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EN020027

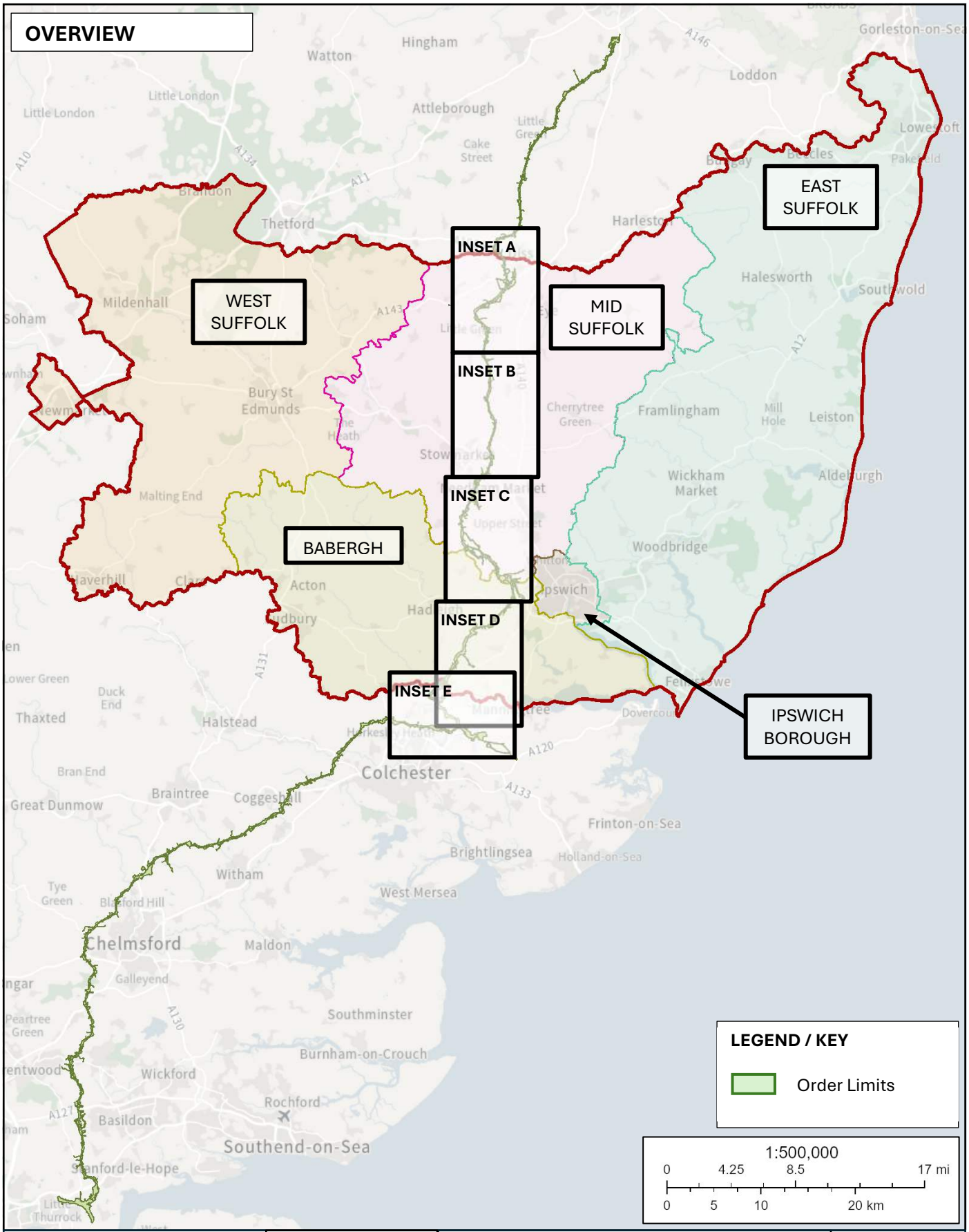
Joint Local Impact Report

Appendix 1 (Order Limits of the Proposed Development)

Suffolk County Council [redacted]

Babergh District Council [redacted]

Mid Suffolk District Council [redacted]



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Nationally Significant Infrastructure Project (NSIP)

400kV Transmission Pylons

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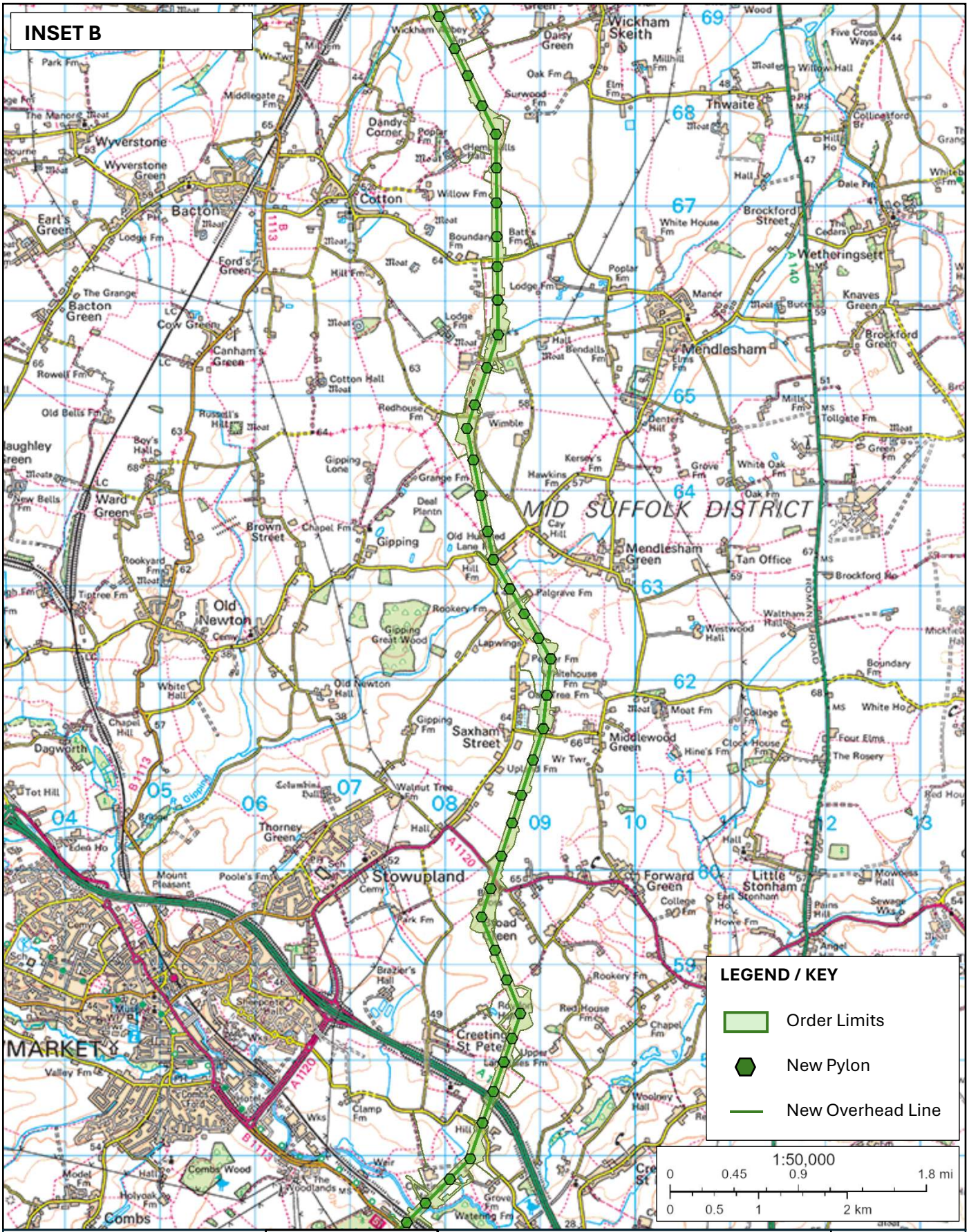

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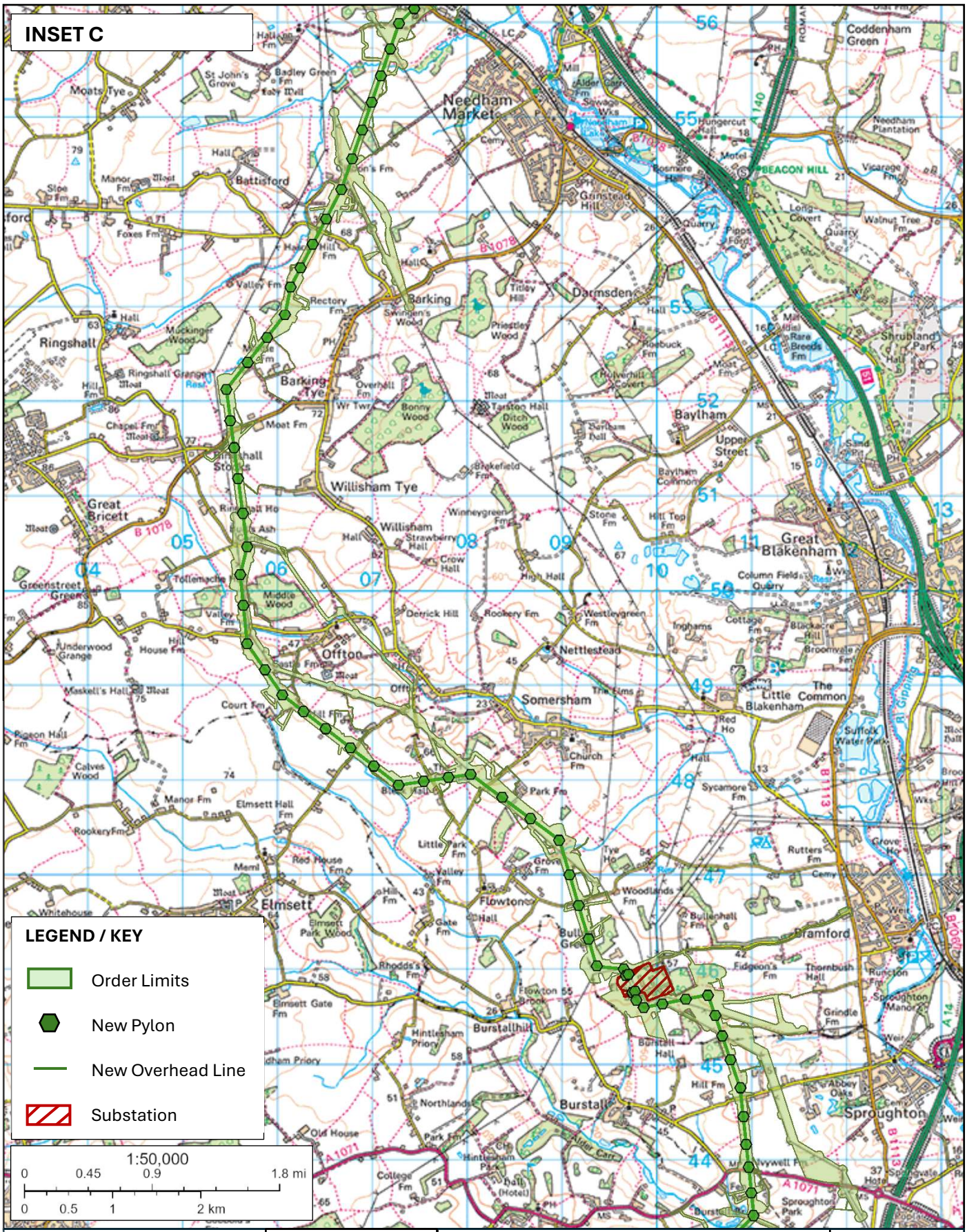

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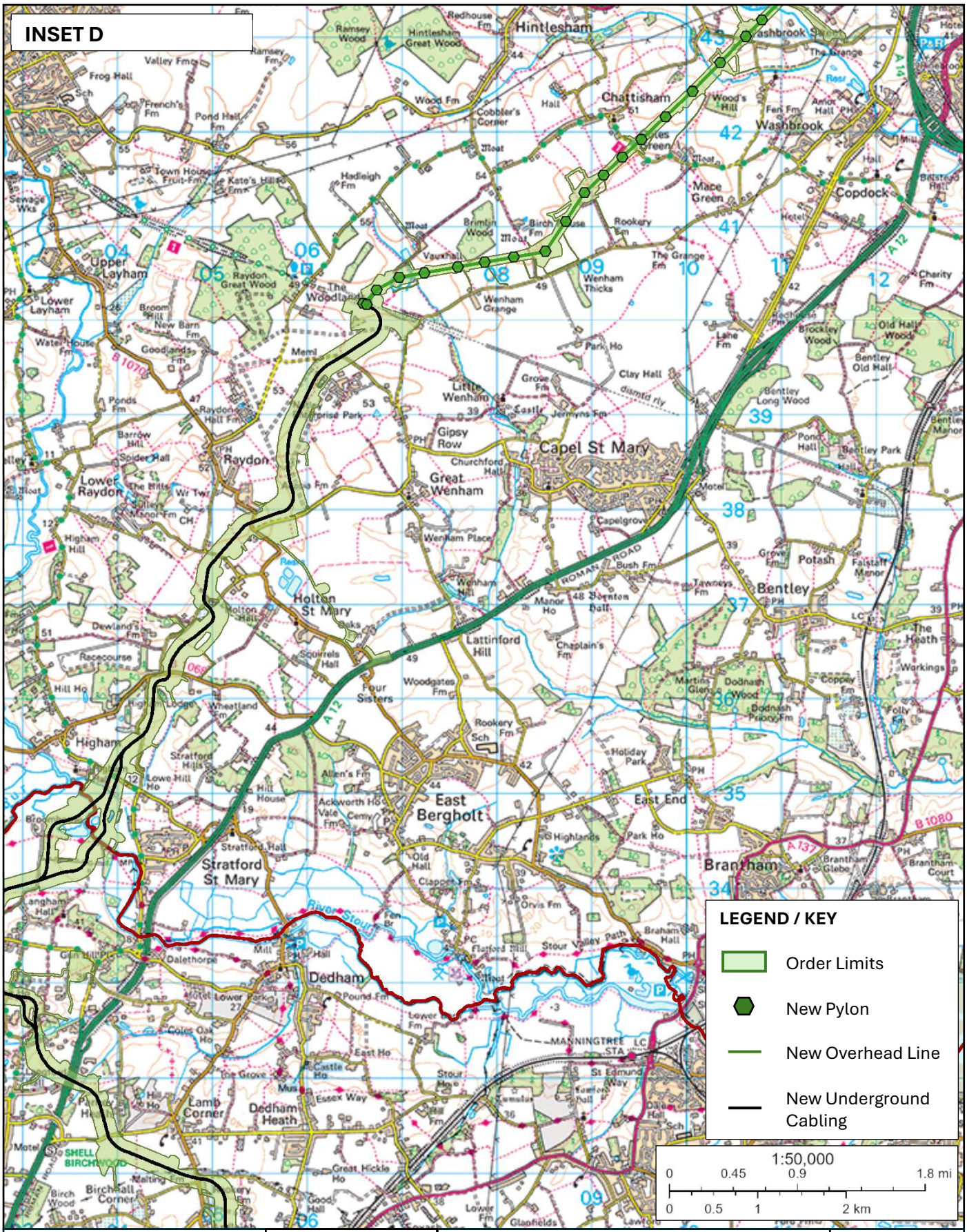

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Joint Local Impact Report

Appendix 2 (East Anglia Network Study, 2024)

Suffolk County Council [redacted]

Babergh District Council [redacted]

Mid Suffolk District Council [redacted]

ESO East Anglia Network Study

March 2024

ESO

ESO

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ESO

Context

Great Britain's energy system is undergoing a generational transition. The electricity grid is critical in supporting this transition and ensuring the delivery of a reliable supply of energy to homes and businesses across Great Britain.

East Anglia is playing a vital role in this transition with a significant increase in low carbon and renewable generation, predominantly from offshore wind, interconnection and nuclear generation. In many ways, East Anglia is at a more advanced stage of its energy transition than other regions due to early seabed leasing rounds by The Crown Estate. As a result, many offshore wind farms off the East Anglian coast are either already generating or are due to connect before 2030. Due to these developments, the UK Government incentivised voluntary coordination of this offshore infrastructure through what is known as the Offshore Coordinated Support Scheme (OCSS).

As announced by the Department for Energy Security and Net Zero on 5 December 2023, three projects within this scheme: North Falls Offshore Wind Farm, Five Estuaries Offshore Wind Farm along with National Grid Electricity Transmission (NGET (Sea Link)), have proposed a coordinated network design which sees the coordination of the two offshore wind farms and Sea Link. These developers are currently exploring the feasibility of this proposal and the UK Government will shortly be deciding whether to continue funding this exploration[1].

Recognising that coordinating the connections of these two offshore wind farms may change underlying power flows in East Anglia, we, the Electricity System Operator (ESO), committed to independently assess different network configuration options that could transfer power around and across the region. For the purposes of this study, the coordination being proposed by developers via the OCSS has been used as the baseline.

This report presents ten network configuration options that transfer power around or across the region in different ways. Six of these were developed through collaboration with NGET and four of them have been proposed by community representatives.

For this study, we have utilised the same criteria as within the Holistic Network Design (HND). Requested by stakeholders, we have also stress tested these options against a range of other time-based and scenario sensitivities. The options have also been benchmarked against comparable projects within Britain and Europe.

During our three-month study period the invaluable feedback we have received is reflected where possible in the assessment below. While the assessment itself does not recommend an optimal path to take, the results show that there is no universally accepted solution that delivers the required electricity network capacity needed by the early 2030s.

Each option comes with trade-offs between costs borne on energy consumers, communities hosting this nationally significant infrastructure as well as environmental considerations. We hope that this assessment will provide stakeholders with an independent view of different on and offshore circuit options as well as currently available network infrastructure technology within Great Britain.

[1] This funding has been allocated through the Offshore Coordination Support Scheme, known as OCSS.

ESO

1. Introduction

Who is the Electricity System Operator?

As the Electricity System Operator (ESO) for Great Britain, our role is to operate Great Britain's electricity transmission system, while developing a secure, clean, and fair system for tomorrow. We transport electricity around the system to ensure electricity supply to matches demand second-by-second, 365 days a year.

We work in partnership with the Government, Devolved Governments and regional authorities, the energy regulator (Office of Gas and Electricity Markets (Ofgem)), industry and consumers to guide Great Britain on the energy resources, markets and networks required to securely accelerate the transition away from fossil fuels into new energy technologies and economies.

As the ESO, we do not generate or sell electricity, we also do not own or build the infrastructure the electricity travels through. This ensures the ESO is independent of companies with a commercial interest in generating energy or building network infrastructure.

In April 2019, the ESO, then part of National Grid became a legally separate business within the National Grid PLC group. This means that the ESO is independent from the Transmission Owners, including National Grid Electricity Transmission (NGET). This separation was to provide greater transparency in our decision making and confidence in our independence.

With the passing of the Energy Act 2023, we are transitioning into an independent public corporation named National Energy System Operator (NESO) in the summer of 2024. We will have new responsibilities for advising government across the whole energy system as it transitions to net zero, from strategic network planning across electricity and gas to new technologies such as hydrogen.

What is the electricity transmission system?

The electricity transmission network is often compared to Great Britain's motorways. It transports high voltage electricity, ensuring cities and towns are connected and supplied with electricity. This high voltage electricity is then moved through distribution networks, equivalent to the A and B roads, and turned into a lower voltage for homes and businesses to use every day.

The network spans across Great Britain and comprises a mixture of overhead cables, underground cabling and subsea cables – these assets can operate at a range of voltages such as 400 kV, 275 kV and 132 kV.

These are all linked together via substations across Great Britain to connect generators, interconnectors, large demand (such as transport links and factories), and distribution systems (that provide electricity to homes and small businesses). Distribution networks carry electricity at 132 kV and below in England and Wales, and 66 kV and below in Scotland.

400 kV or 400,000 volts is roughly 2000 times the voltage of the electricity outlets in our homes. High voltages are very effective for transmitting electricity over long distances.

As the ESO, we are responsible for operating the transmission networks in England, Wales, Scotland and in the surrounding offshore waters, ensuring that electricity is transported from where it is generated to where it is needed reliably, efficiently and economically.

Great Britain has three onshore Transmission Owners that own, maintain and develop their networks, namely National Grid Electricity Transmission (NGET), Scottish Power Energy Networks (SPEN) and Scottish and Southern Energy Networks Transmission (SSEN). The map below illustrates their boundaries. There are also several offshore developers that own the assets that connect operational offshore wind farms to the transmission or distribution network.

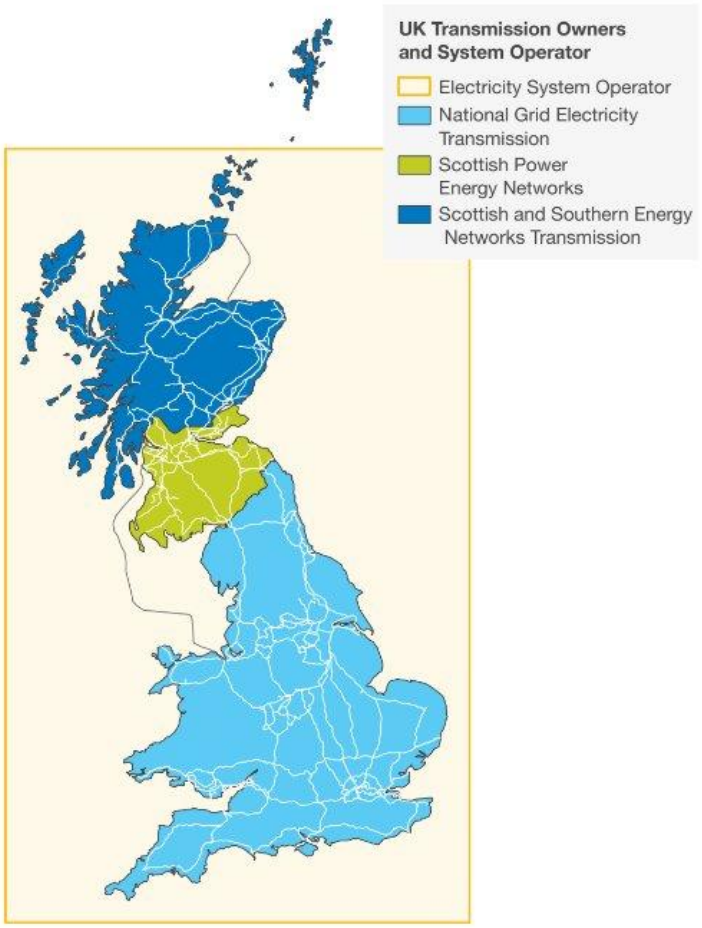


Figure 1: Map of UK Transmission Owners and System Operator

Electricity transmission network planning process

One of our key responsibilities is to model Great Britain's future energy supply and demand needs and put forward recommendations for a high-level coordinated electricity network to meet those needs in a safe, efficient and affordable way.

The process involves assessing a range of different network and non-network build options to ensure electricity can get to where it is needed, when it is needed, and we work in close collaboration with the Transmission Owners throughout this process.

Our role is to stress test network options provided to us, primarily by the Transmission Owners, against a range of different future energy scenarios and ensure that any proposed new network infrastructure is balanced against agreed design criteria. The four criteria we use for this assessment is below:

Objective	Description
Economic and efficient costs	The network design should be economic and efficient, ensuring best value for bill payers
Deliverability and operability	The network design should be deliverable, and the resulting system should be safe, reliable and operable
Environmental impact	Environmental impacts should be avoided, minimised or mitigated by the network design, and best practice environmental management incorporated in the network design
Local community impact	Local community impacts should be avoided, minimised, or mitigated by the network design

Table 1: Four Design Objectives

After we have put forward a coordinated network design recommendation, these designs are then used as an investment needs case by the Transmission Owners to take forward to the next stage of development to optimise further, refine and build.

It is the responsibility of the Transmission Owners to decide upon potential route corridors as well as decisions on types of infrastructure to use, and crucially consulting with local communities and planning authorities on these proposals.

This East Anglia Network Study is not part of the usual electricity transmission network planning process. It is a standalone study to assess different ways to transfer power around and across the region. This is as a result of the change in power flows from the voluntary offshore coordination being explored by National Grid Electricity Transmission (NGET (Sea Link)) North Falls Offshore Wind Farm and Five Estuaries Offshore Wind Farm. NGET have committed to carefully considering the study's findings.

How the electricity network planning process is evolving

To ensure the network can accommodate new types of energy technologies, along with the UK Government and the regulator, we have been evolving the way electricity networks are designed.

Previously, assets generating electricity offshore were assessed on an individual basis. Each connection application was assessed through an economic lens, with consideration of the surrounding environment and network reinforcements required by the developer and Transmission Owners. Up until 2022, onshore network reinforcements, through the ESO's *Network Option Assessment*[2], were also assessed through this economic lens.

More recently, we have moved to an approach where the electricity network is designed holistically from the very first step in the cycle, considering the impact of multiple connections in a coordinated way, and balancing different network options against the four design criteria mentioned previously.

This evolution began with the UK Government asking us to create a coordinated network design that connected 23 GW of offshore wind to the onshore electricity network, supporting the Government ambition of connecting 50 GW of offshore wind by 2030 (known as the *Pathway to 2030 – Holistic Network Design*)[3]. In

[2] https://www.nationalgrideso.com/research-and-publications/network-options-assessment-noa
[3] https://www.nationalgrideso.com/future-energy/pathway-2030-holistic-network-design
The terms of reference for the Holistic Network Design and its subsequent follow up exercises were set by the UK Government, with alternative workstreams developed by the UK Government for offshore generation deemed too later stage to be included within the HND.

March 2024, we will publish the *Transitional Centralised Strategic Network Plan* which will facilitate connection of a further 21 GW of offshore wind connection in Scotland and provide a network plan out into the 2030s.

When the ESO transitions into a new public corporation in the summer of 2024, we will be responsible for producing a Centralised Strategic Network Plan (CSNP) as well as working with government to deliver a Strategic Spatial Energy Plan (SSEP), as announced in the UK Government's *Transmission Acceleration Action Plan (TAAP)*[4]. We expect the ESO to be commissioned to undertake the SSEP in 2024.

In practice this means working closely with UK, Scottish and Welsh governments as well as regional representatives to recommend where future electricity supply and large-scale demand should be located, and then subsequently and proactively identifying and designing energy networks (across electricity, gas and hydrogen) to ensure future iterations of the network is planned holistically, onshore, offshore and across vectors.

How the grid connection process works

We, as the ESO have overall responsibility for the electricity grid transmission connections process. This process, while under reform, is a regulatory approved process.

While in the future, we may be able to recommend to government through the strategic energy planning processes where future energy generation and demand should be regionally located, for existing grid connection contracts, we have very limited powers to move a customer's grid connection location and could be subject to legal challenge if we were to look to unilaterally alter or disregard contractual agreements.

Offshore generation previously went through what is known as Connections and Infrastructure Options Note (CION)[5] process. This is where a developer applied to the ESO with a preference on where they would like to connect into the system. The Transmission Owners then put forward a range of options on where the developer could connect into the Transmission System based usually on their preferred location. These options were then considered by the ESO, Transmission Owner and developer and then the ESO conducted a cost benefit analysis (CBA) on these options and a collective decision was made trilaterally on where the developer should connect in, and the connection offer made on that basis.

Usually, securing a grid connection is one of the first steps that developers take in their project, owing to the length of time it takes to connect into the system. Following this, developers usually start to engage with regional stakeholders through planning and consenting processes. It is ultimately a decision for the Planning Inspectorate and the Secretary of State as to whether associated energy infrastructure is granted planning consent.

2. Proposed regional energy generation and transmission network

Context today

East Anglia has a diverse mix of electricity generation sources including offshore wind, onshore wind, nuclear, solar, storage, and gas-fired power, which currently generates approximately 5.67 GW for the area. In terms of electricity demand, East Anglia has a growing population and economy, which has led to an increase in overall energy consumption. Current peak demand for the region is approximately 1.31 GW. The existing network in the East Anglia region can currently export around 4.2 GW of electricity generation. Figure 2 shows maps of existing transmission network within the region, showing what is known as the EC5 boundary.

[4] Electricity networks: transmission acceleration action plan - GOV.UK (www.gov.uk)
[5] CION is developed by parties under the CUSC connections process and under CUSC (and more generally under s105 of the utility act). The outputs are confidentiality. Any disclosure would therefore require the other parties to the CION to consent to this.

Figure 2: Map of existing transmission network in the region, showing the EC5 boundary

Boundaries such as the EC5 that includes much of East Anglia are used in our modelling to represent limitations of the existing power-flow system, as only a certain amount of power can flow out of the region based on the capacity of the existing network. As generation continues to increase within East Anglia and the behind the EC5 boundary, more export capacity from the region is required.

Proposed offshore energy generation connecting into East Anglia

Over the next decade, we will see a large growth in low-carbon renewable generation, in particular offshore wind, connecting into the East Anglia region. By 2030 we expect between 12.3 GW and 16.1 GW of new generation and interconnection into the region. As set out in *the Electricity Ten Year Statement*[6] *(ETYS)*. These are predominantly connecting behind the EC5 boundary which includes most of East Anglia. We first identified the need for this growth in export capacity in the NOA 2020/21 in January 2021.

Both the table and map below set out offshore generation projects planning to connect into the area[7]:

[6] https://www.nationalgrideso.com/research-and-publications/electricity-ten-year-statement-etys

[7] Information extracted from the ESO's TEC Register.

Project Name	Proposed onshore substation	Total capacity (MW)	Connection date	Generation type
Lion Link (Euro Link)	Friston 400 kV Substation	1600	2024	Interconnector
Vanguard	Necton 400 kV Substation	1320	2025	Wind Offshore
East Anglia Two	Friston 400 kV Substation	860	2025	Wind Offshore
East Anglia One North	Friston 400 kV Substation	860	2026	Wind Offshore
East Anglia Three	Bramford 400 kV Substation	Phased to total (1300)	Phased 2026-2028	Wind Offshore
Hornsea Power Station 3	Norwich Main 400 kV Substation	Phased to total (3000)	Phased 2026 - 2028	Wind Offshore
Nautilus	Friston 400 kV Substation *(exploring Isle of Grain as well)*	1500	2027	Interconnector
Vanguard East	Necton 400 kV Substation	Phased to total (1320)	Phase 2028 - 2030	Wind Offshore
Norfolk Boreas	Necton 400 kV Substation	Phased to total 1320	Phased 2029-2030	Wind Offshore
Scira-Dudgeon Extension	Norwich Main 400 kV Substation	Phased to total (1350)	Phased 2029 - 2034	Wind Offshore
Five Estuaries	East Anglia Connection Node	1080	2030	Wind Offshore
North Falls	East Anglia Connection Node	1000	2030	Wind Offshore
Race Bank Extension	Walpole 400 kV Substation	565	2030	Wind Offshore
Tarchon	East Anglia Connection Node	1400	2030	Interconnector

Table 2: offshore generation with a connection contract to the onshore electricity system within East Anglia.

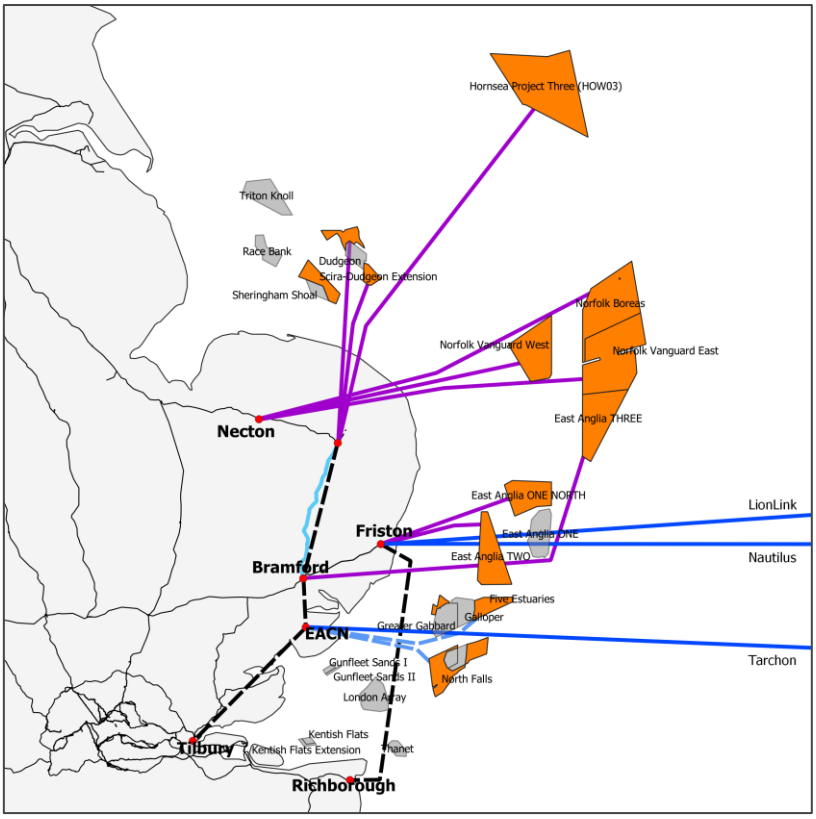


Figure 3: Map of existing and future generation in the region. Future, interconnectors are shown in dark blue. Links from future offshore windfarms are shown in purple. The light blue is the default connection arrangement for North Falls and Five Estuaries before OCSS

Our future energy scenarios are not predicting the level of regional electricity demand to increase at the same rate, meaning the region will be a net exporter of electricity. This imbalance of what is generated in the region to what is used locally means that more power will need to be transferred out of the region to the Midlands, London and the Southeast.

When there is not enough network capacity to transport power to where it is needed, bottlenecks or traffic jams ("constraints") are created on the electricity network. Because of these bottlenecks, as the system operator, we sometimes have to pay wind farms to switch off to prevent the grid becoming overloaded – wasting cheap, sustainable home-grown wind power. We do this through the Balancing Mechanism.

Solutions to network capacity constraints caused by increased energy generation

Today there are several solutions available to us to manage the increased power flows from the region predicted for the future, these include technical solutions, additional network capacity and in the future recommending where additional generation and demand should be located.

To resolve capacity issues in the short term, we have designed the Constraint Management Intertrip service (CMIS) and Local Constraint Market[8]. Once operational, this will contract with generators in the region to provide a more economical method of managing constraints than actions through the Balancing Mechanism. This follows the success of the CMIS now in operation across the boundary between England and Scotland. These schemes will provide some short-term relief on the constraint costs, but the volume of generation and benefits that these market solutions bring are not sufficient to avoid network investment.

Different types of energy generation proposed within the region can also be a solution to network capacity constraints. As there is a large amount of weather-dependent generation already connected or due to connect in the region, interconnectors provide opportunities to export energy away from the region to other countries when it is windy, negating the need for additional network capacity to transport all the electricity generation to centres of demand within England.

Network reinforcements currently proposed

To address the forecast network capacity constraints within the region, there are several proposed electricity transmission network routes currently being brought through planning and consenting by National Grid Electricity Transmission (NGET) in this region to support the wider electricity system, these are:

[8] Local Constraint Market | ESO (nationalgrideso.com)

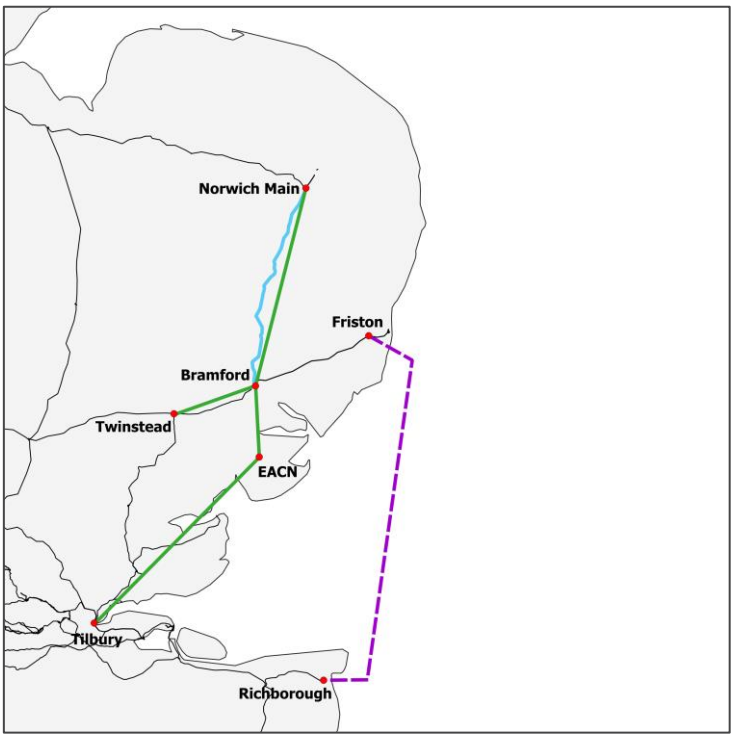


Figure 4: Map showing current reinforcements proposed by the Transmission Owner

Figure 4 Legend:

Works under construction by NGET. Bramford to Norwich refurbishment[1] – the existing 98 km route is being upgraded to bring it to modern standards and allow more energy to flow through it. Expected to be complete in Summer 2024.

Proposed new requirements by NGET. An upgrade of existing substations at Norwich and Bramford to provide more capacity at the existing sites (due to be operational in 2028).

A new transmission circuit between Bramford and Twinstead[1]. This 400 kV route is 29 km in length and is a mixture of 18 km of overhead lines and 11 km of underground cabling. This is currently with the Planning Inspectorate under the Development Consent Order (DCO) process and subject to their determination this circuit is expected to be operational by 2028. The Electricity System Operator (ESO) has provided the economic needs case for this circuit on page 13.

A new transmission circuit between Norwich to Tilbury. This 400 kV overhead route is 183 km in length and is due to be operational by 2030, subject to planning. This would include substation upgrades at Norwich, Bramford and Tilbury; and a new substation proposed in North Essex called 'East Anglia Connection Node' (EACN). This route was previously known as 'East Anglia GREEN'.

A new subsea cable named Sea Link[1] between a proposed substation at Friston in Suffolk and Richborough in Kent. This high voltage direct current (HVDC) offshore circuit is 145 km in length and due to be operational by 2030, subject to planning.

Electricity network requirements beyond the 2030s

The current electricity transmission cycle (known as the second Transitional Centralised Strategic Network Plan) is currently being finalised by us, the ESO, with an expected publication due in March 2024. This transmission planning cycle has focused on reinforcements the electricity network needs throughout the 2030s across Great Britain.

Economic needs case for Bramford to Twinstead

Bramford to Twinstead is a new 400 kV overhead Line being developed by NGET. The current capital cost of delivering the project is anticipated to be approximately £500 million. As a solution to the issue of exporting power from East Anglia, the option has been proposed for several years. Since the *Network Option Assessment* published in January 2019, we have seen a strong economic need for Bramford to Twinstead, and for this to be delivered by 2028.

The development of Bramford to Twinstead is well advanced, and NGET have submitted the Development Consent Order (DCO) to the planning inspectorate. Changing Bramford to Twinstead at this stage, would mean an alternative is unlikely to be delivered until beyond 2030. Our analysis of flows in the region, shows this would have a very significant cost to consumers - through additional constraint costs, lost low carbon energy, and wasted spend on the Bramford to Twinstead Network Optimisation (BTNO) project.

In the NOA7, BTNO received a proceed signal, and was shown to be optimal (e.g., required on its earliest in-service date) in all future energy scenarios in the economic analysis. The quantity of generation in these scenarios (based on FES 21) were notably lower than what is now expected to connect in East Anglia even before moving connections under OCSS. These higher values of generation in the region, strengthen the case for more capacity out of the region, such as that provided by Bramford to Twinstead.

In *NOA7 Refresh 2021/22*, BTNO received a 'Holistic Network Design (HND) essential option' signal meaning it is needed to ensure the compliance of the network.

Bramford to Twinstead, together with some other small developments provides around 3.6 GW of additional export capacity out of the region.

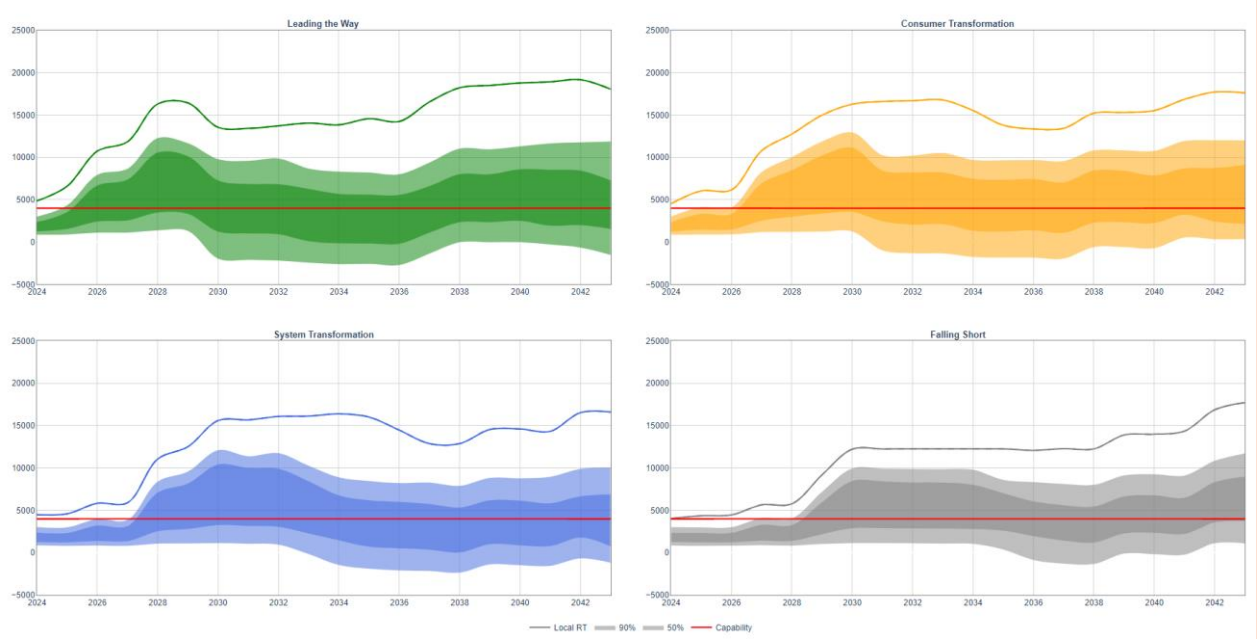


Figure 5 Future power flow expectations and requirements from the region

In the Transmission Works Register[1], Bramford to Twinstead is listed as transmission reinforcement schemes being carried out to facilitate generator connections. Bramford to Twinstead facilitates the connection of 9.5 GW of low-carbon and supporting technologies. This comprises of 4.3 GW of offshore wind, 3.5 GW of combined solar / battery projects, and 1.7 GW of battery storage projects. Previous studies have found that a one-year delay to delivering Bramford to Twinstead would cost consumers £25 million in constraint costs. From Figure 5, under all scenarios the existing capacity of the network is insufficient, and Bramford to Twinstead will add additional capability from later this decade onward.

3. Study introduction

Exploration of voluntary offshore coordination off the coast of East Anglia

Offshore wind farms off the coast of the region were deemed in scope of the early opportunities workstream due to their participation in early seabed leasing rounds run by The Crown Estate. This workstream led by the UK Government is part of the Offshore Transmission Network Review (OTNR). This workstream incentivised voluntary offshore coordination[9].

As announced[10] by the Department for Energy Security and Net Zero in July 2022, five projects within East Anglia agreed to commit to exploring voluntary coordinated network designs under the Government led OTNR. These projects were North Falls Offshore Wind Farm, Five Estuaries Offshore Wind Farm, National Grid Ventures (Lion Link[11] and Nautilus) along with National Grid Electricity Transmission (NGET(Sea Link)).

Overall, there were a number of design options proposed and assessed by these developers within East Anglia which consisted of offshore hybrid assets (OHAs) and sharing of onshore convertor station location and connection into Sea Link, a 2 GW high voltage direct current (HVDC) link between Suffolk and Kent designed to alleviate network constraints within East Anglia region.

The Early Opportunities workstream and the subsequent OCSS are UK Government-led workstreams, independent of the ESO. We were asked to provide constraint analysis to this workstream but were not privy to any design options created and subsequently taken forward by the relevant developers.

Offshore Coordination Support Scheme outcome

The conclusion of the analysis carried out by these developers resulted in one solution being proposed and deemed suitable for further development through the Offshore Coordination Support Scheme (OCSS).

The eligibility for schemes under the OCSS was outlined by the Government, and in particular criteria seven[12] said that the coordinated project must show the potential for a demonstrable reduction to cumulative onshore and offshore assets versus the alternative where relevant projects pursue radial or single purpose offshore transmission proposals.

As confirmed[13] by the Department for Energy Security and Net Zero on 5 December 2023, the outcome of the first exploratory stage of the OCSS has seen a proposal being put forward by North Falls Offshore Wind Farm, Five Estuaries Offshore Wind Farms and NGET (for their Sea Link project) to explore voluntary offshore coordination.

The proposal is for the two offshore wind farms to be coordinated. We have modelled this as the two wind farms connecting into an offshore platform into Sea Link (a new 2 GW HVDC circuit from the proposed Friston substation to Richborough in development by NGET). The current connection agreements have the two offshore wind farms connected to a proposed ‘East Anglia Connection Node’ (EACN) being planned in North Essex, on a new 400 kV overhead circuit from Norwich-Bramford-Tilbury.

[9] This consequently meant the offshore wind farms in development around those shores were deemed out of scope of the later stage workstream of OTNR, that enabled the creation of Holistic Network Design (HND) and its follow up exercises.
[10] Joint statement from North Falls, Five Estuaries and National Grid: Commitment to exploring coordinated network designs in East Anglia - GOV.UK (www.gov.uk)
[11] formerly named Euro Link
[12] Offshore Coordination Support Scheme guidance (publishing.service.gov.uk)
[13] Joint Statement

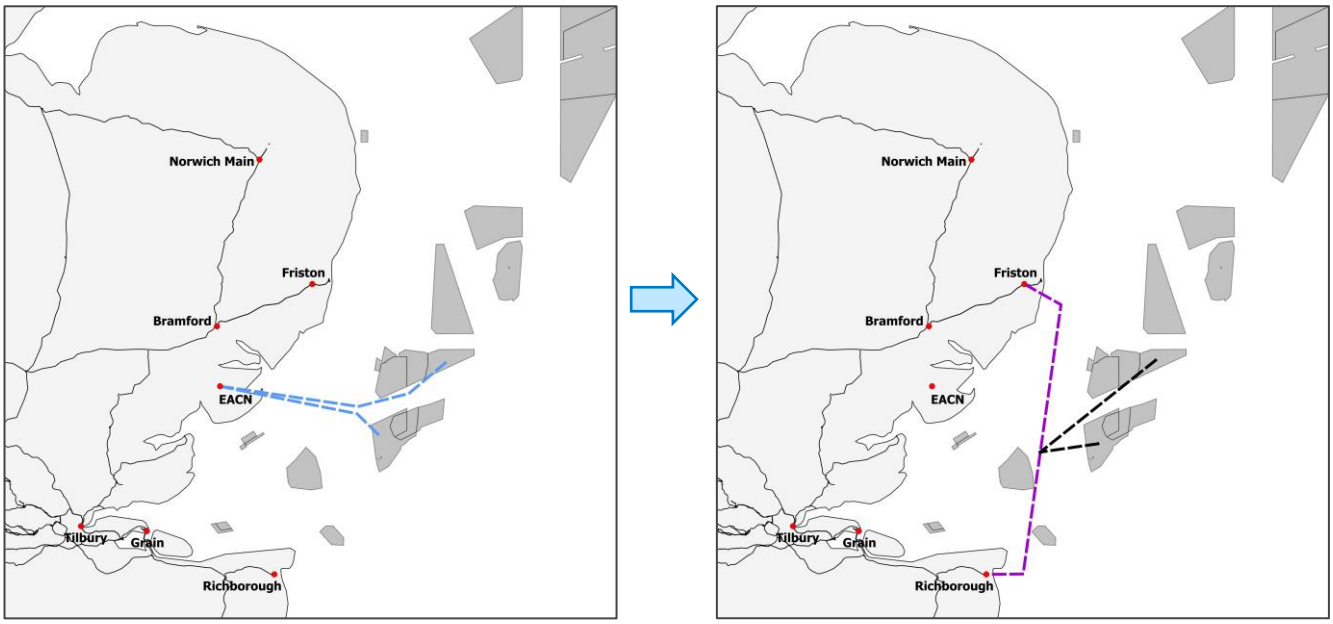


Figure 6: Map of North Falls and Five Estuaries offshore wind farms off the Suffolk/ Essex coast, and the indicative location of their contracted connection point to the transmission network prior to OCSS – the proposed substation at the East Anglia Connection Node, in North Essex

The wind farm developers and NGET are continuing to assess the feasibility of the proposed coordination over the course of 2024. UK Government will then take a view as to whether to continue to fund the exploration of this voluntary coordination.

It is important to note that a decision from government to grant OCSS funding does not result in immediate or automatic changes to existing, signed connection agreements between us and offshore wind projects. It is our understanding that all developers in scope of the OCSS are pursuing the exploration of voluntary offshore coordination alongside progressing their existing connection agreements.

Rationale for the Electricity System Operator's (ESO's) East Anglia network study

Separately, following the Offshore Coordination Support Scheme (OCSS) announcement, we agreed to study whether this change in connection location (due to the coordination proposed through the OCSS) changes the underlying power flows within the region.

The starting point for this study is therefore the change in power flows that have come from the changes in connection location of the North Falls and Five Estuaries offshore wind farms. Therefore, for the purposes of this assessment we have assumed that these offshore wind farms are connecting into Sea Link and not their currently contracted connection location at the proposed East Anglia Connection Node.

This study is separate from and independent of the electricity transmission network planning cycle. The ESO will not as a result of this study be making recommendations to relevant parties on which network option they should proceed with. The analysis within this report will be considered by NGET, the Transmission Owner. It will also be publicly available for consideration by other interested parties, should the OCSS coordination take place.

Study scope - What have we assessed?

The objective of this study is to provide a side-by-side holistic comparison of different electricity network configuration options that transfer power across or around the region. There are three core elements to this assessment which are as follows:

- Network technology capability assessment.
- A preliminary screening assessment of options submitted to us for consideration.
- A holistic assessment of network configuration options.

4. Network technology capability assessment

In order to get an independent view of different electricity network technologies to help aid our assessment[14], we asked DNV, an independent engineering consultancy firm, to provide their view of different network technology choices available on the market as well as next generation technologies not yet currently deployed.

Electricity network technologies used regularly in Great Britain

The three main current technologies used in Great Britain, and included within this study, are:

- Alternating current overhead line (AC OHL)
- Alternating current underground onshore cables (AC UGC)
- High voltage direct current link with offshore cables (HVDC).

The main technology used for the transmission network in Great Britain is AC overhead lines. These form the 275 kV and 400 kV supergrid built in the 1950s and 1960s to connect fossil fuel generation to areas of electricity demand. The majority of this network is overhead lines supported by lattice towers. Some elements of the network are undergrounded, typically through areas of designated landscape, or in very congested areas such as cities[15].

The 'National Policy Statement for electricity networks infrastructure' (NPS)[16] provides government planning guidance for developers of nationally significant electricity network infrastructure projects. It states that the UK Government's position is the use of overhead lines as the starting presumption for electricity network development. The NPS also explains when technologies such as underground onshore cables, or subsea offshore cables may be a viable alternative.

HVDC is a newer technology, primarily used for bulk power transfer over longer distances due to the lower losses of electricity compared to AC. HVDC can also connect 'non-synchronous' power regions – such as Great Britain to Ireland, or Great Britain to mainland Europe which can operate at slightly different frequencies.

HVDC technology is in use in Great Britain off the west coast from Hunterston to Connah's Quay (known as the Western Link) and from Spittal to Blackhillock across the Moray Firth in Northern Scotland (known as the Caithness to Moray HVDC line). New HVDC lines are planned as part of the Pathway to 2030 Holistic Network Design, including links on the east coast from Scotland to England.

Below is a table setting out DNV's key comparisons between these technologies, more detailed analysis can be found within the report's appendix.

Characteristic	AC OHL	AC UGC	HVDC (VSC[17])
Archetype Description			
Maximum continuous	>6,000 MVA	>6,000 MVA[18]	2,000 MVA

[14] Please note: this network technology capability assessment is not an assessment of how the technologies perform as part of wider solutions, it is simply a unit cost comparison that is true regardless of how it is deployed.
[15] AC network technology can also be used for short distances offshore. However as this is not a technology utilised for the purposes of this study, it is not included within DNV's assessment.
[16] National Policy Statement for electricity networks infrastructure (EN-5) - GOV.UK (www.gov.uk)
[17] Voltage Source Converter, see details on types of HVDC technology in Section 7
[18] Comprising one or more underground cables per electrical phase

Characteristic	AC OHL	AC UGC	HVDC (VSC[17])
transmission capacity (MVA)	(per 400 kV double circuit route)	(per 400 kV double circuit route)	(per +/-525 kV bipole circuit route)[19]
Maximum technically feasible route length (km):	Unrestricted - but see note[20][3]	~ 20 km - but see note[21]	Unrestricted
Lifespan (years)	> 40 years[22]	> 40 years[23]	~ 40 years[24][7]
Infrastructure operational footprint	• 50-150sqm land-take per tower, 3 spans per km • Building beneath the overhead line route permanently discouraged, though many agricultural /rural land uses can resume • Periodic vegetation management required	• Building and excavations permanently discouraged within, typically, a 25m wide cable swathe (see DNV report), though many rural/agricultural land uses above ground can resume • Periodic vegetation management may be required	• ~45,000sqm land-take per 2,000 MVA converter station (max. 2 converter stations per circuit) • Building and excavations permanently discouraged within ~10m wide onshore cable swathe, though many rural/agricultural land uses can resume
Future scalability for long-term planning	✓ Uprating (at refurbishment) ✓ Route diversion ✓ Usually less cost and disruption to connect additional generation and demand in the future	× Uprating × Route diversion × Usually more cost and disruption to connect additional generation and demand in future	× Uprating × Route diversion × Impractical to connect additional generation and demand in future
Deliverability and operability			
Planning and consents	• An application for a Development Consent Order (DCO) is required • Process complex and time-consuming, could	• Process relatively easier for underground cables • Classed as 'permitted development' • Any sealing end compounds may require planning permission	• Subject to all usual planning procedures for onshore and offshore connections • Planning consent for a converter station can vary very considerably and subject to significant delays

[20] En-route compensation stations may be required beyond about 200 km route length.

[21] Beyond around 20 km route length, a 400 kV AC underground cable circuit would need intermediate compensation so, technically, interfaces with the network become increasingly complex and costly.

[22] Major refurbishment(s) of overhead line conductor systems at around 40-year intervals are expected to extend overhead line lives to 80 or even 120 years.

[23] XLPE cable technology track record for transmission voltages is still developing, but early indications are that these cables could possibly reach 80-year lives, or more, without major refurbishment.

[24] HVDC expected to require a major refurbishment at around 20 years to achieve this design life.

Characteristic	AC OHL	AC UGC	HVDC (VSC[17])
	sometimes lead to public inquiry • Compulsory purchase authority may be used in special circumstances	• Suitable rights over land (wayleaves and easements) are needed, often granted voluntarily	• Complex consent process for offshore power cables due to requirements for 'no disruption' assurance to other linear services (including power, telecoms, gas, oil), other sea users, plans for the seabed and sea life • A National Competent Authority (NCA) will provide the final approval for projects in England
Reliability, availability and maintainability	• Robust operation - auto-reclose for lightning strikes • Physical damage normally repaired within hours or days (excessive damage within weeks) • Maintenance; three days pa (average)	• Reliable operation • Physical damage repaired within days (excessive damage within weeks) • Maintenance; 3 days pa (average)	• Reliable operation (however limited-service experience) • Physical damage to converter repaired within hours or days • Physical damage to cable repaired within months • Maintenance; 10 days pa (average)
Flexible circuit rating	• Up to 35% above rating for short period.	• Up to 30% above rating for short period.	• None
Environmental impacts[]			
Construction	• Traffic noise and dust • Access may impact vegetation/habitats • Potential impact on biodiversity (habitat loss) • Construction activities contribute to Greenhouse Gas (GHG) emissions	• Traffic noise and dust • Excavation activities may lead to soil disturbance, vegetation removal and habitat loss • Construction activities contribute to GHG emissions	• Traffic noise and dust • Potential impact on marine species and seabed disturbance • Construction activities contribute to GHG emissions and water pollution
Operational	• Acoustic noise (poor weather crackle) • Potential impact on bird species (collision risk)	• Cable access points will require vegetation clearance	• Acoustic noise and vibration impact (permanent hum) on biodiversity • Vessel traffic
Community impacts[			
Construction:	• Minimal traffic disruption	• Traffic disruption • Potential land use disruptions due to cable	• Traffic disruption • Disruption to economic activities such as fishing

Characteristic	AC OHL	AC UGC	HVDC (VSC[17])
	• Land use disruptions • Less impact in rural areas, higher impact in urban due to population proximity	trenching (depending on the route selected) • Less impact in rural areas, higher impact in urban	• Low impact on both rural and urban areas, but higher impact on both with installation of new supporting infrastructure (if required)
Operational:	• Tower ground footprint occupied • Potential to depress property values • Building on route denied • Visual impact • Potential 50Hz EMF exposure • Noise propagation	• Building on cable route denied • Potential 50Hz magnetic field exposure	• Converter station ground footprint occupied • Building on cable route denied • Converter station visual impact • Potential DC magnetic field exposure
Cost magnitude comparison factors for a 75 km 6,380 MVA / 6,000 MW transmission route (per unit)[25]			
Lifetime archetype costs:	x 1	x 4.7	x 8[26]
Lifetime losses costs:	x 1	x 0.8	x 1.6[27]
Commercial and supply chain			
	• Currently, no known supply issues for overhead line – key dependencies are supplies of aluminum and steel	• Long UGC installations may suffer extended delivery lead times • Reactive compensation required for long cable installations that may suffer extended delivery lead times	• There are presently three competitive 2000MW VSC HVDC converter suppliers • As global demand rises (as expected in the near future), converter delivery lead times are expected to lengthen • Key issue for HVDC links is presently the lack of submarine cable manufacturing capacity. Delivery lead times are already extended 2-3 years beyond normal, and likely to further increase until new production comes online around 2030

Table 3: Unit comparison (AC overhead line, AC underground cable, HVDC link with offshore cables)

As the above table illustrates, there are trade-offs between the different types of network technologies and the choice to be made between them depends on where and when the infrastructure is being deployed. From a high-level perspective, the following are the summary findings for each technology.

[25] Based on cost analysis in Section 4, for all three technologies the minimum values tend to reflect the longest route length, while the maximum costs tend to associate with the shortest route length. It should be noted that these cost comparisons are generalised; they are based upon many assumptions, and they are not associated with a specific application or location. For this reason, they should be treated as indicative only

[26] In practice this 6,000 MW capacity would probably be realised with 3 x 2MW HVDC links. This cost factor includes an allowance for mid-life refurbishment of the converter electronics.

[27] Mainly due to losses from converter station

- The lowest cost and least environmentally impactful are AC overhead lines, however they are the most visually intrusive once built.
- Underground AC circuits are more expensive solutions and more environmentally damaging during the construction phase. They are also potentially technical viable only for shorter routes (typically of less than 20 km) however they are less visually intrusive once built.
- HVDC is the most feasible technology for longer circuits where a cable solution is necessary, and it offers important operational benefits compared to AC equivalents over such distances, such as the direct control of power flow and dynamic voltage support, it is also more expensive option (per installed km) compared to an AC alternative, and it is the most inflexible to adapt if the network requirements change over the lifetime of the asset.
- The maximum ratings of present HVDC technology are lower than AC circuits, which means that to achieve the same transmission capability, multiple HVDC circuits would be required.
- All three technology types need to comply with transmission licensing, technical codes and engineering policies. The regulations apply equally.

5. Preliminary assessment of proposed options

Over the three-month study period, five alternative 'network' options were submitted to us by community representatives for our consideration. These were:

- Proposed Option: A predominantly onshore option without East Anglia Connection Node (EACN).
- Proposed Option: Two or more multi-purpose interconnectors (MPIs) with wind farms connecting into them, utilising Bradwell in Essex as an onshore interface point as well as areas in Kent.
- Proposed Option: An undergrounded high voltage direct current (HVDC) cable stretching from Norwich in Norfolk to Tilbury in Essex.
- Proposing Option: A predominantly offshore option - Utilising Bradwell in Essex as an interface point for HVDC cables.
- Proposed Option: An offshore ring main, connecting all wind farms around the coast of the region, utilising brownfield sites for onshore interface points, such as Bradwell and areas in Kent.

Preliminary assessment process

To determine whether options submitted to us should be taken forward to the next stage of holistic assessment, we have screened these options against the below criteria as outlined within the table below.

	Proposed Option	**Proposed Option**	**Proposed Option**	**Proposed Option**	**Proposed Option**
Description	**Onshore option without EACN**	**Two or more MPIs**	**Underground onshore HVDC**	**Predominantly offshore option - Utilising Bradwell as a landing point**	**An offshore ring main**
Is this proposal in scope of the study's Terms of Reference28?	Yes	No	Yes	Yes - if Bradwell is hosting transmission infrastructure, no if it is hosting generation infrastructure.	No
Would the proposal require a change in connection location for projects not exploring voluntary coordination through the OCSS?	Within the sensitivity range of the study	Yes	No	No – if only wider network HVDC landing points were considered.	Yes

[28] East Anglia Study – Terms of Reference - download (nationalgrideso.com)

	Proposed Option	Proposed Option	Proposed Option	Proposed Option	Proposed Option
Description	**Onshore option without EACN**	**Two or more MPIs**	**Underground onshore HVDC**	**Predominantly offshore option - Utilising Bradwell as a landing point**	**An offshore ring main**
Is the proposal technically feasible in the timescales the capacity is needed?	Yes	Yes - if regulatory regime is in place	Yes	Yes	No
Progression to next stage of assessment	Yes	No	Yes	Yes – if the proposal is only moving network transmission infrastructure to Bradwell	No

Table 4: Summary of the Gate 1 assessment of the proposals.

6. Holistic Assessment

Methodology for holistic assessment

The design criteria methodology we use helps us to balance the impacts of new infrastructure with the benefits it can bring. This methodology was originally approved by the UK Government as part of their Offshore Transmission Network Review (OTNR) and later adopted into our wider onshore network planning process. Our equally weighted design criteria for new infrastructure are:

- Criteria 1: Can be delivered and operated in a timely and practical way.
- Criteria 2: Minimise the impact, where possible, on the natural environment.
- Criteria 3: Minimise the impact, where possible, on the communities that host this infrastructure.
- Criteria 4: Can be delivered in an economic and efficient way, ensuring the best value for consumers.

As this is still the first step in the electricity transmission network planning cycle, it is important to emphasize that the holistic assessment is based on high level study areas (often using geospatial data), not route corridors. If these network options are progressed further by the relevant Transmission Owner they will undertake more detailed assessments, to help determine any potential cumulative as well as specific community impact and local environmental constraints.

The assessment used a combination of financial information about the designs e.g. capital infrastructure costs and operational costs to determine the value of each design in terms of net present value (NPV). The NPV enabled us to compare the economics across each design.

To assess and compare the deliverability and operability, environmental impact, and community impact, we used Black, Red, Amber, or Green (BRAG). Definitions of the BRAG ratings are provided below:

BRAG Ranking		
●	Black	The design is not viable in its current state from an environmental/community/deliverability and operability perspective due to environmental/community/deliverability issues.
●	Red	The design has a high level of constraints from an environmental/community/deliverability and operability perspective and is potentially viable, however will have to overcome many environmental/community/deliverability issues.
●	Amber	The design has a medium level of constraints from an environmental/community/deliverability and operability perspective and is

		likely to be viable, however may have to overcome some environmental/community/deliverability issues
	Green	The design has a low level of constraints from an environmental/community/deliverability and operability perspective and is likely to be viable without any major environmental/community/deliverability issues.

Table 5: Definitions of BRAG ratings

The BRAG is also applied to subparts of the ratings, and the overall deliverability, environmental and community is taken as the cumulative impact of the subparts. In general, the most severe rating of a subpart applies to the rating of the whole option.

To assess and compare the economic impact, we have presented two rankings in this report. Further details and sensitivities are contained in the appendix. We have compared the capital cost of delivering each option, with the benefit it brings in reducing constraints. This is a lifetime cost measure – the cost of building an option plus the constraints remaining. We present that costs in comparison to the cheapest option, which in this assessment is Option 3. We have secondly compared the options as if they were all delivered in 2034, to assess the impact if options delivered earlier where to be delayed. As additional lifetime costs range from £0bn to over £10bn, we have divided the range in to three for the RAG status: £0-£3bn Green; £3bn-£7bn Amber; £7bn or above Red.

In the appendix, we have included further economic analysis including sensitivities to other generation and demand scenario, the impact of new strategic demand and changes in constraint and capital cost.

As the starting assumption for this study is that Offshore Coordination Support Scheme (OCSS) has happened, any costs associated with changes to Sea Link or other coordination costs (which would be common across options) are not included.

Additional assessment - community sentiment

In addition to the assessment criteria set out above, we have also assessed the community sentiment of all options, set out in the result below. This has followed from engagement we have undertaken with a range of community and elected representatives. We are, however, unable to quantify this assessment and represent the views of the whole community. We have therefore included this separately below.

Options under holistic assessment

Following the preliminary screening assessment, network configuration options have undergone holistic assessment using the above methodology.

These are set out below[29]:

1. Predominately offshore option – variation without EACN
2. Predominately offshore option – variation with EACN
3. Onshore option
4. Alternative onshore option – variation without Bramford to EACN
5. Alternative onshore option – variation without EACN
    b. Alternative onshore option – variation without EACN – sensitivity
6. Hybrid onshore and offshore option – variation with EACN
7. Hybrid onshore and offshore option – variation without EACN
8. Onshore HVDC option
9. Predominantly offshore option – Utilising Bradwell as a landing point.

These network configuration options are a variation of on and offshore circuit options that transfer power across or around the region. The options have been tested against multiple variables such as:

- Different background assumptions of supply and demand through Future Energy Scenarios

[29] Option 5, 8 and 9 correspond to Proposal P5, P3 and P4 respectively.

- Different commissioning dates for new elements of the network infrastructure
- Additional growth in large strategic demand such as data centres or hydrogen electrolysers

The options have also been benchmarked against standard costs, sliding timelines of delivery and how that impacts costs, as well as similar projects elsewhere across Great Britain and beyond. Feedback provided by stakeholders on the proposed circuit options have been accounted for within the report under the community sentiment metric.

Assumptions relating to grid connections, network requirements and delivery dates for options under holistic assessment

Offshore wind farms

In all ten circuit configuration options set out below, each offshore wind farm is assumed to connect at their current contractual location at set out in their connection agreement[30] apart from North Falls and Five Estuaries offshore wind farms. These two wind farms are modelled as connected into Sea Link in all ten network configuration options, as per their voluntary exploration of coordination through the OCSS.

All other generation and demand, nationally and locally, connects according to the locations in our Future Energy Scenarios[31] which is consistent with our overall approach to network planning.

Interconnectors

There are three proposed interconnectors with connections in the region[32]. Contractually, two interconnectors have connections[33] at Friston (Nautilius and Lionlink), and one has a connection at EACN (Tarchon). Nautilius's developer has said[34] they are also investigating changing their connection location to Isle of Grain in Kent, we have therefore modelled this interconnector at both Friston and the Isle of Grain.

As a result of the OCSS process, Tarchon interconnector is the only party left connecting at the proposed East Anglia Connection Node. The OCSS drives no other similar change we have therefore conducted sensitivity analysis as to whether the interconnector connects at that proposed node or elsewhere.

In terms of the connection locations for interconnectors:

- In most options where EACN is constructed, the three interconnectors connect at contracted position (one at EACN, and two at Friston). These are options 3,4,6 and 8.
- In options where EACN is not constructed, we assume two interconnectors at Friston (unchanged) and one at Grain). These are options 1, 5 and 7.
    - We have conducted a sensitivity analysis on option 5 to assume three interconnectors behind the EC5 electrical boundary – known as option 5b.
- In option 2, where EACN is constructed, one interconnector is connected as each of EACN, Friston and Grain. This is because otherwise, three interconnectors would be connected in proximity between Friston and Bramford which would likely trigger the need to upgrade the onshore network further.
- In option 9, as we are exploring Bradwell as a landing site, it is assumed one interconnector lands at Bradwell, one at Grain and one at Friston.

As stated previously, we, as the ESO cannot unilaterally compel Nautilus or Tarchon to move connection locations[35].

Why is a potential new circuit required from Friston to EACN in some options?

In all the options (except for option 9), a new route is shown as being required from Friston either onshore to EACN or offshore to (nominally) Sellindge in Kent. The need for one of these circuits is triggered by the

[30] https://www.nationalgrideso.com/data-portal/transmission-entry-capacity-tec-register/tec_register
[31] https://www.nationalgrideso.com/future-energy/future-energy-scenarios-fes
[32] An interconnector is an HVDC cable that connects the GB power system to the power system of another country and are developed under Ofgem's Cap and Floor regime.
[33] https://www.nationalgrideso.com/data-portal/interconnector-register
[34] About Nautilus | National Grid Group
[35] This assessment was conducted prior to Ofgem's interconnector cap and floor announcement.

changes in the location of generation proposed by OCSS, which brings further generation (North Falls and Five Estuaries) linked to the proposed Friston substation via Sea Link.

The following table summarises the existing and planned generation and interconnectors at Sizewell, Leiston and proposed Friston substations:

	Already Connected	Planned
Sizewell	• Sizewell B nuclear power station	• Sizewell C nuclear power station
Leiston	• Galloper offshore wind farm • Greater Gabbard offshore wind farm	
Friston (proposed)		• East Anglia One North offshore wind farm • East Anglia Two offshore wind farm • Nautilius interconnector[36] • Lionlink interconnector • Sea Link HVDC, which connects to North Falls and Five Estuaries offshore wind farms (under OCSS)

Table 6: Generation and Interconnection planned for existing Sizewell and Leiston substation, and proposed substation at Friston

The existing route for power out of the region is two double overhead circuits from Sizewell to Bramford, where it connects to the rest of the electricity network. In this study, Sea Link is always required to be built to provide generation connections for North Falls and Five Estuaries.

In designing the network to account for this change in generation connection, the system must be robust to faults and temporary loss of parts of the network – this is so continuity of supply is maintained. The Security and Quality of Supply Standard[37] (SQSS) provide the standard for how connections and the wider network need to be designed; and in particular under which faults on the network we cannot have a large loss of generation. For this area local to Sizewell, there are two credible faults to consider – (i) a fault of one of the double circuit overhead lines, or (ii) a fault on Sea Link which means all the power from the wind farms must flow north.

Under projection for the mid 2030s, there is around 9.4 GW of generation in the region, plus interconnectors. For the highest power flow and transmission loading case, we assume full generation output meaning around 9.4 GW of power to take out of the region[38] which includes output from North Falls and Five Estuaries which have moved to the area under OCSS. Broadly, under a fully intact (without any disconnected circuits) network (2 x double circuits, plus Sea Link) a total of 14 GW of power could be exported from the region.

However, we must secure the network under fault conditions to ensure that generation remains connected:

- Under a fault of one of the existing double circuit overhead lines out of the region the export capacity of the area reduces to around 8 GW (one double circuit plus Sea Link) which is less than the generation connected. This is not an acceptable fault condition under the SQSS and must be avoided.
- Under a fault of Sea Link, there is sufficient capacity to export the generation via the remaining double circuit overhead lines.

It also follows that if less generation were to connect then the need for an additional circuit, based on ‘fault conditions’, may be removed. In the situation without OCSS an additional circuit is not required.

The need for the additional circuit is the cumulative impacts of all the generation connected / connecting at Friston, Leiston and Sizewell (including North Falls and Five Estuaries under OCSS), but it is likely to be ‘required’ for operation only when Sizewell C Nuclear Power Station connects (as this is the last of the

[36] The developer, NGV have discussed moving the connection for *Nautilus* from Friston to the Isle of Grain, they still hold a contractual agreement to connect at Friston.
[37] Security and Quality of Supply Standard (SQSS) | ESO (nationalgrideso.com)
[38] There is minimal local demand in the region.

proposed connections to connect[39]), hence a delivery date of 2034 is acceptable for that line (see delivery dates below).

This additional circuit out of the Sizewell/Friston area can either be an onshore route to the EACN, or as a second HVDC line from Friston to (indicatively) Sellindge as in the previous options. If it were an onshore route, the default in planning is that it would be an overhead line, with some portions potentially undergrounded.

Delivery Dates

Delivery dates for each option are based on several elements. In each option Sea Link is assumed to deliver its base capability in 2030, and then take an outage in 2032 to integrate North Falls and Five Estuaries offshore wind farms. After this, Sea Link returns but provides reduced capacity, as it is now dual purpose as both a route to move power to and from the region, and a connection point for offshore wind.

The current projected timescale for the delivery of Norwich to Tilbury is 2030. This applies to parts of the route such as Norwich to Bramford, Bramford to EACN, and EACN to Tilbury.

For other new or substantially new circuits, such as the new offshore proposed lines, the Friston to EACN, or Friston to Tilbury routes, which have not been subject to any detailed engineering, consultation or consenting, these are assumed to be delivered by 2034 at the earliest.

All delivery date assumptions are based on technical assessment, a planning process which runs ‘to time’, and a supply chain which is able to deliver what is required. The risk to consenting and supply chain are captured in the deliverability assessment.

We have undertaken a sensitivity if the 2030 onshore elements were delayed. This will provide a direct comparison of if all projects were delivered in 2034 as requested by stakeholder.

[39] Sizewell C has a contractual connection date of 2029 and 2030 in the TEC register. However, the developer have said a ten to twelve year build from construction which has recently commenced edfenergy.com/sites/default/files/szc-esg-brochure.pdf

Options Assessment

1. Predominately offshore option – variation without EACN

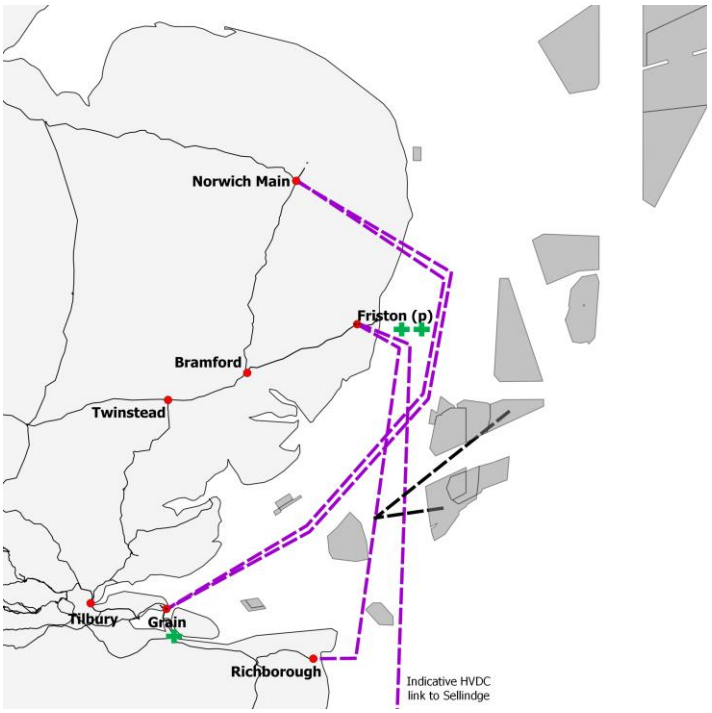
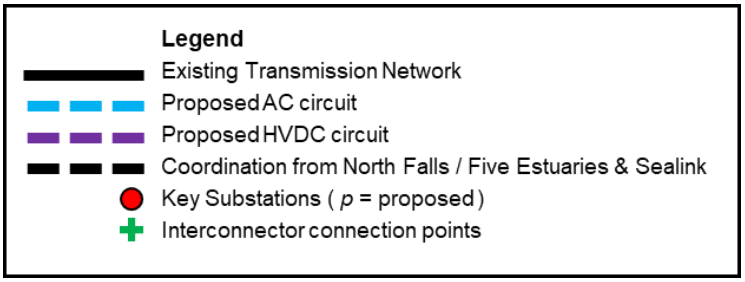


Figure 7: Map showing Option 1: Predominantly offshore option – variation without EACN



Option Description
This network configuration has four circuits and is a predominantly offshore option, with no additional overhead lines proposed in East Anglia. There are two proposed onshore starting points for undersea cables, beginning at Norwich and Friston that will be undergrounded to the coast and continue offshore in the sea to three onshore locations in Kent - Grain, Richborough and (nominally) Sellindge.
Technology
• Two 2 GW HVDC links from Norwich to Grain, providing 4 GW of capacity with HVDC converter stations to be built at both ends of the link. • One 2 GW HVDC link from Friston to (nominally) Sellindge with HVDC converter stations to be built at both ends of the link. • One 2 GW HVDC link from Friston to Richborough into which North Falls and Five Estuaries connect into Sea Link. This will also need HVDC converter stations to be built at both ends of the link.

Delivery Date	2034 (with Sea Link delivered earlier)
Capital Cost	£5.8bn

Option 1			
Design Criteria	**Ranking**	**Sub Description**	**Commentary**
Deliverability & Operability	Red	Supply chain, deliverability, and operability	Challenging delivery with multiple offshore HVDC circuits. Limited suppliers of HVDC and known supply chain delays. Complex operation to coordinate all HVDC circuit power flows. This drives the Red rating.

		Consenting	The solution is predominantly offshore, and so consenting is believed to present complexity, especially around areas with a concentration of infrastructure such as Friston.
Environmental	Red	Norwich to Grain	Norwich to Grain must first traverse underground to the shore (avoiding The Broads), and through a complex marine environment comprising of extensive and overlapping SACs, SPAs, MCZs and SSSIs, resulting in its Red rating. As the Norwich to Grain route makes up a significant proportion of this option, and considering the complexity of mitigations in the marine environment compared to on land, the overall rating is assessed to be Red. A Red rating means this option is heavily constrained, it is potentially viable, however will have to overcome many environmental issues.
		Friston to Richborough	
		Friston to nominally Sellindge	
Community	Amber	Norwich to Grain	All the routes featured in this option are predominantly offshore routes. As such, the overall community impact is moderately constrained for this option. Some significant impact is possible at the coastal interface, and avoidance of constraints may be challenging, but should still be possible at the detailed routeing stage of the design process.
		Friston to Richborough	
		Friston to nominally Sellindge	
Economic	Economic Rank	£4.2bn	The options received an Amber rating costing £4.2bn more over its lifetime compared to the cheapest option (Option 3 delivered in 2030). This option is delivered in full by 2034. It is one of the most expensive options driven by the cost of converter stations and HVDC subsea cabling. It is effective at reducing constraints but not sufficient to offset the additional CAPEX, or the delayed delivered.
	Delay Impact	£4.2bn	There is no change in the relative economic position of this option if all options are considered delivered in 2034.
Community Sentiment	Amber	This option negates the need for new overhead lines – removing visual impact; however, it has significant concentrated impact at proposed coastal nodes.	

2. Predominately offshore option – variation with EACN

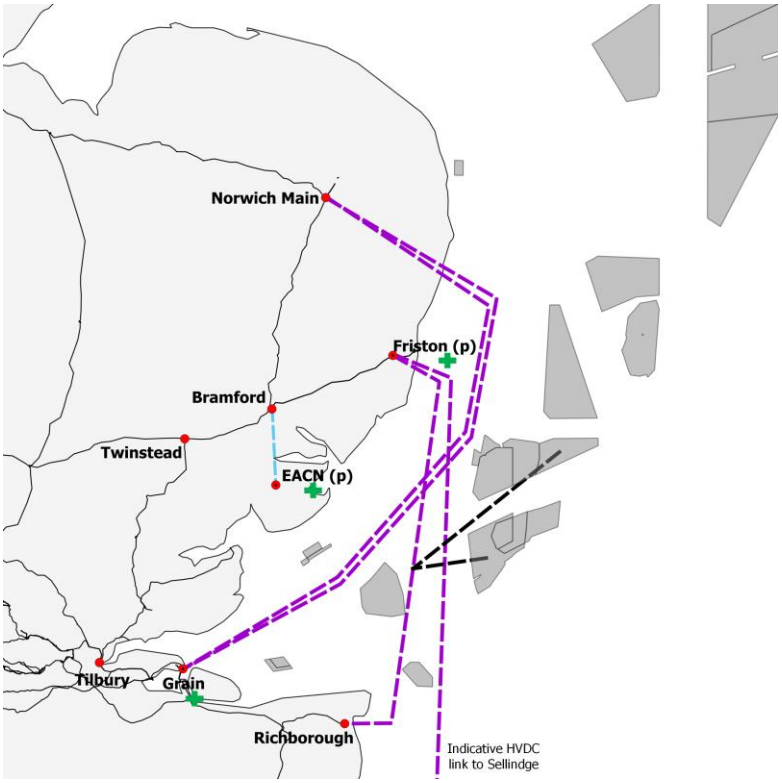
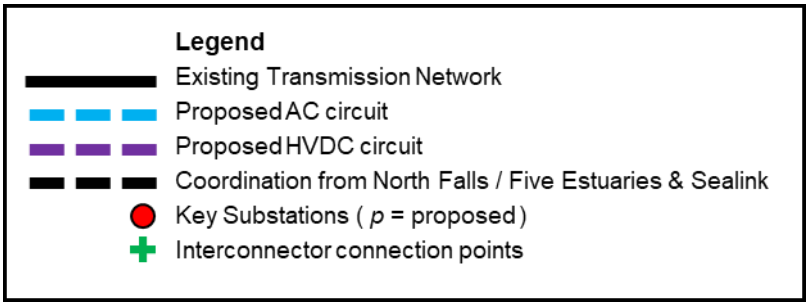


Figure 8: Map showing Option 2: Predominantly offshore option with EACN



Option Description
This network configuration has five circuits. These circuits would begin at Norwich and Friston and will be undergrounded to the coast and continue offshore in the sea to three onshore locations in Kent - Grain, Richborough and (nominally) Sellindge. It also has an onshore circuit to connect the proposed EACN substation to Bramford substation.
Technology
• Two 2 GW HVDC links from Norwich to Grain, providing 4 GW of capacity with HVDC converter stations to be built at both ends of the link. • One 2 GW HVDC link from Friston to (nominally) Sellindge with HVDC converter stations to be built at both ends of the link. • One 2 GW HVDC link from Friston to Richborough into which North Falls and Five Estuaries connect, known as Sea Link. This will also need HVDC converter stations to be built at both ends of the link. • One AC onshore route from the proposed EACN to the Bramford substation. It is likely that this circuit would be part part overhead line, and part underground through the Dedham Vale Area of Outstanding Natural Beauty (AONB)[40].

Delivery Date	2034 (with Sea Link delivered earlier)
Capital Cost	£5.9bn

[40] The ESO have made this assumption as this is similar circuit route to that be proposed by NGET as part of the existing Norwich to Tilbury circuit. Partial undergrounding has been identified through the Dedham Vale Area of Outstanding Natural Beauty (AONB) as part of this circuit.

Option 2			
Design Criteria	**Ranking**	**Sub Description**	**Commentary**
Deliverability & Operability	Red	Supply chain, deliverability, and operability	Challenging delivery with multiple offshore HVDC circuits, and an additional onshore circuit. Limited suppliers of HVDC and known supply chain delays. Complex operation to coordinate all HVDC circuit power flows. This drives the Red rating.
		Consenting	This solution is predominantly offshore, but with an onshore route from Bramford to the EACN, and the associated substation onshore. This is likely to present a level of high complexity around consenting, especially around areas with a concentration of infrastructure such as Friston, and the impact on EACN and the Dedham Vale.
Environmental	Red	Norwich to Grain	Norwich to Grain makes up a significant proportion of this option. The route must first traverse overland (avoiding The Broads), and through a complex marine environment, with the cumulative combination of designations and receptors such as SACs, MCZs and SPAs, mostly in the southern section, causing its Red rating. Because of the significance of the Norwich to Grain route to this option, and considering the complexity of mitigations in the marine environment, the overall rating is assessed to be Red. A Red rating means this option is heavily constrained, it is potentially viable however, will have to overcome many environmental issues.
		Friston to Richborough	
		Friston to nominally Sellindge	
		Bramford to EACN	
Community	Red	Norwich to Grain	Much of this design option is in the marine environment, however considering the significant constraints identified between Bramford and EACN, overall the combination of routes make this option significantly constrained. Some impact will need to be considered at the coastal interface and detailed routeing will need to be carried out to avoid where possible some of the key constraints. Additionally, undergrounding may need to be considered as a mitigation for some of these features, for example Dedham Vale National Landscape, which spans a significant part of the study area.
		Friston to Richborough	
		Friston to nominally Sellindge	
		Bramford to EACN	
Economic	Economic Rank	£4.8bn	The options received an Amber rating costing £4.8bn more over its lifetime compared to the cheapest option (Option 3 delivered in 2030). This option is delivered in full by 2034. It is the most expensive options driven by the cost of converter stations and HVDC subsea cabling, and the onshore route through the Dedham Vale. It is effective at reducing constraints but not sufficient to offset the additional CAPEX. It performs slightly worse that Option 1 as an interconnector is moved out of the region (otherwise there would be too many Interconnectors close to Bramford/Friston), which exports power when there is high wind / low prices in Great Britain.

Option 2			
	Delay Impact	£4.8bn	There is no change in the relative economic position of this option if all options are considered delivered in 2034.
Community Sentiment	Red	This option involves a short OHL/UG onshore infrastructure through an Area of Outstanding Natural Beauty.	

3. Onshore option

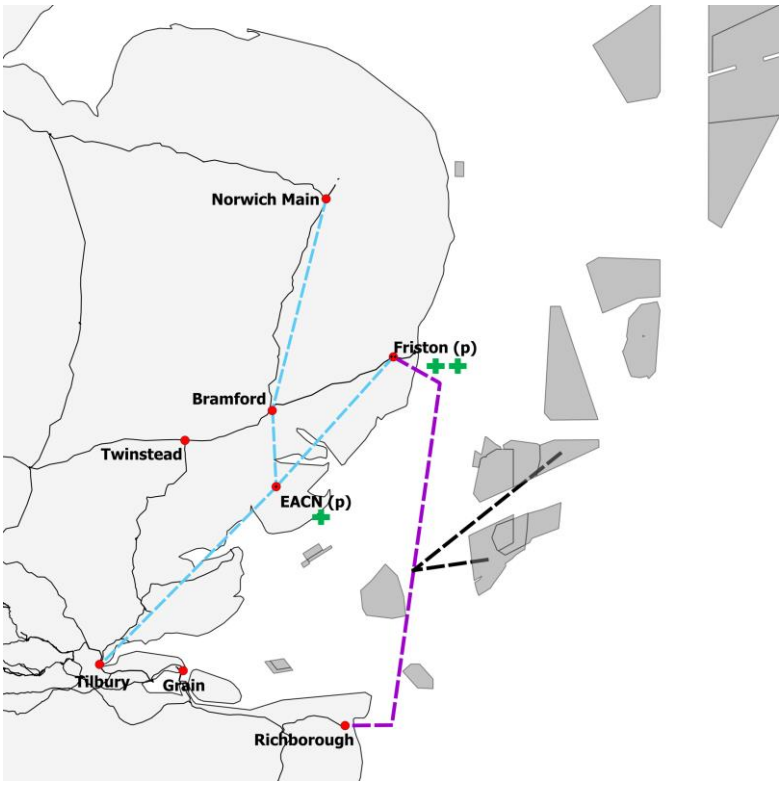
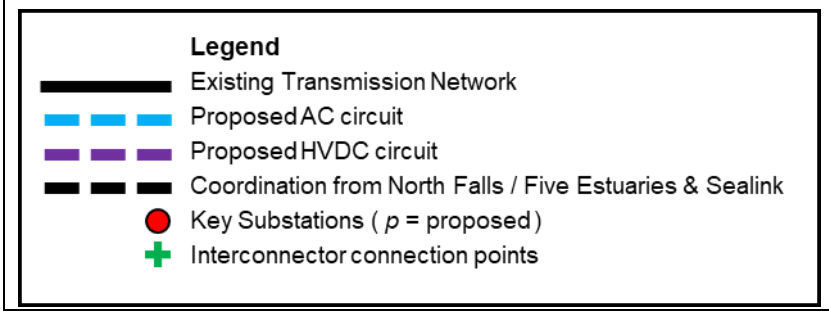


Figure 9: Map showing Option 3: Onshore option



Option Description
This network configuration has three circuits. This network configuration option includes currently proposed Norwich to Tilbury circuit as well as an additional circuit between Friston and EACN.
Technology
• One AC onshore circuit from Norwich to Tilbury, which is predominantly overhead line, with underground in some sensitive areas. The route goes from Norwich to Bramford, to EACN, to Tilbury substation. • One AC onshore circuit from Friston to EACN. • One 2 GW HVDC link from Friston to Richborough into which North Falls and Five Estuaries connect, known as Sea Link. This will also need HVDC converter stations to be built at both ends of the link.

Delivery Date	2030, with Friston to EACN delivered later and before required.
Capital Cost	£2.7bn

Option 3			
Design Criteria	**Ranking**	**Sub Description**	**Commentary**
Deliverability & Operability	Red	Supply chain, deliverability, and operability	Challenging delivery of multiple new onshore AC circuits. No additional HVDC so reduced HVDC supply difficulties. This would drive an Amber as significantly complex.
		Consenting	This option presents a highly complex consenting risk due to the large number of onshore routes required and impacts on multiple pinch points in the region such as especially around areas with a concentration of infrastructure such as Friston, and the impact on EACN and the Dedham Vale.

Option 3			
Design Criteria	**Ranking**	**Sub Description**	**Commentary**
Environmental	Amber	Friston to EACN to Tilbury (onshore)	As an onshore route, the individual components receive individual Amber or (in one case) Green BRAG ratings. The spatial extent and distribution of the onshore constraints allows for potential avoidance, whereas a number of constraints in the marine environment are unavoidable. However, mitigation such as detailed route planning, should be able to reduce the impact on many of the significant onshore environmental constraints. An Amber rating means this option is moderately constrained; it is potentially viable however, will have to overcome some environmental issues.
		Bramford to EACN (onshore)	
		Friston to Richborough (offshore)	
		Norwich to Bramford (onshore)	
Community	Red	Friston to EACN to Tilbury (onshore)	Overall, this option is significantly constrained. A combination of the onshore works, and the widespread of community impact features, combined with the significant constraints identified between Bramford and EACN, means avoidance of key constraints would be difficult. In addition, undergrounding may need to be considered as a mitigation where avoidance was not possible.
		Bramford to EACN (onshore)	
		Friston to Richborough (offshore)	
		Norwich to Bramford (onshore)	
Economic	Economic Rank	£0bn	The option received a Green rating, being the cheapest over its lifetime compared to all other options if delivered in 2030. It has a relatively low capital cost, and is efficient at mitigating constraints from 2030, and it facilitates all interconnectors at their original locations.
	Delay Impact	£1.6bn	If this option cannot be delivered until 2034, then its lifetime cost is increased, as it does not mitigate constraints from 2030 onwards. A number of other options, if everything is delivered in 2034, move to having similar lifetime costs.
Community Sentiment	Red	This option has new overhead lines – with visual impact spanning across three regions. Significant concentrated impact at proposed substations.	

4. Alternative onshore option – variation without Bramford to EACN

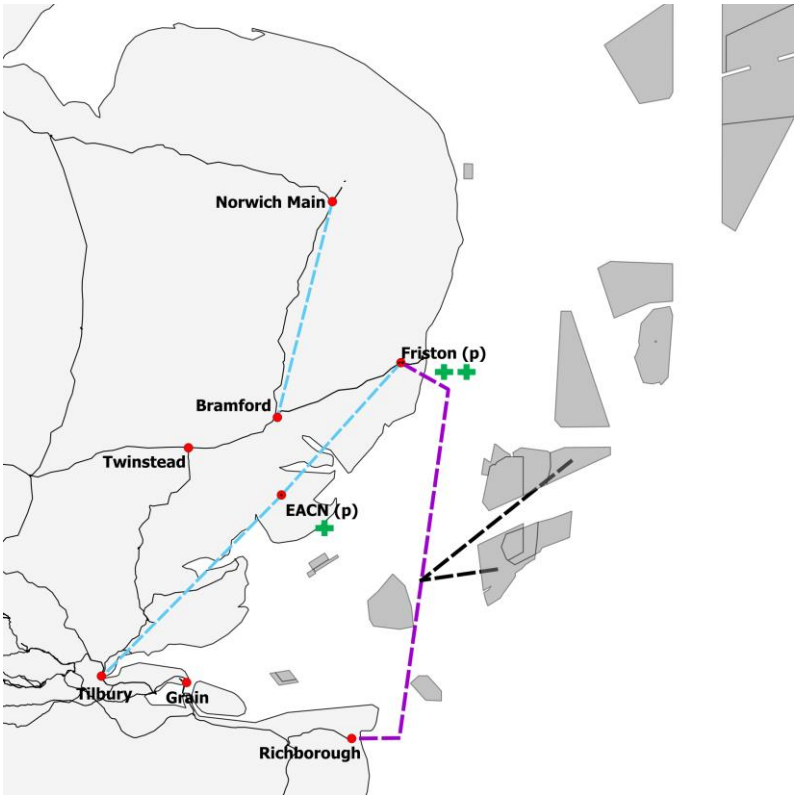
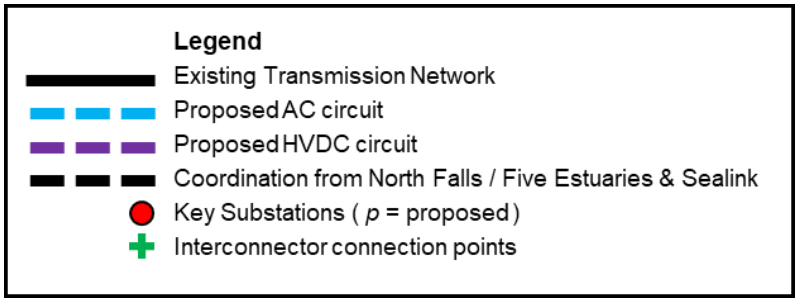


Figure 10: Map showing Option 4: Alternative onshore option - variation without Bramford to EACN



Option Description
This network configuration has three circuits. This configuration is similar to Option 3, but with the part of the Norwich to Tilbury route between Bramford and EACN removed. Figure 10 on the left: Map showing Option 4: Alternative onshore option – variation with EACN
Technology
• One AC onshore circuit from Norwich to Bramford • One AC onshore circuit from Friston to Tilbury, via EACN. • One 2 GW HVDC link from Friston to Richborough into which North Falls and Five Estuaries connect, known as Sea Link. This will also need HVDC converter stations to be built at both ends of the link.

Delivery Date	2030, with Friston to EACN delivered later and before required.
Capital Cost	£2.4bn

Option 4			
Design Criteria	**Ranking**	**Sub Description**	**Commentary**
Deliverability & Operability	Red	Supply chain, deliverability, and operability	This option has the same challenges as Option 3, but with a small section of onshore circuit through the Dedham Vale removed. This does not change the rating as remains significantly complex

Option 4			
Design Criteria	**Ranking**	**Sub Description**	**Commentary**
		Consenting	This option is assessed to have the same highly complex risk to consenting as Option 3, even with a small section of onshore circuit through the Dedham Vale removed. Overall, this is not sufficient to change the overall rating from Red.
Environmental	Amber	Friston to EACN to Tilbury (onshore)	This option is an onshore option. The individual components receive individual Amber or (in one case) Green BRAG ratings. This represents that many of the significant onshore and (where applicable) offshore environmental constraints should be avoided (or otherwise mitigated) at the detailed routeing stage. An Amber rating means this option is moderately constrained; it is potentially viable however, will have to overcome some environmental issues.
		Friston to Richborough (offshore)	
		Norwich to Bramford (onshore)	
Community	Amber	Friston to EACN to Tilbury (onshore)	This option comprises a balance of onshore and offshore study areas. Some consideration will need to be made to routeing including at the coastal interface point to avoid constraints where possible. While a number of features have been identified across study areas, these are generally distributed thinly across the areas, meaning detailed routeing could be feasible to avoid most constraints. This option is overall considered to be moderately constrained.
		Friston to Richborough (offshore)	
		Norwich to Bramford (onshore)	
Economic	Economic Rank	£2bn	The options received a Green rating costing £2bn more over its lifetime compared to the cheapest option (Option 3 delivered in 2030). It is one of the cheapest solutions, however, the removal of the circuit through the Dedham Vale reduces the effectiveness of this option at routeing power out of the region in comparison of Option 3, which increases the constraint cost.
	Delay Impact	£3.6bn	If this option cannot be delivered until 2034, then the benefits in reducing CAPEX it brings in the early years is lost, and other options move to the comparatively better.
Community Sentiment	Red	This option has new overhead lines – with visual impact spanning across three regions. Significant concentrated impact at proposed substations.	

5. Alternative onshore option – variation without EACN

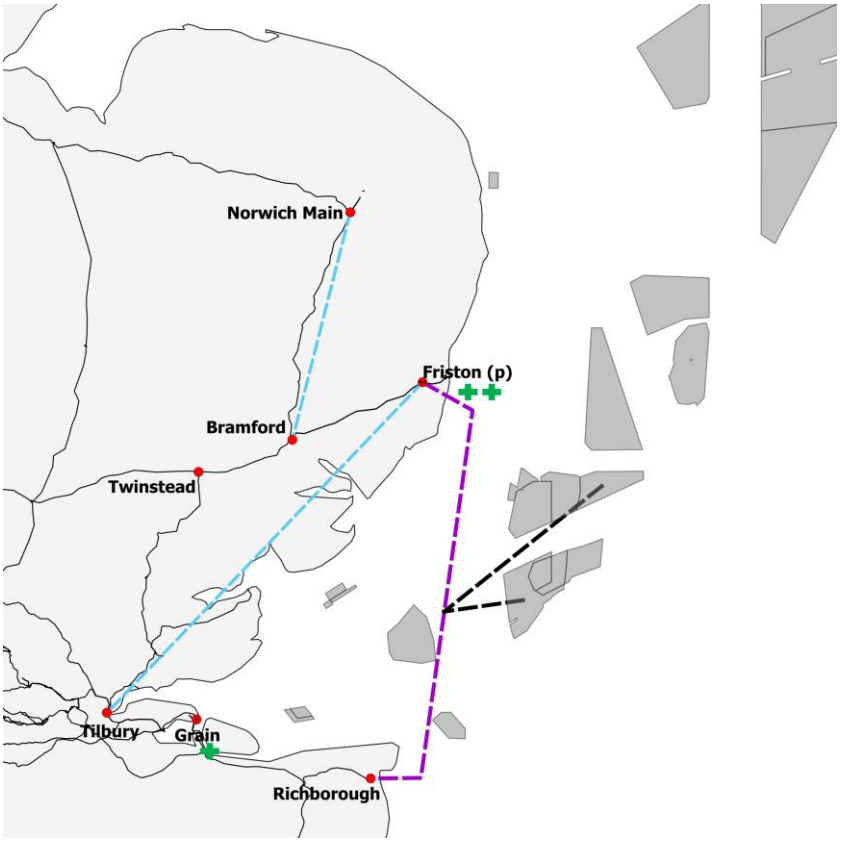
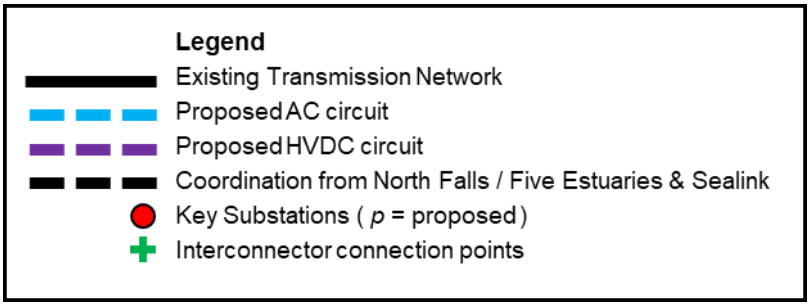


Figure 11: Map showing Option 5: Alternative onshore option – variation without EACN



Option Description
This network configuration has three circuits. This configuration is similar to Option 4, however the proposed substation at EACN is not required. Therefore, the line does not need to route to the EACN, and can take a different route, although detailed routeing is undertaken by National Grid Electricity Transmission (NGET) at a later stage in the design process.

Technology
• The Norwich to Bramford AC route which is predominantly overhead lines (this is the northern part of the proposed Norwich to Tilbury route). • An AC route from Friston to Tilbury, which is predominantly overhead line (this includes the southern part of the Norwich to Tilbury route. Near the proposed EACN the route no longer needs to serve that substation so can be routed elsewhere. • As well as Sea Link, the 2 GW HVDC link from Friston to Richborough into which North Falls and Five Estuaries connect. Converter stations will be required at both ends of Sea Link.

Delivery Date	2034 (the components such as Norwich to Bramford and Friston to Richborough could be delivered earlier)
Capital Cost	£2.3bn

Option 5			
Design Criteria	**Ranking**	**Sub Description**	**Commentary**

Deliverability & Operability	Amber	Supply chain, deliverability, and operability	Similarly to Option 3 and 4, this onshore option has the same challenges, although without the section of circuit through the Dedham Vale, and the rerouting of the circuit as it does not need to go via the Tendering peninsula for EACN. This does make it comparatively simpler as few components need to be delivered.
		Consenting	Overall, the position is similar to Options 3 and 4, but with the removal of two of the areas of high complexity of consenting at the Dedham Vale and EACN. Significant complexity remains both onshore especially at areas such the concentration of infrastructure at Friston, but overall this leads to an Amber RAG rating.
Environmental	Amber	Friston to Tilbury (onshore) Friston to Richborough (offshore) Norwich to Bramford (onshore)	This option is a variation of Option 4 comprising both onshore and offshore areas. As EACN does not feature in this option, the assessment can be considered without the impact of EACN. Overall although avoiding the Tendring Peninsula reduces the impact there, the line still needs to be routed in the vicinity, affecting other similar areas. As the overall rating is still driven by the Amber ratings of two components, this option is assessed as Amber. An Amber rating means this option is moderately constrained, it is potentially viable however, will have to overcome some environmental issues.
Community	Amber	Friston to Tilbury (onshore) Friston to Richborough (offshore) Norwich to Bramford (onshore)	This option comprises a balance of onshore and offshore study areas. Some consideration will need to be made to routeing including at the coastal interface point to avoid constraints where possible. While a number of features have been identified across study areas, these are generally thinly distributed across the areas, meaning detailed routeing could be feasible to avoid most constraints. This option is overall considered to be moderately constrained. This option does not include EACN. While its inclusion could result in some reduced localised impact it, is not considered to materially impact the cumulative rating and so the option remains moderately constrained.
Economic	Economic Rank	£10.3bn	The options received a Red rating costing £10.3bn more over its lifetime compared to the cheapest option (Option 3 delivered in 2030). Although this option is the cheapest option the removal of the circuit through the Dedham Vale, together with moving an Interconnector to Grain reduces the effectiveness of this option at routeing power. Significant constraints are caused moving power to the interconnector in Kent for power to be exported.
	Delay Impact	£10.3bn	There is no change in the relative economic position of this option if all options are considered delivered in 2034.
Community Sentiment	Red	This option has new overhead lines – with visual impact spanning across three regions. Significant concentrated impact at proposed substations.	

Option 5b. Alternative onshore option – variation without EACN – sensitivity

Following a stakeholder request, we explored the high constraint cost results in Option 5 (an alternative onshore option without Bramford to the EACN and without EACN substation) and why it compares economically worse to other options, including Option 4.

As Britain moves from being a net importer to a net exporter of electricity over the coming years and builds out more and more renewable generation, interconnectors to neighbouring countries help a region with a high level of low carbon generation compared to demand. Therefore, in a region such as East Anglia with a high volume of proposed wind generation connected, proposed interconnectors in the region export power from the region at times of high wind and low energy prices to other countries and hence this power does not need to flow across the network and out of the region. Whereas, if an interconnector is located elsewhere in Britain, the power would first need to leave East Anglia and traverse the network to reach the interconnector.

In Option 5, a scenario without Bramford to EACN, two interconnectors are modelled at Friston, and one at the Isle of Grain. Grain has been chosen as we are aware an interconnector is exploring connecting there. This means less interconnector export capability from East Anglia. This is also a common setup in other options, for the predominantly offshore (Option 1) and hybrid option (Option 7) without EACN.

Under Option 5, with an interconnector at Grain, at times of high wind / low prices, power must leave the East Anglian region and traverse the network in the southeast to Grain to be exported, rather than being exported directly, as is the case in Option 4. This means that at times the export capacity from East Anglia is not sufficient and capacity in the southeast is already limited at times. Therefore, we see this manifest as an increase in constraint costs, both to manage the power flows exiting East Anglia, as well as potentially limiting the flows of power into the Southeast.

Comparing Option 5 to other options with an interconnector at Grain
We do not see a similar magnitude in constraint costs under Options 1 and 7, which have the same interconnector configuration. This is because of the circuits which form part of Options 1 and 7 to move power out of the East Anglia region. In these two options, there is a new HVDC subsea 2 x 2GW circuit from Norwich to Grain. This moves power directly from Norwich to Grain. This means that excess power from the region can be moved 'directly' to the point of interconnection – without needing to traverse the constrained network in the southeast.

Sensitivity Analysis
The ESO hypothesised with stakeholders that to reduce the cost of constraints within option 5 there could be two primary solutions:

- Reinforce the electricity network (via overhead lines) between Tilbury in Essex and Grain in Kent, or within Kent itself. Short overhead lines could have a relatively cheaper capital costs to build compared with the system constraint costs accrued within this option (both of which are paid for by energy bill payers). However, they would result in additional onshore circuits proposed in Kent.
- Change the interconnector location from Grain to behind the EC5 electrical boundary encompassing East Anglia within the model, moving all three interconnectors back into the region – with two at Friston and one (nominally) at Bramford.

The ESO have modelled the change in interconnector location, the result of our assessment was that this sensitivity changed the economics of this option, but all other metric results stayed the same as shown below.

Economic	Economic Rank	£1.4bn	The option receives a Green rating costing £1.4bn more over its lifetime compared to the cheapest option (Option 3 delivered in 2030). Moving the interconnector to (nominally) Bramford removes the high constraint costs seen in Option 5.
	Delay Impact	£1.4bn	If other options cannot be delivered until 2034, then this option moves to having a similar lifetime cost to the cheapest options.

This sensitivity analysis also demonstrates the important role that interconnectors play in the region in exporting excess electricity and supporting in managing in constraints.

6. Hybrid onshore and offshore option

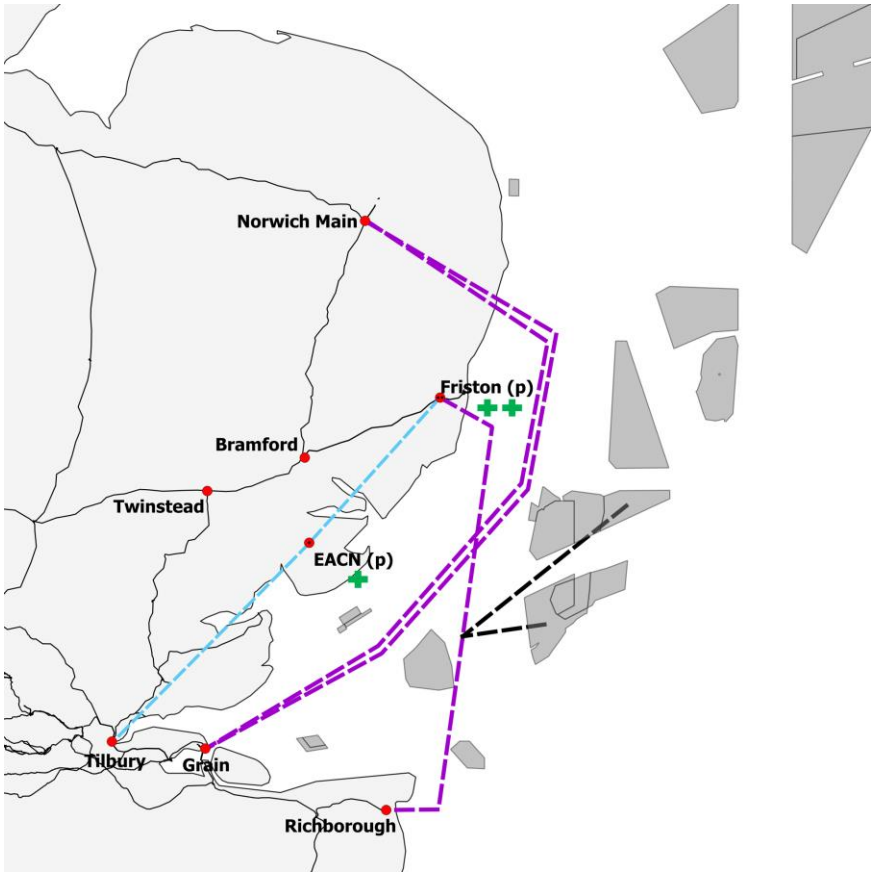
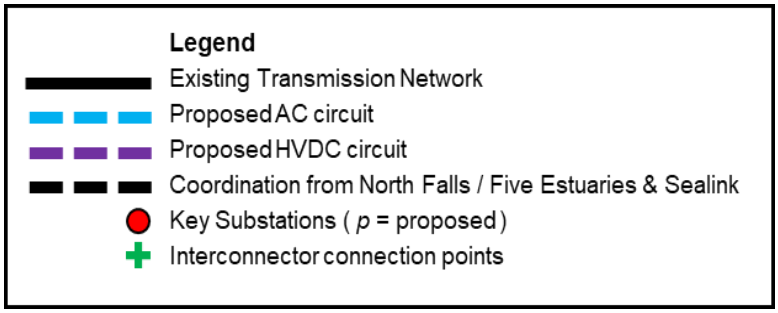


Figure 12:Map showing Option 6:Hybrid onshore and offshore option



Option Description
This network configuration has four circuits. This option proposes replacing the northern part of the Norwich to Tilbury route (from Norwich to Bramford to EACN) with two offshore HVDC circuits.
Technology
• Two 2 GW HVDC links from Norwich to Grain, providing 4 GW of capacity. Converter stations will be required at both ends of the links. • The EACN to Tilbury AC route which is predominantly overhead line (this is the southern part of the proposed Norwich to Tilbury route). • A new AC route from Friston to EACN. • As well as Sea Link, the 2 GW HVDC link from Friston to Richborough into which North Falls and Five Estuaries connect. Converter stations will be required at both ends of Sea Link.

Delivery Date	2034 – (the EACN to Tilbury line is assumed delivered earlier in 2030)
Capital Cost	£4.4bn

Option 6			
Design Criteria	**Ranking**	**Sub Description**	**Commentary**
Deliverability & Operability	Red	Supply chain, deliverability, and operability	The single additional HVDC may add some delay but less than the options with multiple additional HVDC. Limited suppliers of HVDC and known supply chain delays.

Option 6			
Design Criteria	**Ranking**	**Sub Description**	**Commentary**
		Consenting	As a blend of onshore and offshore, this solution has a highly complex risk to consenting. The option includes a concentration of infrastructure at Friston, and the East Anglia Connection Node. The HVDC route in this option also need to pass from Norwich to the coast (in the vicinity of The Broads) which is likely to add to the complexity of consenting. This drives the Red rating.
Environmental	Red	Friston to EACN to Tilbury (onshore)	This option includes the heavily constrained component from Norwich to Grain, with its impact on the onshore environment in Norfolk and the complex marine environment offshore. As Norwich to Grain is a key part of this option, overall the option is assessed to be Red. A Red rating means this option is heavily constrained, it is potentially viable however, will have to overcome many environmental issues.
		Norwich to Grain (offshore)	
		Friston to Richborough (offshore)	
Community	Amber	Friston to EACN to Tilbury (onshore)	This option comprises two study areas in the marine environment with moderate constraint. Consideration will need to be given to coastal interface locations and routeing to avoid and minimise impact where possible. The onshore study area includes a number of constraints which are distributed across the study area, meaning with detailed routeing it could be feasible to avoid most constraints. This option is overall considered to be moderately constrained.
		Norwich to Grain (offshore)	
		Friston to Richborough (offshore)	
Economic	Economic Rank	£1.7bn	The options received a Green rating costing £1.7bn more over its lifetime compared to the cheapest option (Option 3 delivered in 2030). This option is delivered in full by 2034. It is a 'middle cost' options driven by the cost of converter stations and HVDC subsea cabling, and the onshore route. It is effective at reducing constraints, and the route from Norwich to Grain performs well at moving power from the region.
	Delay Impact	£2.1bn	If some of the onshore elements of this option are delivered late, then some of that initial benefit is lot. This means that it moves slightly comparative economic ranking if everything is delayed, but it still have a comparatively similar lifetime cost to the cheapest options.
Community Sentiment	Red	This option has a mixture of new overhead lines and subsea cables with visual impact spanning across three regions. Significant concentrated impact at proposed substations.	

