD2; and
- the setting of the Conservation Area and the Grade II listed buildings adjacent to the site are protected and, where possible, enhanced.

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

Site E: Land at Grove Farm

The site is 3 hectares of land located to the west of Queen Street. It was granted planning permission in March 2016 for 44 dwellings. The site is included as an allocation in the Neighbourhood Plan to ensure that, if the existing planning permission is amended or an alternative scheme submitted, then it meets the criteria in the Plan policies. As the Neighbourhood Plan period is longer than the life of a planning permission it also provides certainty for the longer term.

POLICY STRAD19: 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. 3774/16. Should delivery of this planning permission not be undertaken, alternative proposals will be supported subject to the following criteria:

- it provides approximately 45 dwellings; and
- it provides a mix of dwellings in accordance with Policy STRAD3; and
- the design of dwellings is in accordance with the requirements of Policy STRAD2; and
- an appropriate drainage solution and management strategy is provided to serve the needs of the development in accordance with Policy STRAD4; and
- it is served by a sustainable long term solution in respect of electricity provision in accordance with Policy STRAD4; 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 STRAD2; and
- the setting of the Conservation Area is protected and, where possible, enhanced.

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

10) 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 any of the projects listed below.

- 1. New nursery facility for Early Years and Childcare**
- 2. Improvements to private bus services to open up more post-16 education opportunities for Stradbroke residents**
- 3. Expansion of Stradbroke Community Playing Field**
- 4. Improvements to the Stradbroke Court House & Library**
- 5. Improvements to Stradbroke Church**

This would create greater potential for the church to be used for community activities.

11) Community Actions

Action	Commentary	Lead	Priority
Improved nursery/pre-school provision	Explore options with County Council	SPC	
Public transport improvements	Work with SCC to explore options for improving public transport	SPC	
Public transport improvements	Investigate potential for a community bus service	SPC	
Parking and highway enforcement	Investigate match funding for a Community PCSO to help deal with issues around parking within the village	SPC	
Clubs and societies	Look at ways of better promoting village clubs and societies	SPC	
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	SPC	
Health	Investigate the provision of additional health services such as dentist/chiroprapist	SPC	
Health	Explore options to expand or re-provide an enlarged Stradbroke medical centre surgery with the Clinical Commissioning Group and NHS England	SPC	
Identify Assets of Community Value (ACV)	Explore potential for listing ACVs: Church, Allotments, Library and Old Court House, Ivy Public House, White Hart Public House, Sports and Community Centre, War Memorial, Medical Centre	SPC	
Employment	Marketing of Community Centre rooms for business meeting hire	Community Centre Trust	