7. Hybrid onshore and offshore option – variation without EACN

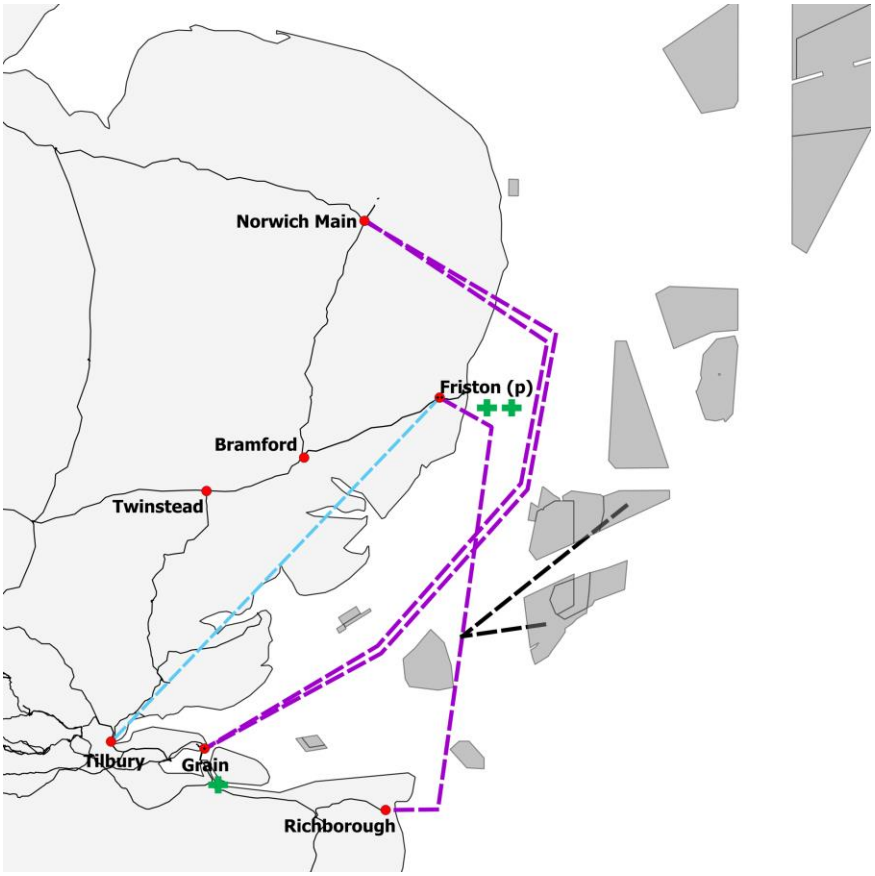


Figure 13: Map showing Option 7: Hybrid onshore and offshore option (without EACN).

Option Description
This network configuration has four circuits. This option is a variation of Option 6 removing the proposed EACN substation.
Technology
• Two 2 GW HVDC links from Norwich to Grain, providing 4 GW of capacity. Converter stations will be required at both ends of the links. • A new AC route from Friston to Tilbury. • As well as Sea Link, the 2 GW HVDC link from Friston to Richborough into which North Falls and Five Estuaries connect. Converter stations will be required at both ends of Sea Link.

Delivery date	2034
Capital Cost	£4.3bn

Option 7			
Design Criteria	**Ranking**	**Sub Description**	**Commentary**
Deliverability & Operability	Amber	Supply chain, deliverability, and operability	The single additional HVDC may add some delay but less than the options with multiple additional HVDC. Limited suppliers of HVDC and known supply chain delays.
		Consenting	This option is assessed to be a significantly complex risk to consenting; although and southern onshore route and

			a Norwich to Grain offshore route remains, the option does not include the EACN or a route through the from Bramford through the Dedham Vale. There are still significant complexities in consenting this option, including concentration of infrastructure at Friston.
Environmental	Red	Friston to Richborough (offshore)	As EACN does not feature in this option, the assessment for the Friston to Tilbury component can be considered without the impact of EACN. Overall, although avoiding the Tendring Peninsula reduces the impact in that location, the line still needs to be routed in the vicinity, potentially affecting other similar areas. This option includes the heavily constrained component from Norwich to Grain, with its impact on the onshore environment in Norfolk and the complex marine environment offshore. As Norwich to Grain is a key part of this option, overall the option is assessed to be Red. A Red rating means this option is heavily constrained, it is potentially viable however, will have to overcome many environmental issues.
		Norwich to Grain (offshore)	
		Friston to Tilbury (onshore)	
Community	Amber	Friston to Richborough (offshore)	This option comprises two study areas in the marine environment with moderate constraint. Consideration will need to be given to coastal interface locations and routeing to avoid and minimise impact where possible. The onshore study area consists of several constraints which are distributed throughout. It should be feasible to avoid most constraints with detailed routeing. This option is overall considered to be moderately constrained. While this option does not include EACN - which may result in some reduced localised impact – it is not considered to materially impact the cumulative rating and so the option remains moderately constrained.
		Norwich to Grain (offshore)	
		Friston to Tilbury (onshore)	
Economic	Economic Rank	£1.8bn	The options received a Green costing £1.8bn more over its lifetime compared to the cheapest option (Option 3 delivered in 2030). This option is delivered in full by 2034. It is a middle cost expensive driven by the cost of converter stations and HVDC subsea cabling, and the onshore route. It is effective at reducing constraints, and the route from Norwich to Grain performs well at moving power from the region including to the interconnector located at Grain.
	Delay Sensitivity	£1.8bn	If all options are delayed, then this option has a comparatively similar cost of a number of the other cheapest options.
Community Sentiment	Red	This option has a mixture of new overhead lines and subsea cables with visual impact spanning across three regions. Significant concentrated impact at proposed substations.	

8. An onshore HVDC route

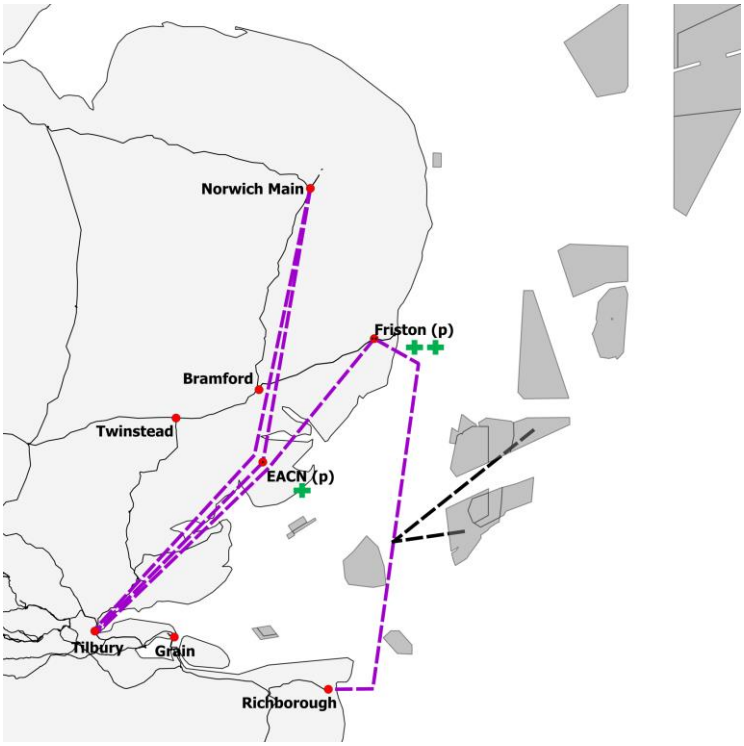
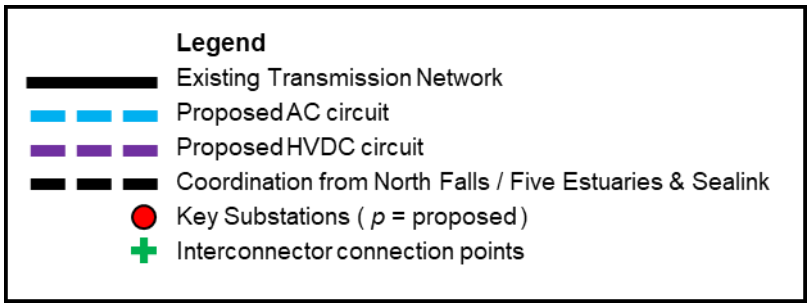


Figure 14: Map showing Option 8: Onshore HVDC option



Option Description
This network configuration has three routes across and out of East Anglia, comprising of three circuits. This option replaces the onshore network configuration with an equivalent undergrounded HVDC route.

Technology
• A 2 GW undergrounded HVDC line from Friston to Tilbury, bypassing the EACN. • A 2 GW undergrounded HVDC three-ended line, from Norwich to EACN to Tilbury. This would have a 'T point' to connect the interconnector at EACN, but it would not be a full substation. • In addition to Sea Link, the 2 GW HVDC link from Friston to Richborough into which North Falls and Five Estuaries connect. • In this region there would be two converter stations at Norwich, one at Friston, and three at Tilbury. EACN would receive a 't-point' connection the DC interconnector.

Delivery Date	2034 (with Sea Link delivered earlier)
Capital Cost	£4.9bn

Option 8			
Holistic Network Design Criteria	**Assessment Ranking**	**Sub Description**	**Commentary**
Deliverability & Operability	Red	Supply chain, deliverability, and operability	Challenging delivery with multiple HVDC circuits. Limited suppliers of HVDC and known supply chain delays. A solution of this nature and scale has never been delivered in Great Britain which increases the risk.

Option 8			
Holistic Network Design Criteria	**Assessment Ranking**	**Sub Description**	**Commentary**
		Consenting	This option, while onshore, results in an undergrounded solution so less long-term visual impact, except at the ends of the circuits with the placement of convertor station. Significant HVDC converter stations will be needed at the ends of the routes – Norwich, EACN, Friston and Tilbury. This is likely to present a significant complexity to consenting.
Environmental	Amber	Friston to Tilbury (HVDC onshore)	In this option, similar routes to Option 3 are used onshore, but all the circuits are now underground. Overall this does not affect the environmental score of the options. As whilst the potential for environmental impact for this underground route is greater during the construction phase. once complete (and with the addition of appropriate mitigation) the long term impact should be significantly reduced. This would be of particular relevance to the Dedham Vale area. Whilst offshore a number of constraints would be unavoidable due to their significant size and location. Overall, on balance, this option remains an Amber rating. An Amber rating means this option is moderately constrained, it is potentially viable however, it will have to overcome numerous environmental issues.
		Friston to Richborough (offshore)	
		Bramford to EACN (HVDC onshore)	
		Norwich to Bramford (HVDC onshore)	
Community	Amber	Friston Tilbury (onshore HVDC)	This option consists of study areas predominantly onshore with one area offshore. Despite the significant constraints identified between Bramford and EACN, combination of the options is overall considered to be moderately constrained. The other study areas have several constraints spread widely throughout these locations. This means overall detailed routeing would be needed to avoid constraints where possible. This option mitigates some of the constraints by placing the routes underground rather than overhead, and whilst this has the potential to cause significant impact during construction, the enduring impact is reduced.
		Friston to Richborough (offshore)	
		Bramford to EACN (onshore HVDC)	
		Norwich to Bramford (onshore HVDC)	
Economic	Economic Rank	£1bn	The options received a Green rating costing £1bn more over its lifetime compared to the cheapest option (Option 3 delivered in 2030). This option although at the higher cost, and delayed, performs well over its lifetime.

Option 8			
Holistic Network Design Criteria	**Assessment Ranking**	**Sub Description**	**Commentary**
	Delay Impact	£1bn	If other options are delayed until 2034, then this option comes into closer comparison to other options, showing itself overall, to be the lowest cost option in the delay situation.
Community Sentiment	Amber	Onshore routes but undergrounded are view more favourably. Still significant impact at Friston, EACN, Norwich and Tilbury for converter stations.	

9. Predominantly offshore option – utilising Bradwell as a landing point

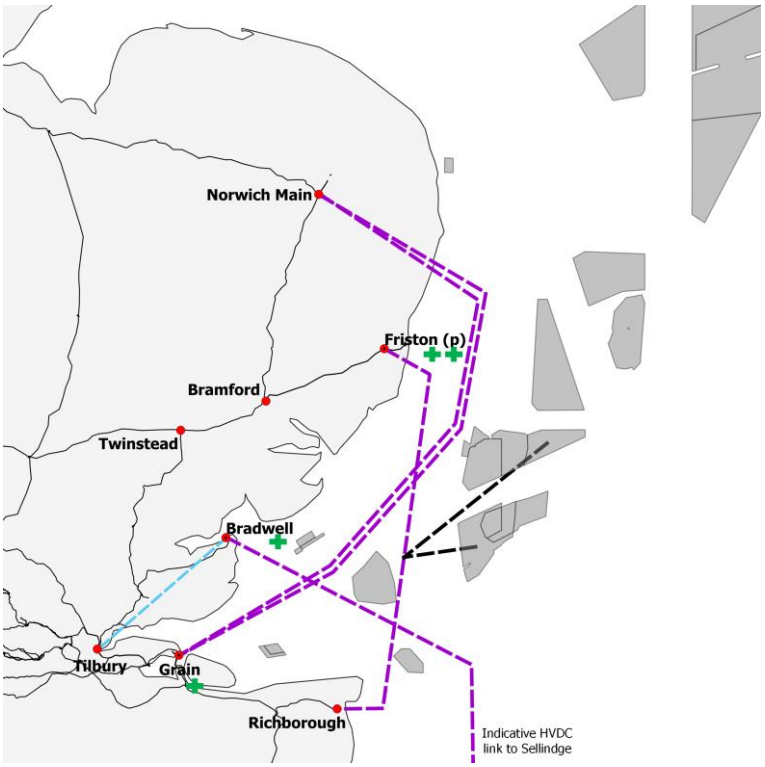


Figure 15: Map showing Option 9: Predominantly Offshore Option utilising Bradwell

Legend

- Existing Transmission Network
- Proposed AC circuit
- Proposed HVDC circuit
- Coordination from North Falls / Five Estuaries & Sealink
- Key Substations (*p* = proposed)
- Interconnector connection points

Option Description
This network configuration has three routes out of East Anglia, comprising of four circuits. These circuits would begin at Norwich, Friston and Bradwell and will be undergrounded to the coast and continue offshore in the sea to three onshore locations in Kent - Grain, Richborough and (nominally) Sellindge. There is uprating required at Bradwell to Rayleigh. This configuration is a variation of Option 1 and explores using Bradwell as a landing point for an HVDC cable, to remove power from the wider region and negate the need for additional infrastructure at Friston.
Technology
• Two 2 GW HVDC links from Norwich to Grain, providing 4 GW of capacity with HVDC converter stations to be built at both ends of the link. • One 2 GW HVDC link from Friston to Richborough into which North Falls and Five Estuaries connect, known as Sea Link. This will also need HVDC converter stations to be built at both ends of the link. • A 2 GW HVDC link from Bradwell to (nominally) Sellindge with HVDC converter stations to be built at both ends of the link. • A 400 kV Overhead line replacing the existing 132 kV route from Bradwell to Rayleigh substation.

Delivery Date	2034 (with Sea Link delivered earlier)
Capital cost	£5.2m

Option 9			
Design Criteria	**Ranking**	**Sub Description**	**Commentary**
Deliverability & Operability	Black	Supply chain, deliverability, and operability	Challenging delivery with multiple HVDC circuits. Limited suppliers of HVDC and known supply chain delays. The options have a limitation on export capacity from Friston, which means either less generation or a further route of Friston is required (see below). This is driving the Black rating. This option is notable as the one option, which has a black rating for one of the metrics, specifically Deliverability. This is because the network under this option does not have sufficient capacity for export out of Friston under the fault condition as discussion in assumption on page 23, and this was a specific design choice to avoid putting additional infrastructure at Friston. This black rating for deliverability could be mitigated in two ways – either less generation connects at Friston than is expected, or additional network is built out of Friston. As an example of the additional network required, a further 2GW HVDC line from Friston to Bradwell would cost around £900m in capital costs but would reduce the total lifetime cost from £9bn to around £6.2bn.
		Consenting	The solution is predominantly offshore and removes one link out of an area with a concentration of infrastructure at Friston. Overall, it still presents a significant complexity, especially around areas with a concentration of infrastructure such as Friston.
Environmental	Red	Norwich to Grain (offshore) Friston to Richborough (offshore) Bradwell to Sellindge (offshore) Bradwell to Rayleigh (onshore)	This option reduces the number of HVDC lines landing at Friston, and instead uses Bradwell. It still has the heavily constrained Norwich to Grain route, and now gains a complex marine environment at Bradwell which identifies many overlapping significant constraints such as MCZs, SACs, SPAs, RAMSARs and SSSIs. The impacts of these cannot be mitigated by avoidance measures. Overall, this option is assessed as Red. A Red rating means this option is heavily constrained, it is potentially viable however, will have to overcome many environmental issues.
Community	Amber	Norwich to Grain (offshore) Friston to Richborough (offshore) Bradwell to Sellindge (offshore)	This option reduces the number of HVDC lines landing at Friston and instead uses Bradwell. Due to the number of coastal interface locations, consideration will need to be given to routeing and landfall locations to avoid and minimise impact where possible. The onshore study area consists of a number of constraints including National Landscapes. While further community features have been identified across the study area, these are generally thinly distributed, meaning

Option 9			
Design Criteria	**Ranking**	**Sub Description**	**Commentary**
		Bradwell to Rayleigh (onshore)	detailed routeing should be feasible to avoid most constraints. This option is overall considered to be moderately constrained.
Economic	Economic Rank	£9bn	The options received a Red rating costing £9bn more over its lifetime compared to the cheapest option (Option 3 delivered in 2030). This option has one of the highest capital costs, and performs poorly at removing power from the East Anglia region, as the connection from Bradwell to Kent is outside where the majority of the power is being generated and connected.
	Delay Impact	£9bn	There is no change in the relative economic position of this option if all options are considered delivered in 2034.
Community Sentiment	Amber	This option involves an uprating of an existing overhead line which could have a visual impact; however, it has significant concentrated impact at proposed coastal nodes.	

7. Summary of results

The ratings from the options assessment tables in the previous section are summarised below. A rating is given for each option and for each of the holistic design criteria.

	Option description	Delivery date	Deliverability and operability ranking	Environmental ranking	Community ranking	Economic rating (on-time delivery)	Economic rating (2034 Delivery)
1	Predominately offshore option – variation without East Anglia Connection Node (EACN)	2034	Red	Red	Amber	£4.2 bn	£4.2 bn
2	Predominately offshore option – variation with EACN	2034	Red	Red	Red	£4.8 bn	£4.8 bn
3	Onshore option	2030	Red	Amber	Red	£0 bn	£1.6 bn
4	Alternative Onshore option – variation with EACN	2030	Red	Amber	Amber	£2.0 bn	£3.6 bn
5	Alternative Onshore option – variation without Bramford to EACN	2034	Amber	Amber	Amber	£10.3 bn	£10.3 bn
5b	Alternative Onshore option – variation without Bramford to EACN – sensitivity	2034	Amber	Amber	Amber	£1.4 bn	£1.4 bn
6	Hybrid onshore and offshore option – variation with EACN	2034[41]	Red	Red	Amber	£1.7 bn	£2.1 bn
7	Hybrid onshore and offshore option – variation without EACN	2034	Amber	Red	Amber	£1.8 bn	£1.8 bn
8	Onshore HVDC Option	2034	Red	Amber	Amber	£1.0 bn	£1.0 bn
9	Using Bradwell as a landing point	2034	Black	Red	Amber	£9.0 bn	£9.0 bn

Table 7: Summary of options assessment

Community sentiment

The community sentiment for each option is summarised below.

Option Number	Option description	Community sentiment
1	Predominately offshore option (without East Anglia Connection Node (EACN))	Amber
2	Predominately offshore option (with EACN)	Red
3	Onshore option (closest to status quo)	Red
4	Alternative Onshore option – variation with EACN	Red
5	Alternative Onshore option – variation without EACN	Red
5b	Alternative onshore option – variation without EACN – sensitivity	Red
6	Hybrid onshore and offshore option (with EACN)	Red
7	Hybrid onshore and offshore option (without EACN)	Red
8	Onshore HVDC Option	Amber

[41] *Elements of the hybrid option 6 can be delivered in 2030, although the full solution would not be delivered until 2034, so it has a variation in the delay case.

Option Number	Option description	Community sentiment
9	Using Bradwell as a landing point	Amber

Table 8: Summary of community sentiment

Conclusions

To transfer the energy being generated in the region and off its shores, there have been several network reinforcements proposed by the relevant Transmission Owner. This spans from upgrading existing circuits, reinforcing the Bramford to Twinstead onshore circuit as well as a new onshore circuit proposed from Norwich to Tilbury.

The new power flows brought on by the potential change in connection location stemming from the OCSS, has meant that new network configuration options are available for the Transmission Owner to consider should OCSS continue. However, these options assessed within this study come with critical trade-offs to be made.

The ESO have holistically assessed ten network configuration options in East Anglia using the OCSS outcome as our baseline. Six options were developed by the ESO and NGET and four were proposed by community representatives. These network configuration options range from onshore network configurations to a network configuration involving no new overhead lines within East Anglia.

What is evident is there is no single option that minimises impacts across all the metrics. Critical trade-offs will need to be made between the cost borne by consumers, communities hosting this nationally significant infrastructure as well as environmental considerations.

Economic:

Our economic analysis compares the cost of moving power around the system posed by each option compared to its capital cost. The capital cost and the cost of managing a lack of capacity in the system is borne by bill payers.

When combined with overall system impact, the onshore option ranks highest as it is deliverable earlier (in 2030), however if a later delivery of 2034 is assumed then the undergrounded HVDC option as well as hybrid onshore and offshore options are comparable in ranking.

The options under assessment have been benchmarked against European (Scottish and equivalent schemes in Great Britain). The offshore options utilising HVDC technology and onshore AC technology are within the price range that we would expect. Further information on this benchmarking and additional economic sensitivities undertaken can be found in our appendix.

Environmental:

In general, all options under assessment face environmental constraints. Some of the offshore circuits present more challenges due to the complexity of the marine environment. Bradwell is particularly environmentally challenging as a landing point for offshore cables compared with other landing points within the study. This is because Bradwell has more overlapping sites of international designation than other proposed landing points.

Community:

Typically, more communities are impacted by onshore network configurations within this assessment than offshore options. To reflect the sentiment when engaging with local elected officials, we have scored each option against community sentiment, reflecting that our community metric is high level and uses geo-spatial data.

Most of the network options result in areas with a concentration of infrastructure (substation, converter station and associated overhead lines or underground cabling) at key proposed nodes along the coast. This is likely to have significant cumulative impact in these areas.

Deliverability:

While all technology faces supply chain issues, HVDC circuits face supply chain issues due to limited suppliers and global demand for this technology. This means that options with multiple offshore HVDC circuits are more challenging to deliver.

Next steps

This assessment has set out a side-by-side comparison of different electricity network configurations that transfer electricity across or around the region. Following this publication, we expect NGET to consider the assessment findings as part of their ongoing development of the Norwich to Tilbury circuit route.

We also shortly expect the UK Government and relevant OCSS developers to decide upon their progression to the next stage of the OCSS. We hope that this study provides all stakeholders with a range of options that could meet the network capacity needs of the region.

NORWICH TO TILBURY

EN020027

Joint Local Impact Report

Appendix 3 (The Horlock Rules)

Suffolk County Council [redacted]

Babergh District Council [redacted]

Mid Suffolk District Council [redacted]

THE NATIONAL GRID COMPANY plc

NGC SUBSTATIONS AND THE ENVIRONMENT: GUIDELINES ON SITING AND DESIGN

Section 1 INTRODUCTION

1 The National Grid Company plc's (NGC's) policy statement on the environment recognises the importance of giving due regard to protecting and enhancing the environment and taking into account the environmental effects of the Company's actions. The Company has statutory duties in relation to preservation of amenity under Schedule 9 of the Electricity Act 1989, and has published a Schedule 9 Statement setting out the manner in which it proposes to meet these duties.

2 NGC has a statutory duty under the Act to develop and maintain an efficient, co-ordinated and economical transmission system of electricity for England and Wales. New transmission lines, new substations, sealing end compounds, line entries, additions and extensions to existing substations may be required to provide new connections for customers or reinforcement of the national grid system arising from changes in the demand for and generation of electricity.

3 This document explains the approach NGC takes towards such developments (Section II) and contains Guidelines (Section III) to assist those responsible for siting and designing substations to mitigate the environmental effects of such developments and so meet the Company's policy. The document complements the Company's Holford Rules guidelines on the routeing of high voltage transmission lines and when appropriate should be used in conjunction with them.

4 The guidelines are to be used by NGC staff, their consultants, and contractors in the siting and design of new substations and extensions to substations. They reflect the criteria the company requires its staff, consultants and contractors to satisfy.

5 As recognised in its Schedule 9 Statement NGC places importance on consultation with statutory planning and amenity bodies over its proposals for new developments. NGC believes that the availability of these guidelines will assist in such discussions by referring to the main considerations relevant to substation siting, and will thereby assist in achieving the most appropriate siting and design solutions.

Section II NGC'S APPROACH TO DESIGN AND SITING OF SUBSTATIONS

Approach to the Environment

6 NGC's environmental policy recognises the importance of giving due regard to protecting and enhancing the environment and taking into account the effect on the environment of all the Company's actions. Following the principle of integrating environmental considerations into all its activities, NGC seeks to keep known adverse effects on the environment to a reasonably practicable minimum and, in accordance with its duties under Schedule 9 of the Electricity Act, the Company gives due regard to the preservation of amenity and takes reasonable steps to mitigate the effects of its relevant proposals. To achieve these aims the Company therefore has to balance technical, economic and environmental considerations to reach reasonably practicable development proposals.

7 The guidelines (Section III) deal with the amenity issues associated with the siting and design of new substations and major extensions or major modifications to existing substations. They cover a range of key issues from the time options are initially considered to final design, including form, silhouette and colour of the entire development in relation to the surrounding area, and also related issues such as overhead line entries, since these are dominant features in any substation.

Environmental Report

8 In order to achieve these objectives, the environmental effects of new substations and extensions or modifications to existing substations will be assessed and where appropriate an environmental report prepared describing the effects and mitigative measures. Items to be considered are summarised in Appendix A.

Integrating Environmental Considerations into Power System Planning

9 The nature of transmission system planning is such that scheme proposals and options may go through various stages before it is finally decided to proceed with construction.

10 The purpose of each proposal for substation, sealing end compound or line entry development should be set out in a brief, and a range of system and siting options should be evaluated and documentated as part of the selection of the preferred solution. In each case the effects of the overall development on the environment should be assessed, prior to a commitment to a particular site or design.

11 When it is clear a project is likely to proceed, an assessment should be made of any additional skills required to deal effectively with the range of environmental, land use, planning and design issues. Consideration should also be given to consultation as soon as reasonably possible with appropriate statutory planning and amenity bodies.

Liaison with other Electricity Companies

12 NGC will encourage and recommend other parties such as power generators or regional electricity companies to adopt these guidelines when

working with NGC on proposals for substations, sealing end compounds or line entries.

Post Construction Review

13 Following completion of the project, a review should be undertaken to check that the necessary measures identified in the environmental report have been implemented.

Section III GUIDELINES

Overall System Options and Site Selection

1 In the development of system options including new substations, consideration must be given to environmental issues from the earliest stage to balance the technical benefits and capital cost requirements for new developments against the consequential environmental effects in order to keep adverse effects to a reasonably practicable minimum.

Amenity, Cultural or Scientific Value of Sites

2 The siting of new NGC substations, sealing end compounds and line entries should as far as reasonably practicable seek to avoid altogether internationally and nationally designated areas of the highest amenity, cultural or scientific value by the overall planning of the system connections.

- ***Notes:***

  1 Internationally and nationally designated areas of highest amenity, cultural or scientific value are:

  National Parks;
  Areas of Outstanding Natural Beauty;
  Heritage Coasts;
  World Heritage Sites;
  Ramsar Sites;
  Sites of Special Scientific Interest;
  National Nature Reserves;
  Special Protection Areas;
  Special Areas of Conservation.

  2 Care should be taken in relation to all historic sites with statutory protection eg Ancient Monuments, Battlefields and Listed Buildings.

  3 Account should be taken of Government Planning Policy Guidance and established codes of practice.

  4 Account should be taken of any development plan policies relevant to the siting or design of substations.

3 Areas of local amenity value, important existing habitats and landscape features including ancient woodland, historic hedgerows, surface and ground water sources and nature conservation areas

should be protected as far as reasonably practicable.

Local Context, Land Use and Site Planning

4 The siting of substations, extensions and associated proposals should take advantage of the screening provided by land form and existing features and the potential use of site layout and levels to keep intrusion into surrounding areas to a reasonably practicable minimum.

- ***Notes:***

  1 *A preliminary study should be undertaken to identify the extent of land required to meet both operational and environmental needs.*
  2 *In some instances it may be possible to site a substation partially or fully enclosed by existing woodlands.*
  3 *Topographical information should be obtained at an early stage. In some cases a geotechnical survey may be required.*

5 The proposals should keep the visual, noise and other environmental effects to a reasonably practicable minimum.

- ***Notes:***

  1 *Allow sufficient space for screening of views by mounding or planting.*
  2 *Consider appropriate noise attenuation measures where necessary.*
  3 *Use security measures which minimise visual intrusion from lighting.*
  4 *Consider appropriate on-site water pollution prevention measures.*
  5 *Consider adjoining uses and the amenity of local inhabitants.*

6 The land use effects of the proposal should be considered when planning the siting of substations or extensions.

- ***Notes:***

  1 *Issues for consideration include potential sterilisation of nationally important land, eg Grade 1 agricultural land and sites of nationally scarce minerals.*
  2 *Effects on land drainage.*

Design

7 In the design of new substations or line entries, early consideration should be given to the options available for terminal towers, equipment, buildings and ancillary development appropriate to individual locations, seeking to keep effects to a reasonably practicable minimum.

- ***Notes:***

  1 *With outdoor equipment, a preference should be given normally to a low profile design with low height structures and silhouettes*

appropriate to the background.

2 *Use lightweight narrow section materials for taller structures especially for gantries over about 6 metres in height.*

3 *Commission exterior design and colours appropriate to the surroundings.*

4 *Materials and colours for buildings, equipment and fencing should be chosen to harmonise with local surroundings.*

5 *Where possible avoid the use of prominent insulators by consideration of available colours appropriate to the background.*

6 *Where possible site buildings to act as visual screens for switchgear.*

7 *Ensure that the design of high voltage and low voltage substations is co-ordinated by early consultation between NGC and its customers.*

8 *Where there are particular technical or environmental constraints, it may be appropriate to consider the use of Gas Insulated Switchgear (GIS) equipment which occupies less space and is usually enclosed within a building.*

9 *Early consideration should be given to the routeing of utility service connections.*

8 Space should be used effectively to limit the area required for development consistent with appropriate mitigation measures and to minimise the adverse effects on existing land use and rights of way, whilst also having regard to future extension of the substation.

- ***Notes:***

1 *Assess the benefit of removing redundant substation equipment from existing sites where this would improve their appearance.*

9 The design of access roads, perimeter fencing, earthshaping, planting and ancillary development should form an integral part of the site layout and design to fit in with the surroundings.

<u>Line Entries</u>

10 In open landscape especially, high voltage line entries should be kept, as far as possible, visually separate from low voltage lines and other overhead lines so as to avoid a confusing appearance.

11 The inter-relationship between towers and substation structures and background and foreground features should be studied to reduce the prominence of structures from main viewpoints. Where practicable the exposure of terminal towers on prominent ridges should be minimised by siting towers against a background of trees rather than open skylines.

END

THE NATIONAL GRID COMPANY plc

NGC SUBSTATIONS AND THE ENVIRONMENT: GUIDELINES ON SITING AND DESIGN

Section 1 INTRODUCTION

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2 NGC has a statutory duty under the Act to develop and maintain an efficient, co-ordinated and economical transmission system of electricity for England and Wales. New transmission lines, new substations, sealing end compounds, line entries, additions and extensions to existing substations may be required to provide new connections for customers or reinforcement of the national grid system arising from changes in the demand for and generation of electricity.

3 This document explains the approach NGC takes towards such developments (Section II) and contains Guidelines (Section III) to assist those responsible for siting and designing substations to mitigate the environmental effects of such developments and so meet the Company's policy. The document complements the Company's Holford Rules guidelines on the routeing of high voltage transmission lines and when appropriate should be used in conjunction with them.

4 The guidelines are to be used by NGC staff, their consultants, and contractors in the siting and design of new substations and extensions to substations. They reflect the criteria the company requires its staff, consultants and contractors to satisfy.

5 As recognised in its Schedule 9 Statement NGC places importance on consultation with statutory planning and amenity bodies over its proposals for new developments. NGC believes that the availability of these guidelines will assist in such discussions by referring to the main considerations relevant to substation siting, and will thereby assist in achieving the most appropriate siting and design solutions.

Section II NGC'S APPROACH TO DESIGN AND SITING OF SUBSTATIONS

Approach to the Environment

6 NGC's environmental policy recognises the importance of giving due regard to protecting and enhancing the environment and taking into account the effect on the environment of all the Company's actions. Following the principle of integrating environmental considerations into all its activities, NGC seeks to keep known adverse effects on the environment to a reasonably practicable minimum and, in accordance with its duties under Schedule 9 of the Electricity Act, the Company gives due regard to the preservation of amenity and takes reasonable steps to mitigate the effects of its relevant proposals. To achieve these aims the Company therefore has to balance technical, economic and environmental considerations to reach reasonably practicable development proposals.

7 The guidelines (Section III) deal with the amenity issues associated with the siting and design of new substations and major extensions or major modifications to existing substations. They cover a range of key issues from the time options are initially considered to final design, including form, silhouette and colour of the entire development in relation to the surrounding area, and also related issues such as overhead line entries, since these are dominant features in any substation.

Environmental Report

8 In order to achieve these objectives, the environmental effects of new substations and extensions or modifications to existing substations will be assessed and where appropriate an environmental report prepared describing the effects and mitigative measures. Items to be considered are summarised in Appendix A.

Integrating Environmental Considerations into Power System Planning

9 The nature of transmission system planning is such that scheme proposals and options may go through various stages before it is finally decided to proceed with construction.

10 The purpose of each proposal for substation, sealing end compound or line entry development should be set out in a brief, and a range of system and siting options should be evaluated and documentated as part of the selection of the preferred solution. In each case the effects of the overall development on the environment should be assessed, prior to a commitment to a particular site or design.

11 When it is clear a project is likely to proceed, an assessment should be made of any additional skills required to deal effectively with the range of environmental, land use, planning and design issues. Consideration should also be given to consultation as soon as reasonably possible with appropriate statutory planning and amenity bodies.

Liaison with other Electricity Companies

12 NGC will encourage and recommend other parties such as power generators or regional electricity companies to adopt these guidelines when

working with NGC on proposals for substations, sealing end compounds or line entries.

Post Construction Review

13 Following completion of the project, a review should be undertaken to check that the necessary measures identified in the environmental report have been implemented.

Section III GUIDELINES

Overall System Options and Site Selection

1 In the development of system options including new substations, consideration must be given to environmental issues from the earliest stage to balance the technical benefits and capital cost requirements for new developments against the consequential environmental effects in order to keep adverse effects to a reasonably practicable minimum.

Amenity, Cultural or Scientific Value of Sites

2 The siting of new NGC substations, sealing end compounds and line entries should as far as reasonably practicable seek to avoid altogether internationally and nationally designated areas of the highest amenity, cultural or scientific value by the overall planning of the system connections.

- ***Notes:***

  1 Internationally and nationally designated areas of highest amenity, cultural or scientific value are:

  National Parks;
  Areas of Outstanding Natural Beauty;
  Heritage Coasts;
  World Heritage Sites;
  Ramsar Sites;
  Sites of Special Scientific Interest;
  National Nature Reserves;
  Special Protection Areas;
  Special Areas of Conservation.

  2 Care should be taken in relation to all historic sites with statutory protection eg Ancient Monuments, Battlefields and Listed Buildings.

  3 Account should be taken of Government Planning Policy Guidance and established codes of practice.

  4 Account should be taken of any development plan policies relevant to the siting or design of substations.

3 Areas of local amenity value, important existing habitats and landscape features including ancient woodland, historic hedgerows, surface and ground water sources and nature conservation areas

should be protected as far as reasonably practicable.

Local Context, Land Use and Site Planning

4 The siting of substations, extensions and associated proposals should take advantage of the screening provided by land form and existing features and the potential use of site layout and levels to keep intrusion into surrounding areas to a reasonably practicable minimum.

- ***Notes:***

  1 *A preliminary study should be undertaken to identify the extent of land required to meet both operational and environmental needs.*
  2 *In some instances it may be possible to site a substation partially or fully enclosed by existing woodlands.*
  3 *Topographical information should be obtained at an early stage. In some cases a geotechnical survey may be required.*

5 The proposals should keep the visual, noise and other environmental effects to a reasonably practicable minimum.

- ***Notes:***

  1 *Allow sufficient space for screening of views by mounding or planting.*
  2 *Consider appropriate noise attenuation measures where necessary.*
  3 *Use security measures which minimise visual intrusion from lighting.*
  4 *Consider appropriate on-site water pollution prevention measures.*
  5 *Consider adjoining uses and the amenity of local inhabitants.*

6 The land use effects of the proposal should be considered when planning the siting of substations or extensions.

- ***Notes:***

  1 *Issues for consideration include potential sterilisation of nationally important land, eg Grade 1 agricultural land and sites of nationally scarce minerals.*
  2 *Effects on land drainage.*

Design

7 In the design of new substations or line entries, early consideration should be given to the options available for terminal towers, equipment, buildings and ancillary development appropriate to individual locations, seeking to keep effects to a reasonably practicable minimum.

- ***Notes:***

  1 *With outdoor equipment, a preference should be given normally to a low profile design with low height structures and silhouettes*

appropriate to the background.

2 *Use lightweight narrow section materials for taller structures especially for gantries over about 6 metres in height.*

3 *Commission exterior design and colours appropriate to the surroundings.*

4 *Materials and colours for buildings, equipment and fencing should be chosen to harmonise with local surroundings.*

5 *Where possible avoid the use of prominent insulators by consideration of available colours appropriate to the background.*

6 *Where possible site buildings to act as visual screens for switchgear.*

7 *Ensure that the design of high voltage and low voltage substations is co-ordinated by early consultation between NGC and its customers.*

8 *Where there are particular technical or environmental constraints, it may be appropriate to consider the use of Gas Insulated Switchgear (GIS) equipment which occupies less space and is usually enclosed within a building.*

9 *Early consideration should be given to the routeing of utility service connections.*

8 Space should be used effectively to limit the area required for development consistent with appropriate mitigation measures and to minimise the adverse effects on existing land use and rights of way, whilst also having regard to future extension of the substation.

- ***Notes:***

1 *Assess the benefit of removing redundant substation equipment from existing sites where this would improve their appearance.*

9 The design of access roads, perimeter fencing, earthshaping, planting and ancillary development should form an integral part of the site layout and design to fit in with the surroundings.

<u>Line Entries</u>

10 In open landscape especially, high voltage line entries should be kept, as far as possible, visually separate from low voltage lines and other overhead lines so as to avoid a confusing appearance.

11 The inter-relationship between towers and substation structures and background and foreground features should be studied to reduce the prominence of structures from main viewpoints. Where practicable the exposure of terminal towers on prominent ridges should be minimised by siting towers against a background of trees rather than open skylines.

END

APPENDIX A

NGC SUBSTATIONS – ENVIRONMENTAL REPORT

Introduction

All proposals for significant extensions of existing substations or for new substations and associated development should be the subject of an environmental appraisal and an environmental report should be produced. The project manager will be responsible for ensuring that an appropriate appraisal is undertaken and report prepared, with due regard to expert advice available to the team.

For a major development a scoping exercise should be undertaken with the contribution of appropriate skills to establish the range and depth of the appraisal. It will generally be appropriate at this stage to consider consultation with the local planning authority.

A clear distinction should be drawn between the preparation of an environmental report which will be undertaken in most cases and a full environmental statement (ES) which may on occasion be required under UK environmental assessment legislation, for example where the substation forms part of a major new power station for which an ES may be needed.

Recommended Content of Environmental Reports for Substations

Section 1

Information describing the project during construction, when operational and on de-commissioning including:-

1.1 Purpose and physical characteristics of the project, including details of access and transport arrangements and employment.

1.2 Land use requirements and other physical features of the project.

1.3 Operational features of the project and relevant measurements of emissions such as noise, vibration, light, heat and electric and magnetic fields.

1.4 Main alternative sites considered and reasons for final choice.

Section 2

Information describing the site and its environment including:-

2.1 Physical features such as

-Flora and fauna
-Soil: agricultural quality, geology
-Water courses including land drainage generally
-Climatic factors

-Historic heritage and archaeological sites
-Landscape and topography
-Local recreational uses
-Proximity of population and any other relevant environmental features.

2.2 The policy framework

The policy framework including all relevant statutory designations such as national nature reserves, sites of special scientific interest, national parks, areas of outstanding natural beauty, heritage coasts, special protection areas, special areas of conservation, regional parks, country parks, national forest parks, local nature reserves, areas affected by tree preservation orders, water protection zones, minerals protection zones, nitrate sensitive areas, conservation areas, listed buildings, scheduled ancient monuments, and designated areas of archaeological importance. It should also include references to Structure, Unitary and Local plan policies applying to the site and the surrounding area which are relevant to the proposed development as well as to any international designations.

Section 3

Assessment of effects on the surrounding area and landscape including:-

3.1 Visual effects, emissions during normal operation, noise, light, impact on local roads and transport.

3.2 Effects of the development on buildings, the architectural and historic heritage and archaeological features.

3.3 Loss of, and damage to flora, fauna and geology.

3.4 Land use/resource effects such as
- quality and quantity of agricultural land to be taken
- sterilisation of mineral resources and alternative uses of the site.

3.5 Changes to hydrographic characteristics.

3.6 Air and Climate

3.7 Indirect matters such as
- traffic (road, rail, air, water) related to the development,
- development associated with the project, eg new roads, sewers, power lines, pipelines, telecommunications etc.

Section 4

Mitigation measures

4.1 Where significant adverse effects are identified, a description of the measures to be taken to avoid, reduce or remedy those effects, eg

a) site planning;

b) technical measures eg equipment selection, recycling of waste or redundant parts, pollution control and treatment, containment (eg shielding of transformers and bunding)

c) aesthetic and ecological measures eg
   - mounding, design, colour, landscaping, tree planting
   - measures to preserve particular habitats or create alternative habitats
   - recording of archaeological sites
   - measures to safeguard historic buildings or sites.

END

NORWICH TO TILBURY

EN020027

Joint Local Impact Report

Appendix 4 (The Holford Rules)

Suffolk County Council [redacted]

Babergh District Council [redacted]

Mid Suffolk District Council [redacted]

The Holford Rules

Guidelines on overhead line routeing were first formulated in 1959 by Sir William later Lord, Holford, who was a part-time member of the CEGB. National Grid has reviewed these guidelines, known as the 'Holford Rules', and concluded that they have stood the test of time. National Grid therefore intends to continue to employ them as a basis of the company's approach to overhead line routeing.

Since the formulation of the original Rules, formal requirements for environmental assessment have been introduced. Whilst environmental assessment for overhead lines addresses wider topics than the visual amenity issue on which the Rules concentrate, they remain a valuable tool in the selecting and assessing potential route options as part of the environmental assessment process. The original Rules and their added notes of clarification are set out below.

GUIDELINES FOR THE ROUTEING OF NEW HIGH VOLTAGE OVERHEAD TRANSMISSION LINES

Rule 1:

Avoid altogether, if possible, the major areas of highest amenity value, by so planning the general route of the first line in the first place, even if the total mileage is somewhat increased in consequence.

Note on Rule 1

Investigate the possibility of alternative routes, avoiding if possible the areas of the highest amenity value. The consideration of alternative routes must be an integral feature of environmental statements.

Areas of highest amenity value are:

Areas of Outstanding Natural Beauty
National Parks
Heritage Coasts
World Heritage Sites

Rule 2:

Avoid smaller areas of high amenity value, or scientific interests by deviation; provided that this can be done without using too many angle towers, ie the more massive structures which are used when lines change direction.

Note on Rule 2

Some areas (e.g. Site of Special Scientific Interest) may require special consideration for potential effects on ecology (e.g. to their flora and fauna).

Where possible choose routes which minimise the effects on the setting of areas of architectural, historic and archaeological interest including Conservation Areas, Listed Buildings, Listed Parks and Gardens and Ancient Monuments.

Rule 3:

Other things being equal, choose the most direct line, with no sharp changes of direction and thus with fewer angle towers.

Note of Rule 3

Where possible choose inconspicuous locations for angle towers, terminal towers and sealing end compounds.

Rule 4:

Choose tree and hill backgrounds in preference to sky backgrounds wherever possible; and when the line has to cross a ridge, secure this opaque background as long as possible and cross obliquely when a dip in the ridge provides an opportunity. Where it does not, cross directly, preferably between belts of trees.

Rule 5:

Prefer moderately open valleys with woods where the apparent height of towers will be reduced, and views of the line will be broken by trees.

Note on Rules 4 & 5

Utilise background and foreground features to reduce the apparent height and domination of towers from pan viewpoints.

Minimise the exposure of numbers of towers on prominent ridges and skylines.

Where possible avoiding cutting extensive swathes through woodland blocks and consider opportunities for skirting edges of copses and woods.

Protecting existing vegetation, including woodland and hedgerows, and safeguard visual and ecological links with the surrounding landscape.

Rule 6:

In country which is flat and sparsely planted, keep the high voltage lines as far as possible independent of smaller lines, converging routes, distribution poles and other masts, wires and cables, so as to avoid a concentration or 'wirescape'.

Note on Rule 6:

In all locations minimise confusing appearance.

Arrange wherever practicable that parallel or closely related routes are planned with tower types, spans and conductors forming a coherent appearance; where routes need to diverge, allow where practicable sufficient separation to limit the effects on properties and features between the lines.

Rule 7:

Approach urban area through industrial zones, where they exist; and when pleasant residential and recreational land intervenes between the approach line and the substation, go carefully into the comparative costs of the undergrounding, for lines other than those of the highest voltage.

Note on Rule 7

When a line needs to pass through a development area, route it so as to minimise as far as possible the effect on development.

Alignments should be chosen after consideration of effects on the amenity of existing development and on proposals for new development.

When siting substations take account of the effects of the terminal towers and line connections that will need to be made and take advantage of screening features such as ground form and vegetation.

SUPPLEMENTARY NOTES

Residential Areas

Avoid routeing close to residential areas as far as possible on grounds of general amenity.

Designations of County, District and Local Value

Where possible choose routes which minimise the effect on Special Landscape Areas, areas of Great Landscape Value and other similar designations of County, District or Local value.

Alternative Tower Designs

In additional to adopting appropriate routeing, evaluate where appropriate the use of alternative tower designs now available where these would be advantageous visually, and where the extra cost can be justified.

NORWICH TO TILBURY

EN020027

Joint Local Impact Report

Appendix 5 (Suffolk Minerals and Waste Local Plan, 2020)

Suffolk County Council [redacted]

Babergh District Council [redacted]

Mid Suffolk District Council [redacted]

Suffolk County Council

Suffolk Minerals & Waste Local Plan

Adopted
July
2020

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For more information about our minerals and waste planning policy go to:
https://www.suffolk.gov.uk/planning-waste-and-environment/planning-applications/minerals-and-waste-policy/

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1. Executive summary

1.1 The Suffolk Minerals & Waste Local Plan (SMWLP) contains planning policies for determining planning applications for minerals and waste development, as well as safeguarding the same from other forms of competing development. Policies include those that specify sites for future minerals and waste development.

1.2 The SWMLP takes a positive approach to minerals and waste development that reflects the presumption in favour of sustainable development.

1.3 Minerals are vital for continued economic growth including house building. Besides indigenous land-won sand and gravel, the supply of aggregates to Suffolk is made up from sand and gravel imported from surrounding counties, imported crushed rock, marine dredged sand and gravel, and indigenous and imported recycled construction, demolition and excavation waste.

1.4 The SMWLP has allocated nine sites for the extraction of sand and gravel sufficient to supply 9.300 Mt over the Plan period to the end of 2036. Policy also states that the County Council will seek to maintain a landbank of permitted reserves of at least seven years based upon the average of the last ten years' sales.

1.5 The proposed sites for sand and gravel extraction are located at:

a) Barham

b) Barnham

c) Belstead

d) Cavenham

e) Layham

f) Tattingstone

g) Wetherden

h) Wherstead

i) Worlington

1.6 Although there are significant quantities of Local Authority Collected Waste, Commercial and Industrial Waste, Construction, Demolition and Excavation Waste, and Hazardous Waste managed within Suffolk, the Suffolk Waste Study concluded that there is no immediate shortfall in waste management capacity for these waste streams. Applications for new facilities would however be considered in the normal way.

1.7 Only one site for waste development has been allocated at Sizewell “A” Nuclear Power Station for the treatment and temporary storage of radioactive material removed as part of decommissioning. Future waste development proposals not allocated in the plan would be considered against criteria-based policies.

1.8 Polices for the consideration of planning applications for minerals and waste development have been refreshed, as have safeguarding policies to protect minerals and waste development and minerals resources from other forms of completing development.

2. Introduction

2.1 Suffolk County Council is the minerals and waste planning authority for the whole of Suffolk. It is therefore for responsible for the determination of planning applications for minerals and waste development, enforcing planning control, and for producing minerals and waste planning policy documents.

2.2 The SMWLP contains planning policies for determining planning applications for minerals and waste development, as well as safeguarding the same from other forms of competing development. Policies include those that specify sites for future minerals and waste development.

2.3 The format of the SMWLP is intended to be concise and links to supporting documents in the evidence base are provided where appropriate rather than duplicating much of the supporting evidence in the SMWLP itself. The SMWLP develops the theme of sustainable development through general policies, minerals policies, waste policies and site proposals. Appendix 3 includes maps of all the safeguarded minerals and waste sites.

2.4 Important supporting evidence for the Plan is contained in the following documents:

a) the SMWLP Submission Draft Sustainability Appraisal provides detailed consideration of the impacts of the plans vision, aims, objectives, policies and proposals upon the baseline economic, social and environmental conditions;

b) the Suffolk Local Aggregates Assessment discusses in detail the provision of aggregates in Suffolk;

c) the Suffolk Waste Study provides an analysis of the existing waste management provision in Suffolk and makes projections of future waste arisings over the SMWLP plan period;

d) the Site Selection Reports which bring together the information that was considered when selecting sites considered suitable for inclusion in the SMWLP;

e) the SMWLP Habitats Regulations Assessment assess the impact of the Plan in terms of the Regulations, and;

f) the SMWLP Strategic Flood Risk Assessment assesses the flood risk at each of the sites proposed in the Plan.

2.5 The above documents (apart from d) the Site Selection Reports) can be reached by following the link provided. https://www.suffolk.gov.uk/planning-waste-and-environment/minerals-and-waste-policy/suffolk-minerals-and-waste-plan/

2.6 The Plan has been in primarily been drafted within the context of the following Government policy and guidance (see links):

a) National Planning Policy Framework, which contains the Government's policy on planning;

https://www.gov.uk/government/publications/national-planning-policy-framework--2

b) National Planning Policy for Waste, which contains the Government's policy on waste planning, and;

https://www.gov.uk/government/publications/national-planning-policy-for-waste

c) Planning Practice Guidance, which is a website containing the Government's planning practice guidance.

https://www.gov.uk/government/collections/planning-practice-guidance

2.7 Besides the planning policies contained within the SMWLP, the Development Plan is made up of the planning policies contained within Local Plans adopted by District and Borough Councils within Suffolk and the Broads Authority (see links).

a) Babergh & Mid Suffolk District Councils Local Plans
https://www.midsuffolk.gov.uk/planning/planning-policy/

b) The Broads Authority Local Plan
https://www.broads-authority.gov.uk/planning/planning-policies/development

c) Ipswich Borough Council Local Plan
https://www.ipswich.gov.uk/services/planning-policy

d) West Suffolk Council Local Plan
https://www.westsuffolk.gov.uk/planning/planning_policies/local_plans/

e) East Suffolk Council Local Plan
https://www.eastsuffolk.gov.uk/planning/planning-policy-and-local-plans/

3. Vision, aims and objectives

3.1 The draft Vision below is intended to be a high-level strategic overview of the intentions of the Plan, without the detail that would be developed later in the Plan through the aims, objectives, policies and proposed sites.

3.2 It is written within the context of Government requirements for the planned provision of aggregates, management of waste and environmental protection.

3.3 The County Council is required to plan for the provision of aggregates. This includes developing policies for the provision of land-won sand & gravel, aggregates rail depots and wharves, and aggregates recycling depots.

3.4 The County Council is also required to plan for net self-sufficiency in waste management whereby it should plan for the equivalent amount of waste to that arising within the County. A limitation on this being the economies of scale particularly where specialist waste streams are concerned.

3.5 The plan covers the period to 2036 which would align it with the surrounding counties minerals and waste plan reviews and allow for a time horizon of 15 years and take account of longer-term requirements in accordance with the National Planning Policy Framework.

Suffolk minerals and waste local plan vision 2036

"Suffolk will continue to meet its statutory obligation as required by national policy for the supply of aggregates and the management of waste in a sustainable manner.

Minerals and waste management sites will only be permitted in appropriate locations and will be required to be operated to high standards, so that they do not cause a significantly adverse impact upon the environment, landscape character, historic environment or local amenity or endanger human health.

Temporary minerals and waste management sites will be restored to a quality and state conducive to an appropriate after-use such as flood alleviation, reservoirs, agriculture, forestry, ecology, geomorphological interest or recreation."

3.6 The Vision has been developed further into the following practical Aims & Objectives below. The Aims and Objectives have also taken into account the requirements of the National Planning Policy Framework (NPPF), the National Planning Policy for Waste (NPPW) and the Planning Practice Guidance (PPG) website. The objectives have been translated into policies and proposals for specific sites later in the SMWLP.

Aims and objectives

Aim 1: To make adequate provision for minerals and waste development within Suffolk by:

Objective 1: providing Policies that set out the provision to be made for minerals and waste development within Suffolk, taking into account the need to move waste management up the waste hierarchy, waste net self-sufficiency, and the contribution that can be made from recycled aggregates.

Objective 2: providing a Key Diagram that illustrates a spatial strategy for the location of minerals and waste development and shows centres of population (as an indication of sources of waste arisings and aggregates demand), transport links and areas of constraint.

Objective 3: identifying environmentally acceptable sites for sand & gravel extraction and sites for waste management on the Proposals Map.

Objective 4: providing general Policies for the consideration for planning applications for minerals and waste management development.

Aim 2: To avoid, minimise and mitigate the impact of minerals and waste development on the environment by:

Objective 5: including environmental protection policies for the consideration of minerals proposals that make reference to the impact upon nature conservation, landscape character, the historic environment or human health from noise, dust, air quality, visual intrusion, traffic, tip and quarry slope stability, differential settlement of quarry backfill, flood risk, water resources, contamination and cumulative impacts.

Objective 6: including a policy for the consideration of proposals for borrow pits, agricultural reservoirs, flood alleviation and/or public water supply.

Objective 7: including environmental protection policies for the consideration of waste proposals that make reference to the impact upon water quality, flood risk, land instability, landscape character, visual impacts, nature conservation, historic environment, traffic and access, dust, air quality, odour, vermin and birds, noise, light vibration, litter, land-use conflict and cumulative impacts.

Aim 3: To safeguard minerals and waste development from other forms of development by:

Objective 8: identifying all existing and potential minerals and waste development including rail depots, and port facilities, and added value plant sites e.g. concrete batching, coated stone and aggregate recycling that require safeguarding from other forms of development, directly or by proximity, and providing an accompanying appropriate safeguarding policy.

Objective 9: providing minerals safeguarding plan showing those sand and gravel resources which require safeguarding from other forms of development, directly or by proximity, and an accompanying appropriate safeguarding policy.

4. General polices

Presumption in favour of sustainable development

4.1 At the heart of the NPPF is the "presumption in favour of sustainable development" which should be seen as a golden thread running through both the plan-making and decision-taking. Sustainable development is also at the heart of the NPPW.

4.2 Sustainable development is defined in the NPPF and is seen as having three equal components: economic, social, and environmental.

4.3 In the economic role, sustainable development means contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and co-ordinating development requirements, including the provision of infrastructure.

4.4 The social role means supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality-built environment, accessible local services that reflect the community's needs and support its health, social and cultural well-being.

4.5 The environmental role means contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy.

4.6 An example of how the Plan relates to the historic environment would be by securing archaeological evaluation and recording at a site prior to minerals extraction takes place.

4.7 Reflecting this national guidance, Policy GP1 below sets out the County Council's interpretation of decision making in the context of sustainable development.

Policy GP1: Presumption in favour of sustainable development

The County Council will take a positive approach to minerals and waste development that reflects the presumption in favour of sustainable development.

It will work proactively with applicants to find solutions which mean that proposals can be approved wherever possible, and to secure minerals and waste development that improves the economic, social and environmental conditions in the area.

Planning applications that accord with the site allocations and policies in this Plan will be approved without delay, unless material considerations indicate otherwise.

Where there are no policies relevant to the application or the relevant policies are demonstrably out-of-date at the time of making the decision, the County Council will grant permission unless material considerations indicate otherwise – taking into account whether:

a) Any adverse impacts of granting planning permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework and National Planning Policy for Waste taken as a whole; or

b) Specific policies in the National Planning Policy Framework or National Planning Policy for Waste indicate that development should be restricted.

Climate change mitigation and adaptation

4.8 Proposed minerals and/or waste development should take into account climate change issues. The Minerals Product Association for example has calculated the average figure for the amount of carbon dioxide (CO2) produced per tonne of sand and gravel of 3.5kg of CO2/t of sand and gravel. A significant factor for minimising CO2 is the use of the latest modular plant which complies with lower emission limits.

4.9 Waste development can for example contribute to reducing methane (CH4) by capturing and utilizing landfill gas to generate electricity. Policy GP2 below sets out the criteria for the consideration of proposals for climate change mitigation and adaption.

Policy GP2: Climate change mitigation and adaptation

New minerals and waste management facilities should through their construction and operation minimise their potential contribution to climate change through reducing carbon and methane emissions, incorporate energy and water efficient design strategies and be adaptable to future climatic conditions.

Proposals for new minerals and waste facilities should where appropriate:

a) take account of landform, layout, building orientation, massing and landscaping to minimise energy consumption, including maximising cooling and avoiding solar gain in the summer;

b) be planned so as to minimise carbon dioxide and methane emissions, and support opportunities for decentralised and renewable or low-carbon energy supply;

c) give priority to the use of sustainable drainage systems, paying attention to the potential contribution to be gained to water harvesting from impermeable surfaces and encourage layouts that accommodate waste water recycling;

d) take account of potential changes in climate including pluvial and fluvial flooding, rising sea levels and coastal erosion, and;

e) incorporate proposals for sustainable travel including travel plans where appropriate.

Spatial strategy and key diagram

4.10 The Key Diagram and Policy GP3 below set out a spatial strategy for minerals and waste development within Suffolk. These following factors have been considered in drafting the key diagram and spatial strategy:

a) minerals can only be worked where they occur;

b) crushed rock is imported, primarily by rail from outside of the County via rail heads located along the lines than run between Newmarket and Ipswich;

c) marine borne crushed rock is landed at wharves at Ipswich and Lowestoft docks;

d) marine dredged sand and gravel aggregates are landed at Ipswich docks;

e) aggregates are landed at Ipswich docks are exported by rail;

f) aggregates recycling facilities should be located with suitable access to the road network and in proximity to centres of population and therefore sources of waste;

g) in the past landfill dependent on temporary waste management uses followed minerals extraction, whereas waste is increasingly being managed at permanent facilities that are located with suitable highways access in proximity to centres of population and therefore sources of waste;

h) the Suffolk Lorry Route Network provides a recognised hierarchy of routes and aims to promote safety, protect amenity and avoid poorly located sites;

i) significant areas of the county are within the statutory landscape designations of the Norfolk & Suffolk Broads, the Suffolk Coast & Heaths and Dedham Vale Areas of Outstanding Natural Beauty;

j) significant areas of the east and west of the County within statutory ecological designations of Ramsar, Special Protection Areas, Special Areas of Conservation and Sites of Special Scientific Interest;

k) the assumption is that future patterns of development including house building will be concentrating on existing centres of population and;

l) the Key Diagram is a broad-brush approach and will not show local designations or small-scale constraints.

Policy GP3: Spatial strategy

Preference will be given to proposals for minerals and waste development in accordance with the Key Diagram where individual sites are well related to the Suffolk Lorry Route Network (or rail network or navigation) major centres of population (namely Ipswich, Lowestoft and Bury St Edmunds) and do not have potentially significant adverse impacts upon features of environmental importance (natural or man-made) or endanger human health.

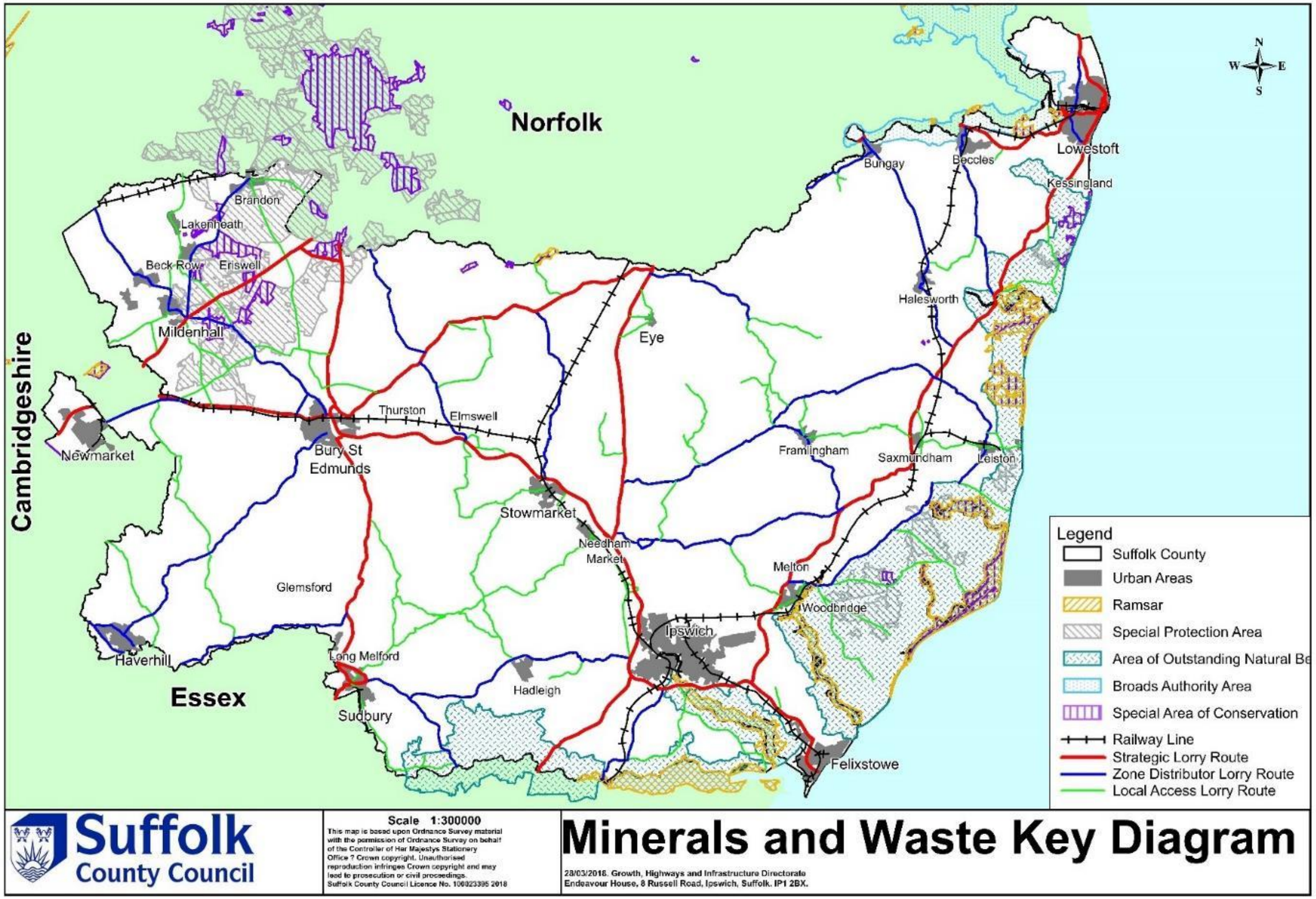
Environmental criteria

4.11 Policy GP4 below provides an environmental checklist for all planning proposals. The County Council will where appropriate consult widely on proposed developments and in doing will seek and take into account the views of statutory bodies including Historic England, Natural England, Environment Agency, the Highways Agency, the Marine Management Organisation and non-statutory bodies including the Royal Society for the Protection of Birds, as well as the local community.

4.12 The County Council recommends that applicants engage in pre-application discussions with the County Council and the relevant statutory and non-statutory organisations as a way of establishing the scope and the level of detail of the supporting information to be provided.

4.13 It is not the intention of the County Council to restate other policy documents or legislation within this policy, but to provide a general list of issues that would where appropriate be taken into account when reaching a decision upon a particular planning application. This list has been derived from the issues that the NPPF, NPPW and PPG indicate should be taken into account.

4.14 Policy GP4 uses the phrase “potentially significant adverse impacts” which could be for example the loss or damage to designated sites of ecological value or to the setting of Scheduled Monument. The views of statutory and non-statutory consultees are of course vital in reaching a decision as to level of impact.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Newmarket
Bury St Edmunds
Framlingham
Saxmundham
Leiston
Stowmarket
Needham Market
Melton
Glemsford
Woodbridge
Ipswich
Haverhill
Long Melford
Hadleigh
Sudbury
Felixstowe
Legend
Suffolk County
Urban Areas
Ramsar
Special Protection Area
Area of Outstanding Natural Be
Broads Authority Area
Special Area of Conservation
Railway Line
Strategic Lorry Route
Zone Distributor Lorry Route
Local Access Lorry Route
Suffolk County Council
Scale 1:300000
This map is based upon Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majestys Stationery Office ? Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Suffolk County Council Licence No. 100023395 2018
Minerals and Waste Key Diagram
28/03/2018. Growth, Highways and Infrastructure Directorate
Endeavour House, 8 Russell Road, Ipswich, Suffolk. IP1 2BX.

Policy GP4: General environmental criteria

Minerals and waste development will be acceptable so long as the proposals, adequately assess (and address where applicable any potentially significant adverse impacts including cumulative impacts) on the following:

a) pluvial, fluvial, tidal and groundwater flood risk;

b) vehicle movements, access and the wider highways network;

c) landscape character, visual impact, setting, and designated landscapes including Areas of Outstanding Natural Beauty and the Broads;

d) biodiversity including Natura 2000 sites, ancient woodlands and trees;

e) geodiversity;

f) historic environment, archaeology, heritage assets and their setting;

g) public rights of way;

h) neighbouring land-use;

i) soil resources including the best and most versatile agricultural land;

j) noise and vibration;

k) air quality including dust and odour;

l) light pollution;

m) the local water environment;

n) land instability;

o) airfield safeguarding;

p) the differential settlement of quarry backfilling;

q) mud and aggregates on the road;

r) litter, vermin and birds;

s) The use of alternative forms of transport including the use of rail freight shipping should be considered; or

t) military and civil aviation.

Proposals should meet or exceed the appropriate national or local legislation, planning policy or guidance for each criterion, including reference to any hierarchy of importance. Proposals should aim to achieve a biodiversity net gain. Proposals should demonstrate that when considering the potential for significant adverse impacts upon features of acknowledged environmental importance, that the hierarchy of firstly avoidance, then mitigation and finally compensation has been followed.

5. Minerals policies

Provision of aggregates

5.1 The NPPF requires that Minerals Planning Authorities, including Suffolk County Council, should plan for a steady and adequate supply of aggregates.

5.2 Besides indigenous land-won sand and gravel, the supply of aggregates to Suffolk is made up from sand & gravel imported from surrounding counties, imported crushed rock, marine dredged sand & gravel, and indigenous and imported recycled construction, demolition & excavation waste (C, D & E waste).

5.3 Aggregates are vital for continued economic growth including house building. They are sold loose in an as-raised form or processed into different grades of fine and coarse aggregate, or they may be used to make concrete, mortar and asphalt or other products.

5.4 The issues to be taken into account in the provision of aggregates are set out in the NPPF and the PPG. This includes the preparation of a Local Aggregates Assessment based upon a rolling average of ten years' sales and a careful analysis of other factors.

5.5 The recently published draft Suffolk Local Aggregates Assessment (LAA) (2018 data) sets out in detail how the demand for construction aggregates is met within Suffolk.
https://www.suffolk.gov.uk/planning-waste-and-environment/minerals-and-waste-policy/suffolk-minerals-and-waste-plan/

5.6 The LAA indicates the following.

a) Recycling is making an important contribution although potential further growth in use is limited by available C, D & E waste and limitations imposed by the quality of the recycled aggregates.

b) Imported crushed rock is also making an important contribution although further growth in use is uncertain due to constrains on the productive capacity of existing resources in the East Midlands, the capacity of transport infrastructure in the South West, the unfavourable currency exchange rate of resources in Europe, and the considerable demand for aggregates from projects such as HS2 and Hinkley Point C Nuclear Power Station.

c) Although there are large permitted reserves of marine dredged sand and gravel off the coast of East Anglia market forces dictate that the vast majority

of this is landed in London or landed elsewhere and transported by rail to London.

d) The long-term trend is that less land-won sand and gravel is being extracted due to diminishing resources of higher quality material, planning constraints, less intensive use of aggregates in construction.

House building is often used as a proxy for forecasting the future demand for aggregates. However, housing completion rates continue to be significantly lower than Adopted Local Plan projections let alone ambitious future house building projections. Based on local authority figures, housing delivery across Suffolk is averaging at 2,228 each year. The total number of homes required to be delivered each year is around 3,000. Therefore, in order to achieve the planned number of homes, the current rate of delivery needs to increase by 35%. Further information is included in a report about Local Plans that went Suffolk County Council Cabinet on the 10 October 2017 which can be viewed by following the link: https://www.suffolk.gov.uk/planning-waste-and-environment/minerals-and-waste-policy/suffolk-minerals-and-waste-plan/

e) There are also number of significant infrastructure projects planned in Suffolk. However, how much aggregate will be required from local sources is unclear. Major road schemes have in the past relied upon imported crushed rock rather than sand and gravel from local quarries or borrow pits. Sizewell C may well do likewise if in fact it is ever built. Further information on Nationally Significant Infrastructure Projects (NSIP) can be found by following the link provided.

https://www.suffolk.gov.uk/planning-waste-and-environment/major-infrastructure-projects/

f) The three-year sand and gravel sales average at 1.117 Mt per year is similar to the ten-year sales average of 1.112 Mt per year.

g) Considering the above therefore, the approach taken has been to build in some flexibility into future provision to be made in the Plan.

Recycled Aggregates

5.7 Over the last twenty years since the introduction of the Landfill Tax there has been a marked increase in the levels of recycled aggregates being produced, mainly from Construction, Demolition & Excavation waste (CD&E).

5.8 The recently published Suffolk Waste Study (SWS) sets out in detail the levels of waste management activity within Suffolk and can be viewed following the link:

https://www.suffolk.gov.uk/planning-waste-and-environment/minerals-and-waste-policy/suffolk-minerals-and-waste-plan/

5.9 In 2015 for example the SWS indicates that there were 0.529 Mt of C, D&E waste managed within Suffolk of which over 91.4% would be recycled, giving a total figure of 0.484 Mt of recycled aggregates per annum.

5.10 In addition, the energy from waste facility at Gt Blakenham recycles 0.060 Mt of bottom ash from Local Authority Collected Waste (LACW) into aggregates per annum.

5.11 The types of facilities where recycled aggregates are produced vary from purpose built fixed installations to temporary operations on construction sites. The latter does not require planning permission separately from the County Council. Although the SWS does not indicate a specific capacity gap for aggregates recycling facilities in Suffolk, a proposal for such a facility is included at in the Plan at Cavenham Quarry.

5.12 If, in the future proposals for aggregates recycling facilities requiring planning permission are made, then there are criteria-based policies included within the Plan.

5.13 All permitted recycled aggregates facilities are safeguarded within the Plan from other forms of competing development.

Importation of crushed rock

5.14 Suffolk has no indigenous resources of crushed rock and therefore relies on supplies imported by road, rail or sea. Crushed rock is used primarily in the production of asphalt for road maintenance and construction due to its strength and roughness.

5.15 There are a number of railheads located along the A14 and wharves at Ipswich and Lowestoft used for the importation of crushed rock. There is also a wharf at Lowestoft that is used for the importation of armour stone for use in sea defence works.

5.16 Although it is not possible to reveal the precise tonnages of crushed rock imported due to commercial confidentiality, it is significant.

5.17 Generally speaking, planning permission is not required for wharves or railheads handling crushed rock subject to the requirements of the Town and Country General Permitted Development Order, for example where significant infrastructure is required.

5.18 All railheads and wharves handling crushed rock are safeguarded within the Plan from other forms of competing development.

Landing of marine dredged sand & gravel

5.19 There are licences for the dredging of up to 9 Mt of sand & gravel off the coast of the East Anglia on an annual basis. Although a significant proportion of this total is dredged, the vast majority of this is landed in London, or sent to London by rail having been landed elsewhere. This is due to the lack of indigenous supplies of aggregates in London.

5.20 Although it is not possible to reveal the precise tonnages of marine dredged sand and gravel sold in Suffolk due to commercial confidentiality, it is not very significant compared to the overall level of licenced resources.

5.21 Generally speaking, planning permission is not required for wharves or railheads handling sand and gravel subject to the requirements of the Town and Country General Permitted Development Order, for example where significant infrastructure is required.

5.22 All aggregates railheads and wharves handling marine dredged sand & gravel are safeguarded within the Plan from other forms of competing development.

Provision of land won sand & gravel

5.23 In the 1990s the first Suffolk Minerals Local Plan was based on an annual sub-regional apportionment figure for sand & gravel of 2.43 Mt per annum. In the 2000s the Suffolk Minerals Core Strategy was based initially upon a sub-regional apportionment of 1.73 Mt per annum, which was later revised to 1.62 Mt per annum based on the revised national guidelines.

5.24 Suffolk has always sought to meet the sub-regional apportionment, and national guidelines in past Plans and will seek to meet the projected level of sales based on an average of the last ten years' sales within this Plan.

5.25 Suffolk has also always sought to maintain a landbank of permitted sand and gravel reserves of at least 7 years which is still a requirement of the NPPF. Historically the annual figure was based on the sub-regional apportionment or the revised national guidelines. The intention now is that this to will be based upon the average of the last ten years' sales in accordance with the NPPF and will be calculated in the annual LAA each year.

5.26 The average sales of sand and gravel in Suffolk for the ten years to the 31 December 2017 was 1.112 Mt.

5.27 The landbank of permitted sand and gravel reserves on the 31 December 2017 was 11.822 Mt.

5.28 If the landbank of permitted reserves is divided by the average of the last ten years' sales, this would be equivalent to 10.63 years' sales, so that in theory if the average of sales was projected forwards then all of the presently permitted reserves of sand and gravel would run out in July 2028.

5.29 The Plan period ends on the 31 December 2036. Therefore, the shortfall in permitted reserves is equivalent to 8.37 years or 9.300 Mt based on the 10-year average of 1.112 Mt.

5.30 The following policy sets the level of provision for land won for sand and gravel in the Plan period.

MP1: Provision of land won sand and gravel

The County Council will allocate sites for the extraction of sand and gravel sufficient to supply 9.300 Mt over the Plan period to the end of 2036. It will also seek to maintain a landbank of permitted reserves of at least 7 years based upon the average of the last ten years' sales and calculated in the annual Local Aggregates Assessment.

Proposed sites for sand and gravel extraction

5.31 The SMLWP allocates the following sites listed in Policy MP2 for sand and gravel extraction. Policy MP1 above states that the County Council will allocate sites containing 9.300 Mt of sand and gravel. Analysis of the submitted information in the relevant Site Assessment Reports indicates that these sites in total contain 13.770 Mt.

5.32 However, taking into account the proposed start dates and levels of production at new sites, it is estimated that at least 2.59 Mt of the 13.770 Mt will still remain to be worked which reduces the resources likely to be worked within the plan period to 11.180 Mt.

5.33 This would leave a safety margin of 20% which is not considered excessive when considering the uncertainties of future demand for sand and gravel and potential future problems that might arise that prevent one or more of the proposed sites from being developed.

5.34 A further reduction to the potential resources is likely due to planning constraints introduced by the Plan. This mainly relates to the requirement to safeguard~~ing~~ existing field boundaries within sites because of the landscape and ecological importance.

Policy MP2: Proposed sites for sand and gravel extraction

The County Council will grant planning permission for sand and gravel extraction from within the following specific sites, as shown on the proposals map, subject to the other relevant policies of the Development Plan.

a) Site M1 Barham
b) Site M2 Barnham
c) Site M3 Belstead
d) Site M4 Cavenham
e) Site M5 Layham
f) Site M6 Tattingstone
g) Site M8 Wetherden
h) Site M9 Wherstead
i) Site M10 Worlington

Borrow Pits

5.35 Borrow pits are in the Suffolk context sand and gravel workings used exclusively for a particular construction project, typically new road construction. The term "borrow pit" comes from the fact that sometimes the extracted sand and gravel is replaced in the resulting void space by surplus low-quality materials such as silt which are not strong enough to carry the weight of the new road or other structure. The main advantage of borrow pits is that they are normally very close to the construction project and are often connected to that project by routes which do not use the public highway.

Policy MP3: Borrow pits

Borrow pits to provide sand and gravel to serve major civil engineering projects will be acceptable as long as:

a) they are within 10 km of the project site;

b) the borrow pit is worked and reclaimed as part of the project;

c) they comply with the general environmental criteria Policy GP4.

Agricultural and public supply reservoirs

5.36 From time to time proposals are made for the creation of reservoirs or flood alleviation schemes that involves the extraction of sand gravel and its removal from site. These reservoirs besides providing water storage capacity can also be a significant source of sand and gravel to supply the general market.

Policy MP4: Agricultural and public supply reservoirs

Proposals for the extraction of minerals (which would involve the removal of mineral off site) to enable the construction of a reservoir for agriculture, flood alleviation and/or public water supply will be permitted where there is a demonstrated need for the storage of water at the capacity proposed at the given location and subject to the proposals complying with the general environmental criteria Policy GP4.

Cumulative environmental impacts and phasing of workings

5.37 Minerals can only be worked where they occur, which is not everywhere. Where viable minerals deposits are present, sometimes more than one minerals company may wish to exploit them at sites which are located closely. This can multiply the impacts of operations to an extent that they become unacceptable. This policy aims to provide clarity as to how the County Council will consider such circumstances.

Policy MP5: Cumulative environmental impacts and phasing of workings

Where a proposed minerals site is considered acceptable (in its own right) but the cumulative impact of a proposal in conjunction with other existing, permitted or allocated minerals sites or other development in the proximity is considered unacceptable, the proposal may be considered acceptable if phased so that one site follows the completion of the other or it can be demonstrated that the adverse cumulative impacts can be adequately mitigated.

Progressive working and restoration

5.38 Progressive working and restoration refer to the working of a quarry in phases. For example, some phases of the quarry might be as yet undisturbed. One phase of the quarry would be having the soils and overburden stripped off to reveal the underlying sand and gravel. Another phase would be subject to sand and gravel extraction operations. One phase would be having the soils and overburden replaced following sand and gravel extraction. Another phase would be under a five-year aftercare period following the replacement of the soils. In this way, the area of land actively being worked for sand and gravel is only a part of the overall site at any one time.

5.39 In terms of the proposed after-use, applicants should note that ecological interest can be incorporated into most schemes that are primarily for another after-use, such as agriculture for example.

Policy MP6: Progressive working and restoration

Proposals for new mineral workings should be accompanied by a scheme for the progressive working and restoration of the site throughout its life.

Preference will be given to restoration proposals that incorporate a net gain for biodiversity with the creation and management of priority habitats and that support protected priority and Red Data Book Species and/or that conserve geological and geomorphological resources. Such habitats, species and resources should be appropriately and sustainably incorporated into restoration proposals focussed on the historic environment, flood alleviation, reservoirs, agriculture, forestry, amenity, or ecology. Providing links to surrounding habitats is also encouraged.

Aftercare

5.40 The outline strategy sets the general parameters of the proposed action required to bring the restored land up to the required standard for the intended after-use. For agricultural after-use for example this can entail a particular pattern of cultivation etc. During the five-year period annual reports are submitted for the approval of the County Council following a site meeting to establish any further action that is required such as the installation of land drainage etc.

Policy MP7: Aftercare

Where the proposed restoration is to an agriculture, forestry, amenity or ecology after-use following minerals extraction, an outline aftercare strategy of five years or more is required prior to the determination of the planning application. The outline strategy should set out the land management proposed to bring the restored land up to the required standard for the proposed after-use. The outline strategy should also allow for additional measures that may be required following the annual aftercare inspection and the subsequent submission of a finalised version of the annual aftercare report detailing the actions required.

Concrete batching plants and asphalt plants

5.41 Minerals can only be worked where they occur, which normally within the open countryside. Ancillary development such as concrete batching plants and asphalt plants would not normally be allowed in the open countryside in the absence of adjacent minerals workings and therefore should be removed once minerals extraction has ceased.

Policy MP8: Concrete batching plants and asphalt plants

Proposals for concrete batching plants or asphalt plants at sand and gravel quarries must stipulate the proportion of indigenous sand and gravel that will be used in the production of ready mixed concrete or asphalt.

At sand and gravel quarries, planning permission will be limited to the end date of the quarry planning permission or the when the indigenous material is no longer being used, whichever is the sooner.

Any proposals for concrete batching plants or asphalt plants that are County matters must also comply with the environmental criteria set out in Policy GP4.

Safeguarding of port and rail facilities, and facilities for the manufacture of concrete and asphalt

5.42 As important as proposing new minerals development is safeguarding existing, planned or potential facilities from other forms of competing development.

5.43 The Government's East Inshore and East Offshore Marine Plans published in 2014 includes Policy PS3 which also refers to the safeguarding of port facilities and can be viewed by following the link provided:

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/312496/east-plan.pdf

5.44 The South East Marine Plan Area covers part of the Suffolk Minerals and Waste Local Plan Area. The South East Marine Plan is expected to be adopted in 2020. Details of the South East Marine Plan can be found at the link below:

https://www.gov.uk/government/collections/south-east-marine-plan

5.45 Until the South East Marine Plan is adopted, the Marine Policy Statement applies. In particular, section 3.5 refers to the importance of securing the continuous supply of marine aggregates.

Policy MP9: Safeguarding of port and rail facilities, and facilities for the manufacture of concrete, asphalt and recycled materials

When proposals are made which would result in the loss of or might potentially compromise the use of:

a) an existing, planned or potential rail head, wharf or associated storage, handling or processing facilities for the bulk transport by rail or sea of minerals, including recycled, secondary and marine-dredged materials, and/or;

b) an existing, planned or potential site for concrete batching, the manufacture of coated materials, other concrete products or the handling, processing and distribution of substitute, recycled and secondary aggregate material.

Applicants will be required to demonstrate to the County Council that those sites no longer meet the needs of the aggregates industry. Where this is not the case, satisfactory alternative handling facilities should be made available by the developer. Development proposals in close proximity to the above minerals related facilities should demonstrate that they would not prejudice or be prejudiced by those facilities.

Where existing business or other use could have a significant adverse effect in any proposed new development, the applicant must provide suitable mitigation before the development is completed so that the existing use is not disadvantaged by new development.

District and Borough Councils should consult the County Council when a potentially conflicting proposal falls within the 250 metre safeguarding zones as defined in the Appendix 3 Safeguarding Maps. The County Council will then refer to Policies MP9 before providing a consultation response.

Minerals consultation and safeguarding areas

5.46 Paragraph 143 of the NPPF states that in preparing local plans, local authorities should:

"define Minerals Safeguarding Areas and adopt appropriate policies in order that known locations of specific minerals resources of local and national importance are not needlessly sterilised by non-mineral development, whilst not creating a presumption that resources defined will be worked; and define Minerals Consultation Areas based on these Minerals Safeguarding Areas."

5.47 The County Council has defined the Minerals Safeguarding Areas (MSAs) based upon sand and gravel resource information provided by the British Geological Survey. The Minerals Consultation Areas (MCAs) are slightly larger because a buffer of 250 metres has been added around the edges. This additional buffer is designed to avoid potential sterilisation issues arising because of conflicts with potentially sensitive land-uses such as proposed residential development. It is expected that Local Plans will include policies that safeguard minerals if the County Council highlights particular sites during their consultation stages.

Policy MP10: Minerals consultation and safeguarding areas

The County Council will safeguard:

a) those Minerals Safeguarding Areas located within the Minerals Consultation Areas identified on the Proposals Map from proposed development in excess of five Ha The County Council will, when consulted by the Local Planning Authority, object to such development unless it can be shown that the sand and gravel present is not of economic value, or not practically or environmentally feasible to extract, or that the mineral will be worked before the development takes place or used within the development;

b) areas falling within 250m of an existing, planned or potential site allocated in the Plan for sand and gravel extraction. The MPA will advise the Local Planning Authority whether any proposed development might prejudice the future extraction of minerals and should be refused, or whether such development itself might be prejudiced by proposed mineral working.

District and Borough Councils should consult the County Council when a proposal falls within the Minerals Consultation Area as defined on the Proposals Map. The County Council will then refer to Policy MP10 before providing a consultation response. Responsibility for any mitigation required falls on the development that receives planning permission last.

6. Waste policies

Provision of waste management facilities

6.1 The NPPW requires that Waste Planning Authorities, including Suffolk County Council, should identify sufficient opportunities to meet the identified needs for their area for the management of waste streams.

6.2 Since the introduction of the Landfill Tax in 1996 there has been a radical change in the way in which waste is managed. Before Landfill Tax was introduced in 1996 most waste was landfilled. Now waste management options further up the waste hierarchy predominate. In order of preference the waste hierarchy is:

a) prevention;

b) preparing for re-use;

c) recycling;

d) other recovery, and;

e) disposal.

6.3 In terms of planning this means a change from continually planning for new and extended temporary landfills in former quarries and instead the emphasis is now upon permanent fixed facilities in employment areas or on other suitable sites. This Plan is mainly concerned with recycling, other recovery and disposal.

6.4 An important goal in the Plan is to aim for net self-sufficiency. Whereby the County Council aims to manage an amount of waste equal to that arising in Suffolk, whilst acknowledging that waste is transported between different areas of the Country. The Plan also has to take into account ~~of~~ the potential to receive London Waste.

6.5 The recently published Suffolk Waste Study (SWS) sets out the existing and projected levels of waste arising together with the existing waste management capacity for the following waste streams:

a) Local Authority Collected Waste (LACW);

b) Commercial and Industrial Waste (C&I);

c) Construction, Demolition and Excavation Waste (CD&E);

d) Hazardous Waste;

e) Radioactive Waste, and:

f) London Waste

6.6 The SWS can be found by following the link provided below. https://www.suffolk.gov.uk/planning-waste-and-environment/minerals-and-waste-policy/suffolk-minerals-and-waste-plan/

6.7 The SWS indicates that:

a) there is no identified shortfall in waste management facilities at the present time;

b) there is sufficient landfill capacity within Suffolk to last until the end of the Plan period in 2036;

c) LACW arisings will potentially rise to 0.470 Mt per annum in 2036 from 0.397Mt in 2015;

d) projections for C&I waste diverge to the extent that by 2036 the high scenario would be 1.039 Mt per annum and the low scenario would be 0.531 Mt per annum from a figure of 0.785 Mt in 2015;

e) the projections for CD&E indicate that levels of arisings per annum will decrease from 0.517 Mt in 2015 to 0.350 Mt in 2036;

f) hazardous waste (HAZ) is projected to decrease from 0.044 Mt in 2015 to 0.031 in 2036;

g) no London Waste has been landfilled within Suffolk for a number of years and therefore it is not considered necessary to plan to receive any;

h) the amount of radioactive waste to be managed is very small and much of it can be accepted at normal landfills or at specialised national facilities elsewhere;

i) Using the “high” scenarios, total non-hazardous waste arisings by 2036 could be 0.47mt of LACW plus 1.039mt of C&I giving a combined total of 1.509mt of non-hazardous waste arising;

j) Using a conservative estimate of a 52% recycling rate, that would leave 0.811 million tonnes of residual waste to be managed, and;

k) Table 42 of the Waste Study shows that there are 427,000 tonnes per annum of treatment capacity plus 252,000 tonnes per annum of incineration capacity giving a current total of 679,000 tonnes per annum of active management capacity, supplemented by the availability of landfill for the remaining waste.

Management of waste

6.8 The following policy indicates the levels of waste management development that is expected over the Plan period to 2036. The figures are derived from the SWS and further detail is available within that document. The figures are not limiting but are indicative. Although there is not an immediate identified shortfall in waste management facilities when the need arises the following policies are in place.

Policy WP1: Management of waste (Mt)

The County Council anticipates the following annual levels of waste arisings for which appropriate waste management facilities will be granted planning permission, provided they are in accordance with the Waste Hierarchy and the policies of the Development Plan and there are no other material considerations which indicate otherwise. Waste arisings will be monitored on an annual basis and will inform consideration of when to initiate an early review of the plan if required.

	2015/16	2020/21	2025/26	2030/31	2035/36
LACW	0.397	0.415	0.433	0.452	0.470
C&I	0.795 to 0.769	0.857 to 0.697	0.960 to 0.632	1.039 to 0.574	1.039 to 0.531
CD&E	0.517	0.469	0.434	0.386	0.350
HAZ	0.044	0.039	0.034	0.031	0.031

Proposed sites for radioactive waste management

6.9 This policy applies to all sites proposed for waste management. Only one site is named in the policy. Unnamed sites would be determined in accordance with Policy GP1.

6.10 Sizewell 'A' Nuclear Power Station is currently undergoing decommissioning. This involves the treatment and temporary storage of radioactive waste. The reactor has been de-fuelled already with the fuel being transported off site to Sellafield. Other less radioactive materials remain on site. Policy WP16 below specifically refers to applications for the treatment and storage of waste at Sizewell Nuclear Power Station. Proposals for managing radioactive waste, including imported radioactive waste from elsewhere would ~~it~~ be determined by the County Council.

Policy WP2: Proposed site for radioactive waste management

The County Council will grant planning permission for radioactive waste management on the following specific site, as shown on the proposals map, subject to the other relevant policies of the Development Plan.

a) Site W1 Sizewell "A" Nuclear Power Station

Existing or designated land-uses potentially suitable for waste development

6.11 Only one site has been proposed for waste development in the SMWLP. Planning applications for waste development on other sites will need to comply with policy WP3. The categories below reflect the desire to protect the open countryside as well as the practical constraints on waste development.

Policy WP3: Existing or designated land-uses potentially suitable for waste development

General waste management facilities (other than landfill sites and water recycling centres) may be acceptable within the following areas:

a) land in existing waste management use;

b) land in existing general industrial use (B2 use class) or in existing storage or distribution use (B8 use class) (excluding open air composting);

c) land allocated for B2 and B8 purposes in a local plan or development plan document (excluding open air composting);

d) within or adjacent to agricultural and forestry buildings;

e) agricultural and forestry land (open air composting only) excluding ancient woodland or planted ancient woodland sites;

f) brownfield land (excluding open air composting);

g) former airfields (open air composting only);

h) water recycling centres (including composting and anaerobic digestion) and;

i) current and former mineral workings (open air composting and construction, demolition and excavation waste recycling only).

Proposals must also comply with the environmental criteria set out in Policy GP4.

Household waste recycling centres

6.12 Household waste recycling centres provide a valuable service to local communities by providing a facility whereby households can bring bulky goods for recycling or disposal. Limited trade waste is also accepted.

Policy WP4: Household waste recycling centres

Household waste recycling centres may be acceptable within purpose designed or suitably adapted facilities on land within the land uses identified within Policy WP3.

Proposals for such facilities at landfill sites may be considered acceptable on a temporary basis whilst landfilling and restoration activity is taking place on site. Any temporary planning permissions will be linked to the time limits relating to the landfill activities on site.

Where it can be demonstrated that no suitable sites consistent with Policy WP3 are available within the area to be served by the household waste recycling centre, household waste recycling centres may be acceptable on other sites provided these are consistent with Policy GP4 and are accessible to the public.

Open air composting

6.13 Open air composting is a cost-effective way of recycling green waste so long as it is carefully sited and managed. It involves the piling of green waste in windrows in the open air to promote aerobic degradation. The windrows must be turned regularly, turned to prevent over-heating and anaerobic conditions forming which can give rise to odours.

Policy WP5: Open air composting

Open air composting facilities may be acceptable on land within the uses identified within Policy WP3.

Proposals for such facilities at landfill sites may be considered acceptable on a temporary basis whilst landfilling and restoration is taking place on site.

Proposals for open air composting will not be approved unless they are accompanied by a site-specific risk assessment which shows that the bio-aerosol levels can be maintained, throughout the life of the operations, at appropriate levels at dwellings or workspaces within 250m of a facility. Appropriate schemes for the management of odours and dust will also be required.

Proposals must also comply with the environmental criteria set out in Policy GP4.

In-vessel composting facilities

6.14 In-vessel composting facilities promote aerobic degradation of organic waste including green waste and/or food waste within tunnels that have forced air pumped into and extracted out of them and then discharged to the atmosphere via bio-filters that remove odours. The main advantage of this system over open-air composting is that it can take food waste including meat because the requisite temperature can be reached and maintained so that harmful bacteria can be neutralised.

Policy WP6: In-vessel composting facilities

Enclosed composting facilities may be acceptable on land within the uses identified within Policy WP3.

Proposals for such facilities at landfill sites may be considered acceptable on a temporary basis whilst landfilling and restoration is taking place on site.

Proposals for enclosed composting will not be approved unless they are accompanied by a site-specific risk assessment which shows that the bio aerosol levels can be maintained at appropriate levels at dwelling or workspaces within 250m of a facility. Appropriate schemes for the management of odours and dust will also be required.

Proposals must also comply with the environmental criteria set out in Policy GP4.

Anaerobic digestion

6.15 Anaerobic digestion facilities promote anaerobic degradation of organic wastes such as animal wastes, energy crops, and vegetable tailings. The process involves introducing the feedstock into a tank of bacteria rich slurry. This process produces methane gas that is normally used to drive a diesel generator and export the electricity to the grid. The main advantage of this over composting is that electrical power is produced. Co-locating with sewage treatment allows methane to be recovered from sewage and at the same time prevents a potent greenhouse gas from escaping into the atmosphere.

Policy WP7: Anaerobic digestion

Anaerobic digestion facilities may be acceptable on land:

a) within the uses identified within Policy WP3; or

b) integrated with waste water treatment plants.

Proposals for such facilities at landfill sites may be considered acceptable on a temporary basis whilst landfilling and restoration is taking place on site.

Proposals must also comply with the environmental criteria set out in Policy GP4.

Proposals for recycling or transfer of inert and construction, demolition and excavation waste

6.16 The recycling of construction, demolition and excavation waste may make a significant contribution to meeting aggregates demand and lessen pressure on land won and marine dredged sources. Although a sustainable source of aggregates the local environmental impacts of the recycling sites are akin to traditional quarries.

Policy WP8: Proposals for recycling or transfer of inert and construction, demolition and excavation waste

Proposals for recycling or transfer of inert and construction, demolition and excavation waste may be acceptable on land within the uses identified within Policy WP3.

At mineral sites, planning permission will be limited to the life of the mineral operation.

Proposals for such facilities at landfill sites may be considered acceptable on a temporary basis whilst landfilling and restoration is taking place on site.

On land suitable for General Industrial (B2) or Storage & Distribution (B8) uses, activities shall take place within purpose-designed facilities.

Proposals must also comply with the environmental criteria set out in Policy GP4.

Waste transfer stations, materials recycling facilities, end of life vehicle facilities and waste electrical and electronic equipment recovery facilities

6.17 The main function of a waste transfer facilities is to facilitate the efficient transportation of waste by sorting loads from small collection vehicles such as skip lorries and reloading onto much larger lorries including articulated lorries for onward transportation.

6.18 Materials recycling facilities are where recyclable wastes are separated into their different types for onward transportation to recyclers. The remaining waste called residual waste is either sent to landfill or a treatment facility such as an energy from waste facility.

6.19 End of life vehicle facilities remove potential pollutants from vehicles, remove the usable parts and sent the scrap items off to recyclers.

6.20 Electronic equipment recovery facilities sell on the products for re-use, recycle or deposal.

Policy WP9: Waste transfer stations, materials recycling facilities, end of life vehicle facilities and waste electrical and electronic equipment recovery facilities

Waste transfer stations, material recycling facilities, end of life vehicle facilities and waste electrical and electronic equipment recovery facilities may be acceptable within purpose designed or suitably adapted facilities on land within the uses identified within Policy WP3.

Proposals for such facilities at landfill sites may be considered acceptable on a temporary basis whilst landfilling and restoration is taking place on site.

Proposals must also comply with the environmental criteria set out in Policy GP4.

Residual waste treatment facilities

6.21 Policy WP10 sets out the criteria for the consideration of proposals for residual waste treatment facilities. This policy covers both very large and small facilities. There are various residual waste treatment technologies.

6.22 Energy from Waste (EfW) is one such technology, which involves the controlled combustion of waste and the use of the waste heat for electricity generation and sometimes a district heating system.

6.23 Many EfW smaller systems use waste to supply heat to help dry out other wastes such as plasterboard.

6.24 Another technology is Mechanical and Biological Treatment (MBT) whereby waste is macerated and placed in a large hall and turned by a bucket wheel. This composting has the effect of reducing the volume by 50% or more and reducing the biodegradation potential of the residue. The residue is either then landfilled at a reduced taxation rate or processed further to make a fuel.

Policy WP10: Residual waste treatment facilities

Residual waste treatment facilities may be acceptable where the proposed facility is:

a) on land within the land-uses set out in Policy WP3, and;

b) the proposals meet the environmental criteria set out in Policy GP4.

Proposals for such facilities at landfill sites may be considered acceptable on a temporary basis whilst landfilling and restoration is taking place on site.

The treatment of waste that could practicably be recycled or composted will not be acceptable. Conditions will be placed on planning permissions to ensure that only residual source-separated or pre-sorted waste is treated. Facilities that burn waste must provide for the recovery of energy and the use of combined heat and power will be encouraged.

Approval of sites for disposal of inert waste by landfilling or landraise

6.25 Proposals for the disposal of inert waste are important for the restoration of former minerals workings. It can allow a much more satisfactory landform to be achieved and provide a more suitable growing medium on sites where soils are very thin or of poor quality.

Policy WP11: Approval of sites for disposal of inert waste by landfilling or landraise

Proposals for the disposal of inert waste by landfilling or landraising may be acceptable where:

a) the importation of inert waste is required for restoration of a former mineral extraction void or;

b) the importation of inert waste is required for agricultural improvement;

c) and there is no acceptable alternative form of waste management further up the Waste Hierarchy that can be made available to meet the need, and;

The proposals comply with the environmental criteria set out in Policy GP4.

The landfilling of inert waste that could practicably be recycled will not be acceptable. Conditions will be placed on planning permissions to ensure that only pre-sorted wastes are landfilled.

Approval of sites for disposal of non-hazardous or hazardous waste by landfilling or landraising

6.26 Even though such proposals are much rarer than in the past due to raised levels of recovery, proposals for the disposal of non-hazardous waste by landfilling or landraising may be made in connection with existing non-hazardous sites.

Policy WP12: Disposal of non-hazardous or hazardous waste by landfilling or landraising.

Proposals for the disposal of non-hazardous or hazardous waste by landfilling or landraising may be acceptable where:

a) no alternative form of waste management can be made available to meet the need, and;

b) The proposals comply with the environmental criteria set out in Policy GP4 and progressive restoration requirements of MP6.

The landfilling of waste that could practicably be recycled, composted or recovered will not be acceptable.

For non-hazardous waste conditions will be placed on planning permissions to ensure that only residual source-separated or pre-sorted waste is landfilled. Proposals for landfill gas energy recovery will be required.

Mining or excavation of landfill waste

6.27 The mining of waste involves the recovery of materials from an existing landfill site by extracting and processing the deposited waste. The excavation of waste also involves the extraction of waste but does not encompass the recovery of materials.

6.28 The mining or excavation of putrescible and/or inert waste has the potential to give rise to significant environmental issues. In the case of putrescible waste, this potentially could result in the rapid release of leachate, landfill gas, and odours. The mining or excavation of waste may also disturb previously restored sites or delay the final restoration of sites. Considering the above it is therefore concluded that there are only certain circumstances where waste mining or excavation are justified.

Policy WP13: Mining or excavation of landfill waste

The mining or excavation of landfill waste will be considered favourably where it is demonstrated clearly that:

a) without mining or excavation of waste, the site is posing a significant risk to human health or safety, and/or;

b) without mining or excavation of waste, the site is posing a significant risk to the environment or;

c) removal is required to facilitate a major infrastructure project or;

d) the proposals would result in the management of the excavated waste higher up the waste hierarchy and there would be significant local and global environmental benefits in doing so, and;

e) the proposals include detailed information upon how the types of waste deposited within the landfill are to be managed, and;

f) the proposals comply with the environmental criteria set out in Policy GP4 and progressive restoration requirements in MP6.

It must be demonstrated that any waste can be handled and if necessary removed from the site without posing additional significant risk to human health or safety, or to the environment.

Waste water treatment

6.29 With increasing populations and water quality standards there is continuing investment being made into waste water treatment. Although changes made to permitted development rights have sought to remove the need for planning applications for very small developments there are still applications that need to be determined.

Policy WP14: Water recycling centres

Proposals relating to the role, function and operation of water recycling centres including the provision of additional sewage treatment capacity and supporting infrastructure (including renewable energy) will be supported in principle particularly where it is required to meet the wider growth proposals identified in the Development Plan.

New or extended water recycling centres may be acceptable where such proposals aim to improve the quality of discharged water or reduce the environmental impact of operation. The developer will be required to demonstrate that the proposal does not give rise to unacceptable environmental impacts.

Proposals must also comply with the environmental criteria set out in Policy GP4.

Transfer, storage, processing & treatment of hazardous waste

Hazardous waste travels considerable distances to specialised facilities so that the Country is truly interdependent. Volumes are small compared to the main waste streams.

Policy WP15: Transfer, storage, processing & treatment of hazardous waste

Facilities for the transfer, storage, processing and treatment (including incineration) of hazardous waste will be acceptable on land:

a) in existing general industrial use (B2), in storage and distribution use (B8) or identified for these uses in a development plan document or;

b) integrated within an establishment producing much of the waste that will be dealt with.

Facilities for the transfer and short-term storage of hazardous waste will also be acceptable on existing waste management sites identified as having potential for non-hazardous waste transfer where hazardous waste will only represent up to 5% of waste managed on site.

Proposals must also comply with the environmental criteria set out in Policy GP4.

Treatment and storage of radioactive waste at Sizewell nuclear power stations

6.30 Sizewell 'A' Nuclear Power Station had two Magnox reactors and generated electricity between 1966 and 2006. Sizewell 'A' is currently undergoing decommissioning. The most recent waste related planning application determined was for a Fuel Element Debris (FED) facility.

6.31 Sizewell 'B' Nuclear Power Station has a single Pressurised Water Reactor (PWR) and started generating electricity in 1995 and is planned to continue generating until 2035. The most recent waste related planning application determined was for a dry fuel store.

6.32 The Energy Act (2004) requires the Nuclear Decommissioning Authority (NDA) to review and publish its strategy every 5 years. This can be viewed on the NDA website by following the link provided below:

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/518669/Nuclear_Decommissioning_Authority_Strategy_effective_from_April_2016.pdf

Policy WP16: Treatment and storage of radioactive waste at Sizewell nuclear power stations

Planning permission for the treatment and/or interim storage of radioactive waste at Sizewell nuclear power stations may be granted within the licensed area subject to the applicant demonstrating that the proposed development:

a) is consistent with national strategies for radioactive waste management;

b) there are exceptional circumstances why the development is justified within the Suffolk Coasts & Heaths Area of Outstanding Natural Beauty;

c) includes adequate measures to mitigate adverse impacts on the environment and local community or, as a last resort, proportionately compensate for or offset such impacts;

d) is supported by robust economic and environmental assessments;

e) utilises the existing rail link for the transportation of the radioactive waste unless it is demonstrated to be economically or practically unviable, and;

f) the proposals comply with the environmental criteria set out in Policy GP4.

Design of waste management facilities

6.33 Policy WP17 sets out the criteria for the consideration of the design of waste management facilities. This policy is important particularly when large facilities such the Energy from Waste Facility at Gt Blakenham are planned, because such a large building is a significant feature in the landscape and so an attractive design is desirable.

Policy WP 17: Design of waste management facilities

Waste management facilities will be considered favourably where they incorporate:

a) designs of an appropriate scale, density, massing, height and materials;

b) safe and convenient access for all potential users;

c) schemes for the retention of existing and provision of new landscape features;

d) measures which will protect, preserve and where practicable enhance the natural, and historic environment including the setting, landscape and built environment, and:

e) comply with Policy GP2.

Safeguarding of waste management sites

6.34 The safeguarding of waste sites is necessary to protect them from other forms of development which might either directly in indirectly impact upon waste development. Likewise, applications for new development in the proximity to existing or proposed waste development should take into account any potential conflicts.

Policy WP18: Safeguarding of waste management sites

The County Council will seek to safeguard existing sites and sites proposed for waste management use as shown on the Proposals & Safeguarding Maps and will object to development proposals that would prevent or prejudice the use of such sites for those purposes unless suitable alternative provision is made.

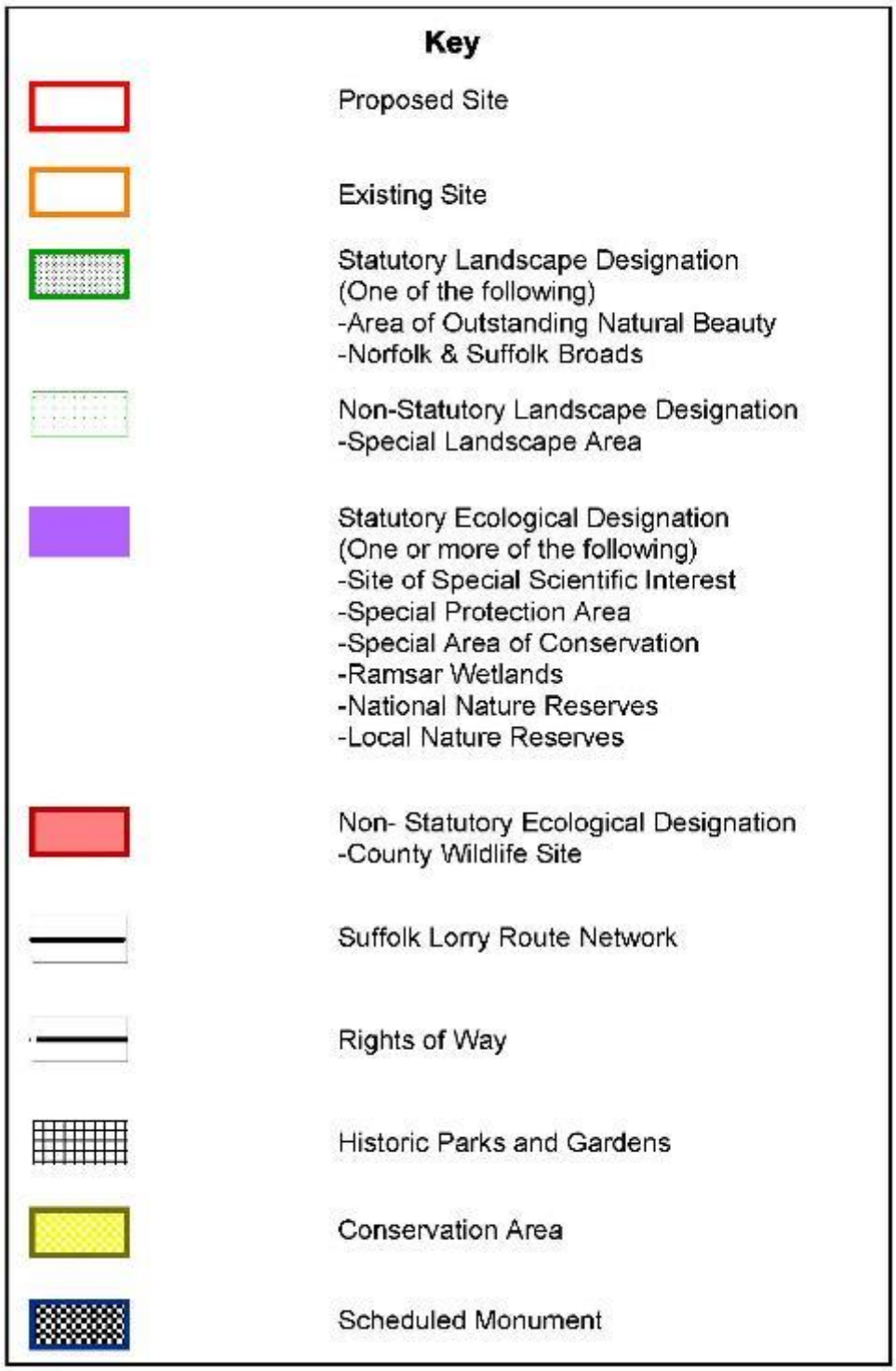
Development proposals in close proximity to existing sites, should demonstrate that they would not prejudice or be prejudiced by a waste management facility. The safeguarding policy will also apply to any site where planning permission has already been granted.

Where existing business or other use could have a significant adverse effect in any proposed new development, the applicant must provide suitable mitigation before the development is completed so that the existing use is not disadvantaged by new development.

District and Borough Councils should consult the County Council when a potentially conflicting proposal falls within the 250 or 400 metre safeguarding zones as defined in the Appendix 3 Safeguarding Maps. The County Council will then refer to Policies WP18 before providing a consultation response.

7. Proposed minerals sites

7.1 The following inset maps show the proposed sites for sand and gravel extraction. For each site, relevant background information is provided for the benefit of potential applicants and the local community.



8. Barham

Proposed development

8.1 The proposed developments represent modest extensions to the existing long-standing sand and gravel quarrying operations at Sandy Lane, Barham, which is operated by Brett.

8.2 Currently sand and gravel is extracted and transported to the processing area at nearby Shrubland Quarry. Restoration would entail the importation of inert fill materials but would need to maintain access to the geological deposits that the SSSI is noted for.

8.3 The established road access uses Sandy Lane, the C445 and the C492 (the old A45) to reach the access to Shrubland Quarry. None of these roads are part of the Suffolk Lorry Route Network. The route to Shrubland Quarry passes many residential properties.

8.4 These sites were previously included in the Suffolk Minerals Specific Site Allocations DPD, but no planning application was received due to the prevailing economic conditions.

Geology

8.5 The supporting geological evidence indicates that a total extractable resource of 0.600 Mt is contained within the site that covers 6.858 Ha. The deposit is similar to the existing workings being mainly sand.

Development Plan and planning applications

8.6 Babergh District Council and Mid Suffolk District Council are currently preparing a joint local plan. Proposals for housing may be included close to the southeast of the existing site on agricultural land and along Sandy Lane. Housing developers are advised that they should provide adequate mitigation in respect of the permitted sand and gravel quarry (which is likely to be sufficient for the proposed extension areas).

Highways

8.7 Hedgerow vegetation must be maintained so that it is kept clear of the visibility splay both where the access joins Sandy Lane and where Sandy Lane meets Norwich Road.

Landscape

8.8 Working and restoration proposals should take into account the potential impacts on the wider landscape.

Historic Buildings

8.9 The Grade 1 listed medieval church of St Mary lies approximately 350m SE. Shrublands Park which is Registered Park and Garden and is also on the Heritage at Risk Register lies approximately 250m NW.

Archaeology

8.10 The site has an extremely high potential for heritage assets with archaeological interest relating to a wide range of periods. Evidence for occupation of later prehistoric, Roman, Anglo-Saxon and Medieval date is recorded from the vicinity, derived principally from artefact scatters, including possible burial of Anglo-Saxon date (BRH 016).

8.11 Previous archaeological investigations undertaken ahead of the current phases of extraction, have identified settlement remains of Bronze-Age (BRH 015, BRH 043), Iron-Age (BRH 013, BRH015, BRH 024, BRH 043) and Roman (BRH 015, BRH 019, BRH 043) date.

8.12 The County Historic Environment Record (HER) also records that over many years' human skeletons and pottery have been recovered from the gravel workings immediately west of the proposed extensions. These burials are likely to be medieval, and Anglo-Saxon in date (BRH 009).

8.13 Of particular note is the high potential for faunal, environmental and possible artefactual remains of Palaeolithic date, associated with an intact palaeosol ('fossil' soil horizon) considered to have a composite origin dating from both the Cromerian and early Anglican stages (SSSI. Sandy pit, Barham).

8.14 There is a WWII pill box in the SW corner of the existing site which should be preserved.

8.15 An archaeological field evaluation, and deposit modelling for Palaeolithic potential will be required at an appropriate stage prior to the granting of any planning permission to allow for preservation in situ, where appropriate, of any sites of importance that might be defined (and which are currently unknown) and to allow archaeological preservation or mitigation strategies to be designed. Changes to the way the site is worked may be required to ensure that the Palaeolithic potential is properly managed and recorded.

Ecology

8.16 Potential impacts upon nature conservation interest including Sandy Lane Pit, Barham geological SSSI, The Oak Wood/Broomwalk Covert County Wildlife Site, the underlying Groundwater Source Protection Zone and protected species including Otters, Bats and Great Crested Newts need to be adequately assessed and where necessary mitigation proposed.

Air Quality

8.17 The extensions are both currently agricultural land. It is anticipated that operations would commence on site in 2020 and be operational for eleven years.

8.18 Air Quality near the site is currently good; there are no Air Quality Management Area declared by Mid Suffolk District Council (the closest AQMAs are over 6km south, within Ipswich).

8.19 There are three properties within 250m of the extension site boundaries, including two residential properties (Barham Lodge and Nursery Wood Lodge, both >200m) and another to the south which appears to be an agriculture related property (approx. 115m).

8.20 The SSSI is almost entirely encompassed within the boundary of the existing Barham Quarry boundary. The APIS database has not identified any sensitive features associated with this SSSI. There are no other statutory habitat sites within 250m of the proposed extensions.

8.21 There is a risk of cumulative impacts where extraction activities coincide with activities on the existing quarry site.

8.22 It is expected that an air quality assessment would be submitted with the planning application for the extensions which considers the potential impacts of increased dust and pollutant concentration associated with the extraction process, the potential for cumulative impacts, and which defines the mitigation and monitoring which will be implemented at the sites to minimise the identified risk of impacts at the identified properties.

Noise

8.23 Assuming standard mitigation measures such as the use of earth screening bunds as barriers, no other mitigation measures are required.

Public Rights of Way

8.24 Footpaths run along and across the quarry access route but there have been no conflicts reported in the past.

Floods

8.25 Proposals need to consider the potential implications for ground water resources and controlled waters.

Policy MS1: Barham

Development will be acceptable so long as the proposals~~,~~ adequately address the following:

a) the cutting of vegetation within the visibility splay where the quarry access joins Sandy Lane and where Sandy Lane joins Norwich Road;

b) the impact of the proposals upon the boundary vegetation and the wider Special Landscape Area;

c) the provision of an archaeological field evaluation and deposit modelling for Palaeolithic potential at depth;

d) potential impacts upon natural history interests including Sandy Lane Pit Barham SSSI, the Oak Wood/Broomwalk Covert County Wildlife Site, and protected species including Otters, Bats, Great Crested Newts, Turtle Dove and Nightingale;

e) future access to Sandy Lane Pit Barham geological SSSI;

f) the provision of an air quality assessment which considers the potential impacts of increased dust and pollutant concentration associated with the extraction and infilling process, the potential for cumulative impacts, and which defines the mitigation and monitoring which will be implemented at the site to minimise the risk at residential properties within 250m;

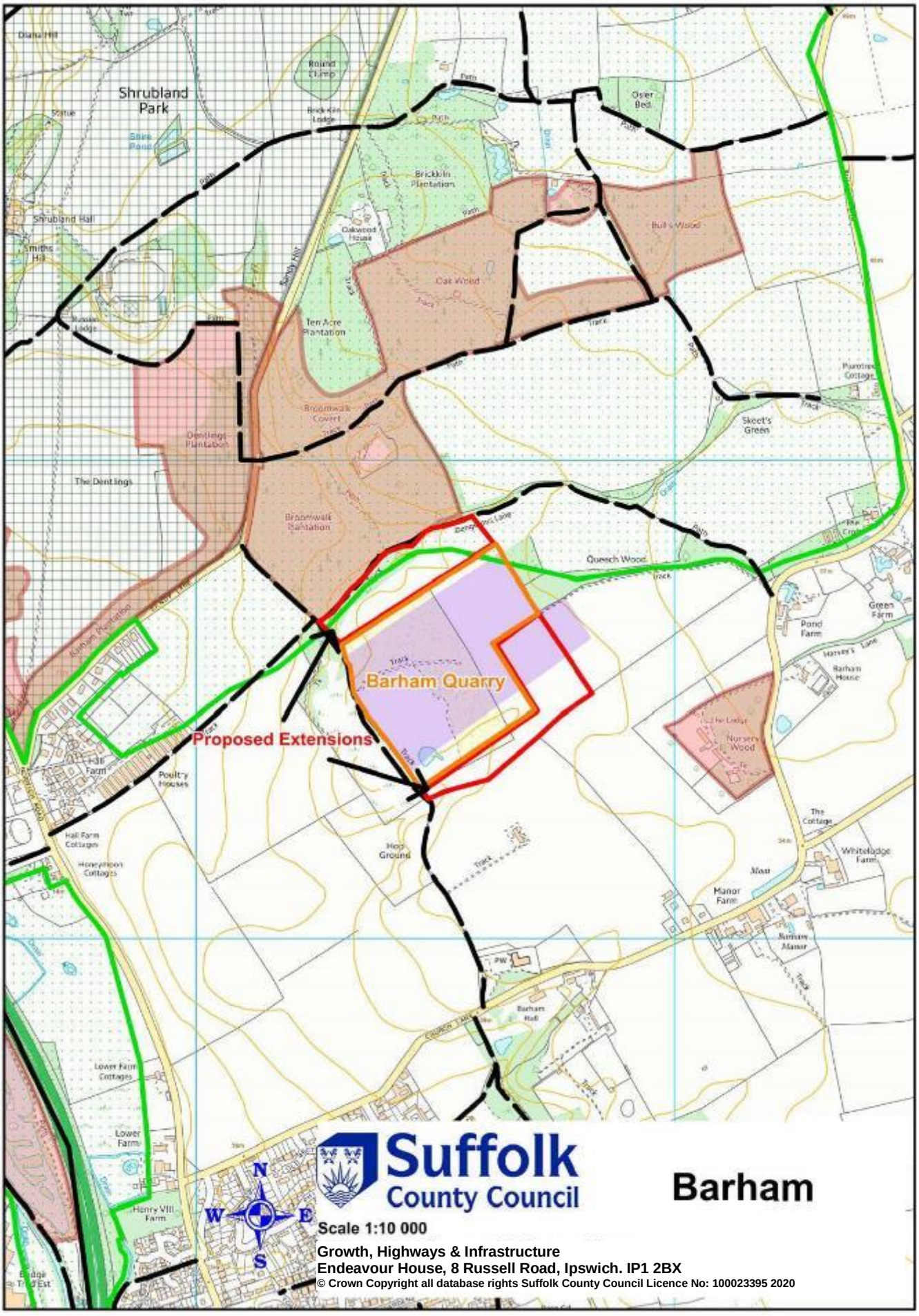
g) the provision of measures to mitigate noise;

h) the shared use of the public footpath which also forms the quarry access;

i) the implications for the underlying groundwater source protection zone and controlled waters; and

j) the potential impact upon the settings of the Grade I listed medieval church of St Mary and Shrublands Park.

Proposals must also be generally in accordance with other policies of the development plan including the environmental criteria set out in Policy GP4.


Shrubland Park
Shrubland Hall
Smiths Hill
Brickkiln Plantation
Oakwood House
Bull's Wood
Oak Wood
Ten Acre Plantation
Broomwalk Covert
Dentings Plantation
The Dentings
Broomwalk Plantation
Skeet's Green
Queech Wood
Barham Quarry
Proposed Extensions
Pond Farm
Green Farm
Barham House
Nursery Wood
Hall Farm
Poultry Houses
Hall Farm Cottages
Honeysuckle Cottages
Hop Ground
The Cottage
Whiteladge Farm
Manor Farm
Barham Manor
Barham Hall
Lower Farm Cottages
Lower Farm
Henry VIII Farm
Suffolk
County Council
Barham
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Scale 1:10 000
Growth, Highways & Infrastructure
Endeavour House, 8 Russell Road, Ipswich. IP1 2BX
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9. Barnham

Proposed development

9.1 This is a proposed extension to an existing quarry that was originally granted planning permission to supply the construction of the A11 Elveden bypass. Although the soils were stripped from the surface and formed into a screening bund the sand and gravel were not required for the A11 construction.

9.2 The proposal is to work the area surrounding of the existing quarry. Working would be seasonal as with the existing planning permission and avoid the Stone Curlew nesting season. The intention is to import inert materials to aid restoration.

9.3 The proposed access to the site would utilize the existing permitted dump truck haul route which is 7km in length across farmland to Contract Farm. This would include the need for a signalised junction where the haul route crosses the B1106. From Contract Farm road going lorries would travel a short length of the former A11 which is now a private road until the lorries reach the B1106 and the wider highways network including the adjacent A11.

9.4 The B1106 is classified as a Local Access Lorry Route and the A11 as a Strategic Lorry Route in the Suffolk Lorry Route Network. Between Contract Farm and the B1106 the lorries would pass Elveden Church of England Primary School. The route would be reversed to bring in inert fill materials.

Geology

9.5 The supporting geological evidence estimates a total resource of 2.570 Mt of sand and gravel within the site that covers 89.800 Ha. Boreholes drilled in 1989 across parts of the site show an overall grading of 30% stone, 62% sand and 8% silt.

Development Plan and planning applications

9.6 The proposed development straddles both Forest Heath District Council and St Edmundsbury District Council Areas.

9.7 There are no adopted or draft plan proposals or planning applications which conflict with the proposed developments.

Highways

9.8 A safe crossing of the B1106 for dump trucks needs to be maintained as well as appropriate traffic management around school.

Landscape

9.9 The site is located within a Special Landscape Area and suitable proposals for mitigation during working and restoration would be required.

Historic Buildings

9.10 There are a number of historic buildings associated with the Barnham Atomic Bomb Store which is a Scheduled Monument and Barnham Camp.

Archaeology

9.11 The Breckland landscape, particularly along river valleys, such as the Little Ouse, has been shown to have high potential for archaeological remains of prehistoric and later occupation.

9.12 Archaeological potential for later prehistoric occupation is indicated by cropmarks of numerous ring ditches (BNH 023, BNH 023, BNH 024, BNH 025, BNH 005, BNH 035, BNH 051) identified in the vicinity, which represent the remains of burial mounds, such as the Scheduled Bowl Barrows (NHLE 1018041, 1018099). Further evidence of prehistoric (BNH 040, BNH 009), Roman (ELV 004), Anglo-Saxon (BNH 001, BNH 030, BNH 007) and Medieval (BNH 003, BNH 022, BNH 068) occupation (BNH 022) comes from surface finds scatters, undated earthworks (BNH 055) and artefacts recovered by metal-detecting, recorded on the County Historic Environment Record (HER) and national PAS database.

9.13 The site also has potential with regards to WWI, WWII and Cold War military history, Barnham Camp (BNH 054), and which may relate to the Scheduled Atomic Bomb Store (NHLE 1020781).

9.14 There has been no systematic archaeological investigation of this site. The British Geological Survey records the presence of deposits, which have potential for Palaeolithic and faunal, environmental, and possible artefactual remains. Deposit modelling is needed to determine the level of this potential across the site.

9.15 Any planning application must be supported by the results of a programme of archaeological evaluation, including appropriate fieldwork, and should demonstrate the impacts of development/extraction on archaeological remains, including deposits with Palaeolithic potential, and proposals for managing those impacts.

9.16 Archaeological field evaluation, AND deposit modelling for Palaeolithic potential, will be required at an appropriate stage prior to the granting of any planning permission to allow for preservation in situ, where appropriate, of any sites of importance that might be defined (and which are currently unknown) and to allow archaeological preservation or mitigation strategies to be designed.

9.17 It is possible that following a program of archaeological assessment, some parts of this site may be found to contain heritage assets of sufficient significance to trigger NPPF 139, and therefore, potentially require preservation in situ.

Ecology

9.18 Potential impacts upon nature conservation interest including Breckland SPA, Breckland SAC, Breckland Farmland/Little Heath/Thetford Heaths SSSI, Gorse Grassland CWS, Thetford Heath NNR, European Protected Species (Bats and Great Crested Newt), Priority Species, Other Protected Species, Priority Habitats (Lowland Heath). Appropriate surveys potentially leading to mitigation would be required.

Air Quality

9.19 The site will potentially be operational for more than thirty years from 2018.

9.20 Air Quality near the site is currently good; the closest Air Quality Management Area is located approximately 26km southwest of the site, in Newmarket.

9.21 A number of residential properties lie within 250m of the proposed site boundary. This includes properties alongside Elveden Road to the east and west of the site.

9.22 The site encompasses parts of the Breckland SPA and Breckland Farmland SSSI and lies adjacent to the Breckland SPA/SAC and Thetford Heaths SSSI. Features sensitive to nitrogen deposition are identified by APIS for these sites.

9.23 The site is anticipated to generate 60 HGV movements per day, which is below the threshold defined within the IAQM/EPUK guidance, and therefore traffic emissions are unlikely to significantly increase local pollutant concentrations.

9.24 It is expected that an Air Quality Assessment would be submitted with the planning application for the site which considers the potential impacts of increased dust and pollutant concentrations associated with the extraction process, and which defines the mitigation and monitoring which will be implemented at the site to minimise the identified risk of impacts at the identified receptors.

Noise

9.25 In addition to standard noise mitigation measures such as the use of earth bunds as barriers, standoff buffer areas may be required.

Public Rights of Way

9.26 The site abuts a strategic regional trail, Barnham Byway no.2 (Icknield Way) adjacent to the western edge of the site. An appropriate buffer zone would be required. The precise details of which would depend upon details of site bunding etc.

Floods

9.27 Proposals need to consider the potential implications for ground water resources and controlled waters. Barnham is in a Groundwater Source Protection Zone.

Services

9.28 Various services cross the site including a high-pressure gas pipeline, irrigation pipelines, and overhead power lines. Proposals need to show either how this infrastructure will be safeguarded or removed.

Policy MS2: Barnham

Development will be acceptable so long as the proposals~~,~~ adequately address the following:

a) the seasonal working of the minerals to avoid the Stone Curlew nesting season;

b) the importation of inert wastes to aid restoration;

c) the use of a suitable means of highways access to reach the site;

d) the provision of a signalised junction where any haul road crosses the B1106;

e) the storage of stockpiled material at Contract Farm if the off-road haul route is used;

f) measures to maximise highway safety and minimise amenity impacts at Elveden Primary School if the off-road haul route is used;

g) provision of a phased working and restoration scheme that is sympathetic to the Special Landscape Area, the Brecks landscape and the Special Protection Area;

h) the provision of an archaeological field evaluation and deposit modelling for Palaeolithic potential at depth, leading potentially to if necessary preservation in situ of artefacts in parts of the site;

i) measures to safeguard and enhance the setting of the Barnham Atomic Bomb Store Scheduled Monument and listed buildings in the vicinity of the site;

j) potential impacts upon nature conservation interest including Breckland SPA, Breckland SAC, Breckland Farmland/Little Heath/Thetford Heaths SSSI, Gorse Grassland CWS, Thetford Heath NNR, European Protected Species (Bats and Great Crested Newt), Priority Species, other Protected Species, Priority Habitats (Lowland Heath) including the provision of a project level Habitats Regulations Assessment, that would make clear the broad avoidance and/or mitigation measures and robust monitoring, identified at a strategic level that will be required and that restoration will ensure delivery of a net biodiversity gain long term, specifically with regard to the Breckland Special Protection Area;

k) the provision of an air quality assessment which considers the potential impacts of increased dust and pollutant concentration associated with the extraction and infilling process, the potential for cumulative impacts, and which defines the mitigation and monitoring

which will be implemented at the site to minimise the risk at residential properties within 250m and to the Special Protection Area;

l) the provision of measures to mitigate noise;

m) an appropriate buffer zone to safeguard the Icknield Way;

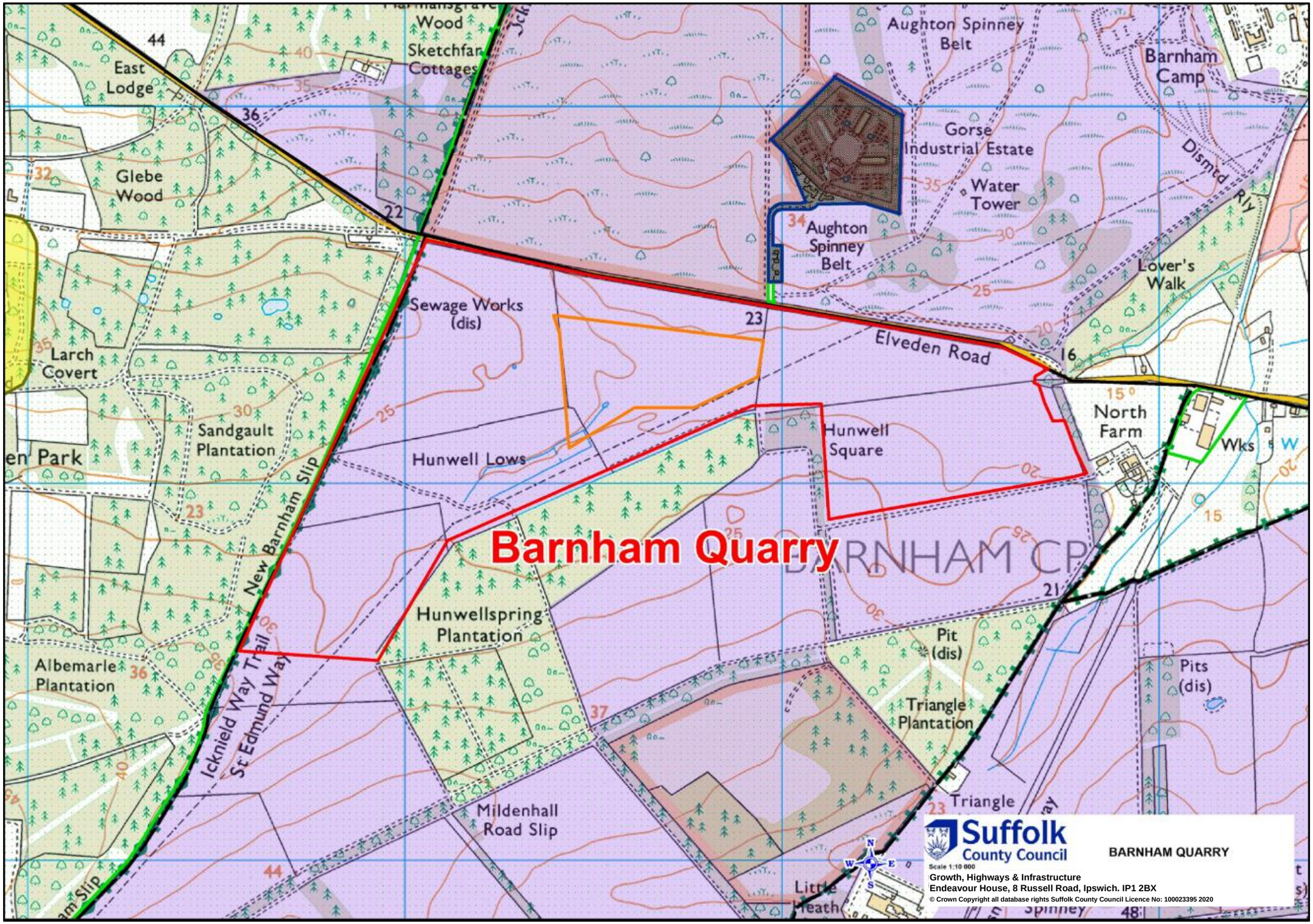
n) the implications for the underlying groundwater source protection zone, controlled waters and flooding;

o) the safeguarding or removal of all services which are within or close to the site;

p) only inert waste materials would be used to help restore the site;

q) a traffic management plan drafted to avoid traffic routeing through local villages including Barnham except in the case of local deliveries.

Proposals must also be generally in accordance with other policies of the development plan including the environmental criteria set out in Policy GP4.


Barnham Quarry
Aughton Spinney Belt
Barnham Camp
Gorse Industrial Estate
Water Tower
Dismtd Rly
Aughton Spinney Belt
Lover's Walk
Sewage Works (dis)
Elveden Road
Larch Covert
Sandgault Plantation
Hunwell Lows
Hunwell Square
North Farm
Wks
Hunwellspring Plantation
Pit (dis)
Pits (dis)
Triangle Plantation
Albemarle Plantation
Icknield Way Trail
St Edmund Way
New Barnham Slip
Mildenhall Road Slip
BARNHAM CP
Suffolk County Council
BARNHAM QUARRY
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10. Belstead

Proposed development

10.1 The proposed development would involve sand and gravel extraction on land at Belstead which is currently in agricultural use. Some backfilling of the resultant void with inert wastes would follow.

10.2 The proposed access would be directly onto the grade separated junction via an existing agricultural access onto the A12 at Belstead.

Geology

10.3 The supporting geological evidence estimates a total resource of 3.550 Mt of sand and gravel from the site which covers 34.990 Ha. Boreholes drilled in 2017 across parts of the site show an overall grading of 31% stone, 63% sand and 6% silt.

Development Plan and planning applications

10.4 There are no Babergh District Council adopted or draft plan proposals that conflict directly with the proposed site. At the time of writing there are no known planning applications which affect the site.

Highways

10.5 Suitable access should be provided off the A12 junction.

Landscape

10.6 All woodlands and wooded tracks (Historic Landscape Features) should be retained and a suitable stand-off distance maintained.

Historic Buildings

10.7 Proposals should adequately assess if there would be potential impacts upon Bentley Old Hall which is a Grade II* listed building and propose suitable mitigation if required. There are other listed buildings in the vicinity of the site that are considered not to be affected.

Archaeology

10.8 The land in question occupies a topographically favourable position for human occupation, between Orwell and Stour valleys, and is in area of archaeological potential as recorded by information help by the County Historic Environment Record (HER).

10.9 Cropmarks of extensive pre-modern field systems are recorded from the vicinity (BSD 005, BTY 003), whilst the line of a Roman road passes west of the proposed extraction site. Evidence indicative of Prehistoric occupation (BTY 008, BTY 009, BSD 012), is known from the vicinity, and the site is bordered by large areas of ancient woodland (BTY 020, BTY 023) which may conceal further earthwork evidence. In addition to the potential for near surface archaeological remains, the site includes sub-surface deposits of Quaternary date with potential for Palaeolithic archaeology and Pleistocene faunal remains.

10.10 An archaeological investigation will be required, which will include assessment of, and provide mitigation strategies for, near surface archaeological potential and Palaeolithic potential (at depth).

Ecology

10.11 Potential impacts upon nature conservation interest including hedgerows and damp ditches, Brockley and Old Hall Woods CWS, Ground Water Source Protection Zone, European Protected Species (Dormouse, Bats), Priority Species, other Protected Species and Protected Habitats need to be adequately assessed and where necessary mitigation proposed.

Air Quality

10.12 This site is predominantly agricultural land. It is anticipated that the site will commence operations in 2020 for approximately ten years.

10.13 Air Quality near the site is currently good; Babergh District Council has declared one Air Quality Management Area in Sudbury; however, this is >24km from the site. The closest AQMA, in Ipswich is almost 6km northeast of the site.

10.14 There are a number of residential properties within 250m of the site boundary/proposed access road (Including properties adjacent to London Road and on The Avenue), the closest being approximately 100m from the site boundary (Charity Cottage to the east of the site, and properties at the corner of Oakfield Road/ The Avenue to the north of the site).

10.15 There are no statutory designated habitats near to the site.

10.16 Access to the site will be directly from the A12. The number of HGV movements per day is not currently known, however, it is considered unlikely that additional traffic generated by the proposed extraction site will exceed the thresholds defined within IAQM/EPUK guidance, and therefore traffic emissions are unlikely to significantly increase local pollutant concentrations. However, should more than 100 HGVs be generated each day, an assessment of the air quality

impact of the additional traffic generated emissions should be included within the assessment.

10.17 It is expected that an Air Quality Assessment would be submitted with the planning application for the site which considers the potential impacts of increased dust and pollutant concentrations associated with the extraction process, and which defines the mitigation and monitoring which will be implemented at the site to minimise the identified risk of impacts at the identified nearby properties.

Noise

10.18 In addition to standard noise mitigation measures such as the use of earth bunds as barriers, standoff buffer areas may be required.

Public Rights of Way

10.19 There are a number of rights of way which cross the site that will require safeguarding or diverting.

Floods

10.20 Proposals need to consider the potential implications for ground water resources and controlled waters.

Policy MS3: Belstead

Development will be acceptable so long as the proposals~~,~~ adequately address the following:

a) establishment of a quarry access onto the A12 and a traffic management plan drafted so as to avoid quarry traffic diverting through local villages including Copdock except in the case of local deliveries;

b) safeguarding of all woodlands and wooded tracks;

c) adequate mitigation of potential significant adverse impacts upon listed buildings and their settings within the vicinity of the site;

d) the requirement for an archaeological investigation leading appropriate mitigation for near surface potential and Palaeolithic potential at depth;

e) potential impacts upon nature conservation interest including hedgerows and damp ditches, Brockley and Old Hall Woods CWS, European Protected Species (Dormouse, Bats), Priority Species, other Protected Species and Protected Habitats;

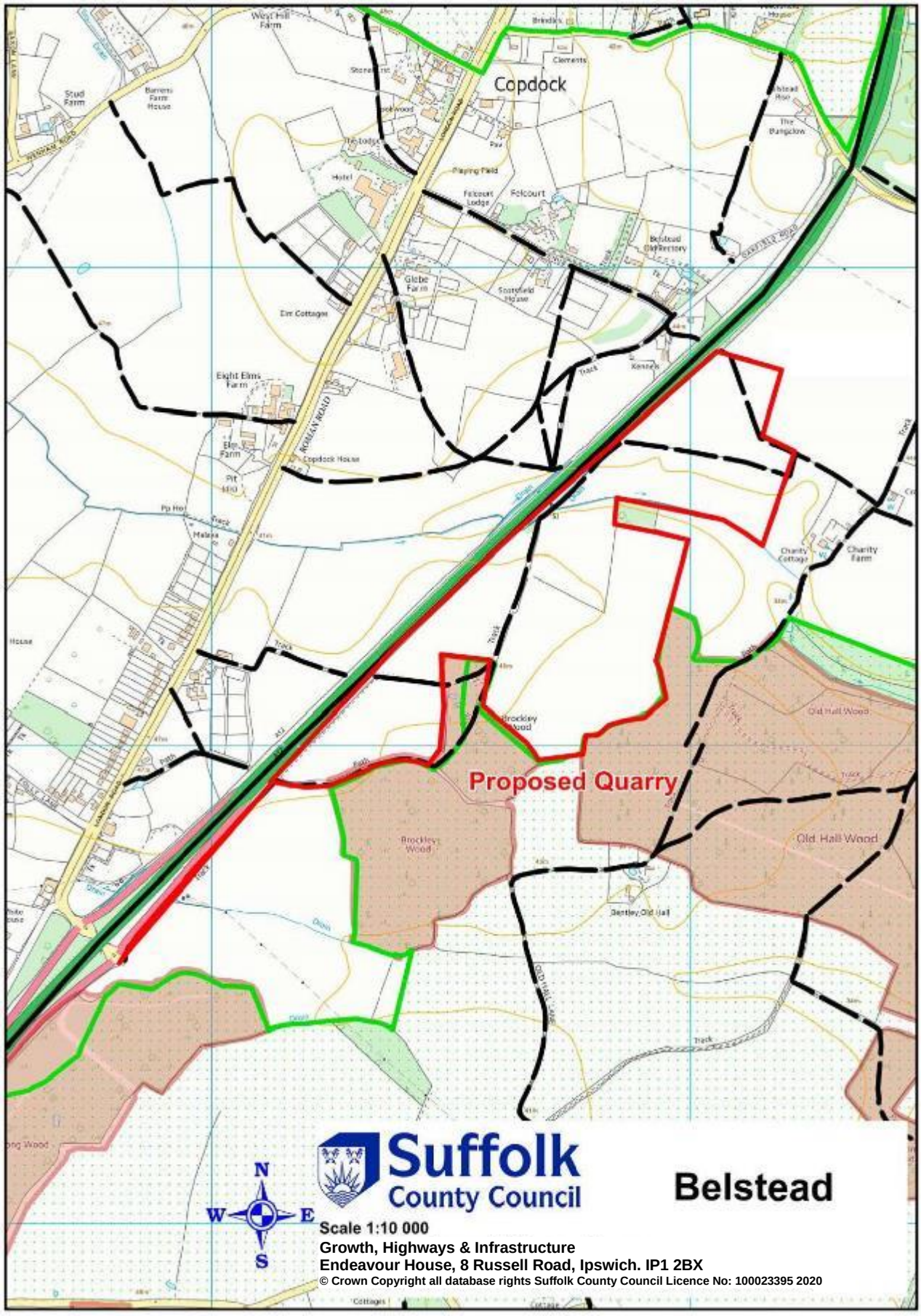
f) the provision of an air quality assessment which considers the potential impacts of increased dust and pollutant concentration associated with the extraction and infilling process, the potential for cumulative impacts, and which defines the mitigation and monitoring which will be implemented at the site to minimise the risk at residential properties within 250m;

g) the provision of measures to mitigate noise;

h) proposals of the safeguarding or diverting of public rights of way, and;

i) the implications for the underlying groundwater source protection zone and controlled waters.

Proposals must also be generally in accordance with other policies of the development plan including the environmental criteria set out in Policy GP4.


Copdock
Proposed Quarry
Brockley Wood
Old Hall Wood
Bentley Old Hall
Roman Road
Suffolk
County Council
Belstead
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Scale 1:10 000
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11. Cavenham

Proposed development

11.1 The proposed developments represent extensions to the existing long-standing sand and gravel quarrying operations at Cavenham Quarry which is operated by Allen Newport.

11.2 Currently sand and gravel is extracted and transported to the processing area by dump trucks. Once at the processing plant it is washed and sorted into different grades. It is then loaded onto lorries for transportation to various construction sites.

11.3 The established road access to the existing quarry utilises the C class roads to access the wider road network via the villages of Cavenham and Tuddenham St Mary. The roads are however part of Suffolk Lorry Route Network and are designated as Local Access Lorry Routes.

11.4 Middleton Aggregates currently operate an aggregates recycling area adjacent to the sand and gravel processing plant. Breedon Aggregates currently also operate an asphalt plant adjacent to the existing sand and gravel processing plant. In both cases using the existing access arrangements.

11.5 Originally the quarry started within the former World War II and Cold War Tuddenham Airfield. Extensions have since been dug to the north towards the River Lark. These proposals would extend the quarry to the south and west and bring them closer to the villages of Cavenham and Tuddenham St Mary.

11.6 Historically restoration has been designed to enhance habitat for the ground nesting Stone Curlew as the area is within a Special Protection Area.

11.7 Besides the proposed sand and gravel extraction there are proposals to infill part of the existing workings with inert waste materials (mainly soils and clays) and to consolidate the aggregates recycling area (that would remove any recyclable materials from imported inert waste materials).

Geology

11.8 The supporting geological evidence indicates that a total extractable resource of 3.545 Mt is contained within the site which covers 137.100 Ha. Although variable in depth and quality it is said to be similar to the existing deposit being worked at the quarry and on average is made up of 19% gravel, 74% sand and 7% silt.

Development Plan and Planning Applications

11.9 There are no Forest Heath District Council adopted or draft plan proposals which conflict with the proposed developments. There are no planning applications which conflict with the proposed developments.

Highways

11.10 The existing access arrangements are acceptable based on the existing flows.

Landscape

11.11 Likely to be acceptable subject to mitigation. Working and restoration proposals should take into account the potential impacts on the wider Special Landscape Area.

Historic Buildings

11.12 No historic buildings would be affected.

Archaeology

11.13 Evidence of prehistoric occupation is known from the vicinity. Archaeological investigations associated with previous phases of extraction have identified Neolithic and Bronze-Age occupation (CRM 003, CRM 018). Archaeological potential for later prehistoric and Roman occupation is indicated by surface finds scatters (CAM 014) and numerous metal detecting finds from the fields immediately south of the proposed extraction site. The site also has potential with regards to WWII military history, Tuddenham Airfield (TDD 019). There has been no systematic archaeological investigation of this large site.

11.14 The linear earthworks called Black Ditches to the east are a Scheduled Monument. Heritage England would require a significant buffer zone between the Monument and any restoration activities of the site. The restoration should seek to preserve and enhance the setting of the Scheduled Monument.

11.15 Any planning application must be supported by the results of a programme of archaeological evaluation, including appropriate fieldwork, and should demonstrate the impacts of development/extraction on archaeological remains, including deposits with Palaeolithic potential, and proposals for managing those impacts.

11.16 Archaeological field evaluation, and deposit modelling for Palaeolithic potential, will be required at an appropriate stage prior to the granting of any planning permission to allow for preservation in situ, where appropriate, of any sites of importance that might be defined (and which are currently unknown) and to allow archaeological preservation or mitigation strategies to be designed.

Ecology

11.17 Potential impacts upon nature conservation interest including Breckland SPA, Breckland SAC, Breckland Farmland SSSI, Ancient Woodland CWS, Cavenham Heath NNR, RNR, watercourses, European Protected Species

(Bats), Priority Species, Priority Habitats, Stone Curlew, Woodlark and Nightjar need to be adequately assessed and where necessary mitigation proposed.

Air Quality

11.18 This Site represents an extension to the existing quarry boundary and is currently agricultural land. Extraction could begin at the Site as early as 2020.

11.19 Air quality near the Site is currently good; the closest Air Quality Management Area is located approximately 13km southwest of the Site, in Newmarket.

11.20 There are a number of residential properties within 250m of the site. These include Mill Farm House, which is located approximately 170m from the eastern boundary (there is an existing barrier of trees between the quarry and this property).

11.21 The Site is encompassed by the Breckland Farmland SSSI and Breckland SPA. It also lies immediately adjacent to the Breckland SAC and Ickingham Heaths SSSI. Features sensitive to nitrogen deposition are identified by APIS for these sites.

Traffic associated with the proposed Site would continue to enter and leave the Site by the existing access point on Cavenham Road. The number of Heavy Goods Vehicles (HGVs) generated by the proposals is not currently known, as the full results of the geological investigations are not yet available from which this can be determined. It is considered unlikely that additional traffic generated by the proposed extraction site will exceed the thresholds defined within the IAQM / EPUK guidance, and therefore traffic emissions associated with this Site in isolation are unlikely to significantly increase local pollutant concentrations.

11.22 However, should more than 100 HGVs be generated each day, an assessment of the air quality impact of the additional traffic generated emissions should be included within the assessment.

11.23 There is a risk of cumulative impacts where extraction activities coincide with activities on the existing quarry Site.

11.24 It is expected that an air quality assessment would be submitted with the planning application for the extension which considers the potential impacts of increased dust and pollutant concentrations associated with the extraction

process, the potential for cumulative impacts, and which defines the mitigation and monitoring which will be implemented at the site to minimise the identified risk of impacts at the identified habitats.

Noise

11.25 Assuming standard mitigation measures such as the use of earth bunds as barriers, no other noise mitigation measures are required.

Public Rights of Way

11.26 The Cavenham Byway Open should be retained on its definitive alignment and southern end should be fenced from the rest of the site

Floods

11.27 Proposals need to consider the potential implications for ground water resources and controlled waters. Groundwater Source Protection Zones are affected by this proposal.

Policy MS4: Cavenham

Development will be acceptable so long as the proposals~~,~~ adequately address the following:

a) highways maintenance, safety and amenity implications of HGVs;

b) a phased restoration scheme appropriate to the Brecks Landscape and the Breckland Special Protection area;

c) the requirement for an archaeological investigation leading appropriate mitigation for near surface potential and Palaeolithic potential at depth;

d) the safeguarding of, and the preservation and enhance of the setting of, Black Ditches Ancient Monument;

e) potential impacts upon nature conservation interest including Breckland SPA, Breckland SAC, Breckland Farmland SSSI, Ancient Woodland CWS, Cavenham Heath NNR, RNR, watercourses, European Protected Species (Bats), Priority Species, Priority Habitats, Stone Curlew, Woodlark and Nightjar including the provision of a project level Habitats Regulations Assessment, that would make clear the broad avoidance and/or mitigation measures and robust monitoring, identified at a strategic level that will be required and that restoration will ensure delivery of a net biodiversity gain long term, specifically with regard to the Breckland Special Protection Area;

f) the provision of an air quality assessment which considers the potential impacts of increased dust and pollutant concentration associated with the extraction and infilling process, the potential for cumulative impacts, and which defines the mitigation and monitoring which will be implemented at the site to minimise the risk at residential properties within 250m and to the Breckland Special Protection area;

g) the provision of measures to mitigate noise;

h) proposals of the safeguarding or diverting of public rights of way;

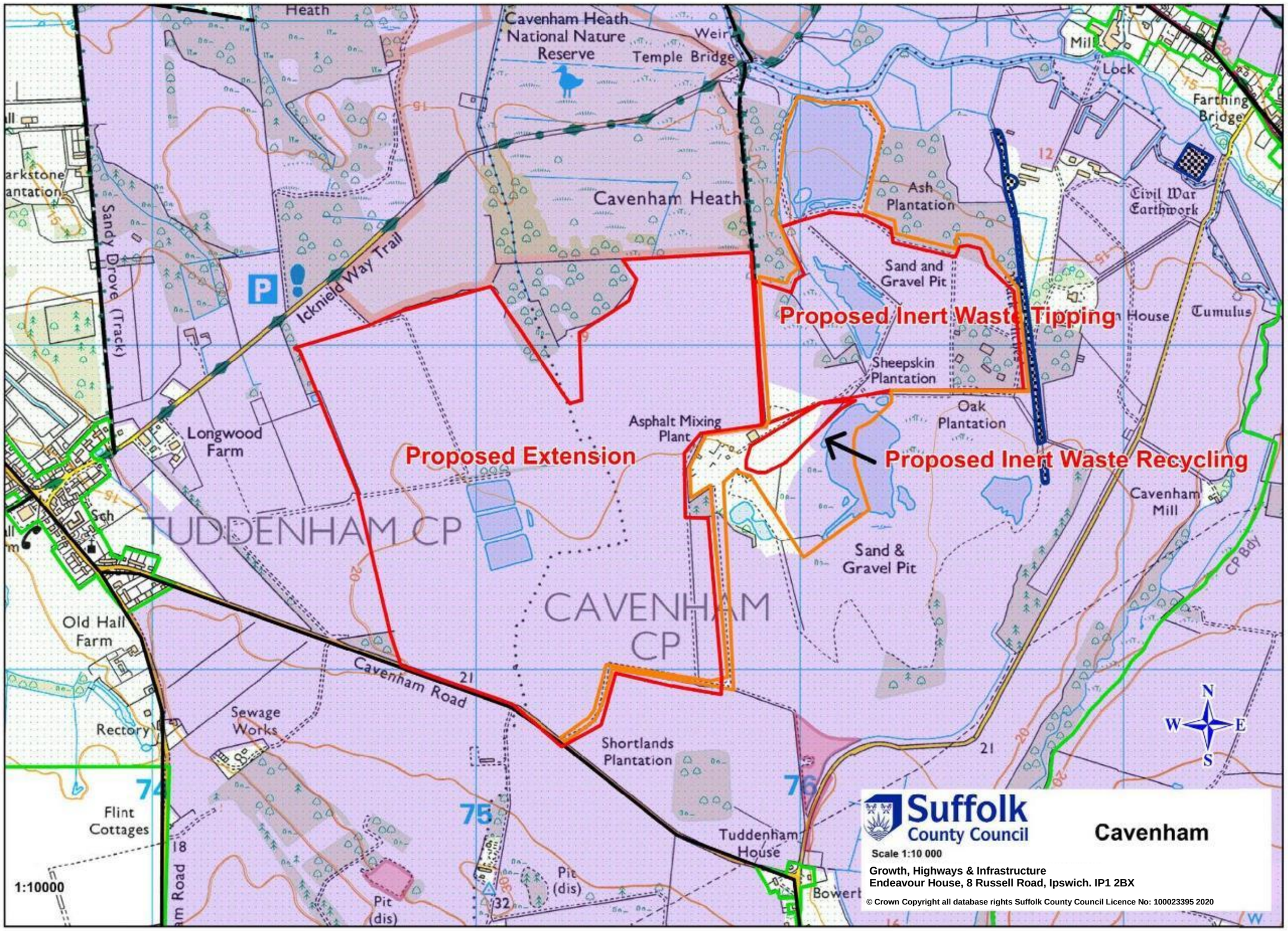
i) no dewatering of the proposed extraction area;

j) the implications for the underlying groundwater source protection zone and controlled waters of extraction and infilling;

k) the implications for those parts of site within Flood Zone 2, and;

l) the proposed enlarged inert waste recycling facility and the use of inert wastes to help restore the site.

Proposals must also be generally in accordance with other policies of the development plan including the environmental criteria set out in Policy GP4.


Heath
Cavenham Heath National Nature Reserve
Weir
Temple Bridge
Mill
Lock
Farthing Bridge
Cavenham Heath
Ash Plantation
Civil War Earthwork
Sandy Drove (Track)
Icknield Way Trail
Sand and Gravel Pit
Proposed Inert Waste Tipping
House
Tumulus
Sheepskin Plantation
Oak Plantation
Asphalt Mixing Plant
Longwood Farm
Proposed Extension
Proposed Inert Waste Recycling
Cavenham Mill
TUDDENHAM CP
Sand & Gravel Pit
CP Bdy
CAVENHAM CP
Old Hall Farm
Cavenham Road
Sewage Works
Rectory
Shortlands Plantation
Flint Cottages
Tuddenham House
Pit (dis)
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Suffolk County Council
Cavenham
Scale 1:10 000
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12. Layham

Proposed development

12.1 The proposed development represents an extension to the existing long-standing sand and gravel quarrying operations at Rands Hall Pit, Layham, which is operated by Brett.

12.2 The established road access uses the U8552 Rands Road to reach the reach the A1071, which is defined in the Suffolk Lorry Route Network as a Zone Distributor. The proposed site would involve quarry traffic crossing the U8504 Pope's Green Lane which however very lightly trafficked.

12.3 This site was previously included in the Suffolk Minerals Specific Site Allocations DPD, but no planning application was received due to the prevailing economic conditions.

Geology

12.4 The supporting geological evidence indicates that a total extractable resource of 0.829 Mt is contained within the site which covers 16.980 Ha. The deposit is made up of 23% coarse aggregates and 77% fine aggregate.

Development Plan and planning applications

12.5 There are no Babergh District Council adopted plan proposals that conflict with the proposed site. At the time of writing there are no known planning applications which affect the site.

Highways

12.6 The existing access arrangements are satisfactory.

Landscape

12.7 The resource is shallow and is capable of effective and sensitive mitigation without fill in this Special Landscape Area.

Historic Buildings

12.8 No historic buildings would be affected.

Archaeology

12.9 Evidence of low density and low complexity later prehistoric activity (LYM 034) has been identified by archaeological investigations undertaken in connection with previous phases of extraction, lying north of the proposed extension to

workings. A programme of archaeological work will be required, secured through a planning condition.

Ecology

12.10 There is the potential for impacts upon nature conservation interest including CWS including ancient woodland, European Protected Species (dormice, otters, bats, and great crested newts), priority species (BAP) and, priority habitats including hedgerows. Appropriate surveys and mitigation will be required.

Air Quality

12.11 Air quality near the Site is currently good; Babergh District Council has declared one Air Quality Management Area in Sudbury; however, this is >14km from the proposed site.

12.12 There are four residential properties within 250m of the extension site boundary; The Croft, Ivy Tree Cottage, Ivy Tree Farm and Wyncoll's Farm. A stand-off margin and planting / bunding are proposed to help mitigate the effects at these properties; additional dust suppression measures will also be defined.

12.13 It is estimated that the site will generate 150 HGV movements per day, which exceeds the threshold defined within the IAQM / EPUK guidance; there is a risk therefore that, where this traffic is additional to the existing quarry traffic, emissions would significantly increase local pollutant concentrations alongside routes taken by HGVs generated by the proposals.

12.14 There is a risk of cumulative impacts where extraction activities coincide with activities on the existing quarry site.

12.15 It is expected that an air quality assessment would be submitted with the planning application for the extension which considers the potential impacts of increased dust and pollutant concentrations associated with the extraction process, the potential for cumulative impacts, and which defines the mitigation and monitoring which will be implemented at the site to minimise the identified risk of impacts at the identified properties.

Noise

12.16 In addition to standard noise mitigation measures such as the use of earth bunds as barriers, standoff buffer areas may be required.

Public Rights of Way

12.17 No Rights of Way affected.

Floods

12.18 Proposals need to consider the potential implications for ground water resources and controlled waters.

Policy MS5: Layham

Development will be acceptable so long as the proposals~~,~~ adequately address the following:

a) a progressive working and low-level restoration scheme that is sympathetic to the wider Special Landscape Area and to the nearby Area of Outstanding Natural Beauty;

b) protection of residential amenity;

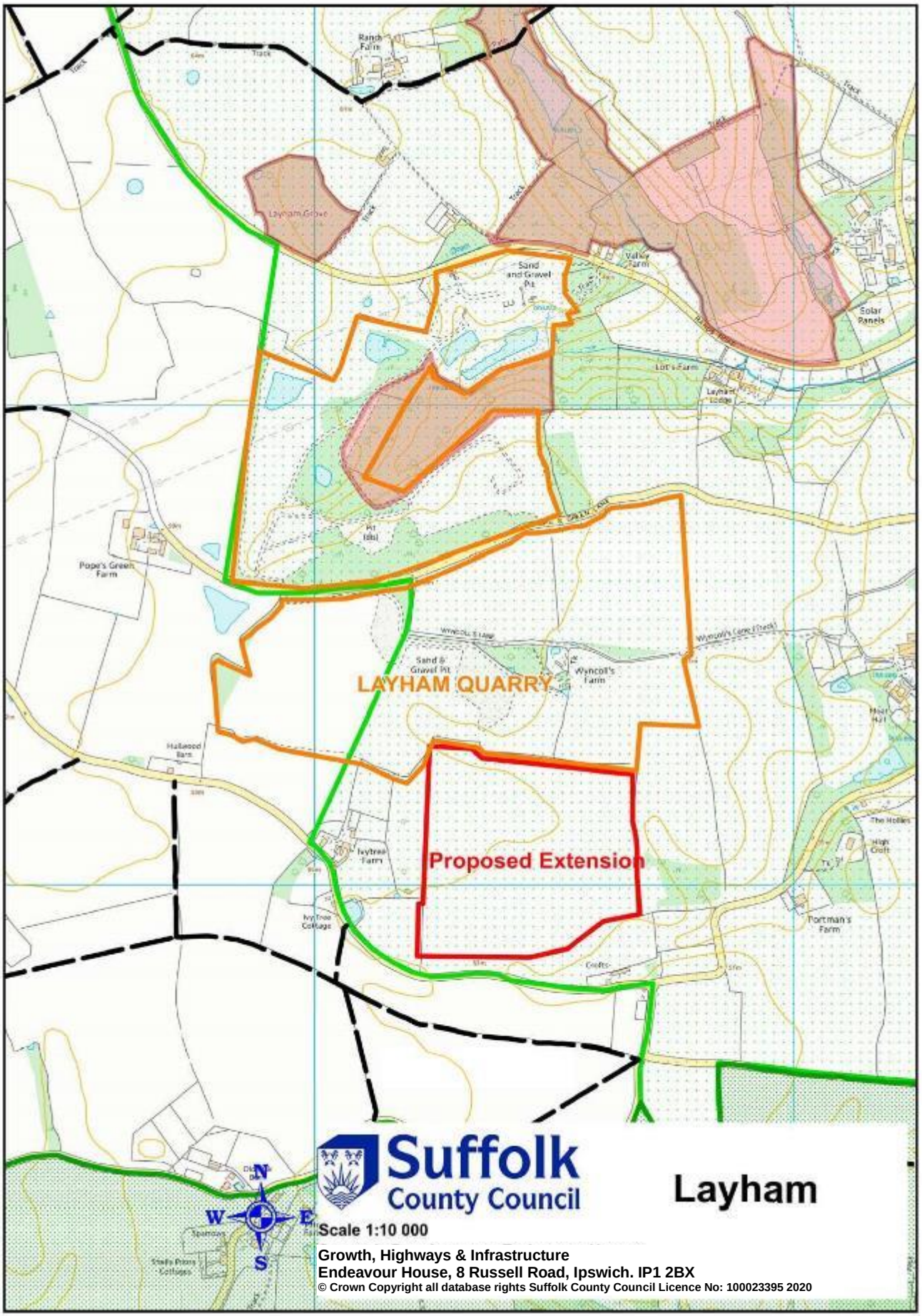
c) potential impacts upon nature conservation interest including CWS including ancient woodland, European Protected Species (dormice, otters, bats, and great crested newts), priority species (BAP) and, priority habitats including hedgerows. Appropriate surveys and mitigation will be required;

d) the provision of an air quality assessment which considers the potential impacts of increased dust and pollutant concentration associated with the extraction and infilling process, the potential for cumulative impacts, and which defines the mitigation and monitoring which will be implemented at the site to minimise the risk at residential properties within 250m;

e) the provision of measures to mitigate noise, and;

f) the implications for the underlying groundwater and controlled waters

Proposals must also be generally in accordance with other policies of the development plan including the environmental criteria set out in Policy GP4.


LAYHAM QUARRY
Proposed Extension
Suffolk
County Council
Layham
Scale 1:10 000
Growth, Highways & Infrastructure
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13. Tattingstone

Proposed development

13.1 The proposed quarry extension was submitted on behalf of Shotley Holdings and proposes an extension to the area currently being quarried for sand. Restoration would involve the backfilling with inert waste (mainly soils and clays) to previous ground levels.

13.2 In the existing quarry sand is extracted in modest volumes on an annual basis and sold mainly for general fill. The subsequent void space is backfilled with dry not reactive waste hazardous waste, mainly asbestos.

13.3 The established road access to the site utilises the C426 to access the A137 which is classed as a Zone Distributor Lorry Route under the Suffolk Lorry Route Network.

Geology

13.4 The supporting geological evidence indicates that a total extractable resource of 0.756 Mt of is contained within the site which covers 3.798 Ha. Grading analysis of the deposit indicates that on average the deposit is made up of 4% gravel, 81% sand and 15% silt.

Development Plan and planning applications

13.5 There are no Babergh District Council adopted plan proposals that conflict with the proposed site. There are also no planning applications that affect the site at the time of writing.

13.6 It is noted however that Babergh District Council and Mid Suffolk District Council are currently preparing a joint local plan. Proposals for housing may be included close to the proposed extension area. Housing developers are advised that they should provide adequate mitigation in respect of the permitted sand quarry and waste operations and if the proposed extension has been permitted for that as well.

Highways

13.7 The existing access is adequate for the existing level of site traffic.

Landscape

13.8 Particular care is required when the removing of the established screen bunding as it could potentially open up views of the existing minerals extraction and waste landfilling and recycling operations to neighbouring properties and the wider Special Landscape Area.

Historic Buildings

13.9 No historic buildings would be affected.

Archaeology

13.10 There is evidence of prehistoric and medieval occupation (TAT 020) identified during archaeological investigations in association with the previous phases of extraction, immediately west of the proposed site. Cropmarks of linear and curvilinear ditches (TAT 004), probably representing at least two separate phases of relict field systems. There has been no systematic archaeological investigation of this large site. Potential for Palaeolithic remains associated with Kesgrave and Lowestoft formations.

13.11 Any planning application must be supported by the results of a programme of archaeological evaluation, including appropriate fieldwork, and should demonstrate the impacts of development/extraction on archaeological remains, including deposits with Palaeolithic potential, and proposals for managing those impacts.

13.12 Archaeological field evaluation, and deposit modelling for Palaeolithic potential, will be required at an appropriate stage prior to the granting of any planning permission to allow for preservation in situ, where appropriate, of any sites of importance that might be defined (and which are currently unknown) and to allow archaeological preservation or mitigation strategies to be designed.

Ecology

13.13 There are potential impacts upon nature conservation interest including Stour & Orwell SPA, Stour Estuary SSSI, Brantham Bridge Meadows CWS, watercourses, European Protected Species (Bats), Priority Species, Priority Habitats, that need to be adequately assessed and where necessary mitigation proposed.

Air Quality

13.14 The Site is currently agricultural land. It is anticipated that the Site could be operational by 2025/30. The estimated life of the Site is twenty-three years.

13.15 Air quality near the Site is currently good; the closest Air Quality Management Area is located over 8km northeast of the Site, in Ipswich.

13.16 There are a number of residential properties within 250m of the eastern Site boundary, including properties adjacent to the A137. Folly Farm House also lies approximately 225m from the southwest corner of the Site boundary. This

property also lies within 200m of the southern boundary of the existing Folly Farm Quarry. A 'standoff' buffer is indicated on drawings along the eastern boundary of Phase 1, within which a soil storage / screening bund is proposed. Phase 2 is screened along the eastern boundary by existing trees.

13.17 There are no statutory designated habitat sites within 250m of the extension Site boundary.

13.18 Access to the Site would be via the existing quarry access roads. The number of HGVs generated by the proposals will be similar to that generated by the existing quarry. It is considered unlikely that additional traffic generated by the proposed extraction site will exceed the thresholds defined within the IAQM / EPUK guidance, and therefore traffic emissions are unlikely to significantly increase local pollutant concentrations.

13.19 There is a risk of cumulative impacts where extraction activities coincide with activities on the existing quarry Site.

13.20 It is expected that an air quality assessment would be submitted with the planning application for the extension which considers the potential impacts of increased dust and pollutant concentrations associated with the extraction process, the potential for cumulative impacts, and which defines the mitigation and monitoring which will be implemented at the Site to minimise the identified risk of impacts at the identified receptors.

Noise

13.21 In addition to standard noise mitigation measures such as the use of earth bunds as barriers, standoff buffer areas may be required.

Floods

13.22 No significant risk but need to be mindful of the watercourse that runs through the site.

Policy MS6: Tattingstone

Development will be acceptable so long as the proposals~~,~~ adequately address the following:

a) the highways safety, maintenance and amenity implications of HGVs;

b) a comprehensive scheme of screening and bunding for the proposed extension is essential to minimise adverse impacts of the wider landscape of the Special Landscape Area, Area of Outstanding Natural Beauty including the proposed extension area and on local visual amenity;

c) an archaeological field evaluation, and deposit modelling for Palaeolithic potential, prior to the granting of any planning permission to allow for preservation in situ, where appropriate, of any sites of importance that might be defined (and which are currently unknown) and to allow archaeological preservation or mitigation strategies to be designed;

d) potential impacts upon nature conservation interest including trees, ditches, watercourses, the Stour & Orwell Special Protection Area, European Protected Species (Bats), Priority Species, Priority Habitats, which need to be adequately assessed and where necessary mitigation proposed;

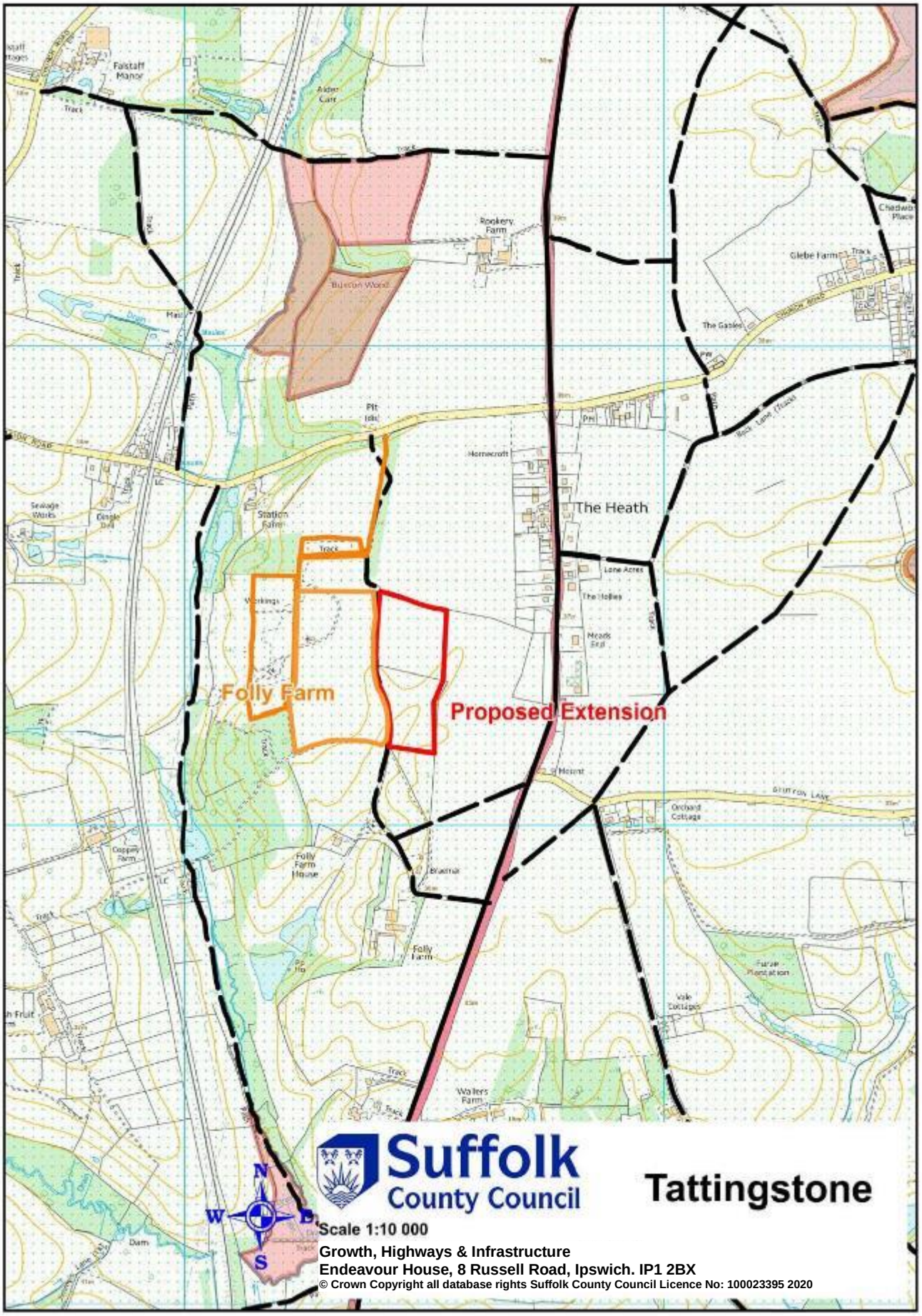
e) the provision of an air quality assessment which considers the potential impacts of increased dust and pollutant concentration associated with the extraction and infilling process, the potential for cumulative impacts, and which defines the mitigation and monitoring which will be implemented at the site to minimise the risk at residential properties within 250m;

f) the provision of measures to mitigate noise;

g) the diversion of Bridleway 37A and Footpath 37 and;

h) the implications for the underlying groundwater and controlled waters including the stream that runs through the site.

Proposals must also be generally in accordance with other policies of the development plan including the environmental criteria set out in Policy GP4.


Folly Farm
Proposed Extension
The Heath
Suffolk
County Council
Tattingstone
Scale 1:10 000
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14. Wetherden

Proposed development

14.1 The proposed extension to Wetherden Quarry was submitted on behalf of Aggmax and proposes an extension to the area currently being quarried for sand and gravel. Restoration would involve the backfilling with inert waste (mainly soils and clays) to previous ground levels.

14.2 This would follow the existing pattern in the existing quarry where sand and gravel is extracted and processed and the subsequent void space backfilled with inert wastes

14.3 The established road access to the site utilises the U4977 which is classed as a Local Access Lorry Route under the Suffolk Lorry Route Network to access the A14. When travelling to and from the east, quarry traffic passes through the village of Haughley New Street.

Geology

14.4 The supporting geological evidence indicates that a total extractable resource of 0.750 Mt of is contained within the site which covers 6.207 Ha. Grading analysis of the deposit indicates that on average the deposit is made up of 27% gravel (including oversize), 65% sand and 8% silt.

Development Plan and Planning Applications

14.5 There are no Mid Suffolk District Council adopted plan proposals that conflict with the proposed site.

14.6 It is noted however that Babergh District Council and Mid Suffolk District Council are currently preparing a joint local plan. It is noted that the Plan may include an area of housing between the existing settlement of Elmswell and the Quarry. The same area has already been the subject of an outline planning application for residential development which has been approved.

14.7 Housing developers are advised that they should provide adequate mitigation in respect of the permitted sand and gravel quarry and waste operations.

Highways

14.8 Improved wheel cleaning at the site is required.

Landscape

14.9 Mitigation should include a screening belt of trees should be planted along the western flank of the existing quarry and proposed extension.

Historic Buildings

14.10 No historic buildings would be affected.

Archaeology

14.11 There is evidence of low density and low complexity prehistoric and Roman activity (WDN 013, WDN 002, WDN 011, EWL 004) has been identified by archaeological investigations undertaken in connection with previous phases of extraction, lying south of the proposed extension to workings. In addition, several ovens/kilns of Roman date, were identified at evaluation, ahead of development on a site immediately north of the proposed extension.

14.12 A programme of archaeological work will be required, secured through a planning condition

14.13 Planning conditions must secure a programme of archaeological investigation, which will include assessment of, and provide mitigation strategies for, near surface archaeological potential and Palaeolithic potential (at depth).

Ecology

14.14 Potential impacts upon watercourses, European Protected Species, Priority Species, Priority Habitats, to be adequately assessed and where necessary mitigation proposed.

Air Quality

14.15 A northern extension is proposed to the existing quarry boundary; the Site is currently agricultural land. Operation of the Site is anticipated to commence as early as 2018/2020, with an operational life of between seven and ten years.

14.16 Air quality near the Site is currently good; there are no Air Quality Management Areas currently declared by Mid Suffolk District Council.

14.17 There are a number of residential properties to the north of the Site which lie within 250m of the extension site boundary (properties on Mill Gardens and Prescott Drive); the closest property is Warren Mill House, which is approximately 100m from the extension boundary. This property is no closer to the extension boundary than it is to the existing quarry boundary, and a bund is already in place to separate the property from the extraction activities.

14.18 A 'standoff' buffer is indicated on drawings, within which screening bunds could be installed as mitigation, if required. This buffer is wider along the north, east and west boundaries. and would increase the separation distance between works and the identified residential properties.

14.19 There are no statutory designated habitats near to the Site.

14.20 Access to the Site would be via the existing quarry access roads. The Site is estimated to generate 60 HGV movements per day; this remains below the thresholds defined within the IAQM / EPUK guidance, and therefore traffic emissions are unlikely to significantly increase local pollutant concentrations.

14.21 There is a risk of cumulative impacts where extraction activities coincide with activities on the existing quarry Site.

14.22 It is expected that an air quality assessment would be submitted with the planning application for the extension which considers the potential impacts of increased dust and pollutant concentrations associated with the extraction process, the potential for cumulative impacts, and which defines the mitigation and monitoring which will be implemented at the extension site to minimise the identified risk of impacts at the identified properties.

Noise

14.23 Assuming standard mitigation measures such as the use of earth screening additional stand-off buffers are required.

Public Rights of Way

14.24 There is an extensive network of well used public rights of way that would be affected by this proposal and proposals should include detailed mitigation.

Floods

14.25 There is no significant risk, but the site is within a Groundwater Source Protection Zone.

Policy MS8: Wetherden

Development will be acceptable so long as the proposals~~,~~ adequately address the following:

a) the highways safety, maintenance and amenity implications of HGVs including improved wheel cleaning facilities to avoid mud being deposited on the public highway outside of the site;

b) mitigation of landscape and visual impacts through a scheme of planting along the western flank of the existing quarry and proposed extension;

c) a programme of archaeological investigation, which will include assessment of, and provide mitigation strategies for, near surface archaeological potential and Palaeolithic potential (at depth).

d) potential impacts upon hedgerows, ditches, watercourses, European Protected Species, Priority Species, and Priority Habitats;

e) the provision of an air quality assessment which considers the potential impacts of increased dust and pollutant concentration associated with the extraction and infilling process, the potential for cumulative impacts, and which defines the mitigation and monitoring which will be implemented at the site to minimise the risk at residential properties within 250m;

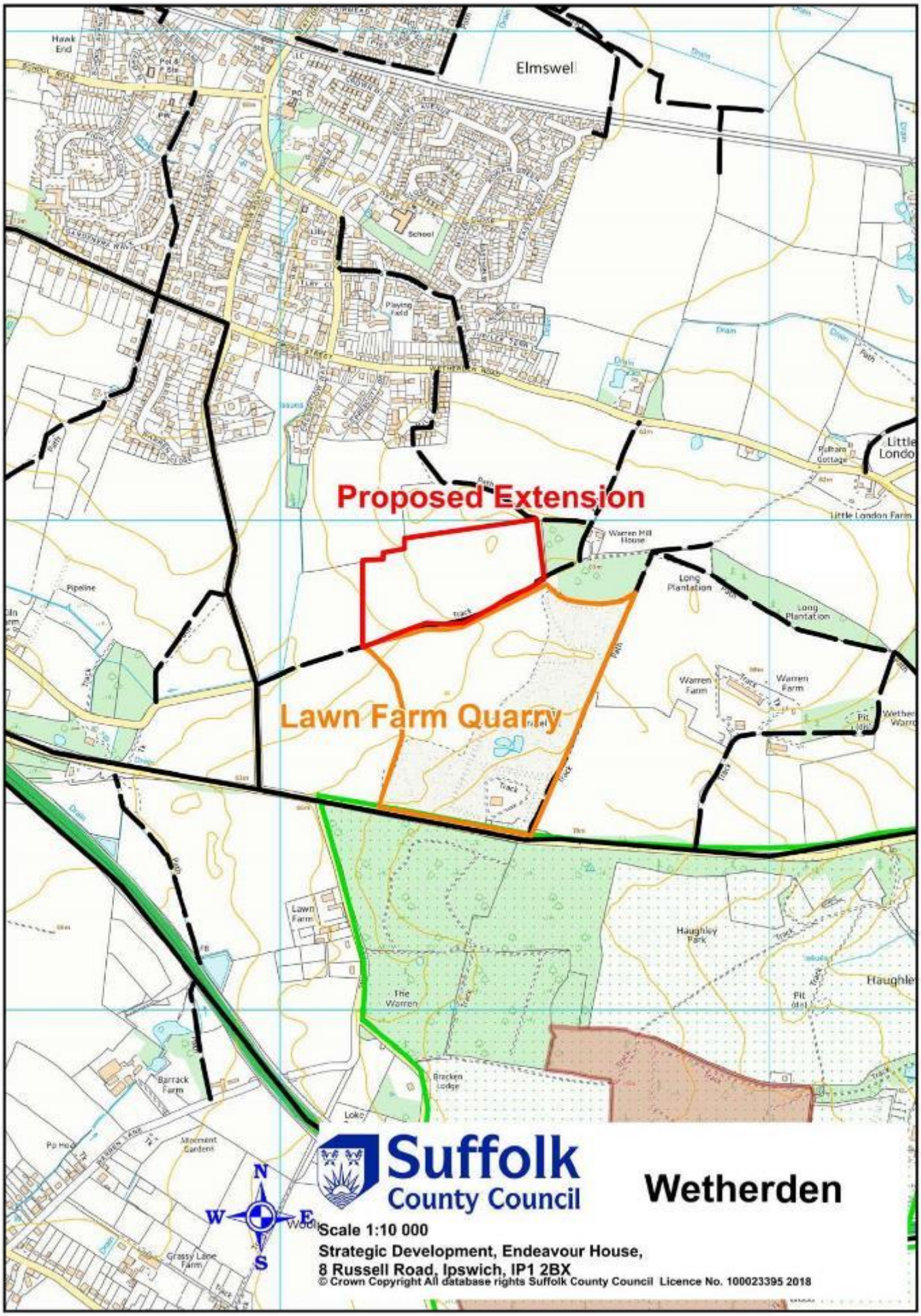
f) the provision of measures to mitigate noise;

g) proposals to mitigate the impacts upon the existing rights of way network;

h) the implications for the underlying groundwater and controlled waters and;

i) a traffic management plan drafted to avoid traffic routeing through local villages including Elmswell and Wetherden except in the case of local deliveries.

Proposals must also be generally in accordance with other policies of the development plan including the environmental criteria set out in Policy GP4.


Proposed Extension
Lawn Farm Quarry
Elmswel
Suffolk
County Council
Wetherden
Scale 1:10 000
Strategic Development, Endeavour House,
8 Russell Road, Ipswich, IP1 2BX
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15. Wherstead

Proposed development

15.1 The proposed development represents an extension to the permitted sand and gravel quarrying operations at Pannington Hall Quarry, Wherstead, which is operated by Brett. Planning permission was granted a number of years ago, implemented and also renewed recently. The quarry is however currently dormant due to Brett concentrating activities at another site which is coming to an end. Some inert waste materials might be required to aid restoration.

15.2 The permitted access is directly onto the A137, which is defined in the Suffolk Lorry Route Network as a Zone Distributor. The existing site is bisected by the C453 Belstead road, the intention is that the two parts of the site would be linked by a conveyor under the road.

15.3 This proposed extension site is adjacent to the main southern part of the site without the need to cross a public highway.

Geology

15.4 The supporting geological evidence indicates that a total extractable resource of 0.500 Mt is contained within the site and is made up of superficial glacial sand and gravel deposits of the Lowestoft Formation and the Kesgrave Catchment Subgroup. The extension is considered to be geologically similar to the existing site and covers 10.920 Ha.

Development Plan and planning applications

15.5 There are no Babergh District Council adopted plan proposals that conflict with the proposed site. At the time of writing there are no known planning applications which affect the site.

Highways

15.6 The existing approved access is adequate.

Landscape

15.7 Significant stand off from adjacent ancient woodland required.

Historic Buildings

15.8 No historic buildings would be affected.

Archaeology

15.9 There is evidence indicative of prehistoric, Roman and Medieval occupation is recorded from the vicinity, on the County Historic Environment Record (HER). Cropmarks of extensive field boundaries, a trackway and ditches have been identified by aerial photography across the proposed site (WHR 078).

15.10 The British Geological Survey records the presence of Kesgrave (Proto-Thames) and Anglian deposits, which have potential for Lower Palaeolithic faunal, environmental and possible artefactual remains. Deposit modelling is needed to determine the level of this potential across the site.

15.11 A programme of archaeological work will be required, secured through a planning condition, which will include assessment of, and provide mitigation strategies for, near surface archaeological potential and Palaeolithic potential (at depth).

Ecology

15.12 Potential impacts upon nature conservation interest including Freston and Cutler's Wood SSSI, CWS ancient woodland, Ground Water Source Protection Zone, European Protected Species (dormice and bats), priority species (BAP) and habitats, and another protected species. Appropriate surveys and mitigation will be required.

Air Quality

15.13 Air quality near the Site is currently good; the closest Air Quality Management Area is located approximately 4.5km northeast of the Site, in Ipswich.

15.14 There are no residential properties nor any statutory designated habitat sites within 250m of the extension Site boundary.

15.15 It is estimated that the Site will generate 150 HGV movements per day, which exceeds the threshold defined within the IAQM / EPUK guidance; there is a risk therefore that, where this traffic is additional to the existing quarry traffic, emissions would significantly increase local pollutant concentrations alongside routes taken by HGVs generated by the proposals. It is understood that extraction will follow on from the permitted workings, and therefore this is unlikely to be the case.

15.16 There is a risk of cumulative impacts where extraction activities coincide with activities on the existing quarry Site (however, this is understood not to be the case).

15.17 The proposals currently include consideration of additional screening / bunding, dust suppression measures and maintenance of on-site plant. It is anticipated that mitigation measures will be further defined and implemented at the site to minimise the impact on air quality in the wider area.

Noise

15.18 Assuming standard noise mitigation measures such as the use of earth bunds as barriers, no other noise mitigation measures are required.

Public Rights of Way

15.19 Bridleway no. 27 and 29 Wherstead are shown adjacent to a proposed boundary. Boundaries should be so arranged to ensure bridleway is unobstructed. A good wide corridor should be retained for the bridleway of 5 metres minimum width. If the site boundaries are bunds, this should be 10m wide. Public Footpath no. 34 is affected and will run partly within the site. This would need to be temporarily diverted with a minerals order to follow the boundary alignment. The width would need to be 3 metres.

Floods

15.20 Proposals need to consider the potential implications for ground water resources and controlled waters.

Policy MS9: Wherstead

Development will be acceptable so long as the proposals~~,~~ adequately address the following:

a) mitigation of landscape and visual impacts including upon the Special Landscape and the nearby proposed extension to the Area of Outstanding Natural Beauty;

b) a programme of archaeological investigation, which will include assessment of, and provide mitigation strategies for, near surface archaeological potential and Palaeolithic potential (at depth).

c) potential impacts upon nature conservation interest including hedgerows, ditches, Freston and Cutler's Wood SSSI, CWS ancient woodland, European Protected Species (dormice and bats), priority species (BAP) and habitats, and another protected species;

d) the retention of the boundary between the existing site and the proposed extension including the mature oak trees and the recently planted trees;

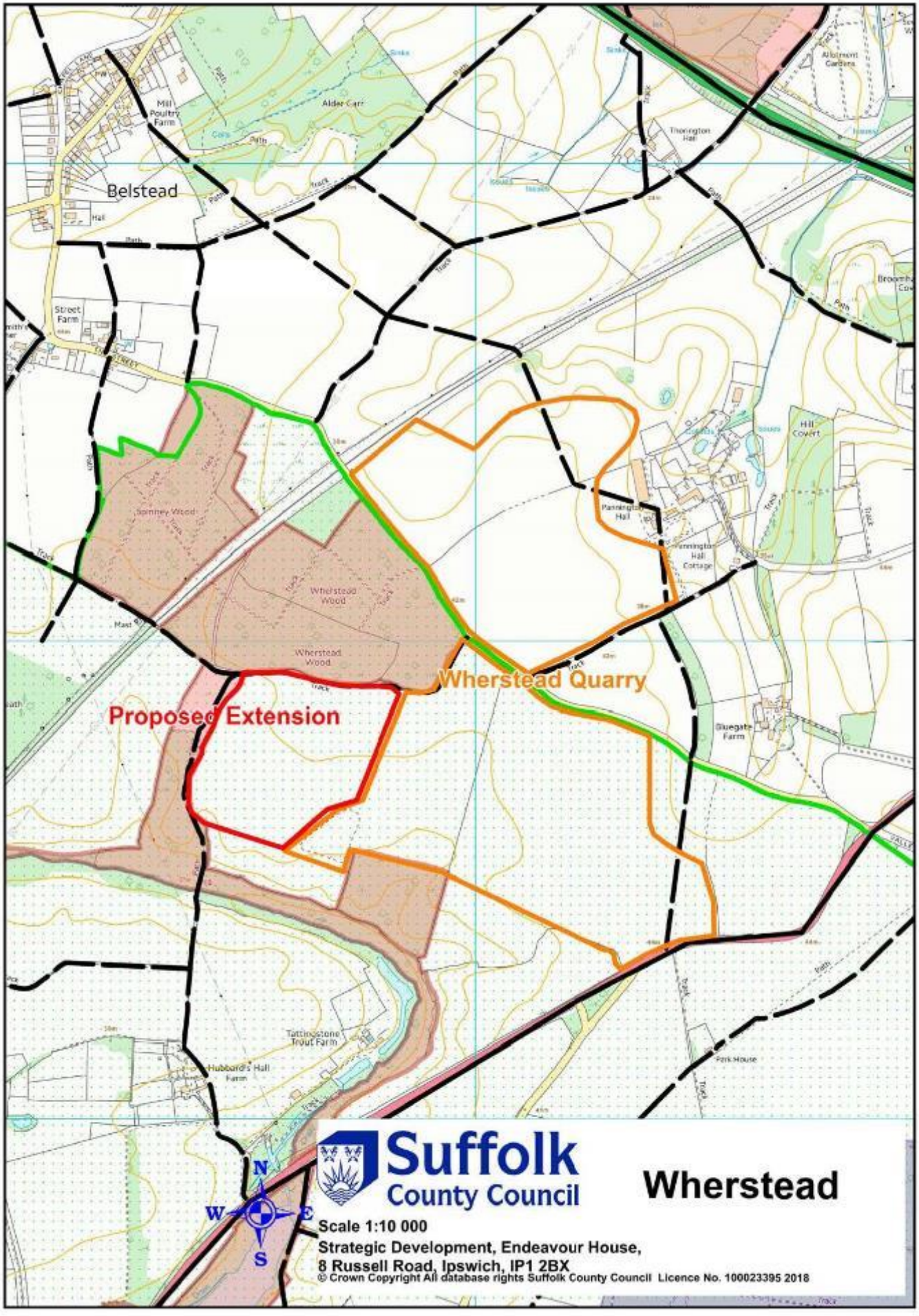
e) proposals to minimise the impact upon air quality in the wider area;

f) proposals to mitigate the impacts upon the existing rights of way network;

g) the implications for the underlying groundwater and controlled waters including the potential impacts on Ground Water Source Protection Zone, and;

h) a traffic management plan drafted to avoid traffic diverting through local villages including Belstead except in the case of local deliveries.

Proposals must also be generally in accordance with other policies of the development plan including the environmental criteria set out in Policy GP4.


Belstead
Wherstead Quarry
Proposed Extension
Suffolk
County Council
Wherstead
Scale 1:10 000
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16. Worlington

Proposed development

16.1 The proposed developments represent extensions to the permitted sand and gravel quarrying operations at Bay Farm, Worlington, which is operated by Frimstone. The proposed sites would follow the existing pattern of development whereby the sand and gravel is extracted and the land restored by utilising the importation of inert waste materials. The proposed extensions include three areas to the north of the existing quarry.

16.2 The permitted access is directly onto the B1085 Elms Road which links to the A11 via a grade separated junction close by.

Geology

16.3 The supporting geological evidence indicates that a total extractable resource of 0.670 Mt is contained within the site which covers 23.161 Ha. The quality it is said to be similar to the existing deposit being worked at the quarry.

Development Plan and planning applications

16.4 There are no Forest Heath District Council adopted plan proposals that conflict with the proposed site. At the time of writing there are no known planning applications which affect the site.

Highways

16.5 The existing access is considered to be adequate.

Landscape

16.6 Proposals should preserve the locally characteristic tree belts were possible.

Historic Buildings

16.7 No historic buildings would be affected.

Archaeology

16.8 A program of archaeological investigation will be required, which will include assessment of, and provide mitigation strategies for, near surface archaeological potential and Palaeolithic potential (at depth).

16.9 Evidence of low density and low complexity prehistoric activity (WGN 028, WGN 034, WGN 038) has been identified by archaeological investigations undertaken in connection with previous phases of extraction, lying south of the proposed extensions. The site of a probable BA burial mound, “Swale’s Tumulus” (WGN 003) lies approximately 100m NE. Significant quantities of Neolithic pottery and burnt bone have been found in association with this feature (WGN 003).

Ecology

16.10 Potential impacts upon nature conservation interest including Breckland SPA, Breckland SAC, Breckland Flora CWS, Ground Water Source Protection zone, European Protected Species, Other Protected Species, and Priority Habitats. Surveys and potential mitigation required.

Air Quality

16.11 This Site represents an extension to the existing quarry boundary and is currently agricultural land. Extraction could begin in 2018 and last for seven years.

16.12 Air quality near the Site is currently good; the closest Air Quality Management Area is located approximately 9.4km southwest of the Site, in Newmarket.

16.13 There are no residential properties nor statutory designated habitat sites within 250m of extension site boundaries.

16.14 Traffic associated with the proposed Site would continue to enter and leave the site by the existing access point. The site will be worked once extraction from the current phases is completed, and traffic movements will be similar to the existing quarry. Therefore, there will be no material change from existing flows, and traffic emissions are unlikely to increase local pollutant concentrations.

Noise

16.15 Assuming standard mitigation measures such as the use of earth screening bunds as barriers, no other noise mitigation measures are required.

Public Rights of Way

16.16 No public rights of way would be directly affected.

Floods

16.17 The site sits above Principle and Secondary Aquifers. Ordinary watercourse between extension areas should not be adversely affected by works in terms of water quality (pollution).

Policy MS10: Worlington

Development will be acceptable so long as the proposals~~,~~ adequately address the following:

a) mitigation of landscape and visual impacts including the retention where possible of the characteristic tree belts;

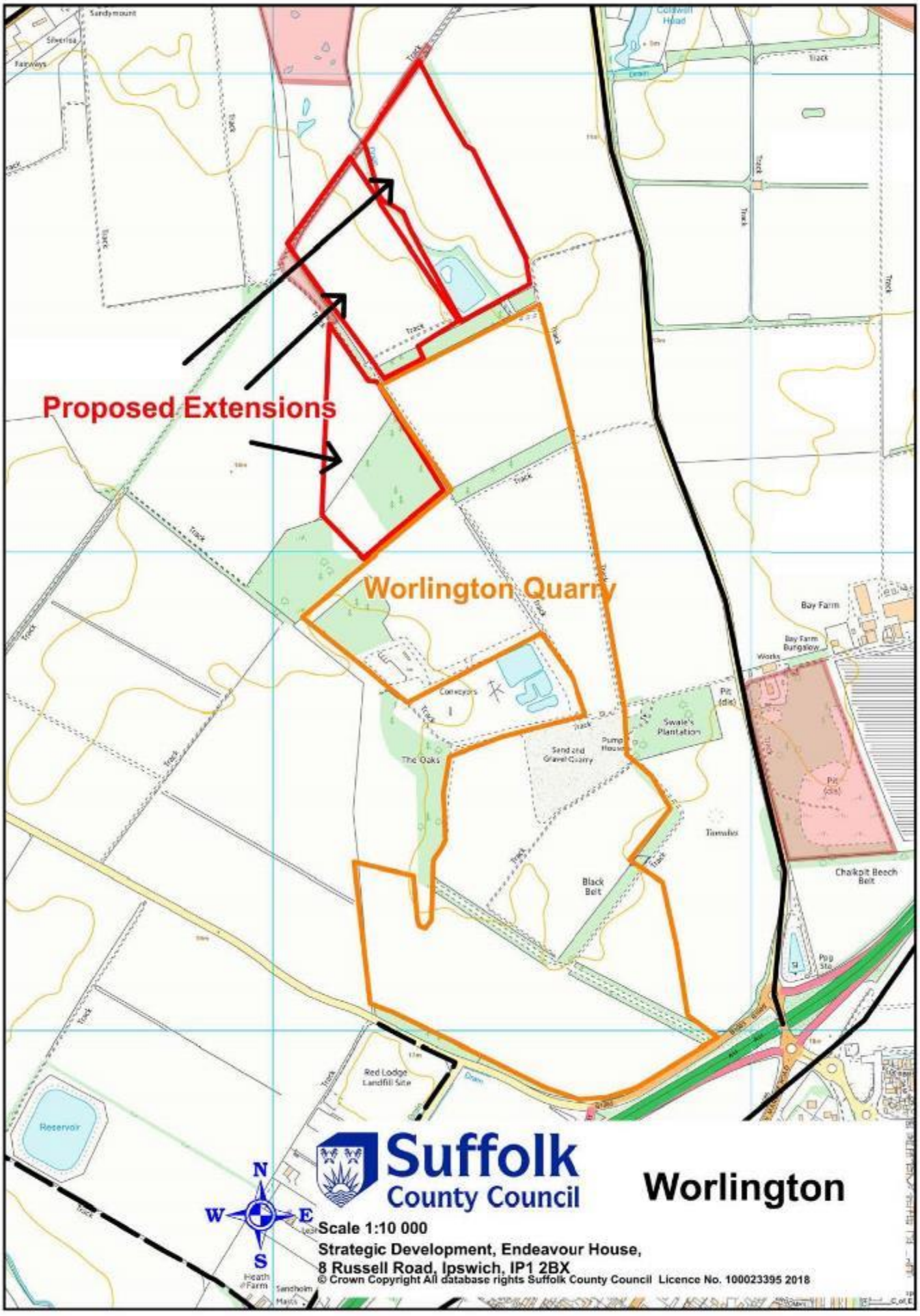
b) a programme of archaeological investigation, which will include assessment of, and provide mitigation strategies for, near surface archaeological potential and Palaeolithic potential (at depth);

c) potential impacts upon nature conservation interest including Breckland SPA, Breckland SAC, Breckland Flora CWS, European Protected Species, Other Protected Species, and Priority Habitats;

d) the provision of measures to mitigate noise, and;

e) the implications for the underlying groundwater, controlled waters and the local water environment, including the potential impacts on Ground Water Source Protection Zone.

Proposals must also be generally in accordance with other policies of the development plan including the environmental criteria set out in Policy GP4.


Proposed Extensions
Worlington Quarry
Suffolk
County Council
Worlington
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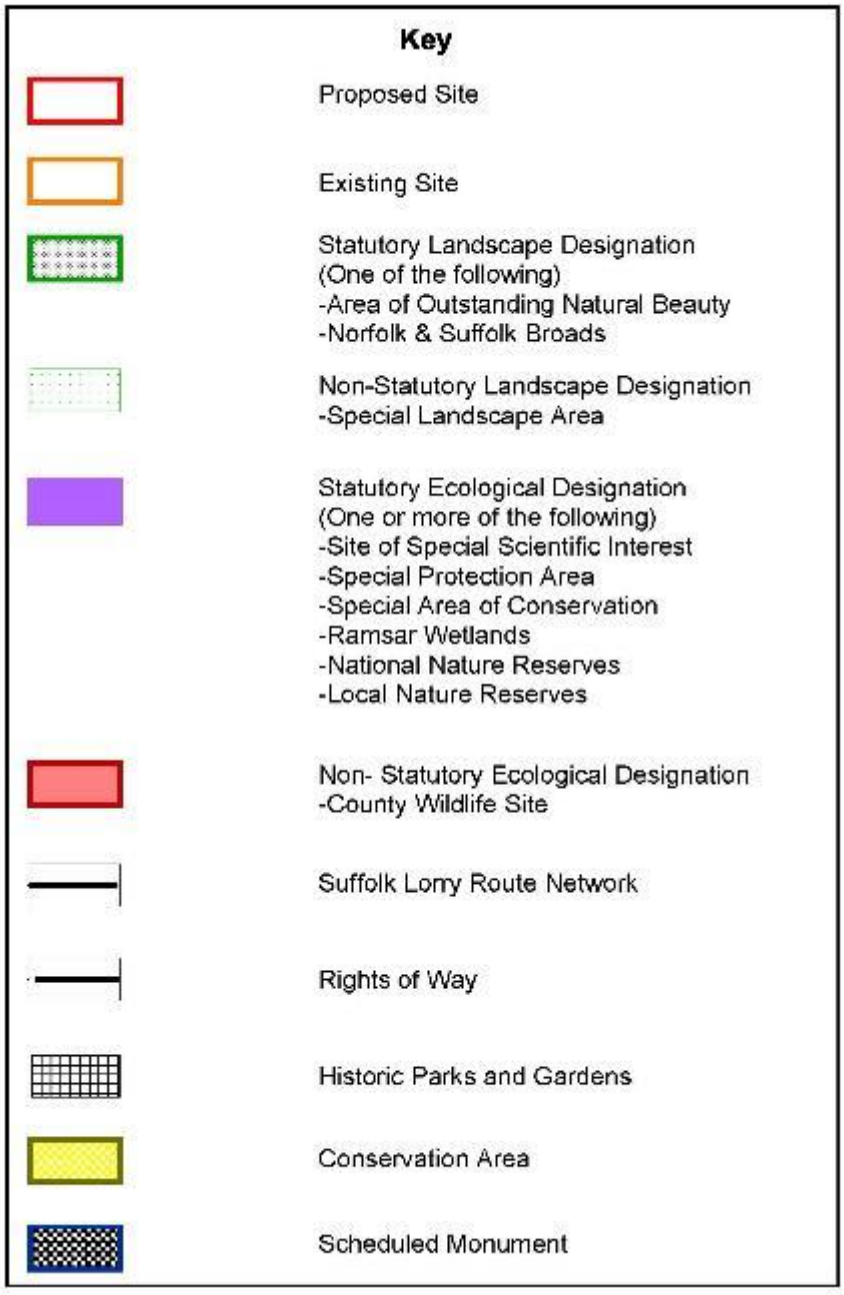
Bay Farm
Bay Farm Bungalow
Swale's Plantation
Sand and Gravel Quarry
The Oaks
Black Belt
Chalkpit Beech Belt
Red Lodge Landfill Site
Reservoir
Track

17. **Proposed waste sites**

17.1 The following inset maps show the proposed sites for proposed waste development.



18. Sizewell ‘A’ Nuclear Power Station

Proposed development

18.1 Sizewell ‘A’ generated electricity for forty years between 1966 and 2006.

18.2 This Plan proposal relates to the management of waste arising from the decommissioning of Sizewell ‘A’ together with other waste from sister stations in accordance with national policy to share waste facilities. It is important to note that Sizewell ‘A’ is already benefiting from sharing waste management facilities at Bradwell Nuclear Power Station in Essex. Whilst there are no such proposals at the present time to share facilities at Sizewell it is considered prudent to have policies in place if such a proposal is put forward in the future.

18.3 Lorries would access from the A12, which is classified as a Strategic Lorry Route in the Suffolk Lorry Route Network, via the B1122 which is classified as a Zone Distributor Lorry Route, and then onto the U2822 Lovers Lane and then onto the C228, which are classified as a Local Access Lorry Routes, before reaching the site access road.

18.4 The site is also rail linked although this is not currently used. The area of the site as included is 13.02 ha.

Development Plan and planning applications

18.5 There are no East Suffolk Council adopted or draft plan proposals that conflict with the proposed site. At the time of writing there are no known planning applications which affect the site

Highways

18.6 The existing access is considered adequate.

Landscape

18.7 Justification would be required for further development with the Suffolk Coasts & Heaths Area of Outstanding Natural Beauty (AONB).

Historic Buildings

18.8 No historic buildings would be affected.

Archaeology

18.9 The site is within an area of archaeological potential identified through information held on the County Historic Environment Record (HER). The vast majority of the site has been heavily disturbed by its current usage. However, there are islands of potentially undisturbed land, notably Hill Wood and the car park in the SE corner. It is possible that excavation to provide storage facilities in this area may require archaeological mitigation.

18.10 Proposed development within unaffected areas will require planning conditions to secure a programme of archaeological investigation, which will include assessment of, and provide mitigation strategies for, near surface archaeological potential, including Palaeolithic/ paleo-environmental potential.

Ecology

18.11 Potential impacts upon nature conservation interest including Suffolk Coasts & Heaths AONB need to be adequately assessed and where necessary mitigation proposed.

Air Quality

18.12 The Sizewell 'A' nuclear facility is currently in the process of decommissioning following it's shut down in 2006. The process involves the treatment and storage of radioactive waste. The site has an Environmental Management Plan 2016/17 (May 2016) which includes mitigation measures relating to air quality and dust.

18.13 Air Quality near the site is currently good; Suffolk Coastal District Council have declared three Air Quality Management Areas, the closest of which is over 12km west of the proposed site. Sizewell Marshes SSSI is located approximately 35m from the site boundary at the closest point.

18.14 It is considered unlikely that any additional traffic generated by the decommissioning process (which is already underway) will exceed the thresholds defined within the IAQM/EPUK guidance, and therefore traffic emissions are unlikely to significantly increase local pollutant concentrations.

Noise

18.15 The site Environmental Management Plan includes mitigation measures relating to noise and vibration.

18.16 It is considered unlikely that any additional future traffic generated by the decommissioning process (which is already underway) will cause significant changes in noise at sensitive locations.

Public Rights of Way

18.17 Proposals should exclude the beach area including the public footpath unless there is an overriding need.

Policy WS1: Sizewell 'A' Nuclear Power Station

Proposals for the management of waste arising from the decommissioning of Sizewell 'A', together with other waste from sister stations in accordance with the national policy to share waste facilities, will be acceptable so long as the proposals~~,~~ adequately address the following:

a) a programme of archaeological investigation if the proposed development is located on an area of previously undisturbed land, which will include assessment of, and provide mitigation strategies for, near surface archaeological potential and Palaeolithic potential (at depth);

b) likely adverse impacts (either individually or in combination with other developments) on the notified special interest features of Sizewell Marshes SSSI, Suffolk Shingle Beaches CWS, Minsmere-Walberswick Heaths & Marshes SSSI, Minsmere-Walberswick SPA/Ramsar, Sandlings SPA, Leiston-Aldeburgh SSSI, on European and UK protected species, UK priority species, and the preservation of the flora and fauna associated with the established sand dunes on Sizewell beach including protect species such as Adders, unless there is an overriding need;

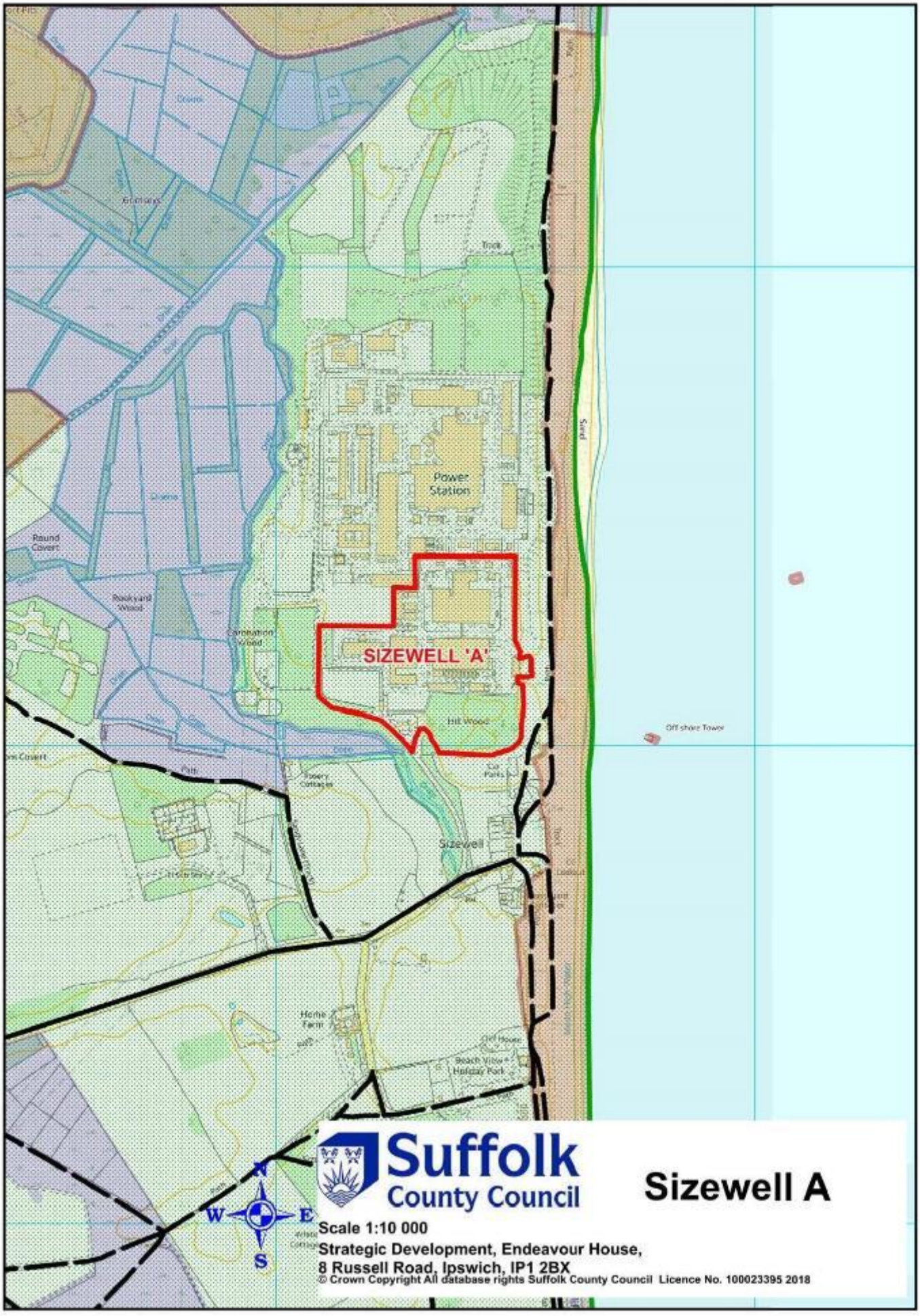
c) detailed assessment of the impacts on the special qualities of the Suffolk Coasts & Heaths AONB and on the Suffolk Heritage Coast, and demonstration of the exceptional circumstances that justify development within the AONB;

d) mitigation of identified landscape and visual impacts and reinstatement which is in keeping with the local landscape character;

e) the preservation of the existing public rights of way on Sizewell beach unless there is an overriding need;

f) the safeguarding of existing pylons, and;

Proposals must also be generally in accordance with other policies of the development plan including the environmental criteria set out in Policy GP4.


Power Station
SIZEWELL 'A'
Sizewell
Off shore Tower
Round Covert
Rookyard Wood
Carnation Wood
Hill Wood
Home Farm
Beach View Holiday Park
Suffolk County Council
Sizewell A
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S

NORWICH TO TILBURY

EN020027

Joint Local Impact Report

Appendix 6 (Babergh and Mid Suffolk Joint Local Plan – Part 1, 2023)

Suffolk County Council [redacted]

Babergh District Council [redacted]

Mid Suffolk District Council [redacted]

Babergh and Mid Suffolk

Joint Local Plan- Part 1

NOVEMBER 2023

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01 - Introduction

01.01 The Councils (hereafter meaning Babergh District Council and Mid Suffolk District Council) are working together on the Babergh and Mid Suffolk Joint Local Plan (JLP). This will consist of two important Development Plan Documents, which include planning policies for the determination of planning applications in the Districts. The Part 1 document (this document, hereafter referred to as 'the Plan') will later be followed by a Part 2 Plan.

01.02 The Plan area covers Babergh and Mid Suffolk, and the Plan period runs from 2018 to 2037.

01.03 The current development planning system was established through the Planning and Compulsory Purchase Act 2004 and subsequent amendments, such as the Localism Act 2011 which introduced Neighbourhood Plans. The national approach to planning policy matters is set out principally in the National Planning Policy Framework (NPPF) and Planning Practice Guidance, but also within documents covering specific topics such as the Marine Policy Statement and Planning Policy for Travellers Sites.

01.04 The Plan is set out in the following sections:

I. Section A – Vision, Objectives and Strategic Policies; and
II. Section B – Non-Strategic Local Policies (Development Management Policies).

01.05 Sections A and B of the Plan include policies which address housing, economy, infrastructure, and the environment.

01.06 The policies in the Plan form part of the Development Plan for the Districts, replacing most of the saved policies from previous Local Plans and alterations, Core Strategies, and the Stowmarket Area Action Plan. Some policies from the previous Development Plan Documents have been saved, and these remaining saved policies also form part of the Development Plan. A live list of planning policies (including remaining saved policies) is maintained on each Council's website respectively. Alongside the JLP and saved policies, the Development Plan also consists of any made (adopted) Neighbourhood Plans and the Suffolk Minerals and Waste Local Plan (SMWLP) (2020).

01.07 A key element of plan making is to identify an overall housing requirement and ensure that it is delivered by planning policies. However, in Babergh and Mid Suffolk Districts an unusual situation applies where extant planning permissions provide for the vast majority of each District's housing requirements across the Plan period. Accordingly, the Plan identifies the volume of identified housing supply relative to the housing requirement. The Part 2 Plan will review the identified housing supply against the relevant housing requirement and will make allocations if necessary to sufficiently provide for the housing requirements of the whole Plan period.

01.08 In addition to this, the Part 2 Plan, which upon adoption will also form part of the Development Plan, is likely to include the following matters:

- Settlement hierarchy;
- A spatial distribution for any housing allocations insofar as necessary to provide flexibility to ensure plan period housing requirements can be met;
- Housing requirement figures for Neighbourhood Plan areas;
- Settlement boundaries;

- Open space designations;
- An assessment of Gypsy, Travellers and Travelling Showpeople needs, and if necessary, allocations to provide for these needs;
- An assessment of Houseboat Dwellers' needs, and a relevant development management policy for houseboat dwellers, moorings and marinas;
- If demonstrated by monitoring to be necessary, mitigation to address the adverse air quality effects of traffic on the integrity of protected habitats sites; and
- Any other matters which are appropriately addressed in the Part 2 Plan in the light of the monitoring of the Part 1 Plan and the circumstances at the time.

02 - Babergh & Mid Suffolk Profile, Context & Key Issues

Context

02.01 Babergh and Mid Suffolk are predominantly rural districts covering the geographical centre of Suffolk, running from the boundary with Essex in the south to the boundary with Norfolk in the north. This covers a total area of approximately 1463 square kilometres.

02.02 The Councils work collectively to deliver shared priorities, as set out in the Joint Corporate Plan (2019 – 2027). The main priority areas are the economy, environment, housing, wellbeing, communities and customers. The Plan provides the mechanism to be able to shape the delivery of development in the context of the Joint Corporate Plan priorities.

Profile

02.03 The population of Babergh District is 87,740; Mid Suffolk population is 96,731 (Census, 2011). Across Babergh and Mid Suffolk, more than half the population live in villages and rural areas. Together the Districts have six population centres; which include Eye, Needham Market and Stowmarket in Mid Suffolk; Pinewood, Hadleigh and Sudbury in Babergh. The historic market towns are surrounded by a rural hinterland comprising 198 rural parishes.

02.04 Babergh and Mid Suffolk are heavily influenced by large centres of population with Ipswich in the east, Bury St Edmunds in the west, Diss and Harleston in the north. This is reinforced by the area's strategic transport connectivity with main road and rail links including the A12/A14/A140 main roads from London to Felixstowe and Cambridge, together with main line rail links from London, to Cambridge and Norwich and a strategic link for freight traffic from Felixstowe to Nuneaton in the Midlands. A large portion of Mid Suffolk has direct access to the A14 and the main line railway between London/Ipswich/Norwich and Cambridge. Babergh has less accessibility with a smaller proportion of its area served directly by the east A12 and north by the A14 and no main line railway stations.

Key Social Issues

i. Delivering Housing
Significant numbers of new homes need to be provided for over the Plan period along with employment and community facilities and services in Babergh and Mid Suffolk respectively.

ii. Achieving an Uplift in Delivery
Rates of annual housing delivery in Babergh and Mid Suffolk have been consistently below target. The number of homes to be delivered per annum has increased with the application of the Standard Methodology, which means that from 2018 onwards the annual rate of housing to be delivered has also increased by around 40% in each council. *However, as at April 2021, the Councils have a high level of extant planning permissions.*

iii. A Growing & Ageing Population
By 2036 the population in Babergh is expected to grow by around 7,300 people in Babergh and by approximately 9,300 people in Mid Suffolk, an

increase of 8% and 9.2% respectively[1]. The increasing age of the population is a significant factor contributing to the overall level of population growth. Both Districts have an ageing population with 45 to 59-year olds representing the single largest age group at present. In addition, a significant percentage of the population are aged 65 years or older (26.2% in Babergh and 24.5% in Mid Suffolk)[2]. Babergh and Mid Suffolk also have a relatively long-life expectancy at about 81 years for males and about 84 years for females. As the population ages, there will be different demands on housing, infrastructure, services and facilities.

iv. High Levels of Housing Need and a Poor Affordability
House prices on average are approximately 11 times above the average earnings of residents in Babergh and approximately 9 times above the average earnings in Mid Suffolk and rural parts of the Districts are unaffordable for many[3].

Key Economic Issues

i. Improving Business Growth and Productivity
Babergh and Mid Suffolk have below average productivity levels, skills and attainment levels, and earnings are lower than average levels.

ii. Economic Base
The economic base is diverse. Projected growth sectors in the area include tourism; creative industries; food production, construction and related services; hospitality/ leisure.

iii. Further diversification of the economic base and encouraging investment in infrastructure, skills and innovation is a priority.

iv. Employment levels and projections
Babergh recorded a decline in the total employment rate to 68.3% relating to the population between 16 and 64 years (working age) over the past couple of years. This decline is likely to continue as the working-age population is expected to fall. Mid Suffolk recorded a small increase of the average percentage of the total employment rate to 80.5%. A 9.3% increase in jobs is projected in Babergh and 14.7% in Mid Suffolk increase from 2014 – 2036, which represents a slow down when compared with past trends. The overall growth in jobs is expected to be driven by growth in the Professional and Business Services.

v. Town centre occupation
The vacancy rates in town centres in Babergh & Mid Suffolk are below the national average. However, it is acknowledged that there is a need to enhance the town centres.

[1] ONS 2016-based population projections
[2] ONS 2016-based population projections
[3] ONS Affordability Ratio - March 2020

Key Environmental Issues

i. **Environmental Assets**
The Districts have a rich historic natural environment (including archaeology), with a number of protected areas such as Sites of Special Scientific Interest (SSSI) sites, Special Protection Areas (SPAs) and Areas of Outstanding Natural Beauty (AONBs).
There are a number of priority habitats / species identified as being in an adverse condition. The rural areas of both districts contain biodiversity importance.
Babergh is part of the Suffolk Coast and Heaths AONB and Dedham Vale and Stour Valley AONB. Suffolk Coasts and Heaths AONB have extended their boundary which includes significant areas north of the River Stour.
Cross Street Sudbury is identified as an Air Quality Management Area and the 2016 Air Quality Annual Status Report sets out approach to reduce nitrogen dioxide concentration.
Both districts have a high volume of Grade 3 Agricultural Land and limited available previously developed land.
Recycling performance is currently lower than the County average in both districts.

ii. **Heritage Assets**
Babergh and Mid Suffolk are rich in heritage assets (including settings). In Babergh there are 29 designated conservation areas, 2,985 listed buildings, 34 scheduled monuments and 5 registered parks and gardens which represent about 20% of the estimated 13,700 designated Heritage Assets in Suffolk. In Mid Suffolk there are 31 designated conservation areas, 3,419 listed buildings, 36 scheduled monuments and 2 registered parks and gardens, which represents more than a quarter of all Heritage Assets in Suffolk[4]. There are also non-designated heritage assets and opportunities to address Heritage at risk.

iii. **Climate Change**
There is a national requirement to future proof against climate change including reducing carbon emissions, diversifying energy provision and using sustainable construction and design methods and promote sustainable modes of transport.
For Babergh and Mid Suffolk, there is a particular need to introduce measures that address water scarcity. There is also a need to improve ground water quality, potable water supply and the wastewater infrastructure.

[4] Historic England May 2016, Heritage Counts, April 2014.

SECTION A –

OBJECTIVES AND STRATEGIC POLICIES

03 - Vision and Objectives

03.01 The Plan sets the vision of the place that Babergh and Mid Suffolk will become by 2037, based upon the following key priorities:

- Enabling sustainable economic growth;
- Enhancing and protecting the environment;
- Delivering appropriate housing through existing commitments and windfall development; and
- Supporting strong and healthy communities and delivering Infrastructure.

Vision for Babergh and Mid Suffolk

By 2037, Babergh and Mid Suffolk Districts will have transitioned to a low carbon future, with the ambition to be carbon neutral by 2030. Growth will have occurred, embedding the principles of sustainable development, balancing social, economic and environmental issues.

New homes will have been delivered, including affordable housing and housing for an ageing population. Strategic employment sites will be protected, and their proposed expansion supported in principle to ensure jobs are retained locally and created where opportunities exist, allowing businesses to expand and new businesses to invest in the area.

There will be enhanced biodiversity through the delivery of measurable net gains across the Districts, supported by an identified ecological network. The historic and landscape character of the Districts will be apparent with development being sensitive to this character and applying good design principles.

Many communities will have adopted Neighbourhood Plans, adding to the decision-making process.

Infrastructure including education, health and transport will have been delivered, including school extensions, expanded health facilities and more opportunities for walking, cycling and use of public transport, as communities grow with active and healthy futures.

Objectives

03.02 The objectives for the Plan are set out under four priority areas below:

Housing:

i. Supporting the delivery of homes, including affordable housing provision.

Economy:

ii. Encourage the development of employment sites and other business growth, of the right type, in the right place and encourage investment in infrastructure, skills and innovation in order to increase productivity.

iii. To encourage inward investment to the Districts, by supporting Freeport East and the delivery of Gateway 14, as well as infrastructure improvements that will enable the continued growth of The Port of Felixstowe and strengthen the Districts' links to The Port and the rest of the UK.

Environment:

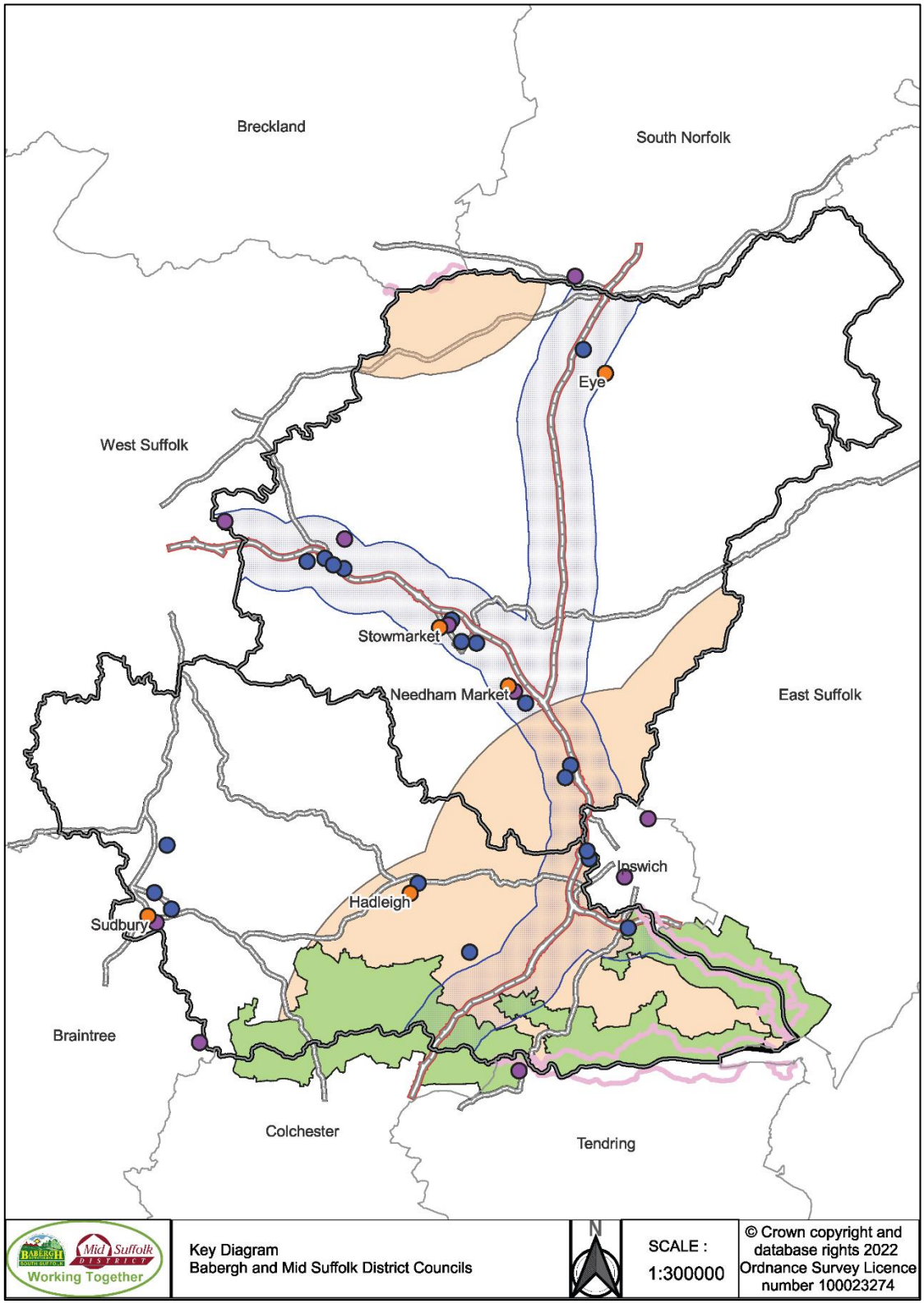
iv. To protect and enhance environmental assets (including designated sites, landscapes, heritage, biodiversity net gains, green spaces, air and water quality, and river corridors) for current and future generations.
v. Ensure new development avoids areas of flood risk and reduces future flood risk.
vi. To reduce the drivers of climate change as much as possible from a social, economic and environmental perspective, with the ambition to be carbon neutral by 2030.

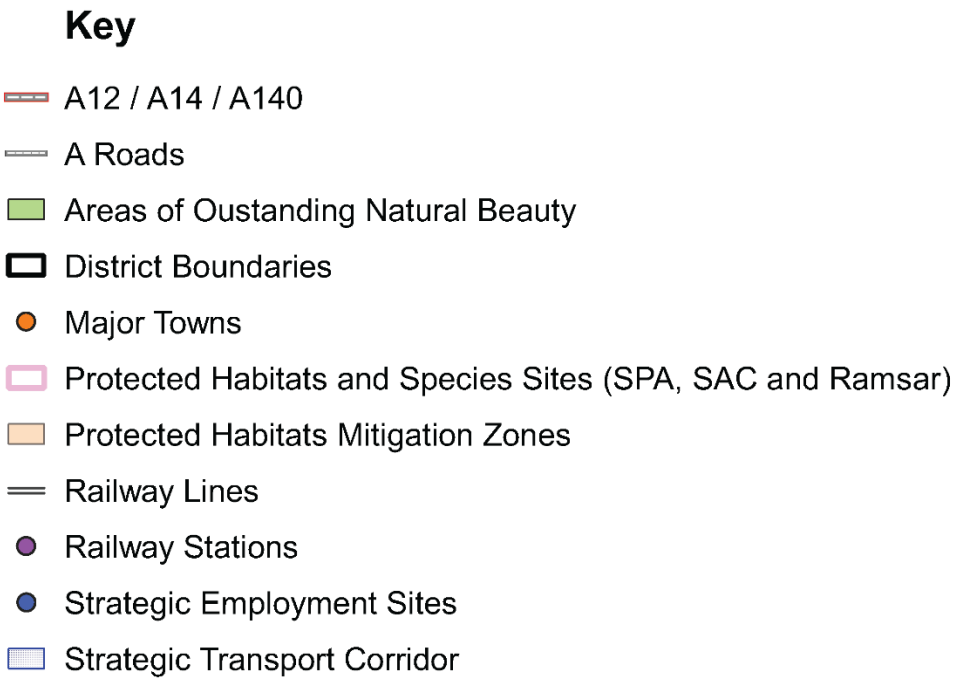
Healthy Communities & Infrastructure

vii. To enable all communities to thrive, grow, be healthy, active and self-sufficient through supporting the provision of the necessary infrastructure, and encouraging more sustainable travel, including through the Ipswich Strategic Planning Area Transport Mitigation Strategy and the Councils' Local Cycling and Walking Infrastructure Plan (LCWIP).
viii. To support communities to deliver plans and projects at the district and neighbourhood levels, specifically providing opportunities for the District Councils to support the development of Neighbourhood Plans.

KEY DIAGRAM

03.03 The core features of the Plan area are shown on the key diagram.




Key
A12 / A14 / A140
A Roads
Areas of Oustanding Natural Beauty
District Boundaries
Major Towns
Protected Habitats and Species Sites (SPA, SAC and Ramsar)
Protected Habitats Mitigation Zones
Railway Lines
Railway Stations
Strategic Employment Sites
Strategic Transport Corridor

04 – Implementation

04.01 Following the adoption of this Plan, the Part 2 Plan will be produced to address the remaining matters listed earlier in this document. Once Babergh and Mid Suffolk planning policies are adopted, in accordance with national planning legislation, they will be kept under review at least every 5 years. A review of the planning policies will consider whether all, or specific parts, of the suite of policies are in need of amendment. For example, in order to update for consistency with relevant national planning policies, where identified local development needs change significantly or where policies are not performing as intended.

04.02 The Councils will adopt a 'plan, monitor, manage' approach where key information regarding the Plan (such as housing delivery), and other planning document production progress will be reported in the Annual Monitoring Report (AMR). The requirements for the AMR are found in the Town & Country (Local Planning) (England) Regulations (as amended)[5].

04.03 In order to assess the performance and impacts of the Plan, a monitoring framework of indicators/data is set out covering housing, economic and environmental issues. Data will include information which the Councils collect themselves as well as key data which is collected and reported on by other key bodies.

04.04 The following related sections are set out in the Appendices to the Plan;

Appendix 01 – Housing trajectory;
Appendix 02 – Monitoring framework;
Appendix 03 – Schedule of superseded policies;
Appendix 04 – List of Joint Local Plan policies.

[5] http://www.legislation.gov.uk/uksi/2012/767/regulation/34/made

05 - Duty to Cooperate

What is the Duty to Cooperate?