12) Monitoring and delivery

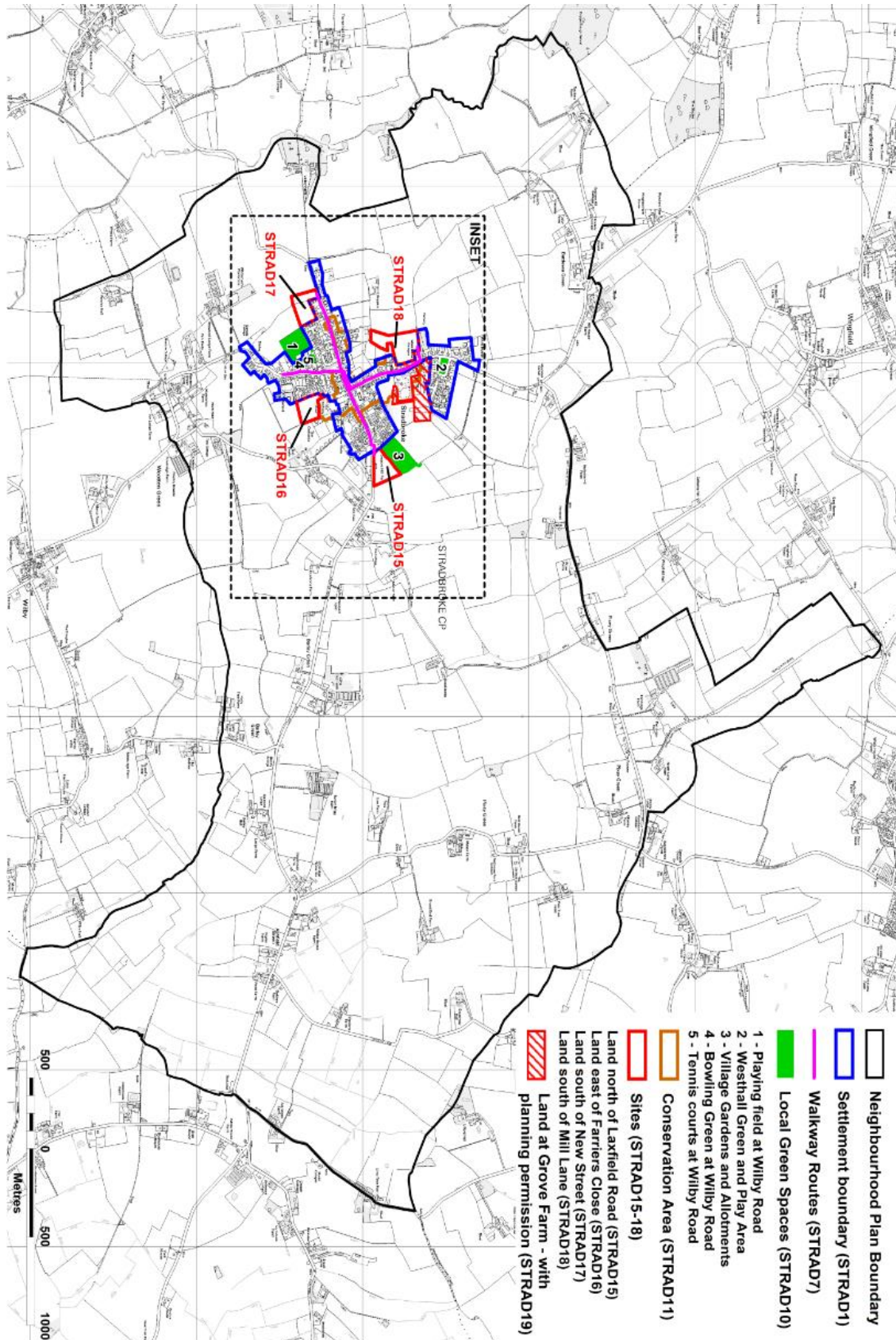
The Stradbroke Neighbourhood Plan has been developed to assist with the planning of sustainable growth across the parish for a period up to 2036.