05.01 The Duty to Cooperate is applied to local planning authorities by Section 110 of the Localism Act 2011 and requires the Councils to apply the Duty to Cooperate in relation to planning of sustainable development. It is a prerequisite test for the Examination of Local Plan production.

05.02 Section 3 of the National Planning Policy Framework (NPPF) (2021) sets out a Local Planning Authority's (LPA's) approach to plan-making. Paragraph 17 identifies that 'The development plan must include strategic policies to address each local planning authority's priorities for the development and use of land in its area'[6]. Paragraph 20 goes on to state that the 'Strategic policies should set out an overall strategy for the pattern, scale and quality of development, and make sufficient provision for:

a) housing (including affordable housing), employment, retail, leisure and other commercial development;
b) infrastructure for transport, telecommunications, security, waste management, water supply, wastewater, flood risk and coastal change management, and the provision of minerals and energy (including heat);
c) community facilities (such as health, education and cultural infrastructure); and
d) conservation and enhancement of the natural, built and historic environment, including landscapes and green infrastructure, and planning measures to address climate change mitigation and adaptation.'[7]

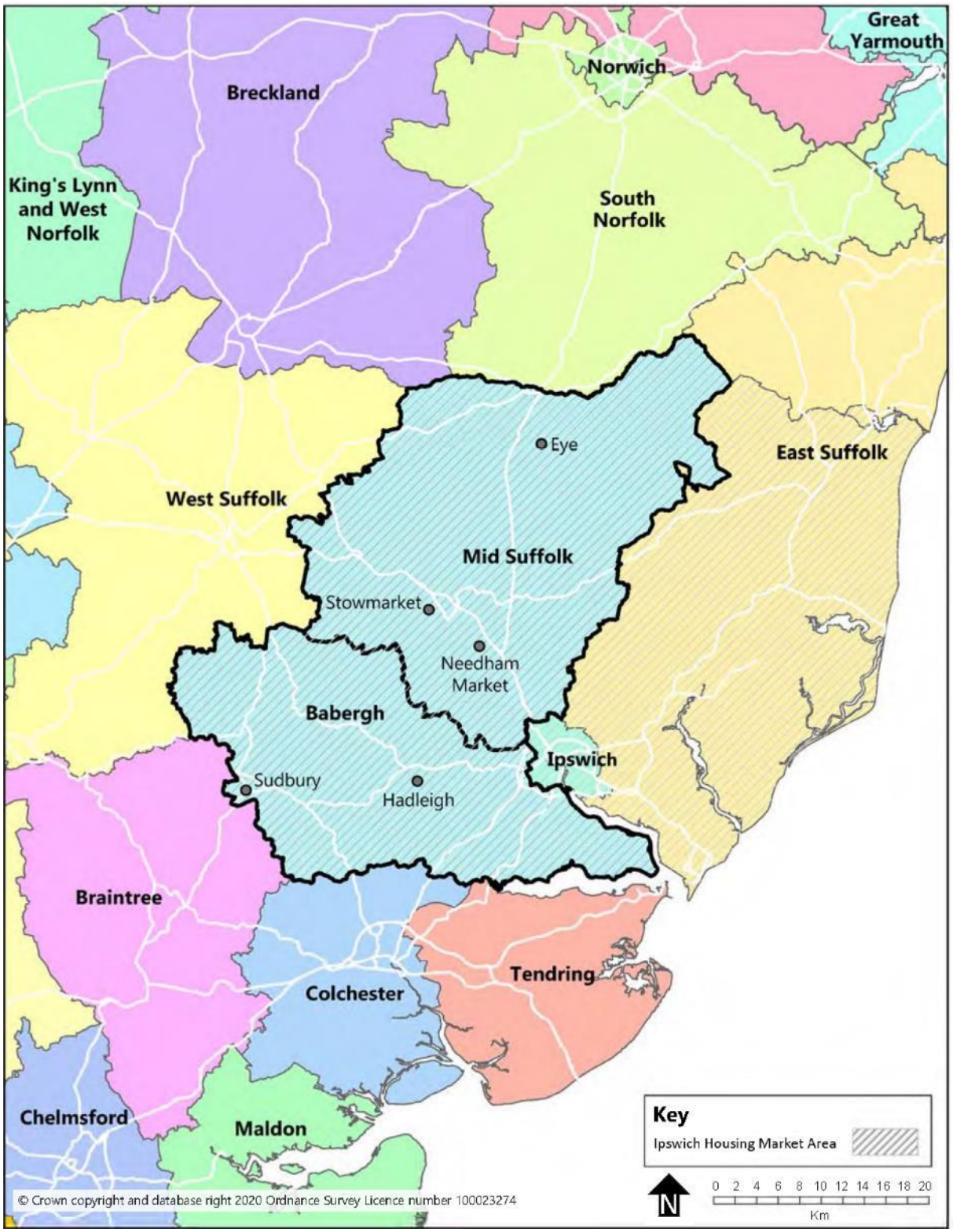
05.03 National planning policy in the NPPF (paragraph 27) also identifies that strategic policy-making authorities should maintain one or more statements of common ground to document the cross-boundary matters being addressed and the process in cooperating to address these. Further information regarding the Duty to Cooperate can be found on the Government national planning practice guidance website at https://www.gov.uk/guidance/plan-making.

What are we cooperating on?

05.04 The full list of bodies in the Duty to Cooperate is set out in Part 2 of the Town and Country Planning (Local Planning) (England) Regulations 2012.

05.05 The LPAs in the Ipswich Housing Market Area (HMA), namely Babergh District Council, East Suffolk Council (formerly Suffolk Coastal District Council), Ipswich Borough Council, and Mid Suffolk District Council already have a long history of cooperation on strategic planning matters. The planning area of the Ipswich HMA is also known as the Ipswich Strategic Planning Area (ISPA).

[6] Section 19(1B-1E) of the Planning and Compulsory Purchase Act 2004 cited in the National Planning Policy Framework (NPPF) (2021), paragraph 17
[7] NPPF (2021), paragraph 20



05.06 However, the geographical context of Babergh and Mid Suffolk Districts means that the Districts need to be mindful of any potential cross-boundary matters that arise with Braintree District Council, Colchester Borough Council and Tendring District Council to the south, East Suffolk (formerly Waveney District Council) to the east, West Suffolk (formerly St Edmundsbury Borough Council) to the west, and Breckland and South Norfolk Councils to the north. These also include Essex County Council and Norfolk County Council alongside Suffolk County Council (SCC).

05.07 A summary of the current key issues and identified partners which the Councils are cooperating with is identified in Table 1 below. As the Plan (and other neighbouring Local Plans) develop, there may be additional key issues which also need to be considered.

Table 1 – Duty to Cooperate Key Issues

Key Planning Issue	Key Duty to Cooperate Partners
Housing	
1) Defining housing market area and objectively assessed need (OAN). Ipswich Housing Market Area (HMA) defined in Strategic Housing Market Assessment as including the whole of Babergh District, Ipswich Borough, Mid Suffolk District and Suffolk Coastal District (now part of East Suffolk Council). This corresponds with the Ipswich Strategic Planning Area (ISPA). The Government introduced a standard method for calculating local housing need in 2018, which identifies a minimum local housing need per local authority area. Provision for Gypsies and Travellers to be met, identified in the Gypsy, Traveller, Travelling Showpeople and Boat Dwellers Accommodations Need Assessment (May 2017) for the Ipswich HMA authorities. The Strategic Housing Market Assessment Part 2 identified the size, type and tenure of housing needed, including the need for affordable housing, and this document was updated for the Ipswich HMA authorities in January 2019.	East Suffolk Council, Ipswich Borough Council, West Suffolk Council, Braintree District Council, Colchester Borough Council, Tendring District Council, Breckland Council, South Norfolk Council, Greater London Authority.
2) Resolving if unmet housing need is identified and the approach to delivery of the housing requirement. No duty to cooperate partners have identified any unmet need to be met by Babergh or Mid Suffolk District Councils.	East Suffolk Council, Ipswich Borough Council, West Suffolk Council, Braintree District Council, Colchester Borough Council, Tendring District Council, Breckland Council, South Norfolk Council, Greater London Authority.

Key Planning Issue	Key Duty to Cooperate Partners
Each local authority area produces a Strategic Housing and Economic Land Availability Assessment (SHELAA) to assess housing supply potential.	
3) Impact of bordering strategic housing developments. The ISPA authorities have jointly commissioned transport modelling evidence with SCC. The impact of which is considering potential modal shift mitigation within the ISPA. SCC engage with both Essex County Council and Norfolk County Council on strategic transport matters, which includes the A12 and A131 between Suffolk and Essex, and the A140 and A143 between Suffolk and Norfolk. The A14 within Suffolk goes through all four local authority areas. Strategic rail matters are also discussed between Suffolk local planning authorities. Strategic infrastructure matters will be identified in the Infrastructure Delivery Plan for Babergh and Mid Suffolk. The ISPA authorities jointly commissioned a Settlement Sensitivity Assessment into identifying landscape sensitivity around Ipswich. However, no new cross-border sites are proposed by Babergh and Mid Suffolk for allocation.	East Suffolk Council, Ipswich Borough Council, West Suffolk Council, Braintree District Council, Colchester Borough Council, Tendring District Council, Breckland Council, South Norfolk Council, Essex County Council, Suffolk County Council, Norfolk County Council.
Employment	
4) Defining functional economic market area and OAN. The Employment Land Needs Assessment (ELNA) (March 2016) defines the functional economic area to cover the same area as the ISPA. This evidence identified employment need. The distinct economic geographies identified by the ELNA included the	East Suffolk Council, Ipswich Borough Council, West Suffolk Council, Braintree District Council, Colchester Borough Council, Tendring District Council, Breckland Council, South Norfolk Council, New Anglia Local Enterprise Partnership.

Key Planning Issue	Key Duty to Cooperate Partners
Felixstowe / A14 corridor recognising the strategic importance of the Port of Felixstowe, the wider Ipswich Market Area, the A140 corridor, and rural and agricultural areas.	
5) Enterprise Zones and Local Development Orders The New Anglia Local Enterprise Partnership's Space to Innovate zone, identifies ten Enterprise Zones within the Local Enterprise Partnership area. One is the Sproughton Enterprise Park in Babergh near Ipswich, and the other is the Stowmarket Enterprise Park. Both are along the A14 corridor.	Ipswich Strategic Planning Area (ISPA) authorities, Suffolk County Council, New Anglia Local Enterprise Partnership.
6) Impact of bordering strategic employment land developments The ISPA authorities have jointly commissioned transport modelling evidence with SCC. The impact of which is considering potential modal shift mitigation within the ISPA. SCC engage with both Essex County Council and Norfolk County Council on strategic transport matters, which includes the A12 and A131 between Suffolk and Essex, and the A140 and A143 between Suffolk and Norfolk. The A14 within Suffolk goes through all four local authority areas. Strategic rail matters are also discussed between Suffolk local planning authorities. Strategic infrastructure matters will be identified in the Infrastructure Delivery Plan for Babergh and Mid Suffolk. The ISPA authorities jointly commissioned a Settlement Sensitivity Assessment into identifying landscape sensitivity around Ipswich. However, no new cross-border sites are proposed by Babergh and Mid Suffolk for allocation.	East Suffolk Council, Ipswich Borough Council, West Suffolk Council, Braintree District Council, Colchester Borough Council, Tendring District Council, Breckland Council, South Norfolk Council.

Key Planning Issue	Key Duty to Cooperate Partners
Retail, leisure & other commercial	
7) Enhancement and regeneration of retail centres Acknowledgement of the role of Ipswich town centre within the Functional Economic Area.	Ipswich Strategic Planning Area (ISPA) authorities, New Anglia Local Enterprise Partnership
Infrastructure provision	
8) Provision and enhancement of strategic infrastructure improvements Strategic infrastructure provision to be identified through the Infrastructure Delivery Plan, in particular education, health, wastewater infrastructure and transport matters.	Ipswich Strategic Planning Area (ISPA) authorities, Suffolk County Council, Essex County Council, Norfolk County Council, National Highways, Office of Rail and Road, Network Rail, Local Train Operator, NHS Suffolk & North East Essex Integrated Care Board, Environment Agency, Anglian Water and Essex and Suffolk Water.
Environmental protection	
9) Conservation and enhancement of natural and historic environment, including cross-boundary climate change matters. A Suffolk Coast Recreational Disturbance Avoidance and Mitigation Strategy has been developed between the ISPA authorities and the entire East Suffolk Council areas.	Ipswich Strategic Planning Area (ISPA) authorities, Suffolk County Council, Natural England, Historic England, Environment Agency and Marine Management Organisation.

How are we going to Cooperate?

05.08 The Councils are cooperating on all of the key, relevant issues such as jointly commissioning strategic evidence and sharing consistent assessment methodologies with the other planning authorities in the Ipswich Housing Market Area.

05.09 The Ipswich HMA planning authorities meet regularly through the Ipswich Strategic Planning Area Board, and have published a signed Statement of Common Ground, which identifies potential cross-boundary matters to be addressed within the Ipswich Housing Market Area. SCC and Natural England are also both signatories to the Statement of Common Ground. This Statement of Common Ground will be updated as each Local Plan within the HMA proceeds to adoption.

05.10 Cooperation has taken place with infrastructure providers in preparing the Infrastructure Delivery Plan, in particular covering the key strategic infrastructure matters of water, education, health and transport. The Councils have also engaged with all partners through the preparation of the Plan. The published Duty to Cooperate statement sets out the Councils' cooperation on the strategic cross-boundary planning matters.

06 - Housing Needs & Requirements

Policy background and explanation

06.01 National planning policy requires that local planning authorities produce Local Plans to meet, as a minimum, the identified future housing needs in the Plan area, as well as cooperate with neighbouring local planning authorities to meet the overall needs of the identified Housing Market Area (HMA) as a whole. The relevant HMA for the Babergh and Mid Suffolk area is known as the Ipswich HMA which consists of the entire local authority areas of Babergh, Ipswich, Mid Suffolk and the area of the former Suffolk Coastal District Council (now part of East Suffolk Council).

06.02 To determine the minimum number of homes needed, the National Planning Policy Framework (NPPF) requires that strategic policies should be informed by a local housing need assessment, conducted using the Government's standard methodology for calculating local housing need[8]. The methodology is made up of a calculation involving key, publicly available data from Office for National Statistics (ONS) on household growth projections and local housing affordability ratios.

06.03 The Plan has a set of common policies, although the identified development needs and monitoring of performance will be undertaken and recorded separately for each respective local authority district area. Using the standard methodology, the local housing need for Babergh and Mid Suffolk areas are as follows:

Table 2 – Local Housing Need in Babergh and Mid Suffolk

Local Authority	Standard Method Total (2018 – 2037)	Annual Local Housing Need Target
Babergh	7,904	416
Mid Suffolk	10,165	535

06.04 The local housing need represents a 'starting point' in identifying housing requirements for Babergh and Mid Suffolk. There are a number of other factors to consider when setting the housing requirement. The Strategic Housing and Economic Land Availability Assessment (SHELAA) indicates that there is a sufficient supply of land to meet the housing need set out in the standard methodology. National Planning Practice Guidance sets out that there may be circumstances where additional growth may be required. However, it is important to understand the likelihood of higher levels of growth being delivered. The local housing need figures produced by the Government's standard methodology is significantly higher (approx. 30%-40%) than the historic levels of housing delivery. This Plan aims to set out a proactive approach which can help to significantly boost the supply of housing land and delivery in the Districts, consistent with Government policy. In addition, the Councils are also addressing delivery through reviewing stalled planning permissions and investing in building new local houses.

06.05 Babergh and Mid Suffolk anticipate meeting their full identified local housing needs. Unmet housing need has not been identified to Babergh and Mid Suffolk by any neighbouring authorities, either within the Ipswich HMA or beyond. An Ipswich Strategic Planning Area (ISPA) statement of common ground is agreed between

[8] https://www.gov.uk/guidance/housing-and-economic-development-needs-assessments

authorities in the Ipswich HMA detailing a process to follow should unmet needs become identified. Should it be determined through the plan making process that another authority within the ISPA is unable to meet its minimum housing need, the Councils will, under the duty to co-operate, work collaboratively to determine whether housing development needs that cannot be met wholly within a particular area, could be met elsewhere. An agreement to seek to accommodate unmet housing need would trigger an immediate review of the strategic policies of the Plan.

06.06 A substantial number of dwellings required are already accounted for via commitments, as set out in the table below. These will contribute to meeting the overall requirement.

Table 3 – Residual Housing Need over the Plan Period

	Babergh	Mid Suffolk
Annual housing need target	416	535
Total local housing need requirement (2018-2037)	**7,904**	**10,165**
Completions 2018-2021	1,274	1,813
2021 Committed supply (planning permissions*, sites with resolution to grant subject to Section 106 agreement, Neighbourhood Plan allocations)	4,939	7,882
Windfall	500	500
Total identified housing supply at 2021**	6,713	10,195
% of local housing need which is identified housing supply at 2021	85%	100%
2018 – 2037 Shortfall (if any) to be addressed in Part 2 Plan***	1,191	0

* Major sites with significant delivery uncertainty have been discounted

** This total identified housing supply is not the supply of 'deliverable' housing land which is formally identified within the Councils 5 Year Housing Land Supply Assessments.

*** The performance of the new housing delivery will be carefully tracked through the proposals set out in the Monitoring Framework within this Plan. Notwithstanding the identified Shortfall in this table, the Part 2 Joint Local Plan document (and associated policies map alterations) will review the need for new housing allocations insofar as they are necessary to provide flexibility and ensure that the Plan period housing requirement (in each district) can be met.

06.07 The NPPF recognises that small and medium sized sites can play an important role in meeting housing requirements and can improve delivery as they can be built out relatively quickly. Paragraph 69 of the NPPF requires local planning authorities to identify land to accommodate at least 10% of the housing requirement on sites no larger than one hectare. This requirement is met by existing commitments.

06.08 In addition to ensuring that enough new housing is being delivered, it is important to ensure that the right mix, of tenure, size and type of new housing is delivered. This will provide a wide choice of homes and contribute towards sustaining mixed communities and demographics. The most up to date Strategic Housing Market Assessment (SHMA) will provide conclusions on the size of property needed in each tenure for the Districts as a whole. Currently, the SHMA (January 2019) provides the most up to date evidence on each District-wide needs for the tenure and size of housing over the Plan period (Tables 4a and 4b). This demonstrates that the greatest need is for two, three and four-bedroom accommodation. If new evidence for each District is produced on the mix of tenure and size of housing required during the Plan period, this will be made available on the Councils' websites in due course. .

06.09 In addition to SHMA evidence for each District, communities may also produce their own up to date robust local housing needs surveys which may give a more localised view on the tenure, size and type (eg. house, bungalow, flat etc) of new housing required. Adopted Neighbourhood Plans may also set out an approach to help influence the mix of housing tenure, size and type specific to the local area so long as it is in general conformity with policies SP01 and SP02 of this Plan.

SP01 – Housing Needs

1. **In Babergh District the Joint Local Plan (Parts 1 and 2) will seek to deliver a minimum of 7,904 net additional dwellings (416 dwellings per annum) over the Plan period.**

2. **In Mid Suffolk District the Joint Local Plan (Parts 1 and 2) will seek to deliver a minimum of 10,165 net additional dwellings (535 dwellings per annum) over the Plan period.**

3. **Across the Plan area the mix of tenure, size and type of new housing development should be informed by the relevant District needs assessment, or any local housing needs surveys where relevant.**

07 - Affordable Housing

Policy background and explanation

07.01 The Strategic Housing Market Assessment (SHMA) – Part 1 and Part 2 (May 2017) and subsequent SHMA (2014-based Local Housing Need) evidence update (January 2019) were jointly commissioned by Babergh and Mid Suffolk District Councils, Suffolk Coastal and Waveney District Councils (now East Suffolk Council) and Ipswich Borough Council. The SHMA documents provides the evidence to justify the need and requirement for affordable housing. This planning policy reflects the size, type and tenure of housing needed for different people in the community and affordable housing is an identified need within Babergh and Mid Suffolk Districts as required by Paragraph 62 of the NPPF.

07.02 Affordable housing is housing for sale or rent, for those whose needs are not met by the market, which includes housing that provides a subsidised route to home ownership and/or is for essential local workers. Annex 2 of the NPPF (2021) sets out the definition of affordable housing and is split into the following four main categories: affordable housing for rent, starter homes, discounted market sales housing and other affordable routes to home ownership. An additional form of affordable housing introduced in 2021 are First Homes[9], which, post the transitional arrangements, should equate to 25% of the affordable housing provision. However, under the transitional arrangements, this Plan does not address First Homes.

07.03 The LPAs will use planning obligations or legal agreements to secure and deliver affordable housing, to ensure units are kept within the definition of affordable housing and will be available to successive occupiers. There are a number of reasons why affordable housing dwellings may be lost, for example: a tenant's statutory acquisition of a rented dwelling, shared ownership staircasing to 100% or discharge of the charge on a shared-equity dwelling. In all cases the Councils expect the dwelling to be replaced within the respective District, or any receipts arising from the disposal of the dwelling to be recycled to provide further affordable housing in the respective District, whenever possible.

07.04 As set out in the First Homes Written Ministerial Statement of 24 May 2021, Local Plans and Neighbourhood Plans that have reached advanced stages of preparation will benefit from transitional arrangements. Local Plans and Neighbourhood Plans submitted for examination before 28 June 2021, or that have reached publication stage by 28 June 2021 and subsequently submitted for examination by 28 December 2021, will not be required to reflect the First Homes policy requirement. The Plan (Part 1) qualified under the national transitional requirements and so does not reflect the First Homes policy requirement. However, the Councils will address the requirements to reflect the First Homes policy under the future Part 2 Plan.

07.05 For Babergh, the overall profile of affordable housing appropriate to meet the population over the Plan period derived from Local Housing Need is: 26.8%[10]. Not every development will deliver affordable housing, therefore the policy requirement will need to exceed this in order to deliver this need.

[9] https://www.gov.uk/guidance/first-homes
[10] The Local Housing Need is derived from the SHMA.

Table 4a Babergh Affordable Housing Mix (tenure & size) 2018 – 2036

Tenure & size	1 bed	2 bed	3 bed	4 or more bed	Total by tenure
Shared ownership	134 (26.4%)	165 (32.6%)	156 (30.9%)	51 (10.1%)	506 (25.4%)
Social rent & Affordable rent	271 (27.6%)	228 (23.2%)	225 (22.9%)	259 (26.4%)	984 (49.5%)
Discount home ownership & starter homes (demand)	106 (21.3%)	173 (34.8%)	145 (29.2%)	72 (14.5%)	496 (24.9%)
Total by size	511	566	526	382	1,986
Total per annum	28	32	29	21	110

Percentages calculated as the number of bedrooms required for each tenure. Please note percentages may not add up to 100% and total numbers may differ due to rounding.

07.06 For Mid Suffolk, the overall profile of affordable housing appropriate to meet the population over the Plan period derived from Local Housing Need is: 22.7%[11]. Not every development will deliver affordable housing, therefore the policy requirement will need to exceed this in order to deliver this need.

Table 4b Mid Suffolk Affordable Housing Mix (tenure & size) 2018 – 2036

Tenure & size	1 bed	2 bed	3 bed	4 or more bed	Total by tenure
Shared ownership	147 (25.2%)	187 (32.1%)	148 (25.4%)	100 (17.2%)	583 (25.3%)
Social rent & Affordable rent	289 (22.4%)	361 (28.0%)	303 (23.5%)	335 (26.0%)	1,288 (55.9%)
Discount home ownership & starter homes (demand)	97 (22.5%)	143 (33.2%)	131 (30.4%)	59 (13.7%)	430 (18.6%)
Total by size	533	691	582	494	2,301
Total per annum	30	38	32	27	127

Percentages calculated as the number of bedrooms required for each tenure. Please note percentages may not add up to 100% and total numbers may differ due to rounding.

[11] The Local Housing Need is derived from the SHMA.

07.07 Where viability assessments are submitted, the Councils will expect applicants to clearly set out all of the assumptions and evidence that go into the appraisal. The supply of information must be presented on an open book basis using the Development Appraisal Tool (DAT model)[12] produced by Homes England, including the calculation of residual land value and any cash-flow analysis. There must be no hidden calculations or assumptions in any model or appraisal. Viability assessments will be made publicly available.

07.08 Development appraisals must include details of the proposed scheme including site area, residential unit numbers, number of habitable rooms, unit size, density and the split between the proposed tenures. Floorspace figures must also be provided for residential uses (gross internal area) by tenure, and non-residential uses in gross internal area (GIA) and net internal area (NIA). Information should be provided relating to the target market of the development and proposed specification, which should be consistent with assumed costs and values. Details of the assumed development programme and the timing of costs and income inputs should be provided.

07.09 The Councils acknowledge the role that discount home ownership including First Homes and starter homes can play in meeting housing needs, however the Councils' will seek shared ownership and social / affordable rent provision in the first instance.

07.10 Currently the SHMA provides the most up to date evidence on the District-wide needs for mix of tenure and size of housing over the Plan period. In addition, communities may also produce their own up to date robust local housing needs surveys which may give a more localised view on the tenure, size and type (eg. house, bungalow, flat) of new housing required. Adopted Neighbourhood Plans may also set out an approach to help influence the mix of housing tenure, size and type specific to the local area, so long as it is in general conformity with policies SP01 and SP02 of this Plan. Regard will also be had to evidence supporting specific planning applications which convincingly demonstrates the required mix of tenure, size and/or type of housing required in the area.

07.11 In exceptional circumstances[13], the Councils may agree to alter the requirements for affordable housing for viability reasons to ensure that development can be brought forward, and overall housing delivery is not compromised. This would need to be convincingly demonstrated to the relevant Council through a comprehensive viability assessment. However, the tenure of affordable housing should be first adjusted to secure viability and best meet the housing needs before any adjustments to the size and/or type, or as a final step, a reduction of overall affordable housing provision is considered.

[12] Homes England – Development Appraisal Tool: https://www.gov.uk/government/publications/development-appraisal-tool or any successor appraisal model.

[13] For example, proposals on brownfield sites/rural exception sites, although this is not an exhaustive list of circumstances and does not mean exceptional circumstances are always acceptable in all other planning terms when assessed as a comprehensive balanced proposal.

SP02 – Affordable Housing

1. **The Joint Local Plan (Parts 1 and 2) will seek to deliver a minimum of 2,096 affordable homes in Babergh and 2,428 affordable homes in Mid Suffolk up to 2037.**

2. **On sites of ten or more dwellings or 0.5ha or more, a contribution of 35% affordable housing will be required on greenfield sites. For brownfield sites a contribution of 25% affordable housing will be required.**

3. **Proposals which provide a greater amount of affordable housing than that set out above will also be permitted, subject to the relevant Plan and Neighbourhood Plan policies.**

4. **The mix of tenure, size and type of new affordable housing development should be informed by the relevant district needs assessment, any local housing needs survey and other relevant supporting evidence. In exceptional circumstances, where it is convincingly demonstrated, that the required provision of affordable housing is not viable, the relevant Council may agree to vary the requirement. An agreed viability assessment format will be required to demonstrate this.**

5. **The Councils will expect affordable housing provision to be met on-site unless:**
    a. **Off-site provision or an appropriate financial contribution in lieu can be robustly justified; and**
    b. **the agreed approach contributes to the objective of creating mixed and balanced communities.**

6. **Affordable housing must be well-designed and where other types of housing are delivered it must be integrated within the development.**

7. **Development proposals must avoid artificial or contrived subdivision of a landholding in related ownership to circumvent requirements.**

08 - The sustainable location of new development

Policy background and explanation

08.01 As detailed in the Introduction chapter, this Plan is focused upon setting out the strategic and non-strategic policies for the Plan area. However, a Part 2 Plan is anticipated to address further issues including, a settlement hierarchy, the spatial housing strategy, the approach to Gypsy, Travellers and Travelling Showpeople, houseboat dwellers and any potential new allocations needed. In the meantime, this policy identifies how growth is expected to come forward in the Plan area.

08.02 The Joint Local Plan (Part 1 and Part 2) needs to plan for development in the right locations to meet the identified local housing and economic needs across the Plan area. Growth has many key benefits, including the securing of greater local investment, adapting and enhancing the local environment to modern living contexts, creating local job opportunities and ensuring local people have suitable and affordable homes to live in.

08.03 In considering the broad locations for new development, national planning policy requires that sustainable development be applied through balancing social, economic and environmental objectives. Development needs to be accommodated in settlements where the need to travel can be reduced, through good access to facilities and services and where significant adverse impacts can be avoided or mitigated. National policy also emphasises the importance of recognising the intrinsic character of the countryside. To this end the plan seeks to restrict most development outside defined settlement boundaries.

08.04 The existing settlement boundaries have been in place for some time and are well-understood by local communities, landowners, and developers. Whilst many of the extant planning permissions for new housing development are outside these boundaries, this will not prevent them coming forward. A review of settlement boundaries on a comprehensive and consistent basis is a substantial undertaking and to carry out such work at the present time would be likely to significantly delay the adoption of the Plan (Part 1). The settlement boundaries will be reviewed as part of the Part 2 Plan but for at least the short-medium term it is considered that the existing boundaries, applied through policy SP03, will be likely to enable the Districts' development needs to be met whilst also recognising the intrinsic character of the countryside.

SP03 - The sustainable location of new development

1. **New housing development will come forward through extant planning permissions, allocations in made Neighbourhood Plans, windfall development in accordance with the relevant policies of the Plan or Neighbourhood Plans and any allocations which are made in the forthcoming Part 2 Plan.**

2. **Settlement boundaries are defined on the Policies Map. These boundaries were established in earlier Local Plans and Core Strategies and have not been reviewed as part of the Plan but are carried forward without change at the present time. The principle of development is established within settlement boundaries in accordance with the relevant policies of this Plan. Outside of the settlement boundaries, development will normally only be permitted where:**

   a) **the site is allocated for development, or**
   b) **it is in accordance with a made Neighbourhood Plan, or**
   c) **it is in accordance with one of the policies of this Plan listed in Table 5; or**
   d) **it is in accordance with paragraph 80 of the NPPF (2021).**

3. **Settlement boundaries will be reviewed, and if necessary revised, as part of the preparation of the Part 2 Plan.**

Table 5 - Policies permitting development outside settlement boundaries, subject to the development's accordance with the other relevant policies of the Plan

Policy/para	***Comments***
SP04 (1)	*development of sites for Gypsies and Travellers and Travelling Showpeople*
SP05 (1, 2 and 5)	*development on strategic employment sites, at Brantham and along strategic transport corridors*
SP07 (1 and 2)	*sustainable tourism development where it accords with LP12 (2)*
SP08 (1)	*development enabling the delivery of key strategic infrastructure projects*
LP01 (1)	*infill housing development*
LP02 (1)	*residential annexes*
LP03 (1)	*residential extensions and conversions*
LP04 (1 and 2)	*replacement dwellings and conversions*

Policy/para	***Comments***
LP05 (1)	*rural worker dwellings*
LP07 (1 and 2)	*community-led housing and rural exception site housing*
LP09 (2)	*change of use to small scale employment development*
LP10 (2)	*change from employment use*
LP12 (2)	*tourism and leisure development*
LP13 (1 and 4)	*tourist accommodation and removal of holiday occupancy conditions*
LP14 (1)	*intensive livestock and poultry farming, subject to LP14 (2)*
LP19 (3a)	*re-use /redevelopment of a heritage asset*
LP20 (1)	*change of use of land for equestrian purposes or other similar animal-based uses*
LP21 (1)	*change of use of agricultural land to residential garden*
LP22 (1)	*new agricultural buildings where there is demonstrable evidence to justify the need for them*
LP25 (1)	*sources, storage and distribution of energy*
LP28 (1a)	*new accessible local services and community facilities where in accordance with LP28 (1b)*
LP31(3)	*new health or education facilities*

09 - Gypsy and Traveller and Travelling Showpeople

Context

09.01 National planning policy for Gypsies and Travellers is set out in Planning Policy for Traveller Sites (2015) and requires planning authorities to use their evidence to plan positively to meet the needs of Gypsies and Travellers and Travelling Showpeople.

09.02 Current needs are identified through the Ipswich Housing Market Area Gypsy, Traveller, Travelling Showpeople and Boat Dwellers Accommodation Needs Assessment (ANA) (May 2017), which will be superseded by a new or updated assessment identifying needs for Babergh and Mid Suffolk Districts produced alongside a Part 2 Plan, and will identify sites for allocation if necessary.

SP04 – Provision for Gypsy and Traveller and Travelling Showpeople

1. **Proposals for the development of sites for Gypsies and Travellers and Travelling Showpeople, within or outside settlement limits, will be approved where they accord with the Planning Policy for Traveller Sites and Policy SP09.**

2. **Sites with permission for these uses or in current use, will be protected for these uses unless it can be demonstrated they are no longer required to meet the district-wide need.**

10 – THE ECONOMY

Economic

Economic Growth

10.01 Across Babergh and Mid Suffolk there is a diverse network of employment sites of different sizes and locations with wide ranging suitability for different employment uses. The sites include large strategic sites which are concentrated along the transport corridors and on the edge of the towns, as well as smaller scale business estates and many other sites located throughout the Plan area, many of which are on diversified farmland. It is important that the diversity of sites is maintained to accommodate the wide-ranging requirements of employers and industries located in the Districts.

10.02 The Employment Land Needs Assessment (2016) identifies that Babergh and Mid Suffolk have modest net additional employment land requirements equating to approximately 2.9 Ha in Babergh and 9.4 Ha in Mid Suffolk, up to 2036. In quantitative terms, there is considered to be adequate land supply through vacant land (20.1 Ha in Babergh and 109.8 Ha in Mid Suffolk) on strategic employment sites to meet the additional employment land requirements over the Plan period. In addition to the designated sites in Table 6, there are further employment sites which have been granted planning permission along the strategic transport corridors (as defined in the glossary).

10.03 Whilst the baseline land forecast indicates modest employment land requirements, it is important that there is sufficient policy flexibility to meet sustainable economic demands over the Plan period. At the same time, it is also important to continue to support the retention and improvement of the network of established sites of varying sizes located across the Districts. Flexibility to accommodate net growth, to enhance the employment provision for uses that cannot be accommodated upon the existing strategic employment sites, is important to securing the future prosperity of the area.

10.04 In total, the strategic employment sites cover approximately 190 Ha in Babergh and 440 Ha in Mid Suffolk, as shown in Table 6. In Babergh, there are two key regeneration sites in employment use. One is at Brantham located on the Stour Estuary, and one is at Sproughton (the former Sugar Beet site) located on the A14 corridor, the latter also being a strategic employment site.

Table 6: Strategic Employment Sites and Gross* Areas

Site No.	Site Name	Total Site Area (Ha)	Vacant Land (Ha) (as at Nov 2022)
Babergh			
1	Acton – Bull Lane	11.8	0
2	Hadleigh – Lady Lane	22.9	0.5
3	Raydon – Notley Enterprise Park	11.2	0
4	Sproughton – Farthing Road	20.9	0
5	Sproughton Former Sugar Beet Factory	35.5	17.2
6	Sudbury – Chilton Industrial Estate, Delphi Site, Church Field Road and Northern Road	69.8	2.4
7	Sudbury – Wood Hall Business Park	9.4	0
8	Wherstead Business Park	7.2	0
Babergh Sub-Total		188.7	20.1

Site No.	Site Name	Total Site Area (Ha)	Vacant Land (Ha) (as at Nov 2022)
Mid Suffolk			
9	Eye Airfield	140.8	11.0
10	Great Blakenham – Gipping and Claydon Business Park	44.2	0
11	Needham Market – Lion Barn	17.4	3.4
12	Stowmarket – Charles industrial Estate	2.2	0
13	Stowmarket – Gipping Employment Corridor	111.9	4.1
14	Stowmarket – Mill Lane / Gateway 14	79.3	79.3
15	Woolpit – Brickworks	4.4	0
16	Woolpit Business Park	10.7	2.3
17	Woolpit – Lady's Well	11.8	1.5
18	Woolpit – Lawn Farm	17.1	8.2
Mid Suffolk Sub-Total		439.8	109.8
Total		628.5	129.9

* Gross includes developable areas for employment uses as well as areas of constraint such as access roads, landscaping, and areas of flood risk.

10.05 It is important that the flexibility to enable economic investment is balanced with the need to safeguard and encourage investment and improvements to the existing network of employment sites, which have a central role in supporting economic activity across Babergh and Mid Suffolk. Proposals for net additional (new) employment land should enhance the economic potential of the Districts and not jeopardise the ongoing retention of the existing employment uses. There is a need to ensure that employment opportunities exist throughout the Districts, to help to support sustainable communities and reduce the need for out-commuting. The economic importance of supporting the retention of existing sites across the Districts remains vital to the ongoing economic sustainability of many settlements. Cumulatively these sites support the economic sustainability of Babergh and Mid Suffolk. Detailed policies to secure the diversity in the type, scale and location of employment sites are set out in the Non-Strategic Local Policies of the Plan.

10.06 Through the production of the Water Cycle Study, Essex and Suffolk Water commented that the supply headroom in the Hartismere Water Resource Zone (WRZ) has now been exhausted by new non-household demand and so this would affect future non-household development. It has been identified that additional supply capacity will not be available before 2032 at the earliest.

SP05 – Employment Land

1) **In order to support and encourage sustainable economic growth (i) the designated strategic employment sites (as identified in Table 6 and on the Policies Map) shall be protected and employment uses within them will be supported in principle; and (ii) other land used for employment purposes shall be protected for ongoing employment use, unless such use is convincingly demonstrated to be unviable.**

2) **The ongoing regeneration at Brantham and at the Former Sproughton Sugar Beet Factory regeneration sites is supported. Development at the Brantham site must be sensitive to the estuarine/coastal location, which is in close proximity to the AONB, in relation to landscape, biodiversity, potentially flood risk, and, where relevant, the historic environment. This site could offer significant potential for biodiversity net gain as well as landscape enhancements to reflect its location close to the AONB and coast. Similarly, regeneration at the Former Sproughton Sugar Beet Factory, must be sensitive to landscape, biodiversity (with consideration given to potential for biodiversity net gain) and heritage assets.**

3) **Where appropriate, conditions will be applied to Use Class E developments to control the uses which can be operated.**

4) **In determining applications for new employment development weight shall be given to proposals which make provision for skills and training packages which are supported by the relevant LPA.**

5) **To ensure a deliverable supply of employment sites to accommodate the changing needs of the economy, development of other land for employment uses along the strategic transport corridors (as defined in the glossary) shall be supported in principle, subject to:**

    a. **The applicant demonstrating that any proposal is deliverable and would enhance provision which cannot be accommodated on existing strategic employment sites;**
    b. **All proposals demonstrating adequate highway capacity and access with sufficient on-site parking;**
    c. **Ensuring provision of accessibility to public transport, including walking and cycling provision;**
    d. **The site design and layout being sensitive to the surroundings, including any landscape, heritage and biodiversity assets;**
    e. **Prioritisation being given to development on previously development land; and**
    f. **All new buildings demonstrating a high standard of design, by having regard to the relevant policies of the Plan.**

6) **Any application for non-domestic proposals requiring heavy water usage across the two Districts will be required to demonstrate that sufficient water capacity is available through a Water Supply Management Statement in liaison with the relevant water supply company. Any use of this nature in the Hartismere Water Resource Zone (Mid Suffolk District) will be prohibited until confirmation of sufficient water capacity by the relevant water supply company (currently anticipated from 2032).**

RETAIL

Town Centres, Retail & Leisure

10.07 The towns in Babergh and Mid Suffolk have an important function serving district-wide catchments in the provision of shopping, employment and leisure opportunities. There is also a substantial influence from the neighbouring major retail centres of Ipswich, Bury St Edmunds and Colchester.

10.08 In order to maintain the vitality and viability of existing town centres, main town centre uses (as defined by the NPPF) will continue to be directed sequentially to the town centres of Sudbury, Hadleigh, Stowmarket and those defined centres in made Neighbourhood Plans.

10.09 The sequential approach establishes a town centre first approach for retail development with good means of accessibility supported by regular public transport. Where developments are proposed to be located on edge of centre and out of centre sites, developers will be required to provide evidence to justify the location by demonstrating there are no suitable alternative sites within or adjacent to the town centres. When considering edge of centre and out of centre proposals, preference will be given to accessible sites which are well connected to the town centres. The potential implications of the permitted changes through the Use Class E for retail and leisure proposals outside town centres should be fully assessed taking account of the need to protect the vitality and viability of the town centres.

10.10 Due to the historic richness of the Districts a number of town centres fall within Conservation Areas, within which development proposals will need to take into consideration the effect they may have on the historic townscape.

SP06 – Retail and Main Town Centre Uses

1) **Proposals for new main town centre uses[14] will be supported in Sudbury, Hadleigh and Stowmarket town centres (as defined on the Policies Map) and centres that are defined in made Neighbourhood Plans.**

2) **A sequential test will be applied for proposals for main town centre uses which are neither in defined town centre areas, nor in accordance with an up-to-date plan.**

3) **In order to protect and enhance the historic environment of the settlements, development proposals will need to demonstrate they have been appropriately designed with the townscape, heritage assets and their settings.**

[14] Main town centre uses include retail development (including warehouse clubs and factory outlet centres), leisure, entertainment and more intensive sport and recreation uses (including cinemas, restaurants, drive through restaurants, bars and pubs, nightclubs, casinos, health and fitness centres, indoor bowling centres and bingo halls), offices and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities) [NPPF, 2021].

Tourism

Policy background and explanation

10.11 The Tourism Sector is an important part of the Suffolk economy. Babergh and Mid Suffolk Districts contain the Shotley Peninsula and part of the Suffolk Coast and Heaths AONB, Dedham Vale AONB, the 'wool towns' (including Lavenham, Kersey, Polstead and Hadleigh), as well as the historic market towns of Eye, Needham Market, Stowmarket, and Sudbury. Constable Country runs along the Essex and Suffolk border in Babergh.

10.12 Supporting the tourism sector is essential for the Suffolk economy. Tourism in Babergh has an estimated worth of £133 million and provides 2,601 full-time equivalent (FTE) jobs (9.4% of all employment in the District). In Mid Suffolk, tourism is worth around £118 million providing 2,304 FTE jobs (7.5% of employment in the District) [Destination Research, the Economic Impact of Tourism, 2021].

10.13 The National Planning Policy Framework, (2021, Para 84) encourages sustainable rural tourism and leisure developments which respect the character of the countryside. Within the AONBs, sustainable tourism, as advocated in the adopted AONB Management Plans, is supported.

SP07 – Tourism

1) **New sustainable tourism development that supports the tourism role of the settlements across Babergh and Mid Suffolk will be encouraged, where appropriate to the scale, character and nature of their locality.**

2) **Historic, recreational and landscape-based tourism proposals that demonstrate protection of the historic and natural environment will be supported.**

11 – STRATEGIC INFRASTRUCTURE

Policy background and explanation

11.01 The provision of infrastructure is fundamental to maintaining the quality of life, prosperity and environmental credentials of the area. It is essential that any future growth and development is supported by infrastructure to meet the needs of the population, businesses and the wider community. There are a wide range of infrastructure types necessary at both a local and strategic level. It is critical that the strategic and cumulative infrastructure needs are considered and addressed. This approach will then inform how individual developments can contribute and support the delivery of such strategic infrastructure, as well as understanding the more localised and scheme specific infrastructure capacity issues and needs.

11.02 The key strategic infrastructure projects include transport improvements, an education expansion programme, environmental protection of internationally important environmental designations, improvements to digital infrastructure and the water supply and treatment network. A comprehensive list of all strategic and local infrastructure is set out in the Babergh and Mid Suffolk Infrastructure Delivery Plan. In the Hartismere Water Resource Zone (WRZ) in Mid Suffolk District, water supply infrastructure network upgrades will be required. The network upgrades will not be available before 2032 at the earliest.

11.03 There are strong aspirations towards the delivery of key infrastructure projects, some of which will cross over administrative local authority boundaries, including into Ipswich. As such, development in the Ipswich Strategic Planning Area (ISPA) is predicted to add significant strain on the transport network. Therefore, a Transport Mitigation Strategy, which provides a package of transport measures, has been identified to reduce vehicle movements arising from new development and existing communities, and address air quality impacts in and around Ipswich.

11.04 To support the delivery of growth across Babergh and Mid Suffolk Districts, the Councils will continue to work with service providers, statutory bodies and neighbouring authorities to ensure support for the timely delivery of the required infrastructure throughout the Plan period.

11.05 Monitoring of infrastructure delivery and re-assessment of infrastructure requirements will be undertaken regularly.

SP08 – Strategic Infrastructure Provision

1) The Councils will work with the relevant partners in supporting and enabling the delivery of key strategic infrastructure projects[15] affecting both the plan area and beyond, which include:

a. Infrastructure for transport (including sustainable transport modes) along the strategic transport corridors (including the delivery of the ISPA Transport Mitigation Strategy) to avoid and mitigate any adverse effects, and achieve net environmental gains;
b. A district wide education expansion programme to match projected population growth;
c. Protected Habitats Mitigation Zones;
d. The provision of essential water supply and water recycling infrastructure, including an upgrade from 2032 to the Hartismere water supply infrastructure network; and
e. Improvements and expansions to electronic communication networks and high-quality digital infrastructure.

2) All development will also need to make provision for appropriate contributions towards community infrastructure.

3) The required infrastructure will be provided through a combination of Community Infrastructure Levy (CIL), Planning Obligations, other Developer Contributions and where appropriate, funding assistance from the Councils / other provider organisations.

Community Infrastructure

11.06 Community infrastructure is vital to ensuring that settlements of all scales can thrive and function in more sustainable ways. The role of community infrastructure such as healthcare, early years and primary education, and cultural infrastructure, is typically of a more localised nature, but the cumulative impact of deficits can be severe on a wide area.

11.07 Many communities within the Babergh and Mid Suffolk area need improvements to community infrastructure, to support growth. The Infrastructure Delivery Plan (IDP) has identified which improvements to community infrastructure are required throughout the Plan period. Development must have regard to this, to ensure that appropriate and sustainable development can be supported.

[15] Detailed information on strategic infrastructure projects are set out in the most recently published Babergh and Mid Suffolk Infrastructure Delivery Plan.

12 - Protection and Management of the Environment

Strategic Issues

12.01 The aims of the Plan are to ensure sustainable development can be achieved, whilst supporting the objective to contribute to conserving and enhancing our natural, built and historic environment. This includes making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including a low carbon economy NPPF (2021 Para 8).

12.02 To conserve and manage the environment, the Councils will employ a hierarchical approach of avoidance, mitigation and compensation.

NATURAL AND LOCAL ENVIRONMENT

12.03 The NPPF (2021 Para.174) advocates that local plans should contribute to and enhance the natural and local environment. A framework of policies supports this strategic approach:

a. Environmental Protection and Conservation
b. Biodiversity
c. Landscape
d. Historic Environment
e. Change of use of Land

ENVIRONMENTAL PROTECTION AND CONSERVATION

12.04 Babergh and Mid Suffolk have a rich and varied natural environment, including rivers, estuaries, open spaces and countryside, but some local resources are under pressure.

12.05 The environmental protection and conservation measures provide a managed policy framework which is adaptable and can respond to pressures through approaches such as prevention, management, mitigation or adaptation from flood risk, water resources, land resources, pollution and climate change.

GREEN INFRASTRUCTURE

12.06 All components of the green infrastructure network must be managed at a strategic level to ensure cross boundary and cumulative issues and impacts are effectively managed at a strategic level. This includes natural components, such as biodiversity, geodiversity and landscape, as well as assets within settlements, including historic assets, green spaces and recreational areas.

BIODIVERSITY & GEODIVERSITY

12.07 Local sites of biodiversity and geodiversity value are identified in the Plan to ensure consideration can be given to the level of protection provided to these local sites – including County Wildlife Sites, County Geodiversity Sites, Local Nature Reserves and Priority species and habitats.

LANDSCAPE

12.08 In Babergh and Mid Suffolk, future development must be managed to respect the key features and local distinctiveness.

12.09 Along with Areas of Outstanding Natural Beauty (AONBs), Sites of Scientific Interest (SSSIs) and Conservation Areas, there are also less well-known features that make all landscape character areas significant and worthy of protection. It is important to recognise these elements, in order to balance interests and consider potential impacts in the future, as well as to identify any further management or guidance which may be required that goes beyond the boundaries of defined designations covered by legislation. Furthermore, in cases where mitigation measures are necessary, it may help inform the type of measures which could be appropriate.

12.10 There are approximately 16 identified Landscape Characters within Babergh and Mid Suffolk. Babergh makes a valuable and varied contribution to this, with the Suffolk Coasts and Heaths AONB and Dedham Vale AONB, including the Stour Valley, covering a considerable part of the District. Legislation provides protection and guidance within these areas and both have Management Plans providing a robust framework for management of challenges facing these areas in the future.

THE HISTORIC ENVIRONMENT

12.11 The importance of heritage assets to the historic character and distinctive appearance of both Districts should not be underestimated. The historic environment is a precious resource valued by residents, visitors and local businesses, and the attractive historic character of many of the villages and wealth of traditional buildings is the focus of a healthy and growing tourism sector.

12.12 The Plan seeks to continue to conserve and enhance the heritage assets throughout the Districts, for the benefit of all to enjoy as well as to enrich the quality of life through learning from local historic knowledge and thereby ensure assets are safeguarded for future generations.

CROSS BOUNDARY MITIGATION FOR PROTECTED HABITATS SITES

12.13 Protection for internationally and nationally protected sites is established in legislation. In producing the Plan, consideration has been given to the level of protection to afford to local sites of biodiversity and geodiversity value including County Wildlife Sites, County Geodiversity Sites and priority habitats and species.

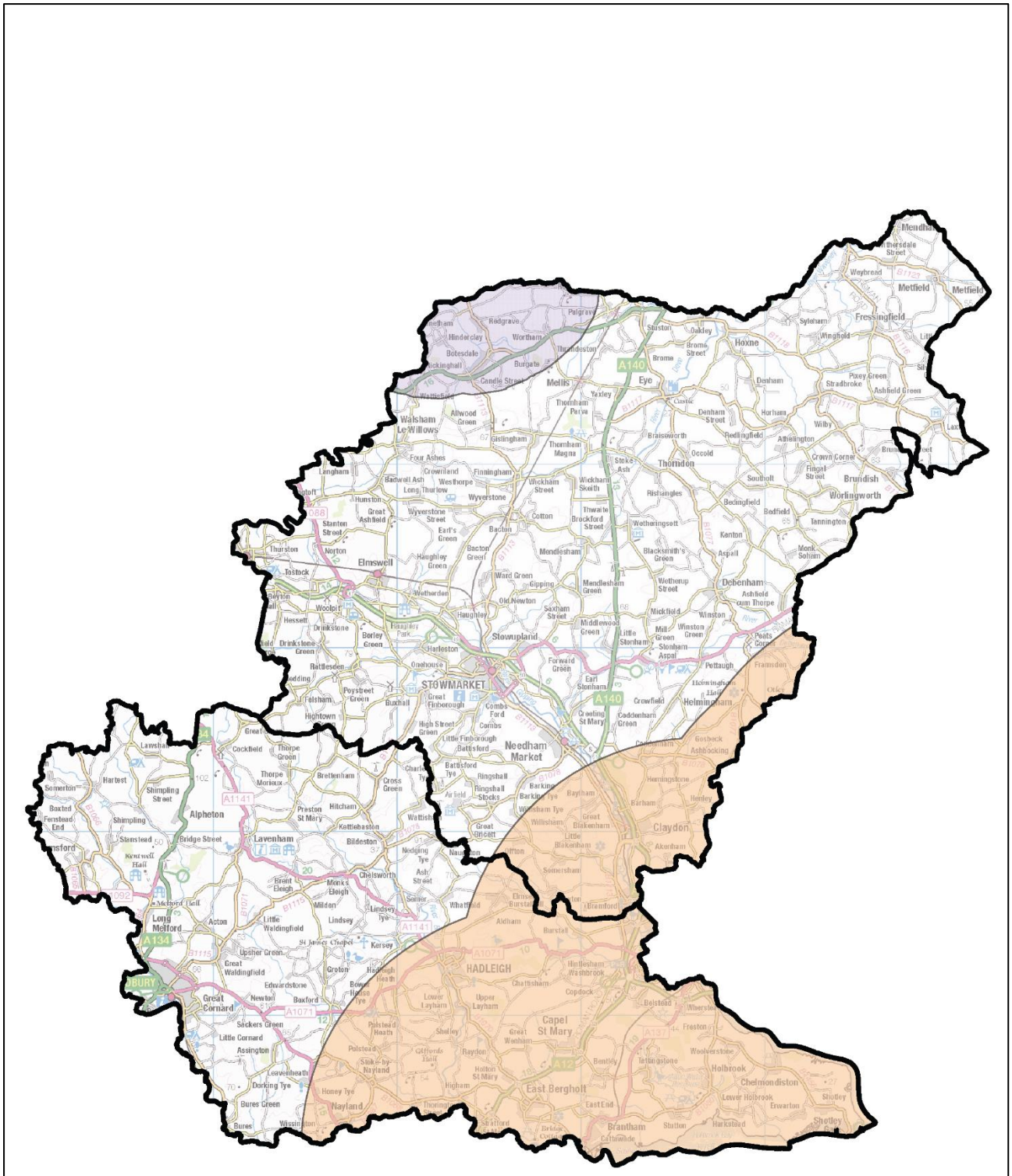
12.14 Through previous Habitats Regulations Assessments, there has been recognition of the sensitivity of the internationally Protected Habitats Sites and the potential for significant effects arising from increased recreational disturbance related to new housing development. The sites are protected under the provisions of Wildlife and Countryside Act 1981 and Natural Environment and Rural Communities Act 2006. National policy identifies that development should initially consider whether avoidance of these sensitive areas is practical. In circumstances where this is not possible, appropriate mitigation should be provided, including being able to demonstrate well-designed open space/green infrastructure, proportionate to its scale, and prevents a significant adverse effect on site integrity to a Habitats Site. Such provisions can help

minimise any predicted increase in recreational pressure to the Habitats Sites by containing the recreation within and around the development site boundary away from Habitats Sites, in accordance with Natural England best practice advice[16]. Suitable Accessible Natural Green Space (SANGS) guidance[17] can be helpful in achieving this, including provision of high-quality, informal, semi-natural areas; circular dog walking routes of at least 2.7 km within the site and/or with links to the surrounding public rights of way; dedicated 'dogs-off-lead' areas; signage/information leaflets to householders to promote these areas for recreation; dog waste bins; and a commitment to the long-term maintenance and management of these provisions.

12.15 Babergh, Ipswich, Mid Suffolk, Suffolk Coastal and Waveney Councils (now East Suffolk Council) are taking a joined-up approach to mitigating these impacts. For Babergh and Mid Suffolk, these relate to the Stour and Orwell, and Deben estuaries. The Councils have produced a Suffolk Coast Recreational Disturbance Avoidance and Mitigation Strategy (RAMS), which identifies and costs the measures necessary to mitigate recreational and leisure impacts and confirms how they will be funded from residential development. The intention of the strategy is to avoid adverse effects on the integrity of the Habitats Sites, in combination with other plans and projects, over the Plan period.

12.16 Strategic projects may require joint working by public bodies, to ensure the requirements of the Habitats Regulations are met.

[16] Letters from Natural England dated 25th May 2016, 22nd June 2017 and subsequent Annex I referenced in the Babergh and Mid Suffolk Joint Local Plan Habitats Regulations Assessment (Oct 2020).
[17] Natural England SANGS guidance (Aug 2021).


Waveney & Little Ouse Valley Fens Special Area of Conservation and Redgrave & South Lopham Fens Ramsar site 5km Impact Risk Zone
Stour and Orwell Esturaries Special Protection Area and Ramsar site and the Deben Estuary Special Protection Area and Ramsar site 13km Zone of Influence
Babergh Mid Suffolk District Working Together
Protected Habitats Mitigation Zones
Babergh and Mid Suffolk District Councils
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SCALE : 1:300000
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12.17 Proposals for development will need to consider internationally designated sites, particularly where they are identified within the relevant Impact Risk Zones and/or Zones of Influence (otherwise referred to under the general term 'Protected Habitats Mitigation Zones').

12.18 Development that falls within the Impact Risk Zones for Redgrave & Lopham Fens Ramsar site and Waveney & Lt Ouse Valley Fens SAC will trigger consultation with Natural England. The 5km Impact Risk Zone for these designations are identified on the Protected Habitats Mitigation Zones map and is also identified on the Natural England MAGIC online map.

12.19 The Councils will continue to work with other authorities throughout the Plan period, to ensure that the Protected Habitats Mitigation Zones, strategies and mitigation measures are kept under review in partnership with Natural England and other stakeholders. The RAMS 13km Zones of Influence (ZOI) as identified on the Protected Habitats Mitigation Zones map were established in response to evidence to provide an indication of the geographical extent to which recreation pressure may be relevant for each European site, i.e. the geographical zone around each European site, within which new development defined through the RAMS Strategy may pose a risk in terms of additional recreation pressure. For all other development within the Stour and Orwell Estuaries Protected Habitats Mitigation Zone, a 13km Impact Risk Zone will apply, which will trigger consultation with Natural England for further ecological considerations, on a site-by-site basis.

12.20 The Councils are also currently working in a county-wide partnership on a cross-boundary project, to identify wildlife corridor networks. This will be used as baseline data for creating, conserving and enhancing wildlife corridors and to support biodiversity net gain requirements.

12.21 Monitoring of biodiversity net gain will be undertaken annually on a District level, in line with government requirements.

12.22 All development within or directly adjacent to Protected Habitats Sites, will be required to ensure the construction will avoid adverse effects on site integrity of the relevant Protected Habitats Site, in accordance with legislation. This will be required at the application stage.

12.23 The Councils commenced the monitoring of air quality from traffic on roads within 200 metres of Protected Habitats Sites in September 2021. An Air Quality Monitoring Plan has been agreed with Natural England for the collection of Nitrogen Dioxide (NO_2) and Ammonia (NH_3) emissions over the period 2021 to 2022. The Part 2 Plan will provide an appropriate stage and timescale to determine whether the planning policies are having (or could have) an adverse effect on the integrity (AEOI) of the relevant Protected Habitats Sites.

SP09 –Enhancement and Management of the Environment

1) **The Councils will require development to support and contribute to the conservation, enhancement and management of the natural and local environment and networks of green infrastructure, including: landscape, biodiversity, geodiversity and the historic environment and historic landscapes.**

2) **Development within the identified Protected Habitats Sites Mitigation Zone should seek to avoid harm in the first instance. Where this is not possible, development will be required to demonstrate adverse effects on site integrity will be avoided from increased recreational pressure. Development consisting of over 50 dwellings will be required to demonstrate well-designed open space/green infrastructure, proportionate to its scale. Development will also be required to make appropriate contributions through legal agreements towards management projects and/or monitoring of visitor pressure and urban effects on Habitats Sites and be compliant with the HRA Recreational Disturbance and Avoidance Mitigation Strategy. Development will otherwise need to submit separate evidence of compliance with the HRA regarding predicted impacts upon relevant designated sites.**

3) **All development that would have an impact on a Protected Habitats Site, will be required to embed mitigation measures to avoid adverse effect on integrity.**

4) **Through biodiversity net gain, all development will be required to protect and enhance biodiversity ensuring the measures are resilient to climate change.**

5) **Where the monitoring of air quality from traffic on roads within 200 metres of Protected Habitats Sites demonstrates an adverse effect on their integrity, then the Councils will address any mitigation measures required in the Part 2 Plan.**

Climate Change

12.24 The Plan aims to future proof all development from the impact of climate change, by supporting the transition to a low carbon future in a changing climate, .taking account of the long-term implications for flood risk, coastal change, water supply, biodiversity, landscape and visual impacts, the risk of extreme winter and summer temperatures, and overheating from rising temperatures. This should underpin both plan-making and decision-taking (NPPF, 2021, Para. 20). The Plan seeks to meet these aims through a combination of climate change policies, including issues on sustainable construction, design, energy, flood risk and water management.

12.25 Approaches to mitigate and adapt to climate change include sustainable construction techniques that regulate building temperatures, tree planting and shelter in public realms including public transport nodes and stops, and biodiversity net gain.

12.26 Mitigation means to reduce or delay the impact of climate change, by reducing the flow of greenhouse gases into the atmosphere, either by reducing the burning of fossil fuels or enhancing stores that accumulate and store gases such as oceans, forests and soil. Adaption means to adjust to life in a changing climate with the goal to reduce vulnerability to harmful effects of climate change.

12.27 The Plan recognises that both Babergh and Mid Suffolk District Councils support the County-wide aim for a zero carbon/ carbon neutral future by 2030, and the policies within provide the framework to achieve this aim.

SP10 - Climate Change

1. **The Councils will require all development to mitigate and adapt to climate change by:**

   a. **Adopting a sequential risk-based approach taking into account future-proofing measures for impacts of flooding**;
   b. **Conforming to the principle of Holistic Water Management;**
   c. **Applying existing and innovative approaches to sustainable design and construction; and**
   d. **Identifying opportunities, where appropriate, to deliver decentralised energy systems powered by a renewable or low carbon source and associated infrastructure, including community-led initiatives.**

SECTION B – NON-STRATEGIC LOCAL POLICIES

(Development Management policies)

13 LOCAL POLICIES – HOUSING

LP01 - Windfall infill housing development outside settlement boundaries

Policy background and explanation

13.01 There are opportunities for sustainable windfall infill development across Babergh and Mid Suffolk. In the past, such opportunities have often been constrained through restrictive planning policies, particularly outside settlement boundaries.

13.02 Across the Plan area there are many small-dispersed communities. Whilst these communities do not contain the level of services and facilities which would be necessary to support larger scale new housing developments, small scale windfall infill development may be appropriate to enable sustainable development where it will enhance or maintain the vitality of the rural communities.

13.03 Windfall infill development is not considered necessary to meet each Districts housing need. Consequently, the level of development in these communities should be limited based on the consideration of the local context and circumstances and the cumulative impact of development proposals should be managed to ensure development is appropriate and sustainable. For example, there may be cases where two detached dwellings or a terrace of three small dwellings would be much more in keeping with the surrounding property than a semi-detached pair of dwellings.

Policy LP01 – Windfall infill housing development outside settlement boundaries

1. **Proposals for windfall infill[18] development outside settlement boundaries where there is a cluster of at least 10 well related dwellings will be acceptable, subject to compliance with all the following:**

   a) **It would not be detrimental to the character and appearance of the settlement, landscape (including the AONB), residential amenity or any heritage, environmental or community assets;**
   b) **It would not result in consolidating sporadic or ribbon development or result in loss of gaps between settlements resulting in coalescence; and**
   c) **The development would usually be for only one or two dwellings.**

[18] Infill - The filling of a small undeveloped plot in an otherwise built-up highway frontage.

LP02 - Residential Annexes

Policy background and explanation

13.04 The creation of annexes , whether the host dwelling is located inside, or outside settlement boundaries can create additional accommodation for a dwelling and can help to create more flexible use of the accommodation to respond to changing family circumstances over time.

13.05 Residential annexes should be designed so that they are ancillary in use and scale to the main dwelling unit and provide genuinely flexible accommodation that can be adapted and re-adapted to meet the changing needs of an extended family over time. This should include the option of absorbing the annexe back into the main dwelling accommodation, if necessary, by the same or future occupiers.

13.06 To meet these requirements it is essential that the main and annexe accommodation are either directly connected by an internal link or have a close spatial relationship with shared facilities and space.

13.07 The Councils will apply restrictive conditions or obligations to ensure annexes do not create sub-standard dwellings with inadequate standards of access, amenity and space, and potentially result in additional dwellings in unsustainable locations.

Policy LP02 - Residential Annexes

1. **Residential annexes will be supported where the proposal:**

    a) **Is ancillary and subordinate in scale to the host dwelling;**
    b) **Does not involve the physical subdivision of the residential curtilage; and**
    c) **Is designed to easily allow for the annexe to be integrated later into the main building as a single dwellinghouse when the need no longer exists.**

2. **Where proposals for residential annexes are considered acceptable, planning conditions or obligations will be imposed to limit the occupation for use as an annexe, and to prevent the future use of the annexe as a separate dwelling.**

LP03 - Residential Extensions and Conversions

Policy background and explanation

13.08 This policy addresses proposals for residential extensions, and conversion of buildings of ancillary uses (such as garages) to become part of the living accommodation. Residential extensions can add greatly to the diversity and flexibility of the housing stock and help to meet a range of occupier needs. All development should achieve good design and maintain and create good levels of amenity for future and neighbouring occupiers, whilst enhancing the character of the area.

13.09 The Councils may impose appropriate conditions or in exceptional circumstances remove permitted development rights in order to protect the amenities of adjoining occupiers.

13.10 When considering proposals for extensions and conversions to ancillary residential uses, the Councils will have regard to parking standards and other guidance and standards for new dwellings.

Policy LP03 - Residential Extensions and Conversions

1) Proposals for extensions to existing dwellings or conversions of buildings to ancillary use within the curtilage of residential dwellings will be supported where they:

a) Incorporate a high standard of design which maintains or enhances the character and appearance of the buildings, street scene and surroundings;

b) Will not result in over-development of the plot and will retain suitable amenity space. The cumulative effects of a number of extensions or conversions within the plot will be taken into account;

c) Will not unacceptably affect the amenities of neighbouring occupiers; and

d) Ensure sufficient parking spaces and turning spaces (where required) are retained or provided.

LP04 - Replacement Dwellings and Conversions

Policy background and explanation

13.11 When considering proposals for replacement dwellings on existing residential plots and/or the conversion of a plot to a dwelling, the Councils will have regard to maintaining and creating good levels of amenity for future occupiers and neighbouring occupiers, and the character of the area through the use of good design.

13.12 The Councils may impose appropriate conditions, or in exceptional circumstances, remove permitted development rights to protect the amenities of the occupiers of adjoining properties. For example, removing permitted development rights to insert new or alter existing windows and balconies in order to protect the amenities of adjoining occupiers.

Policy LP04 - Replacement Dwellings and Conversions

1. **Proposals for replacement dwellings will be supported where the building to be replaced has a lawful use as a permanent residential dwelling.**

2. **Proposals for conversion of buildings to residential must demonstrate the structure is capable of accommodating the use and the development would reuse redundant or disused buildings and enhance its immediate setting.**

3. **Additionally, proposals for replacement dwellings and/or conversions must:**

    a) **Be of an appropriate scale and setting for the area, and use materials to achieve a high standard of design in response to the context, and the character and appearance of the surroundings;**
    b) **Consider the amenity for both existing and for future occupiers;**
    c) **Have safe and suitable access and parking;**
    d) **Reuse redundant or disused buildings where possible; and**
    e) **In sensitive areas not be more visually intrusive than the original building.**

LP05 - Rural Worker Dwellings

Policy background and explanation

13.13 Whilst planning policies should avoid the development of isolated homes in the countryside (NPPF, 2021, Para 80), in certain circumstances such development may be appropriate, such as when there is an essential need to provide accommodation for a rural worker.

Policy LP05 – Rural Worker Dwellings

1. **Where residential accommodation for a rural worker, outside settlement boundaries, is proposed, it must demonstrate the following:**

    a) **The essential need for residential accommodation to be located with the existing or proposed use;**
    b) **There being no other suitable building(s) or nearby available residential accommodation to serve the proposal;**
    c) **The enterprise has been established for at least three years and there is an agreed sustainable business plan to ensure the enterprise will remain financially viable for the foreseeable future;**
    d) **New permanent accommodation can only be justified if the enterprise is economically viable and is likely to remain viable for the foreseeable future. Where the business has not been established long enough to demonstrate financial soundness, permission may be granted for a temporary dwelling in the form of a residential caravan, mobile home or other prefabricated structure which can easily be dismantled and removed from the site;**
    e) **The residential accommodation is proportionate in scale to the use proposed; and**
    f) **The proposal must not have an unacceptable impact on highway safety.**

LP06 –Supported and Special Needs Housing

Policy background and explanation

13.14 This policy is to ensure that supported and special needs housing is provided in an appropriate manner, so that it contributes to the quality of life for its residents and meets wider sustainable development requirements. Supported and special needs housing includes accommodating care for older, disabled or vulnerable people and care leavers, people with learning difficulties, mental illness and physical disabilities.

13.15 The SHMA[19] identifies the population of older persons is 26.2% in Babergh and 24.8% in Mid Suffolk, and cites that the OAN projections indicate the population aged 65 or over is going to increase dramatically, by 57.8%, within the Ipswich Housing Market Area over the Plan period. In addition to the predicted rise in the older population, it is also expected that a growing number of households will include one or more persons with a disability, and more households will contain people living with long-term health conditions.

13.16 The SHMA[20] recognises that there is an increasing need for the provision of older people accommodation; 1,369 additional specialist units will be needed in Babergh by 2036 comprising of 1,125 sheltered housing, 106 enhanced sheltered housing and 138 extra care housing units. There is also an additional requirement for registered care (nursing and residential care homes). The SHMA identifies (up to 2036) there will be a requirement from 1,591 people in Babergh, which means an additional 572 registered care accommodation spaces will be required.

13.17 The SHMA[21] identifies that 1,005 additional specialist units will be needed in Mid Suffolk comprising of 755 sheltered housing, 73 enhanced sheltered housing and 176 extra care housing units. There is also an additional requirement for registered care (nursing and residential care homes). The SHMA identifies (up to 2036) there will be a requirement from 1,670 people in Mid Suffolk, which means an additional 1,004 registered care accommodation spaces will be required.

13.18 It is also recognised that the numbers and type of specialised accommodation needed may depend on changes in patterns of demand and expectations it includes the following types of accommodation: residential institutions with care, including residential and nursing care homes; housing with care and support, including sheltered, enhanced sheltered or extra care housing; and, other housing identified for those with specific housing-related care or support needs, such as physical or sensory disabled people, people with learning difficulties, care leavers or people with mental health support needs. SCC are developing further accommodation typologies to respond to future care needs. It is considered suitable to plan towards this target currently with the knowledge that accommodation to be delivered should not be too prescriptive.

13.19 Supported and special needs housing must comply with Building Regulations (M4 (2)) requirements.

[19] Census 2011 data cited in the Strategic Housing Market Assessment Part 2 Section 6 (Sept 2017)
[20] Strategic Housing Market Assessment, Appendix 6 (September 2017)
[21] Strategic Housing Market Assessment, Appendix 6 (September 2017)

13.20 Opportunities should be taken to integrate older persons housing into the community, in order to address potential issues of isolation and to promote inclusivity. For example, older persons housing on sites that are well related to schools, community centres or other focal points can help to create integrated communities. The Suffolk Healthy Ageing Needs Assessment (2018) identifies tackling social isolation and loneliness as one of its recommendations. There is a particular need for older and vulnerable people to have opportunities to access sustainable transport and modes of travel other than the car.

Policy LP06 – Supported and Special Needs Housing

1. Proposals for supported and special needs housing will be supported where they:

a) Are located within a settlement boundary and where there is good access to services and facilities, especially health services and public transport;
b) Have access to open space designed to meet the needs of residents;
c) Have a high quality of design that meets the specific needs of the intended occupiers and is sympathetic to the surrounding townscape and/or landscape; and
d) Meet, as a minimum, the requirements for accessible and adaptable dwellings under Part M4(2) of Building Regulations (or any relevant regulation that supersedes and replaces).

LP07 - Community-led and rural exception housing

Policy background and explanation

13.21 Local need for affordable housing may be identified through a local housing needs survey (LHNS)[22].

13.22 The Councils will encourage new homes to be delivered through community-led housing vehicles such as Community Land Trusts (CLT's), co-operatives or co-housing groups, which address a local housing need. The Plan recognises that community-led development can be beneficial for local communities and may be an appropriate 'exception' to development outside settlement boundaries. Proposals of any scale will need to demonstrate an appropriate mix linked to identified local needs, which can be identified via a local survey. A legitimate local community group can include a Parish Council or an appropriately constituted CLT.

13.23 A Rural Exception Site which is proportionate in size to the adjacent settlement would normally be considered to be not greater than either 5% of the total number of built dwellings, or not greater than 1ha.

Policy LP07 – Community-led and rural exception housing

1. **Community-Led Housing proposals must demonstrate that:**

    a. **The scheme was initiated by, and is being led by, a legitimate local community group; and**
    b. **The scheme has general community support.**

2. **A Rural Exception Site scheme must demonstrate that it is well-connected to an existing settlement and proportionate in size to it.**

3. **Rural Exception Site housing proposals including an element of open market housing must be supported by a viability assessment which convincingly demonstrates that the open market housing is the minimum necessary to cross-subsidise the affordable housing. Proposals including more than 35% open market housing will not be permitted.**

[22] The term local need refers to affordable housing needs arising within a parish area that meet the needs of applicants with a defined local connection to that parish.

LP08 - Self-Build and Custom-Build

Policy background and explanation

13.24 The Self build and Custom Housebuilding Act 2015 requires LPAs to keep a register of people who are interested in building their own homes. NPPF (2021, Para 62) states that LPAs should plan for the needs of those wishing to build their own homes. The Councils have set up a self-build register, to understand the level of interest and demand in plots for self-build / custom build across the Districts. As of April 2018, there were 164 people on the self-build register, all with a variety of land and locational requirements.

Policy LP08 - Self-Build and Custom-Build

1. The Councils will support proposals for self-build/custom-build housing or proposals that make a proportion of serviced dwelling plots available for sale to self-builders or custom builders, where in accordance with all other relevant policies in the Plan.

14 LOCAL POLICIES – ECONOMY

LP09 - Supporting a Prosperous Economy

Policy background and explanation

14.01 The purpose of this section is to provide a planning framework which;

I. Encourages the development of employment uses of the right type, in the right place.

II. Encourages investment by supporting the delivery of infrastructure improvements that will support the continued growth of the Port of Felixstowe and strengthen the Districts' links to the Port and the rest of the UK.

III. Supports the tourism sector.

IV. Provides flexibility to be responsive to changing behaviours, innovation and sectoral advancements to enable business to be competitive and improve productivity.

Supporting A Prosperous Economy

14.02 The economic base of the Districts comprise a wide range of employment sites and units ranging from the large strategic employment sites to small sites, often occupied with small and medium sized enterprises (SMEs), located across the Districts and sometimes outside settlement boundaries. Many sites have grown organically over time responding to changes in demand and new opportunities. The aim of the Plan is to maintain a suitable diversity of employment sites to meet current and future economic needs in a sustainable way.

14.03 The Plan also provides flexibility to support small scale employment use and flexible working practices. The predominantly rural nature of the Districts means that there are many small scale businesses, often within agricultural complexes and also within residential curtilages in both the towns and the wider countryside. This is an important component of the Districts' economic sustainability and diversity. The purpose of the policy is to provide a consistent framework to enable such uses to be regularised where it is considered necessary and appropriate to do so.

Policy LP09 - Supporting A Prosperous Economy

1. Proposals for employment use must:

- **a. Be sensitive to the surroundings, including any residential and other amenity, landscape and heritage assets;**
- **b. Demonstrate a high standard of design;**
- **c. Where necessary, provide contributions to the enhancement of the digital infrastructure network; and**
- **d. Demonstrate a safe and suitable access for all users, sufficient on-site parking and that it will not have a severe impact on the road network.**

2. Change of use to small scale employment within a residential curtilage is supported where:

- **a. There are no direct sales from the site;**
- **b. The direct and indirect effects of the scale of the business activity, including the employment of non-residents at the business, must remain incidental to the overall use of the site for residential purposes;**
- **c. The hours of operation are compatible with residential use; and**
- **d. The business does not create noise, dust, fumes or other emissions, outdoor storage or frequent delivery/collection that are likely to give rise to significant adverse impacts on health, quality of life or local amenity.**

LP10 - Change from Employment Uses

Policy background and explanation

Ensuring an Adequate Supply of Land and Premises for Economic Growth

14.04 The Councils consider that maintaining economic opportunities, particularly in the countryside, is fundamental to ensuring the sustainability of communities. The loss of individual premises or land in employment use in itself may not be considered significant, however cumulatively ongoing loss can damage local economic resilience. Accordingly, the policy seeks to retain viable employment sites and premises. In circumstances when a business is unable to make a premises work viably, this does not mean that the premises is inherently unsuitable for employment use or other commercial or community activities. This policy is not applicable to sites in employment use allocated for other purposes within the development plan.

14.05 The policy aims to achieve a balance between ensuring there is sufficient choice in the employment land and premises market over the long term and being proportionate in the type and level of evidence required to support a change of use of small premises. Applications for alternative windfall uses on existing employment land therefore needs to be considered in accordance with this policy to ensure that a supply of suitable sites is retained.

Policy LP10 - Change from Employment Uses

1. In order to sustain a suitable land supply to meet economic demands, proposals for development will only be approved where the proposal would not compromise ongoing employment use(s).

2. Proposals that would lead to the full or partial loss of employment sites or premises will be required to demonstrate:

a) That the possibility of re-using or redeveloping the land for other employment or community uses[23] have been explored by a period of sustained marketing normally for 6 months by an independent qualified assessor. This must be undertaken at a realistic asking price, on a range of terms and in an appropriate format. The approach for the marketing must be agreed by the relevant LPA; and

b) The proposal would not give rise to amenity conflicts with existing or proposed employment uses/activities in the vicinity of the site.

[23] Community uses - includes facilities, services and infrastructure that can be easily accessible and used by the community

LP11 - Retail and Town Centres

14.06 The Plan is aimed at supporting the viability and vitality of the town centres in Babergh and Mid Suffolk Districts with a sequential approach to supporting uses in the town centres.

14.07 The aim of the policy is to promote competitive town centre environments that provide customer choice and a town centre offer. A threshold of 400m^2 has been set, to require an impact assessment for applications for retail and leisure development which is outside of town centres, or not in accordance with an up-to-date plan. The assessment should be proportionate to the scale and type of the proposal, and in accordance with the relevant national policies and guidance. To maintain and improve the vitality and viability of town centres a mix of uses will be supported.

Policy LP11 – Retail and Town Centres

1. Within Town Centre Boundaries[24] as defined on the Policies Map development proposals should normally seek to ensure they do not eliminate separate access arrangements to upper floors, which could be used for residential, community or employment uses.

2. To maintain vitality and viability of town centres, proposals:

a. That include 'above the shop' homes, and/or a mix of retail and other leisure and cultural activity, including support for the evening economy, and improvements to the public realm (such as tree planting and green infrastructure) will be encouraged.

b. That ensure new and existing open spaces, community facilities, including meeting places that are accessible to all, will be encouraged in principle.

3. <u>Out of Town Centre Applications</u>

Where an application for Class E (retail and leisure development) outside of town centre boundaries is in excess of 400m^2, an impact assessment will be required. A sequential test in accordance with the NPPF will be applied for any applications for main town centre uses, which are neither in an existing centre nor in accordance with an up-to-date plan, including Neighbourhood Plans where relevant. Applications which would fail the sequential test or are likely to have a significant adverse impact on the vitality and viability of nearby centres will not be supported.

[24] Town Centre Boundaries are contiguous with the primary shopping areas.

LP12 - Tourism and Leisure

14.08 The Plan seeks to provide a diverse range of facilities and accommodation to support the leisure and tourism sectors. Tourist accommodation, particularly in permanent buildings, can sometimes come under pressure to be occupied for full time residential use. New tourist accommodation will therefore be restricted by planning conditions and/or legal agreements so that it is retained for the benefit of the tourism economy and not lost to residential use. Planning conditions will also limit the occupation of new self-catering tourist accommodation units.

14.09 Proposals to remove holiday occupancy must include appropriate evidence to demonstrate that there is no demand for the tourist accommodation. The marketing evidence must be provided with details of the following:

I. Why the property is being marketed;
II. The location and links to transport networks;
III. Advertising methods – used to market the accommodation
IV. Guide price/rent; and
V. Terms and conditions.

14.10 Proposals for leisure and tourist accommodation development needs to demonstrate consideration of the environmentally sensitive characteristics of the area. This includes but is not limited to: future proofing all development from the impact of climate change; conserving and enhancing heritage assets, biodiversity and geodiversity. Reference also needs to be made to the Councils' most recent Landscape Guidance and/or other relevant landscape guidance supporting Neighbourhood Plans.

Policy LP12 - Tourism and Leisure

1. Proposals for new tourism and leisure facilities, or improvements/extensions to existing facilities, will be supported where they:

- **a) Improve the Districts' ability to attract and cater for visitors, increase local employment opportunities, enhance the vitality of places and provide for environmental improvements;**
- **b) Improve the range, quality and accessibility of facilities;**
- **c) Are accessible by public transport and facilitates walking and cycling, whilst providing appropriate parking and access, and ensuring the associated traffic movement would not compromise highway safety;**
- **d) Include facilities which are open to the wider community, to enhance both accessibility and the range of facilities available;**
- **e) Respect the character of the landscape by having regard to landscape guidance that supports the development plan; and**
- **f) Follow a hierarchy of seeking firstly to avoid impacts, secondly mitigating for impacts so as to make them insignificant on the local ecology, biodiversity, trees and hedgerows, or thirdly as a last resort compensate for losses that cannot be avoided or mitigated.**

2. In addition to the criteria above, proposals outside settlement boundaries may be supported where the proposal:

- **a) Increases access, enjoyment and interpretation of the countryside, appropriately, sensitively and sustainably;**
- **b) Improves accessibility for existing places, which are not well served by public transport; and**
- **c) Is of an appropriate scale for their context.**

LP13 – Countryside Tourist Accommodation

Policy LP13 - Countryside Tourist Accommodation

1. Outside settlement boundaries, applications for tourist accommodation will be considered on an exceptional basis. In addition, applications must:

a) Demonstrate an overriding business need to be in that location;
b) Be sympathetic to the character of the area; and
c) Be accessible by a range of transport modes.

2. New tourism accommodation will be controlled by planning conditions which take account of the individual business models and/or locational ecological impacts.

3. In addition to criterion at 1 (a – c) proposals to extend or upgrade tourism accommodation must provide a balanced mix of economic, social and environmental benefits.

4. The Councils will only support the removal of a holiday occupancy condition if evidence is provided that there is no demand for the ongoing use of the tourist accommodation, as evidenced by sustained marketing for 6 months.

LP14 – Intensive Livestock and Poultry Farming

14.11 Strong rural economies are essential in creating and sustaining vibrant rural places and communities. Intensive livestock and poultry farming are a large component of the agricultural industry in Babergh and Mid Suffolk.

14.12 The policy seeks to support this specific agricultural sector wherever it is considered appropriate whilst ensuring significant consideration is given to environmental protection as well as the wellbeing of people and the impacts on natural and cultural resources.

14.13 Intensive agricultural units, particularly pig and poultry farms, can affect both sensitive habitats and the local population. This is largely through the release of pollutants, including: ammonia; nutrients from manure; litter and slurry; effluent discharges; dust; odour; and noise. Consequently, there is the need to exercise particular care when considering developments which would bring livestock and poultry units within close proximity to sensitive environments and land uses. Sensitive land uses include buildings, amenity areas, or outdoor spaces where routine or normal activities occurring at reasonably expected times would experience one or more adverse effects from contaminant discharges generated by a nearby major facility. Sensitive land uses may be a part of the natural or built environment. Examples include: residences, day care centres, educational and health facilities, office development or sensitive environmental areas. The modelling of impacts on sensitive receptors must be considered appropriate through consultation with the relevant organisation and approved by the Local Planning Authority.

14.14 The limitations for non-domestic water across the Districts' water resource zones (Anglian Water, and Essex & Suffolk Water [Northumbrian Water] are a key sensitivity in Babergh and Mid Suffolk, as identified in policies SP08 and LP26. Accordingly, the availability of sufficient water resource to supply proposed intensive livestock and poultry units should be considered at an early stage.

14.15 Importantly, whilst an individual intensive livestock and/or poultry development may be acceptable, the cumulative impacts resulting from similar developments nearby must also be taken into account.

14.16 This policy sets out a framework for the consideration of intensive livestock and poultry proposals. The policy will be supported by a supplementary planning document which will provide detailed information and advice for assessing impacts of intensive livestock and poultry unit proposals.

Policy LP14 – Intensive Livestock and Poultry Farming

1. **Proposals for both new, and extensions to existing, intensive livestock and poultry units and associated structures and facilities for the storage and disposal of waste will be permitted provided that the siting, design, materials used (including lighting) and methods of operation proposed address all of the below criteria so that they:**

a) **serve to protect the amenity of residential properties, avoiding or effectively mitigating odour, light and other forms of pollution and disturbance, or in the case of extensions can demonstrate a positive improvement in existing conditions;**
b) **protect sensitive environmental receptors, such as designated protected species, ecological sites and watercourses (including wet and dry ditches, groundwater and ponds) from air quality impacts identified through appropriate emission modelling and interpretation of the modelling results, and water quality impacts, using pollution prevention measures and demonstrable on-site contingency measures;**
c) **consider and address the impact on water resources and the capacity of the water supply infrastructure network, taking account of the limitation particularly on the Hartismere supply network;**
d) **demonstrate that there will be no significant effects upon sensitive environmental receptors from air pollutants, through submission of appropriate emission modelling;**
e) **demonstrate adequate provision has been made for the management and disposal of waste materials, liquids, litter and manure for each production cycle which will not lead to pollution, particularly of surface and groundwater, by submission of an approved waste management plan;**
f) **serve to minimise visual and landscape impact and incorporate suitable landscaping proposals; and**
g) **ensure the provision of safe and suitable access for all users, including the proportionate mitigation of any unacceptable impacts on highway safety resulting from a significant increase in traffic movements. Proposals should demonstrate their impact on HGV movements over a production cycle taking account of the origin, destination and routing of goods within the processing chain.**

2. **Where proposals for expanded or new units adjoin existing groups of agricultural buildings, or any new proposals which are in remote, isolated or detached locations outside settlement boundaries, they must provide appropriate justification and demonstrable evidence for the location.**

3. **Where an individual intensive livestock or poultry development is considered acceptable, the cumulative impacts resulting from similar developments nearby must also be taken into account.**

4. **Proposals for residential buildings or other sensitive land uses within 400m of established intensive livestock and/or poultry units will be subject to special consideration. Such proposals which would be subject to significant adverse environmental impact will not be permitted.**

15 LOCAL POLICIES – ENVIRONMENT

LP15 - Environmental Protection and Conservation

Policy background and explanation

15.01 The aim of this policy is to ensure that all developments are sustainable and will seek to prevent and mitigate against adverse environmental impacts and climate change, irrespective of the size of the development. Development proposals must take into account a broad range of environmental issues such as land and resources; land contamination and instability; pollution and environmental amenity; and water quality.

15.02 Land and air pollution are subject to regulatory controls under Environmental Health Legislation including the Environmental Protection Act 1990, Pollution Prevention Act 1999 and the Environment Acts of 1995 and 2021. Applications within an Air Quality Management Area (AQMA) and major planning applications, may be required to submit an air quality impact assessment to assess and quantify the impact on local air quality and to identify appropriate mitigation measures to ensure that development is acceptable on the grounds of air quality. Contributions may also be required towards the cost of air quality mitigation measures.

15.03 Lighting needs to be appropriate for the design and scale of development and location. It is important that lighting is designed to illuminate the target only and not detract from the night sky's natural state and thereby avoid light pollution and its associated impact on wildlife.

15.04 In line with the National Planning Policy Framework the Plan seeks to protect high quality agricultural land where possible. Whilst in some cases meeting wider objectives will necessitate the loss of agricultural land, particularly considering the relatively limited amount of brownfield land available for development in the Districts, the policy seeks to ensure that loss of agricultural land is a consideration.

15.05 The Plan will encourage proposals that help bring contaminated sites into productive use. Where a site is affected by contamination, responsibility for securing safe development rests with the developer and/or landowner.

15.06 Where it is anticipated that contamination may be present near or on a proposed development area a precautionary approach is essential to ensure there is no unacceptable risk to health, or to the environment or amenity. The applicant will be required to demonstrate by way of adequate site investigation information, prepared by a competent person, that there is no unacceptable risk to health, or the environment and where unacceptable contamination is found there will be a requirement for mitigation/remediation/verification, as agreed with the Councils.

15.07 In accordance with Government guidance for land contamination and land stability, all planning decisions should give appropriate weight to any recommendations of regulators within the Councils and the Environment Agency. All measures must also be compatible with the relevant National and International Standards or any subsequent more recent legislation. Where appropriate potentially contaminated land should be investigated and remediated prior to development and/or during construction to a level appropriate to its proposed use. Where mitigation / remediation cannot be satisfactorily achieved, development will be refused.

Policy LP15 - Environmental Protection and Conservation

1. **Development proposals must demonstrate appropriate consideration of the following:**

2. LAND

Efficient and Effective Use of Resources/Land

a. **Previously developed land will be prioritised. Where development needs to take place on greenfield land, avoidance of the best and most versatile agricultural land should be prioritised.**
b. **Make more efficient use or re-use of existing resources and reducing the lifecycle impact of building materials used in construction.**
c. **Must not prejudice the ability of future allocated sites to come forward by, for example, restricting or blocking access to services such as water, gas, electricity, drainage, the free flow of air, and daylight.**

Land Contamination and Instability

d. **Where necessary, development will include measures to remediate land affected by contamination and avoid unacceptable proximity to hazardous sources.**
e. **Where necessary, development will include measures to address land instability issues where identified.**

3. POLLUTION

Pollution and Environmental Amenity

a. **Prevent, or where not practicable, mitigate and reduce to a minimum all forms of possible pollution including, but not limited to: air, land, ground and surface water, waste, odour, noise, light and any other general amenity, including public amenity and visual amenity impacts. This must be convincingly demonstrated by impact assessments where appropriate.**
b. **Significant adverse amenity impacts are avoided where a proposal is located adjacent to or close to existing uses. This would include an assessment of any identified amenity impacts that have a significant adverse effect and how the continued operation of existing use(s) would not be prejudiced.**

4. WATER

a. **Comply with the relevant SCC Construction Surface Water Management Plan.**
b. **Demonstrate, in a water supply management statement, protection and where practicable enhancement of groundwater, surface water features and must not lead to a deterioration in the quality of the environment to help achieve the objectives[25] of the Water Framework Directive.**

[25] The Water Environment (Water Framework Directive) (England and Wales) Regulations 2017 (or relevant updates)

LP16 - Biodiversity and Geodiversity

Policy background and explanation

15.08 The NPPF advocates that local plans should contribute to, and enhance, the natural and local environment by protecting and enhancing sites of biodiversity or geological value and minimising impacts on and providing measurable net gains for biodiversity. Development should adhere to the Biodiversity Mitigation Hierarchy; Avoid, Mitigate or Compensate, as set out in paragraph 180(a) of the NPPF and Planning Practice Guidance (PPG) for the Natural Environment (para 19).

15.09 Protection for internationally and nationally protected sites is established in legislation. At an international and national level, this includes Special Protections Areas (SPAs), Special Areas of Conservation (SACs), Ramsar sites and Sites of Special Scientific Interest (SSSIs). Proposals that would result in significant effects on these sites, either alone or in combination with other plans and projects, should be refused, unless mitigation measures can be applied to avoid adverse effects on site integrity. Only in exceptional circumstances where a suitable compensation strategy exists and where there are 'imperative reasons of overriding public interest' would development that causes harm to a SPA, SAC or Ramsar sites be permitted.

15.10 Sites of Special Scientific Interest (SSSIs) are protected through the Wildlife and Countryside Act 1981 (as amended). The NPPF states that development on land within or outside of an SSSI likely to have an adverse effect on an SSSI should not normally be permitted. An exception should only be made where the public benefits of development clearly outweigh the impacts.

15.11 Priority species and habitats are identified by the UK post-2010 Biodiversity Framework. The NERC Act 2006 requires the Secretary of State to publish a list of habitats and species which are of principal importance for the conservation of biodiversity in England. Known as the Section 41 list, this should be used to guide decision makers in implementing their duty under Section 40 of the NERC Act to have regard to the conservation of biodiversity in England when carrying out their normal functions: England Biodiversity Strategy 2020, Biodiversity Net Gain initiative and the latest published version of the Natural England Biodiversity Metric are designed to assess changes to biodiversity value as a result of development or land changes and can be an essential method to ensure net gains are achieved.

15.12 In order to meet the biodiversity net gain initiative, development proposals will be required to meet a minimum of 10% increase or in line with Government requirements if greater.

15.13 At the local level, designations in Babergh and Mid Suffolk comprise of County Wildlife Sites, County Geodiversity Sites/Regionally Important Geological and Geomorphological Sites, Local Nature Reserves and Priority habitats and species. For the purposes of this policy, all of these are also designated sites.

15.14 Green infrastructure refers to a network of spaces and linkages that are generally valued for their wildlife, geological, landscape or historic importance and may also have recreational value and help reduce flood risk. Although often important in their own right, when considered as a holistic network they provide much greater benefits. Emphasising the importance of green infrastructure creation, protection conservation and enhancement, ensures an improved and healthy environment that is available for

present and future communities. These improvements can include reducing vulnerability and increasing resilience to extreme weather events and flooding through measures such as SuDs and green roofs for example.

15.15 To create, protect and enhance ecological networks, the NPPF advises that biodiversity should be conserved and enhanced at a landscape-scale across local authority boundaries. The documents titled A Green Infrastructure Framework for Babergh District (2012) and the Haven Gateway Green Infrastructure Strategy for Ipswich Policy Area (2015), identify potential wildlife corridors (river and green corridors) that would benefit from enhancement. The Suffolk Nature Strategy identifies a large area of Babergh and the south of Mid Suffolk as 'South Suffolk ancient woodland clusters' which is one of the areas of principal importance for landscape-scale conservation in Suffolk, along with the two AONBs.

15.16 The Plan seeks to ensure that all new development secures high standards of design and green infrastructure which creates attractive and sustainable places where people want to live and spend time. Networks of green infrastructure should be provided across new developments linking with existing ecological networks.

15.17 Enhancement for biodiversity could include: watercourse improvements (such as along river corridors and undisturbed river banks) to benefit biodiversity and improve water quality, habitat creation, wildlife links (including as part of green or blue infrastructure) and building design which creates wildlife habitat (e.g. green roofs, hedgehog friendly fencing, bird, insect and/or bat boxes) relevant to local conservation priorities.

15.18 The Councils are also working on an emerging Green Infrastructure Strategy to support the Councils' adopted Biodiversity Action Plan. Furthermore, a Biodiversity Supplementary Planning Document will be produced.

Policy LP16 - Biodiversity & Geodiversity

1) All development must follow the biodiversity mitigation hierarchy.
2) Development must:
a) Protect designated and, where known, potentially designated sites. Proposed development which is likely to have an adverse impact upon designated and potentially designated sites, or that will result in the loss or deterioration of irreplaceable biodiversity or geological features or habitats (such as ancient woodland and veteran/ancient trees) will not be supported;
b) Protect and improve sites of geological value and in particular geological sites of international, national and local significance;
c) Conserve, restore and contribute to the enhancement of biodiversity and geological conservation interests including Priority habitats and species. Enhancement for biodiversity should be commensurate with the scale of development;
d) Where possible plan positively for the creation, protection, enhancement and management of local networks of biodiversity with wildlife corridors that connect areas. This could include links to existing green infrastructure networks and areas identified by local partnerships for habitat restoration or creation so that these ecological networks will be more resilient to current and future pressures;
e) Identify and pursue opportunities for securing measurable net gains, equivalent of a minimum 10% increase, for biodiversity. The Councils will

seek appropriate resources from developers for monitoring of biodiversity net gain from developments. Where biodiversity assets cannot be retained or enhanced on site, the Councils will support the delivery of net gain in biodiversity off-site; and

f) Apply measures to assist with the recovery of species listed in S41 of the NERC Act 2006.

3) Development which would have an adverse impact on species protected by legislation[26], or subsequent legislation, will not be permitted unless there is no alternative and the LPA is satisfied that suitable measures have been taken to:

- **a. Reduce disturbance to a minimum;**
- **b. Maintain the population identified on site; and**
- **c. Provide adequate alternative habitats to sustain at least the current levels of population.**

4) Where appropriate, the LPA will use planning obligations and/or planning conditions to achieve appropriate mitigation and/or compensatory measures and to ensure that any potential harm is kept to a minimum.

[26] Legislation including but not exclusively - The Conservation of Habitats and Species Regulations (2017), the Wildlife and Countryside Act (1981), the Protection of Badgers Act (1992), and listed as Priority Habitats and Species (s41 Natural Environment and Rural Communities Act (2006)

LP17 - Landscape

Policy background and explanation

15.19 The landscape and the historic environment have a strong inter-relationship, as the character of the landscape is influenced by its historic environment, as well as traditional villages and historic townscapes. Equally, the landscape can be important to the setting of a historic asset.

15.20 All landscape whether designated or not, has its own character, sense of place and local values. These include areas with uninterrupted or panoramic views of surrounding landscapes, landmarks and distinctive field patterns with associated hedges, woodlands and copse of trees, as well as areas of tranquillity, dark skies and strong rural character.

15.21 Landscape character assessments of the area have been carried out and provide information on the different landscape character types of the area[27]. These assessments recognise particular characteristics, qualities and features of landscapes to provide an understanding of distinct sense of place and sensitivities to development and change. They will be used as a basis to guide decisions about whether development is appropriate in the landscape and provide a framework for the provision of appropriate landscape mitigation and enhancement.

15.22 The Plan seeks developments to be sensitive to their landscape and visual amenity impacts; subject to siting, design, lighting, use of materials and colour, along with the associated mitigation measures.

15.23 Where development is visually prominent or is likely to significantly affect landscape character, production of a Landscape and Visual Appraisal (LVA) or Landscape and Visual Impact Assessment (LVIA) (as appropriate) will be required. This should inform strategic landscape masterplans and/or landscape management plans detailing mitigation proposals if required.

15.24 The Plan seeks to conserve and enhance the landscape, taking account of its natural beauty, characteristics and features of natural, archaeological or historic interest. All new development proposals need to ensure they respond to and reinforces the local distinctiveness of the area in scale, form, design, materials and location. For example, by use of materials which complement the local individual landscape character, archaeological and historic patterns of settlement and land use and designations; being demonstrably informed by local guidance, in particular the Councils' Joint Landscape Guidance, the Suffolk Landscape Character Assessment and Settlement Sensitivity Assessment.

[27] Landscape Character Types as defined in The National Character Area's and The Landscape Character Assessments.

Policy LP17 - Landscape

1. To conserve and enhance landscape character development must:

a. Integrate with the existing landscape character of the area and reinforce the local distinctiveness and identity of individual settlements;

b. Be sensitive to the landscape and visual amenity impacts (including on dark skies and tranquil areas) on the natural environment and built character; and

c. Consider the topographical cumulative impact on landscape sensitivity.

2. Where significant landscape or visual impacts are likely to occur, a Landscape and Visual Appraisal (LVA) or a Landscape and Visual Impact Assessment (LVIA) must be prepared to identify ways of avoiding, reducing and mitigating any adverse effects and opportunities for enhancement.

LP18 – Area of Outstanding Natural Beauty

15.25 Babergh and Mid Suffolk have a diverse landscape character, with parts of Babergh lying within Dedham Vale AONB and the Suffolk Coast and Heaths AONB. Adjoining the Dedham Vale AONB is an area defined as the Stour Valley Project extending beyond Sudbury and into West Suffolk. The Suffolk Coast and Heaths AONB also has a project area which encompasses the Shotley Peninsula. Whilst these project areas do not benefit from the same protection as the AONBs, development proposals in these areas should conserve their special qualities as identified in the Valued Landscape Assessments, and where relevant seek to deliver enhancements where the special qualities have been impacted by changes in farming practices or previous development.

15.26 The conservation of AONBs includes its setting. In line with the National Planning Policy Framework great weight is given to conserving and enhancing the landscape and scenic beauty in the AONBs and the conservation and enhancement of wildlife and cultural heritage are important considerations.

15.27 The Plan requires development to be sensitive to landscape character and visual amenity impacts. This could be achieved through the use of good built and landscape design, including materials and colour, siting, design and lighting, along with the associated mitigation measures which complement the local individual landscape character, archaeological and historic patterns of the settlement.

Policy LP18 – Area of Outstanding Natural Beauty

1. Proposals for major development[28] within the AONBs will be refused other than in exceptional circumstances, and where it can be demonstrated that the development is in the public interest.

2. The Councils will support non-major development within the AONBs and development within the setting[29] of the AONBs that:

- **a. Gives great weight to conserving and enhancing the landscape and scenic beauty;**
- **b. Integrates positively with the character of the area and reinforces local distinctiveness of the AONBs;**
- **c. Is sensitive to the natural and built landscape and visual impacts (including on dark skies and tranquil areas);**
- **d. Supports the provision and maintenance of local services, facilities and assets (including affordable housing), so long as it is commensurate with the character and objectives of the AONBs;**
- **e. Demonstrates special regard to conserving and enhancing landscape character, landscape values and heritage assets in the AONBs; and**
- **f. Conserves the distinctiveness of the AONBs (including quality views), supports the public enjoyment of these areas and the wider social and economic objectives set out in the AONB Management Plans.**

[28] Major Developments as defined within NPPF 2021 – "whether a proposal is 'major development' is a matter for the decision maker, taking into account its nature, scale and setting, and whether it could have a significant adverse impact on the purposes for which the area has been designated or defined".
[29] Setting is considered to impact on the purposes for which the area has been designated or defined in the opinion of LPA.

3. Development within the AONB Project Areas should have regard to the relevant Valued Landscape Assessment.

LP19 - The Historic Environment

Policy background and explanation

15.28 Babergh and Mid Suffolk have a considerable wealth of historic settlements and buildings which contribute to the area's distinctiveness and make it an attractive place to live and work. The Planning (Listed Buildings and Conservation Areas) Act 1990 contains statutory provisions relating to the management of the historic environment, however local authorities may develop policies through their local plans. The NPPF advocates that local plans should set out a positive approach to the conservation and enjoyment of the historic environment, including heritage assets most at risk.

15.29 Heritage Assets are defined by the NPPF as 'A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest'. It includes nationally designated heritage assets, other non-designated heritage assets, Scheduled Monuments and sites of potential archaeological interest.

15.30 The designated heritage assets in Babergh and Mid Suffolk comprise of some 7,000 Listed Buildings, 60 Conservation Areas, 72 Scheduled Ancient Monuments and 7 Registered Parks and Gardens. In addition, there are other buildings and features which make an important contribution to the character and appearance of the area. These may not be of sufficient quality to be designated as a heritage asset but are important in reinforcing a sense of local identify. An Historic Environment Record is maintained by SCC, which includes details of local archaeological sites and finds, historic buildings and historic landscapes.

15.31 Where heritage assets of archaeological interests are likely to be affected, a conservation strategy, including details of recording, mitigation, repair preservation, protection and management, as appropriate, will be required.

15.32 Some designated heritage assets are known to be at risk through neglect and decay, or are vulnerable to becoming so. The authorities will continue to monitor Heritage at Risk and will work with Historic England and other bodies to secure appropriate solutions.

15.33 In exceptional circumstances, permission may be granted for development which would not normally be acceptable in order to secure the long-term future of the designated asset. This is known as 'enabling development' and should only be carried out as a last resort in line with the guidance produced by Historic England. In such circumstances, the Councils will assess whether the benefits of a proposal, which would otherwise conflict with planning policies, but would secure the future conservation of a heritage asset, outweighs the disbenefits of departing from plan policies.

15.34 Proposals which physically affect Scheduled Monuments require Scheduled Monument Consents in addition to any planning permission and/or Listed Building Consent required. Applications for Scheduled Monument Consents must be made to the Secretary of State for Digital, Culture, Media and Sport before any work may be carried out which might affect a monument either above or below ground level. Further

information on the application process for Scheduled Monument Consent is available on Historic England's website[30].

Policy LP19 - The Historic Environment

1. **Where an application potentially affects heritage assets, the Councils will require the applicant to submit a heritage statement that describes the significance of any heritage asset that is affected including any contribution made by their setting. The level of detail should be proportionate to the asset's importance and sufficient to understand the potential impact.**

2. **In addition, where an application potentially affects heritage assets of archaeological interest, the heritage statement must:**
   a) **Include an appropriate desk-based assessment and, where necessary, a field evaluation by a suitably qualified person; and**
   b) **If relevant, demonstrate how preservation in situ of those archaeological assets can be achieved through the design of the development and safeguarding during construction.**

3. **The Councils will:**
   a. **Support the re-use/ redevelopment of a heritage asset, including Heritage at Risk and assets outside settlement boundaries, where it would represent a viable use, and the proposal preserves the building, its setting and any features which form part of the building's special architectural or historic interest;**
   b. **Support development proposals that contribute to local distinctiveness, respecting the built form and scale of the heritage asset, through the use of appropriate design and materials;**
   c. **Support proposals to enhance the environmental performance of heritage assets, where the special characteristics of the heritage asset are safeguarded and a sensitive approach to design and specification ensures that the significance of the asset is sustained; and**
   d. **Take account of the positive contribution that the conservation of heritage assets can make to sustainable communities, including their economic vitality.**

4. **In order to safeguard and enhance the historic environment, the Councils will have regard (or special regard consistent with the Councils' statutory duties) where appropriate to the historic environment and take account of the contribution any designated or non-designated heritage assets make to the character of the area and its sense of place. All designated and non-designated heritage assets must be preserved, enhanced or conserved in accordance with statutory tests[31] and their significance, including consideration of any contribution made to that significance by their setting.**

5. **When considering applications where a level of harm is identified to heritage assets (including historic landscapes) the Councils will consider the extent of**

[30] https://historicengland.org.uk/advice/planning/consents/smc/
[31] Planning Listed Building and Conservation Area Act 1990, Sections 16, 66 and 72.

harm and significance of the asset in accordance with the relevant national policies. Harm to designated heritage assets (regardless of the level of harm) will require clear and convincing justification in line with the tests in the National Planning Policy Framework.

6. **Proposals which potentially affect heritage assets should have regard to all relevant Historic England Advice and Guidance.**

7. **Where development is otherwise considered acceptable, planning conditions/obligations will be used to secure appropriate mitigation measures and if appropriate a programme of archaeological investigation, recording, reporting, archiving, publication, and community involvement; to advance public understanding of the significance of any heritage assets to be lost (wholly or in part); and to make this evidence and any archive generated publicly accessible.**

LP20 - Equestrian or similar other Animal Land-Based Uses

Policy background and explanation

15.35 Proposals for the use of land for equestrian uses or other similar animal land-based (non-agricultural hobby farming) uses should minimise the impact on the landscape and amenity through consideration of the re-use of existing buildings, the size, scale, design, materials and siting of any proposed building or equipment, the emissions to be generated, and integration with the landscape/area.

Policy LP20 –Equestrian or similar other Animal Land-Based Uses

1) The use of land for equestrian purposes or other similar animal land-based uses, including the erection of buildings and equipment, may be permitted subject to:

- **a. Applicants demonstrating that they have prioritised the re-use of existing buildings;**
- **b. Where there are already buildings and structures on site, any new buildings being located close to and/or integrated with the structures to minimise impact on the landscape;**
- **c. The siting, size, scale, design, materials being suitable/appropriate for the proposed use and any proposed building or equipment (including lighting and means of enclosure) not creating a significant adverse impact on the natural and local environment or the appearance of the locality;**
- **d. Demonstrating the noise, odour or other emissions that are likely to give rise to significant adverse impact on amenity can be effectively mitigated;**
- **e. Integrating with existing features and respecting and enhancing the character of the surrounding landscape/area through sensitive integration and where appropriate mitigating the potential impact of permanent structures through good design, layout and siting; and**
- **f. Convincingly demonstrating that there are no suitable alternative sites on lower grade land if the proposal is located on the best and most versatile agricultural land.**

LP21 – Agricultural Land to Residential Garden Land

15.36 Proposals to increase or extend residential garden land by the change of use of land are required to give consideration to their impact on landscape characteristics, biodiversity, amenity and appropriate mitigation of those impacts.

Policy LP21 – Agricultural Land to Residential Garden Land

1) The change in use of agricultural land to residential garden land or land ancillary to a residential dwelling may be permitted subject to:

a. The location, size and scale of the proposal not having an adverse impact on the landscape characteristics and biodiversity of the locality;
b. The proposal not resulting in the loss of trees and hedgerows which contribute to the character of the area;
c. The proposal not having an unacceptable amenity impact on nearby residential occupiers; and
d. The cumulative impacts of separate individual changes for similar development being acceptable.

LP22 - New Agricultural Buildings

Policy background and explanation

15.37 The NPPF encourages and supports a prosperous rural economy, however it is necessary that proposals for agricultural buildings outside settlement boundaries can be integrated effectively with the landscape and surrounding context. This means considering the highway network capacity and suitability as well as a safe and suitable access.

Policy LP22 – New Agricultural Buildings

1) **There must be demonstrable evidence to justify the need for any proposals for new agricultural buildings outside settlement boundaries.**

2) **The suitability and sustainability of proposals for agricultural buildings outside settlement boundaries will be subject to all the following considerations:**

   a) **The provision of safe and suitable access for all, including the mitigation of any significant impacts on the transport network and highway safety to an acceptable degree;**
   b) **The nature of any proposal in the locality and its relationship and impacts with surroundings (including but not limited to landscape, design, habitats sites and protected species, heritage assets and their settings);**
   c) **The impact on the amenity of nearby residential occupiers; and**
   d) **The scale, nature and extent being proportionate to the purpose, function and relationship to any existing uses.**

LP23 - Sustainable Construction and Design

Policy background and explanation

15.38 The NPPF (2021, Para.152) states that the Plan should help shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience.

15.39 The NPPF advocates good design whilst optimising the potential of the site for the use of alternative heat and energy initiatives.

15.40 The Plan supports proposals for sustainable construction and design providing that development proposals are sympathetic to local character and history, including the visual impact upon the surrounding built environment and landscape setting.

15.41 The NPPF urges that Local Planning Authorities should recognise the responsibility of all communities to contribute to energy generation from renewable or low carbon sources.

15.42 Whilst the planning system has a role to play in delivering sustainability in buildings, construction methods and the energy performance of buildings are primarily addressed via Building Regulations. These have been updated to increase the reduction in CO_2 emissions to 30% for new dwellings and 27% for other new buildings, with further reviews of Building Regulations expected in coming years. Whilst noting the role that Building Regulations play in driving forward these reductions in carbon dioxide emissions, the policy seeks further reductions where possible.

15.43 The Plan expects and actively supports developers to explore innovative ways to cut CO_2 emissions. This can include improving energy efficiency measures such as insulation, air tightness and efficient building layout, orientation and services.

15.44 Other technical standards to improve sustainability were introduced by the Government in October 2015 through the introduction of optional water efficiency Building Regulation standards. Both the Essex & Suffolk Water and Anglian Water areas are classified as experiencing 'serious' water stress (www.gov.uk/government/publications/water-stressed-areas-2013-classification) therefore, the Plan responds to these changes by requiring improvements to water efficiency on new dwellings to achieve the higher water efficiency standard of 110 litres/person/day (compared to 125 litres/person/day under Building Regulations). To ensure this lower water usage can be delivered through Building Regulations, a planning condition will be applied to any planning permission for new dwellings.

Table 7– Maximum Fittings Consumption Optional Requirement Level

Maximum fittings consumption optional requirement level	
Water fitting	Maximum consumption
WC	4/2.6 litres dual flush
Shower	8 l/min
Bath	170 litres
Basin taps	5 l/min
Sink taps	6 l/min
Dishwasher	1.25 l/place setting
Washing machine	8.17 l/kilogram

Fittings based specifications for 110L/person/day from DCLG Building Regs 2010) (2016 amendments) part G2.

15.45 The Anglian Water and Essex and Suffolk Water regions are particularly vulnerable to impacts of climate change including the potential reduction in summer rainfall, and lower available water resources. These factors are all compounded with Eastern England identified as the driest region in the UK. Therefore, all new commercial development is expected to give due consideration to water efficiency along with new residential development for the reasons set out in NPPF. In order to future-proof against climate change the Plan will encourage all residential development to achieve 100ltrs per person per day.

15.46 The NPPF requires all new development to be planned to avoid increased vulnerability to the range of impacts arising from climate change. This includes measures to protect against extreme winter and summer temperatures, flood risk and ensuring adequate water supply.

15.47 BREEAM (the British Research Establishment Environmental Assessment Method) can be used to assess the environmental performance of new and existing non-residential buildings and refurbished residential buildings. BREEAM measures environmental performance by energy use and the emissions it generates, water use, materials and waste management, land use and ecology, pollution, health and well-being and transport.

Policy LP23 - Sustainable Construction and Design

1. All new development is required to minimise its dependence on fossil fuels and to make the fullest contribution to the mitigation of climate change through adopting a sustainable approach to energy use.

2. All new residential development is required to:

- **a. Achieve reductions in CO_2 emissions for the Target Emissions Rate of new dwellings and new buildings as set out in the 2021 Edition of 2010 Building Regulations (Part L) or any subsequent more recent legislation which would lead to a greater reduction in CO_2 emissions, where practicable;**
- **b. Meet the higher water efficiency standards of 110 litres per person per day, as set out in Building Regulations Part G2 (or any subsequent more recent legislation);**
- **c. Demonstrate climate change adaptation and mitigation measures by adopting effective design principles (including shading, landscaping, site layout and building orientation);**
- **d. Be designed to minimise the energy demand of the building through maximising natural sunlight and ventilation, effectively utilising solar gain and to help buildings respond to winter and summer temperatures and incorporating flood mitigation measures;**
- **e. Provide energy efficiency measures with a proactive approach to improving on the minimum standards specified in the Building Regulations where possible;**

f. Provide feasible and viable on-site renewable and other low carbon energy generation to allow the greatest CO_2 reduction[32];
g. Demonstrate how it has incorporated sustainable building materials wherever possible; and
h. Plan for the risks associated with future climate change as part of the layout of the scheme and design of its buildings to ensure its longer-term resilience.

3. In meeting the above, all major developments[33] are required to submit a Sustainability Design and Construction Statement. This should be submitted at the appropriate stage in the application process and demonstrate how the principles set out in 2c)-2h) will be incorporated into the design of the development.

4. Non-residential development of 1,000sqm and above must achieve a minimum of BREEAM 'Very Good' standard or equivalent. Developers will be expected to provide certification evidence of the levels for BREEAM at design stage and on completion of development. All new developments will also be expected to meet the higher water efficiency standards as set out in 2b), unless it is convincingly demonstrated that it is not possible.

5. All residential developments are encouraged to achieve water usage of not more than 100 litres per person per day. This is in addition to criterion 2b) in accordance with recommendation from Anglian Water. Water re-use and recycling, rainwater and stormwater harvesting, and other suitable measures should be incorporated wherever feasible to reduce demand on mains water supply.

[32] The Sustainability Design and Construction Statement should investigate the technical feasibility and financial viability of the on-site renewable and other low carbon energy generation options available and the CO2 savings achieved with each to allow the greatest CO2 reduction is selected.
[33] Major Development – as defined in NPPF 2021

LP24 - Design and Residential Amenity

Policy background and explanation

15.48 Good design is a key aspect of sustainable development and has the potential to maintain and enhance existing environments. It can also have benefits in terms of the health of residents and community safety. The Plan provides a framework to promote high-quality, well-designed developments, and good quality housing. In order to achieve this aim, applicants should work collaboratively with the Councils at an early stage. In determining applications regard will be given to the 'Suffolk Design Guide for Residential Areas', and any other relevant local design codes and documents endorsed by the Councils, where appropriate. This also includes the principles of Suffolk Design and any supplementary planning documents.

15.49 Babergh and Mid Suffolk Districts are rich in landscape and heritage assets which can be sensitive to new development design. In order to best safeguard these features and context, proposed new development of exceptional quality in accordance with the NPPF (Para. 80(e)) and/or in design sensitive areas/landscapes will be required to undertake a review through the Suffolk Design Review Panel. Design sensitive areas/landscapes are normally considered to be schemes proposed within Areas of Outstanding Natural Beauty, the Project areas, Conservation Areas and the settings of listed buildings. The design review process can assist to improve and refine the scheme and also verify the quality of a design.

15.50 In addition, dwellings built to adapt to and accommodate the needs of the occupier over their lifetime can facilitate choice, help meet the needs of an ageing population and improve quality of life. There is a Building Regulation standard in force relating to accessible dwellings, which sets standards in relation to accessible and adaptable dwellings (Part M4(2)) and wheelchair user dwellings (Part M4(3)), which are over and above the minimum requirements. LPAs can apply these standards, by incorporating a requirement within their planning policies. The SHMA identifies that there will be an increase of people with accessibility needs across the Districts during the Plan period.

15.51 The Plan seeks new dwellings to be designed to meet these needs using the Building for a Healthy Life design assessment framework or other similar design or equivalent replacement considerations, as appropriate. The Councils consider that good practice in design principles would include active frontages/edges, permeability, strong street composition and connectivity. While specifically for the public realm, good visual design signatures would include signage, hard landscaping and public art. Appropriate long-term design principles and measures in terms of privacy and adequate facilities would include suitable bin storage (including recycling and re-use bins), secure cycle storage and garden space.

15.52 In order to address the needs of the ageing demographic in Babergh and Mid Suffolk, design standards should also take account of the need for buildings to address specific requirements, including dementia friendly accommodation, where considered appropriate. Dementia-Friendly Design Principles are set out in the RTPI guidance (2020). Key factors which would determine whether locations are appropriate include: good public transport links, close accessible services and facilities such as attractive nearby areas e.g. garden, park, courtyard, paved area and shopping centres.

Policy LP24 - Design and Residential Amenity

1. All new development must be of high-quality design, with a clear vision as to the positive contribution the development will make to its context. As appropriate to the scale and nature of the development, proposals must:

- **a. Respond to and safeguard the existing character/context;**
- **b. Create character and interest;**
- **c. Be designed for health, amenity, well-being and safety; and**
- **d. Meet Space Standards[34].**

2. In order to achieve this development proposals shall:

- **a) Respond to the wider townscape/landscapes and safeguarding the historic assets/ environment and natural and built features of merit;**
- **b) Be compatible/harmonious with its location and appropriate in terms of scale, mass, form, siting, design, materials, texture and colour in relation to the surrounding area;**
- **c) Protect and retain important natural features including trees or hedgerows during and post construction;**
- **d) Create/reinforce a strong design to the public realm incorporating visual signatures;**
- **e) Take account of the Building for a Healthy Life design assessment framework and include good practice in design principles. Non-householder schemes of exceptional design and/or development within a sensitive area/ landscape will be required to undertake a design review to test incorporation of good design principles ;**
- **f) Incorporate high levels of soft landscaping, trees and public open space that creates, and connects to, green infrastructure and networks;**
- **g) Prioritise movement by foot, bicycle and public transport, including linkages to create/contribute to a 'walkable neighbourhood';**
- **h) Design-out crime and create an environment for people to feel safe, and has a strong community focus;**
- **i) Protect the health and amenity of occupiers and surrounding uses by avoiding development that is overlooking, overbearing, results in a loss of daylight, and/or unacceptable levels of light pollution, noise, vibration, odour, emissions and dust, including any other amenity issues;**
- **j) Provide appropriate long-term design principles and measures in terms of privacy and adequate facilities such as bin storage (including recycling and re-use bins), secure cycle storage and garden space;**
- **k) Where appropriate demonstrate that the design considers the needs of disabled people and an ageing population and follow Dementia-Friendly Design principles[35]; and**
- **l) Provide at least 50% of dwellings which meet the requirements for accessible and adaptable dwellings under Part M4(2) of Building Regulations (or any relevant regulation that supersedes and replaces). Where site viability issues exist, proposals must be supported by a viability assessment which convincingly demonstrates what the maximum viable contribution for accessible and adaptable dwellings is.**

[34] Applicable for residential development as set out in the Government's Technical Housing Standards – Nationally Described Space Standards (as amended).
[35] https://www.rtpi.org.uk/practice/2020/september/dementia-and-town-planning/

3. All developments must also demonstrate that they have regard to the design principles set out through Suffolk Design, the Councils' Design Supplementary Planning Documents, design documents which support Neighbourhood Plans and/or village design statements. Development which fails to maintain and, wherever possible improve, the quality and character of the area will not be supported.

LP25 - Energy Sources, Storage and Distribution

Policy background and explanation

15.53 The NPPF proposes that 'the planning system should support the transition to a low carbon future in a changing climate'. Paragraph 156 of the NPPF states that Local Planning Authorities should support community-led initiatives for renewable and low carbon energy.

15.54 The policy on Energy Sources, Storage and Distribution is aimed at encouraging and facilitating the development of renewable and low carbon energy in the Babergh and Mid Suffolk Districts. This is in line with national policy stating that planning plays a key role in helping shape places to secure radical reductions in greenhouse gas emissions, minimising vulnerability and providing resilience to the impacts of climate change, as well as supporting the delivery of renewable and low carbon energy and associated infrastructure. This is central to the economic, social and environmental dimensions of sustainable development.

15.55 The Plan supports proposals for renewable and low carbon energy development providing that any identified potential harm on Special Protection Areas, Special Areas of Conservation, Sites of Special Scientific Interest, AONB designations or Local Wildlife Designations can be effectively mitigated.

15.56 The Plan seeks to support proposals for low carbon energy systems especially where networks can be expanded to accommodate new and existing developments over time. Networks could include, for example, specifically designed Combined Heat and Power systems (CHP) linked to district heating networks or utilising existing waste heat from industrial uses/ existing power stations through a district heating network. These types of systems represent a particularly efficient use of energy and should be considered by developers in new proposals.

15.57 The potential for new standalone technologies has not been investigated within the Districts however, there may be interest in developing suitable schemes in the area. The Plan seeks to support proposals which are appropriate in scale, design and location.

Policy LP25 - Energy Sources, Storage and Distribution

1. Renewable and low carbon, decentralised and community energy generating proposals will be supported subject to:

a. The impact on (but not limited to) landscape, highway safety, ecology, heritage, residential amenity, drainage, airfield safeguarding and the local community having been fully taken into consideration and where appropriate, effectively mitigated;

b. Where renewable or low carbon energy designs are to be incorporated within a development, an integrated approach being taken, using technology that is suitable for the location and designed to maximise operational efficiency without comprising amenity;

c. The impact of on and off-site power generation infrastructure[36] being acceptable, having regard to other policies in this Plan;
d. The provision of mitigation, enhancement and compensation measures when necessary; and
e. Approval of connection rights, and capacity in the UK power network, to be demonstrated as part of the planning application (where applicable).

2. The relevant LPA will normally use conditions attached to planning consents for energy development schemes to ensure the site is restored when energy generation ceases or becomes non-functioning for a period of six months.

3. Where proposals for renewable and low carbon energy impact on nature conservation sites[37], the Areas of Outstanding Natural Beauty, or the setting of heritage assets (including conservation areas), the applicant must be able to convincingly demonstrate that potential harm resultant from development can be effectively mitigated and that there are no alternative sites available within the District or for community initiatives within the area which it is intended to serve. This includes providing underground power lines and cabling.

[36] Generation infrastructure includes over-head cables, cable runs, invertors, control buildings, security fencing and highway access points.
[37] Nature conservation sites include : SSSI, SAC, SPA, NNR, Ramsar Sites, and Local Nature Reserves

LP26 – Water resources and infrastructure

15.58 Water is a key resource in the area which has recognised issues. Due to water being imported from elsewhere in the country, there must be effective and reliable water systems in place to reduce any harms associated with droughts, ranging from small scale water inefficiencies to large-scale ones. Water quality is also a recognised issue where plans and strategies are seeking to improve the baseline position. The Environment Agency has published national guidance on ground water protection and is the relevant statutory environmental body on water matters.

15.59 As part of the Government's Water Abstraction Plan (2017), in May 2018, Suffolk was designated as a pilot catchment area for testing innovative approaches to reforming water abstraction. Suffolk's Holistic Management Approach links all aspects of water management to develop new ways of delivering flood alleviation, to provide more reliable water resources for all users and to improve water-based ecosystems and water quality.

15.60 The two operating water companies in Babergh and Mid Suffolk areas are Anglian Water, and Essex & Suffolk Water - the areas are classified as experiencing serious water stress. The relevant authority for liaison with wastewater treatment and capacity within the foul sewerage network is Anglian Water. Applicants should refer to these companies for further information and guidance on relevant water network policies and adoption handbooks.

15.61 It is essential that new development makes efficient use of water resources and where possible and necessary, contributes to water quality enhancements. Water recycling measures should be applied such as rainwater harvesting and grey water recycling. Appropriate Sustainable Drainage Systems (SuDS) can also contribute to water quality through filtration. Early consideration should be given to the potential to use SuDS to identify when/where the use of such technologies is feasible and to also identify which type of SuDS is most appropriate to local site conditions. Further information on local SuDS guidance can be found in the Suffolk Flood Risk Management Strategy.

15.62 In line with Environment Agency guidance further attention should be given to the importance of geomorphological impacts on rivers. Developments which often use hard engineering and culverts along river corridors often lead to a reduction of wildlife value due to an un-natural change in watercourse function which can also lead to flooding. The Environment Agency will therefore only approve an application to culvert a watercourse if there is no reasonably practicable alternative or if the detrimental effects of culverting would be so minor that they would not justify a more costly alternative. In all cases where it is appropriate to do so adequate mitigation must be provided for damage caused. Wherever practical the Environment Agency will seek to have culverted watercourses restored to open channels.

Policy LP26– Water resources and infrastructure

Development will be supported where it:

1. **Conforms to the principle of Holistic Water Management including the use of appropriate water efficiency and re-use measures, together with surface water drainage which provides community and environmental benefits;**
2. **Considers its impact on water resources and the capacity of water supply network infrastructure, taking into account the effects of climate change;**
3. **Demonstrates the applicant has consulted with the relevant authority regarding wastewater treatment and that capacity within the foul sewerage network and receiving water recycling centre is available or can be made available in time to serve the development;**
4. **Separates foul and surface water flows;**
5. **Complies with the relevant statutory environmental body policy on culverts; and**
6. **The proposal will not result in any adverse effect (either through construction and / or operation) on the integrity of the Protected Habitats Sites and designated AONBs.**

LP27 – Flood risk and vulnerability

15.63 The National Planning Policy Framework sets out what the planning and flood risk requirements are for local authorities in producing Local Plans and for decision taking on planning applications. Incidents of flooding are expected to increase due to the effects of climate change. The sources of flooding can vary and include rivers and streams, the sea, surface water, groundwater and drainage systems. The Strategic Flood Risk Assessment is a key evidence document to identify and manage flood risk from all sources across the Plan area.

15.64 Whilst neither of the Districts have major flood risk areas there is a small section of estuary which is threatened by coastal erosion on the Shotley Peninsula and there are areas across both Districts which suffer from localised flooding. Localised flooding is mainly a result of surface water flooding which has potential to be addressed through measures to improve drainage channels.

15.65 The general approach to flood risk is to seek to direct development away from the areas at highest risk or where this is unavoidable, that development is made safe for its lifetime without increasing flood risk elsewhere. Applicants are required to have regard to the relevant Strategic Flood Risk Assessment when proposing development. Where necessary, a site specific flood risk assessment should be carried out. The sequential test set out in national planning policy should be followed.

15.66 Early consideration should be given to the potential to use SuDS to identify when/where the use of such technologies is feasible and to also identify which type of SuDS is most appropriate to local site conditions. The Lead Local Flood Authority is SCC. Further information on local SuDS guidance can be found in the Suffolk Flood Risk Management Strategy.

COASTAL CHANGE

15.67 The Essex and South Suffolk Shoreline Management Plan 2 (2010) identifies an area in Babergh within which development should be restricted due to pressure from coastal erosion. This relates to the eastern section of Babergh known as the Shotley Peninsula, along the estuary.

Policy LP27 – Flood risk and vulnerability

Proposals for new development can be approved where:

1. **The Strategic Flood Risk Assessment, as a starting point, has been used to assess whether the proposal is at risk of flooding and any impact of the proposal on flood risk. Other available flooding evidence should also be considered where it is relevant and/or is more up to date;**
2. **In areas at medium or high risk from flooding, it has been soundly demonstrated that the new development or intensification of development, can be made safe for its lifetime without increasing flooding elsewhere. This includes addressing the 'sequential test'; where needed the 'exception test' and also a site specific flood risk assessment;**
3. **Mitigation is provided against existing and potential flood risks throughout the life of the development (including fluvial, pluvial, tidal and sewer flooding) through application of a sequential approach to flood risk within the design and layout of the site, the implementation of Sustainable Drainage Systems (SuDS), and avoiding or mitigating risks to ground or surface water quality;**
4. **Above ground, appropriate SuDS are incorporated within new developments unless it can be demonstrated that ground conditions are unsuitable for such measures, and take these opportunities to provide multifunctional benefits, including biodiversity, landscape, amenity and water quality enhancement (but excluding public open space);**
5. **Details appropriate to the scale of development are provided regarding how on-site surface water drainage will be managed so as to not cause or increase flooding elsewhere. This includes taking account of the cumulative impact of minor developments;**
6. **Opportunities to provide betterment of greenfield runoff rates to reduce the overall risk of flooding, have been provided wherever possible;**
7. **In circumstances requiring surface water management measures (including rain water harvesting), adequate mitigation which removes any increased flood risks and/or detrimental impacts are provided to support any planning application to the satisfaction of the Lead Local Flood Authority;**
8. **Further indicative details of long-term maintenance, management and where appropriate adoption by an appropriate body are provided at application stage; and**
9. **There is no unacceptable impact upon areas identified as vulnerable to coastal erosion.**

16 LOCAL POLICIES – HEALTHY COMMUNITIES & INFRASTRUCTURE

LP28 - Services and Facilities Within the Community

Policy background and explanation

16.01 The aim of the policy is to support and safeguard key services and facilities within the Districts, which play an important role within the community.

16.02 While it is not the intention of this policy to protect facilities which are not economically viable or feasible (either in its current or future form), the loss of community facilities must be justified. This needs to be demonstrated through submission of evidence as identified in the policy. This required evidence must be agreed through discussion with the relevant LPA to ensure that consultation is considered appropriate and robust.

16.03 For the purpose of this policy, community services and facilities include: open spaces, village and public halls, community centres, places of worship, cinemas, theatres, libraries, leisure centres, museums, public houses, restaurants, cafés, convenience shops, banks, building societies, and post offices. Education and healthcare facilities are addressed in separate policies in the Plan.

16.04 Open spaces includes:

a) Allotments which are valuable community spaces and offer people opportunities for food production;
b) Amenity green space (defined as spaces which are open to free and spontaneous use by the public but are not formally managed for a specific function such as a park or playing field; nor managed as a natural or semi-natural habitat, and for the purposes of open space provision are considered to be greater than 0.15 ha in size);
c) Sports and recreational facilities which include, but are not limited to, parks and gardens, outdoor sports facilities, play spaces and formalised sports clubs' space (such as playing pitches and golf courses); and
d) Accessible natural green space which covers a variety of partly or wholly accessible spaces including meadows, woodland and copses of trees all of which share a trait of having natural characteristics and wildlife value, but which are also open to public use and enjoyment.

16.05 Individually or collectively all of these spaces can contribute to the overall visual amenity of an area. In addition, open spaces can also contribute to mitigating adverse impacts upon internationally designated sites. In delivering open space, the LPA may consider it is more appropriate to make improvements to / enhancing existing open space within the locality in an equally or more accessible location than the proposed development. This would depend on local circumstances and the connectivity to existing provision. The Babergh and Mid Suffolk Open Space Assessment (May 2019) and associated online mapping together with the Leisure, Sport and Physical Activity Strategy (June 2021) provide the guidance and requirements for open space provision. An SPD will provide further clarification and guidance on open space design, provision and functionality.

16.06 Neighbourhood Plans can designate Local Green Spaces in accordance with the criteria set out in paragraphs 101 to 103 of the NPPF.

16.07 Proposals for the total or partial loss of open space(s) must provide sufficient evidence to demonstrate that an open space is surplus to requirements. It is expected that this is supported by sufficient engagement with the local community. Development of and improvements to services and facilities would include for example through expansion, upgrading and diversification with or without enabling development.

16.08 There is also the need to ensure that open space (of all types) is incorporated into new development, on sites of 1 hectare or more. This does not necessarily mean formal play areas, as the flexible policy requires consideration of the most suitable open space to meet local needs and aspirations, informed by evidence including the Babergh and Mid Suffolk Open Space Assessment (May 2019) and associated online mapping together with the Leisure, Sport and Physical Activity Strategy (June 2021). Open space will normally be required to be provided on the development site itself, but in appropriate cases off-site provision may be agreed by the LPA. The acceptability of off-site open space provision will be dependent on its proximity and accessibility to the community it serves. The mechanisms for the delivery of open space are set out in Policy LP32 – Developer Contributions and Planning Obligations.

Policy LP28 - Services and Facilities Within the Community

1. <u>Provision of New and / or Expanded Services and Facilities</u>

a. Proposals for new accessible local services and community facilities will be supported where the proposal is well related to and meets the needs of the local community.

b. Development of and improvements to services and facilities which would assist in safeguarding a viable community asset will be supported subject to Plan policy compliance. The facility should be a proportionate scale to the settlement and should not adversely affect existing facilities. Proposals, particularly those located outside settlement boundaries, must demonstrate evidence of the community need for and/or the benefits of the new facilities and good accessibility to the community to be served.

c. All development should have a high standard of design and sympathetic to the surrounding landscape and townscape, with no adverse effects on heritage assets and their settings.

d. For open space, all developments in excess of 1 hectare, will be required to provide on-site open space provision to meet the needs it creates having regard to what is already in the area and the most recent Open Space Assessment. This is unless the LPA considers it more appropriate to make improvements to existing open space within the locality in an equally or more accessible location than the proposed development.

2. <u>Loss of Services and Facilities</u>

Development involving or comprising of the loss of an existing community facility, service or a premises, which is currently or last used to provide such use, will only be permitted if either:

- **a. Compensatory provision of an alternative or improved facility will be provided in an equally accessible or improved location[38]; or**
- **b. The applicant can sufficiently demonstrate that the service or facility is not viable and is no longer performing a functional role in its current or future form and it is not needed for an economically viable alternative community use.**

3. Evidence to demonstrate that a service or facility is not viable, either in its current or future form should be agreed with the relevant LPA in advance (before being gathered) and should include:

- **a. A sustained marketing period, normally of 6 months, undertaken at a realistic asking price on a range of terms and in an appropriate format by an independent qualified assessor;**
- **b. Regard to any material considerations, designations or adopted plans for the area; and**
- **c. Regard to relevant evidence on levels of community need and/or requirements[39].**

4. Conversion of community facilities or premises into residential dwelling(s) must demonstrate compliance with part 2 and part 3 above and Policy LP04.

[38] For open space provision see the Open Space Assessment (as amended).
[39] For open space provision see the Open Space Assessment (as amended).

LP29 - Safe, Sustainable and Active Transport

Policy background and explanation

16.09 This policy has aims to ensure accessibility for all and to deliver sustainable development. It also seeks to provide a suitable policy framework for more detailed considerations of planning around transport and accessibility.

16.10 The National Planning Policy Framework states that developments that will generate significant amounts of traffic should provide a travel plan, to set out measures to facilitate sustainable modes of transport. SCC have produced new guidance for Travel Plans, for use as a material planning consideration. Furthermore, the National Planning Policy Framework, paragraph 34 states that:- 'Plans should set out the contributions expected from development. This should include setting out the levels and types of affordable housing provision required, along with other infrastructure (such as that needed for education, health, transport, flood and water management, green and digital infrastructure).'

16.11 With regards to home to school transport contributions, these are already being secured through the planning process, where relevant to the development. This is done in accordance with the Department for Education (DfE) publication 'Securing developer contributions for education' (April 2019), which should be read in conjunction with the Planning Practice Guidance (PPG) advice on planning obligations (revised March 2019). It is therefore appropriate for the policy to require development contributions to provide for home to school transport where necessary.

16.12 The health benefits of 'Active Transport' are widely understood and supported, as such Sport England have published 'Active Design' which seeks to promote sport and physical activity in new and existing developments, to create an active environment, through designing and adapting where we live to encourage activity in everyday lives. The Councils have also published a Local Cycling and Walking Infrastructure Plan (LCWIP), which identifies opportunities for cycling and walking improvements at a local level.

16.13 Development should have regard to the most recent County Council Rights of Way Improvement Plan.

Policy LP29 - Safe, Sustainable and Active Transport

1) **All developments will be required to demonstrate safe and suitable access for all and must prioritise sustainable and active transport and maximise the opportunities to utilise these modes in accordance with the transport hierarchy. Where possible, active travel is to be tied in with the green infrastructure network to support net environmental gains.**

2) **Development will be expected to contribute to the delivery of sustainable transport strategies for managing the cumulative impacts of growth, whilst protecting and enhancing the Public Rights of Way network.**

3) **All development should be informed by the relevant parking guidance[40], with adequate access for servicing and emergency vehicles.**

4) **Where necessary, development will be expected to provide home to school transport contributions.**

5) **Development proposals that are expected to, or likely to cause a significant increase in transport movements must:**

   a) **Be supported by a transport statement and if appropriate a transport assessment[41]; and**
   b) **Provide a travel plan informed by the relevant County[42] / National Guidance to mitigate the highway impact of development and maximise sustainable transport modes.**

6) **Significant impacts on highway safety or the function of the highway network must be mitigated. Impact on highway safety must not be unacceptable and the residual cumulative impacts on the road network must not be severe.**

[40] Currently the Suffolk Guidance for Parking (updated May 2019)
[41] Indicative thresholds: a transport statement will be required for residential developments between 50 and 80 dwellings and a transport assessment should accompany residential developments of over 80 dwellings, however other circumstances will also be considered. Non-residential development will be considered on a case by case basis. The scope of transport statements and assessments should extend across administrative boundaries of the LPA where it is appropriate to do so.
[42] https://www.suffolk.gov.uk/planning-waste-and-environment/planning-and-development-advice/travel-plans/

LP30 - Managing Infrastructure Provision

Policy background and explanation

16.14 Infrastructure is defined in each Council's Infrastructure Funding Statement and the supporting Infrastructure Delivery Plan (IDP). The provision of infrastructure is fundamental to maintaining quality of life, economic prosperity and the environmental assets of the Districts. The aim of this policy is to secure an appropriate level of infrastructure, including through developer contributions and planning obligations. Applicants will be expected to demonstrate that existing, planned and / or committed infrastructure is sufficient to accommodate development.

16.15 There are a wide range of infrastructure types including transport, telecommunications, security, green infrastructure, waste management, water supply, waste water, flood and coastal change management, minerals, energy supply as well as community facilities (such as health, education, police, emergency services and cultural infrastructure). The Councils have worked closely with infrastructure providers to ascertain infrastructure requirements related to growth and will continue to work with service providers, statutory bodies and neighbouring authorities to ensure the timely and coordinated delivery of infrastructure. The Infrastructure Delivery Plan (IDP) provides an up to date position on known infrastructure capacity and requirements.

16.16 In the event that essential infrastructure cannot be appropriately delivered to support new development, this policy will be used to restrict development from being commenced or, in certain cases, from being permitted, in the absence of proven infrastructure capacity. In cases where the cumulative impact of schemes on strategic infrastructure could prevent schemes being developed, a coordinated approach will be used to pool resources to address requirements and where this cannot be achieved the policy of restriction shall apply.

Policy LP30 - Managing Infrastructure Provision

1. **Planning proposals will need to have regard to the Councils' Infrastructure Delivery Plan (a living document that will be reviewed and updated during the plan period) and any responses to the proposals from infrastructure providers. All new development must be supported by, and have good access to, all necessary infrastructure[43]. Planning permission will only be granted if it can be demonstrated that there is, or will be, sufficient infrastructure capacity to support and meet the necessary infrastructure requirements arising from the proposed development.**

2. **Development proposals must consider all of the infrastructure implications of a scheme, including existing commitments to infrastructure provision at the time of application submission and determination, and cumulative**

[43] Necessary infrastructure includes critical and/or essential infrastructure as identified in the Infrastructure Delivery Plan

impacts if the proposal forms one of a number of growth projects in a locality and/or infrastructure catchment area.

3. Applicants must demonstrate that adequate consideration has been given to the timing and level of infrastructure provision to the satisfaction of the relevant LPA and infrastructure providers. As such, development may need to be phased either spatially or sequentially to ensure the provision of infrastructure in a timely manner. Restrictions on planning permissions and/or planning obligations may be used to secure a satisfactory phasing arrangement.

LP31 - Health and Education Provision

Policy background and explanation

16.17 New development must provide for the educational needs of new residents. Educational needs include provision for early years, primary, secondary and post 16 education as well as Special Educational Needs. The NPPF (2021, Para 95) sets out that importance should be placed on the need to provide new school places. It also states that local planning authorities should take a proactive, positive and collaborative approach to meeting this requirement, giving weight to the need to create, expand or alter schools. This involves both the expansion of existing schools where feasible, and identification of opportunities to create new schools. Further to the above, paragraph 106 of the NPPF states that, in relation to education facilities, planning policies should minimise the number and length of journeys. Therefore, early years settings and schools will aim to be placed in the best possible location to promote sustainable modes of travel and enable good access.

16.18 The Councils have worked closely with SCC through the IDP to identify the educational requirements needed to accommodate growth. The IDP highlights that in order to accommodate growth, a combination of school expansions and new schools will be required. The Councils will support the creation of well-designed new schools. The delivery of new schools and school expansions is important for the delivery of the growth, and as such they are to be protected for that use. Similarly, with high demand for school places within the Districts it is important that existing educational facilities are offered a level of protection.

16.19 Similarly, the Councils have worked closely with the relevant healthcare providers to establish the required health provision for the lifetime of the Plan. This includes meeting the needs of the identified ageing population in the Plan area whilst taking account of changing models of current and future healthcare provision. It is assumed that the ongoing healthcare needs of the population will need to be met at a level deemed acceptable by the relevant healthcare providers, on a continuous basis.

16.20 The policy also seeks to futureproof provision of healthcare and education facilities by ensuring that speculative windfall development proposals do not undermine the ability of existing facilities to expand in the future if required. The Councils will also engage in pre-application discussions with promoters to develop a collaborative approach to suitable applications and ensure that new facilities are placed in the best possible location to promote sustainable transport modes.

Policy LP31 – Health and Education Provision

1. **Sites proposed, or in current health and educational use, will be protected for that use. The change of use, or re-development of educational establishments and their grounds, will not be permitted unless:**
    a. **It can be clearly demonstrated that the use of the site is genuinely redundant and the use is not viable in its current form, or an alternative economically viable community use(s) cannot be found;**

b. **Satisfactory alternative capacity and/or improved facilities will be provided; and**
c. **For educational uses, the area of the site to be redeveloped is in excess of Government guidelines for playing field provision, taking into account future educational projections.**

2. **Further to the above, in order to prevent land-locking, development adjacent to existing schools and healthcare facilities should not compromise their ability to expand to an appropriate size in the future.**

3. **The Councils will respond positively to and support appropriate and well-designed applications regarding the creation of new health and/or education facilities, and extensions to existing facilities. The Councils will be supportive of proposals that enable dual use of existing and new health and education facilities, which can also be used by the community and agreed under a Community Use Agreement. Where necessary, the Councils will utilise planning obligations to help to mitigate any adverse impacts of an educational or health development and assist in delivering development that has a positive impact on the community.**

LP32 - Developer Contributions and Planning Obligations

Policy background and explanation

16.21 The aim of the policy is to provide a policy framework for securing an appropriate level of infrastructure, including developer contributions and obligations. Applicants will be expected to demonstrate that existing, planned and/or committed infrastructure is sufficient to accommodate new development proposals.

16.22 Planning obligations are legally binding agreements entered into between a Local Planning Authority and a developer, which are intended to make development acceptable that would otherwise be unacceptable. Used effectively, planning obligations can increase the quality of development, however they must be reasonable and proportionate and directly relevant to planning and the proposed development.

16.23 The Councils have Community Infrastructure Levy (CIL) in place. This means that some types of new development must make a payment which will be used to fund infrastructure required to support development in each District. The amount of levy payable depends upon the size, type and location of the new development. A portion of CIL is also paid to the relevant Town and Parish Councils in which development takes places. However, CIL cannot be the single source of funding for infrastructure. This is because certain types of infrastructure (such as new primary schools) need to be delivered through section 106 planning obligations.

16.24 Relevant documents endorsed by the Councils would primarily include the Infrastructure Delivery Plan and Infrastructure Funding Statements but would also include documents with more detail such as open space type deficits and surpluses or detailed design for infrastructure schemes.

Policy LP32 - Developer Contributions and Planning Obligations

1. **Planning proposals will need to have regard to the Councils' Infrastructure Delivery Plan and any responses to the proposals from infrastructure providers. Applicants are required to mitigate the additional impacts their development will place on infrastructure through Planning Obligations and Community Infrastructure Levy (CIL) contributions.**

2. **The delivery of growth is dependent upon the availability of infrastructure to support it. The required infrastructure will be provided through a combination of Community Infrastructure Levy (CIL), Planning Obligations, other Developer Contributions and where appropriate, funding assistance from the Councils / other provider organisations. Planning applications will be expected to include appropriate infrastructure provision.**

3. **Applicants shall adhere to the Infrastructure Delivery Plan and the Infrastructure Funding Statements endorsed by the Councils detailing the types and priorities of infrastructure provision required for the Districts.**

Key Evidence Documents

An up to date list of key documents which will provide the evidence base for the Joint Local Plan is available on the Councils website: https://www.babergh.gov.uk/planning-policy and https://www.midsuffolk.gov.uk/planning-policy

Glossary

Accessible and adaptable dwellings

Accessible and adaptable dwellings were introduced by the Government through revisions to the Building Regulations in 2015, as one of a suite of 'optional' standards that can be required through planning policy. Part M4(2) of the Building Regulations sets out the specifications for accessible and adaptable dwellings.

Affordable Housing

Affordable housing is defined in the National Planning Policy Framework (2021) as:

"housing for sale or rent, for those whose needs are not met by the market (including housing that provides a subsidised route to home ownership and/or is for essential local workers); and which complies with one or more of the following definitions:

a. Affordable housing for rent: meets all of the following conditions: (a) the rent is set in accordance with the Government's rent policy for Social Rent or Affordable Rent, or is at least 20% below local market rents (including service charges where applicable); (b) the landlord is a registered provider, except where it is included as part of a Build to Rent scheme (in which case the landlord need not be a registered provider); and (c) it includes provisions to remain at an affordable price for future eligible households, or for the subsidy to be recycled for alternative affordable housing provision. For Build to Rent schemes affordable housing for rent is expected to be the normal form of affordable housing provision (and, in this context, is known as Affordable Private Rent).
b. Starter homes: is as specified in Sections 2 and 3 of the Housing and Planning Act 2016 and any secondary legislation made under these sections. The definition of a starter home should reflect the meaning set out in statute and any such secondary legislation at the time of plan-preparation or decision-making. Where secondary legislation has the effect of limiting a household's eligibility to purchase a starter home to those with a particular maximum level of household income, those restrictions should be used.
c. Discounted market sales housing: is that sold at a discount of at least 20% below local market value. Eligibility is determined with regard to local incomes and local house prices. Provisions should be in place to ensure housing remains at a discount for future eligible households.
d. Other affordable routes to home ownership: is housing provided for sale that provides a route to ownership for those who could not achieve home ownership through the market. It includes shared ownership, relevant equity loans, other low cost homes for sale (at a price equivalent to at least 20% below local market value) and rent to buy (which includes a period of intermediate rent). Where public grant funding is provided, there should be provisions for the homes to remain at an affordable price for future eligible households, or for any receipts to be recycled for alternative affordable housing provision, or refunded to Government or the relevant authority specified in the funding agreement."

An additional form of affordable housing introduced in 2021 was 'First Homes' (see further detail in this glossary).

Area of Outstanding Natural Beauty

An Area of Outstanding Natural Beauty (AONB) is designated by Natural England. The purpose of designation is to conserve and enhance the natural beauty of the area.

Area of Outstanding Natural Beauty Project Areas

Two project areas adjoining Areas of Outstanding Natural Beauty have been identified in the Districts. These project areas are identified in the AONB Management Plans, and significant parts of them are deemed valued landscapes. They are the Stour Valley Project Area and the Suffolk Coast & Heaths Additional Project Area (located on the Shotley Peninsula). They contain special qualities with similar landscape characteristics to the AONBs.

The Valued Landscape Assessment for the Stour Valley Project Area (March 2020) can be viewed at www.dedhamvalestourvalley.org , and Chapter 3 explains the special qualities of the area.

The Valued Landscape Assessment for the Suffolk Coast & Heaths Additional Project Area (March 2020) can be viewed at www.suffolkcoastandheaths.org, and Chapter 3 explains the special qualities of the area.

BREEAM

BREEAM is a method of assessing the sustainability of new non-residential buildings and conversions of existing buildings. Buildings are assessed against a number of sustainability criteria including energy, water use, waste management and procurement, and can be awarded one of six – unclassified, pass, good, very good, excellent or outstanding. A BREEAM assessment can be carried out at the design stage.

Building for a Healthy Life

Building for a Healthy Life is the latest edition of – and new name for – Building for Life 12, a Government-endorsed Design Code to help people improve the design of new and growing neighbourhoods. Using a traffic light approach, development would be expected to achieve as many green lights as viable whilst reducing amber lights and avoiding red lights. The 12 considerations are split between three headings; ‘integrated neighbourhoods’, ‘ distinctive places’ and ‘streets for all’.

Building Regulations

Building Regulations are set by the Government through ‘Approved Documents’ and cover the construction and alterations to Buildings. Whilst Building Regulations approval is separate to planning permission, planning policies can require certain ‘optional’ (higher specification) Building Regulations to be applied.

Community Infrastructure Levy

The Community Infrastructure Levy (CIL) was introduced in legislation in 2010 and enables planning authorities to set a ‘levy’ on new development in order to secure the infrastructure needed. Babergh and Mid Suffolk District Councils adopted CIL in 2016. The Charging Schedules set out the rate of CIL that will be charged for different types of development, dependent upon location. The broad categories of infrastructure that CIL will be spent on are set out by the Councils in their Infrastructure Funding Statements.

Community uses

Facilities, services and infrastructure that can be easily accessible and used by the community.

Constable Country

An area straddling the Essex and Suffolk border, lying in the Dedham Vale AONB, that has strong connections with the artist John Constable. It includes the villages of Dedham, East Bergholt and Flatford.

County Geodiversity Sites

Geodiversity is defined by the NPPF as the range of rocks, minerals, fossils and landforms. County Geodiversity Sites (CGS) are non-statutory designations identified for their geological interest.

County Wildlife Sites

County Wildlife Sites are identified by the County Wildlife Site Panel. They are a non-statutory designation, with protection afforded through the planning system and via approaches to land management.

Custom Build

The Self-build and Custom Housebuilding Act 2015 requires authorities to keep a register of individuals and associations of individuals who are seeking to acquire serviced plots of land in the authority's area in order to build houses for those individuals to occupy as homes. Through the Plan the Councils have the opportunity to set out what constitutes a custom build house for the purposes of planning.

Design Sensitive Areas/Landscapes

Considered to be schemes proposed within Areas of Outstanding Natural Beauty, and the adjoining Project Areas, Conservation Areas and the setting of listed buildings.

Development Plan

The Development Plan comprises any Development Plan Documents that have been adopted in relation to the area.

The Development plan also includes adopted Minerals and Waste plans, which are produced by SCC. Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that decisions 'must be taken in accordance with the Development Plan unless material considerations indicate otherwise'. The Joint Local Plan Part 1 will form part of the Development Plan for Babergh and Mid Suffolk, alongside 'made' Neighbourhood Plans and Saved Policies in adopted Development Plan Documents.

A Joint Local Plan Part 2 will be produced, which upon adoption will also form part of the Development Plan, and is likely to include the following matters:

- Settlement hierarchy;
- A spatial distribution for any housing allocations insofar as necessary to provide flexibility to ensure plan period housing requirements can be met;
- Housing requirement figures for Neighbourhood Plan areas;
- Settlement boundaries;
- Open space designations;
- An assessment of Gypsy, Travellers and Travelling Showpeople needs, and if necessary, allocations to provide for these needs;
- An assessment of Houseboat Dwellers' needs, and a relevant development management policy for houseboat dwellers, moorings and marinas; and
- Other matters which are considered necessary by the Councils, dependent upon the monitoring of the Plan and the circumstances at the time.

Duty to Co-operate

The Duty to Co-operate was introduced through the Localism Act 2011. It places a duty on local planning authorities to co-operate with other specified bodies in relation to strategic matters.

East of England Forecasting Model

The East of England Forecasting Model (EEFM) is managed by Cambridgeshire Econometrics and Cambridgeshire County Council, on behalf of local authorities across the East of England. The model provides jobs forecasts and associated demographic and housing forecasts. The latest EEFM run was published in August 2016.

Edge of Centre

Edge of Centre is defined for retail purposes in the National Planning Policy Framework as being a location which is well connected and up to 300m from the Primary Shopping Area. For office development, this includes locations outside the town centre but within 500 metres of a public transport interchange. In determining whether a site falls within the definition of edge of centre, account should be taken of local circumstances.

Employment Land Needs Assessment

The Employment Land Needs Assessment (ELNA) was commissioned by Babergh and Mid Suffolk District Councils along with Ipswich Borough Council, Suffolk Coastal District Council and Waveney District Council (the latter two now known as East Suffolk Council) to define the Functional Economic Area and identify the qualitative and quantitative need for employment land across the Districts. The ELNA was based upon the 2015 East of England Forecasting Model jobs forecasts and was published in 2016.

Employment Land Supply Assessment

The Employment Land Supply Assessment (ELSA) was commissioned by Babergh and Mid Suffolk District Councils along with Ipswich Borough Council and Suffolk Coastal District Council (now part of East Suffolk) to assess the sites that were put forward for employment uses as part of the call for sites process.

Employment Uses

Employment use is classified within the Use Classes Order, formally as class B2 and B8, as well as class E in the main, however employment is also generated from proposals within classes C1, F and Sui Generis. The temporary changes to the Use Classes Order are also included where relevant.

Exception Test

In relation to flood risk, in instances where the sequential test has been followed but it is not possible to locate development in an area of lower flood risk, the Exception Test may be applied. For the Exception Test to be passed it must be demonstrated that the development provides wider sustainability benefits to the community that outweigh flood risk, informed by a Strategic Flood Risk Assessment where one has been prepared; and a site-specific flood risk assessment must demonstrate that the development will be safe for its lifetime taking account of the vulnerability of tis users, without increasing flood risk elsewhere and where possible will reduce flood risk overall.

First Homes

First Homes are a specific kind of discounted market sale housing and should be considered to meet the definition of 'affordable housing' for planning purposes. Specifically, First Homes are discounted market sale units which:

a) Must be discounted by a minimum of 30% against the market value
b) Are sold to a person or persons meeting the First Homes eligibility criteria*;
c) On their first sale, will have a restriction on the title at HM Land Registry to ensure this discount (as a percentage of current market value) and certain other restrictions, are passed on at each subsequent title transfer;
d) After the discount has been applied, the first sale must be at a price no higher than £250,000.

First Homes are the government's preferred discounted market tenure and should account for at least 25% of all affordable housing units delivered by developers through planning obligations.

(www.gov.uk/guidance/first-homes Paragraph: 001 Reference ID: 70-001-20210524)

*The criteria are set out in the guidance viewed at www.gov.uk/guidance/first-homes)

Functional Economic Area

The Functional Economic Area is established in the Employment Land Needs Assessment. It is based upon analysis of travel to work areas, housing market areas and commercial property market areas. Babergh and Mid Suffolk sit within the Ipswich Functional Economic Area along with Ipswich and Suffolk Coastal (now part of East Suffolk).

Green Infrastructure

Green Infrastructure is defined by the NPPF as a network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities.

Habitats Regulations Assessment

A Habitats Regulations Assessment is an assessment carried out under the Habitats Directive (Council Directive 92/43/EEC on the conservation of natural habitats and of wild fauna and flora). The Directive requires that any plan or project not directly connected with or necessary to the management of a European protected site but likely to have a significant effect thereon, either individually or in combination with other plans or projects, shall be subject to appropriate assessment of its implications for the site in view of the site's conservation objectives. As part of the production of the Plan a Habitats Regulations Assessment has been carried out.

Haven Gateway / Haven Gateway Partnership

Babergh and Mid Suffolk District Councils are both part of the Haven Gateway Partnership. The Partnership provides a framework through which to promote the Haven Gateway sub-region, which is centred around the Ports of Felixstowe and Harwich.

Hazardous Sources

These include hazardous installations and pipelines, and when considering the proximity of development proposals to these, it is necessary to establish the consultation distance as set by the Health and Safety Executive (HSE).

Heavy Water Usage

Refers to a user who requires a large amount of water for their activities. Normally this is expected to be manufacturing and processing businesses. However, this may also apply to office uses which will vary in scale. A small office may typically be broadly comparable in water usage to an average domestic user, whereas a large office may be a significantly high water user.

Where schemes can be implemented within the existing supply capacity, it is likely that the relevant water company will require water supply agreements in place to provide clarity of the terms of use for the water.

Heritage Assets

Heritage assets are defined by the NPPF as "a building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. It includes designated heritage assets and assets identified by the local planning authority (including local listing)."

Holistic Water Management

A pilot project set up to link all aspects of water management to develop new ways of delivering flood alleviation, to provide more reliable water resources for all users and to improve water-based ecosystems and water quality.

Housing Market Area

The Housing Market Area is an area which is reasonably self-contained in relation to migration (housing moves) and commuting. The Housing Market Area for Babergh and Mid Suffolk has been defined through the Strategic Housing Market Assessment and also comprises the areas covered by Ipswich Borough Council and part of East Suffolk Council (former Suffolk Coastal area).

Ipswich Strategic Planning Area (ISPA)

The Ipswich Strategic Planning Area includes the whole area of Babergh District, Mid Suffolk District, Ipswich Borough and part of East Suffolk Council (former Suffolk Coastal Area). A map of the area is provided in the document.

Intensive livestock and poultry farming

For the purposes of Policy LP14 – Intensive Livestock and Poultry Farming. The Environmental Permitting Regulations 6.09 Sector Guidance Note published by the Environment Agency in 2010 defines 'intensive' as an installation with more than: (i) 40,000 places for poultry; (ii) 2,000 places for production pigs (over 30kg) and/or (iii) 750 places for sows. (EPR Technical Guidance Note (2010) Regulatory Guidance Note No. 2 Understanding the meaning of regulated facility - Appendix 3 Interpretation of Intensive Farming Installations).

Infrastructure Delivery Plan

An Infrastructure Delivery Plan (IDP) sets out then infrastructure required in an area, when it will be provided and how it will be funded. An IDP has been produced to support and evidence the infrastructure requirements of the Plan.

Joint Corporate Strategic Plan

The Babergh and Mid Suffolk Corporate Plan 2019 – 2027 sets out the Councils' main priority areas, which are the economy, environment, housing, wellbeing, communities and customers.

Local Development Scheme

The Local Development Scheme sets out the formal local planning documents the Councils intend to produce together with stages and timetable for their production.

Local Green Space

Local Green Spaces are green areas of particular importance to local communities, and where development can be ruled out other than in very special circumstances. The NPPF states that Local Green Space must be in reasonably close proximity to the community it serves; be demonstrably special to a local community and hold particular local significance (for example because of its beauty, historic significance, recreational value, tranquillity or richness of its wildlife); and be local in character and not an extensive tract of land.

Local Planning Authority (LPA)

As defined in the NPPF (2021): The public authority whose duty it is to carry out specific planning functions for a particular area.

Major development

As defined in the NPPF (2021): For housing, development where 10 or more homes will be provided, or the site has an area of 0.5 hectares or more. For non-residential development it means additional floorspace of 1,000m2 or more, or a site of 1 hectare or more, or as otherwise provided in the Town and Country Planning (Development Management Procedure) (England) Order 2015. Other than for the specific purposes of paragraphs 176 and 177 in this Framework.

National Planning Policy Framework

The National Planning Policy Framework (NPPF) was revised by the Department of Communities and Local Government on 20 July 2021, replacing the previous NPPF published in March 2012, revised in July 2018 and updated in February 2019. It is the key piece of national planning policy and is supported by guidance in the form of the Planning Practice Guidance.

Neighbourhood Plan

The Localism Act 2011 introduced a power for communities to produce a Neighbourhood Plan which gives communities an opportunity to shape and influence development in their area. 'Made' Neighbourhood Plans form part of the Development Plan. For an up-to-date list of Neighbourhood Plans in the Districts please see the Councils' websites.

New Anglia Local Enterprise Partnership

The New Anglia Local Enterprise Partnership (NALEP) is a business-led collaboration between private, public and education sectors covering the whole of Suffolk and Norfolk. The NALEP is funded by Government and in turn provides funding and support for growing the local economy. The NALEP published a Strategic Economic Plan (SEP) in 2014. The SEP identifies five 'high impact' sectors for targeting support – Advanced manufacturing and engineering, agri-tech, energy, ICT/digital culture and life sciences. It also identifies growth locations which include Stowmarket in Mid Suffolk and Sudbury in Babergh. The New Anglia LEP have developed a new Economic Strategy, the delivery of which will act alongside the delivery of the new Plan.

Non-Designated Heritage Asset

As defined in the Planning Practice Guidance para.38
Non-designated heritage assets are buildings, monuments, sites, places, areas or landscapes identified by plan-making bodies as having a degree of heritage significance meriting consideration in planning decisions but which do not meet the criteria for designated heritage assets.

Objectively Assessed Need

The term Objectively Assessed Need (OAN) relates to the need for housing. The OAN has been established through the Government's Standard Methodology. The OAN is the 'starting point' for setting the housing requirement in the Plan.

Out of centre

A location which is outside of the defined town centre and not capable of being described as 'edge of centre'.

Permanent Gypsy and Traveller Site

A permanent Gypsy and Traveller Site is one which is intended for permanent residential use, rather than for temporary transit or short stay stopping purposes.

Planning Practice Guidance

The Planning Practice Guidance accompanies the national planning policy set out in the NPPF. It provides guidance on how local planning authorities should apply the policies contained in the NPPF, or other planning-related statements of national policy or legislation. It is web-based and is updated periodically.

Planning Obligations

The NPPF defines planning obligations as a legally enforceable obligation entered into under section 106 of the Town and Country Planning Act 1990 to mitigate the impacts of a development proposal. They are commonly known as Section 106 agreements. Section 122 of the Community Infrastructure Levy Regulations 2010 (as amended) states that a planning obligation may only constitute a reason for granting planning permission for the development is the obligation is:

(a) necessary to make the development acceptable in planning terms;
(b) directly related to the development; and
(c) fairly and reasonably related in scale and kind to the development.

Primary Shopping Area

Defined area where retail development is concentrated (comprising the primary and secondary shopping frontages). The Babergh and Mid Suffolk Joint Retail and Town Centres Study provides recommendations in relation to the extent of the Primary Shopping Areas.

Primary Shopping Frontage

Primary Shopping Frontage includes a high proportion of retail uses. These have been defined through the Babergh and Mid Suffolk Joint Retail and Town Centres Study.

Potentially designated sites

These include potential Special Protection Area (pSPA) or potential SSSI (pSSSI). These are potential site boundaries which may have minor changes to the final boundary of a site once classified (as identified by Natural England).

Production Cycle

There is not a fixed time period as production cycles will differ depending on the type of intensive livestock proposal. Waste management plans and transport management plans will be expected for the proposed installation and in the latter case, the production cycle breakdown to include daily traffic movements.

Protected Habitats Sites

Sites of Special Scientific Interest (SSSIs), Special Areas of Conservation (SACs), Special Protection Areas (SPA), Ramsar Sites, National Nature Reserves (NNRs), Local Nature Reserves (LNRs) and County Wildlife Sites (CWS).

RAMS

Babergh, Ipswich, Mid Suffolk, Suffolk Coastal and Waveney Councils (the latter two are now East Suffolk Council) are taking a joined-up approach to facilitate development whilst at the same time adequately protect Habitats/European wildlife sites (European Sites) along the Suffolk Coast, from harm, mitigating the potential for significant effects arising from increased recreational disturbance related to new housing development. For Babergh and Mid Suffolk these relate to the Stour and Orwell Estuary and Deben Estuary. The Councils have produced a Suffolk Coast Recreational Disturbance Avoidance and Mitigation Strategy (RAMS) which identifies and cost the measures necessary to mitigate recreational and leisure impacts and confirm how they will be funded. The intention of the strategy is to avoid adverse effects on the integrity of the Habitats Sites in combination with other plans and projects, over the lifetime of the Plan.

Ramsar

Ramsar sites are wetlands of international importance designated under the Ramsar Convention. An assessment of potential effects arising through the production of the Plan is undertaken through carrying out a Habitats Regulations Assessment.

Regionally Important Geological and Geomorphological Sites

Geodiversity is defined by the NPPF as the range of rocks, minerals, fossils and landforms. Regionally Important Geological and Geomorphological Sites (RIGS) are non-statutory designations identified for their geological interest.

Rural exception sites

Small sites used for affordable housing in perpetuity where sites would not normally be used for housing. Rural exception sites seek to address the needs of the local community by accommodating households who are either current residents or have an existing family or employment connection. A proportion of market homes may be allowed on the site at the Local Planning Authority's discretion, for example where essential to enable the delivery of affordable units without grant funding (NPPF 2021).

Sector Needs Assessment

The Sector Needs Assessment (SNA) (part of the ELSA commission) updates the qualitative and quantitative need for employment land provided in the ELNA based on the 2016 East of England Forecasting Model and identifies the spatial requirements related to the needs of employment sectors.

Self-Build

The Self-build and Custom Housebuilding Act 2015 requires the authorities to keep a register of individuals and associations of individuals who are seeking to acquire serviced plots of land in the authority's area in order to build houses for those individuals to occupy as homes. Self-build is defined for the purposes of the Community Infrastructure Levy as all homes built or commissioned by individuals or groups of individuals for their own use, either by building the home on their own or working with builders.

Sensitive land uses

Include homes, schools, hospitals and office development or sensitive environmental areas (https://gov.wales/sites/default/files/publications/2018-11/intensive-poultry-units-letter.pdf).

Sequential Test (flooding)

The Sequential Test in relation to flooding seeks to ensure that development is located away from areas of higher flood risk where possible. For the purposes of plan-making, the Strategic Flood Risk Assessment should be used to steer development to lower flood risk areas. Where the Sequential Test concludes that there are not sufficient sites in a suitable lower risk flood zone(s), it may be necessary to apply the Exception Test. The acceptability of flood zones to development depends upon the vulnerability of the proposed use.

Sequential Test (retail)

The Sequential Test for retail uses is established in national planning policy. The National Planning Policy Framework requires the sequential test to be applied in relation to applications for main town centre uses that are not within a town centre. Locations within town centres should be considered first, followed by edge of centre locations and finally out of centre locations.

Site of Special Scientific Interest

Sites of Special Scientific Interest are protected areas designated by Natural England under the Wildlife and Countryside Act 1981. Sites are designated for either wildlife or geological interest.

Special Area of Conservation

Special Areas of Conservation are habitats protected under the Habitats Directive (Council Directive 92/43/EEC on the conservation of natural habitats and of wild fauna and flora). An assessment of potential effects arising through the production of the Plan is undertaken through carrying out a Habitats Regulations Assessment.

Special Protection Area

Special Areas of Conservation are habitats of importance for bird species protected under the Habitats Directive (Council Directive 92/43/EEC on the conservation of natural habitats and of wild fauna and flora). An assessment of potential effects arising through the production of the Plan is undertaken through carrying out a Habitats Regulations Assessment.

Starter Homes

Under The Housing and Planning Act 2016 a Starter Home:

a. is a new dwelling,
b. is available for purchase by qualifying first-time buyers only,
c. is to be sold at a discount of at least 20% of the market value,
d. is to be sold for less than the price cap, and
e. is subject to any restrictions on sale or letting specified in regulations made by the Secretary of State.

The price cap outside of London is set at £250,000, and a qualifying first time buyer must be at least 23 years old but under the age of 40.

The Housing White Paper (February 2017) includes a number of proposals in relation to Starter Homes including requiring households to have an income of less that £80,000, requiring some or all of the discount to be repaid if the home is sold within 15 years and including Starter Homes within the definition of affordable housing.

Strategic Housing and Economic Land Availability Assessment

The Strategic Housing and Economic Land Availability Assessment (SHELAA) is an assessment of land availability which identifies a future supply of land which is suitable, available and achievable for housing and economic development uses over the plan period. The SHELAA is a key piece of evidence from which sites will be selected for allocation through the process of producing The Plan. Sites put forward through the Call for Sites which have been assessed as suitable, available and achievable will be incorporated in the SHELAA.

Strategic Housing Market Assessment

The Strategic Housing Market Assessment (SHMA) is a key piece of evidence and is required by the National Planning Policy Framework. The Strategic Housing Market Assessment identifies the Objectively Assessed Need for housing (OAN) and the mix and type of housing, including affordable housing, required over the plan period.

Strategic transport corridors

Strategic transport corridors are identified on the Key Diagram, and are defined as 2km from the A12, A14 and A140.

Structure Plan

Structure Plans formed part of the Development Plan until the introduction of now-abolished Regional Spatial Strategies under the Planning and Compulsory Act 2004. The 2001 Suffolk Structure Plan was the final Structure Plan to cover Babergh and Mid Suffolk but is no longer in force.

Sustainable Development

Defined as: “development that meets the needs of the present without compromising the ability of future generations to meet their own needs.” Bruntland 1987

Town Centre

The Town Centres are defined areas which are characterised by offering a range of main town centre uses, which include retail, leisure, cultural and office uses.

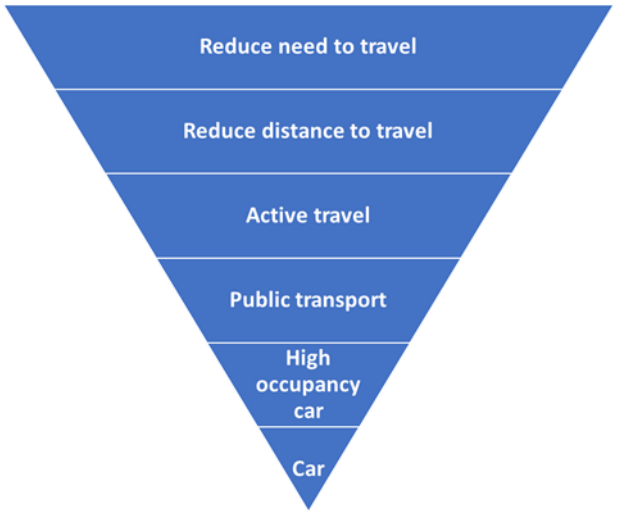
Transit Gypsy and Traveller Site

A Transit Site (also known as a Short Stay Stopping Site) is a site intended for use by Gypsies and Travellers for a short amount of time whilst travelling. The length of continuous stay on a Transit Site is limited to a maximum of 12 weeks.

Transport Hierarchy

The Transport Hierarchy sets out the approach to prioritise sustainable and active transport over the use of the private car, as identified in the principles of the vehicle use pyramid.

Principles of the vehicle use pyramid:



Travelling Showpeople's Yard

A Travelling Showpeople's Yard is the location at which Travelling Showpeople have their permanent residence and will usually include space for storage of equipment.

Use classes

Use classes are defined in the Town and Country Planning (Use Classes) Order 1987 (as amended) and from 1st September 2020 are defined as:

Class B2 – General industry
Class B8 – Storage and distribution

Class C1 – Hotels
Class C2 – Residential institutions
Class C2a – Secure residential institutions
Class C3 – Dwelling houses
Class C4 – Houses in multi occupation

Class E – Commercial, business and service (shops, financial and professional services, food and drink, business, non-residential institutions - part, assembly and leisure -part)

Class F1 – Learning and non-residential institutions
Class F2 – Local community uses

Sui generis – uses which do not fall within the specific use classes above.

Valued Landscape Assessments for the AONB Project Areas

The Valued Landscape Assessment for the Stour Valley Project Area (March 2020) can be viewed at www.dedhamvalestourvalley.org, and Chapter 3 explains the special qualities of the area.

The Valued Landscape Assessment for the Suffolk Coast & Heaths Additional Project Area (March 2020) can be viewed at www.suffolkcoastandheaths.org, and Chapter 3 explains the special qualities of the area.

Wheelchair user dwellings

Wheelchair user dwellings were introduced by the Government through revisions to the Building Regulations in 2015, as one of a suite of 'optional' standards that can be required through planning policy. Part M4(3) of the Building Regulations sets out the specifications for wheelchair accessible dwellings.

Appendix 01 - Housing trajectory

A housing trajectory has been produced for each district area which sets out the anticipated broad delivery pattern of new dwellings across the Plan period. Existing housing commitments will ensure that a very large proportion of the identified housing requirement figure is already provided for throughout the Plan period.

The performance of the new housing delivery will be carefully tracked through the proposals set out in the Monitoring Framework within this Plan. Notwithstanding the identified Shortfall in this table, the Part 2 Joint Local Plan document (and associated policies map alterations) will review the need for new housing allocations insofar as they are necessary to provide flexibility and ensure that the Plan period housing requirement (in each district) can be met.

Summarised total dwelling supply position:

	Babergh	**Mid Suffolk**	**B&MSDC**
JLP annualised housing need target	416	535	951
JLP total local housing requirement (2018-2037)	**7,904**	**10,165**	**18,069**
Total completions (2018 – 2021)	1,274	1,813	3,087
Total committed supply – April 2021	4,939	7,882	12,821
Windfall	500	500	1,000
Total identified housing supply at 2021***	6,713	10,195	16,908
% of completions and total committed supply of housing requirement	85%	100%	94%
Projected total dwellings evidenced in 2021 5HLS period (2021-2026)	2,902*	5,139	8,041
Projected residual supply for remaining Plan period (PPs, resolution to grant subject to S106, made NP allocations)	2,037**	2,743	4,780
2018 – 2037 Shortfall (if any) to be addressed in Part 2 Plan	*1,191*	*0*	*1,191*

* *Ref - 18/02289 (Sudbury) – 47 dwellings removed from projections as completed prior to assessment*

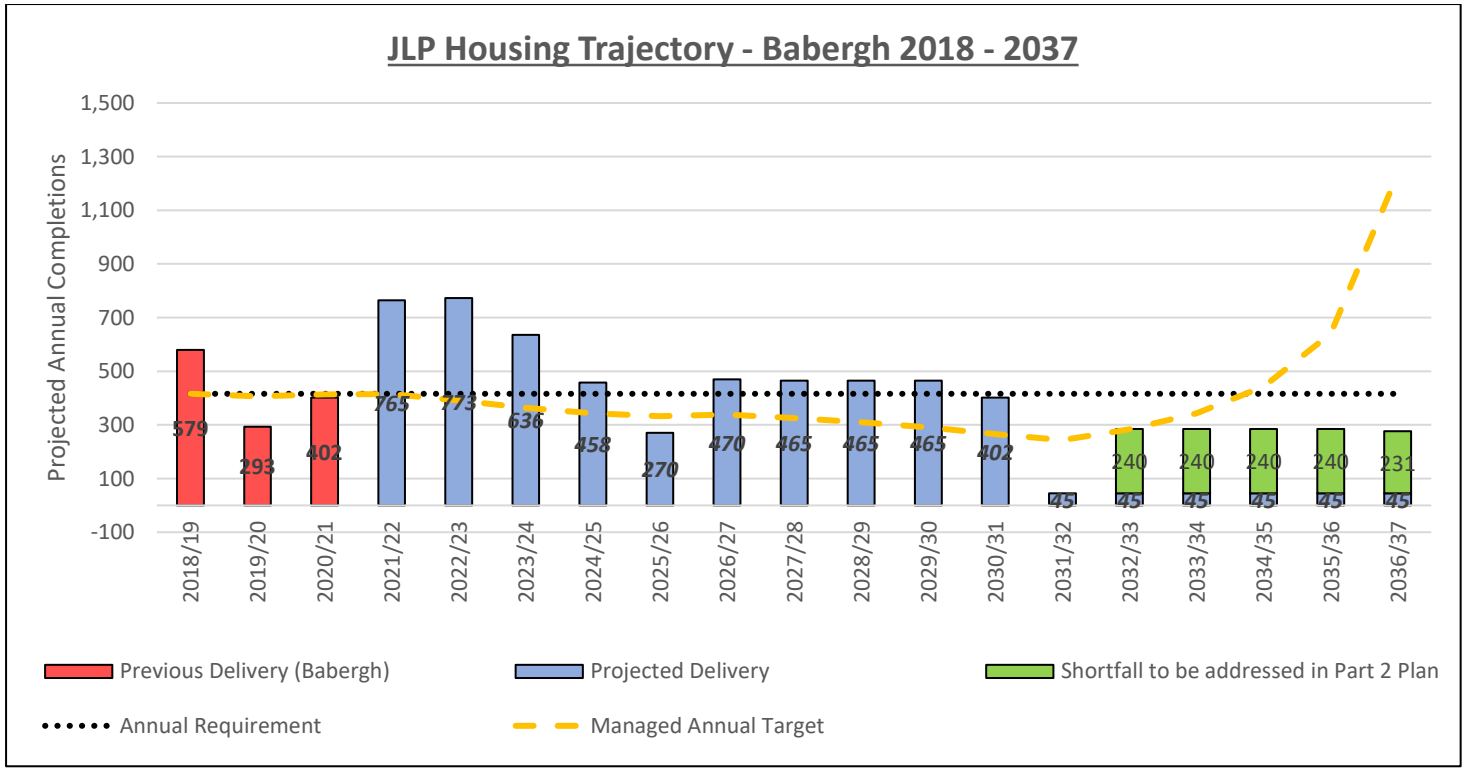
** *Ref - 19/00567 (Sproughton) – 105 dwellings removed from projections due to application withdrawn*

*** This total identified housing supply is not the supply of 'deliverable' housing land which is formally identified within the Councils 5 Year Housing Land Supply Assessments.

Babergh

Summarised dwelling trajectory position:

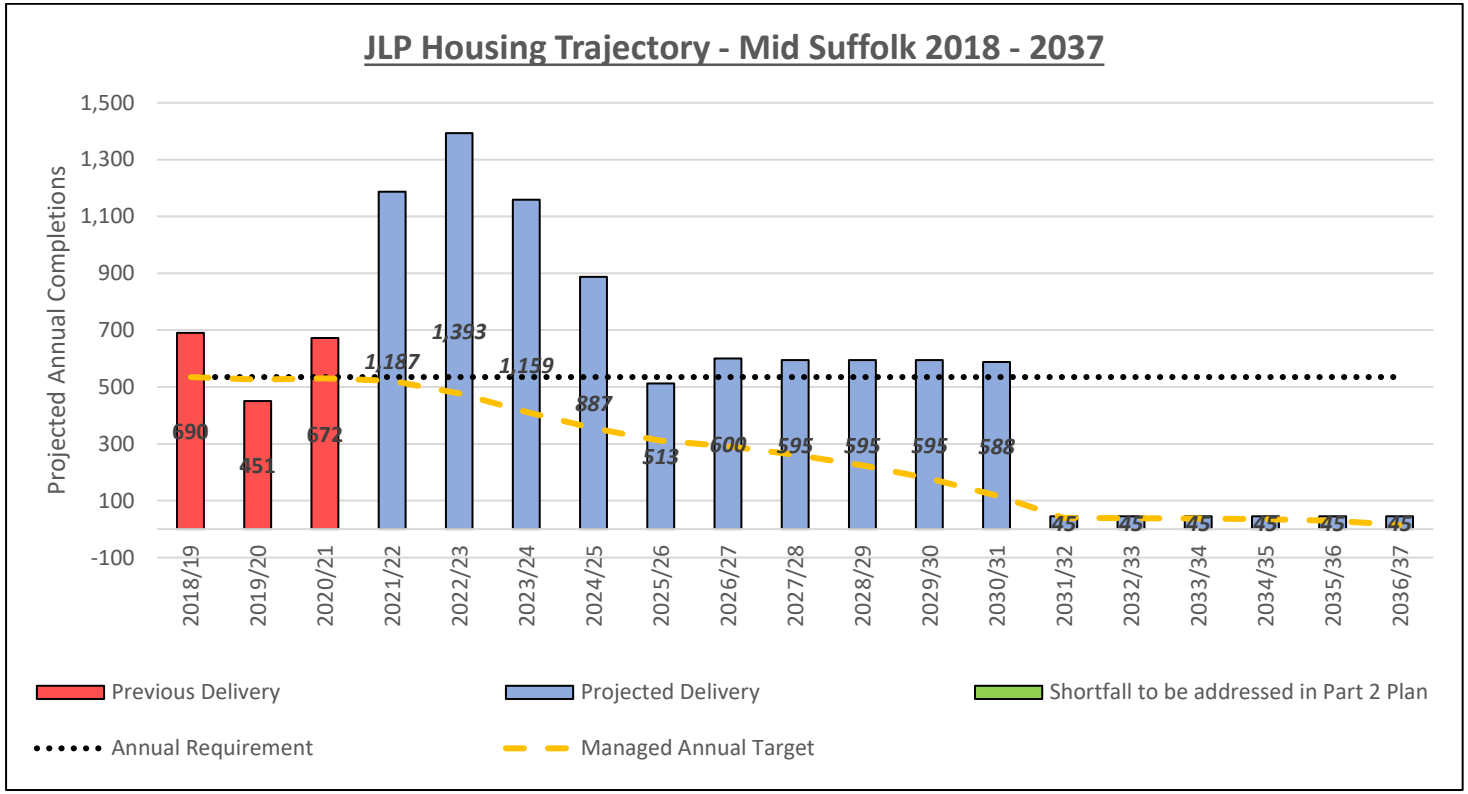
	2018 – 2020/21	2021 - 2025/26	2026 - 2036/37	Total dwellings (2018-2037)	*Shortfall to be addressed in Part 2 Plan*
Babergh	1,274	2,902	2,537	6,713	*1,191*



Mid Suffolk

Summarised dwelling trajectory position:

	2018 – 2020/21	2021 - 2025/26	2026 - 2036/37	Total dwellings (2018-2037)	*Shortfall to be addressed in Part 2 Plan*
Mid Suffolk	1,813	5,139	3,243	10,195	*0*



Appendix 02 - Monitoring framework

Monitoring is an essential and necessary part of the planning system in order to check that strategic and local policies are having the desired effect. Monitoring relates both to contextual indicators and also to specific planning outcomes. This is part of the plan-making process.

A Sustainability Appraisal, incorporating Strategic Environmental Assessment, has been conducted as part of the production of the Plan. A requirement of Sustainability Appraisal is to monitor the likely significant effects of the Plan. A monitoring framework and indicators has been developed as work on the Sustainability Appraisal has progressed throughout the production of the Plan. Further details around monitoring related to Sustainability Appraisal objectives are contained in the Sustainability Appraisal Report.

The Council reports on monitoring and delivery in its Annual Monitoring Report. In some instances, it may be appropriate to alter the indicators being reported, either due to a change in information available or to reflect specific issues that emerge.

All indicators will be annually reviewed unless otherwise specified. The targets and indicators will be monitored against the aims, objectives and policies of the Plan.

MONITORING FRAMEWORK

Housing Objective : i. Supporting the delivery of homes, including affordable housing provision.			
Policies	**Targets**	**Indicators (by District)**	**Sources**
SP01, SP02, SP03, SP04, LP01, LP02, LP03, LP04, LP05, LP06, LP07, LP08, LP24	a) Deliver a minimum of 7,904 net additional dwellings (416 dwellings per annum) within the Babergh district (2018 – 2037).	1) Net additional new housing 2) Number of windfall homes completed 3) Local Affordability Ratio.	Babergh and Mid Suffolk (B&MSDC) monitoring of planning applications. Housing Flow Reconciliation return. Data from Registered Providers

	b) Deliver a minimum of 10,165 net additional dwellings (535 dwellings per annum) within the Mid Suffolk district (2018 – 2037) c) Ensure appropriate scheme composition across the Districts d) A contribution of 35% affordable housing will be required on sites of 10 or more dwellings or 0.5ha or more. e) The requirement for affordable housing in Babergh is 2,096 dwellings and in Mid Suffolk is 2,428 dwellings f) Ensure all dwellings meet minimum national space standards g) 50% of dwellings on developments of 10 or more dwellings to be built to accessible and adaptable dwellings standards (Part M4(2) of Building Regulations) h) 572 additional registered care accommodation spaces identified for Babergh and an additional 1,004 additional care accommodation spaces for Mid Suffolk	4) Five-Year Housing Land Supply (expressed as a percentage and years) 5) Housing Delivery Test (expressed as a percentage). 6) Percentage of each dwelling type, size and tenure of development completed. 7) Net additional affordable housing, including percentage of community-led and rural exception housing, and as percentage of total net additional new housing 8) Number of eligible schemes not achieving 35% affordable housing 9) Statutory Homelessness 10) Net additional number of dwellings meeting space standards 11) Net additional new homes built to accessible and adaptable dwelling standards (Part M4 (2)). 12) Net additional care/nursing homes 13) Net additional sheltered homes	Five-Year Housing Land Supply Statements Housing Delivery Test results B&MSDC monitoring of planning applications. Neighbourhood Plans. B&MSDC Self-build register (Strategic Housing) Data from Registered Providers B&MSDC Monitoring of planning applications. Neighbourhood Plans Data from Registered Providers DLUHC Homelessness Statistics. Data from B&MSDC Housing (Homeless Team) Service. B&MSDC monitoring of planning application Building Regulation Records B&MSDC monitoring of planning applications

	i) Provision of rural workers accommodation/housing. j) Provision of Gypsy and Traveller pitch(es) in Babergh. k) Provision of Gypsy and Traveller pitches in Mid Suffolk l) Provide serviced dwelling plots for self / custom build provided as part of new development	14) Net gain and loss of rural workers housing with restrictions 15) Net addition of Gypsy and Traveller pitches and travelling show people plots. 16) Number of households registered on the 'Self-Build Register.' 17) Number of serviced dwelling plots completed, for self/custom build.	B&MSDC monitoring of planning applications B&MSDC monitoring of planning applications. B&MSDC monitoring of planning applications (Information on G&T pitches from Strategic Housing) B&MSDC Self-build register. B&MSDC monitoring of planning applications
Economy objectives: ii. Encourage the development of employment sites and other business growth, of the right type, in the right place and encourage investment in infrastructure, skills and innovation in order to increase productivity. iii. To encourage inward investment to the Districts by supporting Freeport East and the delivery of Gateway 14, as well as infrastructure improvements that will enable the continued growth of The Port of Felixstowe and strengthen the Districts' links to The Port and the rest of the UK.			
Policies	**Targets**	**Indicators**	**Sources**
SP05, SP06, SP07, LP09, LP10, LP11, LP12, LP13, LP14.	a) To maintain designated strategic employment sites. b) To deliver at least 2.9ha in Babergh and 9.4ha in Mid Suffolk of	18) Net gain / loss per sqm of development on strategic employment sites. 19) Net gain/ loss per sqm of employment land across the Districts. 20) Net gain/loss per ha of employment land across the Districts.	B&MSDC monitoring of planning applications B&MSDC Economic Strategy B&MSDC monitoring of planning applications Building Control and Environmental Health Records

	net additional employment land between 2018 and 2037. c) Delivery Brantham and Sproughton regeneration sites. d) To ensure the vacancy rate of units in town centres for town centre uses does not exceed 15% e) To maintain a positive increase in value of the tourism economy in Babergh and Mid Suffolk	21) Occupied plots on schemes. 22) Change of use to Use Class E within and outside of defined Town Centres and net additional Use Class E on Greenfield sites. 23) Use Class E net gains and losses by use within town centres. 24) Number of vacant units in town centres 25) Net dwelling completions per annum within town centres. 26) Tourism jobs as a percentage of total employment. 27) Monetary value of the tourism economy	Town Centre Monitoring (B&MSDC) B&MSDC monitoring of planning applications B&MSDC monitoring of planning applications Town Centre Monitoring (B&MSDC) B&MSDC monitoring of planning applications ONS/ Census B&MSDC Economic Strategy ONS/ Census B&MSDC Economic Strategy

Environment objectives:

iv. To protect and enhance environmental assets (including designated sites, landscapes, heritage, biodiversity net gains, green spaces, air and water quality, and river corridors) for current and future generations.

v. Ensure new development avoids areas of flood risk and reduce future flood risk.

vi. To reduce the drivers of climate change as much as possible from a social, economic and environmental perspective, with the ambition to be carbon neutral by 2030.

Policies	Targets	Indicators	Source

SP08, SP09, SP10 LP15, LP16, LP17, LP18, LP19, LP20, LP21, LP22, LP23, LP25, LP26, LP27	a) Implementation of measures in Suffolk Coast Recreational disturbance Avoidance and Mitigation Strategy (RAMS).	28) Specific environmental indicators to be set out in Suffolk Coast RAMS	Monitoring of Suffolk Coast RAMS. B&MSDC monitoring of planning applications.
	b) Enhancement of the condition status of 'designated sites'; namely: • Sites of Special Scientific Interest (SSSI) • Ramsar • Special Areas of Conservation (SAC) • Special Areas of Protection (SPA) • County Wildlife Sites • Local Nature Reserves	29) Condition status of all designated habitat sites and protected species.	Natural England designated site condition surveys. Suffolk Biodiversity Information Service. Biodiversity Action Plan (BAP).
	c) Support enhancement and creation of wildlife corridors / networks of green infrastructure.	30) Net loss of designated sites and protected species.	B&MSDC monitoring of planning applications. Natural England Habitat Network Data.
	d) Support the delivery of biodiversity net gain.	31) Measurable Net gain in biodiversity (10%).	Suffolk Biodiversity Information Service B&MSDC monitoring of planning applications.
	e) Ensure the protection of ancient/veteran trees.	32) Net loss of ancient/veteran trees (Tree Preservation Orders).	B&MSDC monitoring of planning applications.
	f) Ensure conservation of ancient woodland.	33) Net loss of ancient woodland	B&MSDC monitoring of planning applications.

	g) Reductions in CO2 emissions of 30% below for the Target Emissions Rate for new residential development and 27% for other new buildings.	34) Percentage of permissions that meet the Target Emission Rate.	B&MSDC monitoring of planning applications Building Control Records monitoring
	h) Improved water efficiency standards of 110 litres or 100 litres per person per day.	35) Percentage of permissions that meet improved water efficiency standards.	B&MSDC monitoring of planning applications Building Control Records monitoring.
	i) Non-residential development of 1,000sqm and above must achieve a minimum of BREEAM 'Very Good' standard or equivalent.	36) BREEAM certifications on non-residential development over 1,000 sqm	Certification evidence of the levels for BREEAM at design stage and on completion of development (Building Control)
	j) To minimise the impact of flood risk.	37) Development identified in Flood zones 2 and or 3. 38) Number of new developments incorporating Sustainable urban Drainage Systems (SuDS)	B&MSDC monitoring of planning applications B&MSDC monitoring of planning applications
	k) To protect and increase open space provision. l) Support sustainable renewable, decentralised and community energy generating proposals	39) Net losses or gains of open space by sq. m. 40) Number of renewable energy schemes permitted and net additional (kW/MW) generated. 41) Number of community-led renewable energy schemes permitted and net additional (kW/MW) generated.	B&MSDC monitoring of planning applications. B&MSDC monitoring of planning applications. B&MSDC monitoring of planning applications.

	m) Prioritise development of previously developed land (PDL).	42) Net percentage of development (in hectares) taking place on previously developed land.	Brownfield site register and B&MSDC monitoring of planning applications B&MSDC monitoring of planning applications
		43) Amount of agricultural land in hectares permitted for non-agricultural use.	Environmental Health Data
	n) To maintain / improve air quality	44) Air Quality Management Areas & threshold areas. Where appropriate, nitrogen dioxide and ammonia monitoring from any road 200m (from SPA [Ipswich Strategic Transport Mitigation Strategy]).	Anglian Water and Essex and Suffolk Water.
	o) To ensure effective water resource and infrastructure	45) Adoption of Water Resources Management Plan by water companies	
	p) To ensure effective wastewater treatments are provided.		
		46) Number of major applications granted within the Areas of Outstanding Natural Beauty.	Babergh and Mid Suffolk monitoring of planning applications
	q) To ensure Areas of Outstanding Natural Beauty are appropriately protected from development.	47) Number of designated assets: Number of Listed Buildings Number of Scheduled Monuments Number of Conservation Areas Number of Archaeological Priority Areas Number of buildings on Heritage at Risk list.	Historic England B&MSDC Heritage Team and monitoring of planning applications.
	r) Protect and enhance heritage & archaeology assets		Neighbourhood Plan Groups / Local Lists.

		48) Number of non-designated heritage assets	

Healthy Communities & Infrastructure Objectives:
vii. To enable all communities to thrive, grow, be healthy, active and self-sufficient through supporting the provision of the necessary infrastructure and encouraging more sustainable travel, including through the Ipswich Strategic Planning Area Transport Mitigation Strategy and the Councils' Local Cycling and Walking Infrastructure Plan (LCWIP).

viii. To support communities to deliver plans and projects at the district and neighbourhood levels, specifically providing opportunities for the District Councils to support the development on Neighbourhood Plans.

Policies	Targets	Indicators	Source
SP08, SP09 LP28, LP29, LP30, LP31, LP32.	a) To support and enable the delivery of key strategic infrastructure projects.	49) Delivery of projects within the infrastructure delivery plan by infrastructure type.	Infrastructure Funding Statement ISPA Transport Mitigation Strategy monitoring. Suffolk County Council – education.
	b) To ensure development makes appropriate contribution towards community infrastructure.	50) Delivery of community infrastructure projects which are identified in each Council's Infrastructure Funding Statement.	Infrastructure Funding Statement ISPA Transport Mitigation Strategy monitoring. Babergh and Mid Suffolk Local Cycling and Walking Infrastructure Plan (B&MS LCWIP) monitoring.
	c) To ensure development within the Protected Habitats Sites Mitigation Zone makes contributions to mitigate impacts on protected areas.	51) Delivery of projects identified through the Recreational disturbance Avoidance and Mitigation Strategy.	Infrastructure Funding Statement Suffolk Coast RAMS.
	d) To support and safeguard community services and facilities.	52) Net loss/gain of community services and facilities.	B&MSDC monitoring of planning applications

	e) To support sites in current health and education provision use. f) To support delivery and effective implementation of safe, sustainable and active transport the ISPA Transport Mitigation Strategy and the Babergh & Mid Suffolk Local Cycling and Walking Infrastructure Plan.	53) Net change of use of land to Use Class F (either for full flexibility or one or more uses within Use Class F) 54) Net loss/gain of health and educational uses. 55) Delivery of sustainable and active transport projects as identified in the infrastructure delivery plan, the ISPA Transport Mitigation Strategy and the Babergh and Mid Suffolk Local Cycling and Walking Infrastructure Plan. 56) Percentage of journeys made by public transport or active transport.	B&MSDC monitoring of planning applications. B&MSDC monitoring of planning applications Infrastructure Funding Statement ISPA TMS monitoring, B&MS LCWIP monitoring. Babergh & Mid Suffolk Local Cycling and Walking Infrastructure Plan monitoring. SCC, ONS

Appendix 03 - Schedule of superseded policies

The Saved Policies identified in these tables will no longer form part of the development plan upon adoption of the Joint Local Plan Part 1 document.

Babergh Policies

BDC Plan	***Saved Policy***	***Saved Policy Title***	***Replacement Local Plan Policy***
Core Strategy	*CS1*	*Applying the presumption in Favour of Sustainable Development in Babergh*	NPPF para: 7
Core Strategy	*CS2*	*Settlement Pattern Policy*	Superseding policy: SP03, SP05, LP01 NPPF para: 78, 79, 80, 81, 85, 120
Core Strategy	*CS3*	*Strategy for Growth and Development*	Superseding policy: SP03, SP05, SP06, LP01, LP11 NPPF para: 8, 11, 81, 84, 86, 105
Core Strategy	*CS8*	*Sproughton Strategic Employment Land Allocation*	*Superseding policy:* SP05
Core Strategy	*CS9*	*Wherstead Strategic Employment Land Allocation*	Superseding policy: SP05
Core Strategy	*CS11*	*Strategy for Development for Core and Hinterland Villages*	Superseding policy: SP03, SP05, LP12, LP01, LP11, LP12, LP28 NPPF para: 11, 78, 79
Core Strategy	*CS12*	*Sustainable Design and Construction Standards*	Superseding policy: LP23 NPPF para: 11, 126, 136, 157, 158
Core Strategy	*CS13*	*Renewable / Low Carbon Energy*	Superseding policy: LP25 NPPF para: 155, 156, 158
Core Strategy	*CS14*	*Green Infrastructure*	Superseding policy: LP28 NPPF para: 98, 103
Core Strategy	*CS15*	*Implementing Sustainable Development in Babergh*	Superseding policies: SP09, SP10, LP15 – LP19, LP23 – LP30 NPPF para: 7 – 14, 73, 104, 112, 126 - 136, 153 – 158
Core Strategy	*CS16*	*Town, Village and Local Centres*	Superseding policies: SP06, SP07,LP11, LP12, LP28 NPPF para: 11, 105
Core Strategy	*CS17*	*The Rural Economy*	Superseding policies: SP05, SP06, SP07, LP12, LP13, LP20, LP22, LP28 NPPF para: 84, 85
Core Strategy	*CS18*	*Mix and Type of Dwellings*	Superseding policies: SP01, LP06 NPPF para: 61 - 62, 125
Core Strategy	*CS19*	*Affordable Homes*	Superseding policies: SP02, LP07 NPPF para: 62 - 65, 72, 78
Core Strategy	*CS20*	*Rural Exception Sites*	Superseding policies: LP06 NPPF para: 65, 72, 78
Core Strategy	*CS21*	*Infrastructure Provision*	Superseding policies: SP08, LP30, LP31 NPPF para: 8, 41, 73, 124
Core Strategy	*CS22*	*Monitoring*	Superseding policy: LP32 NPPF para: 55 – 58
Local Plan	*EN22*	*Light Pollution - Outdoor Lighting*	Superseding policies: LP15, LP24, NPPF para: 8, 185,
Local Plan	*EN26*	*Telecommunications*	Superseding policy: LP30 NPPF para: 41, 114 – 118

BDC Plan	***Saved Policy***	***Saved Policy Title***	***Replacement Local Plan Policy***
Local Plan	*HS05*	*Replacement Dwellings*	Superseding policies: LP04
Local Plan	*HS11*	*Head Lane, Great Cornard*	No superseding policy. No superseding policy.
Local Plan	*HS12*	*William Armes Factory, Cornard Road, Sudbury*	Development completed. No superseding policy.
Local Plan	*HS13*	*High Bank, Melford Road, Sudbury*	Development completed. No superseding policy.
Local Plan	*HS14*	*Peoples Park, Sudbury*	Development completed. No superseding policy.
Local Plan	*HS15*	*Grays Close, Hadleigh*	Development completed. No superseding policy.
Local Plan	*HS16*	*Gallows Hill, Hadleigh*	Development completed. No superseding policy.
Local Plan	*HS17*	*Carsons Drive, Great Cornard*	Development commenced on site. . No superseding policy.
Local Plan	*HS18*	*Bures Road, Great Cornard*	Development completed. No superseding policy.
Local Plan	*HS19*	*Rotheram Road, Bildeston*	Development completed. No superseding policy.
Local Plan	*HS20*	*Friends Field/Tawney Rise, Bures*	Development completed. No superseding policy.
Local Plan	*HS21*	*Goodlands Farm, Daking Avenue, Boxford*	Development completed. No superseding policy.
Local Plan	*HS22*	*Folly Road, Great Waldingfield*	Development completed. No superseding policy.
Local Plan	*HS23*	*Church Farm, Whatfield*	Development completed. No superseding policy.
Local Plan	*HS24*	*Church Lane, Sproughton*	Planning permission granted prior to the basedate of the plan. No superseding policy.
Local Plan	*HS25*	*Land at Crownfield Road, Glemsford*	Development completed. No superseding policy.
Local Plan	*HS28*	*Infilling*	Superseding policy: SP03, LP01 NPPF para: 79
Local Plan	*HS31*	*Public Open Space (Sites of 1.5 ha and above)*	Superseding policy: LP31 NPPF para: 84, 93, 98 - 103, 123
Local Plan	*HS32*	*Public Open Space (New dwellings and Amended HS16 Sites up to 1.5ha)*	Superseding policy: LP31 NPPF para: 84, 93, 98 - 103, 123
Local Plan	*HS33*	*Extensions to Existing Dwellings*	Superseding policy: LP03
Local Plan	*HS35*	*Residential Annexes*	Superseding policy: LP02
Local Plan	*HS39*	*Special Needs Housing*	Superseding policy: LP06

BDC Plan	***Saved Policy***	***Saved Policy Title***	***Replacement Local Plan Policy***
Local Plan	*HS40*	*Special Needs Housing: Conversions/Change of Use*	Superseding policy: LP06
Local Plan	*EM02*	*General Employment Areas - Existing and New Allocations*	Superseding policy: SP05 NPPF para: 81, 83, 84
Local Plan	*EM03*	*Land to south-east of Lady Lane Hadleigh*	Superseding policy: SP05
Local Plan	*EM04*	*Former 'British Sugar' Sproughton*	Superseding policies: SP05
Local Plan	*EM05*	*Wherstead Office Park, Wherstead*	Superseding policy: SP05
Local Plan	*EM06*	*Land at Brantham Industrial Area*	Superseding policies: SP05 and Saved Policy CS10
Local Plan	*EM07*	*Land at Bures Road, Great Cornard*	Development completed. No superseding policy.
Local Plan	*EM08*	*Warehousing & Distribution*	Superseding policies: SP05, LP09 NPPF para: 83, 109
Local Plan	*EM09*	*Leisure & Sport at Employment Areas*	*No superseding policy.*
Local Plan	*EM11*	*Notley Enterprise Park, Raydon/Great Wenham*	Superseding policies: SP05, LP09
Local Plan	*EM12*	*Bull Lane/Acton Place*	Superseding policy: SP05
Local Plan	*EM13*	*Pond Hall Industrial Estate, Hadleigh*	Superseding policies: SP05, LP09
Local Plan	*EM14*	*Tentree Road, Great Waldingfield*	Superseding policies: SP05, LP09
Local Plan	*EM15*	*Off Brook Street, (E W Downs) Glemsford*	Development completed. No superseding policy.
Local Plan	*EM16*	*London Road, Capel St Mary*	Superseding policies: SP05, LP09
Local Plan	*EM17*	*Sprites Lane, Ipswich Western Fringe*	Development completed. No superseding policy.
Local Plan	*EM18*	*Land on the east bank of the River Orwell*	*No superseding policy.*
Local Plan	*EM19*	*High Technology Employment Provision*	*No superseding policy.*
Local Plan	*EM20*	*Expansion/Extension of Existing Employment Uses*	Superseding policy: SP05 NPPF para: 81, 84, 85
Local Plan	*EM21*	*Redundant Airfields*	No superseding policy
Local Plan	*EM23*	*Workshop Scale Employment Sites*	Superseding policy: LP09 NPPF para: 81, 84
Local Plan	*EM24*	*Retention of Existing Employment Sites*	Superseding policies: SP05, LP09 NPPF para: 81, 84
Local Plan	*SP03*	*Retail Development Outside Town Centres*	Superseding policy: LP14 NPPF para: 86, 90
Local Plan	*SP04*	*Shopping in Local Centres and Villages*	Superseding policies: SP06, LP11, LP28 NPPF para: 86 – 91
Local Plan	*SP05*	*Farm Shops*	Superseding policies: SP06, LP11, LP28 NPPF para: 84 85
Local Plan	*CR02*	*AONB Landscape*	Superseding policy: LP18 NPPF para: 174 - 176
Local Plan	*CR04*	*Special Landscape Areas*	Superseding policy: LP17 NPPF para: 130, 174 - 176
Local Plan	*CR07*	*Landscaping Schemes*	Superseding policy: LP17 NPPF para: 130, 174 - 176

BDC Plan	***Saved Policy***	***Saved Policy Title***	***Replacement Local Plan Policy***
Local Plan	*CR08*	*Hedgerows*	Superseding policy: LP17 NPPF para: 170
Local Plan	*CR09*	*Agricultural Reservoirs*	No superseding policy
Local Plan	*CR10*	*Change of use from Agricultural Land*	*Superseding policy:* LP20, LP21
Local Plan	*CR13*	*Removal of Agricultural Occupancy Restrictions*	*No superseding policy*
Local Plan	*CR18*	*Buildings in the Countryside - Non Residential*	*Superseding policy: LP22* *NPPF para: 152*
Local Plan	*CR19*	*Buildings in the Countryside – Residential*	Superseding policy: SP03, LP01, LP04 NPPF para: 80, 152
Local Plan	*CR22*	*Proposed LNR Belstead*	No superseding policy.
Local Plan	*CR24*	*Village Schools*	Superseding policy: LP31 NPPF para: 95, 123
Local Plan	*CN01*	*Design Standards*	Superseding policies: LP23, LP24 NPPF para: 8, 80, 97, 126 - 136,
Local Plan	*CN03*	*Open Space within Settlements*	Superseding policy: LP28 NPPF para: 84, 94, 98 - 103, 121 123
Local Plan	*CN04*	*Design & Crime Prevention*	Superseding policy: LP24 NPPF para: 92, 130
Local Plan	*CN06*	*Listed Buildings - Alteration/Extension/Change of Use*	Superseding policy: LP19 NPPF para: 80,189 – 208
Local Plan	*CN08*	*Development in or near conservation areas*	Superseding policy: LP19 NPPF para: 79 80, 184 – 202 189 – 208
Local Plan	*CN14*	*Historic Parks & Gardens - National*	Superseding policy: LP19 NPPF para: 80, 189 – 208
Local Plan	*CN15*	*Historic Parks & Gardens - Local*	Superseding policy: LP19 NPPF para: 80, 189 – 208
Local Plan	*RE04*	*Quay Lane, Sudbury Open Space*	Superseding policy: LP28 NPPF para: 84, 94, 98 - 103, 123
Local Plan	*RE05*	*Shawlands Avenue, Great Cornard*	Superseding policy: LP28 NPPF para: 84, 94, 98 - 103, 123
Local Plan	*RE06*	*Small and Medium - Scale Recreation*	Superseding policy: LP28 NPPF para: 84, 94, 98 - 103, 123
Local Plan	*RE07*	*Large Scale Recreation*	Superseding policy: LP28 NPPF para: 84, 94, 98 - 103, 123
Local Plan	*RE11*	*Land between A137, A14 and The Strand, Wherstead*	Superseding policy: LP28 NPPF para: 84, 94, 98 - 103, 123
Local Plan	*RE13*	*Gt Cornard Country Park*	Superseding policy: LP28 NPPF para: 84, 94, 98 - 103, 123
Local Plan	*RE14*	*Stour & Orwell Estuaries*	Superseding policy: LP12 NPPF para: 84
Local Plan	*RE16*	*Land-based Sailing Facilities on Estuaries*	Superseding policy: LP12 NPPF para: 84
Local Plan	*RE17*	*Land-based Facilities at Alton Water*	Superseding policy: LP12 NPPF para: 84
Local Plan	*RE18*	*Rivers Stour and Gipping*	Superseding policy: LP12 NPPF para: 84
Local Plan	*TP04*	*New Cycle Links*	Superseding policy: LP29, LP32 NPPF para: 55 - 58, 104 - 105, 110
Local Plan	*TP05*	*New cycle Link - Sproughton*	No superseding policy

BDC Plan	***Saved Policy***	***Saved Policy Title***	***Replacement Local Plan Policy***
Local Plan	*TP07*	*Expansion of Copdock Park & Ride Facility*	No superseding policy
Local Plan	*TP08*	*Proposed Park and Ride- Wherstead*	No superseding policy
Local Plan	*TP10*	*Sudbury Western Bypass route protection*	No superseding policy
Local Plan	*TP13*	*Lorry Parking in Hadleigh*	Superseding policy: LP29 NPPF para: 104, 109
Local Plan	*TP15*	*Parking Standards - New Development*	Superseding policy: LP29 NPPF para: 104
Local Plan	*TP16*	*Green Travel Plans*	Superseding policy: LP29 NPPF para: 113
Local Plan	*TP18*	*Airports*	No superseding policy
Local Plan	*TP19*	*Boxford Community Car Park*	No superseding policy
Local Plan	*SD01*	*Principal Shopping Area*	Superseding policy: SP06, LP11 NPPF para: 86, 87, 88, 89
Local Plan	*SD02*	*Mixed Use Areas - Business & Service*	Superseding policy: SP06, LP10, LP11 NPPF para: 86, 87, 88, 89
Local Plan	*SD03*	*Mixed Use Areas - Shopping and Commerce*	Superseding policy: SP05, SP06, LP10, LP11 NPPF para: 86, 87, 88, 89
Local Plan	*SD04*	*Mixed Use Areas - Residential Development*	Superseding policy: LP28 NPPF para: 92, 120
Local Plan	*SD05*	*Bus/Rail Interchange*	No superseding policy
Local Plan	*SD06*	*Land around Bus Station & Borehamgate Precinct*	Superseding policy: SP06, LP10, LP11 NPPF para: 86, 87, 88, 89
Local Plan	*SD07*	*Land to rear of Market Hill*	Superseding policy: SP06, LP10, LP11 NPPF para: 86, 87, 88, 89
Local Plan	*SD08*	*North St/Gainsborough Rd Junction*	Superseding policy: SP06, LP10, LP11 NPPF para: 86, 87, 88, 89
Local Plan	*SD10*	*Bus Station*	No superseding policy
Local Plan	*SD11*	*Industrial Areas*	Superseding policy: SP06, LP10, LP11 NPPF para: 87, 88, 90
Local Plan	*SD13*	*Walnut tree Hospital*	Site has planning permission. No superseding policy.
Local Plan	*SD14*	*Market Hill, New Service Road*	No superseding policy
Local Plan	*SD15*	*Alternative Hospital Site*	No superseding policy
Local Plan	*HD01*	*Shopping - Foodstore between Pound Lane and Bridge Street*	Site has planning permission. No superseding policy.
Local Plan	*HD03*	*Prime Shopping Area*	Superseding policy: SP06, LP10, LP11 NPPF para: 87, 88, 90
Local Plan	*HD05*	*Hadleigh Health Centre*	Development completed. No superseding policy.
Local Plan	*CP01*	*Chilton Mixed Use Development Package*	Site has planning permission. Superseded by Saved Policy CS4
Local Plan	*CP02*	*Chilton Cemetery*	Superseding policy: LP28 NPPF para: 84, 93, 98 - 103, 123

Mid Suffolk Policies

MSDC Plan	Saved Policy	Saved Policy Title	Replacement Local Plan Policy
Stowmarket Area Action Plan SAAP	*4.1*	*SAAP - Presumption in Favour of Sustainable Development*	*NPPF para: 7 – 14*
SAAP	*4.2*	*SAAP - Providing a Landscape Setting for Stowmarket*	*Superseding policy: LP17* *NPPF para: 130, 174 - 176*
SAAP	*5.1*	*SAAP - General Retail Policies For All of The SAAP*	*Superseding policies: SP06, LP11, LP23, LP29* *NPPF para: 130, 174 – 176*
SAAP	*5.2*	*SAAP - Principal Shopping Area (Primary and Secondary Shopping Frontages)*	*Superseding policy: SP06, LP11* *NPPF para: 86 - 91*
SAAP	*5.3*	*SAAP - Ipswich Street*	*No superseding policy*
SAAP	*5.4*	*SAAP - Complementary Uses*	*Superseding policy: SP06, LP11* *NPPF para: 86 - 91*
SAAP	*5.5*	*SAAP - Retail in The Surrounding Villages and Local Shopping Centres*	*Superseding policies: SP06, LP11, LP28* *NPPF para: 86 - 93*
SAAP	*6.1*	*SAAP - Housing and Waste Storage*	*Superseding policy: LP24* *NPPF para: 8, 126 - 136*
SAAP	*6.2*	*SAAP - Land Adjoining Paupers Graves, Union Road, Stowmarket*	*Superseding policy: LP28* NPPF para: 84, 93, 98 – 103, 123
SAAP	*6.3*	*SAAP - Land Adjoining Church Meadows, Stowmarket*	*LNR - Superseding policy: LP16 and LP28,* *NPPF para:* 84, 93, 98 – 103, 123 *153, 174, 179 – 182*
SAAP	*6.4*	*SAAP - Development in The Villages*	*Superseding policy: SP03, LP01* *NPPF para: 78 – 80*
SAAP	*6.6*	*SAAP - Stowmarket North and North-West - Development around Chilton Leys Development Brief*	*No superseding policy.*
SAAP	*6.7*	*SAAP - Stowmarket North and North-West - Development around Chilton Leys Paupers Graves*	*Superseding policy: LP28* NPPF para: 84, 93, 98 – 103, 123
SAAP	*6.8*	*SAAP - Stowmarket North and North-West - Development around Chilton Leys Link to the A14*	*No superseding policy.*
SAAP	*6.10*	*SAAP - Stowmarket North and North-West - Development around Chilton Leys SAAP Stowmarket High School/relocation of the Leisure Centre*	*No superseding policy.*
SAAP	*7.1*	*SAAP - Sustainable Employment Sites*	*Superseding policies: SP05, LP09* *NPPF para: 83, 109*

MSDC Plan	Saved Policy	Saved Policy Title	Replacement Local Plan Policy
SAAP	7.2	SAAP - Employment on Mixed Use Sites	No superseding policy
SAAP	7.3	SAAP - Tourism	Superseding policies: SP07, LP12 NPPF para: 83 84
SAAP	7.4	SAAP - Museum of East Anglian Life (MEAL)	Superseding policies: SP07, LP12 NPPF para: 84
SAAP	7.5	SAAP - Established Employers and Industrial	Superseding policies: SP05, LP10 NPPF para: 83
SAAP	7.6	SAAP - Narrow Mixed Use Corridor	Superseding policies: SP05, LP09, LP10 NPPF para: 83, 109
SAAP	7.7	SAAP - Local Plan Employment Allocations	Superseding policies: LP09, LP10 NPPF para: 83, 109
SAAP	7.8	SAAP - Cedars Park Employment Site	Superseding policies: LP09, LP10 NPPF para: 83, 109
SAAP	7.9	SAAP - Stowmarket Business and Enterprise Park Allocation	Superseding Policy: SP05 NPPF para: 109
SAAP	7.10	SAAP - Development Briefs	No superseding policy.
SAAP	8.1	SAAP - Developer Contributions to a Sustainable Transport network	Superseding policy: LP32 NPPF para: 55 – 58
SAAP	8.2	SAAP - A14 Trunk Road	No superseding policy
SAAP	9.1	SAAP - Biodiversity Measures	Superseding policy: LP16, NPPF para: 153, 174, 179 - 182
SAAP	9.2	SAAP - River Valleys	Superseding policies: LP16, LP17, LP18 NPPF para: 130, 153, 174, 176, 179 - 182
SAAP	9.3	SAAP - River Rattlesden	Superseding policies: LP16, LP17 NPPF para: 130, 153, 174, 176, 179 - 182
SAAP	9.4	SAAP - River Gipping	Superseding policies: LP16, LP17 NPPF para: 130, 153, 174, 176, 179 - 182
SAAP	9.5	SAAP - Historic Environment	Superseding policies: LP19 NPPF para: 80, 189 - 208, 211
SAAP	10.1	SAAP - Protection and Enhancement of Cultural Facilities	Superseding policies: LP12, LP19, LP28 NPPF para: 80, 84, 93, 98 - 103, 123, -189 - 208, 211
SAAP	10.2	SAAP - Provision of Accessible Natural Green Space	Superseding policy: LP28 NPPF para: 84, 93, 98 - 103, 123
SAAP	10.3	SAAP - Improving the Quality of Open Space	Superseding policy: LP28 NPPF para: 84, 93, 98 – 103 ,123
SAAP	11.1	SAAP - Developer Contributions to Infrastructure Delivery	Superseding policy: LP30, LP32 NPPF para: 41, 55 - 58, 73, 104, 114 116, 122
Core Strategy Focussed Review	FC1	Presumption in Favour of Sustainable Development	No superseding policy NPPF para: 7
Core Strategy Focussed Review	FC1.1	Mid Suffolk Approach to Delivering Sustainable Development	No superseding policy NPPF para: 7 - 14
Core Strategy Focussed Review	FC2	Provision and Distribution of housing	Superseding policy: SP01, SP03, LP01 NPPF para: 32

MSDC Plan	Saved Policy	Saved Policy Title	Replacement Local Plan Policy
Core Strategy Focussed Review	*FC3*	*Supply of Employment Land*	*Superseding policy: SP05* *NPPF para: 81, 83, 84*
Core Strategy	*CS1*	*Settlement Hierarchy*	*Superseding policy: SP03, LP01* *NPPF para: 73, 79, 84, 120*
Core Strategy	*CS2*	*Development in the Countryside and Countryside Villages*	*Superseding policies: SP03, LP01* *NPPF para: 79, 80*
Core Strategy	*CS3*	*Reduce Contributions to Climate Change*	*Superseding policies: SP10, LP23, LP25, LP26* *NPPF para: 152 - 173*
Core Strategy	*CS4*	*Adapting to Climate Change*	*Superseding policies: SP10, LP15, LP16,LP27* *NPPF para: 152 - 173*
Core Strategy	*CS5*	*Mid Suffolk's Environment*	*Superseding policies: LP16, LP17, LP19, LP24* *NPPF para: 72, 80, 112, 126 - 136 153, 174, 176, 179 - 182, 189 - 208, 211*
Core Strategy	*CS6*	*Services and Infrastructure*	*Superseding policies: LP29, LP30, LP31* *NPPF para: 41, 73, 104, 114, 116, 124*
Core Strategy	*CS7*	*Brown field Target*	*No superseding policy* *NPPF para: 119 - 121*
Core Strategy	*CS9*	*Density and Mix*	*Superseding policy: SP01, LP06* *NPPF para: 92, 133*
Core Strategy	*CS10*	*Gypsy and Travellers*	*Superseding policy: SP04* *Planning Policy for Travellers Sites*
Core Strategy	*CS12*	*Retail Provision*	*Superseding policy: SP06, LP11* *NPPF para: 86 - 91*
Local Plan	*SB2*	*Development appropriate to its setting*	*Superseding policy: LP24* *NPPF para: 104, 112, 126 – 136*
Local Plan	*SB3*	*Retaining visually important open spaces*	*Superseding policies: LP17, LP28* *NPPF para: 84, 93, 98 - 103, 123, 130, 153, 174, 176,*
Local Plan	*GP1*	*Design and layout of development*	*Superseding policy: LP24* *NPPF para: 104, 112, 126 - 136*
Local Plan	*GP2*	*Development briefs*	*No superseded policy.*
Local Plan	*Prop 1*	*Settlement Boundaries and Visually Important Open Spaces*	*Superseding policy: SP03, LP17, LP28* *NPPF para: 84, 93, 98 - 103, 123, 130, 153, 174, 176*
Local Plan	*HB1*	*Protection of historic buildings*	*Superseding policy: LP19* *NPPF para: 80, 189 - 208*
Local Plan	*HB2*	*Demolition of listed buildings*	*Superseding policy: LP19* *NPPF para: 80,189 - 208*
Local Plan	*HB3*	*Conversions and alterations to historic buildings*	*Superseding policy: LP19* *NPPF para: 80, 189 - 208*
Local Plan	*HB4*	*Extensions to listed buildings*	*Superseding policy: LP19* *NPPF para: 80, 189 – 208*
Local Plan	*HB5*	*Preserving historic buildings through alternative uses*	*Superseding policy: LP19* *NPPF para: 80, 189 - 208*
Local Plan	*HB6*	*Securing the repair of listed buildings*	*Superseding policy: -LP19* *NPPF para: 80, 189 – 208*
Local Plan	*HB7*	*Protecting gardens and parkland of historic interest*	*Superseding policy: LP19* *NPPF para: 80, 189 - 208*

MSDC Plan	Saved Policy	Saved Policy Title	Replacement Local Plan Policy
Local Plan	*HB8*	*Safeguarding the character of conservation areas*	*Superseding policy: LP19* *NPPF para: 80, 189 - 208*
Local Plan	*HB9*	*Controlling the demolition in conservation areas*	*Superseding policy: LP19* *NPPF para: 80, 189 - 208*
Local Plan	*HB10*	*Advertisements in conservation areas*	*Superseding policy: LP19* *NPPF para: 80, 136, 189 – 208*
Local Plan	*HB13*	*Protecting ancient monuments*	*Superseding policy: LP19* *NPPF para: 80, 189 - 208*
Local Plan	*HB14*	*Ensuring archaeological remains are not destroyed*	*Superseding policy: LP19* *NPPF para: 80, 189 – 208*
Local Plan	*H2*	*Housing development in towns*	*Superseding policy: SP03 LP01* *NPPF para: 11, 65, 105, 125*
Local Plan	*H3*	*Housing development in villages*	*Superseding policies: SP03, LP01* *NPPF para: 11, 65, 79, 105, 125*
Local Plan	*H4*	*Provision for affordable housing in larger schemes*	*Superseding policies: SP02* *NPPF para: 62 - 65, 72, 78*
Local Plan	*H5*	*Affordable housing in countryside*	*Superseding policies: SP02, LP07* *NPPF para: 62 - 65, 72, 78*
Local Plan	*H7*	*Restricting housing development unrelated to needs of countryside*	*Superseding policy: SP03, LP01* *NPPF para: 79, 80*
Local Plan	*H8*	*Replacement dwellings in the countryside*	*Superseding policy: LP04*
Local Plan	*H9*	*Conversion of rural buildings to dwellings*	*Superseding policy: LP03* *NPPF para: 80*
Local Plan	*H10*	*Dwellings for key agricultural workers*	*Superseding policy: LP05* *NPPF para: 80*
Local Plan	*H11*	*Residential caravans and other mobile homes*	*Superseding policy: SP03, LP01* *NPPF para: 62*
Local Plan	*H13*	*Design and layout of housing development*	*Superseding policy: LP24* *NPPF para: 97, 104, 112, 126 – 136*
Local Plan	*H14*	*A range of house types to meet different accommodation needs*	*Superseding policies: SP01, LP06* *NPPF para: 92, 133*
Local Plan	*H15*	*Development to reflect local characteristics*	*Superseding policies: LP24* *NPPF para: 104, 112, 126 – 136*
Local Plan	*H16*	*Protecting existing residential amenity*	*Superseding policy: LP15, LP24* *NPPF para: 119, 174*
Local Plan	*H17*	*Keeping residential development away from pollution*	*Superseding policy: LP15, LP24* *NPPF para: 174, 185, 188*
Local Plan	*H18*	*Extensions to existing dwellings*	*Superseding policy: LP03*
Local Plan	*H19*	*Accommodation for special family needs*	*Superseding policy: LP02, LP06*
Local Plan	*Prop.5*	*Housing development at: Lime House Quarry Site, Church Lane, Claydon and Reeds Way, Stowupland*	*Developments completed*
Local Plan	*CL2*	*Development within special landscape areas*	*Superseding policy: LP17* *NPPF para: 130, 174 - 176*

MSDC Plan	Saved Policy	Saved Policy Title	Replacement Local Plan Policy
Local Plan	*CL3*	*Major utility installations and power lines in countryside*	*Superseding policy: LP25 NPPF para: 114 – 118*
Local Plan	*CL5*	*Protecting existing woodland*	*Superseding policies: LP16, LP17 NPPF para: 130, 153, 174, 179 – 182*
Local Plan	*CL6*	*Tree preservation orders*	*No superseding policy*
Local Plan	*CL8*	*Protecting wildlife habitats*	*Superseding policy: LP16, NPPF para: 153, 174, 179 – 182*
Local Plan	*CL9*	*Recognised wildlife areas*	*Superseding policy: LP16, NPPF para: 153, 174, 179 – 182*
Local Plan	*CL11*	*Retaining high quality agricultural land*	*Superseding policy: LP15 NPPF para: 174*
Local Plan	*CL12*	*The effects of severance upon existing farms*	*No superseding policy*
Local Plan	*CL13*	*Siting and design of agricultural buildings*	*Superseding policy: LP22 NPPF para: 84*
Local Plan	*CL14*	*Use of materials for agricultural buildings and structures*	*No superseding policy*
Local Plan	*CL15*	*Livestock buildings and related development*	*Superseding policy: LP22 NPPF para: 84*
Local Plan	*CL16*	*Central grain stores, feed mills and other bulk storage*	*Superseding policy: LP22 NPPF para 84*
Local Plan	*CL17*	*Principles for farm diversification*	*Superseding policy: LP09, LP13, LP20 NPPF para: 84*
Local Plan	*CL18*	*Change of Use for agricultural and other rural buildings to non-residential uses*	*Superseding policy: LP13, LP20 NPPF para: 84*
Local Plan	*CL19*	*Farm Shops*	*Superseding policy: LP11, LP28 NPPF para: 84*
Local Plan	*CL20*	*Garden Centres*	*Superseding policy: LP11, LP28 NPPF para: 84*
Local Plan	*CL21*	*Facilities for horse riding*	*Superseding policy: LP20 NPPF para: 84*
Local Plan	*CL22*	*Advertisements in a countryside setting*	*No superseding policy NPPF para: 136*
Local Plan	*CL23*	*After use of sites following mineral extraction*	*No superseding policy*
Local Plan	*CL24*	*Wind Turbines in the countryside*	*Superseding policy: LP25 NPPF para: 155 – 158*
Local Plan	*Prop.6*	*Existing Special Landscape Areas (SLA)*	*Superseding policy: LP17 NPPF para: 130, 174 - 176*
Local Plan	*Prop.7*	*New Special Landscape Areas and extensions to existing SLAs*	*Superseding policy: LP17 NPPF para: 130, 174 – 176*
Local Plan	*E2*	*Industrial uses on allocated sites*	*Superseding policies: SP05, LP09, LP10 NPPF para: 81, 83, 109*
Local Plan	*E3*	*Warehousing, storage, distribution and haulage depots*	*Superseding policies: LP09 NPPF para: 81, 83, 109*
Local Plan	*E4*	*Protecting existing industrial/business areas for employment generating uses*	*Superseding policies: SP05, LP10 NPPF para: 81, 83*

MSDC Plan	Saved Policy	Saved Policy Title	Replacement Local Plan Policy
Local Plan	*E5*	*Change of Use within existing industrial/commercial areas*	*Superseding policies: SP05, LP09* *NPPF para: 81, 83*
Local Plan	*E6*	*Retention of use within existing industrial/commercial areas*	*Superseding policies: SP05, LP09, LP10* *NPPF para: 81, 83*
Local Plan	*E7*	*Non-conforming industrial uses*	*Superseding policy: LP09* *NPPF para: 81*
Local Plan	*E8*	*Extensions to industrial and commercial premises*	*Superseding policies: SP05, LP09* *NPPF para: 81, 83*
Local Plan	*E9*	*Location of new businesses*	*Superseding policy: SP05, LP09* *NPPF para: 81, 84*
Local Plan	*E10*	*New Industrial and commercial development in the countryside*	*Superseding policy: SP05, LP09* *NPPF para: 81, 84, 85*
Local Plan	*E11*	*Re-use and adaption of agricultural and other rural buildings*	*Superseding policy: LP03, LP09, LP20* *NPPF para: 81, 84, 85*
Local Plan	*E12*	*General principles for location, design and layout*	*Superseding policy: SP05, LP09, LP24, LP29* *NPPF para: 84, 130*
Local Plan	*Prop.8*	*New sites for industrial and commercial development*	*Superseding policy: SP05, LP09* *NPPF para: 81 – 83*
Local Plan	*Prop.9*	*New land for warehousing, storage and distribution*	*Superseding policy: SP05, LP09* *NPPF para: 83, 109*
Local Plan	*S3*	*Amusement Centres*	*Superseding policy: LP12* *NPPF para: 84*
Local Plan	*S4*	*Avoiding the loss of residential accommodation*	*Superseding policy: SP06, LP11* *NPPF para 87, 88, 89*
Local Plan	*S5*	*Living accommodation above shops and other commercial premises*	*Superseding policy: SP06, LP11* *NPPF para: 120*
Local Plan	*S6*	*Provision of office accommodation*	*Superseding policy: LP09, LP11* *NPPF para: 81 - 83, 86 - 88, 91*
Local Plan	*S7*	*Provision of local shops*	*Superseding policy: LP10, LP28* *NPPF para: 87 – 93*
Local Plan	*S8*	*Shop front design*	*No superseding policy*
Local Plan	*S9*	*Retaining traditional shop fronts*	*No superseding policy*
Local Plan	*S10*	*Convenience good store*	*Superseding policy: SP06, LP11, LP28* *NPPF para: 87 – 93*
Local Plan	*S11*	*Retail warehousing*	*Superseding policy: SP06, LP09* *NPPF: 86 - 91*
Local Plan	*S12*	*Retail on industrial estates and commercial sites*	*Superseding policy: SP05, LP09, LP10, LP11* *NPPF para: 81, 83, 86, 88, 90, 91*
Local Plan	*S13*	*Ancillary retail uses*	*Superseding policy: SP06, LP09, LP10, LP11* *NPPF para: 86 - 91, 130*

MSDC Plan	Saved Policy	Saved Policy Title	Replacement Local Plan Policy
Local Plan	*Prop.10*	*Principal shopping areas for Stowmarket, Eye, Needham Market and Debenham*	*Superseding policy: SP06, LP11* *NPPF para: 86 - 91*
Local Plan	*Prop.11*	*Primary and secondary shopping frontage*	*Superseding policy: SP06, LP11* *NPPF para: 86 - 91*
Local Plan	*T1*	*Environmental impact of major road schemes*	*Superseding policy: SP08, SP09, SP10, LP15* *NPPF para: 174,*
Local Plan	*T2*	*Minor Highway improvements*	*Superseding policy: LP30* *NPPF para: 104 – 105, 111 - 113*
Local Plan	*T4*	*Planning Obligations and highway infrastructure*	*Superseding policy: LP30, LP32* *NPPF para: 41, 55 - 58, 73, 104, 124*
Local Plan	*T5*	*Financial contributions to B1115 Relief road*	*Development completed.*
Local Plan	*T6*	*Petrol filling stations and other road side services*	*Superseding policy: LP09* *NPPF para: 81, 83*
Local Plan	*T7*	*Provision of public car parking*	*Superseding policy: LP29* *NPPF para: 104 - 105*
Local Plan	*T8*	*Lorry parking facilities in towns*	*Superseding policy: LP29* *NPPF para: 104 – 105, 109,*
Local Plan	*T9*	*Parking Standards*	*Superseding policy: LP29* *NPPF para: 104*
Local Plan	*T10*	*Highway considerations in development*	*Superseding policy: LP26, LP29* *NPPF para: 104 – 105, 111 - 113*
Local Plan	*T11*	*Facilities for pedestrians and cyclists*	*Superseding policy: LP26, LP29* *NPPF para: 104 – 105, 108, 110*
Local Plan	*T12*	*Designing for people with disabilities*	*Superseding policy: LP29* *NPPF para: 104 – 105, 110 - 112*
Local Plan	*T13*	*Bus Service*	*Superseding policy: LP29* *NPPF para: 104 – 105, 110 - 112*
Local Plan	*T14*	*Rail Service*	*Superseding policy: LP29* *NPPF para: 104 – 105, 110 - 112*
Local Plan	*RT1*	*Sports and recreation facilities for local communities*	*Superseding policy: LP28* *NPPF para: 84, 93, 98 - 103, 123*
Local Plan	*RT2*	*Loss of existing sports and recreation facilities*	*Superseding policy: LP28* *NPPF para: 84, 93, 98 - 103, 123*
Local Plan	*RT3*	*Protecting recreational open space*	*Superseding policy: LP28* *NPPF para: 84, 93, 98 - 103, 123*
Local Plan	*RT4*	*Amenity open space and play areas within residential development*	*Superseding policy: LP28* *NPPF para: 84, 93, 98 - 103, 123*
Local Plan	*RT5*	*Recreational facilities as part of other development*	*Superseding policy: LP28* *NPPF para: 84, 93, 98 - 103, 123*
Local Plan	*RT6*	*Sport and recreational facilities in the countryside*	*Superseding policy: LP28* *NPPF para: 84, 93, 98 - 103, 123*
Local Plan	*RT7*	*Noisy Sports*	*No superseding policy*
Local Plan	*RT8*	*Motor Sports*	*No superseding policy*
Local Plan	*RT9*	*Facilities for air sports*	*No superseding policy*
Local Plan	*RT10*	*Golf Courses*	*No superseding policy*
Local Plan	*RT11*	*Facilities for informal countryside recreation*	*Superseding policy: LP12* *NPPF para: 84*
Local Plan	*RT12*	*Footpaths and bridleways*	*Superseding policy: LP21, LP30*

MSDC Plan	Saved Policy	Saved Policy Title	Replacement Local Plan Policy
			NPPF para: 98, 102, 103
Local Plan	*RT13*	*Water-based recreation*	*Superseding policy: LP12* *NPPF para: 84*
Local Plan	*RT14*	*Art in public places*	*No superseding policy*
Local Plan	*RT15*	*Safeguarding arts and entertainments venues*	*Superseding policies: LP28* *NPPF para: 83, 92*
Local Plan	*RT16*	*Tourism facilities and visitor attractions*	*Superseding policy: SP07, LP12* *NPPF para: 84*
Local Plan	*RT17*	*Serviced tourist accommodation*	*Superseding policy: LP13* *NPPF para: 84*
Local Plan	*RT18*	*Touring caravan and camping sites*	*Superseding policy: LP13* *NPPF para: 84*
Local Plan	*RT19*	*Static caravans and holiday chalets*	*Superseding policy: LP13* *NPPF para: 84*
Local Plan	*Prop. 16*	*Town centre park and arboretum at Milton Road, Stowmarket*	*No superseding policy*
Local Plan	*Prop.17*	*Informal amenity area and riverside footpath at Takers Lane, Stowmarket*	*No superseding policy*
Local Plan	*Prop.19*	*Pay and play golf course at Creeting Hill, adjacent to Beacon Hill*	*No superseding policy*
Local Plan	*Prop.20*	*Visitor centre at Needham lake, Needham Market*	*Planning permission granted, no superseding policy*
Local Plan	*Prop.21*	*Water sports and recreational activities at Bramford Lake*	*Development completed*
Local Plan	*Prop.22*	*Water sports and recreational activities at Weybread Lake*	*Development completed*
Local Plan	*Prop.23*	*Extension to the Museum of East Anglian Life, Stowmarket*	*Development completed*
Local Plan	*Prop.24*	*Heritage centre adjacent to the Castle Mound, Eye*	*No superseding policy*
Local Plan	*SC2*	*Septic tanks*	*No superseding policy*
Local Plan	*SC3*	*Small sewage treatment plants*	*No superseding policy*
Local Plan	*SC4*	*Protection of groundwater supplies*	*Superseding policy: LP15* *NPPF para: 183 - 184*
Local Plan	*SC6*	*Recycling centres*	*No superseding policy*
Local Plan	*SC7*	*Siting of telecommunications equipment*	*No superseding policy*
Local Plan	*SC8*	*Siting of new school buildings*	*Superseding policy: LP31* *NPPF para: 95*
Local Plan	*SC9*	*Conversion of premises to residential homes*	*Superseding policy: LP06* *NPPF para: 80*
Local Plan	*SC10*	*Siting of local community health services*	*Superseding policy: LP31*
Local Plan	*SC11*	*Accommodation for voluntary organizations*	*No superseding policy*
Local Plan	*Prop.25*	*Sites for new primary schools*	*No superseding policy*

MSDC Plan	***Saved Policy***	***Saved Policy Title***	***Replacement Local Plan Policy***
Local Plan	*SDA1*	*Programmed B1115 Relief Road*	*Development completed*
Local Plan	*SDA2*	*Additional sources of funding for B1115 Relief Road*	*Development completed*
Local Plan	*SDA3*	*Comprehensive development within the SDA*	*Development completed*
Local Plan	*SDA4*	*Sustainable development*	*Development completed*
Local Plan	*SDA5*	*Affordable housing within the SDA*	*Development completed*
Local Plan	*SDA6*	*Employment Land*	*Development completed*
Local Plan	*SDA7*	*Local Shopping facilities*	*Development completed*
Local Plan	*SDA8*	*Principle issues to be included in SDA obligations*	*Development completed*
Local Plan	*Prop.26*	*1,000 Houses in the SDA*	*Development completed*
Local Plan	*Prop.27*	*Land at Stowmarket is allocated as a strategic development area*	*Development completed*

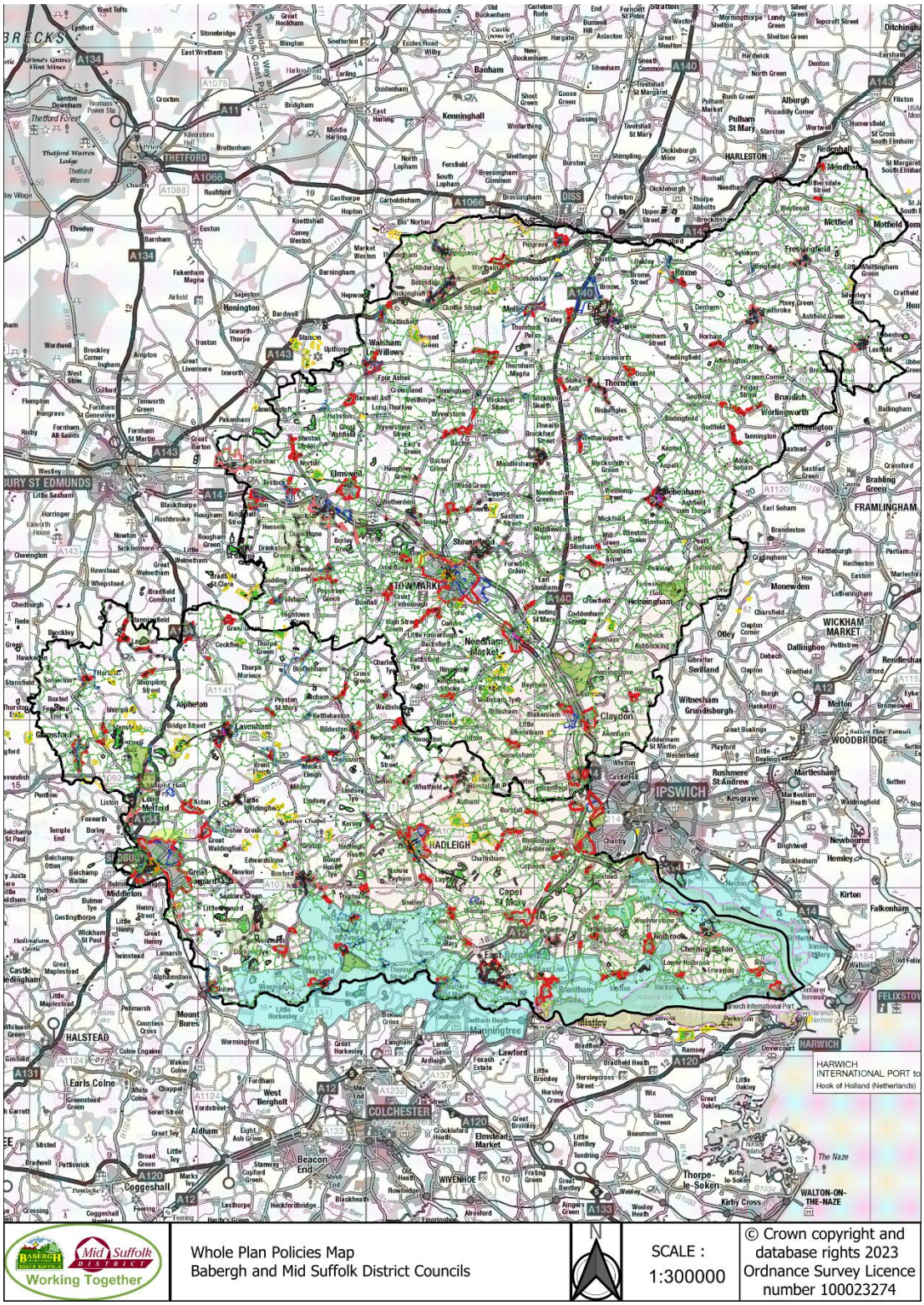
Appendix 04 – Schedule of JLP Policies

New Mods JLP Ref	Policy title
SP01	Housing Needs
SP02	Affordable Housing
SP03	The sustainable location of new development
SP04	Provision for Gypsy and Traveller and Travelling Showpeople
SP05	Employment Land
SP06	Retail and Main Town Centre Uses
SP07	Tourism
SP08	Strategic Infrastructure Provision
SP09	Enhancement and Management of the Environment
SP10	Climate Change
LP01	Windfall infill housing development outside settlement boudaries
LP02	Residential Annexes
LP03	Residential Extensions and Conversions
LP04	Replacement Dwellings and Conversions
LP05	Rural workers dwellings
LP06	Supported and special needs housing
LP07	Community-led and rural exception housing
LP08	Self-Build and Custom-Build
LP09	Supporting a Prosperous Economy
LP10	Change from Employment Uses
LP11	Retail and Town Centres
LP12	Tourism and Leisure
LP13	Countryside Tourist Accommodation
LP14	Intensive Livestock and Poultry Farming
LP15	Environmental Protection and Conservation
LP16	Biodiversity & Geodiversity
LP17	Landscape

New Mods JLP Ref	Policy title
LP18	Area of Outstanding Natural Beauty
LP19	The Historic Environment
LP20	Equestrian or similar other animal land based uses
LP21	Agricultural Land To Residential Garden Land
LP22	New Agricultural Buildings
LP23	Sustainable Construction and Design
LP24	Design and Residential Amenity
LP25	Energy Sources, Storage and Distribution
LP26	Water resources and infrastructure
LP27	Flood risk and vulnerability
LP28	Services and Facilities Within the Community
LP29	Safe, Sustainable and Active Transport
LP30	Managing Infrastructure Provision
LP31	Health and Education Provision
LP32	Developer Contributions and Planning Obligations

Whole Plan Policies Map

For an interactive up to date Policies Map, please see the Councils websites at www.babergh.gov.uk/jointlocalplan or www.midsuffolk.gov.uk/jointlocalplan



Key

- Ancient Woodland
- Area of Outstanding Natural Beauty (LP18)
- Conservation Areas
- County Geodiversity Sites
- District Boundaries
- Flood Zone 2 (LP27)
- Flood Zone 3 (LP27)
- Local Nature Reserves

Listed Buildings

- Grade I
- Grade II
- Grade II*
- Parish Boundaries
- Protected Habitats and Species Sites (SPA & SAC and Ramsar)
- Protected Habitat Mitigation Zones
- Public Rights of Way
- Registered Parks and Gardens
- Saved Policies Allocations (CS4,CS6, CS7, CS10, CR15, SAAP5.6, SAAP6.5, SAAP6.13, SAAP6.20)
- Scheduled Ancient Monuments
- Sites of Special Scientific Interest
- Strategic Employment Sites (SP05)

For relevant settlements that also have a Neighbourhood Plan adopted, the following key should also be read for the area.