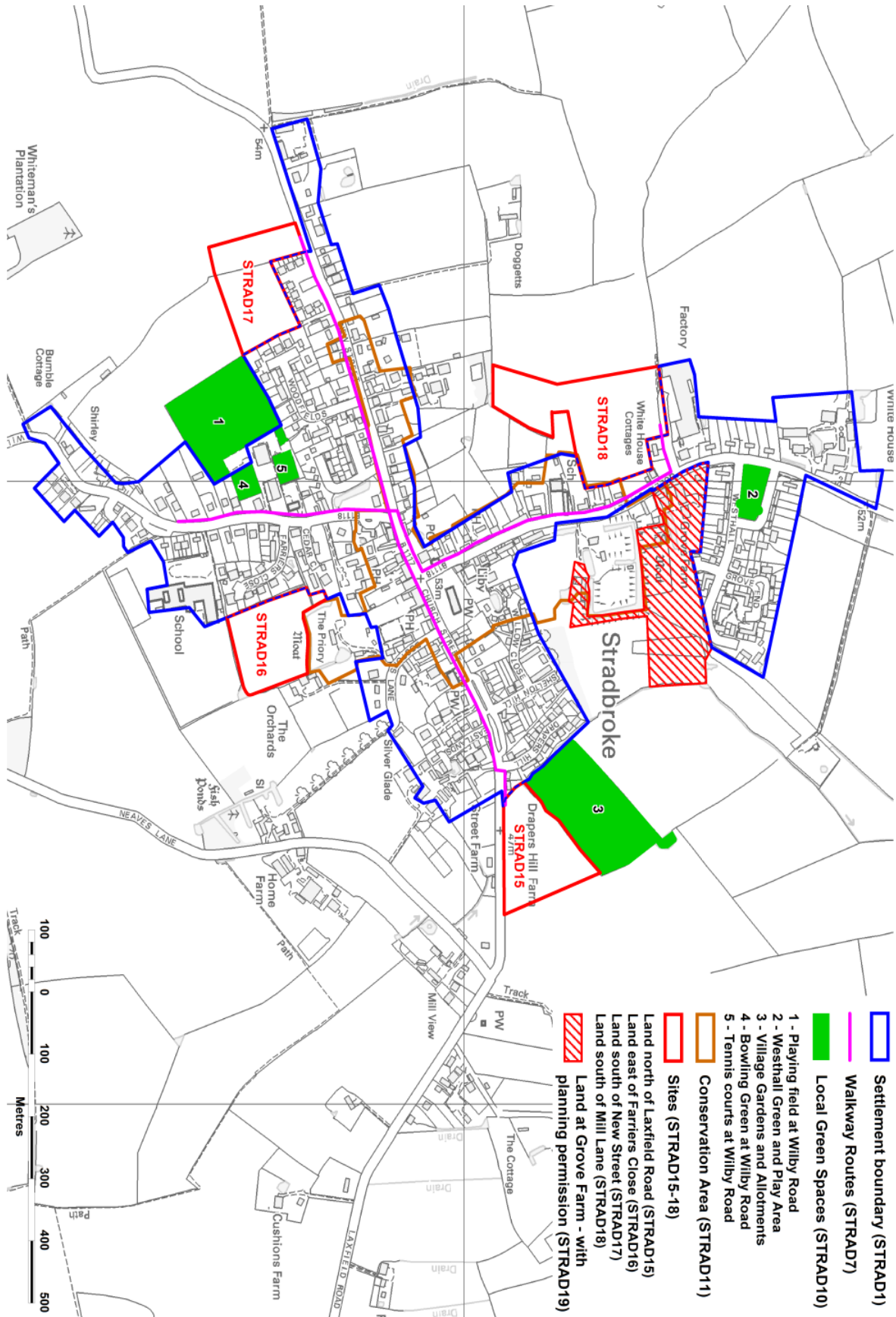
A formal review process in consultation with the local community and Mid Suffolk District Council should be undertaken at a minimum of every five years, to ensure that the Plan is still current and remains a positive planning tool to deliver sustainable growth.

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.

13) Proposals Maps





14) Supporting Documents

SD01 – Village Design Statement 2003
SD02 – Village Design Statement update 2014
SD03 – Analysis of responses to Household Questionnaire 2016
SD04 – Analysis of responses to Business Questionnaire 2016
SD05 – Analysis of responses to Youth Questionnaire 2016
SD06 – Presentation of Qualitative Research 2015
SD07 – AECOM Site Assessment Report 2017
SD08 – SHELAA report issued by MSDC 2017
SD09 – Housing Needs Survey 2015
SD10 – 2011 Census and Housing Data
SD11 – Analysis of 1841 & 1911 Census
SD12 – Masterplanning September 2017
SD13 – Stradbroke Conservation Area Appraisal 2011
SD14 – Green Spaces Report
SD15 – Traffic Survey Queen Street 2015
SD16 – Traffic Survey New Street 2015
SD17 – Traffic Survey Laxfield Road 2015 & 2016
SD18 – Traffic Survey Wilby Road 2015
SD19 – Babergh & Mid Suffolk Joint Local Plan: Consultation Document (August 2017)
SD20 – Site Assessment Consultation Documents and Questionnaire
SD21 – Site Allocation Report and appendices
SD22 – UK Power Networks Map and email
SD23 – School Places analysis
SD24 – AECOM Viability Assessment January 2018

Stradbroke Parish Council

The Parish Council would like to extend their thanks to the residents of Stradbroke who have given their time over the last 4 years to help in the preparation of this 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



AECOM



Navigus



Places4People



Mid Suffolk District Council



Suffolk County Council



Locality



Stradbroke Parish Council
Mill Hill House, Church Lane, Wickham Skeith, Suffolk IP23 8NA
tel: 07555 066 147
email: stradbrokepc@outlook.com website: www.stradbrokepc.org