Neighbourhood Plan Policies Key

- Community Facility
- Employment Sites
- Green Space
- Housing Allocation
- Local Business
- Local Landscape Sensitivity
- Neighbourhood Plan Viewpoints
- Non-Designated Heritage Asset
- Special Character Area
- Woodland

NORWICH TO TILBURY

EN020027

Joint Local Impact Report

Appendix 7 (Stowmarket Area Action Plan, 2013)

Suffolk County Council [redacted]

Babergh District Council [redacted]

Mid Suffolk District Council [redacted]

Stowmarket Area Action Plan

Mid Suffolk's New Style Local Plan

Adopted February 2013

MID SUFFOLK LOCAL DEVELOPMENT FRAMEWORK

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1 Introduction

Purpose and status of this document

1.1 The Stowmarket Area Action Plan (SAAP) is a formal planning document. The content conforms with the aims for sustainable development as set out in the National Planning Policy Framework (NPPF). The Stowmarket Area Action Plan sets out relevant planning policies to guide future development in Stowmarket and the nine settlements that abut the town's existing Plan boundary. It also allocates specific sites to ensure that there is sufficient land for future growth in employment, housing, retail and recreation within the identified area.

1.2 The Stowmarket Area Action Plan is in conformity with the Mid Suffolk Core Strategy, and sets out the plans for Stowmarket for 15 years from 1st April 2012.

Background

1.3 The Stowmarket Area Action Plan was subject to previous public consultations including; draft planning policies in December 2008 / January 2009, site specific proposals in April / May 2009, and an earlier 'Proposed Submission' version in October / November 2009. Due to the nature of the representations received at this earlier 'Proposed Submission' stage the Council took the opportunity to provide further clarity, justification and evidence for their position. This resulted in a 'revised' Proposed Submission document (April 2010) which was submitted to the Secretary of State in November 2010, Examined in Public during August 2012 and adopted including modifications by Mid Suffolk District Council on 21st February 2013.

Planning Context

Mid Suffolk's Local Plans

1.4 The existing Mid Suffolk Local Plan (adopted 1998) is being replaced by new style local plans. The first document of these local plans is Mid Suffolk's Core Strategy which was adopted on 4th September 2008. Mid Suffolk's future local plans will also include documents consisting of Site Specific Allocations, and Development Management Policies that apply across the whole District. A number of new terms and abbreviations have been introduced as a result of the new planning system and they can be found in the Glossary in Appendix E.

1.5 Until such time as all local plans are completed and adopted, the ‘saved’ policies from the Mid Suffolk Local Plan (1998) will continue to form part of the Development Plan for planning decisions. The list of 'saved' Local Plan policies, plus the documents and related reports that are produced by Mid Suffolk District Council can be found on the Council's website at www.midsuffolk.gov.uk under the heading 'Planning and Building'.

The Stowmarket Area Action Plan

1.6 As Mid Suffolk's principal town, Stowmarket remains one of the District Council's key priorities. The focus of this document will be on implementation and delivery of a plan which seeks to:

- deliver planned growth;
- stimulate regeneration;
- protect areas particularly sensitive to change and promote good design principles;
- resolve conflicting objectives in areas subject to development pressures;
- focus the delivery of area based regeneration initiatives.

1.7 The adopted Core Strategy (2008) establishes the planning context for the whole of Mid Suffolk. It identifies Stowmarket as the main location for development in the District and suggests two broad locations as being appropriate for that development. The Stowmarket Area Action Plan offers further detail through policies and identified sites within a defined area. It addresses issues such as the scale and location of new shopping facilities, housing and employment uses in the plan area, improving transport into and around the town centre, and enhancing and protecting environmental design quality. It is the strategic planning policy document for Stowmarket and its surrounding villages and performs the following functions:

- define a spatial vision for the defined Stowmarket Area;
- set out strategic objectives to achieve the vision and to guide and control the overall scale, type and location of new development;
- identify the key development and conservation issues and opportunities for the defined Stowmarket area;
- identify areas of opportunity for biodiversity and habitat conservation in the defined Stowmarket area;
- allocate land for development;
- provides the context for a sustainable transport package for the town, including buses, cycling and walking provision;
- emphasise the importance of quality design;
- set out planning policies to resolve these issues;
- set out a Proposals Map;
- establish an infrastructure delivery programme; and
- set out a monitoring and implementation framework.

1.8 The map work within the document includes identifying: new and existing areas for housing and employment; important areas for protection; and retail issues within the town centre. In line with the required regulations, once adopted, the revisions made through the Stowmarket Area Action Plan will be incorporated and updated onto the previous Mid Suffolk Local Plan 1998 Proposals Map.

1.9 The Stowmarket Area Action Plan has been derived from a wide range of sources that planning regulations require, such as the NPPF and regional planning guidance, the existing Mid Suffolk Local Plan, the adopted Mid Suffolk Core Strategy, Sustainability Appraisals, and Employment Land Review work and housing studies. The document is also supported by the Council's related work on the Stowmarket Masterplan (June 2008), which has been developed with the community to identify issues and priorities for the Stowmarket area.

Relationship to the Stowmarket Masterplan

1.10 The Stowmarket Area Action Plan establishes the planning policy framework for Stowmarket and the identified surrounding villages. The Stowmarket Masterplan is a non-statutory planning document that concentrates on Stowmarket and establishes key issues and possible areas for future growth of the town.

1.11 The Stowmarket Masterplan built upon work started for the Local Plan Review in 2002. The process has involved the residents, businesses and visitors to the town. It has helped identify areas of opportunity for making positive changes or conserving valuable social and environmental assets, while increasing awareness of, and understanding, the planning issues. This arrangement, by which the Masterplan has informed the Area Action Plan has satisfied the public participation requirements under the regulations.

1.12 The Stowmarket Masterplan remains an integral piece of evidence to the Stowmarket Area Action Plan. The Stowmarket Masterplan has made a significant contribution to the Stowmarket Area Action Plan by identifying issues in advance thereby producing a robust and credible document.

Core Strategy as amended by the Core Strategy Focused Review

1.13 In accordance with the Core Strategy Focused Review Mid Suffolk District Council proposes that Stowmarket provides for a minimum of 1,925 new dwellings. The Stowmarket Area Action Plan must allocate enough land to accommodate this number of new dwellings.

Sustainability Appraisal

1.14 All local plan documents must contribute to the delivery of sustainable development. The economic, environmental and social effects of emerging policies and potential development sites have been assessed during the preparation of the SAAP. A final sustainability appraisal report including how it has influenced the SAAP is available from the Council's website (www.midsuffolk.gov.uk).

Strategic Environmental Assessment

1.15 The Sustainability Appraisal also meets the requirements of the Strategic Environmental Assessments (SEA) required by the European Directive EC/2001/42. The SEA is an environmental assessment of plans and programmes prepared by Local Authorities that are likely to have significant effects upon the environment.

Habitats Regulations Assessment

1.16 A Habitats Regulations Appraisal (HRA) is required to determine whether a plan or project affects a Natura (European) site. The HRA refers to the whole process, including the appropriate assessment step which is only necessary when a plan or project has been determined as affecting a Natura site. After assessing the Stowmarket Area Action Plan it was not considered necessary to conduct an Appropriate Assessment because it was not considered that the plan will have a significant effect on the integrity of any Special Area of Conservation, Special Protection Area or Ramsar site (Natura Sites) and development will be resisted that does not conform to Core Strategy Policy CS6 and Stowmarket Area Action Plan SAAP Policy 9.1.

1.17 The HRA process to reach this conclusion involved assessing the additional growth, hydrological connectivity, distance from Natura Sites and potential for visitor number increase resulting. Natural England were involved from the onset of the HRA. This approach and the findings received full support from Natural England.

Mid Suffolk's intentions for the plan area

1.18 The aim of the Stowmarket Area Action Plan has been to prioritise and select which sites should be made available, and produce a phased programme of development to ensure the delivery of infrastructure in a timely fashion. Future reviews of this document will consider infrastructure requirements and allocations as part of the required monitoring process.

1.19 An allocation identifies that a site is deemed acceptable for its allocated use having been assessed by the policy making process. However, sites which are allocated will still need to obtain planning permission. Allocation will assist with the progress of any future application, and this approach conforms with the Council's moves towards 'Development Management' rather than Development Control.

2 Stowmarket and Surrounding Area - Past and Present

2.1 Stowmarket is located in a rural area dominated by agriculture in the County of Suffolk. It is heavily influenced by large centres of population, and lies to the south of the A14, mid-distance between Ipswich and Bury St Edmunds. Stowmarket is the largest town in Mid Suffolk, and is located at the confluence of the Rivers Gipping and Rattlesden and is on the mainline railway to London and Norwich.

2.2 Stowmarket will continue to be the focus of further housing growth in the District, as the town has the majority of services and facilities. Further development contributions will assist with providing more community infrastructure, services and facilities to meet requirements to support additional housing development. Stowmarket has approximately 8,000 households with an estimated population of 19,000. The population is projected to rise to 20,520 by the year 2020.

Historical Development

2.3 Stowmarket is surrounded by the boulder clays of 'High Suffolk' and the town is built on alluvial deposits over the underlying strata of chalk and Pleistocene crags exposed by the river Gipping's action since the ice ages. The town has developed between the two river valleys and originally arose around a junction, where the old route from Ipswich to Bury St Edmunds has been crossed by roads from Finborough in the west and Stowupland in the east.

2.4 Stowmarket is thought to date back to Anglo-Saxon times, the name Stow meaning ‘principal place’. The town was listed in Domesday as ‘Torria’, a royal manor later known as Thorney Hall. It grew in importance in the medieval period thriving on the wool trade and was granted market charter in 1347. Today the central core of the town retains much of its medieval character and the street pattern and market place are reinforced by numerous listed buildings including the church of St Peter and St Mary dating back to the 14th century and the medieval timber framed tithe barn at Abbots Hall.

2.5 The town saw considerable industrial growth beyond its medieval core in the 18th and 19th centuries with the opening of the canal to Ipswich in 1793 (Ipswich to Stowmarket Navigation), and later the railway (1846). These transport routes enabled business and trade to grow. Consequently, an industrial area to the east of the town centre grew along the Gipping river corridor and included warehouses and maltings, remnants of which still remain today. Significant events in Stowmarket during this period included the 1868 Bury Street Fire and the 1871 Prentice Gun Cotton factory explosions, both destroying a number of buildings in the town. Nevertheless, the structure of the town has remained largely unaltered - the historic routes intact, and the urban extent of the town contained well within the river valleys.

2.6 Although the navigation of the river ceased in 1932 the industrial use of this area of the town has continued, albeit with changing industries. Associated with this industrial growth the number of people living in the town has increased. Areas of Victorian terraced housing and streets around Pickerel Bridge, south of the town centre and around Violet Hill Road, became the first residential suburbs of the town. Between the Victorian period and the 1950’s the town remained relatively compact focusing on the growth of the historic medieval core and the Victorian suburbs. At the same time there was also moderate

growth of the industrial areas within the River Gipping Valley, and some limited housing expansion to the northwest and south. There was also infill development in some of the older Victorian town house plots to the south of the town centre.

2.7 In the 1960s and 1970s a significant phase of change occurred with the growth of substantial suburbs to the south and north of the town, as well as the growth and consolidation of industry and employment along the River Gipping floodplain. Former halls and rural farming estates were brought into the urban fabric of the town, such as Chilton Hall and Chilton Hall Farm. Perhaps the most significant alteration to the setting of the town was the construction of the A14, which skirts to the north and east and brought with it a new access road (A1120) to the south east of the town. Recent highways improvement to the A14 around the town have been the ' A14 Haughley New Street to Stowmarket' improvements.

2.8 In the 1980s and 1990s the town continued to grow, particularly to the northwest. It was in this period that the town expanded onto the higher plateau landscape above the river valleys. The Gipping Way relief road was also constructed between the town centre and the River Gipping to relieve congestion through the town centre. More recently, the implementation of the Strategic Development Area at Cedar's Park has brought considerable change and residential growth to the east between the river and the A14. Previously, Stowmarket was relatively narrow, the centre of the town remaining close to rural countryside. However, the development of Cedar's Park has broadened the town and has increased the importance of the remaining green corridors which continue to penetrate the urban structure. The population of Stowmarket has expanded rapidly in the last 20 years, and has been increasing a rate of four times above the national average.

The Villages within the Stowmarket Area Action Plan

2.9 Villages which surround Stowmarket comprise small rural settlements located on elevated land above the river valleys. These settlements include: Badley (population 79); Combs (population 966); Creeting St Peter (population 245); Great Finborough (population 755); Harleston (population 150); Haughley (population 1,710); Onehouse (population 947); Old Newton (population 995); and Stowupland (population 1,962). All contain historic buildings which reflect the local vernacular of Suffolk, however, the larger villages also contain notable areas of more recent housing. All of these settlements have their own individual identity.

2.10 **Haughley** is three miles north of Stowmarket and eleven miles east of Bury St Edmunds. It is situated on the claylands of High Suffolk, which are soils that help to make East Anglia the 'granary of Britain'. Haughley is classified as a Key Service Centre within Mid Suffolk's Core Strategy. The village centre is situated away from the river and railway connections, and essentially has north-south and east-west road connections that centre around the village green. It also has a church and a castle at its western end.

2.11 **Stowupland** is also a Key Service Centre containing similar services to Haughley, except it does not have a GP surgery. It is located on higher plateau land to the northeast of Stowmarket, and is separated from the town by the A14. It comprises two village greens arranged at right angles to each other, with a number of listed buildings around them. This arrangement reflects the early origins of the village as a 'dispersed' pattern of buildings. In the 1960s and 1970s the village witnessed considerable growth with the

introduction of the A14 and development of housing estates to the south and north. These developments have significantly altered the character of the village, the nature of the lane network connecting the village to Stowmarket, and the village's setting.

2.12 **Great Finborough** is 3 miles south-west of Stowmarket, and **Old Newton** is 5 miles north of Stowmarket, they are both classified as a Primary village within Mid Suffolk's adopted Core Strategy (2008), as they contain fewer services and a smaller population than Haughley and Stowupland. They are therefore capable of limited growth where local need has been established.

2.13 **Combs** and **Onehouse** are classified as Secondary villages within Mid Suffolk's adopted Core Strategy and are unsuitable for growth, but capable of taking appropriate residential infill and development for local needs only. Although Combs has a large population, it has relatively few services and facilities for a village of this size and this is the justification of its Secondary Village classification. Onehouse is a small village located on higher plateau land to the north west of Stowmarket. Historically, it comprised of just a few scattered houses associated with a number of farm estates including Onehouse Hall and Lodge. This settlement form was altered in the 1970's with the construction of housing estates, including the Northfield Estate, which changed the once dispersed character of the settlement. Despite this change the rural context of the village - narrow tree lined lanes, lime avenues and Northfield Wood (managed by the Woodland Trust), remain intact and characteristic of the village setting.

2.14 **Harleston, Badley,** and **Creeting St Peter** are identified as Countryside Villages in Mid Suffolk's Adopted Core Strategy (2008) because of their small populations and limited services and facilities provision. Only specified types of development will be permitted in accordance with Adopted Core Strategy (2008) Policy CS2 which include: affordable housing on exception sites; agricultural workers dwellings; possible conversion of rural buildings; replacement dwellings; and sites for Gypsies and Travellers and travelling show people.

3 Vision and Spatial Strategy

3.1 The Vision for the Stowmarket Area Action Plan provides the overall focus for the policies and objectives contained in this document. It has been derived from the previous visions put forward in the Stowmarket Report by the Civic Trust 2002 and then the Stowmarket Masterplan 2008, with the emphasis now concentrating on "those who live, work, visit, and study in the town".

3.2 The Vision for the Stowmarket Area Action Plan is:

Stowmarket Area Action Plan Vision

"***Stowmarket will strive to achieve its full potential as the leading market town within the District by: encouraging economic prosperity; improving transport and accessibility; mitigating and adapting to climate change; protecting and enhancing its heritage and biodiversity; and encouraging healthy living for those who live, work visit, and study in the town and its rural hinterland***."

3.3 The table below sets out the key factors that are influencing the future of Stowmarket. It contains a brief analysis of the town's strengths, weaknesses, opportunities and threats (SWOT).

Strengths	Opportunities
Good location along A14 / rail corridor	Good communication / transport links on which to build
Attractive areas and features	Improved pedestrianisation and accessibility
Solid retail base on which to build, with good anchor stores	More larger retailers in the town centre
Strong manufacturing and employment base	Positive and balanced community
The town benefits from the maturity of its trees that are interspersed amongst the urban fabric of the town	Enhancement of existing visitor attractions, including the Museum of East Anglian Life needs an upgraded setting based on quality in urban design and the public realm
Weaknesses	**Threats**
Lack of sports facilities	Traffic congestion
Limited use of the Museum of East Anglian Life	Lack of footfall in the town centre
Physical barriers to accessibility e.g. the Gipping Way	Pedestrian accessibility along Ipswich Street
Lack of comparison goods e.g. clothes, footwear, electrical	Lack of connectivity across town and to the surrounding villages
Limited vacancy levels to offer areas for improvement	Competition from other centres and out-of-town retail stores
Buildings in the town centre of average quality	Lack of varied floorplate sized buildings for retail
Poor evening economy	Anti-social behaviour connected with the evening economy

Table 3.1 SWOT Analysis of Stowmarket (Strengths, Weaknesses, Opportunities and Threats)

Strategic Objectives:

3.4 Following extended and ongoing consultation, the Strategic Objectives below provide the basis and direction for the more detailed policies that feature within subsequent chapters of the Stowmarket Area Action Plan.

Strategic Objective 1

Town Centre enhancement

To protect, encourage and promote an appropriate mix of land uses to support the vitality and viability of the day and night time economy of the town centre.

The Council will seek to improve the shops available in the town centre and encourage complementary mixed uses including: offices, cafes, bars and restaurants, open spaces, museums, cinemas, places of worship interspersed with residential accommodation. This will protect and support the vitality of the day and night time economy of the town centre. The public realm and street scene will also need to be enhanced to create an attractive shopping environment that will draw people to the town centre.

Strategic Objective 2

Priority to town centre activity and viability

To protect, encourage and promote an appropriate mix of land uses for the edge of the town centre, which are complementary to town centre uses and contribute to the vitality of the town centre.

The sensitive interconnection between the town centre and the edge of town centre should be managed to maintain a vital town centre whilst allowing complementary uses that are mutually beneficial to the town. Direct competition for town centre activity will be discouraged but an appropriate complementary mix of land uses for the edge of the town centre, that contribute to the vitality of the town centre in particular and the town as a whole will be supported.

Strategic Objective 3

Enhancing the River Valleys

To protect and enhance Stowmarket's two main river valleys, the Rivers Rattlesden and Gipping, by maintaining and enhancing their biodiversity, landscape, and accessibility to the public.

The protection of the river valleys safeguarding and improving the habitats they contain will encourage wildlife and support and extend important ecological green corridors. Improving public access where this does not conflict with biodiversity gives opportunities to improve the quality of life and foster the health and well-being of residents and visitors. Protection of the River Valleys includes improving the river frontages and the widening the riverside footpaths and cycle ways including the Mid Suffolk Long Distance Route.

Strategic Objective 4

A broad stock of quality homes, jobs, recreation and other facilities

To achieve a successful and appropriate mix of high quality residential, employment and leisure uses that are complementary and contribute towards the success of the town.

The Council will promote a complementary mix of residential, employment and leisure uses that contribute towards the success of the town and discourage the town becoming a dormitory for other places. The mix of uses will contribute to increased tourism, the delivery of improved recreation and leisure facilities and enhance the biodiversity potential of the River Gipping Valley and the safety and quality of life and of new and existing neighbourhoods.

Strategic Objective 5

A "green" town transport system

To provide a transport system worthy of a "green" town in the 21st Century that will improve accessibility and connectivity by a variety of means into and out of the town centre and between Stowmarket and it's surrounding villages.

An early upgrade of the public transport, walking and cycling provision will make it safer and easier for people to access jobs, shopping and leisure facilities without the need to travel by car. It will improve access within the town centre and its linkages to the railway station, reduce local journey trips on the A14 trunk road and reduce the impact of the town's growth on the free flow of traffic on the A14.

Strategic Objective 6

Protecting and enhancing the environmental heritage

To protect, manage and where possible enhance Stowmarket's natural and built environment and ensure its continued contribution to the town's heritage, culture, environment and economy.

The environment is valued as an attractive setting for the settlements, its contribution to quality of life and sense of well-being and indirectly the economy of the town. The historic, natural and built environment in particular will continue to act as a draw and the action plan will ensure a continued contribution to the District's culture, environment, and economy. Protection and enhancement will be supported through designation of important areas, features and structures, planning policies and required quality of design.

Strategic Objective 7

Providing improved employment opportunities

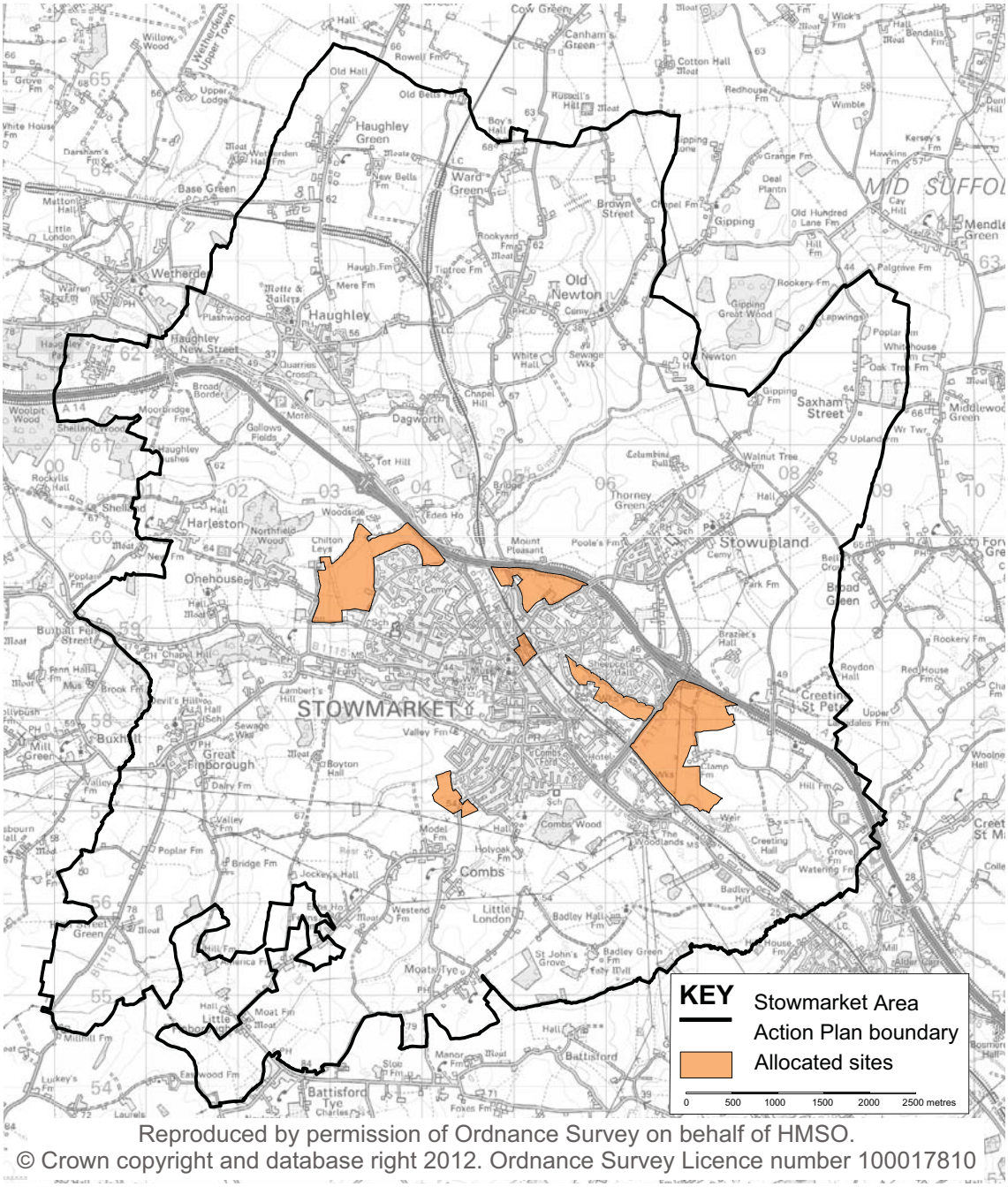
To ensure the success of existing employment areas and to propose new sites to maintain a balance between new homes and work opportunities.

An innovative approach to the delivery of employment opportunities will be sought to achieve a better balance of new homes and jobs than currently exists in the Local Plan Area. Schemes for employment or enterprise must offer direct linkages with the town centre and new and existing residential areas to help businesses locating in the town to create "Green Travel Plans" that have a positive impact on traffic and travel in the area.

4 General Policies

Extent of the Stowmarket Area Action Plan

4.1 Map 4.1 (below) and the Proposals Map (Appendix F) define the geographical extent of the Stowmarket Area Action Plan, which includes the villages and parishes that have a common boundary with the town of Stowmarket. For the sake of clarity, the boundary of the Stowmarket Area Action Plan follows the relevant parish boundaries. The policies within this document are to be applied to all development that takes place within the Area Action Plan boundary.



Map 4.1 Stowmarket Area Action Plan Boundary and sites for allocation

GENERAL DEVELOPMENT PRINCIPLES

4.2 The NPPF contains 12 core principles that are supportive of the vision, objectives and policies of the Stowmarket Area Action Plan. This approach to sustainable development is underpinned by the Model Policy below:

SAAP Policy 4.1

Presumption in Favour of Sustainable Development

When considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. It will always work proactively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.

Planning applications that accord with the policies in this Local Plan (and, where relevant, with policies in neighbourhood plans) will be approved without delay, unless material considerations indicate otherwise.

Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then the Council will grant permission unless material considerations indicate otherwise – taking into account whether:

- Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or
- Specific policies in that Framework indicate that development should be restricted.

Best Use of a Development Opportunity

4.3 The Council will ensure that development proposals represent the 'best use of a development opportunity'. This will include a review of relevant national, regional and local policies and pre-application discussions, in order to deliver high quality development and design. Development briefs and Masterplans will help to determine the best use of a site. The Council will consider alternative uses of sites that would contribute more fully to meeting the strategic objctives of the SAAP, which may sometimes protect sites for their optimum use.

Development Briefs

4.4 The Council will require a 'Development Brief' to be produced, before an application is submitted, for SAAP allocations and other proposals in the SAAP area that have significance beyond their site boundary. The purpose of the development brief is to aid the coordinated delivery of infrastructure and provide a framework for the evaluation of

future planning applications for all phases of development to ensure the overall vision and development objectives, and associated infrastructure requirements for the site, are delivered comprehensively.

4.5 The Stowmarket Masterplan was adopted by the Council in June 2008. This, alongside current and future work on the Stowmarket Masterplan phase 2 and the illustrative layouts and policies in the SAAP should be considered before producing a Development Brief (Note: The illustrative layouts are taken from the documents listed under 'Concept Statements' in Appendix E Glossary).

4.6 NPPF paragraph 189 encourages developers to engage with the local community before submitting applications. The Council considers that the preparation of a Development Brief (in consultation with the local community and other stakeholders) offers the best means of meeting the NPPF requirements for strategic sites.

4.7 The process for preparation of development briefs is set out below:

- Development briefs will be prepared by the developer(s) for the entire site. Prior to commencing work on a development brief, developers or landowners should ask for agreement in writing from the Council about the form, content and level of detail required in the development brief;
- Developers will be responsible for undertaking an agreed form of public consultation which should be in accordance with the Council's Statement of Community Involvement and the requirements set out in the Town and Country Planning (Local Planning) (England) Regulations 2012, Part 5 - Supplementary Planning Documents and other sections where applicable;
- Developers will respond to the representations received which will form the basis for a Consultation Statement to be submitted to the Council. Officers will then assess whether the Development Brief has responded adequately to consultation responses, including those of the Council. If not the document will require further amendment and consultation, to be led by the developer;
- The Council will then recommend the document for adoption as SPD or material consideration for Development Management purposes as appropriate.

4.8 The required Development Briefs should take account of the following:

- the adopted Stowmarket Masterplan (2008) where it is pertinent;
- the objectives and policies of the SAAP including illustrative layouts; and
- the previously produced concept statements (see glossary) which are available from the Council's website (http://www.midsuffolk.gov.uk).

Phasing of housing development

4.9 In larger housing developments (10 or more dwellings), phasing may need to be subject to agreement between the Council and developer to ensure that the appropriate infrastructure can be provided at an agreed stage in the development.

Compulsory Purchase Orders

4.10 Where it is felt necessary the Council will consider the use of Compulsory Purchase Orders (CPOs) towards meeting the objectives of the Stowmarket Area Action Plan.

Sustainable Development

4.11 There is a clear framework throughout national and regional policy for inclusion of carbon dioxide reduction targets, renewable energy targets, and energy and carbon performance standards that are higher than existing Building Regulations requirements. Higher renewable energy targets and sustainable construction standards are further justified by announcements such as the Climate Change Act, the Energy Act and the UK's share of the EU Renewable Energy target.

4.12 Suffolk's Community Strategy, "Transforming Suffolk", aims to make Suffolk an exemplar in tackling climate change and sets out an aspiration that Suffolk should become the county with the greatest reduction in carbon emissions - a reduction of 60% by 2025 from a 2004 baseline. The Strategy encourages the development of higher level sustainable construction policies in local development documents.

4.13 Changes to Building Regulations in 2010, 2013 and 2016 are expected to bring in tough carbon dioxide emission reduction targets for dwellings and renewable energy targets for both residential and commercial development. However the planning system needs to go beyond the traditional policies on dwelling emissions rate and proportions of renewable energy if it is to meet EU, national, regional and local targets to reduce all emissions including transport emissions.

4.14 Mid Suffolk District Council believes that it has a particular responsibility to offer measures to counter balance the excessive levels of emissions which are caused by high levels of car ownership of the resident population and to address future water scarcity to which Mid Suffolk may have a particular vulnerability. The Council will welcome and propose initiatives that enhance opportunities for the use of hybrid and electric powered vehicles.

Specific Sustainable Design Issues for Stowmarket

Enhancing the wider Green Infrastructure Network

4.15 Consequently, development proposals should be assessed for their potential to provide opportunities to enhance or extend the wider green infrastructure network and thereby maximising the conservation and enhancement of biodiversity, while increasing the accessibility and community value of the network.

Landmarks and the Skyline

4.16 Landmark buildings or features will be sought for developments in appropriate locations across Stowmarket, including street corners, entrances and historic and urban gateways to the town (identified in the Stowmarket Environmental Assessment (2008)).

4.17 The location of Stowmarket lies within two river valleys, which will have an impact on acceptable building heights within different locations across the town. Stowmarket's skyline will be protected to ensure that the views in, out and across the town identified in the Stowmarket Environmental Assessment (2008) are not harmed. The onus will be on

a developer to demonstrate that the built form and massing of development proposed will enhance the setting of Stowmarket and maintain the distance views across the valley to the town ridge line.

Advance Landscape Planting

4.18 It has been recognised for a long time that in larger scale developments, landscape planting made, protected and maintained prior to the commencement of the main development has many advantages. It allows early establishment of planting, lessens the impact of development on neighbouring landscape, environment and users, reduces vandalism, enhances the setting of buildings and increases their subsequent value.

4.19 It is accepted that it may not always be feasible or viable to put landscape in place prior to other parts of the development but this will be sought where failure to do so would have significant negative impacts on the environment, biodiversity, landscape, amenity or economic health of neighbouring uses and the town in general.

Protecting Visually Important Open Space (VIOS)

4.20 Visually Important Open Spaces were identified in the Mid Suffolk Local Plan (1998). Those relevant to Stowmarket are indicated on Map 6.1 and the Proposals Map (Appendix F) for the Area Action Plan and may include garden land, allotments, recreation areas, amenity open space and features such as ponds, wooded areas, and hedges. They will continue to be protected from development for their visual or amenity value and their contribution to local character and distinctiveness. This protection is extended to encompass detrimental impacts from development on neighbouring sites. Three new Visually Important Open Spaces are proposed below.

4.21 Social and economic factors require the Visually Important Open Space around Chilton Fields to be redefined (Please see SAAP Policies 6.5 to 6.12). A new area has been added to include the Paupers Graves to provide an appropriate gap between Onehouse and Stowmarket. A second Visually Important Open Space will protect the tributary of the River Rattlesden at Combs Lane. A third Visually Important Open Space is identified on land adjoining the Church Meadows development. These VIOS are identified on Map 6.1 and the Proposals Map in Appendix F.

SAAP Policy 4.2

Providing a Landscape Setting for Stowmarket

The Council will require that:

1). Where appropriate, development proposals extend and enhance the quality of the wider green infrastructure network to maximise the conservation and enhancement of its biodiversity and increase its accessibility and community value.

2). Proposals for sites in key locations that would benefit from landmark buildings or features incorporate designs appropriate for the site.

3). New development that may impact on the existing skyline and on views throughout Stowmarket takes the skyline into account. Developers must demonstrate that the built form proposed will enhance the setting of the town and maintain the views across the valley to the town ridge line.

4). Where feasible and practicable key elements of proposed landscape improvements are put in place prior to the commencement of building works. Determination of required landscape improvements for development will include consideration of the environment, biodiversity, landscape, amenity or economic health of neighbouring uses and the town.

Advanced planting will be particularly relevant for developments that may impact on:

i. views in, out, and across Stowmarket;

ii. the 'gateway' role of an area;

iii. buffer areas between industrial and residential areas and around 'nuisance neighbours', such as sewage works.

5). The Council will resist development that would have a harmful effect on the value of a Visually Important Open Space and will require developments that may have a detrimental effect on the quality of a Visually Important Open Space to be sensitively designed to minimise these effects.

5 Shopping and Town Centre

Context

5.1 Suffolk has a low population density with a limited number of large scale shopping centres and many more smaller 'local shopping centres'. Stowmarket provides an intermediate level of shopping for Mid Suffolk and its surrounding rural area. Any improvements to Stowmarket's retail offer should complement, but not look to compete, with the existing larger retail centres at Ipswich and Bury St. Edmunds.

5.2 Stowmarket has the largest number of shops in Mid Suffolk and provides the main shopping centre for the district. The current retail floorspace within the town centre is approximately 28,000 sqm, comprising 173 units. The predominant use is A1 'shops' with almost 15,000 sqm, making up approximately 46% of the total floorspace (Mid Suffolk Retail Survey August 2009). The catchment population for the town is set to increase by 12% by 2021, and as a consequence the town centre and adjoining non-central areas should look to accommodate an increase in both convenience and comparison goods. There is a need and capacity for additional retail floorspace in the town centre, and there is a forecast potential for additional comparison and convenience floorspace. Changes will continue to be monitored through Mid Suffolk's annual Retail Survey.

5.3 The health and vitality of Stowmarket's town centre is considered a good indicator of the condition of the local economy, and evidence indicates that Stowmarket is trading at a reasonable level for a market town with a low vacancy rate, although this could still be improved. The town has some good points on which to build upon, but lacks a sufficient critical mass of comparison goods shops (non-food items, e.g. clothes, furniture or electrical items). It requires a full variety of shop sizes in order to attract the full range of retailers, including national as well as local retailers. As a result, an increase in town centre floorspace is being promoted by the Council, although no single store should be allowed to threaten the remainder of the town centre.

5.4 The increasing challenge from out-of-centre shopping, and the potential threat from website shopping, has focused attention on the need to enhance all characteristics of Stowmarket's town centre. A complete range of appropriately sized and located activities must be provided in order to enhance the town centre's retail offer and prominence. Mid Suffolk District Council will continue to follow the national sequential and 'town centre first' approach to retail development within Stowmarket Area Action Plan boundary. The Council remains opposed to the subdivision of retail units, particularly within the town centre, and this can now be controlled through planning conditions.

5.5 The policies set out in this chapter are specific to the Stowmarket Area Action Plan, and current national, regional and other local policy will continue to provide the policy basis for all retail issues that are not specifically set out below, for example in relation to edge-of-town centre or out-of-town centre retail.

5.6 An overall 'Town Centre Management Strategy' is currently emerging through the Council, which along with any future funding that may become available for the town centre, could influence future reviews of the Stowmarket Area Action Plan and in particular the

town centre. Advertising remains a sensitive issue for the Council, and particularly the town centre, and will also be explored further in the 'Town Centre management Strategy' and other future Council documents.

5.7 Map 5.1 currently shows the 'Town Centre Boundary', 'Principal Shopping Area' and both the 'Primary and Secondary Shopping Frontages'. The 'Town Centre Boundary' is centred around the locations where retail should be concentrated. It has also been drawn to include the Museum of East Anglian Life, while taking account of the natural barrier of the existing Gipping Way. To the north-east the railway station and the River Gipping are both recognised as being important to the diversity and vitality of the town centre and could be incorporated into any future reviews of 'Town Centre Boundary' in subsequent years.

5.8 For the purpose of this document, the term "shopping frontage" refers to all of the sides of the building where a defined area is applicable, either the Primary or Secondary Shopping Frontage. Any gaps in the building line will also be covered by the defined frontage area in question, therefore any future building will also fall within this defined frontage.

SAAP Policy 5.1

General Retail Policies for all of the Stowmarket Area Action Plan

1). The Council will maintain and when possible increase the number of shops (A1) within the Principal Shopping Area, provided that the increase is not based on the sub-division of property that will reduce the availability of larger retail shops in the town centre. (Note: Permission for all new retail units, including retail warehouses outside the principal shopping area will be subject to conditions that will prevent sub-division and where appropriate to protect the town centre planning conditions may restrict the goods to be sold or the hours of operation).

2). The vitality and viability of Stowmarket's town centre will depend on the refurbishment and / or redevelopment of Ipswich Street. Any proposals for new development or redevelopment in Stowmarket's town centre will be required to contribute towards public realm improvements, including the provision of new signs to assist and inform visitors with movement through the town.

3). There must be no unacceptable levels of traffic, or other activity, generated by the development within close proximity of the site to the detriment of highway safety or local amenities.

4). All retail proposals inside and outside the town centre must be readily accessible by public transport, cycle or on foot, and by disabled people.

5). High quality, appropriate and inclusive design must be achieved for all new retail related development. This must include appropriate provision for utilities, such as:

i. refuse storage;
ii. servicing storage;
iii. adequate servicing access, and the associated hours used;
iv. air conditioning, including extractors for cooking;
v. sound insulation, where there are recognised un-neighbourly use

6). Amusement arcades will not be permitted:

i. in Stowmarket's Principal Shopping Area;
ii. close to housing, schools, churches, hospitals or hotels;
iii. where they would harm visual amenity, cause noise or disturbance;
iv. where they would harm the character, appearance and/or setting of Conservation Areas, listed buildings or buildings of local importance.

7). The Council will support changes of use from residential to A1-A3 uses within the town centre, in appropriate locations. New residential development will not be encouraged in the town centre where it could compromise any future retail development.

8). The vitality and viability of the town centre will be assisted by promoting appropriately located complementary uses, such as offices, residential, and leisure uses, which can increase the towns day and evening economy and activity, and can make it more attractive to residents, businesses and visitors. In some areas it may also be appropriate to allow extended hours of operation through approved conditions in order to stimulate Stowmarket's evening economy, although this will be subject to advice from the Police and other relevant bodies. Ultimately, a balance of shops and other complementary uses in a safe and attractive environment is sought for Stowmarket.

SAAP Policy 5.2

Principal Shopping Area (Primary and Secondary Shopping Frontages)

1). Additional retail floorspace will only be permitted if the proposal demonstrates it does not harm the vitality and viability of the existing Principal Shopping Centre.

2). The change of use or redevelopment from a ground floor retail use (A1-A5) to non-retail uses will not be permitted within the Principal Shopping Area. Mixed-use redevelopments will be allowed, subject to other policies, where the level of retail floorspace is maintained, and where retail uses are proposed on the ground floor. The permanent loss of retail floorspace at ground floor level to non-retail uses within the Principal Shopping Area will be resisted.

3). To increase the amount of floorspace for non-bulky comparison goods in the Principal Shopping Area by a target of at least an additional 6,650 sqm net by 2021 (as per Core Strategy / Stowmarket Retail Study).

4). To increase the amount of convenience floorspace in the Principal Shopping Area by a target of at least an additional 650 sqm by 2021 (as per Core Strategy / Stowmarket Retail Study).

5). In order to improve the visible appearance of the town centre no refuse bins, residential or trade, will be permitted to be stored on shopping frontages or public highways, except for designated collection times.

Primary Shopping Frontages (parts of: Ipswich Street / Market Place / Bury Street / Wilkes Way / Tavern Street)

6). In order to promote a busy and vibrant shopping town centre, the Council will seek to protect, where practicable, the extent of the Primary Shopping Frontage for predominantly A1 retail use at ground floor level. Within the extent of the whole Primary Shopping Frontage a target of 75% A1 retail use is sought at ground floor level (This target relates to the total ground floor retail floor space for the Primary Shopping Frontage).

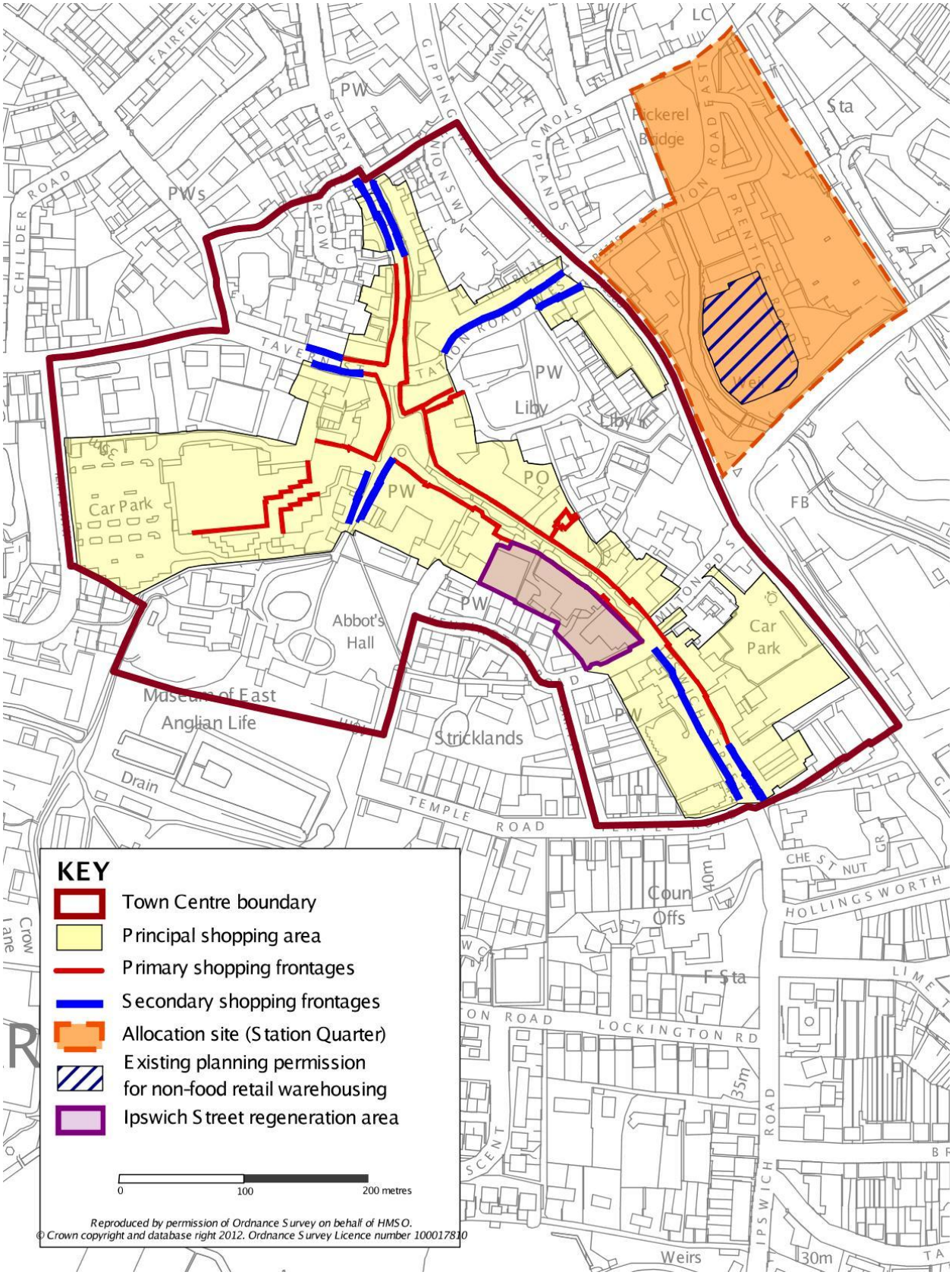
7.) Groupings of non A1 retail uses will require careful consideration. Proposals for non A1 retail uses will be resisted in Primary Shopping Frontages were the proposal would result in a collective detrimental impact away from the desired A1 frontage 75% target.

Secondary Shopping Frontages (parts of: Ipswich Street / Market Place / Crowe Street / Bury Street / Tavern Street / Station Road West)

8). Within the whole extent of the Secondary Shopping Frontages only A1-A5 uses and appropriate D1 uses will be considered for ground floor use. B1, D2 and Sui Generis uses may be acceptable where they can demonstrate they will not undermine the vitality and viability of the locality or adversely impact on surrounding amenities.

9). The permanent loss of A1 retail use within the Secondary Shopping Frontages will be resisted.

10). For the purposes of development, within the defined town centre any retail frontage (A1-A5) that is not within the Primary Shopping Frontage will be considered as being within a Secondary Shopping Frontage.



Map 5.1 Town Centre

SAAP Policy 5.3

Ipswich Street

The Council will actively support and encourage appropriate sustainable regeneration, notably for retail, along Ipswich Street in order to provide a vibrant and distinctive focal point for the town centre, in accordance with other local, regional and national policies.

Following any significant regeneration improvements along Ipswich Street, subsequent servicing and access will look to be restricted on market days between the hours of 10.00am and 4.00pm, except for public transport (including buses and taxis) and disabled badge holders. This situation will be monitored and could be extended to other periods. The overall aim is to gradually discourage vehicular traffic within the town centre, and particularly along Ipswich Street. The idea of pedestrianisation will be considered at subsequent reviews of the Stowmarket Area Action Plan.

Any development along Ipswich Street must have regard for the wider aspirations of the town centre.

SAAP Policy 5.4

Complementary Uses

Markets

1). The Council will continue to promote and support the market(s) at appropriate locations within the town centre. The Council will consider the impact of traffic movements in the Principal Shopping Area and the requirements of SAAP Policy 5.3 when considering any changes or extension to the existing market(s).

Restaurants and Cafes (A3)

2). Restaurants and cafes (A3 uses only) will be encouraged in the town centre where this does not conflict with the objectives of SAAP Policies 5.1, 5.2 and 5.3. Outside tables and chairs serving restaurants and cafes will also be encouraged where this does not prejudice highway safety, the movement of all pedestrians, emergency vehicles, or residential amenity. Appropriate non-permanent planting and screening may also be considered.

Drinking establishments (A4) and nightclubs (sui generis)

3). In order to protect the sensitive areas of the town centre, the Council will generally only permit proposals for new establishments within Use Class A4 (drinking establishments) and nightclubs (Class sui generis), in Secondary Shopping Frontages or the Station Quarter. These uses may replace existing facilities within the same Use Class in the Primary Shopping Frontage, where there is no adverse impact on residential amenity, highway safety, or the character of an area. Proposals for A4 drinking establishments will be permitted where this can be justified by evidence to demonstrate that the proposed development will not conflict with or compromise the objectives of SAAP Policies 5.1, 5.2 and 5.3, and other policies of the development plan.

Hot food takeways (A5)

4). In order to protect the sensitive areas of the town centre, the Council will only permit proposals for new A5 uses (hot food takeaways) within the town centre in Secondary Shopping Frontages.

5). Applications for new A5 uses (hot food takeaways) which fall outside the town centre boundary will be resisted where the proposal falls within 400m of the boundary of an existing school or leisure and recreational facility.

SAAP Policy 5.5

Retail in the Surrounding Villages and Local Shopping Centres

1). Within the surrounding villages and 'local centres' of Stowmarket, retail, post offices, public houses, garages and other service facilities will continue to be protected and encouraged where it is appropriate and viable. The loss of these facilities and services in these areas will be resisted.

2). Applications for change of use from retail facilities (A1-A5) to other uses within the villages or 'local centres' will only be approved where it can be demonstrated :

i. that the local need for the existing use no longer exists; and
ii. that the proposal will not have a detrimental impact on the vitality and viability of the village or 'local centre'.

3). New retail development, including the change of use to retail, in surrounding villages or 'local centres' will be approved where:

i. the proposal meets local need; and
ii. falls with Use Classes A1 - A5.

4). The Council will safeguard and improve the viability of village and local facilities, and ensure a mix of retail to serve the local needs that must complement and not compete with the retail offer in Stowmarket.

Allocation for Mixed Use Development - The Station Quarter

The Station Quarter

5.9 The 'Station Quarter' is the area of land located in front of Stowmarket's railway station, identified to the north-east of the town centre as shown on Map 5.1. The following policies apply directly to the Station Quarter site and its immediate area. Map 5.2 shows an indicative layout plan for the Station Quarter taken from the Stowmarket Masterplan (May 2008) highlighting how some of the key issues with this site could be overcome. The area affected by flood risk must be of a compatible use with page 6 of the Technical Guidance to the NPPF.

SAAP Policy 5.6

Allocation

The Station Quarter has been specifically identified for transport improvements, notably the need for a bus/rail interchange and linkages to the town centre. At the same time the area has also been allocated for mixed use purposes, which must include appropriately located and proportional: residential, retail and employment uses. Open space, car parking provision and hotel use must also be fully and properly explored. Any proposed development within the area affected by flood risk must comply with the sequential and exception tests in the Technical Guidance to the National Planning Policy Framework

SAAP Policy 5.7

Guidelines and Principles

Any future development within this identified area must consider the following criteria:

1. the adopted Stowmarket Masterplan (June 2008) where it is pertinent;
2. the Stowmarket Masterplan Phase 2 - Station Quarter Concept Statement (MSDC, 2009);
3. providing a bus/rail interchange, including potential access considerations;
4. any proposed development within the area affected by flood risk must comply with the sequential and exception tests in the Technical Guidance to the National Planning Policy Framework;
5. the areas ability to contribute to Stowmarket's evening economy;
6. integrating and improving the River Gipping, (including contributions towards River Gipping shared cycle and footpath);
7. improving pedestrian and cycle linkages, including signage, from the station to the town centre;
8. reducing the amount of private car parking provision, through schemes such as 'Controlled Parking Zones'; and
9. any outstanding planning permission(s).

SAAP Policy 5.8

Wider Setting

Any development within or directly adjoining the Station Quarter must have regard for the wider aspirations of the whole of the Station Quarter site.

5.10 There will be the possibility of incorporating the Station Quarter area within the town centre boundary (as in Map 5.1) through future reviews of the Stowmarket Area Action Plan.

Map 5.2 Illustrative layout for the Station Quarter (extract from Stowmarket Masterplan Phase 2 - Station Quarter Concept Statement - see glossary for details)

6 Housing

Context

6.1 Stowmarket is the largest town in Mid Suffolk and is the main centre for housing development, employment and shopping in the district. This role will continue in line with national and regional planning policies for sustainable development, providing new housing in places with a good range of services and local employment and reducing the need to travel.

6.2 There will be some opportunities to make use of previously-developed or 'brown field' sites in the centre of Stowmarket but there will also be a need to allocate further areas of green field land on the fringe of the town in order to meet future housing requirements.

6.3 The NPPF (paragraph 37) anticipates that a proper balance between new homes and jobs will be created through the planning process. This Area Action Plan tries to achieve such a balance, whilst creating a network of transport and social facilities that enhance the future "sustainability" of the town.

6.4 The Mid Suffolk Core Strategy has established minimum housing requirements and the broad locations for the main housing allocations.

6.5 The Mid Suffolk Core Strategy identifies a need to allocate green field sites for at least 1,525 homes at Stowmarket. The Core Strategy represents a "floor" or starting point for this process, rather than an upper limit or "ceiling" to the actual number of homes that can be agreed through the Stowmarket Area Action Plan.

Proposed Housing Site Allocations

6.6 The broad locations for the main housing allocations, on green field land, were established in the adopted Core Strategy (2008) and are areas to the north and the north west of Stowmarket. The Core Strategy Inspector, in his report, emphasised that these are not the only possible locations for future development. The Stowmarket Area Action Plan proposes three allocation sites, in order to meet the needs in different areas of the town, to provide housing near to existing services and employment and to provide an element of choice in the housing market.

6.7 The proposed site allocations are:

- North West Stowmarket - Chilton Leys Estimated capacity for 1000 homes during the plan period. There is estimated capacity at Union Road / Finborough Road for a further 200 homes which may be considered at the first review of the SAAP.
- North Stowmarket - The Ashes, between Newton Road and Stowupland Road. Estimated total capacity for 400 homes
- An additional, smaller housing allocation is proposed on the south side of Stowmarket, off Farriers Road, where there is the opportunity to meet local housing needs, including the needs of elderly and disabled people, and to meet needs for additional public open space. The estimated capacity of this site is 125 houses, taking account of the

lower density of the proposed type of development, including bungalows, plus provision of sheltered housing.

6.8 These sites, when developed to their full extent, could provide 1,725 houses. By phasing the North West location to 1000 houses within the 15-year Plan period and 200 beyond, the allocations during the Plan period would provide for 1,525 houses.

6.9 Most of the allocated green field sites are open arable fields which have limited biodiversity value. However, there will be opportunities for new development to contribute new habitats through the introduction of new hedgerows and other landscape features such as the community woodland and strategic planting proposed in the Plan.

6.10 Table 6.1 below shows the estimated overall housing capacity of the allocated sites and indicates possible phasing over three five-year periods.

SITE	YEARS 1-5	YEARS 5-10	YEARS 10-15	TOTAL	AFTER YEAR 15
ASHES FARM	200	100	100	400	
CHILTON LEYS	400	300	300	1000	200
FARRIERS ROAD		125		125	
Total green field housing allocations	600	525	400	1,525	
Previously-developed land	300	100	0	400	
TOTAL	**900**	**625**	**400**	**1,925**	**200**

Table 6.1 Proposed Housing Site Allocations

6.11 The arrangements for managing the release of housing land will take account of market considerations and input from the development industry through the Strategic Housing Market Assessment and the Strategic Housing Land Availability Assessment. It is proposed that this should be arranged by phasing development into 5 year periods.

6.12 These phases will also help govern delivery of the Infrastructure Delivery Programme. For example, planning agreements may set "trigger points" for developers to provide agreed facilities or funding contributions after a certain number of houses have been built.

6.13 The housing proposals are part of an integrated approach, to also provide for employment growth, reduce the need for out-commuting, provide improved services and infrastructure and encourage enhanced shopping and town centre facilities to cater for a growing local catchment population.

6.14 The Core Strategy includes provision for housing allocations in key service centres and primary villages. The Stowmarket Area Action Plan does not propose any allocations in its villages, because they are close to Stowmarket, which is the most sustainable location in relation to local employment and services.

6.15 There will be scope for smaller scale housing development in some of the adjoining villages which have local services. These smaller scale development opportunities will be expected to share a fair proportion of the infrastructure delivery cost and the Infrastructure Delivery Programme (IDP) set out in Chapter 11 and Appendix A will explain how and what contributions will be sought from all developments.

Viability and Deliverability

6.16 The proposed housing allocations in the Stowmarket Area Action Plan have been derived from "land bid" sites put forward by landowners and developers as being available and suitable for development and the broad locations identified in the Core Strategy as the most suitable areas for the main housing allocations. Further work has been carried out with potential developers to assess the housing capacity of the sites, the infrastructure required, viability and deliverability, and to prepare development briefs.

6.17 Developers have indicated that the potential rate of house building on individual large sites, that could be built and sold under normal market conditions, would be in the range of 50 to 100 houses per year, per site. Table 6.1 has lower estimated annual rates to allow for two or three sites being under construction over the same period.

6.18 The recent rates of housing development achieved in Stowmarket have been an average of 94 houses built per year between 1991 and 2001 and 172 houses per year between 2001 and 2011. Based on a past rates of development the total number of houses that could be built over the 15 year plan period would be about 2,000. There are existing (2011) planning permissions for 460 houses in Stowmarket, for 87 houses in the adjoining villages and remaining Local Plan (1998) allocations for a further estimated 306 houses in Stowmarket.

Brownfield Development

6.19 There are some opportunities for brownfield in Stowmarket . The Mid Suffolk Core Strategy allowed for at least 400 homes to be provided on brown field (previously developed) sites. Particular sites were identified in the Mid Suffolk Urban Housing Capacity Study in 2006, which has been updated and superseded as part of the Strategic Housing Land Availability Assessment. The Stowmarket Masterplan (2008) has highlighted opportunities for regeneration of brown field sites in Stowmarket, near the river and railway station, for mixed uses including housing.

6.20 The sites are within the existing settlement boundary for Stowmarket (established in the Mid Suffolk Local Plan, 1998), so could be brought forward for redevelopment by planning applications, without the need for specific allocations. The estimates of potential housing capacity take account of flood risk constraints on parts of some sites.

6.21 Depending on the outcome of the County Council's School Organisation Review further sites could come forward if schools are found to be surplus to the needs of education, following consultations in the autumn 2012.

6.22 The Stowmarket Area Action Plan proposals for the Station Quarter area are for mixed uses, including some housing development on previously developed land, such as flats above ground level commercial uses. It is hoped that proposals for this area and completion of the B1115 relief road and bridge will encourage development of other brown field sites in central Stowmarket.

6.23 The Core Strategy has a general policy to make best use of land by achieving average densities of at least 30 dwellings per hectare, unless there are special local circumstances that require a different treatment. Higher densities of at least 40 dwellings per hectare may be achieved in more sustainable locations in towns, close to a good range of services and facilities. This would apply to some central areas of Stowmarket. Design policies will control the height of buildings, such as flats, to take account of the surrounding townscape and the provision of space for waste and recycling facilities. It is intended that this flexible approach to housing density can be responsive to market requirements and the distinctive character of an area or settlement, including community views set out in village or town design statements.

Housing Evidence

6.24 Evidence of local housing needs is provided by Strategic Housing Market Assessment (SHMA), Housing Needs Surveys, Parish Plans, Village Appraisals and Village Design Statements. Population and household projections indicate an increasing need for housing suitable for older residents.

6.25 A Strategic Housing Market Assessment (SHMA) and a Strategic Housing Land Availability Assessment (SHLAA) are required by Government policy to be part of the evidence base. They provide information on the need and demand for housing and the opportunities that exist to meet it.

6.26 A Strategic Housing Market Assessment (November 2008) has been prepared by consultants as a joint assessment for Mid Suffolk, Ipswich Borough, Babergh District and Suffolk Coastal District. . An update of the SHMA has been carried out by Suffolk County Council in late 2009.

6.27 A Strategic Housing Land Availability Assessment has been prepared jointly by Mid Suffolk, Babergh, Forest Heath and St Edmundsbury councils, with a panel of stakeholders, including house builders, developers and agents.

6.28 Housing Need Surveys for Mid Suffolk have indicated a substantial need for affordable housing in the District. The Core Strategy retains the target of 35% affordable housing in new housing developments as set out in the Local Plan Alteration adopted in 2006. It also takes account of RSS policy and evidence of market viability, provided by

the Strategic Housing Market Assessment and the Strategic Housing Land Availability Assessment. Sustainability appraisals have been carried out to provide evidence for selecting the most suitable locations for development. The Mid Suffolk Urban Housing Capacity Study, 2006, assessed the scope for housing on previously-developed land, and this has now been updated and superseded by the Strategic Housing Land Availability Assessment.

Affordable Housing

6.29 Provision of more affordable housing remains a high priority for the District Council. Planning policies for affordable housing in Mid Suffolk were updated by an Alteration to the Mid Suffolk Local Plan adopted in July 2006 (Policies H4 and H5). Continued use of these policies was supported by the Inspector at the Core Strategy Examination and will continue to be applied through the saved Mid Suffolk Local Plan policies, taking account of viability considerations.

SAAP Policy 6.1

Housing and Waste Storage

1) All new dwellings (houses) should include within the design an area sufficient to accommodate three x 240 litre wheeled bins. Bin siting on frontage will be unacceptable where the proposed site would be highly visible, in a small garden, or where there is a change in levels from street to frontage. Bins should be sited to the side or rear of a property so that the bins do not have an impact on visual amenity and should be located so that waste does not need to be taken through a building.

2) Where groups and/or clusters of new dwellings are proposed provision of communal waste storage areas, in addition to facilities required by each individual dwelling forming part of the group or cluster, should be considered.

3) For most flats and apartments storage areas will need to be provided in grouped form to allow sufficient space for waste storage close to a communal waste collection point.

Gypsy and Traveller Provision

6.30 The Core Strategy requires Mid Suffolk to deliver a total of 111 pitches by 2011 and then an increase of 3% per annum (compounded) to 2016, which is approximately 129 pitches. The Suffolk Gypsy and Traveller Accommodation Assessment 2006 (GTAA) credits Mid Suffolk with 69 pitches in 2006 and therefore the district is tasked with providing an additional 42 pitches by 2011. Mid Suffolk has made good progress so far through permitting the extension of existing sites and a previously unauthorised site so that the current shortfall for the district to the 2011 target is now 14 pitches. Analysis of

unauthorised encampments and developments shows that the majority are in the north-west and north-east of the district, and this is where the Council is concentrating its search for new sites rather the Stowmarket area.

6.31 The largest existing site in the district is in the Stowmarket area at The Forge, Combs Lane. This has permission for 19 pitches, but in recent times occupation levels have fallen sufficiently to question its continuation as part of the Mid Suffolk provision. The current owner has indicated that they would prefer alternative uses on the site. However, the Council's position is that it is unwilling to lose the site from the Mid Suffolk provision and that the permitted use as a Gypsy and Traveller site should be safeguarded in line with Core Strategy Policy CS10. The Council will also seek to refuse planning permission for the site for uses other than as a permanent Gypsy and Traveller site. Some redevelopment of the site is essential if it is to fulfil its potential and this can only be ensured if the Council holds a controlling interest. Consequently, the Council will seek to safeguard its future initially by negotiation but potentially through compulsory purchase of the land, if required. The Council will seek the redevelopment of the site in line with the Homes and Communities Agency guidelines for grant-aiding such projects., including the necessary partnership working, management systems, consultation processes, design and subsequent tenure options.

Existing Residential Areas

Context

6.32 The overall objectives for considering planning policies and proposals for existing residential areas are to protect, encourage and promote an appropriate mix of land uses and to maintain the quality of life and safety of the existing neighbourhoods.

6.33 Planning policies are needed to provide guidance and to inform decision making on development proposals such as extensions, change of use or redevelopment. They are intended to protect the character and appearance of existing residential areas and to protect residential amenity and avoid nuisance from noise, traffic and pollution and to protect important open spaces.

6.34 The Stowmarket Area Action Plan includes proposals to improve facilities in existing residential areas, such as cycle routes and footpaths, improvements to public transport, links to open space, 'green corridors' and the countryside. Some small businesses can operate successfully in residential areas without harming residential amenity and can enable people to live closer to their workplace.

Urban Fringe - New Communities

6.35 Stowmarket has been identified previously as the intended location of development land for both industrial/commercial and residential development. Land bids put forward by land owners have been assessed in terms of their impact on the town's environment and transport networks. Proposals on the western and southern edges of the town are furthest away from the town centre, while sites to the north and north-west relate better to the town centre, its shops and other amenities.

6.36 Up to 50% of these new homes will be delivered on previously used land across the District. The remainder will need to be put forward on green field locations some of which will need to be located around the edge of Stowmarket. The Highways Agency has expressed some concern that the town's new growth should not give rise to unacceptable growth of traffic between the town's two junctions on the A14 trunk road. The Council believes that for this situation to be avoided, development should be connected with a package of public transport, cycling and walking schemes. These schemes should ideally extend to the villages beyond as and when the situation allows. The Council is therefore proposing residential development to the North-East, North-West and South-West, with a major allocation of employment to the East, linked via a series of hubs in each development and at the town's railway station.

6.37 Careful controls need to be placed on these development areas if they are to become sustainable communities in their own right and for them to relate properly to the existing core of the town. The Council also recognises that the number of green field sites being made available at any one time may influence the ability to deliver the redevelopment of other brown field sites in the town. The Council will therefore monitor progress with the programme of development to ensure that the council's commitment to brown field sites is maintained and that the impact on the A14 is to be minimised.

6.38 The Council will require an acceptable level of separation from the surrounding villages, whose character and appearance should be safeguarded through the application of good design and landscape design principles. The Council notes that the village appraisals for both Stowupland and Onehouse recognise the important contribution made to the character of their villages by the open farmland between them and the existing edges of Stowmarket.

Development in the Urban Fringe and Design Principles

6.39 Each of the larger sites suggested for development can offer a different contribution to the town's stock of homes and house types. They will also be expected to make appropriate contributions to the town's infrastructure and services, to help integration with the social and transport networks that are already present in the town. The developers will also be expected to help establish good travel patterns and practices as new residents (and employers in the case of industrial development) come to the town. This will, in turn, help to show that the changes to the transport network in Stowmarket are taken seriously and the Council is committed to reducing the impact of town growth on the A14.

6.40 Urban fringe green field sites are likely to be easier to develop than brown field sites that may require clearance and decontamination. In order to meet the targets for Previously Developed Land the Council therefore proposes a phased approach to the development of green field sites during the plan period and monitor progress being made with the remaining brown field sites in the town.

6.41 An enhanced commitment to strategic planting will be needed to ensure the natural softening of developments on the edge of town and visual integration with their rural setting. Secondly, the density of development proposed must achieve the minimum of 30 homes per hectare in all cases. Some sites are capable of achieving higher densities but these should not be delivered at the expense of designs that respects their edge of town location. Here, the rural setting naturally suggests a reducing density appropriate to the

merging of town with its surrounding countryside. Wherever possible the design and layout should utilise natural measures, such as the planting of local native species to enhance the softened edge of the urban area.

6.42 The larger sites around the existing settlement of Stowmarket have been the subject of environmental assessment and their character and relative importance to the town's landscape setting has been considered. Village appraisals have been undertaken for Stowupland, Onehouse, and Haughley and an Urban Housing Capacity Study and the more recent Strategic Housing Land Availability Assessment have been undertaken to identify the opportunities that exist within the town for the redevelopment of brown field sites. This work, coupled with Sustainability Appraisal, shows that the following key issues need to be addressed if development is to prove acceptable:

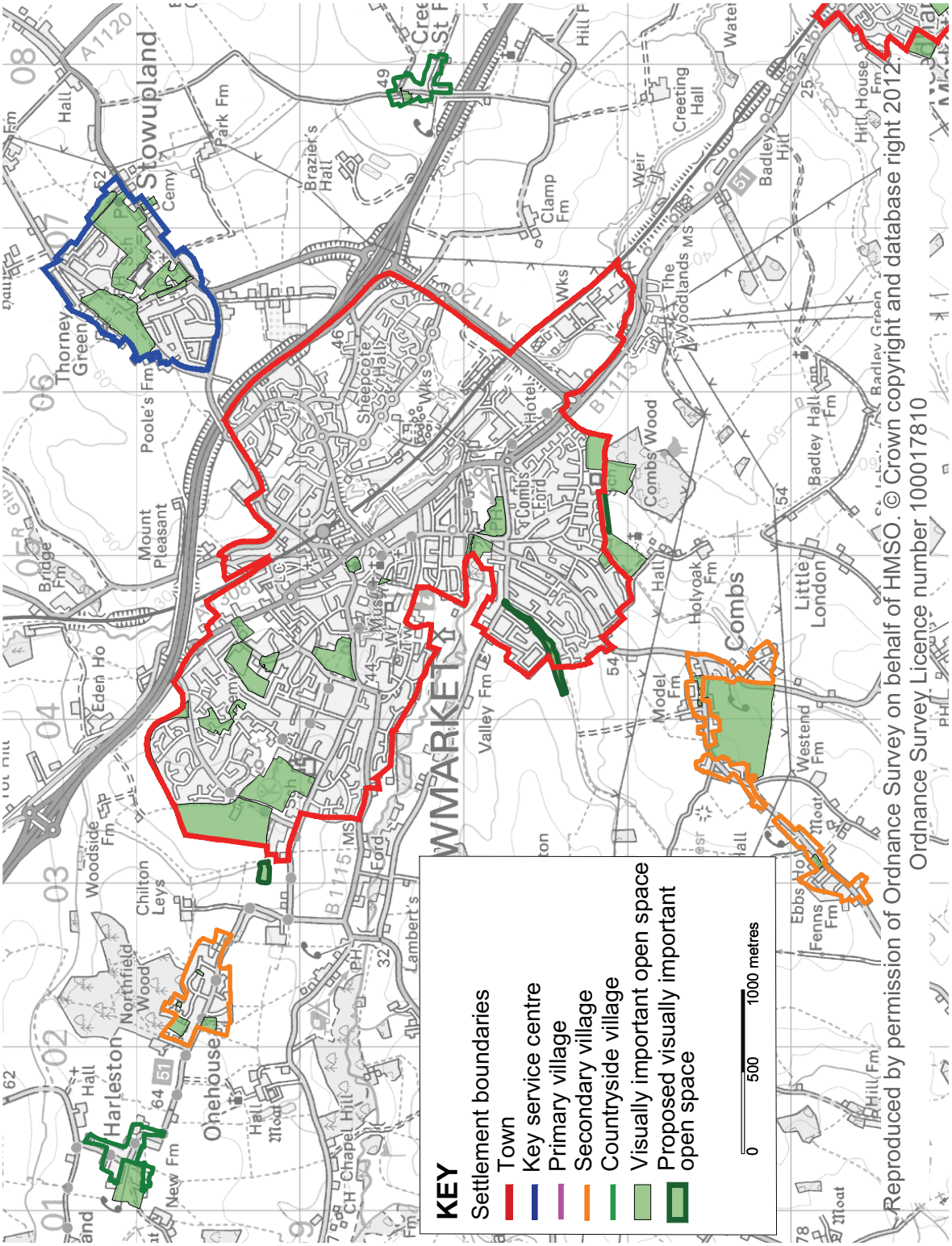
- The character and feeling of openness between Stowmarket and Needham Market is important to prevent the two towns from gradually merging.
- Gaps between Onehouse and Stowmarket should be reinforced, while allowing public access via linked cycle and footpath networks through open space, community woodlands and strategic planting schemes.
- The River Rattlesden valley needs protection to ensure its attractive character is maintained.
- Further opportunities for open space exist to the south of the A14 around Ashes Farm and for amenity land to the west of Newton Road.
- Recreation space will be sought for formal and informal play proposals between Stowmarket and Stowupland, Combs and Poplar Hill, Stowmarket and in the Ashes Farm development area.
- Additional public cycling and walkways will be required as part of a programmed approach to the delivery of new services and facilities to complement enhanced bus services which link new allocated sites with existing residential development and the town centre.
- In fringe areas not identified above, the existing land uses will be maintained and the countryside setting of the town protected.
- The importance of maintaining the separate identity of Stowupland and Stowmarket.

Connecting new communities

6.43 An important aspect of development in the fringes of the town must be to establish excellent public transport and cycling / walking connections with the town centre to encourage new residents moving into the town to live, work and shop locally, therefore reducing the need to travel. The town centre must also offer an interesting mix of shopping and other facilities in an attractive environment and this plan proposes new initiatives elsewhere. The Council will make provision of the new transport infrastructure a priority in its Infrastructure Delivery Programme (IDP). The IDP will include funding for publicity and an awareness campaign that encourages the take-up of new 'greener' transport facilities.

6.44 The design and layout of the new communities also need to provide good access to local services and facilities. In appropriate circumstances the principles of 'home zones' may be applied in new community design, especially where links to bus and cycle routes can be achieved. New housing development will be expected to provide pedestrian and

cycle routes and allow space for bus services in the form of bus stops and shelters while contributing to the infrastructure package which delivers passenger support services such as real time information systems (Real Time Passenger Information, RTPI). This will be controlled via the Infrastructure Delivery Programme set out in Chapter 11 and Appendix A, while the network and extent of the new transport arrangements are explained further in Chapter 8 on Transport and Connectivity.



Map 6.1 Visually Important Open Spaces

NORTH / WEST STOWMARKET

Development around Chilton Leys, Stowmarket

6.45 The land bounded by Onehouse Road, the village of Onehouse and the land known as Chilton Fields and Gallows Fields to the south east of the A14, (see Map 6.2), is comprised of open arable farmland with occasional hedgerows interspersed with individual mature and semi-mature trees. The Stowmarket Area Action Plan proposes the use of this land for the development of a series of linked communities in the section 'Sites pursued for housing', that can be found later in this chapter. The development of this area will provide excellent bus cycle and footpath links with the town centre. Each part of the development area will also offer complimentary social and community facilities which will encourage people to take advantage of local facilities.

6.46 The design and layout of the development area will provide for public open space, space for formal and informal recreation and other structural tree planting to enhance existing woodland for community use in the area around the Paupers Graves, off Onehouse Road. This will provide a framework of open space that will help to preserve the separation and character of Onehouse. Similar techniques will be used to safeguard the spaces leading out to Harleston and Haughley. The northernmost boundary of the area abutting the A14 will need to include properly landscaped sound attenuation barriers to maintain the rural character of the area when viewed from the North.

SAAP Policy 6.2

Land Adjoining Paupers Graves, Union Road, Stowmarket

The Stowmarket Area Action Plan will help to maintain the important character of this attractive stand of trees and open space by designating space for additional tree planting around The Paupers Graves site. This will emphasise the contribution made by the area to the gap between Stowmarket and Onehouse. Agreements will be sought with affected landowners to bring about the proposed land use and funding made available for land acquisition (if required) and tree planting from the Infrastructure Delivery Programme.

EAST STOWMARKET

Maintaining a gap between Stowmarket and Needham Market

6.47 Representations have expressed concern that the River Gipping valley sides and the valley floor should be protected from development. There would be significant impacts on the Special Landscape Area in the area below the weir and the village of Creeting St Peter should be kept as a separate rural village. The Council must therefore reconcile its wish to maintain its commitment to preserving a gap between Stowmarket and Needham Market and allowing both economic growth and improved access to the countryside around the town.

6.48 Some development has occurred in the gap between the settlements identified in the Mid Suffolk Local Plan, following redevelopment at Ernest Nunn Drive. The Council also wishes to support improved access to the Countryside and River Gipping walks, while facilitating economic growth with an industrial / commercial allocation in the land bounded by the A14, the A1120 Cedars link road and the railway to the South, (see Map 7.2). This important gap will be emphasised by strong landscaping proposals being built into the emerging development proposals for land to the East of Stowmarket.

SOUTH STOWMARKET

Combs Wood

6.49 Combs Wood to the south of the town is ancient woodland that is already safeguarded as a Site of Special Scientific Interest (SSSI). The area of land leading West and North from the wood and towards Combs Church, Poplar Hill and Church Road is designated as a Special Landscape Area and is characterised by its field patterns, hedgerows and the feeling of enclosure offered by Combs Wood. The Council will also seek to offer a supplementary planting scheme in the vicinity of Church Meadows to offer community access to alternative woodlands and thus reduce potential pressure from encroachment in the SSSI, under section 37 of the Countryside Act 1968.

SAAP Policy 6.3

Land adjoining Church Meadows, Stowmarket

The Stowmarket Area Action Plan will help to maintain the important character of Combs Wood and its setting by designating it as Visually Important Open Space and by creating alternative "community" woodlands on land adjoining the existing settlement boundary to the South of the town. Agreements will be sought with affected landowners to bring about the proposed land use and funding made available for land acquisition (if required) and tree planting from the Infrastructure Delivery Programme.

Maintaining a gap between Combs and Stowmarket

6.50 Development proposed between Poplar Hill and Farrier's Road, (see Maps 6.7 and 6.8), will provide benefits to the mix of housing and transport services in the town, but its visual effect must be mitigated by an appropriate planting scheme. The feeling of openness and long distance views from the top of Poplar Hill looking South and West will need to be maintained. Suggested open space provision will help in this process.

Surrounding Villages

6.51 With only three designated towns in the District (Stowmarket, Needham Market and Eye), the majority of Mid Suffolk's population live in villages. These villages are an essential part of our rural way of life and their unique character and local distinctiveness needs to be maintained and protected. This is especially the case for the villages surrounding Stowmarket where the future growth of the town may require the use of land.

6.52 There are nine villages identified within the plan area and the individual needs and requirements of the villages must be taken into consideration. Evidence, including the Stowmarket Environmental Assessment and the Mid Suffolk Parish Profile has helped to highlight important issues that must be addressed. Several village appraisals have identified concern for the effects of encroachment from Stowmarket, the need for housing, retention of community facilities and services, the conservation of historic cores and the need for improving linkages between the villages and Stowmarket.

6.53 The Core Strategy provides for 800 homes to be provided in the villages throughout the district. In the plan area Haughley and Stowupland have been identified as Key Service Centres wherein some allocations for development may be considered acceptable. The remaining villages are either primary or secondary villages where more limited forms of growth are anticipated.

6.54 In response to the consultation received the Council has accepted that at this time there is no need for any planned growth of the Key Service Centres as both villages have already accepted growth in recent years. Subject to funding being made available, affordable housing schemes are capable of being delivered via the existing policy structure in each of the nine villages. Accordingly, for the first five-year period of the plan, no allocations will be made for residential development in the villages of the plan area.

6.55 The Council will therefore expect to determine any planning applications submitted in accordance with the Development Management Policies document, which will apply to village and countryside development. (The saved Mid Suffolk Local Plan [1998] policies will apply for the interim period until this Development Plan Document is produced). To complete the interpretation of policy the Council will maintain the existing Settlement Boundaries previously approved for the purposes of Development Management, on the Proposals Map set out in Appendix F.

Village facilities and amenities

6.56 The Council will maintain its commitment to the protection of the existing facilities and amenities in the villages of the plan area. The Council will also continue to make the villages more sustainable by encouraging new and innovative approaches to the use of existing / future village facilities, the protection of local employment and the delivery of improved transport links to Stowmarket by a variety of means, including public transport, cycling and walking.

6.57 In support of these objectives, the Council will identify specific initiatives in the Infrastructure Delivery Programme as part of an ongoing programme that will be funded by all development that occurs during the plan period.

SAAP Policy 6.4

Development in the Villages

Planning applications for residential development within or abutting the village settlement boundaries of the Action Plan Area will conform to existing Development Plan policies. Approved development will be expected to contribute to the Infrastructure Delivery Programme (IDP). The IDP requirements are set out in Chapter 11 and Appendix A.

Allocations for Housing

STOWMARKET NORTH AND NORTH-WEST - development around Chilton Leys

6.58 The large area identified on Map 6.2 is in several land ownerships, but for the purposes of the Stowmarket Area Action Plan and for future planning it has been identified as a single area and is collectively known as 'land around Chilton Leys'. It is located to the west of Stowmarket, and encompasses land from Finborough Road, Union Road and up to the A14. It is bounded by Onehouse Road and the village of Onehouse, Starhouse Lane, and also includes the existing sports pitches and Stowmarket High School site, with much of the area being comprised of open arable farmland with occasional hedgerows interspersed with individual mature and semi-mature trees. Map 6.2 indicates land between Union Road and Finborough Road which will be considered for future development at the first review of the SAAP.

6.59 This area has been identified in Mid Suffolk's adopted Core Strategy (September 2008) as a 'broad location' for housing allocations. Through the Stowmarket Area Action Plan this area has been specifically identified for mixed use development, including residential, employment and open space. The Council proposes the use of this area for the development of a series of linked communities that will provide excellent bus, cycle and footpath links with the town centre. Each part of the development area will also offer complementary social and community facilities which will encourage people to take advantage of their local facilities and town centre, from the time that new residents first move in. These measures are designed to encourage the revitalising of the existing town centre and the self containment of home to work and leisure trips within the town.

6.60 The development proposals will have a major effect on the character and appearance of the land to the North and North-West of the town. Although this land may have less landscape constraints than the River Gipping and Rattlesden valleys and the designated Special Landscape Areas elsewhere its character remains important. Public access for this area would be achieved via linked cycle and footpath networks around woodlands, other natural recreation such as 'green gym' activities and open spaces.

6.61 The Council has always accepted the concern expressed by Haughley and Onehouse for their gradual loss of identity and their need for continued separation from Stowmarket which has again been emphasised in the recent consultation. Sensitive design and careful layout will be needed to maximise the benefit of the identified gaps between

the settlements and allow for their realistic long term protection. The gap between Onehouse and Stowmarket should be properly managed and reinforced with strategic tree belts and/or community access woodlands and open space secured for future generations. This is why it is considered especially important to protect the Paupers Graves.

6.62 It was previously anticipated that development in the area around Chilton Leys would require the inclusion of a link road for traffic travelling from the villages to the west of Stowmarket to the A14 (Junction 49a) for Bury St Edmunds and Ipswich. While such a link road would allow access to the A14 without traffic entering the town centre road network, the Highways Agency has indicated concern that this should not cause disruption to the working of the A14 following the completion of the Haughley Bends Improvements. The recent improvement scheme has created an indirect connection between the A14 and Stowmarket via an existing residential area distributor road and mini roundabout. This connection in conjunction with the sustainable transport measures (referred to in Chapter 8 and the IDP in Appendix A), may provide sufficient capacity in the town so that a direct link is no longer required. This matter will be kept under review.

6.63 The "Luck" Planning appeal decision (see glossary) provided for restraint on development near Union Road. The protection this offered the town centre road network will be maintained until the alternative transport arrangements, discussed in chapter 8, have been properly implemented. The last thing that an emerging and improved public transport system needs is to operate in unnecessarily congested streets. The land between Union Road and Finborough Road is currently used for arable farming and parts of the site provide a rich habitat. Due to local topography there are important views through the site which contribute to the character and appearance of the river valley. The topographical issues can be addressed through strategic planting and transport issues can be addressed following the implementation of the sustainable transport measures for the town. Proposals for Union Road will be held over until a review has confirmed that development is acceptable.

6.64 As part of any road improvements associated with the development of this area of Stowmarket, Starhouse Lane offers the opportunity to be upgraded and made safer for pedestrians and cyclists, while maintaining its essential rural and visually attractive 'sunken lane' character. This will be a matter for review.

6.65 The implications of brownfield schemes and the Schools Organisational Review are difficult to predict, but will be monitored to ensure the opportunities they represent are fully realised in relation to the objectives of the Stowmarket Area Action Plan.

6.66 The Infrastructure Delivery Programme will provide for the early funding and delivery of key infrastructure elements which will be important to the successful implementation of development of this large site and strategically important site. The current Schools Organisation Review (SOR) must remain an important consideration, as the possible outcome may lead to a relocation of playing pitches, open spaces, areas for residential development, or the relocation of a larger school. Therefore, the phasing of this area must not be allowed to compromise the future decision of the Schools Organisation Review, or any possible relocation of the existing leisure centre in the future. The existing sports facilities on Chilton Fields may become subject of development proposals. If the design of the new development requires their removal, alternative facilities will be made available.

6.67 It is estimated that this collective area could yield up to 1,000 dwellings during the plan period with the potential for 200 additional dwellings at Union Road which is subject to the first review of the SAAP.

6.68 The area for allocation is shown on Map 6.2. Maps 6.3 and 6.4 show illustrative layouts for potential development that could take place both with and without a relocation of the Stowmarket High School and the Stowmarket Leisure Centre, which is taken from the "Stowmarket North and North-West - Land at Chilton Leys Option B, Concept Statement" (Taylor Wimpey, 2010). The uncertainty with the Schools Organisation Review has necessitated that two options are produced at this stage, which must be considered with any phasing for this site although the exact disposition of land could be subject to change.

6.69 The Council anticipates that it may approve housing development of the Chilton Fields playing field in part or comprehensively at a point during the Plan period. The land is currently designated VIOS for its recreational value. If the development is to take place then saved policies RT2 and RT3 of the Mid Suffolk Local Plan will apply. They provide for the replacement of the recreational facilities “of equivalent community benefit” on the basis of obligation or S106 agreement. In these circumstances the VIOS designation will become the subservient material consideration. This matter is set out in Policies 6.5 – 6.11.

SAAP Policy 6.5

Allocation

The site shown in Map 6.2 (and illustrated in maps 6.3 and 6.4) is allocated for mixed use, including residential, employment and open space.

SAAP Policy 6.6

Development Briefs

A development brief will be produced before an application for planning permission is submitted. This development brief should follow the principles set out in paragraphs 4.4 - 4.8 and take into account the Stowmarket Masterplan (where it is pertinent), the objectives and policies of the SAAP and other policies of the development plan.

SAAP Policy 6.7

Paupers Graves

The Paupers Graves will be protected as Visually Important Open Space, (see Map 6.1 and Proposals Map).

SAAP Policy 6.8

Link to the A14

The Council is pursuing sustainable transport measures to improve transport in and around the town of Stowmarket. The need for a link road to the A14 (junction 49a) will only be reviewed after transport improvements (such as the B1115 link road and bridge), and the proposed sustainable transport package (including improvements for buses, cycling and walking) have been given sufficient time to become established and used.

SAAP Policy 6.9

Transport - buses / cycle / walking

The development of this site must include:

1. The appropriate provision for new bus services. This must include two Town Edge Bus Stops and standard bus stops each with Real Time Passenger Information (RTPI), that link with existing residential areas, the town centre and places of employment and where possible the outlying villages in the plan area.

2. The early delivery of footpath and cycle routes to and from the town centre, including contributions for improvements: between Onehouse and Chilton Leys; Chilton Way through to the town centre; a shared path along Chilton Way from A1308/Bury Road; and footway widening on Bury Road south of roundabout with A1308 to A14 link road.

These will be required through the earliest phases of the development, as set out in the Infrastructure Delivery Programme.

SAAP Policy 6.10

Stowmarket High School / relocation of the Leisure Centre

Any development in this area must consider the possible relocation of Stowmarket High School with the Leisure Centre. The high school and leisure centre currently offer a very successful and mutually supporting relationship. The leisure centre is due for redevelopment and is likely to be relocated within the Plan Period, and the High School could be relocated depending on the outcome of the Schools Organisation Review. Appropriate phasing of development in this area would allow for the these two facilities being relocated together as shown in Map 6.4.

SAAP Policy 6.11

Other site issues

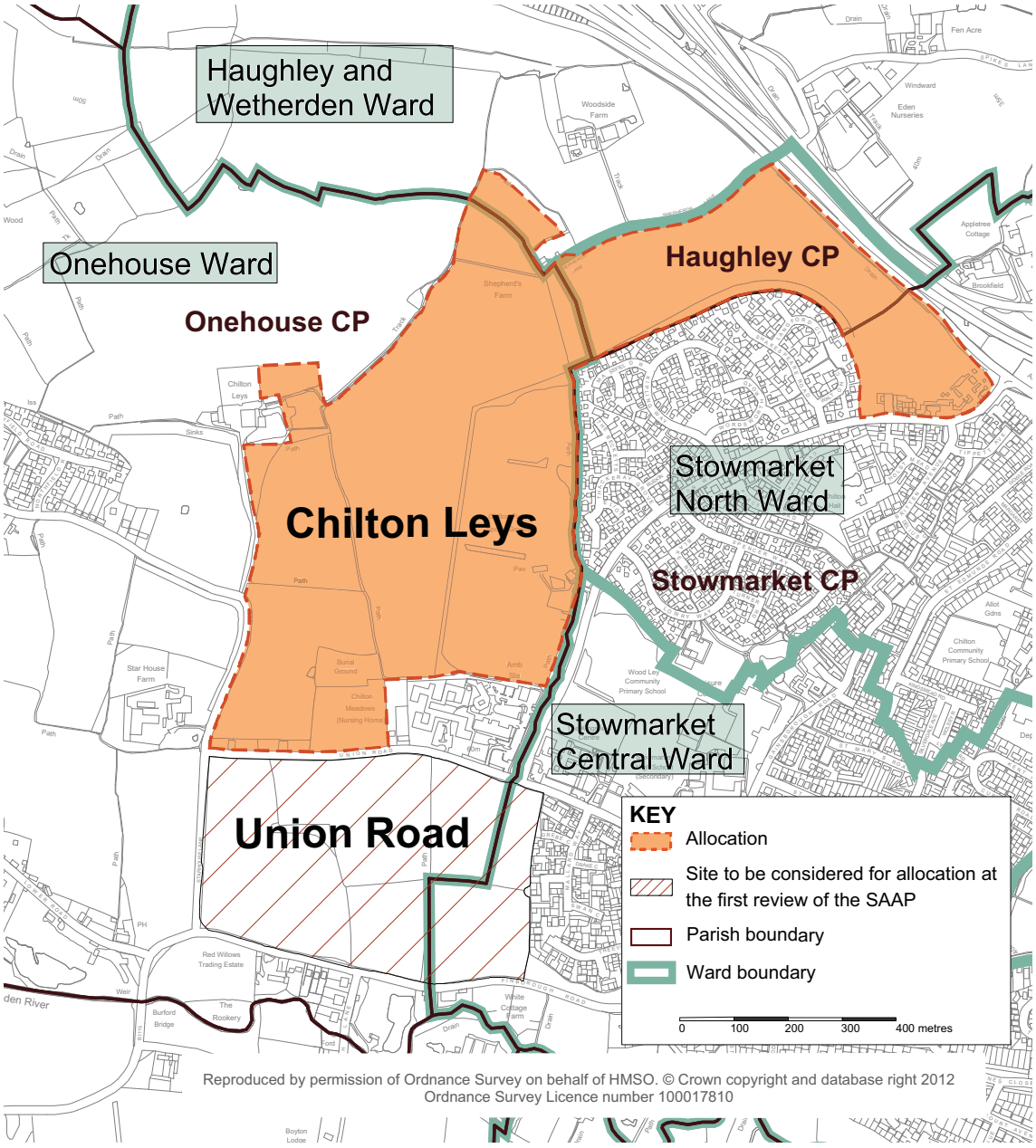
Any future development within this area must consider:

1. noise attenuation from the A14;
2. the possible need to divert or underground existing overhead electricity cables;
3. the Council's requirement to seek to secure support for, Police and other social infrastructure for the future residents of the area;
4. opportunities for the allocation of employment land;
5. provision of a Primary School;
6. the Council's requirement for healthcare infrastructure and related funding; and
7. alternative recreation provision prior to development of the Chilton Leys playing fields in line with Local Plan Policies RT2 and RT3.

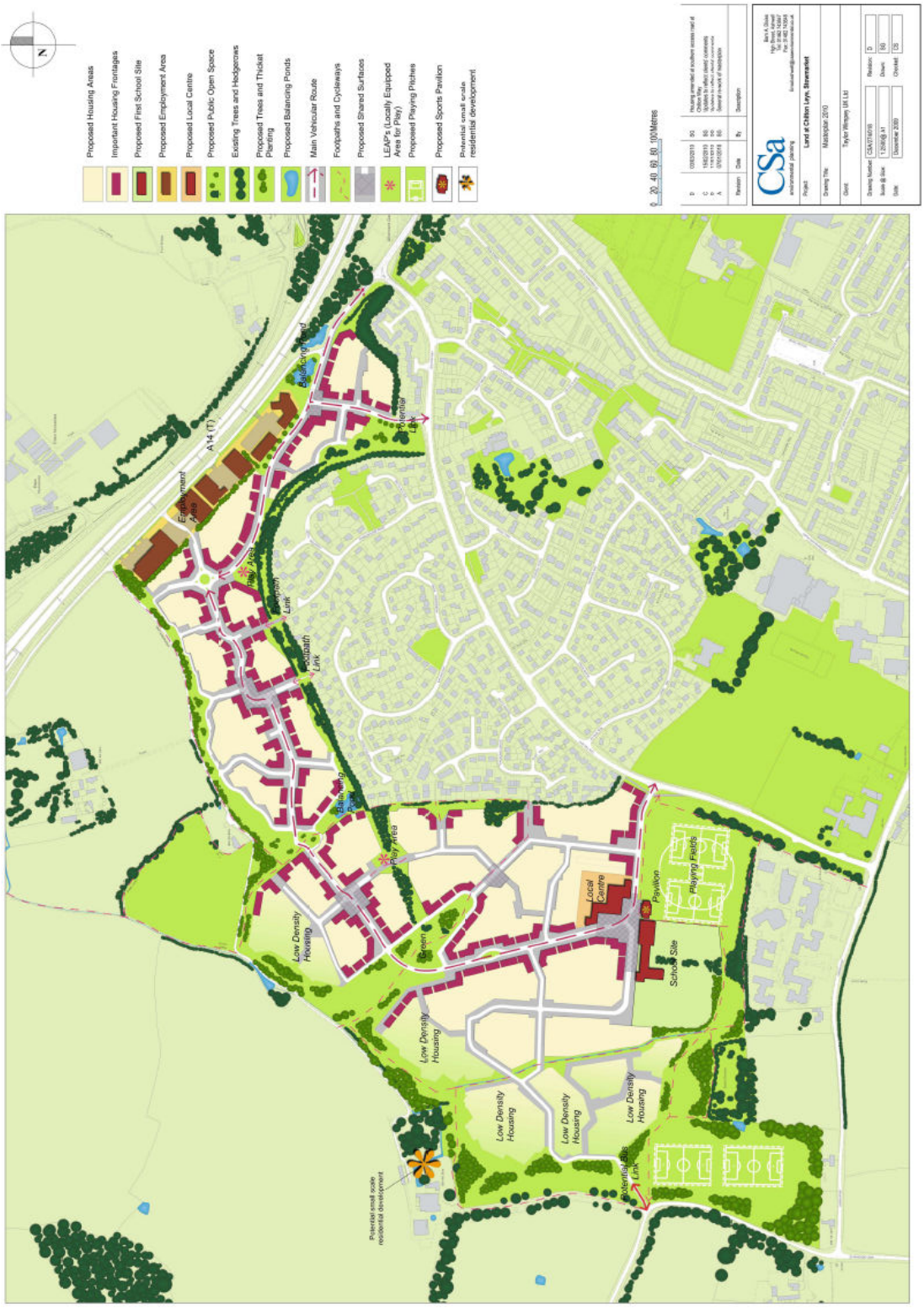
SAAP Policy 6.12

Infrastructure Delivery Programme (IDP)

All development within this area will be expected to contribute to the appropriate specific on-site and/or general requirements of the IDP (set out in Appendix A) as necessary.



Map 6.2 Stowmarket North and North-West



Map 6.3 Illustrative layout for Chilton Leys Option A (extract from Stowmarket North and North-West - Land at Chilton Leys Option A, Concept Statement (Taylor Wimpey, 2010) - see glossary for details).

Map 6.4 Illustrative layout for Chilton Leys Option B including the high school land (extract from Stowmarket North and North-West - Land at Chilton Leys Option B, Concept Statement (Taylor Wimpey, 2010) - see glossary for details)

STOWMARKET NORTH - The Ashes

6.70 The area identified on Maps 6.5 and 6.6 as 'The Ashes' is located to the north of Stowmarket, on land bounded by Stowupland Road to the east, Newton Road to the west, and the A14 to the north. The area is in several land ownerships, but for the purposes of the Stowmarket Area Action Plan and for future planning it has been identified as a single area. This area has also been previously identified as a 'broad location' for housing allocations in Mid Suffolk's adopted Core Strategy (September 2008). The Stowmarket Area Action Plan now identifies this area for a mix of residential and open space.

6.71 Due to the prominence of the site and its steep sloping nature, generally on the rising valley sides to the River Gipping, the land for this area is highly visible in appearance. Landscaping and treatment of these visual issues will therefore be of paramount importance for any development of this site, and significant strategic tree planting belts and/or community access woodlands and open space will be required at the heart of the area. There is a significant need to provide suitable screening between Stowupland and Stowmarket - this will run generally East to West. The site's location is also considered to be a 'gateway' to Stowmarket. This will act as a back-drop for the development when viewed from the town but to soften it further and recreate the special character found elsewhere in the town, solid planting will be required in strong belts within the site. A 55m contour line has been identified through Stowmarket Masterplan Phase 2 - Concept Statement Ashes Farm (MSDC, 2009), and this will be taken as the general starting point for future discussions about how far development should extend up the site. Due to this sensitive ridge line there may be the need to 'cut-and-fill' some development in order to break up the harmful visual effects of roof lines on the skyline.

6.72 The top part of the site will be designated for 'open space', which will include either formal or informal recreation space. This will help to retain separation between Stowmarket and Stowupland. The land furthest west at the bottom of the site, bounded by Newton Road and Spring Row, could be used for further open space, and could possibly accommodate either new allotments or a wetland habitat centre. At the same time the Council will also seek to secure support for health and other social infrastructure for the future residents of the area. There is also the possibility of improving the provision of the existing farm shop.

6.73 Appropriate transport linkages to the town must be developed and the proximity to the A14 considered. Any development should include an internal distributor from the B1115, with appropriate access to the area along both Newton Road and Stowupland Road. Public access would be achieved via linked cycle and footpath networks, both to existing and proposed networks.

6.74 It is estimated that this area could yield up to 400 homes during the plan period, provided that the appropriate screening, open space, affordable housing and other infrastructure requirements are met and provided.

6.75 Map 6.6, below, shows an illustrative layout for potential development that could take place, which is taken from the "Stowmarket North - Ashes Farm Concept Statement" (Peecock Short, 2010).

SAAP Policy 6.13

Allocation

The site shown in Maps 6.5 and 6.6 is allocated for residential and open space.

SAAP Policy 6.14

Development Briefs

A development brief will be produced before an application for planning permission is submitted. This development brief should follow the principles set out in paragraph 4.4 - 4.8 and take into account the Stowmarket Masterplan (where it is pertinent), the objectives and policies of the SAAP and other policies of the development plan.

SAAP Policy 6.15

Landscaping, setting and views

Any future development on this site must address the:

1. important visual nature of the area, and retain distant views to and from the site;
2. need for appropriate structural landscaping and screening across the site;
3. need to protect, or as a minimum soften, the impact of development on the skyline;
4. provision of open space to the top of the site;
5. land to the far west of the site, bounded by Newton Road, Spring Row and the A14, which is designated for open space uses;
6. retention of existing hedgerows and mature trees;
7. 'gateway' to Stowmarket on the Stowupland Road;
8. part of the site within Flood Zone 3b;
9. areas affected by flood risk must be of a use compatible with the NPPF Technical Guidance (page 6); and
10. presence of Biodiversity Action Plan (BAP) habitats and species.

SAAP Policy 6.16

Transport - buses / cycle / walking

The development of this site must include:

1. Improved transport linkages between the site and the town.
2. Appropriate and agreed access to the area from both the Stowupland Road and Newton Road.
3. The appropriate provision for new bus services, including a new Town Edge Bus Stop with Real TIme Passenger Information.
4. The need for cycle and footpath improvements, both on site and linked to other existing networks. Contributions will be sought for improvements along Stowupland Road and Newton Road.

These will be required through the earliest phases of the development, as set out in the Infrastructure Delivery Programme.

SAAP Policy 6.17

Allotments

Development will be resisted on the existing allotments on the corner of Newton Road and Stowupland Road.

SAAP Policy 6.18

Other site issues

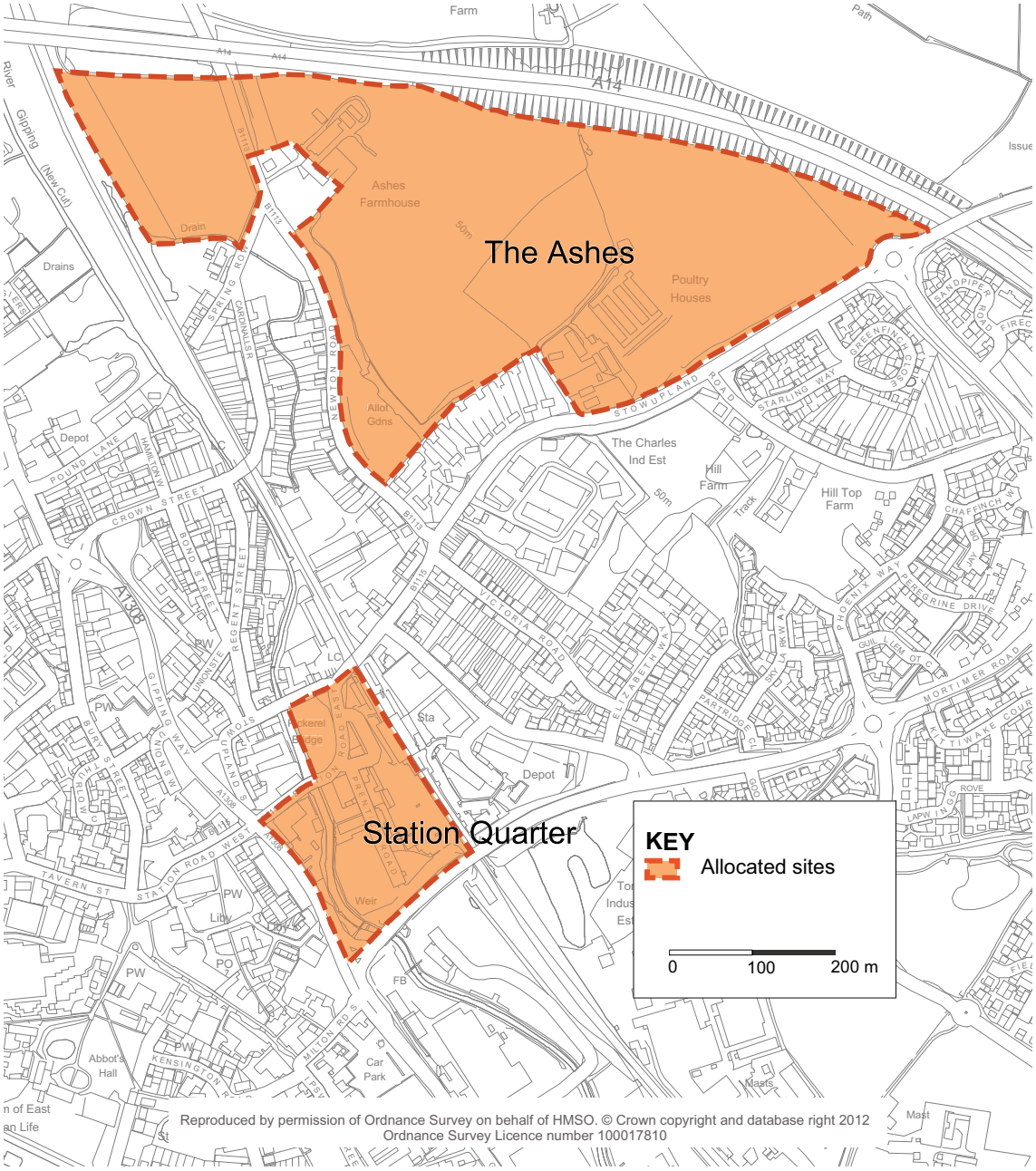
Any future development must consider:

1. noise attenuation from the A14;
2. the possible need to divert or underground existing overhead electricity cables;
3. the Council's requirement for healthcare infrastructure and related funding.

SAAP Policy 6.19

Infrastructure Delivery Programme (IDP)

All development within this area will be expected to contribute to the appropriate specific on-site and/or general requirements of the IDP (set out in Appendix A) as necessary.



Map 6.5 Stowmarket North and Central

6.76 Policies for the Station Quarter can be found in Chapter 5, Shopping and Town Centre.

Map 6.6 Illustrative layout for Ashes Farm (Extract from Stowmarket North - Ashes Farm Concept Statement (Peecock Short, 2010) - see glossary for details).

STOWMARKET SOUTH - land off Farriers Road and Poplar Hill

6.77 The site on the southern edge of Stowmarket has been identified on Maps 6.7 and 6.8, and described as 'land off Farriers Road and Poplar Hill'. The site has been allocated for residential and open space.

6.78 These green field sites offer a favourable opportunity to meet the need for additional housing and open space on the southern side of Stowmarket. Other opportunities on this side of Stowmarket are more severely limited by landscape and other constraints, such as areas designated as Special Landscape Areas and a Site of Special Scientific Interest, such as Combs Wood.

6.79 In this location there is a specific need to protect the landscape and to maintain the separation between Stowmarket and Combs. This can be achieved through careful advanced planting and structural landscaping. The need to control the visual impact of any development in this area will remain paramount, and development must limit any impact on the visual appearance on the skyline and respect its very rural setting. This area offers the opportunity to explore the possibility of providing different types of housing to fit in with the environment, such as sheltered housing, care homes or bungalows for older people, which are also likely to generate less traffic than general housing development.

6.80 Transport and access issues must be carefully considered and addressed. Any development will be subject to a programme of off site works that help the road system in the Combs Ford area to cope with any additional traffic arising from new housing development. This will require contributions to off-site road and transport improvements. It is likely access will be explored via Edgecombe Road and Farriers Road, and a simple priority junction on Poplar Hill. New links will be expected to the emerging and existing cycle, footpath and bus routes, set out in the Infrastructure Delivery Programme. There are currently two proposed cycle enhancement schemes that development in this area would be expected to contribute towards, Combs Ford Meadow and Combs to Poplar Hill, Stowmarket. These sites will also be expected to deliver contributions to and form town edge bus stops, complete with Real Time Passenger Information systems.

6.81 It is estimated that this area could collectively yield up to 125 homes, a 40-60 unit sheltered housing scheme, and a significant amount of open space. This would be subject to meeting the requirements for affordable housing, appropriate landscaping, transport improvements and linkages, to conform with the Infrastructure Delivery Programme set out in Chapter 11 and also in Appendix A.

SAAP Policy 6.20

Allocation

This site shown on Maps 6.7 and 6.8 is allocated for residential development and a sheltered housing scheme on the western side of Poplar Hill, and for public open space on the eastern side of Poplar Hill.

SAAP Policy 6.21

Development Briefs

A development brief will be produced before an application for planning permission is submitted. This development brief should follow the principles set out in paragraph 4.4 - 4.8 and take into account the Stowmarket Masterplan (where it is pertinent), the objectives and policies of the SAAP and other policies of the development plan.

SAAP Policy 6.22

Landscaping, setting and views

Any future development on this site must address:

1. The need to protect the landscape and maintain the separation between Stowmarket and Combs, including provision of strategic advanced planting and structural landscaping.
2. The need to protect the impact on the skyline of any development that takes place on the ridgeline along Poplar Hill.
3. The protection of the River Rattlesden tributary as Visually Important Open Space.
4. The need to retain the existing mature trees and hedgerows in the area.
5. The need to explore the possibility for screening the impact of the existing housing on the side of Poplar Hill on long distance views.
6. The provision for on-site public open space.

SAAP Policy 6.23

Transport - buses / cycle / walking

The development of this site must include:

1. Improved transport linkages between the site and the local facilities at Combs Ford and the town centre.

2. Appropriate and agreed access to the area from both the Farriers Road and Poplar Hill.

3. The appropriate provision for new bus services, including a new Town Edge Bus Stop with Real Time Passenger Information.

4. Footpath and cycle improvements: the Combs Ford Meadow; and Combs to Poplar Hill Stowmarket scheme.

5. The need to address the capacity of the road system in the Combs Ford area to cope with any additional traffic arising from new development, which must be agreed with the appropriate bodies. This may require contributions to off-site road and transport improvements.

These will be required through the earliest phases of the development, as set out in the Infrastructure Delivery Programme.

SAAP Policy 6.24

Other site issues

Any future development must consider:

1. the possible need to divert or underground existing overhead electricity cables;

2. the Council's requirement for healthcare infrastructure and related funding.

SAAP Policy 6.25

Infrastructure Delivery Programme (IDP)

All development within this Plan area will be expected to contribute to the appropriate specific on-site and/or general requirements of the IDP (set out in Appendix A) as necessary.

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Map 6.7 Stowmarket South

Map 6.8 Illustrative layout for Farriers Road / Poplar Hill (extract from Stowmarket South – Land off Farriers Road and Poplar Hill Concept Statement (Pegasus Urban Design for Construct Reason and E W Durrant and Son, 2010) - see glossary for details).

7 Employment

Context

7.1 This section establishes the background to employment allocations in the Stowmarket area and provides a framework for the policies.

7.2 Following the revocation of the East of England Plan in January 2013 it is for the Council to define the approach to development in both the district and the town in its Local Plans.

7.3 Mid Suffolk District Council's Core Strategy (2008) Policy CS11 sets out the Council's proposals to provide a supply of good quality employment land and the additional jobs in industry and commerce. The policy allows for the incorporation of the findings of the Western Suffolk Employment Land Review (ELR). The outcome of this ELR is now available and those parts relevant to Stowmarket are summarised below.

7.4 Other employment issues considered in the Core Strategy include the rural economy, farm diversification and tourism. Core Strategy (2008) Policy CS2 specifically accepts the need for small scale employment sites in the countryside subject to operational justification and the satisfactory control of consequential impacts.

Economic background

7.5 Although Mid Suffolk generally has high levels of employment and low levels of deprivation, it is noted that the most deprived wards in Mid Suffolk are within Stowmarket. There is concern that current high levels of employment in the District may be reliant on out-commuting from the District to higher wage areas in Ipswich and Bury St Edmunds.

7.6 Stowmarket has a sound employment base of larger employers clustered along the Gipping Valley, founded on agricultural related industries, food processing, traditional manufacturing and goods distribution. These local industries have stood up well to global competition, which indicates that Stowmarket offers these industries some locational advantage and the District Council is committed to retaining this type of employment in the town. As elsewhere, employment in agriculture has declined, but this may reverse with increasing world food prices.

7.7 Stowmarket lies close to the A14 trunk road that links the Port of Felixstowe to Ipswich, Cambridge and the motorway network beyond. It is generally well located in relation to transport infrastructure and even more so since the revision of the A14 to eliminate the 'Haughley Bends' and create a new east/west junction (Junction 49) just north of Stowmarket. This provides potential for the inclusion of some employment within the proposed new development sites to the North and North West of the town without encouraging additional employment related traffic through the central town areas. While this potential for delivering jobs close to housing on the northern side of town is welcomed, it is recognised by the Highways Agency and Western Suffolk Employment Land Review (ELR) that sites on the other side of Stowmarket close to the junction of the A14 and A1120 (Junction 50) are better located for strategic employment allocations.

West Suffolk Employment Land Review

7.8 The Western Suffolk ELR was commissioned jointly by Mid Suffolk, St. Edmundsbury and Forest Heath District Councils in response to the East of England Plan (May 2008) and covers the period to 2026. The Western Suffolk ELR is the key background evidence document for employment policy although it should be noted that it covers the whole district rather than just Stowmarket, and only considers jobs in the 'B Use-Classes', which usually represent about half of all jobs in an area.

7.9 The Western Suffolk ELR notes the locational advantage in Mid Suffolk for agriculture/forestry, manufacturing, food processing and transport related industries. It then goes on to consider current trends, potential drivers of growth and the most likely growth sectors. While there is likely to be growth in the areas of the economy in which Mid Suffolk (and Stowmarket) excel, growth in job numbers in 'B' Use-Classes in Mid Suffolk is expected to be most closely linked to growth of the 'Haven Ports', particularly Felixstowe.

7.10 The Western Suffolk ELR sets out a base case ("business as usual") analysis and then projects future need for employment land across the district according to 2 growth scenarios for the port: 1) a lower level of growth requiring approximately 14.7ha of additional land; and 2) a higher level of growth requiring approximately 57.5ha of additional land. These projected employment land requirements are not targets, but indicative of the market pressures for employment land to which the Council should respond through annual monitoring and the allocation of land to meet future port-related growth.

7.11 This port related growth is most likely to be on sites adjacent to and readily accessible from the A14, which in Mid Suffolk means employment centres in the Ipswich Policy Area and at Stowmarket. The Western Suffolk ELR expects that in general sites closer to Felixstowe will be preferred over those more distant so that the full influence from the Port may not be apparent in Stowmarket until later in the plan period.

7.12 However the employment situation in the Ipswich Policy Area is complicated by pressures from the growth and aspirations of Ipswich as well as the permitted proposal for a very large leisure facility ('Snoasis') that has the potential to make nearby areas more attractive for higher value, (non-B8) employment uses. The Western Suffolk ELR proposes that the policy for the Ipswich Policy Area should be determined in discussion with Ipswich Borough Council and other interested parties.

7.13 Other major employment centres in Mid Suffolk at Needham Market, Woolpit, Mendlesham and Eye are seen as serving more local markets and do not compete to any significant extent with Stowmarket for the same business. Expansion at Stowmarket is therefore unlikely to prejudice future growth at these other locations in the district.

7.14 Chapter 7 of the Western Suffolk ELR contains the relevant recommendations together with the explanatory text. Those relevant to Mid Suffolk and Stowmarket include:

- R7 - ensure the delivery of employment land keeps pace with housing land;
- R16 - the existing employment allocations should be retained to provide sufficient land for growth (in the short term);

- R19 - the existing allocation site at Cedars Park is strategically well placed and should remain the main focus for employment growth in the town;
- R13/14 - Mid Suffolk should look to allocate more land at sites in Stowmarket and/or the Ipswich Fringe to meet future port-related growth;
- R11 - the council provides high quality mixed use business parks with a range of sizes and uses, to provide greater choice and higher grade units.

7.15 While the anticipated growth of the ports may require large parcels of land for warehousing and distribution along the A14 corridor it will also provide opportunities for additional jobs in many other sectors and Use Classes such as offices, financial and other services. Mid Suffolk is receptive to development proposals of all types in support of the growth of the Port of Felixstowe, providing they are strategically sound having duly considered alternative sites and premises inside and outside of Mid Suffolk and operationally justified having taken account of their impact on the objectives of the Stowmarket Area Action Plan.

7.16 The Suffolk Haven Gateway Employment Land Review (2009) covering Ipswich Borough, Babergh and Suffolk Coastal District Council areas has provided further useful information regarding the availability of the sites outside of Mid Suffolk and the influences likely to arise from the future growth of the port and from Ipswich.

7.17 The findings of the Western Suffolk and the Suffolk Haven Gateway ELRs are considered in more detail in the Employment Topic Paper.

Tourism and growth in other non-industrial employment

7.18 Jobs in non 'B' Classes, such as the retail, finance, media, information and tourism sectors, are likely to receive an additional boost from the regeneration of the town centre, which will make Stowmarket more attractive as a tourist destination and as a location for modern high quality employment sectors. The town's growing population will increase opportunities for jobs in health services, education and the leisure and recreation industries and the Council will support growth in employment in all sectors of the town's economy and all sizes of business.

7.19 The Core Strategy notes the relatively small contribution that tourism makes to the district economy compared to areas with a coastline or other holiday attraction. However, Stowmarket is better located than many areas of Mid Suffolk to increase employment levels in the tourism sector. The regeneration of the town centre, and the presence of the Museum of East Anglian Life (MEAL) will improve the town's attractiveness as a destination, while its readily accessible central location within Suffolk makes it a convenient base for trips to attractive countryside and other attractions in the county and beyond.

7.20 The Museum of East Anglian Life is considered to be the major tourism asset within the town. Consultation has indicated that this asset would be more effective as a focal tourist attraction if it had greater visibility and accessibility within the town. There is a specific policy for the MEAL below, (SAAP 7.4).

7.21 Stowmarket is currently lacking in the good quality, short-stay accommodation necessary for a tourist destination, both at the hotel and B&B ends of the spectrum. The Council will support appropriate extensions to existing short-stay facilities that will benefit the town's economy and will encourage and support the provision of new serviced accommodation near the town centre, particularly in sustainable locations close to rail and other public transport.

7.22 The high quality of the landscape and environment of Suffolk is a major tourist attraction and it is important that growth in tourism should not be detrimental to the environment, landscape or other tourism assets nor to the amenity of residents. Growth in tourism related development should protect and enhance the character of the town, the surrounding villages and the landscape, environment and biodiversity in a way that benefits both visitors and the local population.

7.23 The Core Strategy supports appropriate tourism related development in rural areas where it will benefit the rural economy. It is equally important for the sustainability of villages that they retain sources of local employment and that they are open to opportunities for new types of employment. Employment in rural areas will be targeted to the better serviced, more sustainable 'Key Service Centre' villages. However, Core Strategy policy permits businesses of an appropriate scale and size to be located in smaller villages and in the countryside where there is operational need and where this need cannot be met in more sustainable locations.

7.24 The Taylor Review on the Rural Economy and Affordable Housing (July 2008) forecasts that in rural areas 'home-working' will be of increased importance over time. Similarly the provision of 'live-work' units may benefit both the local economy and housing. A revitalised Stowmarket will contribute to the attractiveness of the wider area for both home-working and live-work units.

Employment Overview for Stowmarket

7.25 Stowmarket is identified as the major centre for growth in the District and it is important for sustainability and the reduction in out commuting that a better alignment of jobs and houses is provided in the town and particularly jobs in sectors that have a sound future. The long-term objective for the Stowmarket Area is to retain and support growth in existing employment sectors and to create opportunities for many new jobs in both the industrial and non-industrial sectors. The traditional approach to plan allocation has not resulted in the expected number of jobs and a more innovative solution which offers a range of sites that are geared to the delivery of attractive places to work will be provided.

7.26 Availability of sites for employment use will be considered against existing Development Plan Documents. This will include:

- The Council will ensure that a range of good quality sites and premises is made available for employment to meet the future needs of business in the Stowmarket Area through a variety of means, including:

- protection of existing business premises and employment sites from loss to other uses where this would be detrimental to the delivery of the objectives of the Stowmarket Area Action Plan or the regeneration of the town;

- allocation of existing employment sites where the Western Suffolk ELR shows that the site continues to meet the future needs of business;
- allocation of new sites to increase choice and achieve a better balance between housing and employment for each settlement;
- support the updating of existing sites where this facilitates the retention of an equivalent number of full-time jobs on site;
- support and encourage a mix of uses on vacant employment land where this mix of uses supports the regeneration of Stowmarket, the objectives of the Stowmarket Area Action Plan;
- retention of outstanding employment allocations promoted in the Mid Suffolk Local Plan will be kept under review;
- refusing permission for proposals for other types of development within or adjacent to existing areas with significant industrial / business uses, where the proposal would be likely to prejudice the continuation of these areas for industrial or commercial uses either in whole or in part.

SAAP Policy 7.1

Sustainable Employment Sites

The Council will encourage and support the sustainability of new and up-rated employment sites. Subject to meeting the requirements of other policies of the development plan, the Council will:

1. support the location of new employment sites on brownfield land in preference to greenfield land where this is practicable and viable;
2. support development in locations that balance good access (including by walking, cycling and public transport) with economic viability and operational efficiency;
3. support development in locations that allow adequate control of impacts on local transport, landscape, environment, biodiversity and residential and public amenity;
4. support and promote types of employment that are identified as having potential for growth locally;
5. require the provision of affordable starter and grow-on units for new and expanding businesses wherever practicable and viable;
6. require site layouts and building designs that are capable of adaptation to meet future needs;
7. require sustainable methods of construction and incorporation of renewable energy technology, with high standards in regard to energy consumption, lighting, water use and waste disposal;
8. require the provision of adequate bin space and recycling facilities.

SAAP Policy 7.2

Employment on Mixed Use Sites

Where a development proposal for housing requires a development brief, the development brief should consider what area of the site should be given over to employment uses if the proposal is to represent the 'best use of a development opportunity'.

SAAP Policy 7.3

Tourism

1). The Council will seek to increase the contribution of tourism to the local economy and the levels of employment within the industry where this is compatible with the other policies of the development plan and the objectives of the Stowmarket Area Action Plan.

2). The Council will support and promote development proposals that will increase the attractiveness of the area for tourism, such as those that:

i. protect and enhance the area's natural and historic assets, the character of the town and surrounding villages, the area's landscape, environment and biodiversity;
ii. improve accessibility and connectivity within and around the town for pedestrians and cyclists;
iii. extend existing and/or provide new short-stay accommodation, particularly in locations accessible to the town centre by pedestrians, cyclists or public transport.

3). Development proposals for tourism should be accessible and appropriate for use by the local community and should not be detrimental to the amenity of the local population.

SAAP Policy 7.4

Museum of East Anglian Life (MEAL)

1). Initiatives to increase the 'visibility' of MEAL within the town centre will be supported and encouraged, such as improved signage and linkages, and improving the view from Crowe Street towards Abbot's Hall. Where possible and practicable, the Council will seek to remove 'visible and physical barriers' between the museum and the rest of the town centre.

2). The improvement of the car parking and entrance arrangements to MEAL is a priority for the area. These should be incorporated as part of any redevelopment proposals to the Meadow Centre / Wilkes Way.

3). Improvements will be sought to enhance cycle and pedestrian access routes between the museum and town centre.

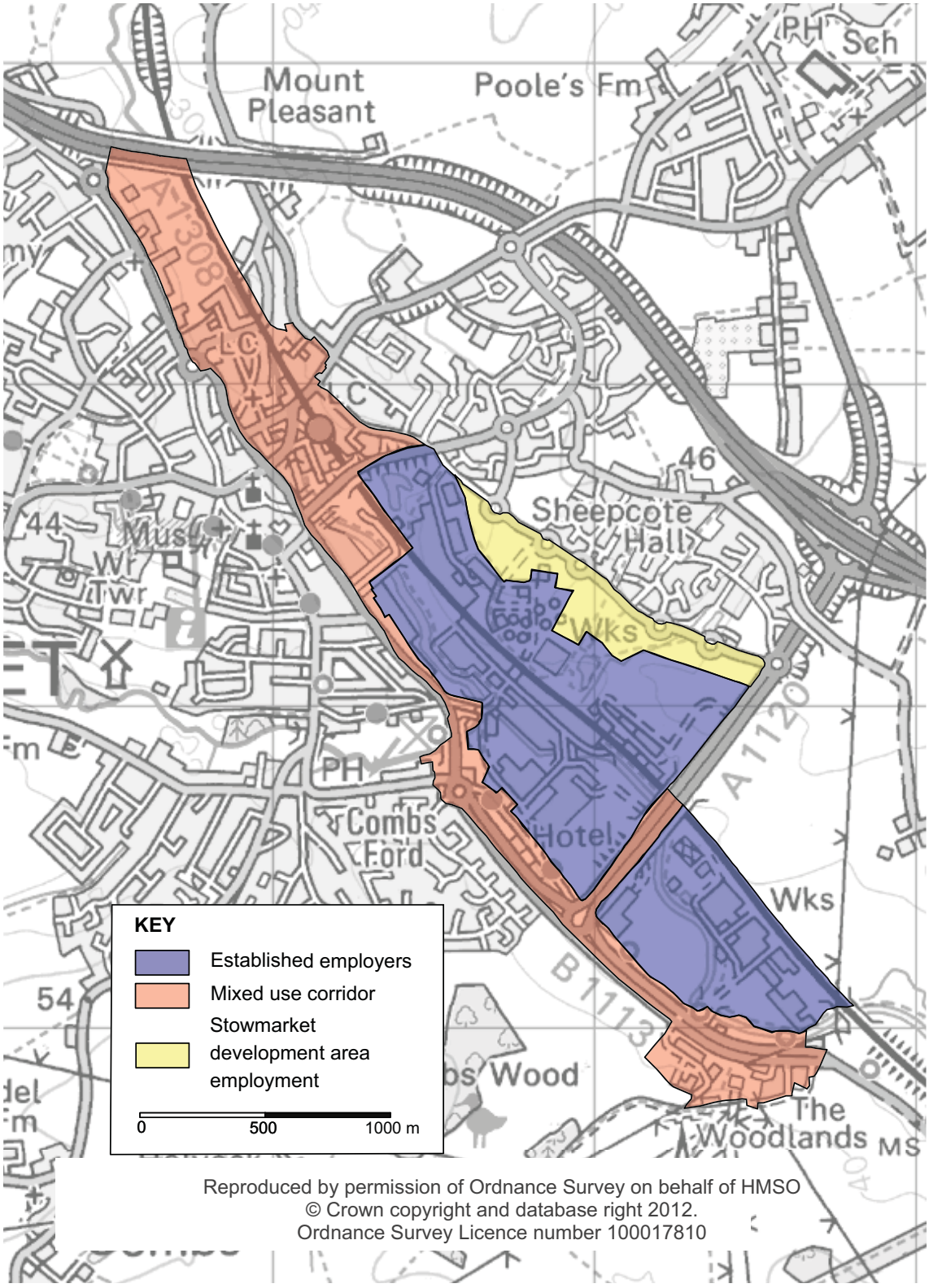
Industrial Commercial Corridor

Context

7.27 This section applies to the area identified as the 'Industrial Commercial Corridor', as set out in Map 7.1. This important area is made up of 3 sub-areas: 1) Area of significant established employers and industrial estates of the Gipping Valley; 2) Narrow mixed use corridor adjacent to the River Gipping Valley Floodplain; and 3) Allocated employment site at Cedars Park under the Stowmarket Development Area. This section identifies policies relevant to each of these sub-areas with a particular focus on employment policies.

7.28 Stowmarket is the largest town in Mid Suffolk with the largest retail centre, and consequently regeneration of the town centre has the potential for making a positive impact on both small businesses and jobs outside of the B Use-Classes such as in shops, financial services, food and drink establishments and hotels. Similarly, a growing population will increase the opportunities for jobs in health services, education and the leisure and recreation industries. This section will consider employment in all types and sizes of business and therefore goes beyond the scope of the Western Suffolk ELR, which only considers B Class employment and sites in excess of 2ha.

7.29 The Industrial Commercial Corridor includes important 'gateways' to the town, identified in the Stowmarket Environmental Assessment as locations that need to be enhanced so that the entrance to the town can be made more welcoming. This in turn will improve the vitality of the town, its attractiveness to visitors and tourists, and its desirability as a destination for the relocation of business. The Gipping Way and the Station Quarter are such areas within the Industrial Commercial Corridor, and policies in this section include consideration of their gateway role.



Map 7.1 Industrial and Commercial Corridor

Area of Significant Established Employers and industrial estates

7.30 Major employment uses in Stowmarket have been derived from an historic base of agriculturally related industries that expanded with the navigation of the River Gipping and the railway system. This attracted other industrial uses to locate along the floor of the river valley, and is identified on Map 7.1 as 'Established Employers'. These traditional

industries have evolved with changes in the agricultural production, food processing and distribution industries and more recently the pressures from the global economy. Many are internationally significant employers, and make a major contribution to employment not only in the town, but also in the District and beyond.

7.31 The ever increasing need for efficiency has resulted in some of these employers relocating to a smaller footprint on the same site, which has released land for development. In this sub-area the Council will seek to:

- Protect large scale industrial / commercial types of employment from loss to other uses;
- Maintain a flexible approach to meet the needs of employers, facilitating their evolution within the national and regional aspirations and their competitiveness in the global economy;
- Ensure that any development of land released through company reorganisation makes the 'best use of the opportunity' created, in line with the policies and objectives of the Stowmarket Area Action Plan.

SAAP Policy 7.5

Established Employers and Industrial Estates

The Council will seek to protect employment uses within this area, identified on Map 7.1. Development proposals in this area for 'mixed-use' and 'non-B Class' uses will be permitted where they represent the best use of a development opportunity having regard to the requirements, policies, and objectives of the Stowmarket Area Action Plan and other policies in the development plan.

Narrow Mixed Use Corridor adjacent to the River Gipping Floodplain

7.32 The area identified on Map 7.1 as 'Mixed Use Corridor', stretches for almost 4 kilometres from Stowmarket Football Club in the north to the former TXU electricity site in the south. It lies either side of the Bury Road/Gipping Way/Needham Road corridor that connects the town to the A14 at either end. This area has a complex pattern of development, which is bounded in different places by various established uses such as large scale employment, the town centre, the railway and in other places by residential use, agriculture, and the River Gipping and its floodplain.

7.33 Almost every 'Use Class' is represented within this narrow corridor, however not every use is considered to be equally appropriate in every part of the area. The Stowmarket Masterplan and the Environmental Assessment have helped to establish the different objectives and priorities in different parts of the corridor, so that they may make an important contribution to the vitality of the town, the Station Quarter area and identified 'gateway' areas.

7.34 In broad terms the mixed use corridor can be considered in 3 parts:

1. The northern section adjacent to Bury Road has some residential, employment, institutional, amenity and leisure uses and retail of a type appropriate 'close to but not in' the town centre. In some areas it is compromised by the River Gipping floodplain.
2. The central section along the Gipping Way is close to the town centre and presents an opportunity to provide closer links between the town centre and the railway station while creating recreational opportunities alongside the River Gipping. It is also an important 'Gateway' to the town for rail passengers and those approaching via the Gipping Way.
3. The southern section adjacent to Needham Road and the B1113 has some residential uses, agriculture, and both large and small scale industrial uses. The open aspect of this area makes consideration of landscape impacts particularly important, irrespective of any 'gateway' role.

7.35 The Stowmarket Masterplan Phase 2 - Station Quarter Concept Statement (MSDC, 2009) identifies the key role that the 'Station Quarter' plays in the regeneration of the town and the potential for a mix of uses that will make the best use of this development opportunity (Chapter 5 - Allocation for Mixed Use Development - The Station Quarter).

7.36 Policies for this area will seek to ensure that best use is made of opportunities that arise, so that future development contributes to the town centre regeneration while remaining compatible with its neighbours.

SAAP Policy 7.6

Narrow Mixed Use Corridor

1). Development proposals in the area defined as the 'Station Quarter' will be determined according to the policies applicable to that area as identified in Chapter 5 and elsewhere in the document.

2). A development proposal for any other area within the mixed use corridor will be permitted if it:

i. takes account of existing town centre uses;
ii. is compatible with neighbouring land uses in terms of design, layout and operation;
iii. will advance pedestrian and cycling facilities within the plan area;
iv. will make a positive contribution to the objectives of the Stowmarket Area Action Plan; and
v. It is consistent with other policies of the development plan.

Allocations for Employment

Cedars Park

7.37 The employment site at Cedars Park (see Map 7.1 under 'Stowmarket Development Area Employment') was allocated in the Mid Suffolk Local Plan (1998) for B-class industrial / commercial uses to balance the increase in housing with additional jobs. There is a commitment through a planning permission for 1.7 hectares of trade counters and small units, which so far has not been implemented. The rest of the site is available for employment related development.

7.38 As an existing allocation, the Cedars Park employment site is within the scope of the Western Suffolk ELR, which identifies it as an attractive location for both office and industrial uses, having good strategic transport links and being close to existing employment clusters. The Western Suffolk ELR notes that this allocated site has a difficult topography that should be addressed to make it more attractive for development. Despite this qualification, recommendation R19 of the Western Suffolk ELR states that this allocated site should be the main focus for employment development in the Stowmarket area.

7.39 The lack of development on the Cedars Park site has allowed colonisation by a variety of rare and valuable species of flora and fauna including pyramid orchids, lizards and slow worms. In March 2010 the County Wildlife Site panel, having established that the site meets the necessary criteria, designated 3.1 hectares at the eastern end as a 'County Wildlife Site'. The location is indicated on the Proposals Map attached to this document.

7.40 This new constraint had not been identified at the time that the Western Suffolk ELR was produced and is not included in the considerations for the site. It is also noted that the Western Suffolk ELR does not include consideration of unallocated employment sites to avoid prejudicing the outcome of the Local Plans process.

7.41 The issues relating to realising the full potential at the Cedars Park employment site are set out in SAAP Policy 7.8 below.

SAAP Policy 7.7

Local Plan Employment Allocations

Existing employment allocations at Cedars Park, set out in the Mid Suffolk Local Plan (saved policy SDA 6) will be retained to allow for the employment market to return and the allocations to be taken up. The situation will be monitored and once the employment market has returned the future use of the Cedars Park employment allocations will be reviewed.

SAAP Policy 7.8

Cedars Park Employment Site

1. The Council will actively promote and encourage development in appropriate use classes on the allocated employment land at Cedars Park, where this is:

i. likely to meet the future needs of business in the district;
ii. consistent with other policies of the development plan; and
iii. where proposals will make a positive contribution to relevant objectives of the Stowmarket Area Action Plan.

2. Development proposals in this area will also be determined according to any other policies applicable to the defined area. The Cedars Park site should be reallocated for employment uses on a transitional basis (see SAAP Policy 7.7). As a key development opportunity future development proposals for the Cedars Park site will require a development brief that must address in particular:

i. its role as a 'cordon sanitaire' separating the sewage treatment works from the residential areas;
ii. the need to screen the employment use from nearby residents;
iii. the contribution to views in, out and across Stowmarket;
iv. the compatibility of proposed uses with the amenity of nearby residential use;
v. the need to incorporate high standards for sustainable development;
vi. the need to provide flexible design for employment spaces; and
vii. the retention and appropriate management of biodiversity, habitat and protected areas and species.

Stowmarket Business and Enterprise Park

7.42 This site came forward through various stages of consultation into a combined site capable of allocation and delivering primarily employment, but also a wider range of improvements for the town as governed by the Infrastructure Delivery Progamme, (see Chapter 11 and Appendix A). This proposed allocation is made in SAAP Policy 7.9.

7.43 Maps 7.2 and 7.3 show the location of the site on the east side of the A1120 (Mill Lane) between the A14 to the north and the railway line to the south, it extends west into open countryside to the limits of the various landowners interests. The total area is approximately 79 hectares, with about half of this (39.5 Hectares) for employment and the rest proposed for other non-employment uses such as public open space, screening and a 13 hectares wetland centre.

7.44 It is noted that the proposed entrance to this site lies directly opposite the access to the Cedars Park site, from the roundabout on the A1120 adjoining the Tesco store, and that it shares similar strategic advantages to the Cedars Park employment land for ease

of access to the A14 from Junction 50. Unlike the Cedars Park site, this proposal would require a break into open countryside and issues related to this have been included in SAAP Policies 7.9 - 7.14 below.

7.45 The Mill Lane site presents opportunities to deliver a wider range and number of employment opportunities than the Cedars Park allocation, more in keeping with the housing growth in the town. The site is better situated to relocate inappropriately sited local businesses (freeing up brownfield land for redevelopment) and the port related growth scenarios anticipated by the Western Suffolk ELR within the plan period.

7.46 In addition to its advantages for employment, the land occupies a strategic location abutting the Tesco roundabout which can offer the opportunity to provide a direct link from Creeting Road to the A1120 and then the A14. This will allow the closure of the current unsatisfactory Creeting Road access to the A1120 across a slip road of the A14. The Council believes that the site warrants allocation provided this is coupled to additional social, cultural and recreational benefits that are designed into a development brief and that the site is linked to the town's residential areas by the proposed new public transport system.

7.47 A development brief for future development of the site will require the provision of a Town Edge Bus Stop with 'Real Time Passenger Information' (RTPI) as part of a business community centre. Enhanced cycling and walking facilities through the site linked to Cedars Park and the emerging residential areas across the rest of the town will help to deliver the sustainable transport objectives of the Stowmarket Area Action Plan.

7.48 The site presents a wide variety of concerns both in its open countryside location and in the potential for impact on traffic flows, landscape, visual amenity, the residential amenity of near neighbours and noise and light pollution along the Gipping valley affecting the wider town. There have also been long-standing concerns expressed by the Town Council and others regarding the infrastructure provision for the town as a whole and for the adjacent Cedars Park residential development in particular. Any development opportunity on the east side of the A1120 should be designed to help to resolve these existing issues rather than add to the problems.

SAAP Policy 7.9

Allocation

The site alongside the A1120 shown as the 'Stowmarket Business and Enterprise Park' in Map 7.2 and 7.3, is allocated for employment use (expected to be predominantly port related as indicated below), and open space, leisure and recreation.

	Total Area in Hectares (Ha)	Total Employment Area (Ha)	Area of B1 Offices (Ha)	Area of Other Business Units (Ha)	Area of Warehouses (Ha)
Phase 1	58	29.0	2.0	6.0	21.0
Phase 2	21	10.5	2.0	4.5	4.0
Total	79	39.5	4.0	10.5	25.0

Table 7.1 Indicative Land Uses

Other uses including Sui Generis Use and those within Use Class D commonly found on business parks will be considered.

SAAP Policy 7.10

Development Briefs

A development brief will be produced before an application for planning permission is submitted. This development brief should follow the principles set out in paragraph 4.4 - 4.8 and take into account the Stowmarket Masterplan (where it is pertinent), the objectives and policies of the SAAP and other policies of the development plan.

SAAP Policy 7.11

Landscaping and setting

Development of this site must address the following:

1. The need for both formal and informal public open space, including formal playing pitches to the north of the site, and a designated ecological wetland area to the south-east of the site.
2. Public access to the countryside and to the Gipping Valley path in particular, and contributions to the River Gipping improvements.
3. Areas affected for flood risk must be of a use compatible with the NPPF Technical Guidance.
4. Landscape proposals must satisfactorily address:

    i. the 'urban gateway' role of the site;
    ii. limiting its visual intrusion into the open countryside, including a minimum of 40m of structural landscaping along the length of Cedars Link A1120 for each phase of development;
    iii. views in, out, and across the site;
    iv. the important 'edge of town' setting;
    v. potential light pollution issues;
    vi. the needs of the NPPF Technical Guidance; and
    vii. a designated wetland area to the south-east and provision of a planting scheme to the north-east of the site (phase 2).

SAAP Policy 7.12

Transport - buses / cycle / walking

1. The development of this site must include:

i. improvements to the local road system.

ii. appropriate and agreed access improvements to the site, including from the A1120 roundabout.

iii. the appropriate provision for new bus services. This must include a Town Edge Bus Stop with Real Time Passenger Information at the heart of the park, that links with existing residential areas, the town centre and places of employment and where possible the outlying villages in the plan area.

iv. access to the site for pedestrians, cyclists and by public transport links to the town centre, including cycle link improvements between Creeting Road and Mill Lane, and a link between Tescos (Cedars Park) to Mill Lane.

These will be required through the earliest phases of the development, as set out in the Infrastructure Delivery Programme.

SAAP Policy 7.13

Other site issues

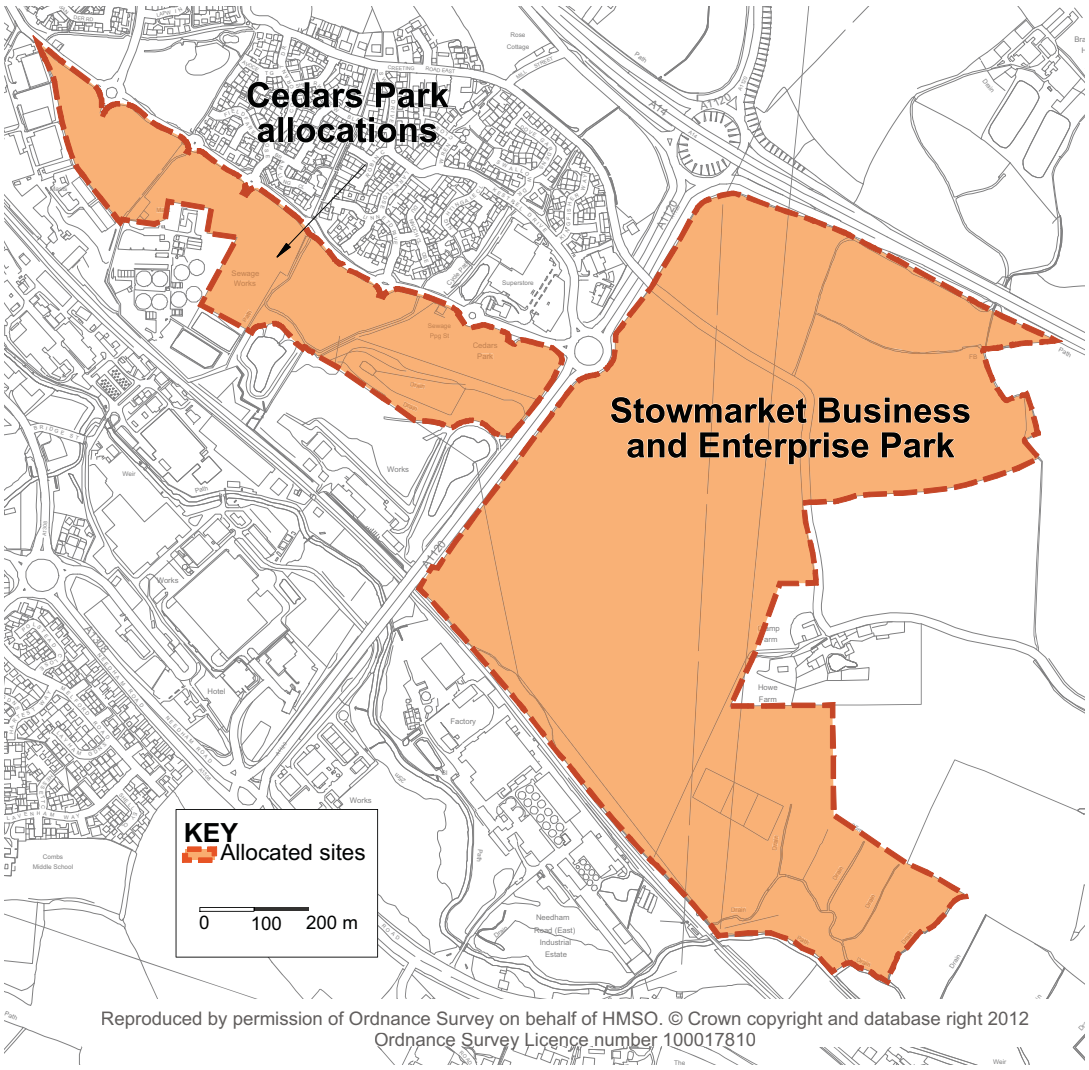
Any future development within this area must consider:

1. possible environmental mitigation measures required, including air quality, water quality and noise attenuation measures;
2. the possible need to divert or place underground the existing overhead electricity cables;
3. the Council's requirement to seek to secure support for Police and other social infrastructure for the future residents and employees of the area; and
4. Off-site road improvements including to the A14 (junction 50) phased in accordance with Highways Agency requirements.

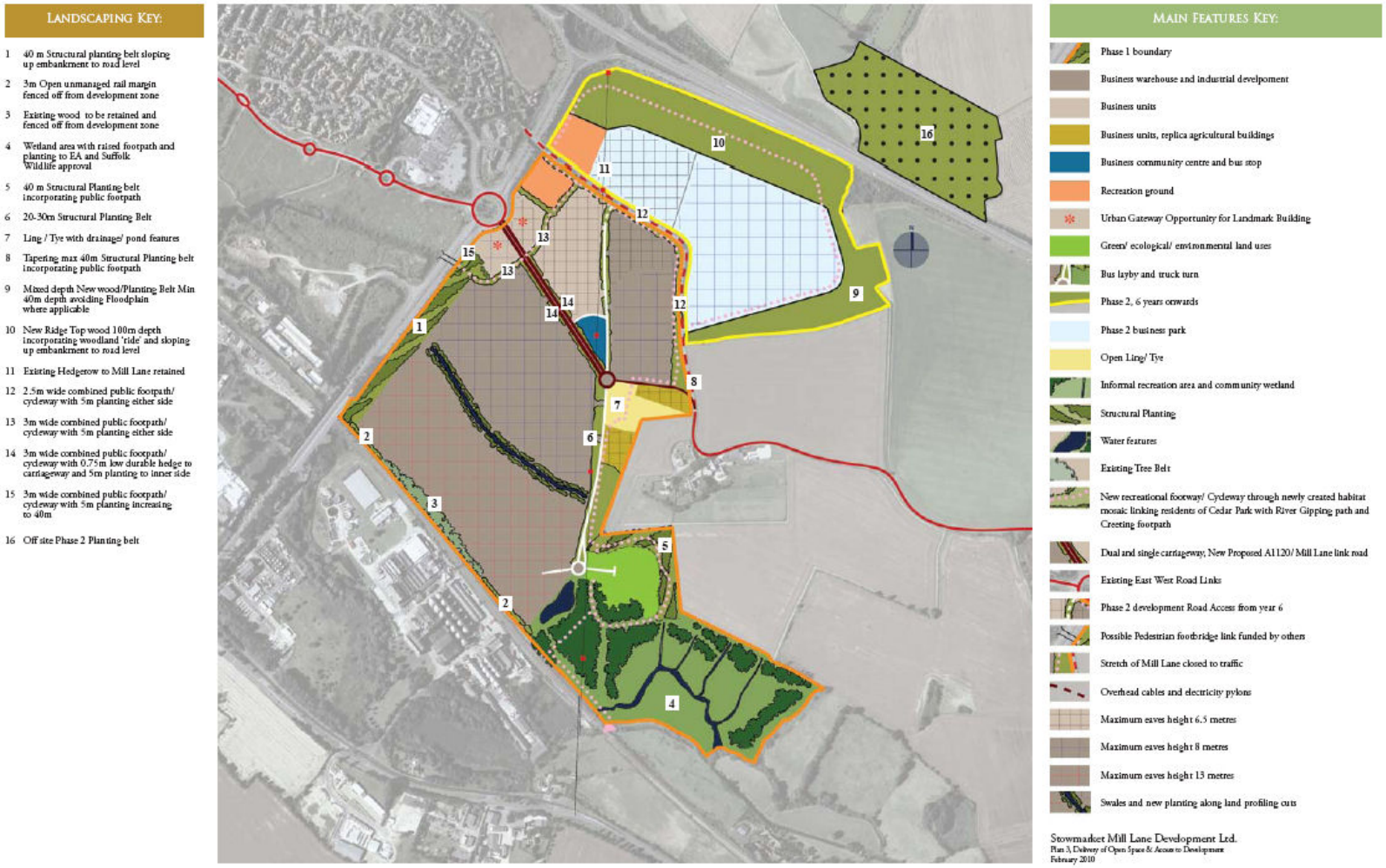
SAAP Policy 7.14

Infrastructure Delivery Programme (IDP)

All development within this area will be expected to contribute to the appropriate specific on-site and/or general requirements of the IDP (set out in Appendix A) as necessary.



Map 7.2 Stowmarket East



Map 7.3 Illustrative layout for land off Mill Lane (extract taken from Stowmarket East - Land off Mill Lane Concept Statement (Stowmarket Mill Lane Development Ltd, 2010) - see glossary for details).

Land to the North and North West of Stowmarket

7.49 As part of the Council's initiative to secure a broadened jobs base for the town and to create the opportunity for people to take advantage of public transport, cycling and walking links, the Council will promote the inclusion of 2.14 hectares of land for industrial / commercial activity in the major allocation around Chilton Leys (also see Chapter 6, "Allocations for Residential" in particular SAAP Policies 6.5 to 6.12 and maps 6.3 and 6.4).

8 Transport and Connectivity

Context

8.1 The Stern Review: The Economics of Climate Change (2006) found overwhelming scientific evidence that climate change is a serious global threat that demands an urgent response to reduce greenhouse gas emissions. The findings have influenced national planning and transport policies, to be implemented through Local Plans. However, Government guidance acknowledges that the car will continue to have an important part to play and for some journeys, particularly in rural areas, it will remain the only real option for travel.

8.2 The Government's Carbon Reduction Strategy for Transport (July 2009) anticipates that by 2022 emissions from new cars will be reduced dramatically and there will be greater take up of alternative fuels, including electric vehicles.

8.3 The Mid Suffolk Core Strategy accepted that action must be taken locally to adapt to climate change and to reduce the District's contribution to the problem. This will include coordinating policies for development and transport, to help reduce the need to travel and encourage alternatives to car use and so reduce the unwanted impacts of transport and traffic.

8.4 The Mid Suffolk Core Strategy also states that "the Council will help to reduce the need to travel, reduce journey distances and make it safer and easier for people to access jobs, shopping, leisure facilities and services by public transport, walking and cycling". Particular issues identified in the Core Strategy include rural accessibility and the capacity of the A14 road and rail corridor to cope with future development and the growing freight traffic between the port of Felixstowe and the Midlands.

8.5 Transport infrastructure will need to be improved to cater for the developments in housing, employment, shopping and leisure facilities envisaged in the Core Strategy. The Stowmarket Area Action Plan will help to reduce some of the need for travel by ensuring that new housing is close to work places, schools, shops and other services and by encouraging alternatives to car use.

8.6 Stowmarket is well served by road and rail transport, with the A14 trunk road and inter-city rail services on the London - Ipswich - Norwich line and cross country rail services to Cambridge and Peterborough.

8.7 Within the town the B1115 relief road and bridge links the Cedars Park development with the town centre and relieves traffic congestion at the level crossing. Improved pedestrian and cycle routes to serve schools, employment areas and shopping centres and to connect with the adjoining villages, such as Stowupland, Combs, Onehouse and Haughley, have been identified. There is a frequent bus service between Stowmarket, Needham Market and Ipswich, but improvements are needed to serve new housing areas and outlying villages.

Stowmarket's Transport Priorities

8.8 A Stowmarket Transport Strategy was produced in 2002 as part of the Suffolk Local Transport Plan, assessing the whole of the transport network for Stowmarket against the need for the B1115 relief road. The findings of the 2002 transport strategy have since been updated by further work and consultation for the Stowmarket Masterplan, and various studies of the A14 road corridor and rail links. The Stowmarket Area Action Plan has also taken account of the Regional Transport Strategy (East of England Plan, 2008), Suffolk Local Transport Plan, Mid Suffolk Transport Strategy (2006), Mid Suffolk Cycling Strategy (1999), Mid Suffolk Core Strategy (2008) and Stowmarket Masterplan (2008). A transport plan for Stowmarket is included in the Suffolk Local Transport Plan (LTP) 2011-2031.

8.9 It has emerged through consultation that sustainable transport is seen as the main priority for Stowmarket, rather than major road schemes, especially in the first five years of the plan period. There is support for improved pedestrian and cycling facilities and for better bus services within Stowmarket as well as direct links between villages and towns and a better bus/rail interchange. Transport linkages to the town centre are important to maintain and enhance the vitality and viability of the shopping area and other facilities. Further details can be found in the Stowmarket Transport Strategy 2010 which has been produced jointly by the County and District Councils, and in the Suffolk LTP 2011-2031.

8.10 The Stowmarket Masterplan has identified opportunities for transport improvements at the railway station, known as the 'Station Quarter'. This includes: an improved transport interchange (rail / bus / taxi); new and improved pedestrian and cycle links between the station and town centre; a new civic space in front of the listed station buildings; a multi-level station car park with wrap-around mixed use / hotel development; and secure cycle parking. Proposals for the Station Quarter are set out in Chapter 5 on Shopping and Town Centre. Improvements are also needed for bus passenger facilities in the town centre, such as shelters, seats and real-time passenger information (RTPI).

Delivering Transport Infrastructure

8.11 Deliverability is a key consideration and a number of costed transport schemes are set out in the Infrastructure Delivery Programme (IDP) with the Stowmarket Area Action Plan, (see Appendix A). With limited public funding for transport infrastructure, there will be a need for new development to contribute to the necessary transport improvements. Small-scale transport schemes are likely to be more deliverable, at least in the short term, under current difficult market conditions.

8.12 New development will need to contribute to provision of an overall network of improved cycle, pedestrian and public transport routes as proposed in the Area Action Plan and detailed in the Infrastructure Delivery Programme and shown on Maps 8.1 and 8.2. Individual sites at the outer edge of town will be expected to deliver "Town Edge Bus Stops" that will act as termini for a new bus system, until they are brought into further connections with the surrounding villages.

8.13 The Council will seek to ensure that new developments will have an acceptable impact on, and relationship to, existing transport infrastructure, and that suitable additional infrastructure is provided where necessary.

8.14 While it is not the role of the Plan or IDP to "pay for" the repair or making good of pre-existing problems in the transport network, the Council must attempt to create sufficient capacity in the local road network to allow the free flow of existing and future cross-town traffic.

SAAP Policy 8.1

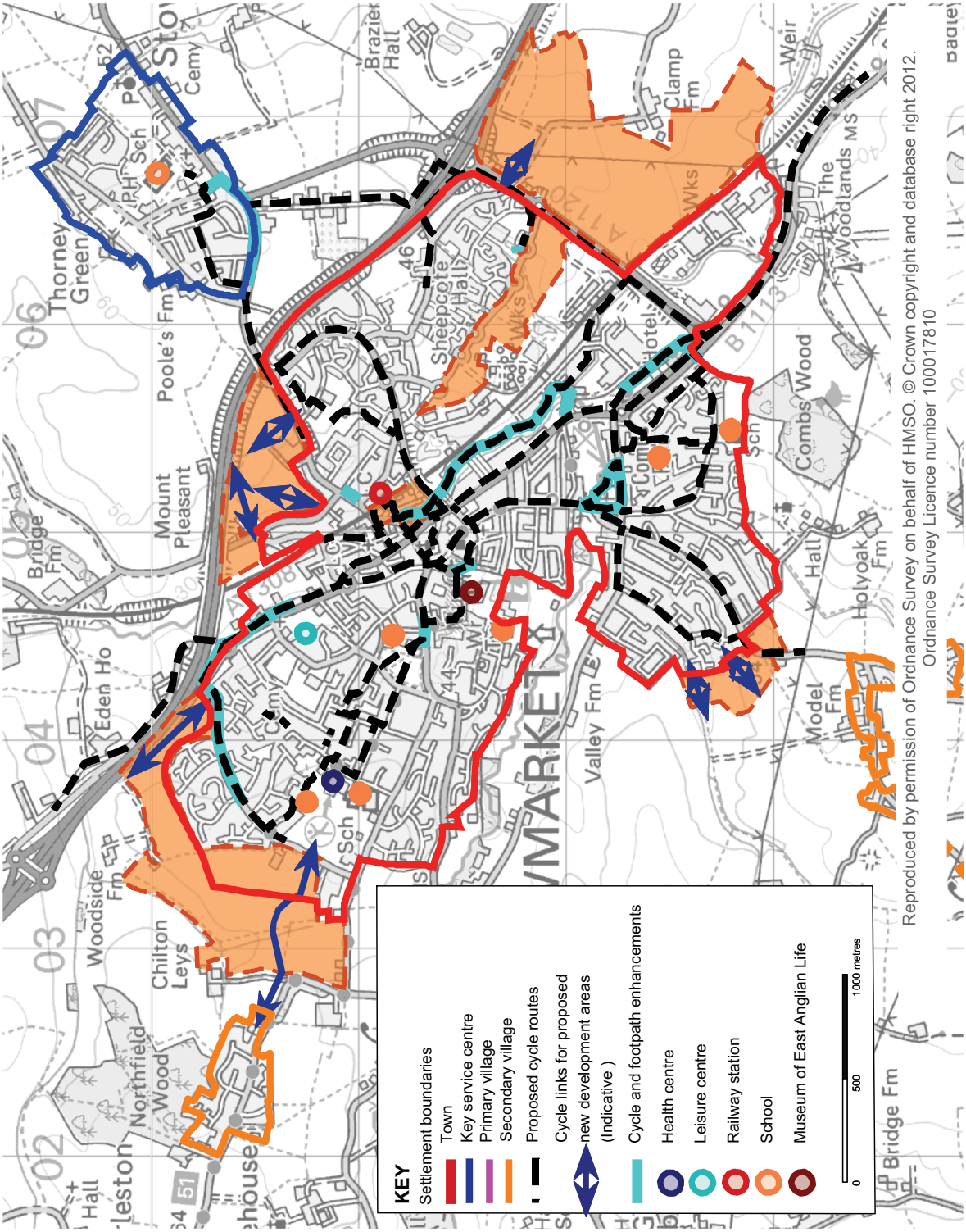
Developer Contributions to a Sustainable Transport Network

1). Development and transport within the Stowmarket Area Action Plan will be planned in order to reduce the need to travel and encourage the use of sustainable transport modes, in particular walking, cycling and public transport. New development will need to contribute to the provision of an overall network of transport infrastructure, including improved cycle, pedestrian and public transport routes as detailed in the Infrastructure Delivery Programme and shown on Maps 8.1 and 8.2.

2). Development proposals will be assessed in terms of impact on the road network, traffic capacity, highway safety, environmental impact of traffic generated, pedestrian and cycle accessibility and availability and access to public transport. The Council will require mitigating measures to be provided to the satisfaction of the highway authority where necessary.

3). Developers will either make direct provision of the necessary transport infrastructure relating to their site or will contribute to an overall fund for provision of identified transport improvements in the Stowmarket Area Action Plan area. A mixture of the two approaches may also be acceptable.

4). Contributions will be negotiated between the developer and the Council, taking account of viability of development at the time.



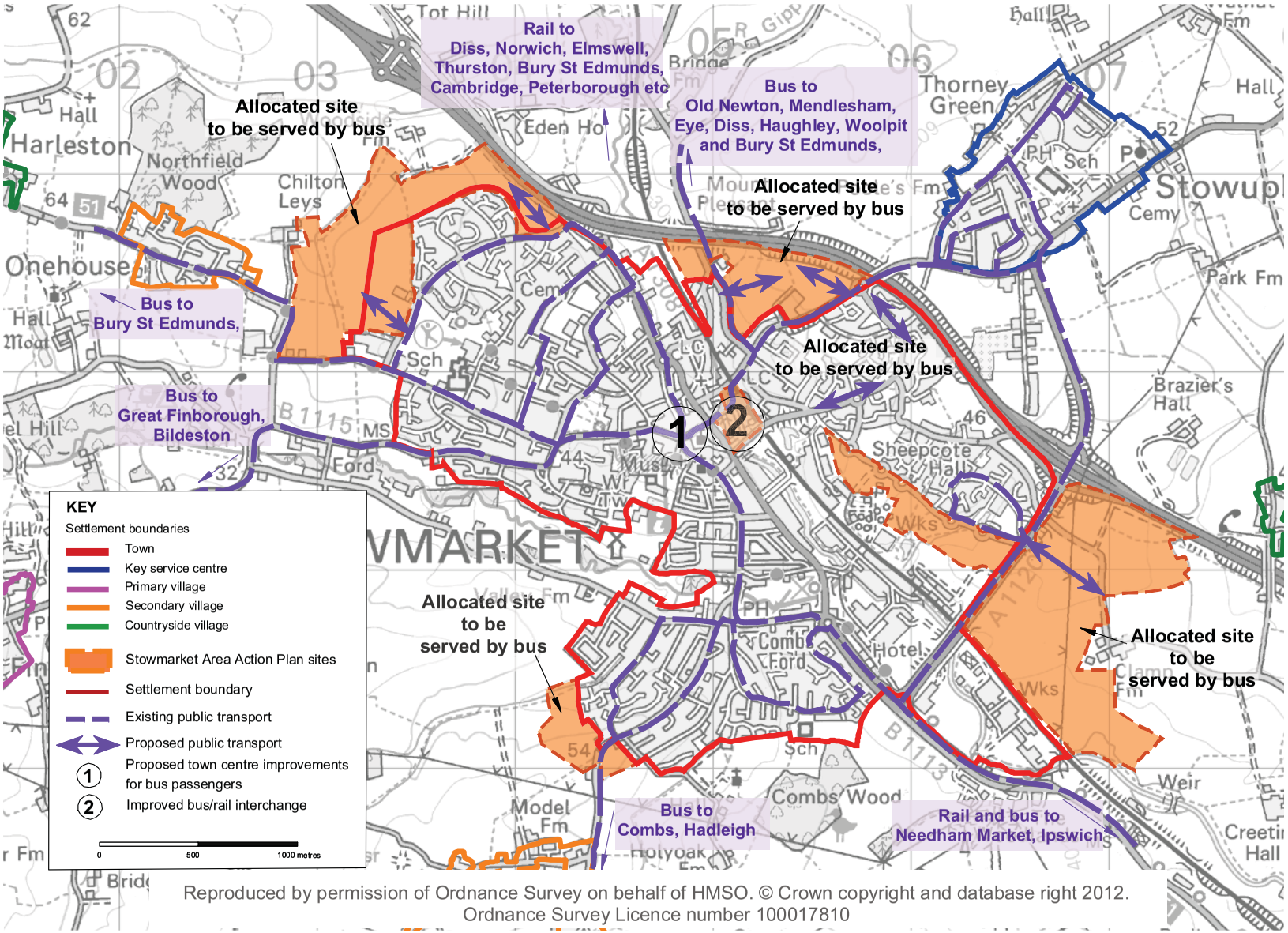
Map 8.1 Proposed Cycle Routes and Cycle and Footpath Route Improvements

Table 8.1 Stowmarket Cycle and Footpath Route Improvements (also see Map 8.1)

Suffolk County Council schemes included in Infrastructure Delivery Programme

1	Eastern (closed) end Needham Road	Cycle lanes both sides
2	Melford Road to A1308	Cycle track (3m wide) and Toucan crossing
3	Bridge Street and riverside path to rail station	2m most likely width available beside river
4	Pykes Meadow, Combs Ford	Convert footway to shared use along Needham Road and construct path across meadowlands
5	Camping Lands	Provide shared use path (3m) between Crowe Street and Kensington Road
6	Devon Road to Thorney Green Common, Stowupland	On-road signed route on Devon Road with off-road facilities to and across Common
7	Southern end Stowupland Road	Construct crossing point and widen footway. Convert to shared use
8	Bury Road south of roundabout	Continue shared use path towards town centre by widening footway
9	Improve crossing of Bury Road south of roundabout	Minor improvements
10	Provide shared use path along A1308 from Bury Road roundabout to Chilton Road	Widen footpath to 3m
11	Finborough Road - Iliffe Way to Recreation Ground	Narrow carriageway and widen footway to provide shared use path on south side and convert Pelican to Toucan crossing
12	Cedars Park, Tesco (MSDC amenity site)	Provide short link to existing crossing on adjacent road
13	Chilton Way	Widen footway and convert to shared use between Bury Road and Lowry Way

Table 8.1



Map 8.2 Public Transport Existing and Proposed

Transport Assessments and Travel Plans

Where a new development is likely to have significant transport implications, a Transport Assessment should be prepared and submitted by the developer with a planning application for the development. It will then be used to determine whether the impact of the development on transport is acceptable. The Transport Assessment should set out transport issues relating to a proposed development. It identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling, and public transport.

8.15 Workplace and school travel plans are intended to promote more sustainable transport choices for journeys to work or school, for example by walking, cycling, public transport, car sharing, pool cars or home working. Suffolk County Council is promoting travel planning for schools and major employers.

8.16 The District Council will encourage the use of Travel Plans to ensure that genuine travel choices are available to and from proposed major developments in Stowmarket. Conditions may be attached to planning permissions requiring occupiers to implement Travel Plans with agreed targets. Preparation of these plans will be required for all non-residential developments over the thresholds for Transport Assessments.

Links to the A14

8.17 The A14 trunk road is an important route for freight traffic between the port of Felixstowe and the Midlands. The Highways Agency recognises the need for growth in Suffolk, including the housing requirements for the Stowmarket area. The Agency wishes to manage the impact of new development on the A14 and its slip roads, for example by encouraging sustainable transport options within Stowmarket rather than generating local traffic movements or "junction hopping" around the town onto the A14, which could lead to congestion in the future.

8.18 Consultants AECOM, in conjunction with the Highways Agency, Suffolk County Council, and Mid Suffolk, have considered how new development can be brought forward in Stowmarket in accordance with the Core Strategy, in such a way as to avoid "junction hopping" on the A14 or excessive traffic through the town centre and Combs Ford areas. Combinations of sustainable transport measures and a possible new link road to connect the north west side of Stowmarket to the new A14 junction between Stowmarket and Haughley have been assessed. The consultants have also considered the potential for the internalisation of trips within the town and the opportunity to reduce the share of trips taken by car in the town. The general conclusion is that it is preferable to concentrate short to medium term investment on sustainable transport and monitor its effectiveness before deciding whether there is a case for investment in a new link road to the A14 in the longer-term. (Please also see SAAP policy 6.8 and para 6.62)

SAAP Policy 8.2

A14 Trunk Road

The Council will work with the Highways Agency and Suffolk County Council to coordinate future development and transport in the Stowmarket Area Action Plan area with the requirement to minimise the effect of the planned growth in Stowmarket and ensure efficient use of the A14 trunk road.

9 Natural Environment, Biodiversity and the Historic Environment

Natural Environment and Biodiversity

Context

9.1 Local Planning Authorities protect existing designated sites ranging from international to local sites through control of development. Over recent years there has been a growing recognition that conserving biodiversity extends beyond this network of designated sites. A range of wildlife and habitats are found throughout the countryside and urban areas of Mid Suffolk, which is essential to the maintenance of Mid Suffolk's biodiversity.

9.2 The protection of biodiversity assets must have a broader focus than rare habitats and species alone. The educational, health, economic and quality of life benefits that come from regular contact with nature needs to be recognised and planning for the natural environment should enable these benefits to be realised. Protecting and enhancing spaces of biodiversity value within the Stowmarket Area Action Plan Boundary is a key element of the Spatial Development Strategy.

9.3 Stowmarket's biodiversity continues to be threatened by inappropriate land management, habitat fragmentation and development pressures as well as climate change implications. Stowmarket needs to protect its biodiversity as part of the urban renewal process by enhancing existing assets and reinstating biodiversity that has previously been lost to development.

9.4 The Suffolk Biodiversity Action Plan (SBAP) identifies what steps need to be taken in order to protect threatened species and habitats. Developments within the Stowmarket area must demonstrate how they contribute to the SBAP targets, to ensure that development does not harm the existing biodiversity value of the area.

Natural connections

9.5 Ecological corridors link habitats together and provide routes or 'stepping stones' for the migration, dispersal, and genetic exchange of species in the wider environment. It is important that such corridors in Stowmarket are protected and enhanced in accordance with the NPPF (paragraph 114).

9.6 Key Biodiversity Areas have been identified on the Strategic Biodiversity Areas, Map 9.1, to assist in demonstrating the need for natural connections through Stowmarket. 'Key Biodiversity Areas' are areas with a historical biodiversity value, and include key woodlands, ponds and areas of grassland within Stowmarket. There may be other areas in Stowmarket not identified on the map that also have biodiversity value, so development proposals should be subject to an ecological survey to determine what impact they will have on protected species and habitats.

SAAP Policy 9.1

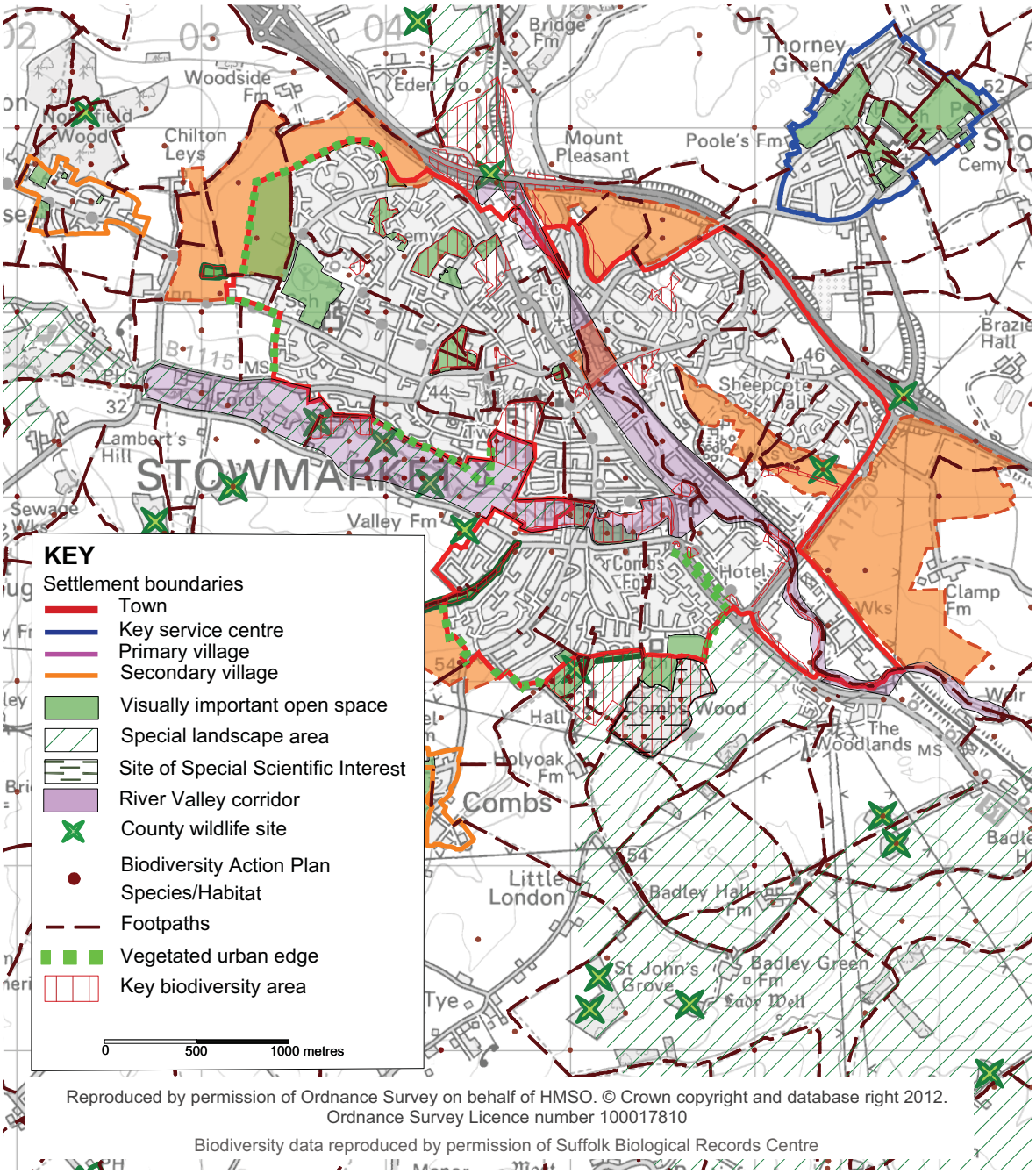
Biodiversity Measures

1). Protect, manage and enhance Stowmarket's biodiversity and geodiversity based on existing policies and Map 9.1.

2). Conversions of barns and timber framed buildings within the Stowmarket Area Action Plan boundary will be required to include mitigating measures, such as bat and owl boxes.

3). All development proposals must:

i. integrate development to help form, and where present repair and strengthen, ecological corridors;
ii. not cause fragmentation or isolation of habitats;
iii. provide ecological surveys to determine what impact the proposed development will have on the existing habitats and protected species in particular, and implement mitigation / compensation measures ahead of commencement of any development where possible. If mitigation is not possible, a precautionary approach will be adopted in most cases;
iv. demonstrate how they will contribute, in full, to the Suffolk Biodiversity Action Plan targets;
v. demonstrate how the integrating biodiversity recommendations (contained in biodiversity survey supporting documents) for Stowmarket Area Action Plan sites are addressed;
vi. retain mature trees, woodlands, linear natural features, species rich grassland, areas identified as 'Key Biodiversity Areas' (as displayed on the Strategic Biodiversity Areas map 9.1) and any other protected habitats;
vii. ensure linkages within and to the Town Centre are retained as well as links to the Countryside through combined footpaths and cycleways which will also assist in creating strong ecological networks;
viii. implement appropriate mitigation and compensation measures, such as the ongoing maintenance of enhanced sites, to ensure that there is no net loss in biodiversity in the Stowmarket area, such as the ongoing maintenance of enhanced sites;
ix. plant treebelts where the site borders open countryside;
x. provide advance landscape planting to ensure the visual impact of future development is mitigated.



Map 9.1 Strategic Biodiversity Areas

River Valleys

Context

9.7 Within the town the river valleys provide: varied habitats and species; sites with biodiversity and geodiversity conservation interests; and a sense of tranquility and natural space. The Strategic Area for the river valleys is set out in Map 9.1. The historical influence of the River Gipping for navigation has the potential to become a renewed feature by creating safe walking and cycling routes, whilst the quiet solitude of the River Rattlesden provides a wildlife haven. The two rivers were once key approach routes to the town, but

now the valleys provide important views in and out of the town, provide character, and act as key gateways to the town. The river valleys are strategic biodiversity corridors and form part of a continuous recreation and wildlife corridor linking habitats together.

SAAP Policy 9.2

River Valleys

1). The environment within the river valleys, including the landscape, water environment, and wildlife habitats will be conserved and enhanced. Where possible provision will be made for increased public access for walking, cycling and horse riding, and will include:

i. where practicable, widening of the eastern riverbank of the Gipping riverside walk to 5 metres so that there is sufficient space for a combined footpath and cycle way from Green's Meadow to Munton and Fisons;
ii. where practicable, incorporating permanent set-aside 5m strips beside both branches of River Gipping on farmland adjacent to Cardinals Road;
iii. seeking opportunities to upgrade the riverpath between Pickerel Bridge and Bridge Street to improve accessibility including disabled access;
iv. managing the River Gipping banks to encourage wildlife by increasing native tree and hedgerow planting where appropriate to support the ecological corridors.

2). Planning permission will not be granted where the proposed development or associated mitigation measures would have an unacceptable adverse impact on:

i. flooding and flood risk;
ii. quality of ground or surface water;
iii. biodiversity;
iv. public access.

3). Non-conforming uses will be deterred from the river valleys.

SAAP Policy 9.3

River Rattlesden

1). Within the valley of the River Rattlesden, development proposals must make appropriate provision to accommodate the flood plain, protect biodiversity, and water quality. Development should be of an appropriate scale and form to integrate with the riverside environment. The Council will expect:

- high quality design and enhancement to the public realm; and
- improved pedestrian and cycle access in areas where this will not prejudice biodiversity.

2). The existing Mid Suffolk Local Plan has identified the flood plain and the river valley of the River Rattlesden as Special Landscape Area from the Combs Ford Allotments westwards to Wash Lane and beyond. In this area an extension to the Museum of East Anglian Life was anticipated. Although a new approach to landscape character protection may be expected across the County of Suffolk, development should be prevented unless it relates to the needs of the Museum.

SAAP Policy 9.4

River Gipping

1). Development proposals adjoining the River Gipping must make appropriate provision to accommodate the flood plain, protect biodiversity and water quality, whilst satisfying the following requirements:

- a well designed frontage adjoining all streets, gateways and other public spaces;
- provision of a clear definition, but seamless character between public and private space through the location of doors and entrances, principal windows, shop fronts, balconies or other features and;
- unrestricted public access to the waterside through the provision of pedestrian and cycle links and enhancements to the public realm where this is compatible with protecting biodiversity; and
- designs for the public realm including public art and furniture that are consistent in style with the town centre helping to integrate the town to river valley and attracting visitors.

2). There are also aspirations to make the River Gipping navigable for leisure purposes including lock preservation. The Council would support these aspirations where they are practicable.

Historic Environment

Context

9.8 Stowmarket has a conservation area and contains a number of listed buildings. This presents both challenges and opportunities in bringing forward new development through intensification and redevelopment that respects the built heritage of the town and enhances the appearance and character of the area.

9.9 The District is characterised by a gently rolling plateau of boulder clay dissected by undulating river valleys, with a predominantly arable random field pattern and some pasture land located on the valley floors. The historical landscape types predominantly include boundary losses from random and long co-axial fields. It is common in Mid Suffolk to see woodlands dominated by Oak and Ash and field boundaries, and road sides lined with hedgerows and verges. This provides a haven for wildlife, thriving in all areas of the district and along with other features, like settlement patterns, ancient woodlands and field enclosures, gives a unique landscape character to the area.

9.10 Considerable evidence of Prehistoric and Roman settlements has been recovered during excavations in the environs of Stowmarket over the past two decades. The existing town has a likely origin in the 9th or 10th century as an important Saxon settlement and administrative centre situated on a vital communications corridor linking S.E. and N.W. Suffolk. Then known as Thorney, this royally-owned settlement had a market by 1086 and further developed as a town through the Middles Ages. In more modern times its growth as an industrial centre was aided by the opening of the turnpike road in 1711, the Gipping Navigation in 1793 and the railway in 1846. Considerable medieval sites are known throughout the town and extensive archaeological deposits are thought to exist beneath the current town.

9.11 There are two Conservation Areas relating to Stowmarket and its surrounding setting, namely Stowmarket (historic centre) and Badley Church Green (to the southeast) of the town. The more historic areas of towns tend to be highly valued as they can make a large contribution to the character of an area. Stowmarket's heritage is mainly evident in the heart of Stowmarket where there are 38 listed buildings within Stowmarket's Conservation Area. Stowmarket's Conservation Area appraisal was implemented in 1997. It is due to be reappraised in 2010 and will be used as an evidence document for the Stowmarket Area Action Plan, including a review of both locally important buildings and, if necessary, boundary adjustment. Detailed Development Control Policies relating to development in Conservation Areas, and the alteration / development of a Listed Building and / or effecting the setting of a Listed Building will be set out in other Development Plan Documents.

9.12 The townscape assessment undertaken within the Stowmarket Environmental Assessment (2008) divided the town into townscape character types and areas and includes the river valleys where they form part of the urban fabric. 'Townscape Character Types' are generic and may repeat across a town, and broadly contain similar building types and street patterns. In contrast, 'Townscape Character Areas' are geographically specific parts of the town, with their own individual character. Eight townscape character types and 21 townscape character areas have been identified for Stowmarket including: Historic Centres; Edwardian / Victorian Suburbs; 1920's/1950's housing; 1960's - 1990's suburbs. Town

character areas include: schools; institutions; public facilities; post 2000 development; valley floor and sides; mixed corridor development; and employment / industrial townscape types. The townscape analysis also identifies historic and modern Approach Routes and Gateways to the town that warrant a more careful approach to the design of development proposals.

SAAP Policy 9.5

Historic Environment

Development proposals should protect the historic landscape including natural and man-made landmarks and archeological features and safeguard our built heritage ensuring that the district's historic buildings are protected.

1). The Council will continue to protect its Listed Buildings and their settings, and Conservation Areas in accordance with Government guidance. Other categories of landscape or built features requiring protection may be designated by Supplementary Planning Documents. The Council will also take into account the historical dimension of the landscape as a whole rather than concentrating solely on selected areas, protecting the Districts most important components and encourage development that is consistent with maintaining its overall historic character.

2). The Council will ensure that all future development will:

i. enhance the attractiveness of Stowmarket's Conservation Area including protecting the character and appearance of all buildings of architectural or historic interest. Opportunities include improvements to buildings and spaces in Ipswich Street, Crowe Street, the Station Quarter and re-emphasising the towns historic associations with the river and navigation. In Ipswich Street in addition to the masterplan proposal the Council will retain historic and reinstate traditional shop fronts including improving the small historic shops on the north side of Ipswich Street, for instance numbers 5, 7, 29 and 31;

ii. protect the Historic Natural Environment including the Museum of East Anglian Life (See SAAP Policy 7.4) , the Historic Landscape including the Gipping Valley and Regionally Important Geological / Geodiversity Sites;

iii. protect the historic environment of Stowmarket and surrounding villages including archaeological sites, historic buildings and landscapes. Planning applications affecting historic environment assets will only be acceptable if accompanied by sufficient information as set out in the NPPF (Chapter 12).

10 Leisure, Recreation, Community Infrastructure and Green Open Spaces

Context

10.1 National and Regional guidance identifies culture and leisure as key to developing the economy and social fabric of our communities and lies at the heart of sustainable growth and regeneration. Like good quality housing, these facilities can provide gains for our personal well being for the benefits they bring to our mental and physical health.

10.2 Leisure, recreation, and community facilities are part of the Council's cultural agenda, which also includes heritage, libraries, conservation, design, community building, visual and performing arts.

10.3 Buildings and facilities for formal recreational functions, such as the sports centre, cinema, Museum of East Anglian Life (MEAL), church and village halls, parks, playgrounds, allotments and sports pitches will often require substantial resources to build, manage and maintain them. Planning policies are required to control location, use and impacts on transport, environment, landscape and the amenity of adjacent properties.

10.4 The need and demand for these facilities will continue to be identified through the Council's monitoring systems, Parish Profiles, and other evidence gathering exercises. Once 'need' is established the Council will work with local communities and their representatives to search for sites, opportunities for funding, and the means of implementation, including the means of providing for the long-term management and maintenance costs that are essential to sustainable solutions.

10.5 The recent growth of Stowmarket is causing concern for the capacity of existing facilities of all kinds and the need to deliver increased capacity and improved quality in accessible locations. In the absence of significant external funding it will be important to provide adequate, improved facilities alongside new development in the plan area. Future development briefs will include consideration of these needs, and developer contributions will be sought for this purpose as identified in the Infrastructure Delivery Programme in Chapter 11 and Appendix A.

10.6 As well as this structured approach, leisure, recreation and community infrastructure opportunities may arise from the use or adaptation of spaces for a wider variety of leisure and recreation purposes than those originally intended, such as the 'after-hours' use of schools for a wide range of activities. Similarly, community hubs such as pubs, shops, post offices provide opportunities for social interaction that enhances community cohesion and vitality.

10.7 The value of access to green open spaces is recognised by Natural England and the Council will follow the recommended guidelines for 'Accessible Natural Greenspace Model' (ANGSt), which seek to ensure that every home is within a specified distance of accessible green spaces of various sizes. Sustainable access to these open spaces is dependant on the provision of a network of footpaths and cycleways.

10.8 The public realm network of streets, footpaths, bridle paths, and cycleways that link the town centre to residential areas, green open spaces, woodlands and the countryside beyond provides convenient, low-cost opportunities for leisure, recreation and social mixing. This network provides opportunities for improved health and well-being and also creates links between elements of the wider green infrastructure making a significant contribution to biodiversity in and around the town.

10.9 In Stowmarket where there are few suitable buildings for large scale events, this network of the public realm is an invaluable resource for leisure and recreation and for community-building events. Where feasible, the Council will expect the design of development that impinges on the public realm to contribute to the provision of sufficient flexible space for these activities to take place.

10.10 Planning policy for the delivery of infrastructure for leisure, recreation and community opportunities in the network of the public realm will seek to:

- protect and enhance the existing resource where this is appropriate and feasible;
- ensure that sufficient flexible space for these opportunities is designed into (re)development proposals from the outset;
- promote integrated design of the public realm that increases sustainability through, respecting the natural environment, retaining local character, increasing accessibility, integrating areas visually, making possible the multiple use of spaces and encouraging their use;
- support activities such as public art that are potentially attractive to tourists with all the associated economic benefits.

10.11 Developer contributions towards spaces for leisure and recreation will be sought from relevant development as set out in Chapter 11 'Implementation and Monitoring', and Appendix A.

SAAP Policy 10.1

Protection and Enhancement of Cultural Facilities

1). The Council will monitor the provision of cultural facilities throughout the area covered by the Stowmarket Area Action Plan and seek to achieve a zero net loss of the quantity, quality and range of cultural facilities by a variety of means.

Cultural facilities include:

- leisure, recreation and sports facilities;
- arts and entertainment and museum facilities;
- village halls and other community venues;
- open space for amenity, recreation, sport, play areas and allotments;
- streets, footpaths, bridleways and picnic areas;
- visually important open spaces (VIOS).

2). Where there is need and demand for the existing cultural facilities, the Council will protect these facilities from loss to other uses. Where this is not practicable the Council will require replacement facilities to be provided that will be able to meet deficiencies in the current and anticipated future need.

3). Where existing facilities will not be able to meet current or anticipated future need in terms of quantity, quality or range of provision, the Council will seek to meet this need through:

i. supporting the enhancement of existing facilities; and/or

ii. supporting the provision of new facilities;

iii. seeking developer contributions towards spaces for leisure and recreation from relevant development, as set out in Chapter 11 and Appendix A.

4). New facilities should be sited in the most sustainable location having regard to such considerations as meeting the identified need, accessibility by a variety of means, deliverability, long term viability, implications for provision elsewhere and impacts on the neighbouring area, residential amenity, the environment, landscape and biodiversity.

SAAP Policy 10.2

Provision of Accessible Natural Green Space

The Council will follow the recommendations of the Natural England guidelines for 'Accessible Natural Greenspace Model' (ANGSt) and seek to ensure that every home is within 300 metres of at least one accessible green space of 2 hectares area and within the distances outlined below for green spaces of each stated size:

Distance	Area of Green Space
300m	- 2 ha
2km	- 20 ha
5km	- 100 ha
10km	- 500 ha

SAAP Policy 10.3

Improving the Quality of Open Spaces

1). The Council will support, and where appropriate require, development to increase the provision, accessibility, connectivity, and quality of the open spaces of the built and natural environment where this is appropriate to the location and consistent with the objectives of the Stowmarket Area Action Plan and other policies of the development plan.

2). In particular the Council will seek to provide:

i. improvements to the network of green open spaces and the footpaths, cycle routes, bridleways and that link the town centre to the surrounding countryside.

ii. improvements to the public realm that provides for a variety of cultural uses. These uses may include for example leisure, recreation, community activities, economic activity, public art or any other uses, or mixture of uses.

3). Provision may be sought through a variety of means such as development briefs, design and layout of development proposals, planning conditions and planning obligations.

11 Implementation and Monitoring

Context to the Infrastructure Delivery Programme

11.1 The policies and proposals of the Stowmarket Area Action Plan (SAAP) must be underpinned by sound delivery mechanisms. The Council has therefore set down its expectations, priorities and timetable for the delivery of key infrastructure in the Infrastructure Delivery Programme (IDP), which is set out in detail in Appendix A. The IDP shows how the effective implementation of the plan's main objectives can be achieved and sets out the expected times of delivery to ensure that infrastructure delivery keeps pace with the introduction of new homes, residents and businesses to the town. The IDP also stipulates particular requirements that contribute to making development more sustainable.

11.2 In supporting this work, Suffolk's public service providers have worked together to produce the Section 106 Developers Guide to Infrastructure Contributions in Suffolk (2012) which informs landowners, developers and members of the public with information on the type and scale of contributions, and other obligations, which the authorities may seek for defined types and scales of development.

11.3 The IDP provides the opportunity for a number of agencies to work in partnership to deliver shared goals. Partner Agencies have been informed about the progress and production of the IDP and provided input. The IDP (set out in Appendix A) represents the current understanding of the main proposals identified by those agencies through previous consultation. However, as new priorities are identified the IDP may need to be adjusted and therefore must be seen as a 'living document' that is capable of changing to meet the Council's responsibilities for joint working.

Partner Agencies

11.4 Include:

- Suffolk Local Enterprise Partnership
- Haven Gateway Partnership
- Suffolk County Council
- Stowmarket Town Council
- Parish Councils
- Suffolk Constabulary
- Fire Services
- Network Rail and Transport Operators
- Sport England
- Other Governmental Organisations

- Primary Care Trust
- Heritage Lottery Fund
- Existing businesses and business organisations
- Landowners and potential developers and Investors
- Local resident organisations

Delivery Mechanisms

11.5 The Council has already begun to develop relationships and work with several of these partners for the provision of allocated site concept statements and an Infrastructure Delivery Programme to ensure delivery of the Stowmarket Area Action Plan.

11.6 The Council will expect to maximise the benefits from development through on-site provision and financial contributions to meet the emerging communities' needs. Where new development adds to the demand on existing services, IDP funding may be used to enhance those services to prevent any harmful effect on the quality of life for those who live, work or shop in the town. The Council will monitor progress against the targets set for delivery in the IDP to establish whether its aims for climate change, social and community improvements and sustainable development are being achieved. A review of the progress of the IDP will be made annually as described in the monitoring section of this chapter.

11.7 To ensure that the infrastructure required in relation to development proposals is delivered through the planning process, the Council will apply relevant conditions to planning permissions and developers will make direct delivery of infrastructure or enter into agreements for contributions towards the objectives of the Stowmarket Area Action Plan, as set out in SAAP Policy 11.1 below. The Council will also implement any mechanism of infrastructure delivery that may become available in the future, such as the Community Infrastructure Levy, and the costings set out in SAAP Policy 11.1 below and the tables of Appendix A will be relevant.

11.8 The Council will continue to support and encourage discussions and negotiations with key stakeholders in developing and delivering the objectives of the Stowmarket Area Action Plan and will seek to work in partnership wherever possible. However, where the regeneration of Stowmarket and/or the delivery of the objectives of the Area Action Plan are significantly compromised and consideration of alternative courses of action have proved unsuccessful, the Council will seek to use Compulsory Purchase Orders (CPOs) to bring forward any identified sites.

SAAP Policy 11.1

Developer Contributions to Infrastructure Delivery

1). All developments* within the Stowmarket Area Action Plan will be required to provide for the supporting infrastructure they necessitate. The Infrastructure Delivery Programme, as set out in this Implementation and Monitoring chapter and Appendix A provides a list of the infrastructure likely to be needed to support the delivery of the Area Action Plan. The specific schemes to which any given development will contribute will be determined upon the receipt of planning applications, having regard to the anticipated impacts of the development and, where relevant, viability. The tests of relevance for planning obligations are set out in the National Planning Policy Framework (paragraph 204).

2). The infrastructure to be delivered through planning obligations will be agreed after market viability appraisals have been prepared. Developers will be required to underwrite the cost of market viability appraisals and enter into agreements to cover the cost of compliance monitoring throughout the lifetime of the obligation. Where viability is a proven issue, the respective infrastructure providers will work together to ensure that any development still delivers the critical infrastructure at the appropriate time. Development phasing and claw back mechanisms are two available tools.

3). In advance of a Community Infrastructure Levy (CIL), developers within the AAP area should demonstrate that the relevant infrastructure that is needed to support and service their proposed development(s) (an indicative list is set out in the IDP table in Appendix A), have either been incorporated into proposed schemes or is provided through other appropriate means. In line with Core Strategy Policy CS6 developers will need to demonstrate, to the satisfaction of the Local Planning Authority, that adequate capacity either exists or that provision will be made to meet the necessary infrastructure requirements within an appropriate timescale. On adoption of a CIL, developers will be required to pay the CIL, though flexibility remains to use Section 106 agreements as well, where it is appropriate to do so.

* "All developments" excludes the third sector, such as charities, and householder extensions. This policy is specifically aimed at those developments that will be deriving a benefit and economic gain from developing within the Stowmarket area, and that will use and take advantage of local infrastructure, and should therefore be contributing towards this cost.

Infrastructure Delivery Programme (IDP):

11.9 The principle for the approach that Local Development Documents, subsequent to the Core Strategy, contain IDPs was established through the examination process for the Core Strategy and is anticipated in Policy CS6 of that document. The needs of a particular development are set out in a detailed delivery programme of works to ensure these requirements are carried out at an appropriate time to ensure sound land use planning principles are observed. The IDP for the Stowmarket Area Action Plan will include:

- Transport Initiatives - priorities for public transport, cycling / bus-rail interchange / footways;
- Town Centre enhancement package;
- Strategic Landscaping - 'advance' and on site planting schemes including new community woodland;
- Recreation - open space for formal and informal play, sporting and cultural facilities;
- Other needs that accord with the site specific requirements set out in site allocation Proposals and future development briefs;
- Healthcare – developers will be expected to contribute towards the provision of healthcare infrastructure and funding in accordance with the requirements set out in the Infrastructure Delivery Programme.

DEVELOPMENT SITE	POLICY Nos.	TIMEFRAME IN YEARS Short-term = 0-5 Medium-term = 5-10 Long-term = 10-15	POTENTIAL FUNDING SOURCES	LEADERSHIP & KEY STAKEHOLDERS
Stowmarket North and North-West - development around Chilton Leys	6.9 - 6.18	0-15 years	Private Sector / possible education, highways, sport funding	Land owners / MSDC / SCC / HA
Stowmarket North - The Ashes	6.19 - 6.25	0-5 years	Private Sector	Land owners / MSDC
Stowmarket South - Land off Farriers Road and Poplar Hill	6.26 - 6.31	5-10 years	Private Sector / possible HCA funding	Land owners / MSDC / SCC
Stowmarket East - Stowmarket Business & Enterprise Park	7.9 - 7.14	0-14 years	Private Sector	Land owners / MSDC
Cedars Park Employment Site	7.8	0-3 years	Private Sector	Land owners
Station Quarter	5.6 - 5.8	0-10 years	Private Sector / Network Rail	Land owners / Network Rail / MSDC / SCC
Ipswich Street	5.3	0-5 years	Private Sector / MSDC	Land owners / MSDC

Table 11.1 Potential Phasing of Allocated Sites and the Town Centre

Monitoring Framework

11.10 Monitoring progress will be undertaken in two categories: (i) monitoring the application of policies and proposals; and (ii) monitoring implementation on allocated sites and areas (IDP).

11.11 A key component of the monitoring process is the Authority's Monitoring Reports (AMR), which is prepared annually based on the period 1 April to 31 March. The AMR is required to assess the implementation of the Local Development Scheme (LDS) and the extent to which policies in the Local Plans are being successfully implemented. The AMR will therefore be extended to assess performance of the delivery mechanisms set out in the Infrastructure Delivery Programme. The AMR provides the flexible mechanism to update components of the Local Plans and the IDP to reflect changing circumstances.

11.12 The detail for monitoring the Stowmarket Area Action Plan will be set out in the first AMR after adoption of the SAAP.

Strategic Monitoring Objectives

1. To protect, encourage and promote an appropriate mix of land uses to support the vitality of the day and night time economy of the town centre.
2. To protect, encourage and promote an appropriate mix of land uses for the edge of the town centre, which are complementary to town centre uses and contribute to the vitality of the town centre.
3. To protect and enhance Stowmarket's two main river valleys, the Rivers Rattlesden and Gipping, by maintaining and enhancing their biodiversity, landscape, and accessibility to the public.
4. To achieve a successful and appropriate mix of residential, employment and leisure uses that are complementary and contribute towards the success of the town.
5. To provide a transport system worthy of a "green" town in the 21st Century that will improve accessibility and connectivity by a variety of means into and out of the town centre, and between Stowmarket and it's surrounding villages.
6. To protect, manage and where possible enhance Stowmarket's natural and built environment and ensure its continued contribution to the town's heritage, culture, environment and economy.
7. To ensure the success of existing employment areas and to propose new sites to maintain a balance between new homes and work opportunities.

12 Appendix A - Infrastructure Delivery Programme

The Infrastructure Delivery Programme

12.1 The Infrastructure Delivery Programme or 'IDP' is a package of proposals that will contribute to the quality of life and the fundamental well being of existing and future residents of Stowmarket and its surrounding area. It itemises and rationalises the need for certain larger items of planned expenditure and proposes a timetable for their delivery.

12.2 This timetable will become the basis for monitoring progress toward the delivery of the tasks set by the programme.

12.3 Completion of tasks will be anticipated within periods of development to ensure the aims of the plan are achieved in a timely fashion. The periods indicated will be:

- **First Period - year 1 to 5 from 1st April 2012 to 2017**
- **Second Period - year 5 to 10 from 1st April 2017 to 2022**
- **Third Period - year 10 onwards from 1st April 2022**

12.4 The information provided in the IDP is correct as at July 2012. This information will be index linked and will be updated annually.

TASK	PRICE £	WHEN REQUIRED
Stowmarket Area Action Plan - Transport Plan		
Bus Provisions	3,200,000	
Cycle Enhancement and walking	1,223,500	
Urban Traffic Management Control (UTMC)	300,000	
	4,723,500	First Period

Table 12.1

Ancillary Improvements (Specified)		
Violet Hill Road package (Health Centre related)	100,000	First period
Village connections – cycling and electric hook up	150,000	Ongoing
Green Infrastructure		
Access to the countryside incl. PROW	600,000	200,000 each period
River Gipping footpath enhancement	750,000	250,000 each period
Pickerel Project	500,000	Second period
	2,100,000	

Table 12.2

Other GI and environmental improvement provisions		
Informal Play Provision	1,460,000	c500,000 each period
Advanced Structural Planting schemes - General Support	50,000	Early first period
Advanced Planting Mill Lane Enterprise Park	50,000	Early first period
Combs edge community woodland (Land and trees)	40,000	Mid first period
Poplar Hill Extension (trees only)	6,000	Late first period
Paupers Graves (trees only)	6,000	Late first period
Allotments provision - land acquisition	50,000	Mid second period
Dog Waste and Waste bins	35,000	Ongoing
Town green enhancements	40,000	Mid second period
	1,737,000	

Table 12.3

Sports Formal		
Football	695,000	
Stowmarket - general need x 2 senior		Mid second period
Stowupland x 1 senior		Mid second period
Junior and mini	335,000	Mid second period
Cricket		
Stowmarket - general need 2 pitches	635,000*	Mid first period
(*sum to include ancillary facilities)		Late first period
Rugby		
Senior pitches x 2 (in conjunction with existing club)	230,000	Mid first period
Additional changing facilities	235,000	Mid first period
Sports general		
Floodlit synthetic turf pitch (to include Hockey) x 1	825,000	Late second period
Multi Use Games Area (MUGA) with floodlights x2	230,000	Second Period
Six Lane athletics track	1,090,000	Late second period
Floodlit tennis courts x2	160,000	Late second period
Bowling green improvements	110,000	Late second period

Sports Centre(existing) refurbishment	5,000,000	Second Period
	9,545,000	

Table 12.4

Art and cultural facilities		
Regal Cinema	1,300,000	Mid first period
Community Centres x2	1,088,000	Mid second Period
Library Service Improvements	500,000	Third Period
Art and streetscape enhancement to match fund (yrs 1-4)	250,000	Early first period
Art and streetscape enhancement to match fund (yrs 5-8)	150,000	Second period
Art in development (including benches)	70,000	Ongoing from first period
Improved Arts provision - including Corn Exchange Arts Centre	500,000	Early third period
Elderly persons facilities (including Combs Centre)	200,000	Mid first period
Play and youth facilities	755,000	
Ditto - Reprovision during plan period	755,000	
	5,568,000	

Table 12.5

Special Residential and other provisions		
Specialist Housing - Very Sheltered Housing - Revenue and funding	500,000	Mid second period
Specialist housing - "Move-on" housing scheme	500,000	Mid second period
Policing facility, Chilton Fields development	250,000	Mid second period
	1,250,000	

Table 12.6

Other Infrastructure		
Stowhealth Centre improvement package	860,000	Ongoing from mid first period
Street Market infrastructure	60,000	Early first period
Additional CCTV coverage	60,000	Late first period

Green Infrastructure match funding incl.	600,000	Mid second period
River Rat / Gipping confluence		
Countryside access zones, Chilton leys		
Haughley picnic area		
River Gipping Country Park		
Household waste recycling site	450,000	Mid second period
A14 connection to junction 49(a) Stowmarket West, (see SAAP Policy 6.8)	1,000,000	To be agreed - mid first period
	3,030,000	

Table 12.7

Total (excluding education)	**27,953,500**	

Table 12.8

Education and Other infrastructure

12.5 Education contributions are included on the basis of existing arrangements being maintained until the Schools Organisation Review (SOR) can be completed for Stowmarket. Apart from the new school to accompany the Chilton Fields development, prices shown relate to the maximum figure anticipated as necessary for the levels of development envisaged. The established multiplier will be used in the usual way expected by current arrangements until the Schools Organisation Review findings are known. Money collected during the intervening period will be audited for possible offset against future contributions to prevent double accounting issues.

Education		
Chilton Leys Primary School site and build cost	7,000,000	Mid second period
Nursery school places (dependant on growth)	858,000	Ongoing from first period
Primary school places (dependant on growth up to)	930,000	Ongoing from first period
Middle school places (dependant on growth up to)	3,200,000	Ongoing from first period
Upper school places (dependant on growth up to)	2,900,000	Ongoing from first period
Sixth form school places (dependant on growth up to)	500,000	Ongoing from first period

Table 12.9

Other Infrastructure for ongoing consideration		
Relocation of Police Station	1,200,000	Mid to third period

Table 12.10

12.6 Other Infrastructure requirements will continue to be the subject of ongoing consideration with partner agencies and stake holders. These include the possible relocation of Police and Fire services, improved civic centre facilities for Stowmarket and the need for a crematorium. As these proposals are costed and agreed they will be introduced into the IDP through the review process.

13 Appendix B - Mid Suffolk Local Plan policies superseded by the Stowmarket Area Action Plan

Superseded Policies

13.1 The policies contained in the Stowmarket Area Action Plan apply only to the area identified in extent of the Stowmarket Area Action Plan Boundary (Map 4.1). As the policies in this document are detailed and specific to Stowmarket they have no relevance beyond the plan area, where existing saved Local Plan policies and Core Strategy policies will apply. The polices that are superseded are set out in Table B.1 below.

Table B.1: Mid Suffolk Local Plan Policies superseded by the Stowmarket Area Action Plan

Local Plan Ref	Policy Subject	Stowmarket Area Action Plan Ref	Policy Title
Proposal 12	Non-food retail warehousing at Prentice Road	SAAP Policy 5.6 - 5.8	Station Quarter
Proposal 14	Environmental Enhancements along the River Gipping (Pickerel Bridge and Bridge Street)	SAAP Policy 9.2 SAAP Policy 9.4	River Valleys River Gipping

Table 13.1

14 Appendix C - List of Stowmarket Area Action Plan policies

LIST OF POLICIES

POLICY No.	POLICY TITLE
4.1	PRESUMPTION IN FAVOUR OF SUSTAINABLE DEVELOPMENT
4.2	PROVIDING A LANDSCAPE SETTING FOR STOWMARKET
5.1	GENERAL RETAIL POLICIES FOR ALL OF THE STOWMARKET AREA ACTION PLAN
5.2	PRINCIPAL SHOPPING AREA (PRIMARY AND SECONDARY SHOPPING FRONTAGES)
5.3	IPSWICH STREET
5.4	COMPLEMENTARY USES
5.5	RETAIL IN THE SURROUNDING VILLAGES AND LOCAL SHOPPING CENTRES
5.6 - 5.8	ALLOCATION FOR MIXED USE DEVELOPMENT - THE STATION QUARTER
6.1	HOUSING AND WASTE STORAGE
6.2	LAND ADJOINING PAUPERS GRAVES, UNION ROAD, STOWMARKET
6.3	LAND ADJOINING CHURCH MEADOWS, STOWMARKET
6.4	DEVELOPMENT IN THE VILLAGES
6.5 - 6.12	STOWMARKET NORTH AND NORTH-WEST - DEVELOPMENT AROUND CHILTON LEYS
6.13 - 6.19	STOWMARKET NORTH - THE ASHES
6.20 - 6.25	STOWMARKET SOUTH - LAND OFF FARRIERS ROAD / POPLAR HILL
7.1	SUSTAINABLE EMPLOYMENT SITES
7.2	EMPLOYMENT ON MIXED USE SITES
7.3	TOURISM
7.4	MUSEUM OF EAST ANGLIAN LIFE (MEAL)
7.5	ESTABLISHED EMPLOYERS AND INDUSTRIAL ESTATES
7.6	NARROW MIXED USE CORRIDOR
7.7	LOCAL PLAN EMPLOYMENT ALLOCATIONS

7.8	CEDARS PARK EMPLOYMENT SITE
7.9 - 7.14	STOWMARKET BUSINESS AND ENTERPRISE PARK
8.1	DEVELOPER CONTRIBUTIONS TO A SUSTAINABLE TRANSPORT NETWORK
8.2	A14 TRUNK ROAD
9.1	BIODIVERSITY MEASURES
9.2	RIVER VALLEYS
9.3	RIVER RATTLESDEN
9.4	RIVER GIPPING
9.5	HISTORIC ENVIRONMENT
10.1	PROTECTION AND ENHANCEMENT OF CULTURAL FACILITIES
10.2	PROVISION OF ACCESSIBLE NATURAL GREEN SPACE
10.3	IMPROVING THE QUALITY OF OPEN SPACES
11.1	DEVELOPER CONTRIBUTIONS TO INFRASTRUCTURE DELIVERY

Table 14.1

15 Appendix D - Background Evidence

15.1 This is the 'evidence base' that has been used to inform the Stowmarket Area Action Plan. It comprises planning or relevant documents that have either been produced by national or regional government, directly by Mid Suffolk District Council, or by other organisations or interested parties. It is not meant to be an exhaustive list. Many of these can be accessed through Mid Suffolk's website: www.midsuffolk.gov.uk

15.2 National:

- National Planning Policy Framework (2012)
- Building a Greener Future; policy statement - DCLG (July 2007)
- Healthy Weight, Healthy Life: Commissioning weight management services for children and young people – Department of Health (Nov 2008)

15.3 Regional / Local:

- East of England Plan - Government Office for the East of England (May 2008)
- Suffolk Population Projections
- The A14 Trunk Road (Haughley New Street to Stowmarket Improvement and Detrunking) Order – Highways Agency (April 2007)
- A14 Haughley New Street to Stowmarket Improvement Preferred Route – Highways Agency
- Suffolk Local Transport Plan 2006 – 2011
- Suffolk Local Transport Plan 2001– 2006 - Summary
- Suffolk Local Transport Plan 2011 - 2031
- Suffolk Cross-Boundary Gypsy and Traveller Accommodation Assessment (May 2007)
- Suffolk's Community Strategy (2004)
- Suffolk Structure Plan (2001)
- Suffolk's Environment:
    - Five-year Review (Dec 2002)
    - Monitoring Report for 2003/4 – summary
    - Monitoring report for 2004/5 – summary
    - Monitoring report for 2005/6 – summary
    - Towards Sustainable Development (2006)
- Employment land reviews – guidance manual. EEDA / EERA / GOEast (March 2008)
- East of England Biodiversity Mapping Project (2005)
- Regional Cultural Strategies: Living East, A Better Life (2006)
- Mid Suffolk District Council Adopted Core Strategy Development Plan Document (Sep 2008)
- Mid Suffolk District Council Statement of Community Involvement (July 2006)
- Mid Suffolk District Council Annual Monitoring Report (Dec 2006)
- Mid Suffolk District Council Annual Monitoring Report (Dec 2007)
- Mid Suffolk District Council Local Development Scheme (Covering the period 2006 to 2009) (April 2006)

- Mid Suffolk District Council Social Infrastructure Including Open Space, Sport and Recreation SPD (Oct 2006
- Mid Suffolk Local Plan (Sept 1998)

- Sustainability Appraisal Report Atkins (2010)
- Stowmarket Masterplan (June 2008)
- Stowmarket Environmental Assessment - Alison Farmer Associates (July 2008)
- Stowmarket Retail Study - Donaldsons LLP (May 2007)
- Stowmarket Retail Planning Strategy, Policy Position Statement (Jan 2008)
- Stowmarket Report – The Civic Trust (March 2002)
- Stowmarket Employment Sites Survey (2006)
- Stowmarket Local Transport Action Plan - SCC and MSDC (Nov 2002)
- Emerging Strategic Housing Market Assessment (2008)
- Pickerel Project, Beyond the Bridge - SCC
- Suffolk Design Guide - SCC (2003)
- Stowmarket 10 minute contour map
- Draft Stowmarket Capacity Study - Alison Farmer (Sept 2007)
- Topic Papers on Housing, Infrastructure and Employment
- Mid Suffolk Parish Profile (Sept 2007)
- Housing Land Availability Report (Sept 2007)
- Urban Housing Capacity Study and Appendix 1 (March 2006)
- Housing Needs Assessments (2003); (update 2005); (2007)
- Core Strategy Housing Policies Evidence Base Document (Oct 2007)
- Housing Market Information for Mid Suffolk LDF (Oct 2007)
- Affordable Housing Alteration to Local Plan (July 2006)
- Inspector's Report, Affordable Housing Policies Inquiry (June 2006)
- Mid Suffolk Retail Monitoring Report (2007)
- Strategic Flood Risk Assessment - Scott Wilson (March 2008)
- Mid Suffolk Employment Land Study (Nov 2006)
- Haven Gateway Employment Land Study (Dec 2005)
- Secured By Design
- Regeneration Strategy 2005 – 2009
- Infrastructure Capacity and Constraints Evidence Base (Oct 2007)
- Mid Suffolk Community Strategy (2004)
- Mid Suffolk Corporate Plan (2004 – 2009)
- Mid Suffolk Strategic Plan (2007)
- Mid Suffolk Cycling Strategy (1999)
- Mid Suffolk Transport Strategy (2006)
- Transport Evidence for Mid Suffolk Core Strategy, Faber Maunsell / HA (2008)
- Haven Gateway Ipswich A14 Corridor Study, Atkins (2007)
- Felixstowe Port Logistics Study, GHK (2008)
- Greater Anglia Route Utilisation Strategy, Network Rail (2007)
- Suffolk Rail Strategy, SCC (2007)
- SnOasis Position Statement
- MSDC Position Statement on Monitoring
- MSDC Statement on Employment Take-Up

- MSDC Position Statement on Climate Change
- MSDC Housing Topic Paper (2010)
- MSDC Employment Topic Paper (2010)
- MSDC Draft Employment Land Study (2010)
- Western Suffolk Employment Land Review (2009)
- Suffolk Haven Gateway Employment Land Review (2009)

16 Appendix E - Mid Suffolk District Council's Glossary of Terms

Accessibility: The ability of people to move around an area and reach places and facilities, including elderly and disabled people, those with young children and those encumbered with luggage or shopping.

Accessible Natural Greenspace Model (ANGST): Natural England's model used to identify levels of provision, distribution, and composition of accessible natural greenspace.

Affordable Housing: Housing accessible to households who cannot afford to rent or buy homes generally available on the open market. It includes social rented housing and intermediate housing. Intermediate housing is housing at prices or rents above those of social rent but below market prices or rents.

Amenity: A positive element or elements that contribute to the overall character or enjoyment of an area. For example, open land, trees, historic buildings and the inter-relationship between them, or less tangible factors such as tranquillity.

Area Action Plan (AAP): Used to provide a planning framework for areas of change and areas of conservation. Adopted Area Action Plans will become part of the Development Plan for Mid Suffolk.

Authority's Monitoring Reports (AMR): Part of the Local Plans process, the Authority's Monitoring Reports will assess the implementation of the Local Development Scheme and the extent to which policies Local Plans are being successfully implemented.

Biodiversity: Biodiversity encompasses the whole variety of life on Earth. It includes all species of plants and animals, but also their genetic variation, and the complex ecosystems of which they are part. It is not restricted to rare or threatened species but includes the whole of the natural world from the commonplace to the critically endangered.

Biodiversity Action Plan (BAP): A strategy prepared for a local area aimed at conserving and enhancing biological diversity.

Brownfield: See Previously Developed Land (PDL).

BREEAM: It is an Environmental Assessment Method (EAM) that is a voluntary measurement rating for green buildings. It was established in the UK by the British Research Establishment (BRE), hence, BREEAM.

'Building for Life': This is the national standard for well-designed homes and neighbourhoods. The 20 Building for Life criteria are used to evaluate the quality of schemes at both the pre-planning and post-construction phases.

Code for Sustainable Homes: This is an environmental impact rating system for housing in England, setting new standards for energy efficiency (above those in current building regulations) and sustainability, which are not mandatory under current building regulations but represent important developments towards limiting the environmental impact of housing.

Community Infrastructure Levy (CIL): The Government's preferred approach to a levy system, which will ensure that all development makes a contribution to general infrastructure requirements, such as highways, education, and social facilities.

Community Strategy: This sets out a local authorities aims for improving the social, environmental and economic well being of their area. Through the Community Strategy, authorities are expected to co-ordinate the actions of local public, private, voluntary and community sectors. Responsibility for producing Community Strategies may be passed to Local Strategic Partnerships, which include local authority representatives.

Comparison Goods: Goods that are required on an infrequent basis, such as clothes, footwear, furniture and electrical equipment.

Concept Statement: Concept statements are a clear expression of the kind of place that development should be creating, not in technical terms but in simple, everyday language that anyone can understand. The product of a meaningful debate between the community, developer and the local authority, they are a brief explanation of how development should contribute to the SAAP. Initial SAAP concept statements were available at the Planning for Stowmarket Day (June 2009) upon which they were reviewed and published on the Council's website in June 2010. SAAP concept statements have not been adopted by the Council but provide the background to development possibilities and considerations. The SAAP concept statements are available from www.midsuffolk.gov.uk

Concept Statements referred to in the SAAP are listed below:

- Stowmarket Masterplan Phase 1 (MSDC, 2008);
- Stowmarket Masterplan Phase 2 - Concept Statement Ashes Farm (MSDC, 2009). *Previously known as "Stowmarket Masterplan (Phase 2): Ashes Farm Development Brief" (May 2009).*
- Stowmarket Masterplan Phase 2 - Concept Statement Chilton Fields (MSDC, 2009). *Previously known as "Stowmarket Masterplan (Phase 2): Chilton Leys Farm Development Brief" (May 2009).*
- Stowmarket Masterplan Phase 2 - Concept Statement Station Quarter (MSDC, 2009). *Previously known as "Stowmarket Masterplan (Phase 2): Station Quarter Development brief".*
- Stowmarket North and North-West - Land at Chilton Leys Options A, Concept Statement (Taylor Wimpey, 2010). *Previously known as "Land at Chilton Leys, Stowmarket Development Brief" (March 2010).*
- Stowmarket North and North-West - Land at Chilton Leys Options B, Concept Statement (Taylor Wimpey, 2010). *Previously known as "Land at Chilton Leys, Stowmarket Development Brief" (March 2010).*
- Stowmarket North - Ashes Farm, Concept Statement (Peecock Short, 2010). *Previously known as "The Ashes - Development Brief" (March 2010)*.

- Stowmarket South - Land off Farriers Road and Poplar Hill, Concept Statement (Pegasus Urban Design for Construct Reason and E W Durrant and Son, 2010). *Previously known as "Stowmarket South Development Brief" (March 2010)*.

- Stowmarket North - Land off Mill Lane, Concept Statement (Stowmarket Mill Lane Development Ltd, 2010). *Previously known as "Stowmarket Mill Lane Development Brief" (March 2010).*

Conservation Area: An area of special architectural and/or historical interest, the character or appearance of which it is desirable to preserve or enhance. It is a recognition of the value of a group of buildings and their surroundings and the need to protect not just individual buildings but the character of the area as a whole.

Contaminated Land: Land that may have been polluted or harmed in some way making it unfit for safe development and usage unless cleaned.

Controlled Parking Zones: This is an area where on-street parking is controlled. Parking is only permitted is designated parking bays for certain periods of time, and the remained of the kerbside space can be controlled subject to restrictions. The main aim is to discourage commuter and long-stay parking by people from outside an area.

Convenience Goods: Retail stores selling everyday essential items, such as food and newspapers.

Cordon Sanitaire: Protected / buffer zone e.g. to keep residential areas away from nuisances such as noise, fumes, smells from industrial or commercial premises.

Core Strategy for Mid Suffolk: Part of Mid Suffolk's Development Plan, which sets out the vision and strategic spatial objectives for the development of the District. The Core Strategy was adopted on 4th September 2008 after it was found 'sound' by an independent Inspector appointed by the Secretary of State.

County Wildlife Site (CWS): CWS designation is non-statutory but is recognition of a site's high value for wildlife with many sites being of county and often regional or national importance for wildlife.

Countryside Villages: These are villages identified in Mid Suffolk's Core Strategy (2008) where only types of development specified in Policy CS2 may take place.

Cultural Facilities: These include building or structures where a wide range of culturally related activities can be held on one-off or a regular basis. These include: leisure, recreation and sports facilities; arts and entertainment and museum facilities; village halls and other community venues; open space for amenity, recreation, sport, play areas and allotments; streets, footpaths, bridleways and picnic areas; visually important open space.

Curtilage: The area of land surrounding a building that is within the property's boundaries.

Development Brief: The purpose of the development brief is to aid the coordinated delivery of infrastructure and provide a framework for the evaluation of future planning applications for all phases of development to ensure the overall vision and development objectives, and associated infrastructure requirements for the site, are delivered comprehensively. The format of development briefs is set out in paragraphs 4.4 - 4.8.

Development Plan: Includes adopted Local Plans and Neighbourhood Plans and is defined in section 38 of the Planning and Compulsory Purchase Act 2004.

East of England Plan: Was revoked in January 2013.

Employment Land: That which is in use for the following purposes – office, industrial and warehousing.

Employment Land Review (ELR): An assessment of the demand for and supply of land for employment purposes. The suitability of sites for employment development are assessed to safeguard the best sites in the face of competition from other higher value uses and help identify those which are no longer suitable for employment development which should be made available for other uses.

Energy Hierarchy: The Government's energy hierarchy, in order of preference, is: 1) Energy Conservation; 2) Energy Efficiency; 3) Renewable, Sustainable Energy Supplies; 4) Other Low Carbon Energy Supplies; and 5) Conventional Energy Supplies.

Environmental Impact Assessment (EIA): A process by which information about the environmental effects of a project is collected, whether by the developer or others, and taken into account by the local planning authority in determining planning applications. Project types which should be subjected to EIA, are listed in the Town and Country Planning (Environmental Impact Assessment) Regulations 1999.

Evidence Base: The information and data gathered by local authorities to justify the "soundness" of the policy approach set out in Local Plans, including physical, economic, and social characteristics of an area.

Examination in Public: An Inspector is appointed by the Secretary of State to test the 'soundness' of Local Plans through an Examination in Public.

Gateways: These refer to the important entrances to Stowmarket that have been identified through the Stowmarket Environmental Assessment (February 2008), which indicate an important change of character such as that between urban and countryside environment and may include historic or urban gateways.

Geodiversity: The variety of rocks, fossils, minerals, landforms and soils along with the natural processes that shape the landscape.

Greenfield: Land which has not been developed before. Applies to most sites outside built-up area boundaries but also includes residential gardens.

Green Gym: Provides people with a way to enhance their fitness and health while taking action to improve the outdoor environment.

Haven Gateway Partnership (HGP): Comprises the boroughs of Ipswich and Colchester and the districts of Tendring, east Babergh, the southern half of Suffolk Coastal and a small part of Mid Suffolk. The Haven Gateway area has recently been awarded Growth Point status, and over the coming years there will be a focus on employment, housing and sustainable growth linked to the ports, logistics and shipping and construction sectors.

Hectare: A unit of land area equivalent to 10,000 square metres or 0.01 of a square kilometre. One Hectare is approximately equal to 2.5 acres.

Heritage Asset: A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions because of its heritage interest. Heritage asset includes designated heritage assets and assets identified by the local planning authority (including local listing).

Home-working: Where people have the opportunity to work from home instead of a centralised office.

Home Zones: Residential areas where traffic calming measures are provided to reduce traffic speeds and improve safety for children, pedestrians, and cyclists.

Housing Needs Assessment: An assessment of the housing needs in the local area in particular in the need for affordable housing. This assessment plays a crucial role in underpinning the planning policies relating to affordable housing. In addition, the information on local needs is required to determine the location of such housing and guide new investment.

Illustrative Layout: An illustration displaying the proposed layout of development which may include: the development proposal boundary, proposed land uses, access, main vehicular routes, landscape planting, pedestrian and cycleways. (see also entry for 'Concept Statement')

Infrastructure: A collective term for services such as roads, electricity, sewerage, water, children's services, health facilities and recycling and refuse facilities.

Infrastructure Delivery Programme (IDP): A list of infrastructure requirements needed for a specific area, and the needs of a particular development are then set out in a detailed delivery programme of works to ensure these requirements are carried out to an appropriate timescale. The principle of this was established with the Planning Inspector at Mid Suffolk's Core Strategy Examination in Public. This should not be confused with the *Integrated Development Programme* which have been established through the Haven Gateway Partnership in order to allow the associated partners to plan and manage for growth and any subsequent funding across different areas in a co-ordinated approach.

Inset Maps: These are individual maps that show specific information from the Proposals Map (Appendix F) in a more clear and detailed manner.

Ipswich Policy Area (IPA): Ipswich Policy Area originated in the Suffolk County Structure Plan as a means of planning for possible future growth in and around Ipswich. It covers the Borough of Ipswich and parts of the surrounding Districts of Babergh, Mid Suffolk and Suffolk Coastal. This includes six parishes in Mid Suffolk: Akenham, Barham, Bramford, Claydon, Great Blakenham and Whitton. Ipswich Policy Area continues to be used in

regional and sub-regional planning as part of the Haven Gateway sub-region and officers and members meet regularly to coordinate development proposals and other strategic planning issues.

Issues and Options: Produced during the early production stage of the preparation of Local Plans and may be issued for consultation.

Key Biodiversity Areas: Locally identified areas of mature trees, woodlands, linear natural features and species rich grassland, which form natural connections for biodiversity.

Key Development Opportunities: These are sites or areas that have been identified through evidence at a strategic level that are key to the delivery of development that would be beneficial to Mid Suffolk and not solely to the Area Action Plan.

Key Service Centres: These places are identified as the main focus for growth outside Mid Suffolk's towns and often contain: a permanent food shop; school; surgery; post office; 5 days a week public transport; recreational facilities; and a hall/meeting place.

Land Bids: The term used by Mid Suffolk to describe sites submitted for possible future allocation. See Site Specific Allocations.

Landscape Character Assessment: A national method of assessment to identify different landscape areas which have a distinct character based on a recognisable pattern of elements, including combinations of geology, landform, soils, vegetation, land use and human settlement.

'Lifetime Homes, Lifetime Neighbourhoods': This is a national strategy with standards for housing in an ageing society from the Department for Communities and Local Government that will be made a mandatory part of the Code for Sustainable Homes to encourage progressively increased take-up in new build projects. These Lifetime Homes Standards will be mandatory for all public sector funded housing from 2011 and are supported and encouraged in the private sector.

Live-work: Accommodation that is specifically designed to enable both residential and business use, often with work accommodation on the ground floor and living accommodation above. This differs from ordinary home working in its nature, and particularly in the higher intensity of business use that may be involved.

Listed Building: A building of special architectural or historic interest as designated by English Heritage on behalf of the Department for Culture, Media and Sport.

Local Development Scheme (LDS): Sets out the programme (timetable) for preparing Local Development Documents. All authorities must submit a Scheme to the Secretary of State for approval within six months of commencement of the Act.

Local Distinctiveness: The particular positive features of a locality that contribute to its special character and sense of place. Distinguishes one local area from another.

Local Enterprise Partnership (LEP): A body, designated by the Secretary of State for Communities and Local Government, established for the purpose of creating or improving the conditions for economic growth in an area.

Local Nature Reserve (LNR): Wildlife or geological features that are of special interest locally.

Local Needs: Includes employment, amenity and community facilities, as well as small-scale infill housing and "rural exception" sites for affordable housing. Local needs may be identified through annual monitoring or in locally generated documents such as Parish Plans or Local Needs Surveys.

Local Plan: Mid Suffolk's Local Plan was adopted in 1998 and will be replaced by Mid Suffolk's Local Development Framework.

Local Plans (new style): The NPPF now uses the term 'local plans' to describe the plans for the future development of the local area, drawn up by the Local Planning Authority in consultation with the community. In law this is described as the development plan documents adopted under the Planning and Compulsory Purchase Act 2004. Current core strategies or other planning policies, which under the regulations would be considered to be development plan documents, form part of the Local Plan. The term includes old policies which have been saved under the 2004 Act.

Local Strategic Partnership (LSP): Partnerships of stakeholders who develop ways of involving local people in shaping the future of their neighbourhood in how services are provided. They are often single non-statutory, multi-agency bodies which aim to bring together locally the public, private, community and voluntary sectors.

Local Transport Plan (LTP): Strategy prepared by each local transport authority for the development of local, integrated transport, supported by a programme of transport improvements. It is used to bid to Government for funding transport improvements.

The "Luck Decision": This is a previous appeal decision dating from the 1980s. It stipulated that there should be no development on land between Union Road and Finborough Road on the west side of Stowmarket to prevent unacceptable congestion at the market square and Gipping Way junctions. This traffic situation will need to be kept under review.

'Manual for Streets': This is a document produced by the Department for Transport that aims to establish a common reference point for all those involved in the design of residential neighbourhoods and to give clear guidance on how to achieve well-designed streets and spaces that serve all members of the community in a range of ways.

Material Consideration: A matter that should be taken into account in deciding a planning application or on an appeal against a planning decision.

Masterplan: See Stowmarket Masterplan.

Mitigation Measures: These measures are required in relation to a planning application in order to make the development acceptable.

National Planning Policy Framework: The NPPF was published on 27 March 2012 and replaces Planning Policy Statements and Planning Policy Guidance as well as a number of ministerial circulars. It is a key part of the Government's reforms to make the planning system less complex and more accessible, to protect the environment and to promote sustainable growth.

Open Space: All open space of public value, including not just land but also areas of water (such as rivers, canals, lakes and reservoirs), which offer important opportunities for sport and recreation and can act as a visual amenity.

Parish Plans: A Parish Plan is a statement of how the local community sees itself developing over the next few years, often based on a Village Appraisal. They should reflect the views of all sections of the community, identify character and features which local people feel are important. Local problems, opportunities and priorities are identified and the residents explain how they want the community to develop. An Action Plan is usually prepared following this exercise. A number of parishes in the District have produced, or are producing Parish Plans/Action Plans.

Planning Obligation: A legally enforceable obligation entered into under Section 106 of the Town and Country Planning Act 1990 to mitigate the impacts of a development proposal.

Previously Developed Land (PDL): Land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure. This excludes: land that is or has been occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill purposes where provision for restoration has been made through development control procedures; land in built-up areas such as private residential gardens, parks, recreation grounds and allotments; and land that was previously-developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape in the process of time.

Primary Shopping Frontages: Shopping frontages include the main shopping streets of a town centre that will be mainly reserved for retail use (especially those uses in Class A1 of the Use Classes Order). For this purpose the 'frontage' is described as the whole front elevation of a building as at ground floor level, including any sides of the building that may go around a corner.

Primary Villages: These are villages considered capable of limited growth where local need has been established. These are villages that have basic local services, including a primary school and food shop.

Principal Shopping Area: A compact area designated within each town, where shops are expected to locate, allowing a more economic provision of supporting facilities like short stay car parking.

Proposals Map: An adopted proposals map illustrates on a base map (reproduced from, or based upon a map base to a registered scale) all the policies contained in Mid Suffolk's Development Plan. It must be revised as each new Local Plan is adopted, and it should always reflect the up-to-date planning strategy for the area. Proposals for changes to the

adopted proposals map are set out in Appendix F. The current Mid Suffolk Local Plan 1998 Proposals Map will be updated once the Stowmarket Area Action Plan has been adopted.

Public Art: Works of art in any media that have been planned and executed with the specific intention of being sited or staged in the public realm.

Real Time Passenger Information (RTPI): Electronic information displays at railway stations or bus stops to give current information about services, delays, and anticipated running times.

Regional Spatial Strategy (RSS): See East of England Plan.

The Regulations: These include the Town and Country Planning (Local Development) (England) Regulations 2004 and subsequent updates, and the Town and Country Planning (Local Planning) (England) Regulations 2012.

Regionally Important Geological / Geomorphological Sites (RIGS): RIGS are in the category of Local Sites (as defined by DEFRA), and resemble County Wildlife Sites in their status. (See 'Local Sites: Guidance on their Identification, Selection and Management' (DEFRA 2006).

Rural Diversification: A term relating to improving and sustaining the quality, range and occupational mix of employment in rural areas in order to provide wide and varied work opportunities for rural people, including those formerly or currently employed in agriculture and related sectors.

Rural Exception Site: Small sites used for affordable housing in perpetuity where sites would not normally be used for housing. Rural exception sites seek to address the needs of the local community by accommodating households who are either current residents or have an existing family or employment connection. Small numbers of market homes may be allowed at the local authority's discretion, for example where essential to enable the delivery of affordable units without grant funding.

Saved Policies or Plans: The majority of MSDC Local Plan policies have been saved and will continue to be used within development control until they are replaced by 'new style' Local Plans.

Scheduled Ancient Monument (SAM): A building or structure above or below ground whose preservation is of national importance, in a schedule compiled by the Secretary of State for Culture, Sports and Recreation.

Secondary Villages: These are villages that are unsuitable for growth, but capable of taking appropriate residential infill and development for local needs.

Secondary Shopping Frontages: Shopping frontages adjoining the Primary Shopping Frontages. Restrictions on use still apply, but these are much more flexible than those applied to Primary Shopping Frontages, such as non-retail uses wishing to locate within the town centre.

Section 106 Agreement: See Planning Obligation.

Sequential Approach: A planning principle that seeks to identify, allocate or develop certain types or locations of land before others. For example, brownfield sites before greenfield sites, or town centre retail sites before out-of-centre sites. In terms of employment a sequential approach would favour an employment use over mixed use and mixed use over non-employment uses.

Settlement Hierarchy: Settlements are categorised in a hierarchy, based on the services and facilities in the settlement. See Mid Suffolk's Core Strategy (2008) for further details.

Shopping Frontages: Refers to all of the sides of the building where a defined area is applicable, either the Primary or Secondary Shopping Frontage. This includes the main frontages for units that are contained within the middle of a parade of shops, and all of the exposed frontages for units that are on corner plots of parades of shops, or double-frontage units. Any gaps in the building line will also be covered by the defined frontage area in question, therefore any future building will also fall within this defined frontage.

Site Specific Allocations: Allocations of sites for specific or mixed uses or development to be contained in Local Plans. Policies will identify any specific requirements for individual proposals.

Sites of Special Scientific Interest (SSSI): Sites of Special Scientific Interest (SSSI) are the best examples of our natural heritage of wildlife habitats, geological features and landforms. An SSSI is an area that has been notified as being of special interest under the Wildlife and Countryside Act 1981.

Small-Scale Development: To meet local needs provision in 'Secondary' Villages.

SnOasis: A major recreational and indoor ski facility proposal, including hotel, residential main line rail station situated in Great Blakenham and has been subject of a 2006 Public Inquiry.

Special Landscape Area (SLA): Local areas of land specifically identified for its special landscape qualities that do not have national recognition but are still worthy of protection. These include river valleys, areas of heathland, historic parklands and gardens, and other areas of countryside where the topography and natural vegetation produce an area of special landscape quality.

Stakeholders: Groups, individuals or organisations which may be affected by or have a key interest in a development proposal or planning policy. They may often be experts in their field or represent the views of many people.

Statement of Community Involvement (SCI): Sets out the standards which authorities will achieve with regard to involving local communities in the preparation of local development documents and development control decisions. The Statement of Community Involvement is not a development plan document but is subject to independent examination.

Stowmarket Masterplan: The Stowmarket Masterplan was adopted in June 2008 following extensive consultation, to provide (where it is pertinent) an outline for the use of land and the design and layout of development proposals.

Strategic Environmental Assessment (SEA): A generic term used to describe environmental assessment as applied to policies, plans and programmes. The European 'SEA Directive' (2001/42/EC) requires a formal 'environmental assessment of certain plans and programmes, including those in the field of planning and land use'.

Strategic Flood Risk Assessment (SFRA): An assessment of the likelihood of flooding in a particular area so that development needs and mitigation measures can be carefully considered.

Strategic Housing Land Availability Assessment (SHLAA): Evidence document that provides a list of potential housing sites that may be suitable and available for housing development over a 15 year period.

Strategic Housing Market Assessment (SHMA): A study of housing needs and demand across a market area, both affordable and market housing, which reflects the strength of the housing market in an area.

Suffolk's Sustainability Appraisal Group (**SSAG)**: This is a partnership project involving eight local planning authorities and other relevant organisations (such as the Suffolk Wildlife Trust and the Environment Agency). The partnership monitors a range of social, economic and environmental indicators, which enables them to assess Suffolk's progress toward sustainable development (producing the annual Suffolk's Environment ... towards sustainable development document).

Sui Generis: In a category of its own, land use not covered by a planning Use Class.

Supplementary Planning Documents (SPD): Provide supplementary information in respect of the policies in Development Plan Documents. They do not form part of the Development Plan and are not subject to independent examination.

Sustainable Drainage Systems (SuDS): Sustainable drainage systems offer an alternative approach to traditional drainage. SUDS employ a whole suite of techniques to effectively manage drainage at source including dry ditches (swales), detention/attenuation ponds, and integrated constructed wetlands, all of which aim to detain run-off and release it slowly into watercourses or to ground.

Sustainability Appraisal (SA): Tool for appraising policies to ensure they reflect sustainable development objectives (i.e. social, environmental and economic factors) and required in the Act to be undertaken for all Local Plans.

Test of Soundness: To be sound, Mid Suffolk's Stowmarket Area Action Plan must pass the 'Tests of Soundness' defined by the National Planning Policy Framework (paragraph 182).

Townscape Character Types: These refer to the similar building 'types' and street patterns found across a town, such as 'Victorian suburbs' or '1930's housing'.

Townscape Character Area: These are geographical 'areas', or specific parts, of a town with their own individual character, such as 'valley floors' or 'employment corridors'.

Transport Assessment: A comprehensive and systematic process that sets out transport issues relating to a proposed development. It identifies what measures will be required to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport and what measures will need to be taken to deal with the anticipated transport impacts of the development.

Transport User Hierarchy: This sets out the a preference for more sustainable forms of transport when considering development proposals. The hierarchy is: Pedestrians; Cyclists; Public Transport Users; Specialist Service Vehicles; other Motor Users.

Use Classes Order: The Town and Country Planning Use Classes Order, define various classes of use for buildings or land. Changes of use within a specified class do not require planning permission but changes between classes normally require planning permission. There are however, exceptions to this general rule.

Visually Important Open Space: Areas designated for protection in the Mid Suffolk Local Plan (1998) because of their importance to the local community for their visual or amenity value, may include village greens, garden land, playing fields or allotments. Their undeveloped form, which may be characterised by 'openness' as grassed areas, village greens or gardens or the presence of natural features such as trees, hedges, shrubs or ponds, make them an important part of the local scene. A saved Local Plan (1998) proposal which is compliant with the NPPF (paragraph 77).

Waste Management Hierarchy: This sets out an accepted approach towards waste management, with in preferential order: Reduction; Re-Use; Recycle & Composting; Energy Recovery; Disposal.

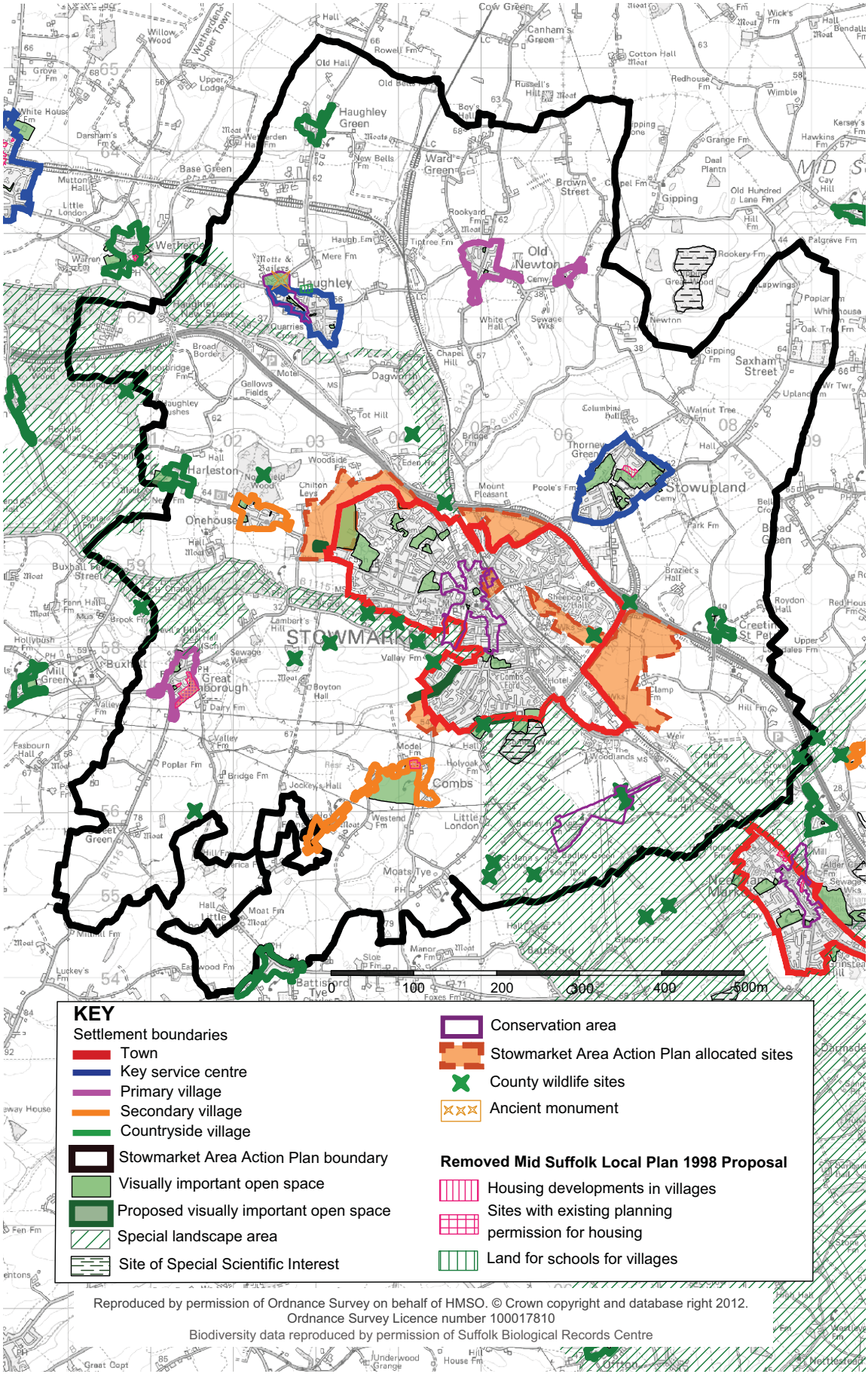
Windfall Site: Sites which have not been specifically identified as available in the Local Plan process. They normally comprise previously-developed sites that have unexpectedly become available.

17 Appendix F - Stowmarket Area Action Plan Proposals Map

17.1 The overall Proposals Map, sets out diagrammatically the policies and specific areas for the Stowmarket Area Action Plan in a single map. Reference is made on the Proposals Map to specific inset maps (e.g. "See Map 7.1") that identify specific sites or areas, which can be found in different chapters of this document.

17.2 In line with the required regulations, once adopted, the revisions made through the Stowmarket Area Action Plan will be incorporated and updated onto the previous Mid Suffolk Local Plan 1998 Proposals Map.

Important Note: There is a considerable amount of detail contained on this map and it may be necessary to view this document separately. Please see the Mid Suffolk website to view the Proposals Map separately: www.midsuffolk.gov.uk



Map 17.1 Stowmarket Area Action Plan Proposals Map

NORWICH TO TILBURY

EN020027

Joint Local Impact Report

Appendix 8 (Capel St Mary Neighbourhood Plan, 2025)

Suffolk County Council [redacted]

Babergh District Council [redacted]

Mid Suffolk District Council [redacted]

Capel St Mary Neighbourhood Plan

2024 - 2037

Referendum Plan
September 2025

Capel St Mary Parish Council

A message from the Chair

Welcome to the Capel St Mary Neighbourhood Plan. This is your plan. A plan which will shape the growth of the village for you, your family, and all future generations in Capel. It is important not to confuse a Neighbourhood Plan with any previous Village Plan. Only since 2011 have communities had the legal right to get together and decide on the policies and guidelines that will shape development in their village.

The Neighbourhood Plan has evolved over a number of years and has been informed by a residents surveys and previous consultations on a draft plan. This time invested in preparing the Neighbourhood Plan, means that the plan now reflects up to date local and national planning policies together with local ambitions.

This is an excellent document which will shape the future of our village for the next 15 years, with revisions planned to keep the plan up to date. The Parish Council also thanks Babergh District Council for their help and support.

Steve Bishop
Chair, Capel St Mary Parish Council.

Prepared by Capel St Mary Parish Council
supported by Places4People Planning Consultancy

PLACES 4 PEOPLE PLANNING CONSULTANCY P4P

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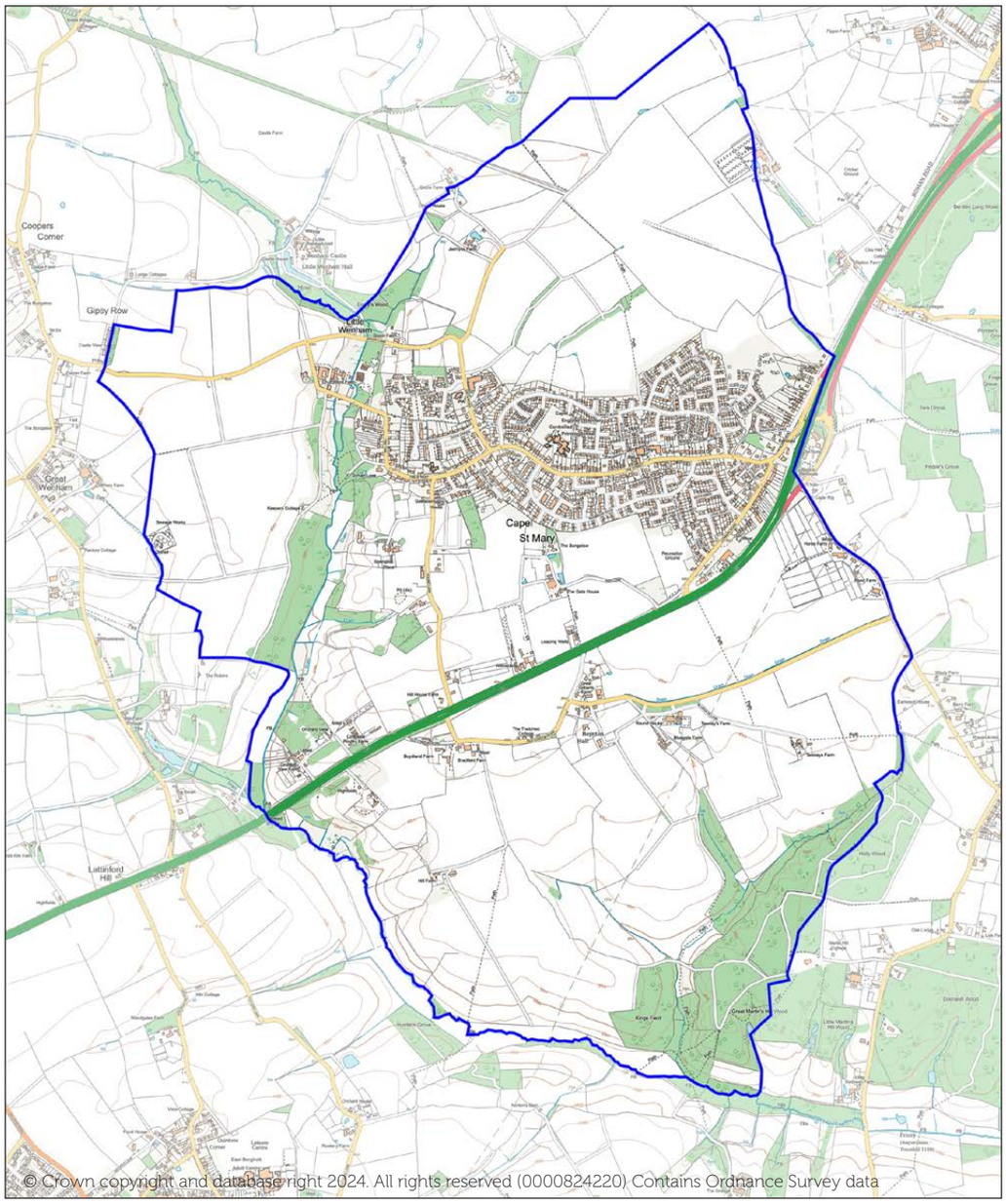
1. INTRODUCTION

1.1 The Localism Act 2011 introduced new rights and powers to allow local communities to prepare neighbourhood plans, which establish general planning policies for the development and use of land in the neighbourhood. These Plans, when properly "made" become part of the legal planning framework for the designated area.

1.2 A neighbourhood plan is, therefore, a community-led planning plan for guiding the future development, regeneration and conservation of an area. It concentrates on the use and development of land and can contain planning policies, proposals for improving the area or providing new facilities, and the allocation of sites for specific kinds of development.

1.3 Parish councils are encouraged to produce their own neighbourhood plans, enabling local people to have a say as to how their neighbourhood grows and develops. In a designated neighbourhood area, which contains all or part of the administrative area of a parish council, that council is responsible for the preparation of the Plan. Neighbourhood plans cannot contradict the main government planning policies or the strategic policies in the Local Plan for the area. For example, they cannot propose less development than is planned for in the adopted Local Plan.

1.4 On 19 April 2018, the Neighbourhood Plan Area was formally designated by Babergh District Council, as illustrated on Map 1. The boundary for the Neighbourhood Plan is the same as the Parish.



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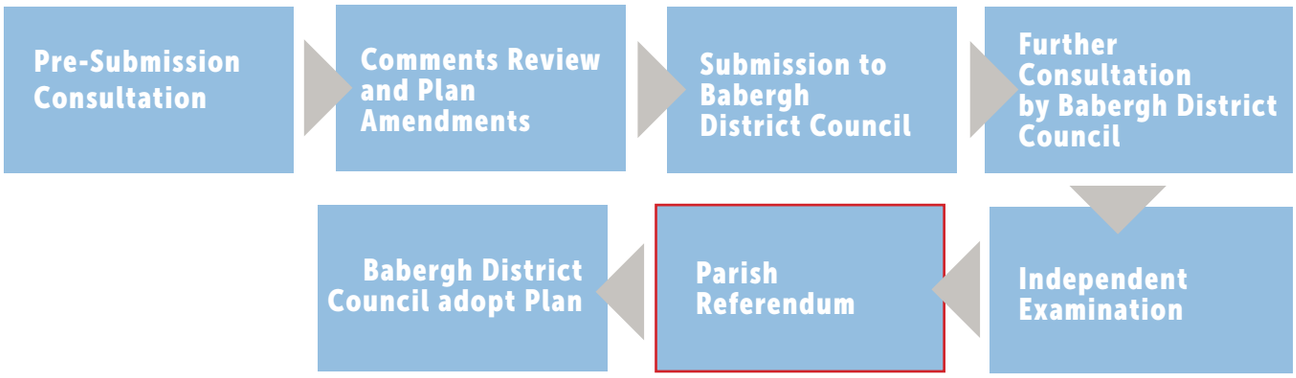
Map 1 - Designated Neighbourhood Area



1.5 This is the Referendum version of the Plan. It represents the culmination of preparing the Plan, which has been through the stages illustrated above. The Plan period is 2024 to 2037.

"Pre-submission" consultation on draft Plan by Parish Council

1.6 Versions of the draft Neighbourhood Plan were subject to pre-submission consultations in 2020 and 2023. Substantial amendments to the draft Plan were made in response to comments made in 2023 and due to the adoption of new and up-to-date planning policies by Babergh District Council and a further pre-submission consultation took place in Autumn 2024.

Submission of draft Plan to Babergh District Council

1.7 All comments received at the final "pre-submission" consultation stage were considered and reviewed and any necessary further amendments to the Plan made. The Plan, together with supporting documents was submitted to Babergh District Council, who managed the remaining stages:

- "Submission" consultation – minimum 6 weeks
- Independent examination of draft Plan
- Parish Referendum
- Subject to a majority "yes" vote at the Referendum the Plan is then 'made' (adopted) by Babergh District Council and becomes part of the statutory development plan.

1.8 The Neighbourhood Plan Regulations require a neighbourhood plan to:

- be appropriate, having regard to National Planning Policy;
- contribute to achieving sustainable development;
- be in general conformity with strategic policies in the development plan for the local area; and
- be compatible with those EU natural environment obligations that still apply to the UK and to Human Rights requirements.

1.9 The Neighbourhood Plan will, when complete, form part of the statutory "development plan" for Babergh District, meaning that its planning policies and content will be taken into account when decisions on planning applications are made.

Why a Neighbourhood Plan for Capel St Mary

1.10 Capel St Mary is an attractive place to live and has been subject to change and expansion in the past. The driver for the Neighbourhood Plan is to give the community a voice in the sustainable development of the village.

1.11 This Neighbourhood Plan does not intend to stop new development taking place but includes planning policies to ensure that new development is appropriate to the character and needs of the village.

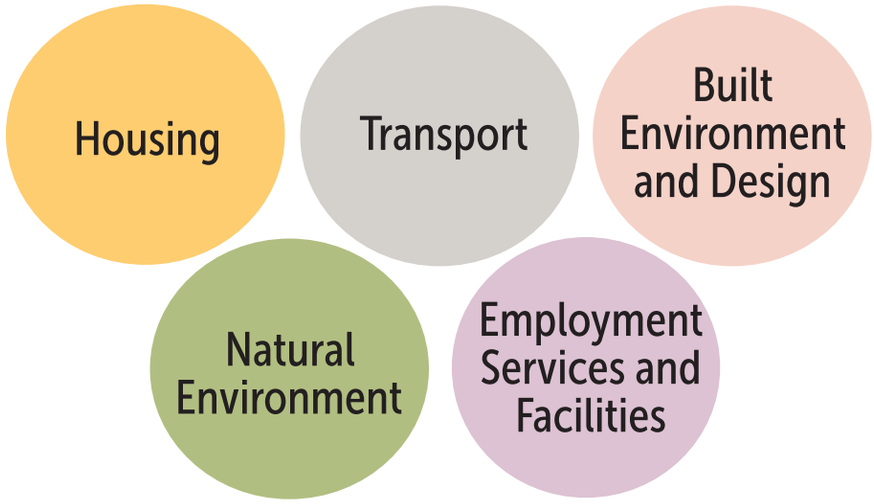
How the Plan has been prepared

1.12 The Neighbourhood Plan has been prepared in accordance with the requirements of the Government's Neighbourhood Planning Regulations and, in particular, has involved local community engagement and the preparation of specialist reports to support the content of the Plan.

1.13 At the start of the process, in 2018, a Residents' Survey was carried out which resulted in 424 responses, representing 33% of all households. The survey sought views on a whole range of matters many of them beyond the remit of a Neighbourhood Plan. The responses in relation to planning matters that can be addressed through the Neighbourhood Plan included:

- Housing – impact of new developments on the village (traffic, services and loss of character) and lack of affordable housing
- Natural environment – need to retain green spaces, trees etc
- Built Environment and Design – new housing to include sustainability features and be no more than two storeys
- Services and Facilities – need to retain and improve provision
- Highways – impact of more traffic (parking) and retention of public rights of way

As a consequence, the Neighbourhood Plan covers five themes, as illustrated.



1.14 Each theme has its own chapter in the Plan. Each theme chapter contains a reminder of the relevant Plan objectives, links to the relevant planning policy context and a summary of the relevant evidence collected during the preparation of the Plan, culminating in neighbourhood planning policies.

1.15 The Neighbourhood Plan planning policies supplement, rather than repeat, adopted planning policies in the Babergh Local Plan. Part 1 of a Joint Local Plan for Babergh and Mid Suffolk Councils was adopted in November 2023. Work on a new Joint Local Plan, which is likely to address the district settlement hierarchy, housing distribution and possible site allocations, commenced in 2025 and could take four years to complete.

1.16 The Neighbourhood Plan therefore includes a series of local policies and these are distinctly identified in coloured boxes with a prefix of CSM. In addition to planning policies, the Neighbourhood Plan contains "community actions" that, although they do not form part of the development plan, identify local initiatives that address issues and concerns raised during community engagement. The community aspirations are identified differently from the planning policies to avoid confusion.

2. CAPEL ST MARY PAST AND PRESENT

2.1 There is evidence that Capel St Mary has been occupied since prehistoric, roman and medieval periods through to the current day. The Suffolk Heritage Explorer website includes 68 records for Capel St Mary, with finds dating back to the Iron Age, and evidence of early Bronze Age pits, Roman kilns and cremation pots and coins from various time periods. There are a number of statutory listed buildings within the parish (see Appendix 1) most notably the Church of St Mary which is Grade II* as is Boynton Hall.

2.2 The parish has evolved from an agriculturally based community built around the medieval St. Mary's Church, Windmill Hill, and around The White Horse Inn and towards Bentley at the other end of the village. The 1871 Census showed Capel St Mary had a population of 593 and this remained constant for 90 years with a population of 632 in the 1961 Census.

2.3 The village expanded during 1960 – 1980 with new housing focussed around Rembrow Road to the south of The Street and Thorney Road to the north. This was in response to its location close to the A12 and midway between Colchester and Ipswich. During this period the village gained a doctors' practice, a shopping precinct, a new playing field, library and many other facilities.

2.4 Consequently, the population has steadily grown from 632 in 1961; 1490 in 1971 and is now around 3,107 according to the Census 2021.

Capel St Mary Today

2.5 Capel St Mary's population in 2021 reflects trends found in many villages that indicates an increasing proportion of elderly residents compared with 20 years ago. It also shows smaller proportions of children living in the village, as illustrated in Figure 1.

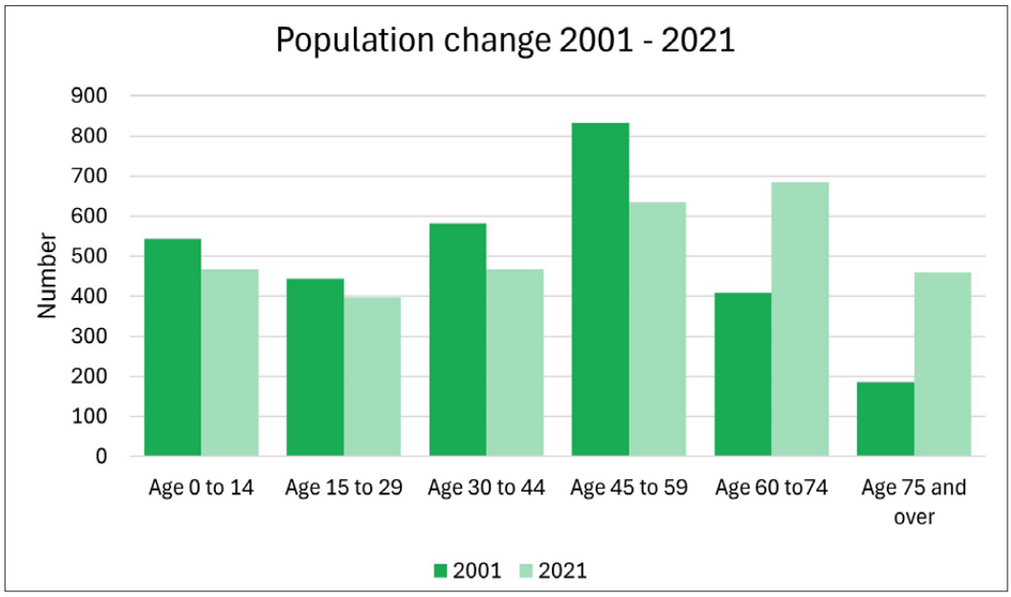


Figure 1: Population Change

2.6 The 2021 Census also records that 97.3% of all housing consists of houses or bungalows with just 2.6% as a flat or apartment. Housing tenure is predominantly owner occupied, with only 5.4% social rented and 6.3% private rented. In terms of household size 23.9% of all households are 1 person; 43.1% 2 person; 14.1% 3 person and 18.9% 4 or more persons. With regard to number of bedrooms, over 80% of all dwellings have 3 or more bedrooms and there is a significantly higher proportion of homes with 4 bedrooms or more than compared with Babergh as a whole, as illustrated on Figure 2.

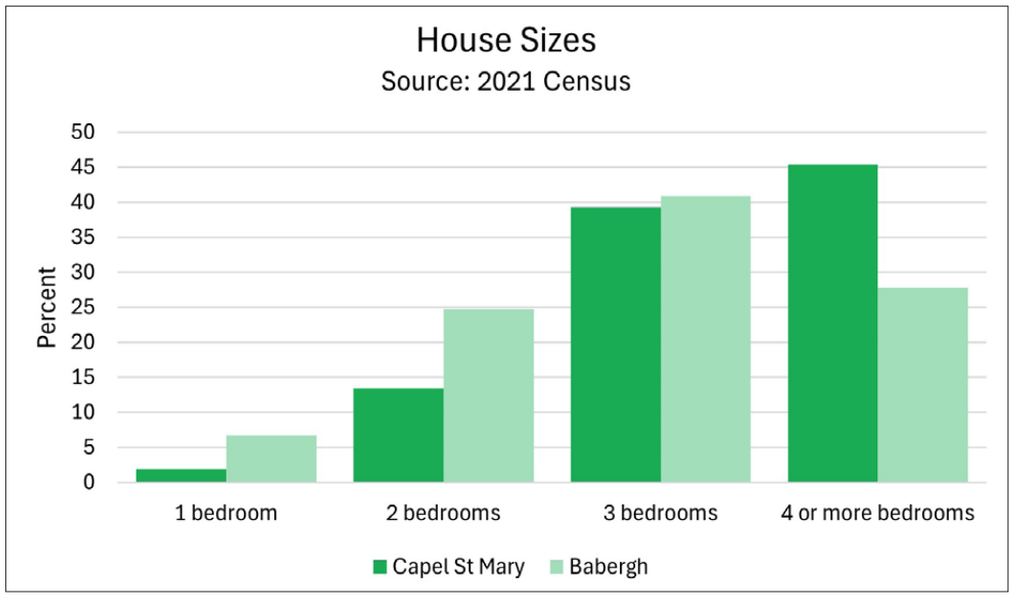


Figure 2: House size comparison

2.7 When looking at economic activity, 55.3% of the population is in employment, compared 43.5 % being economically inactive. Some 37.6 % work mainly from home, whilst others commute various distances 20.8 % less than 10km and 21.7 % between 10 and 30 km.

2.8 The village is fortunate to have a range of facilities many of them focused along The Street including :

- Community Centre incorporating the Library, Village Hall, Family and Lounge bars
- Various shops -including supermarket (and Post Office), Convenience Store, Bakery, Hairdresser, takeaways/restaurants and Garden Centre and Café;
- Commercial premises including Offices, Building Society/Insurance Broker, petrol station and the White Horse public house;
- Medical provision including : Medical and dental practices;
- Various churches including the Methodist Church, St. Mary's Church and Days Road Community Church and hall;
- Capel St Mary CEVC Primary School including early years nursery, reception and forest school;
- Playing fields and open spaces including : playing fields with football, tennis and pickleball

3. PLANNING POLICY CONTEXT

3.1 The Neighbourhood Plan has been prepared in the context of the content of the National Planning Policy Framework (NPPF) and the relevant Local Plan documents that cover the parish. The Plan must have regard to the content of with the NPPF and be in general conformity with the strategic policies of the adopted Local Plan. The paragraphs below identify how these are relevant to the Neighbourhood Plan.

National Planning Policy Framework

3.2 The National Planning Policy Framework (NPPF) sets out the Government's high-level planning policies that must be taken into account in the preparation of development plan documents and when deciding planning applications. In December 2024 the Government published a Revised NPPF. The Framework sets out a presumption in favour of sustainable development. Paragraph 11 of the NPPF states:

Plans and decisions should apply a presumption in favour of sustainable development. For plan-making this means that:

a) all plans should promote a sustainable pattern of development that seeks to: meet the development needs of their area; align growth and infrastructure; improve the environment; mitigate climate change (including by making effective use of land in urban areas) and adapt to its effects;

b) strategic policies should, as a minimum, provide for objectively assessed needs for housing and other uses, as well as any needs that cannot be met within neighbouring areas, unless:

i. the application of policies in this Framework that protect areas or assets of particular importance provides a strong reason for restricting the overall scale, type or distribution of development in the plan area; or

ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

3.3 The NPPF requires that communities preparing Neighbourhood Plans should:

- Develop plans that support the strategic development needs set out in Local Plans, including policies for housing and economic development; and
- Plan positively to support local development, shaping and directing development in their area that is outside the strategic elements of the Local Plan.

The Local Plan

3.4 At a more local level, the Neighbourhood Plan has been prepared in the context of the current Babergh Local Plan, which comprises the Babergh and Mid Suffolk Joint Local Plan – Part 1, adopted in November 2023.

3.5 There are ten strategic policies in the Joint Local Plan – Part 1 (referred to as JLP1 in this document) to which the Neighbourhood Plan must conform. The same Local Plan document also contains 32 local policies that do not need to be repeated in the Neighbourhood Plan but which the Neighbourhood Plan can complement by adding locally based detail.

3.6 In February 2025 the District Council published a new "Local Development Scheme" that sets out a proposal to prepare a new Joint Local Plan with Mid Suffolk District Council. Work was to commence during 2025, but the Plan is unlikely to be adopted until 2029.

3.7 In July 2020, Suffolk County Council adopted the Minerals and Waste Local Plan which is part of the strategic policy framework for the area. The Anglian Water Treatment Works are a safeguarded site and over half of the Neighbourhood Area is within a Minerals Safeguarding Area.

4. VISION AND OBJECTIVES

4.1 The vision and objectives of the Neighbourhood Plan have been prepared taking into consideration the outcomes of the community engagement referred to earlier, as well as the evidence collected from published data, surveys and assessments. They also take account of the need to prepare a neighbourhood plan that conforms with the strategic policies of the Local Plan. The Vision sets out the over-arching approach as to how development in Capel St Mary will be delivered through the Neighbourhood Plan in the period to 2037. This is refined through the Objectives established for each of the topic areas which, in turn, have guided the identification of the planning policies contained in the Plan. The planning policies do not repeat the policies in the JLP1 or the NPPF but supplement them by adding local detail or addressing locally specific matters.

VISION

That Capel St Mary retains its rural character whilst providing a sustainable future through:-

- **meeting local housing needs**
- **respecting the local built and natural environment**
- **retaining and enhancing local infrastructure and services**

Objectives

Housing

1. Ensure that new housing development is of a scale and in an appropriate location to minimise impact on the character and setting of the village.
2. Support the delivery of housing that meets identified local needs of the village.

Built Environment and Design

3. Ensure new development is appropriate to the garden village character and incorporates measures that reduces environmental impact.
4. Maintain and enhance a strong rural identity and sense of place for the parish.

Natural Environment

5. Protect and enhance the rural setting of the Parish and minimise the impact of development on the natural environment.
6. Maximise opportunities to improve natural habitats and biodiversity.
7. Conserve and enhance the natural beauty of that part of the Parish in the Suffolk and Essex Coast and Heaths National Landscape.

Employment, Services and Facilities

8. Retain, protect and improve the range of existing employment and community facilities and services.

Transport

9. Improve road safety, protect and enhance Capel St Mary's public rights of way and reduce the impact of parking in the village.

5. PLANNING STRATEGY

Context

5.1 Capel St Mary is fortunate to have a range of services and facilities which positively contribute to the function of the village. Given, its location adjacent to the A12 and in reasonable proximity to the urban areas of Ipswich and Colchester it is an attractive place to live. Consequently the village has been subject to significant expansion in the past and there are a number of recent developments under construction.

5.2 The adopted local plan does not set out to distinguish the different categories of settlements, which will now be addressed in the new Joint Local Plan. That said, Capel St Mary was previously identified as a 'Core village' in the Core Strategy and Policies document adopted in 2014. A Core Village being one that acts as a focus of development given their size and function.

5.3 The village has a defined settlement boundary and this has been in place since adoption of the 2006 Local Plan. Preparation of the neighbourhood plan presents an opportunity for this to be reviewed and to be updated in advance of the Part 2 Local Plan.

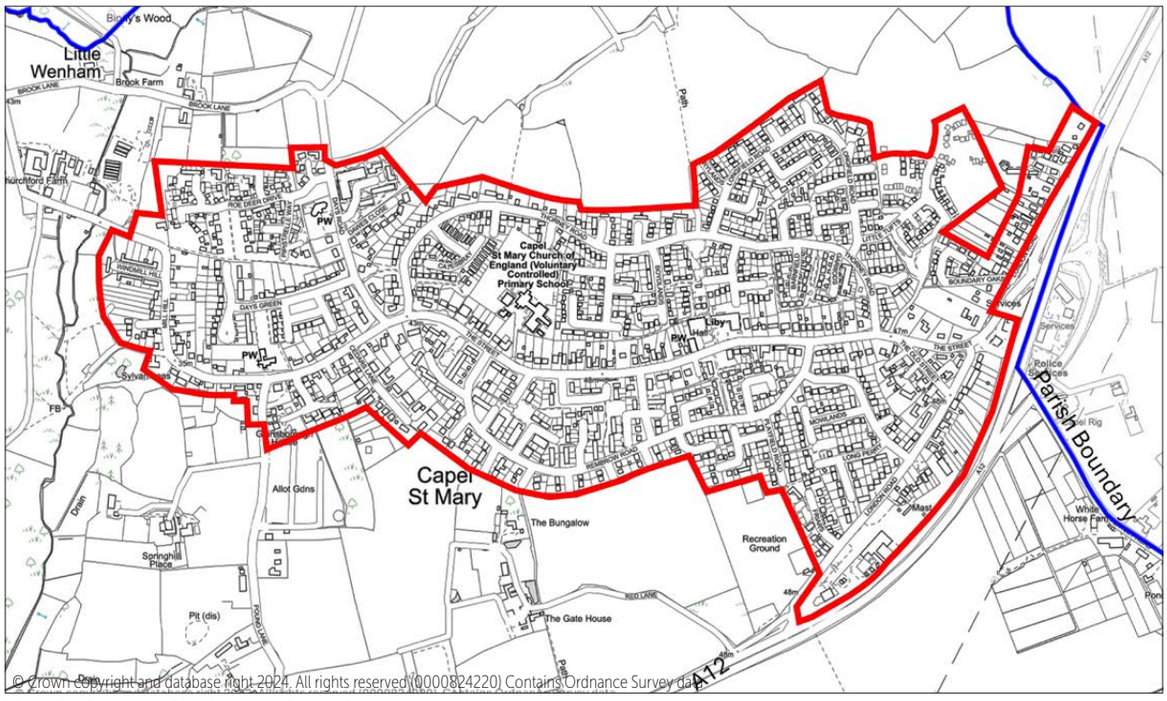
National Planning Policy Framework

5.4 The December 2024 NPPF is clear that plans should promote a sustainable pattern of development. Paragraph 30 states that Neighbourhood plans can, shape, direct and help deliver sustainable development by influencing local planning decisions as part of the statutory development plan. Neighbourhood plans should not promote less development or undermine the strategic policies of the local plan.

The Local Plan

5.5 JLP 1 does not provide a settlement hierarchy for the district or identify the amount of growth that will take place in Capel St Mary during the period to 2037. 'Policy SP03 - The sustainable location of new development' states that the settlement boundaries established in the earlier Local Plans (Babergh Local Plan 2006) are carried forward subject to review through Part 2 of the Joint Local Plan [but now through the Joint Local Plan review], noting that some made Neighbourhood Plans have already established new settlement boundaries. As a consequence, the settlement boundary for Capel St Mary does not represent the built-up area of the village today.

5.6 JLP1 Policy SP03 supports the principle of development within the settlement boundaries subject to it being in accordance with other relevant planning policies. Only in specific circumstances will development outside the settlement boundaries be supported, such as where it is supported by specific development plan or national policies for example rural exception sites.



Map 2 - Revised Settlement Boundary

Neighbourhood Plan Policy

5.7 Given that JLP1 reverts back to the 2006 local plan settlement boundary, there is the opportunity for the Neighbourhood Plan to define a new settlement boundary that reflects new development and the spatial distribution of dwellings and built form of the village. The revised Neighbourhood Plan Settlement Boundary is illustrated on Map 2.

5.8 In accordance with JLP1 Policy SP03, the spatial strategy for Capel St Mary supports the principle of development within the defined settlement boundary subject to the consideration of the impact of the proposal as assessed against other policies in the Joint Local Plan and Neighbourhood Plan, such as:

- the rural setting of the village;
- the capacity of services and infrastructure;
- the potential impact on the amenity of existing residents; and
- the impact of development on the wider area.

5.9 Outside the settlement boundary, there may be situations where it can be adequately demonstrated that it is necessary for development to take place. However, and in accordance with the Local Plan, this will be limited to that which is essential for the operation of agriculture, horticulture, forestry, outdoor recreation and other uses that need to be located in the countryside. This approach does not restrict the conversion of agricultural buildings to residential uses where proposals meet the government regulations and local planning policies for such conversions. There may also be occasions where the expansion of an existing business use will be supported where it can be demonstrated that such a proposal would not have a detrimental impact on the countryside and the infrastructure required to support it. Proposals outside the settlement boundary should have particular regard to the landscape character, as described in the Babergh and Mid Suffolk Joint Landscape Guidance 2015 and in the National Landscape area, JLP1 Policy LP18 'Area of Outstanding Natural Beauty', and relevant objectives and policies set out in the Suffolk and Essex Coast and Heaths National Landscape Management Plan.

5.10 The southern tip of the Parish lies within the Suffolk and Essex Coast and Heaths National Landscape. The area covered by the Neighbourhood Plan plays an important contribution to the setting of the National Landscape (NL). The requirement for neighbourhood plans to reflect NL designations is set in legislation with the 2023 Levelling Up and Regeneration Act (s245 and subsequent 2024 Government guidance, placing a duty on those bodies preparing a neighbourhood plan to further the purposes of the NL. Therefore, this Neighbourhood Plan must consider how the duty has been met. The vision and objectives of the Plan are broadly supportive of the NL and align with the Suffolk and Essex Coast and Heaths NL Management Plan 2023 – 28 and there is a specific objective which refers to the NL. In addition, there are several policies throughout the Plan which directly underpin and further the delivery of the duty. Policy CSM1 directly refers to the NL and the section on the Natural Environment includes more detail and a link to the Management Plan.

Policy CSM1 - Spatial Strategy

The Neighbourhood Area will accommodate development commensurate with settlement hierarchy defined in the adopted Local Plan.

The focus for new development will be within the settlement boundary, as defined on the Policies Map, where the principle of development is accepted.

Proposals for development located outside the settlement boundary will only be permitted where they are in accordance with national, district and neighbourhood level policies and, additionally, where they would not have a detrimental impact on landscape designations or character and, as relevant to the proposal, they would conserve and enhance the special qualities and natural beauty of the Suffolk & Essex Coast & Heaths National Landscape.

6. HOUSING

Objectives

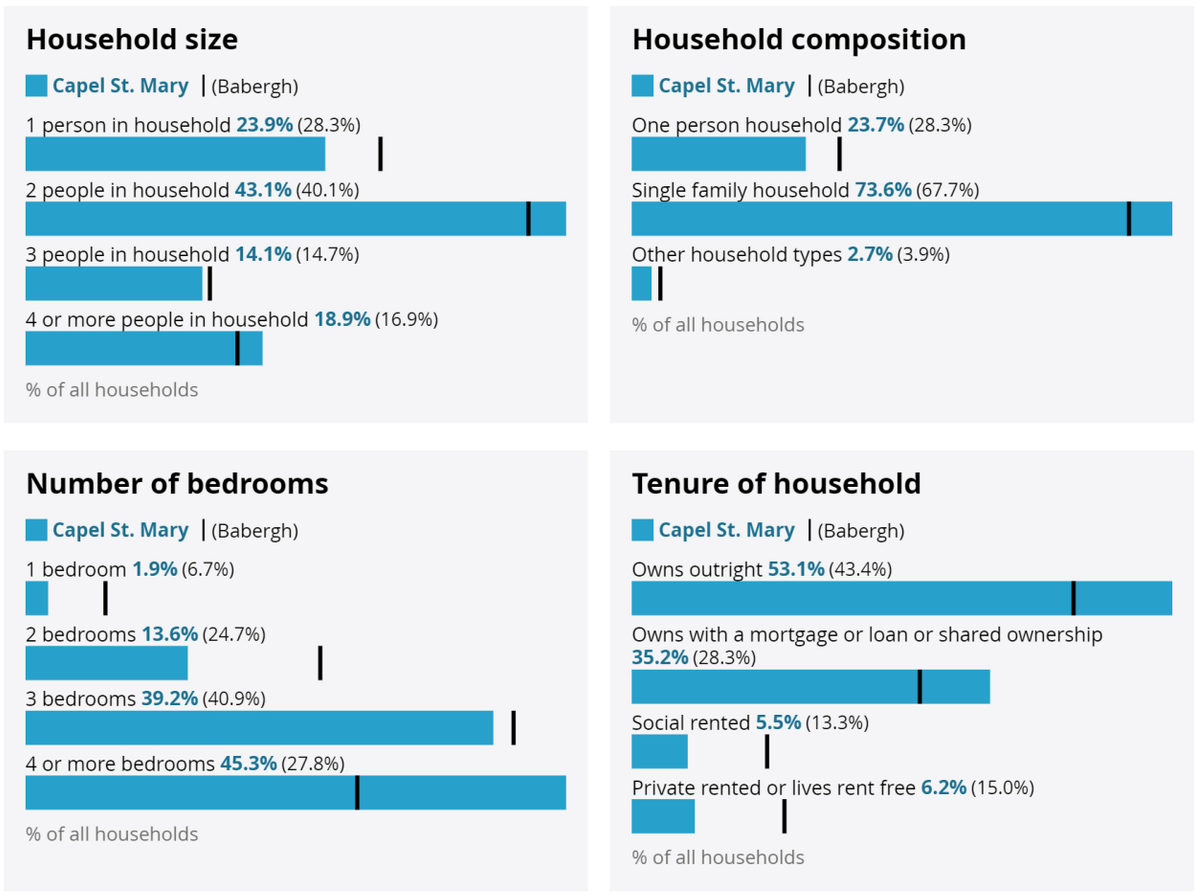
1 Ensure that new housing development is of a scale and in an appropriate location to minimise impact on the character and setting of the village
2. Support the delivery of housing that meets identified local needs of the village

Context

6.1 The adopted local plan includes Policy SP01 Housing Needs which expresses the minimum number of new homes to be provided across the District during the plan period. The local plan does not however, at this stage provide a housing number to be applied to emerging neighbourhood plans and this matter will now be addressed in the new Joint Local Plan. The local plan does however, include a detailed policy on Affordable Housing (JLP Policy SP02), it is therefore not necessary for this Neighbourhood Plan to repeat this level of detail.

6.2 With publication of Census 2021 data at the local level, there is now some up to date information on household size, composition and type as indicated in the charts below which are compared with Babergh:

Capel St. Mary



Source: Office for National Statistics - Census 2021

Planning Policy Context

National Planning Policy Framework

6.3 A key objective of the NPPF is to significantly boost the supply of homes, through meeting local housing needs including an appropriate mix of housing types for the local community including affordable housing.

The Local Plan

6.4 The adopted local plan limits opportunities for further house building in Capel St Mary parish due to the tightly drawn settlement boundary.

6.5 JLP Policy LP01 limits opportunities to infill and redevelopment within the settlement boundary. In addition the local plan includes policy guidance on Residential Annexes (Policy LP02), Residential Extensions and Conversions (Policy LP03), Supported and Special Needs Housing (Policy LP06) and Self-Build and Custom-Build (Policy LP08).

6.6 Outside of the defined settlement boundary:

- Policy LP04 allows for the replacement of dwellings;
- Policy LP05 allows for dwellings for rural workers where it can be demonstrated that particular criteria can be met;
- Policy LP07 caters for the provision of affordable and community led housing to meet local needs as a rural exception site should a local need for the housing be identified.

6.7 In all instances, proposals must not be to the detriment of the character and appearance of the settlement, landscape, heritage or residential amenity.

Evidence

Capel St Mary Housing Survey 2016

6.8 The aim of the Capel St Mary Housing Survey undertaken in 2016 by Community Action Suffolk, was to understand the existing and future housing needs for Capel St. Mary's residents including family members (not necessarily living in Capel St. Mary) and other members of the household. The survey was also designed to understand Capel St. Mary's current housing stock and whether this is affordable to local people. Of the 1224 surveys distributed 46% were returned either fully or partially completed.

6.9 The survey explored the level of support for different types and sizes of new housing for the Parish in the future, which indicated support for small family homes/homes for couples and homes for downsizing:

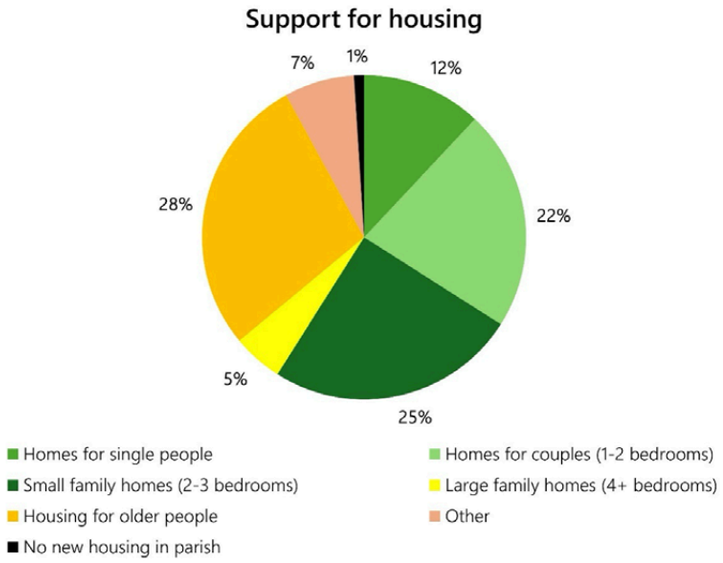


Figure 3: House size comparison Source: Capel St Mary Housing Survey 2016

6.10 It is recognised that, at the time of preparing the Neighbourhood Plan, this data is now eight years old and cannot be relied upon for making decisions that reflect current needs.

Residents' Survey

6.11 The more recent residents' survey also explored housing matters. Of the 2704 responses, 17% indicated that they may wish to move to a smaller home in the future and 43% indicated that there was a need for more smaller homes in the village. There was also support for accommodation for older people, in recognition of the ageing population.

Neighbourhood Plan Policies

6.12 Given that there was no overwhelming support for additional housing development in the village, the Neighbourhood Plan does not identify sites for housing. In line with the adopted local plan, it is recognised that additional sites will come forward and will be supported in principle within the settlement boundary.

6.13 The 2021 Census has been used to compare the sizes of homes in the Parish compared with Babergh district as a whole. As illustrated in Figure 2 on page 9, there is a significantly higher proportion of homes with four or more bedrooms in the Parish compared to Babergh and only 5% of homes having two bedrooms against 14% across Babergh. This demonstrates a need to deliver higher proportions of two-bedroomed homes in Capel St Mary in future developments in order to redress this imbalance.

6.14 JLP1 however, makes no reference to housing mix and the evidence above indicates a keen desire to see more smaller houses provided for in the parish to meet the needs of new households and those wanting to downsize.

Policy CSM2 - Housing Mix

In all housing developments of ten or more homes, at least 50% shall be two-bedroomed homes unless it can be demonstrated that:

i. the particular circumstances relating to the tenure of the housing dictate otherwise or
ii. the latest publicly available housing needs information for the Plan area identifies a need for a different mix.

The provision of bungalows will also be supported.

Proposals that include on-site affordable housing will be required to ensure that the whole scheme is designed to be built to the same design standards and, where appropriate to do so, ensure that the affordable housing is not clustered but distributed around the site.

6.15 Whilst JLP1 Policy LP07 allows for rural exception sites outside of defined settlement boundaries it does not cover those matters of importance to the local community, particularly in ensuring that any dwellings coming forward through this mechanism are offered to local people in the first instance.

Policy CSM3 - Affordable Housing on Rural Exception Sites

Proposals for the development of small-scale affordable housing schemes, including community led developments (as defined by the NPPF) on rural exception sites outside but well connected to the settlement boundary, where housing would not normally be permitted by other policies, will be supported where there is a proven local need and provided that the housing:

i. remains affordable in perpetuity; and
ii. is for people that are in housing need because they are unable to buy or rent properties in the village at open-market prices; and
iii. is offered, in the first instance, to people with a demonstrated local connection, as defined by the Babergh District Council Choice Based Lettings Scheme. Where a property cannot be filled from within the Parish, it should then be offered to those with a demonstrated need for affordable housing in neighbouring villages and thereafter to the rest of Babergh District

These restrictions should be delivered through a legal agreement attached to the planning consent for the housing.

Applications for such development will be considered in relation to the appearance and character of the surrounding area, the potential impact on residential amenity and highway safety.

To be acceptable, proposals should demonstrate that a local need exists which cannot otherwise be met by applying normal planning policy for the provision of affordable homes in association with market housing.

Any application for affordable housing in respect of this policy should be accompanied by a detailed need assessment, and the accommodation proposed should contribute to meeting this proven need.

In exceptional circumstances, a small number of market homes will be permitted where it can be demonstrated:

a. that no other means of funding the construction of the affordable homes is available; and
b. the market housing is subsidiary to the affordable housing element of the proposal and the amount of market housing required is, as demonstrated through a viability assessment, the minimum required to deliver the affordable housing.

Where sites for affordable housing in the countryside are brought forward with an element of market housing, both housing tenures should be built to the same design standards and respect and contribute positively to the local character of the area.

7. BUILT ENVIRONMENT

Objectives

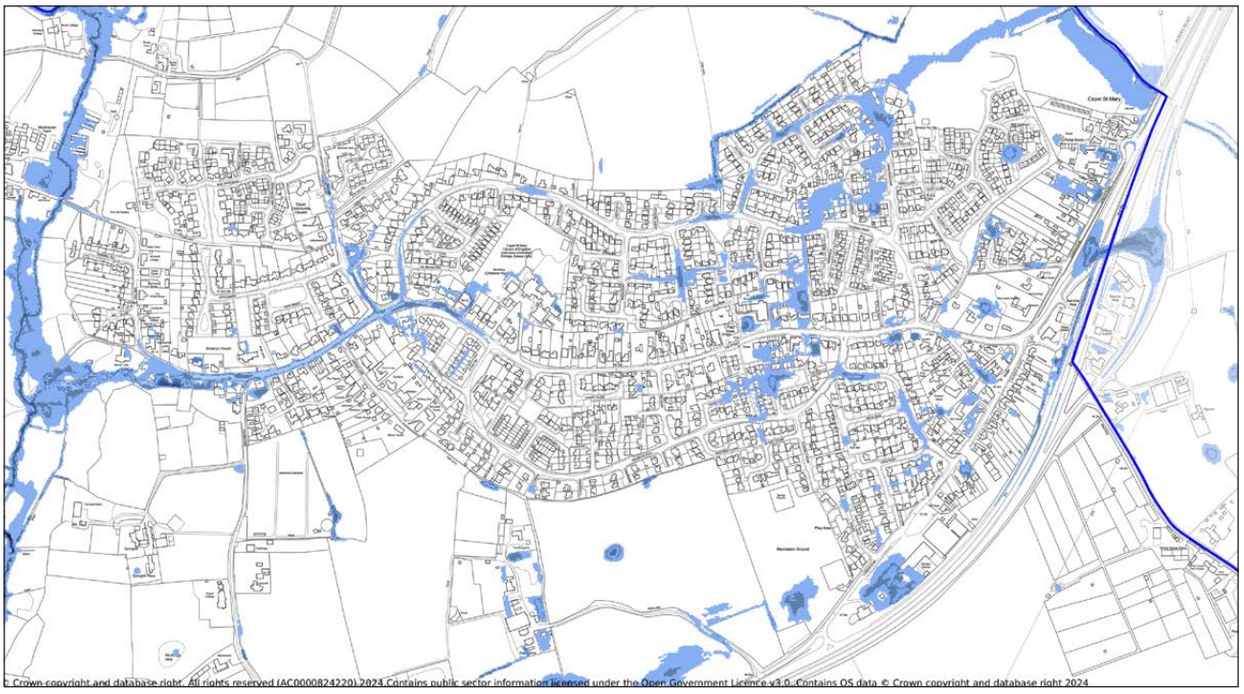
3. Ensure new development is appropriate to the garden village character and incorporates measures that reduces environmental impact.
4. Maintain and enhance a strong rural identity and sense of place for the parish.

Context

7.1 Capel St Mary grew significantly over a twenty year period during the 1960's - 1980's characterised by the following key features:

- well laid out housing developments
- retention of the older and historic buildings
- green verges and areas with trees giving the appearance of a garden village
- public footpaths and pathways to and from the village providing links to both the centre and open countryside
- community facilities in the village to provide a positive contribution to the health and wellbeing of residents.

7.2 Capel St Mary, historically, has constrained surface water drainage systems. Most of the parish relies on discharge to an unmaintained watercourse which drains to the East and then via a pumped system adjacent to the A12 interchange underpass. Whilst the village is not at risk of fluvial (river) flooding, there are large areas of the village that are likely to be affected by surface water flooding (see Map 3). This risk ranges from medium to high and new developments will need to take measures to counteract the problems.



Map 3 - Areas in the centre of the village at risk of surface water flooding

Planning Policy Context

National Planning Policy Framework

7.3 The NPPF places a greater emphasis now on design and achieving beautiful places. It requires developments to not only function well but also add to the overall quality of the area, be visually attractive with appropriate landscaping, yet sympathetic to local character.

7.4 In this respect introduction of the National Model Design Code and Guide 2021 provides opportunities to improving the design of new developments. The Building for a Healthy Life Toolkit also provides guidance for incorporating health into planned developments.

7.5 There is also recognition of the role that open space plays both in terms of providing access to a network of open areas to benefit the health and well-being of local communities, but also biodiversity benefits through the enhancement of local wildlife rich habitats and the creation of new habitats when opportunities are presented.

The Local Plan

7.6 The vision of the local plan requires all development to be sensitive to the character of the area and follow good design principles.Indeed a number of the local plan policies include reference to design. More details are however, provided in JLP1 Policy LP23 Sustainable Construction and Design and LP24 Design and Residential Amenity – however, the latter does not include a size threshold and generally refers to the provision of green infrastructure in terms of all new development must be of high quality design. In addition, the Suffolk Design Guide for Residential Areas provides examples of good and bad practice in laying out residential areas. JLP1 Policy LP27 sets out a number of considerations in terms of flood risk and vulnerability.

Evidence

Residents' Survey

7.7 Preservation of the rural environment, setting and character of the village were common themes from the residents survey, with references to :

- need to retain local footpaths and link new developments to these
- new housing should not be more than two storeys
- new housing should incorporate sustainability features (rain water harvesting, solar panels etc)
- retain the garden village feel
- new developments must have green spaces and more trees should be planted

7.8 This feedback indicates residents value both open spaces and the form and layout of the existing village, so that any new development should be required to reflect specific features, including but not limited to :

- Open spaces free from traffic which can be used for recreation
- Where non-residential car parking is provided, the use of trees and shrubs to screen these car parking areas
- The incorporation of pathways which are accessible and easy to use by people pushing prams and pushchairs as well as those in wheelchairs and mobility scooters
- The design of interconnecting green spaces such that people are encouraged to walk from point-to-point within the village rather than take the car
- Public right-of-way should be protected and enhanced. Where a public-right-of way is within a development it should be incorporated into the development. Where appropriate new routes, extension to routes and new connections should be added to the network within the development
- Provide short, winding streets/closes (excluding main access roads) that promote an intimacy to development

Neighbourhood Plan Policies

7.9 Given that the village has already experienced substantial growth there is a desire to ensure that new development reflects and compliments the good design principles already embedded in the layout and form of the village, and compliments the existing garden village character.

7.10 The following policies therefore add local context to JLP1 Policies LP23, 24 and 27 specifically identify features to be retained, enhanced and incorporated into new developments.

Policy CSM4 - Development Design Considerations

Development proposals will be supported where they:

a. do not involve the loss of gardens, important open, green or landscaped areas, which make a significant contribution to the character and appearance of that part of the village;

b. taking mitigation measures into account, do not affect adversely and, where appropriate enhance:
   i. any historic, architectural or archaeological heritage assets of the site and its surroundings;
   ii. important landscape characteristics including trees and ancient hedgerows and other prominent topographical features;
   iii. sites, habitats, species and features with biodiversity and ecological interest;
   iv. the amenities of adjacent areas by reason of noise, smell, vibration, overlooking, overshadowing, loss of light, other pollution (including light pollution), or volume or type of vehicular activity generated; and/or residential amenity;

c. do not locate sensitive development where its users and nearby residents would be significantly and adversely affected by noise, smell, vibration, or other forms of pollution from existing sources, unless adequate and appropriate mitigation can be implemented;

d. produce designs that respect the character, scale and density of the locality;

e. include tree-lined streets unless in specific cases there are clear, justifiable and compelling reasons why this would be inappropriate, and include trees elsewhere within developments where the opportunity arises;

f. produce designs, in accordance with adopted standards, that maintain or enhance the safety of the highway network, ensuring that all vehicle parking is provided within the plot and that spaces and garages meet the adopted minimum size standards;

g. seek always to ensure permeability through new housing areas, connecting any new development into the heart of the existing settlement;

h. wherever possible ensure that development faces on to existing roads;

i. do not result in water run-off that would add to or create surface water flooding;

j. where appropriate, make adequate provision for the covered storage of all wheelie bins and covered secure cycle storage in accordance with adopted cycle parking standards;

k. include suitable ducting capable of accepting fibre to enable superfast broadband; and

l. provide one electric vehicle charging point per new off-street residential parking place created.

7.11 National planning policy restricts the type of development that can take place in the areas likely to flood. It is essential that development proposals do not add to this risk through creating surfaces where rainwater can run-off into the highway or neighbouring sites and create new or exacerbate existing surface water flooding problems.

7.12 Examination of the Governments Flood Map for Planning Service reveals instances of surface water flooding (see Map 3) not only along the existing water course, but also along The Street, Days Road/Thorny Road area, Longfield Road, White Horse Road and the field between Red Lane and A12.

7.13 Therefore, new development will be required, where appropriate, to make provision for the attenuation and recycling of surface water and rainwater through Sustainable Drainage Systems (SuDS) that might include on-site rainwater and stormwater harvesting and greywater recycling, and the management of run-off and water management in order to reduce the potential for making the situation worse.

Policy CSM5 - Flooding and Sustainable Drainage

Proposals for all new development will be required to assess levels of flood risk (existing and future) and ensure they manage surface water from the proposed development, having regard to the Suffolk County Council SuDS guidance and any guidance produced by Babergh District Council in terms of Supplementary Planning Guidance detailing how on-site drainage and water resources will be managed so as not to cause or exacerbate surface water and fluvial flooding elsewhere.

Proposals should, as appropriate, include the use of above-ground open Sustainable Drainage Systems (SuDS). These could include:

- wetland and other water features, which can help reduce flood risk whilst offering other benefits including water quality, amenity/ recreational areas, and biodiversity benefits
- rainwater and stormwater harvesting and recycling
- other natural drainage systems where easily accessible maintenance can be achieved

8. NATURAL ENVIRONMENT

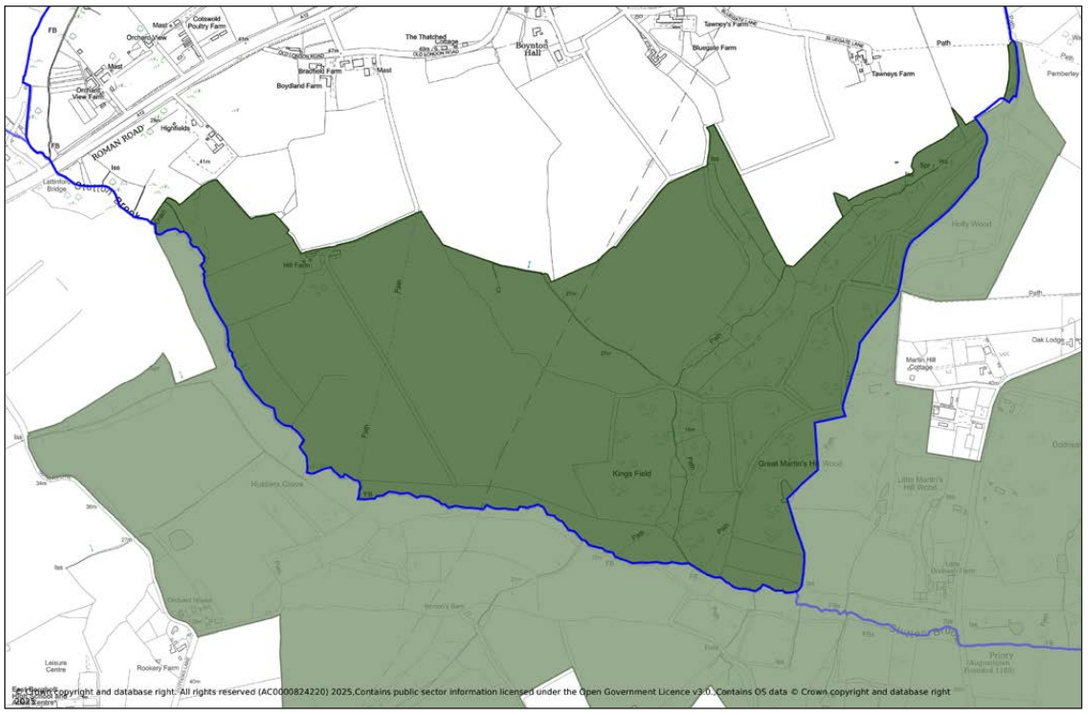
Objectives

5. Protect and enhance the rural setting of the Parish and minimise the impact of development on the natural environment
6. Maximise opportunities to improve natural habitats and biodiversity.
7. Conserve and enhance the natural beauty of that part of the Parish in the Suffolk and Essex Coast and Heaths National Landscape.

Context

8.1 Capel St Mary is well screened by hedgerows, tree and surrounded by agricultural fields. There is also an extensive public footpath network which provides easy access to the countryside.

8.2 To the west of the parish is an area of Flood Zone 2 and 3 due to fluvial flooding. The southern tip of the parish lies within the Suffolk and Essex Coast and Heaths National Landscape as illustrated on Map 4 and includes Great Martins Hill Wood County Wildlife Site, a complex of ancient woodland and other habitats, straddling the border with East Bergholt Parish. The Suffolk and Essex Coast and Heaths Management Plan 2023-2028[1], includes land use management policies that decisions on planning applications should have regard to.



Map 4- Suffolk Coast and Heaths National Landscape

8.3 There is a further County Wildlife Site at Spring Hill Meadows to the west of the village comprise damp, flower-rich unimproved grasslands; Great Martins Hill Wood, a complex of ancient woodland and other habitats, straddling the border with East Bergholt Parish.

8.4 Spring Hill Meadows, an area of approximately four acres that lies to the west of the village, is valued by the local community. In a previous survey, carried out by Suffolk Wildlife Trust, more than one hundred plant species were recorded including: oak, blackthorn, hawthorn, field maple, willow, elm, and ash. Wildlife in this area includes: muntjac and fallow deer, badgers, hares, stag beetles, shrews, field mice, hedgehogs, moles and dragonflies. The site is now owned by Babergh District Council and a Nature Reserve Steering Group has been established to monitor and manage the site.

Community Aspiration 1 - Spring Hill Meadows

The Parish Council will work proactively with the landowner (the District Council) and other relevant organisations to both manage the area and improve its biodiversity interest.

[1] https://coastandheaths-nl.org.uk/managing/management-plan/

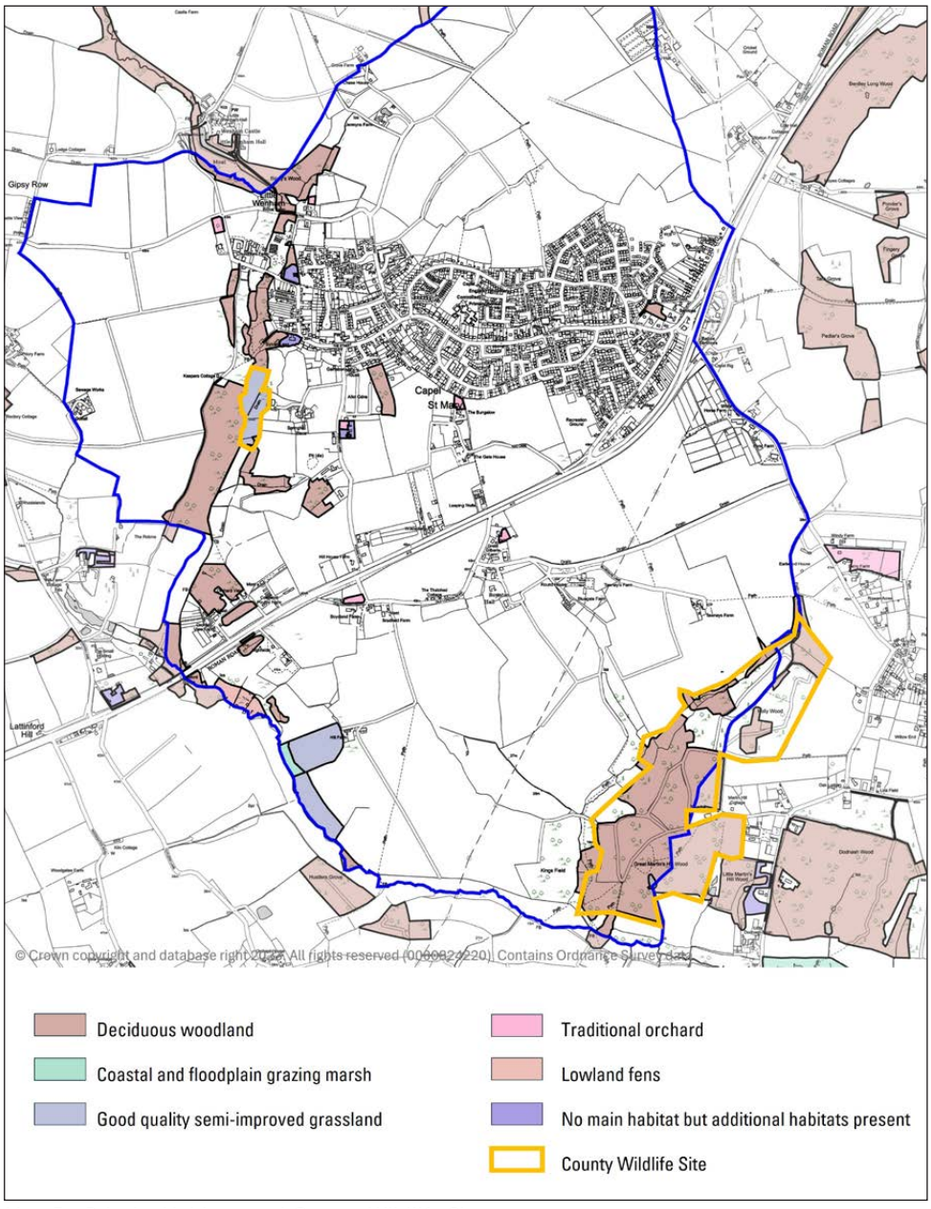
8.5 The whole Neighbourhood Plan area falls within a Protected Habitat Mitigation Zone, as the areas falls within the 13km Zone of Influence due to the presence of highly valued designated habitats (Stour and Orwell Estuaries Special Protection Area and Ramsar site and the Deben Estuary Special Protection area and Ramsar Site).

8.6 The following Species of Principal Importance in England have been recorded within the parish: common toad, skylark, cuckoo, yellowhammer, herring gull, linnet, house sparrow, marsh tit, dunnock, turtle dove, starling, song thrush, stag beetle, white admiral, numerous moth species, slow-worm, grass snake, common lizard, water vole, hedgehog, brown hare, otter, dormouse, brown long-eared bat.

8.7 The following Habitats of Principal Importance in England (HPIE) are thought to occur within the parish:

- hedgerows,
- eutrophic standing waters,
- lowland dry acid grassland
- lowland heathland,
- lowland mixed deciduous woodland, and
- wet woodland.

More detailed assessment may show that the following HPIE also exist here: traditional orchards, ponds (qualifying criteria apply), lowland meadows, lowland fens.



Map 5 - Priority Habitats and County Wildlife Sites

Planning Policy Context

National Planning Policy Framework

8.8 National planning policy requires planning policies to conserve and enhance the natural environment, whether this be designated sites or more generally recognition of the intrinsic character and beauty of the countryside. Furthermore, in relation to the Suffolk and Essex Coast and Heaths National Landscape, paragraph189 states that "Great weight should be given to conserving and enhancing landscape and scenic beauty in National Parks, the Broads and National Landscapes which have the highest status of protection in relation to these issues.

8.9 Furthermore, requirements of the Environment Act 2021 are now mandatory in terms of achieving Biodiversity Net Gain (BNG) on new developments, and the minimum requirements are set out in the below:
A minimum of 10% BNG is mandatory for all development that meets the following criteria:

Larger Developments

Residential

- 10 or more dwellings + site area greater that 1 hectare; or
- Unknown number of dwellings – site area greater than 0.5 hectares

Non Residential

- Floorpsace is greater than 1000m^2; or
- Site are is greater than 1 hectare

Smaller Developments

Residential

- Floorspace to be created is less than 1,000m^2
- Site area is less than 1 hectare

8.10 The NPPF also allows for the designation of land as Local Green Spaces through local and neighbourhood plans. This allows communities to identify and protect areas of particular local importance subject to meeting the following criteria:

a) in reasonably close proximity to the community it serves;
b) 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
c) local in character and is not an extensive tract of land.

The Local Plan

8.11 As noted in paragraph 8.5, the whole neighbourhood plan area falls within the designated 13km Zone of Influence (ZOI) associated with the Stour & Orwell Estuaries and the Deben Estuary Special Protection Areas and Ramsar sites. JLP1 Policy SP09 requires that new development proposals take adequate mitigation measures against the potential effects arising from additional recreational pressure on these protected areas.

8.12 JLP1 Policy LP16 Biodiversity and Geodiversity refers to the need to follow the biodiversity mitigation hierarchy to minimise the loss of biodiversity assets, whilst it does not mention specific species to be retained it does refer to the creation of wildlife corridors and linking green infrastructure networks.

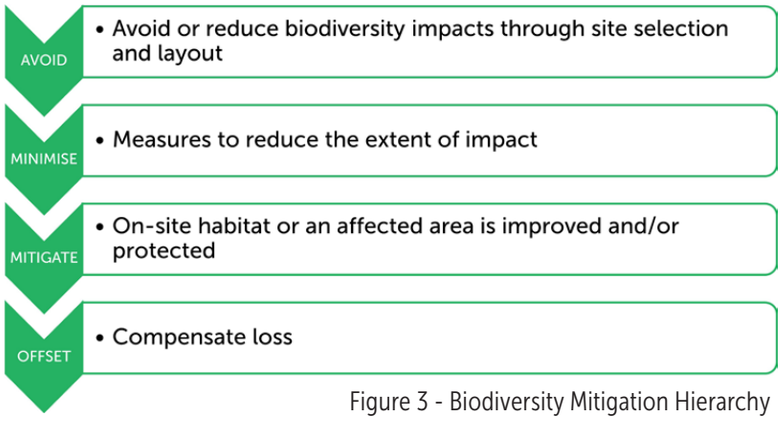


Figure 3 - Biodiversity Mitigation Hierarchy

8.13 JLP1 Policy LP17 Landscape, requires development proposals to:

a) Integrate with the existing landscape character of the area and reinforce the local distinctiveness;

b) Be sensitive to the landscape and visual amenity impacts (including on dark skies and tranquil areas) on the natural environment and built character; and

c) Consider the topographical cumulative impact on landscape sensitivity.

8.14 Planning applications will need to be informed by any landscape and visual appraisal/landscape visual impact assessment to identify mechanisms to avoid, reduce and mitigate adverse effects.

Evidence

Suffolk Landscape Character Assessment

8.15 The landscape of the parish has played a significant role in shaping what Capel St Mary looks like today and how it functions. The Suffolk Landscape Character Assessment that has been carried out jointly by all the Suffolk District Councils and the County Council identifies four distinct landscape typologies being present in the parish, namely:

- Ancient Estate Claylands
- Ancient Estate Farmlands
- Rolling Valley Farmlands
- Plateau Farmlands

Details on the character of each of these typologies can and land management guidelines for the areas can be found at https://suffolklandscape.org.uk/

Capel St Mary Local Green Space Assessment

8.16 This document follows the guidance in para 107 of the NPPF in terms of the criteria to be met (as set out at Para 8.8) and assesses the fourteen local green spaces.

Residents' Survey

8.17 In addition to the details in the Landscape Character Assessment, there was strong support for the natural environment in terms of residents having easy access to the countryside, lots of green spaces which contributed to the rural atmosphere of the parish and for these to be identified for protection.

8.18 Residents also identified protecting the open countryside around the village as important to retain its rural setting.

Neighbourhood Plan Policies

8.19 Given the location of the village within an area of ancient estate claylands and plateau farmlands, it is important to retain the characteristics of these areas and to ensure that any development proposals do not harm the intrinsic features.

Policy CSM6 - Biodiversity

Development proposals should avoid the loss of, or significant harm to biodiversity including priority habitats, distinctive trees, hedgerows and natural features such as ponds and watercourses.

Where such losses or harm are unavoidable, adequate mitigation measures or, as a last resort, compensation measures will be sought. If suitable mitigation or compensation measures cannot be provided, then planning permission should be refused.

Where a new access is created, or an existing access is widened through an existing hedgerow, a new hedgerow of native species shall be planted on the splay returns into the site to maintain the appearance and continuity of hedgerows in the vicinity.

Proposals will be supported where they integrate improvements to biodiversity which will secure a measurable net gain as part of the design through, for example:

a. The creation of new natural habitats including wildlife corridors and ponds;
b. The planting of additional native trees and hedgerows of local provenance, as identified in Appendix 2; and
c. Restoring and repairing fragmented biodiversity networks and corridors.

Additionally, the provision of swift-boxes, bat-boxes and holes in fences which allow access to hedgehogs are encouraged.

Community Aspiration 2 - Biodiversity Net Gain
The Parish Council aims to achieve a Biodiversity Net Gain of 20% during the period of this Neighbourhood Plan.

Context

8.20 In terms of green infrastructure, whilst JLP1 Policy SP09 refers in general to networks of green infrastructure the neighbourhood plan seeks to add more detail to reflect the views of residents to ensure new development incorporates green links which could also contribute to biodiversity enhancement.

Policy CSM7 - Green Infrastructure in New Developments

Unless demonstrably impractical, major new housing development should include a network of green infrastructure, incorporating any sustainable drainage systems, and include green travel corridors that provide biodiversity rich routes through the development and connecting to existing provision off-site.

8.21 Many green spaces were created when the village was expanded in the 1960's. The Neighbourhood plan therefore seeks to protect them from inappropriate development and has accordingly identified a number of these for designation as Local Green Spaces in accordance with Paragraph 107 of NPPF.

Policy CSM8 - Local Green Spaces

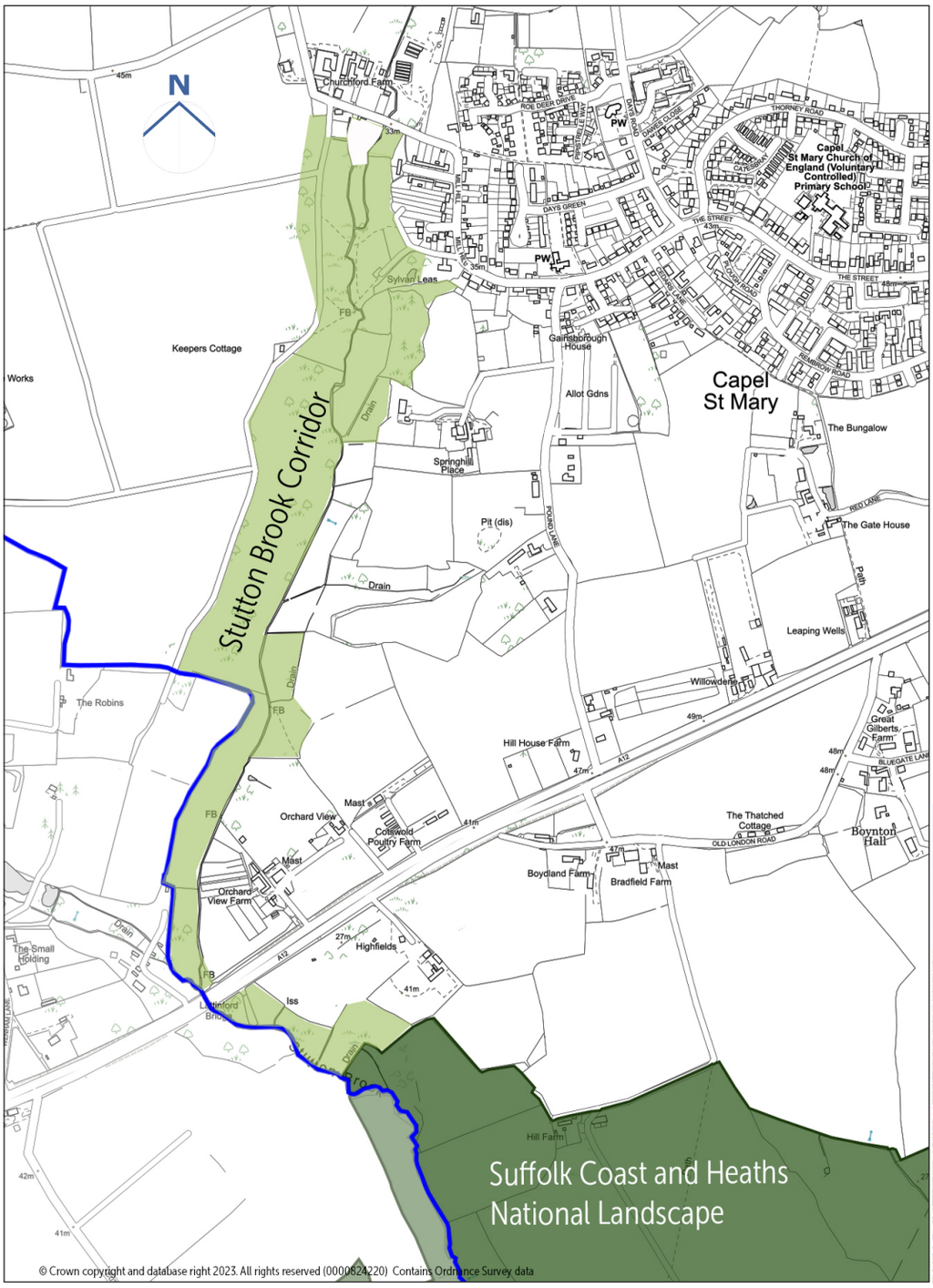
The following local green spaces are designated in this Plan and are identified on Policies Map:

1. Allotments
2. Days Green
3. Thorney Road and Days Road
4. Between Plough Road and The Street
5. Adjoining Little Gulls, Dodmans and Chapel Close
6. Between Letton Close and Link Road
7. Elm Lane
8. Long Perry opposite the Garden Centre
9. Mowlands
10. Beside the Premier Shop in The Street
11. In front of the Community Centre, The Street
12. Between the houses in Barnfield
13. Between Thorney Road and Winding Piece
14. The Playing Field

Development in the local green spaces will be consistent with national policy for the Green Belt.

Community Aspiration 3 - Local Green Spaces
Where possible local green spaces should be brought under the control of the Parish Council.

8.22 Stutton Brook Corridor, coincides with the Neighbourhood Plan area/parish boundary to the south of the Parish, part of the area also lies within the Suffolk Coast and Heaths National Landscape. There are numerous trees and natural habitats creating a wildlife haven along the banks of the Brook, as shown on Map 6.



Map 6 - Stutton Brook Corridor

Policy CSM9 - Stutton Brook Corridor

Development proposals within or which might otherwise impact upon the integrity of the Stutton Brook corridor, as shown on Map 6 and the Policies Map, should preserve the habitats and rural character of the corridor and, where appropriate, improve the qualities of the area.

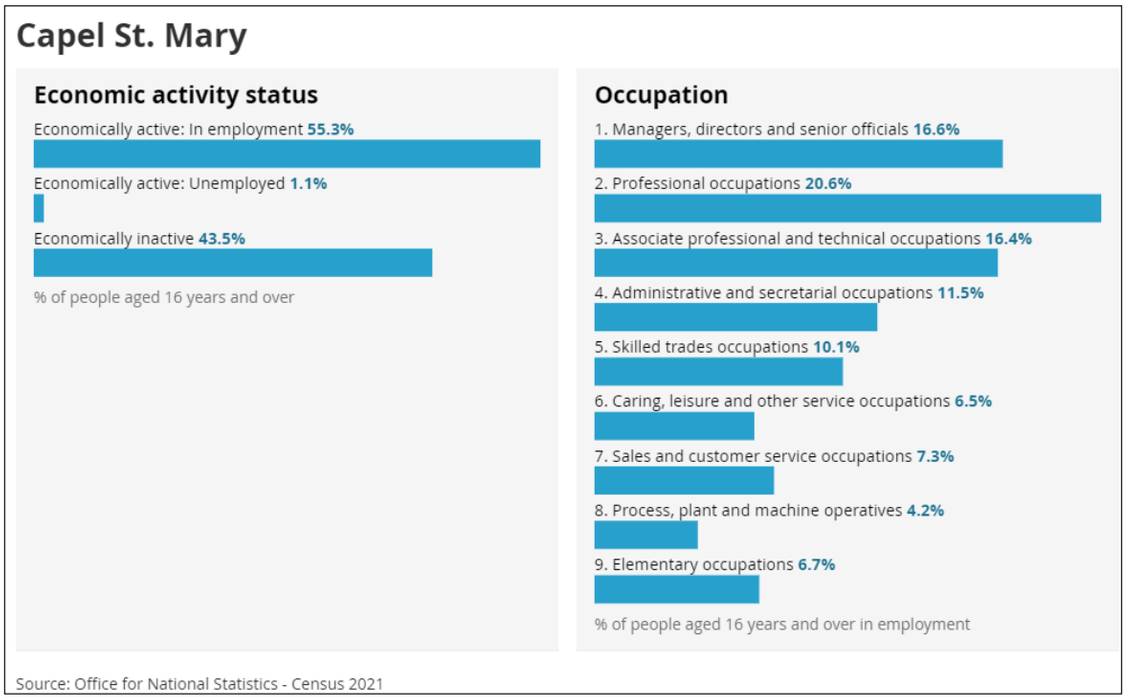
9. EMPLOYMENT, SERVICES AND FACILITIES

Objectives

8. Retain, protect and improve the range of existing employment and community facilities and services.

Context

9.1 Census 2021 data reveals that over half of the parish remain economically active and over a third work mainly from home and a portion work locally travelling less than 10km to a workplace.



9.2 The village has a variety of small businesses, ranging from shops, restaurants/takeaways providing local services and facilities. There is also a garden centre, mushroom farm and other small business units at Churchford Farm, Mill Lane. These businesses provide full and part-time employment opportunities to both residents and non-residents.

Planning Policy Context

National Planning Policy Framework

9.3 Two of the key objectives of the NPPF focus on economic and social matters in terms of building a strong and responsive economy and whilst supporting strong and vibrant local communities. Paragraph 85 requires planning policies to create conditions where businesses can invest, expand and adapt and there is support for the sustainable growth and expansion of all types of businesses in rural areas, through the conversion of existing buildings and new builds.

9.4 There is also an emphasis on creating healthy and safe communities through ensuring that the services communities need are retained and enhanced including but not limited to local shops, meeting places, sports provision, open space, public houses, cultural and spiritual venues. To ensure the sustainability of communities and residential environments, through guarding against the unnecessary loss of valued facilities and services that would reduce the community's ability to meet its day-today needs.

The Local Plan

9.5 JLP1 Policy SP05 Employment Land provides a high level strategy to retain existing employment land and allow provision of new. The Policy also supports the provision of new employment land along the strategic transport corridors which are defined as 2km from the A12, A14 and A140, albeit there are no identified strategic employment sites identified within the neighbourhood plan area.

9.6 JLP1 Policy LP09 – Supporting a Prosperous Economy sets out various consideration for employment proposals in terms of being sensitive to the surroundings, of high standard of design to include safe and suitable access and sufficient on-site parking and to not have a severe impact on the road network. The Policy also provides guidance on changes of use to small scale employment within a residential curtilage to ensure that there are no direct sales from the site; the activity to remain incidental to the overall use of the site for residential purposes and that the activity must not create noise, dust, fumes to create adverse impacts on the local amenity.

9.7 JLP Policy LP10 Change from Employment Use seeks to control proposals for alternative uses of existing employment premises.

9.8 The Local Plan includes a dedicated section to support and safeguard key services and facilities within the community in recognition of the role these play in supporting communities to be sustainable. For the purposes of JLP1 Policy LP28 Services and Facilities within the community - community services and facilities include: open spaces, village and public halls, community centres, places of worship, cinemas, theatres, libraries, leisure centres, museums, public houses, restaurants, cafés, convenience shops, banks, building societies, and post offices.

9.9 JLP1 defines open spaces as including:

- *Allotments which are valuable community spaces and offer people opportunities for food production;*
- *Amenity green space (defined as spaces which are open to free and spontaneous use by the public but are not formally managed for a specific function such as a park or playing field; nor managed as a natural or semi-natural habitat, and for the purposes of open space provision are considered to be greater than 0.15 ha in size);*
- *Sports and recreational facilities which include, but are not limited to, parks and gardens, outdoor sports facilities, play spaces and formalised sports clubs' space (such as playing pitches and golf courses); and*
- *Accessible natural green space which covers a variety of partly or wholly accessible spaces including meadows, woodland and copses of trees all of which share a trait of having natural characteristics and wildlife value, but which are also open to public use and enjoyment.*

9.10 JLP1 Policy LP28 sets out the requirements for new and/or expanded services in terms of meeting the needs of the local community, safeguarding a viable community asset. Where there are new development greater than 1 hectare there is a requirement to include on site open space provision as defined above. If a proposal is received that involves the loss of an existing service or facility there are a number of considerations which must be met including evidence of marketing and its economic viability.

Evidence

Residents Survey

9.11 The residents survey indicated support for the creation of more employment opportunities if the village was to grow and the possibility of more small businesses.

9.12 Existing services and facilities are highly valued and there is a strong desire these are retained.

Neighbourhood Plan Policies

9.13 Given the detail in the local plan on both employment matters and local facilities and services, there is no need for these to be repeated. The policies in the Neighbourhood Plan therefore add the local dimension.

Policy CSM10 - Employment Sites

Proposals to change the use of an existing employment premises (Use Class E(g), B2 and B8) will only be permitted where one or more of the following criteria has been met:

a. evidence can be provided that genuine attempts have been made to sell/let the site/premises in its current use, and that it can be demonstrated that no suitable and viable alternative employment / business uses can be found or are likely to be found in the foreseeable future;

b. the existing use has created over-riding environmental problems (e.g. noise, odours or traffic) and permitting an alternative use would be a substantial environmental benefit that would outweigh the loss of an employment / business site;

c. an alternative use or mix of uses would assist in regeneration and offer greater benefits to the community in meeting local business and employment needs;

d. it is for an employment related support facility, such as employment training/education or workplace crèche;

e. an alternative use or mix of uses would provide other sustainability benefits that would outweigh the loss of an employment / business site

Policy CSM11 - Loss of Facilities and Services

Proposals that would result in the loss of the following community facilities or premises, as identified by the Policies Map, will be considered in the light of Policy LP 28 of the Joint Local Plan:

1. Shopping Precinct
2. Community Centre and Library
3. Playing field (including pavilion, play area and Bowls Club)

Community Aspiration 4 - Creating a Dementia Friendly Village

To make Capel St Mary a Dementia Friendly Village by supporting an organisation which will provide services to people suffering from dementia, raise awareness of the illness and liaise with businesses and organisations in the village to make their premises dementia friendly.

10. TRANSPORT

Objective

9. Improve road safety, protect and enhance Capel St Mary's public rights of way and reduce the impact of parking in the village.

Context

10.1 Neighbourhood plans have little power to introduce highway improvements as most schemes will not require planning permission. Improvements are therefore reliant on the County Council's Highways Department for investment in projects or improvements required as part of the mitigation of the impact of development proposals.

10.2 Given the location of the village adjacent to the A12 and in reasonable proximity to employment centres to the north and south, it is not surprising that the over 90% of residents have access to at least one car and over half drive to work:

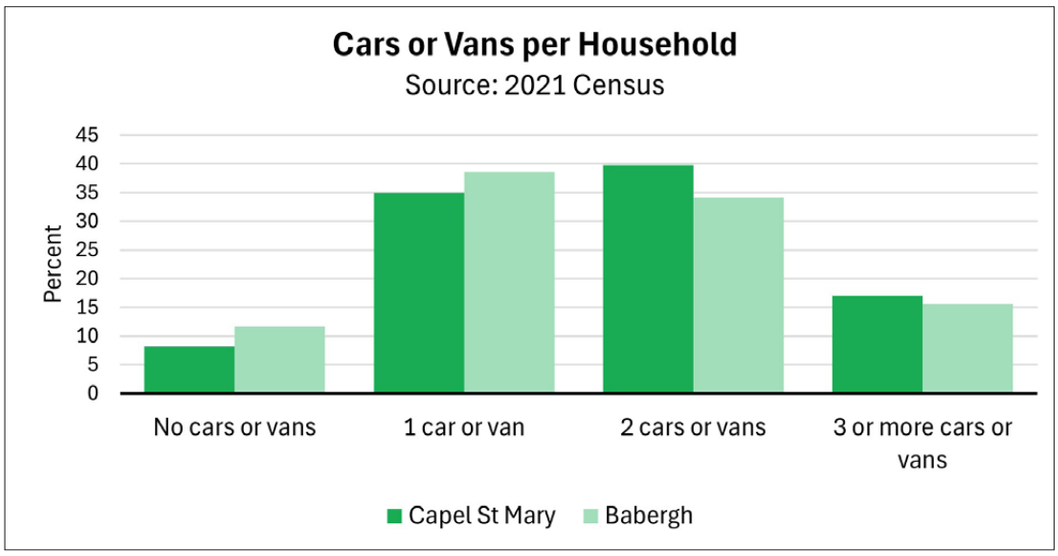


Figure 4: Number of cars or vans per household

10.3 The village is connected to both the A12 North and South via an underpass. The A12 North joins the A14 at the Copdock Mill roundabout, which is frequently congested with tailbacks into the village which have an adverse impact of the local environment.

10.4 There is also an extensive network of Public Rights of Way in the Parish (see Map 7), many starting from the residential edges of the village, providing direct access into the open countryside, those to the north of the village in particular providing the opportunity for circular routes. These routes provide opportunities for recreational walking, horse riding and cycling.

Planning Policy Context

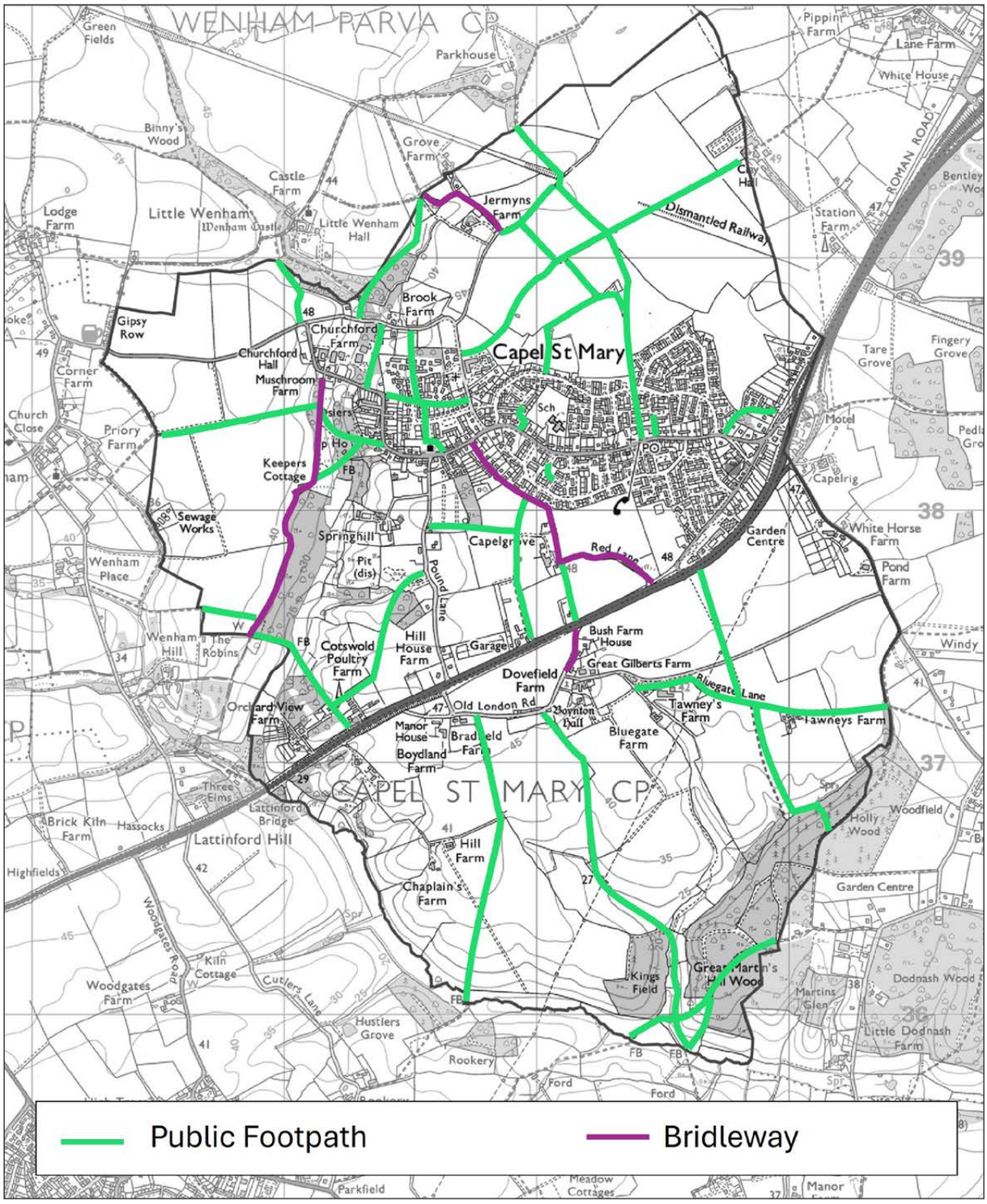
National Planning Policy Framework

10.5 Promoting active travel is now a key theme through government policy and in particular promoting opportunities for walking and cycling through utilising Local Cycling and Walking Infrastructure Plans.

10.6 The National Planning Policy Framework states that developments that will generate significant amounts of traffic should provide a travel plan, to set out measures to facilitate sustainable modes of transport.

The Local Plan

10.7 Babergh and Suffolk District Council's produced in 2022 'A Vision for Sustainable Travel', this sets out the ambitions for sustainable travel within the districts and why it is important and beneficial for communities to travel more sustainably. None at this stage are identified within the boundary of Capel St Mary, but an ambition for a cycle link from Capel St Mary to Copdock has been captured, prioritised highly, and is being explored and developed (please see also Community Aspiration 8).



Map 7 - Public Rights of Way

10.8 In addition, Suffolk County Council have produced a Green Access Strategy, which is a Rights of Way Access Plan for the period 2020 – 2030. The strategy details why green access is relevant to improving quality of life through the extensive public rights of way and green access network. Through encouraging sustainable travel choices such as walking and cycling.

10.9 JLP1 Policy LP29 Safe, Sustainable and Active Transport sets out a range of considerations for new development, not least that proposals should be accompanied by transport statements and should also aim to protect and enhance the Public Rights of Way Network.

Evidence

Residents Survey

10.10 Various responses in the residents survey relate to transport matters :

- Noise and pollution from A12
- Parking – lack of spaces in the village centre; parking on verges/pavements;

- Speeding – lorries and cars going too fast through the village
- Lorries passing through the village to access Raydon/Hadleigh
- Increase in traffic on country lanes
- Modal shift – encouraging people to walk/cycle rather than use their cars

Neighbourhood Plan Matters

10.11 Given the existing policies in the JLP1 and other transport focussed initiatives, it is not necessary for the neighbourhood plan to include any specific policies. However, given the responses to the residents survey the following community aspirations are proposed:

Community Aspiration 5 - Improved Highway Networks

To cooperate with developers and local parishes to provide, where possible, the following:

- All new housing developments should have, where reasonably possible, new footpath and/or bridleway connections created, linking to the existing right-of-way network surrounding the village
- To create new access routes across the A12, giving access to the countryside within the South of the parish. These should connect with current or new footpaths and bridleways, thereby improving links with neighbouring centres of population, such as Bentley and East Bergholt
- To promote, in association with neighbouring parishes, the creation of a new cycle route along the course of the disused railway line, providing connectivity with Hadleigh town centre

Community Aspiration 6 - Traffic Management

The Parish Council will lobby the relevant authorities to improve traffic management through:

- Enforcing speed limits within the village
- Preventing illegal and nuisance parking e. vehicles parking on pavements and over drives or parking in areas that reduce visibility.

Community Aspiration 7 - Modal Shift

To support any modal shift system developed in the area of Capel St Mary which would help to reduce traffic congestion.

Community Aspiration 8 - Cycle Link to Ipswich

Suffolk County Council is planning a cycle route from Ipswich to Junction 32A on the A12 (Copdock Business Park roundabout). Effort will be made to extend this to Capel St Mary.

APPENDIX 1

Heritage Assets within the Neighbourhood plan Area

Up to date information on these listed buildings should be sought from Historic England or another reliable source.

Grade II*

- Boynton Hall
- Church of St Mary

Grade II

- Little Owls, Thatched Cottage
- Manor House
- Spring Hill
- Stable/Granary approximately 50 metres South-East of Capel Grove
- Church Cottage
- 130 The Street
- Orchard Cottage
- Barn approximately 30 metres South-West of Jermyn's Farmhouse
- Ladysmead
- Old Hadleigh
- Bluegate Farmhouse
- Oliver's Cottage
- St Mary's Cottage
- Jermyn's Farmhouse
- Bush Farmhouse
- Hillberry Cottage
- Pump adjacent to rear of Manor House
- Capel Grove
- The White Horse Inn
- Appletree Cottage/Jubilee Cottage

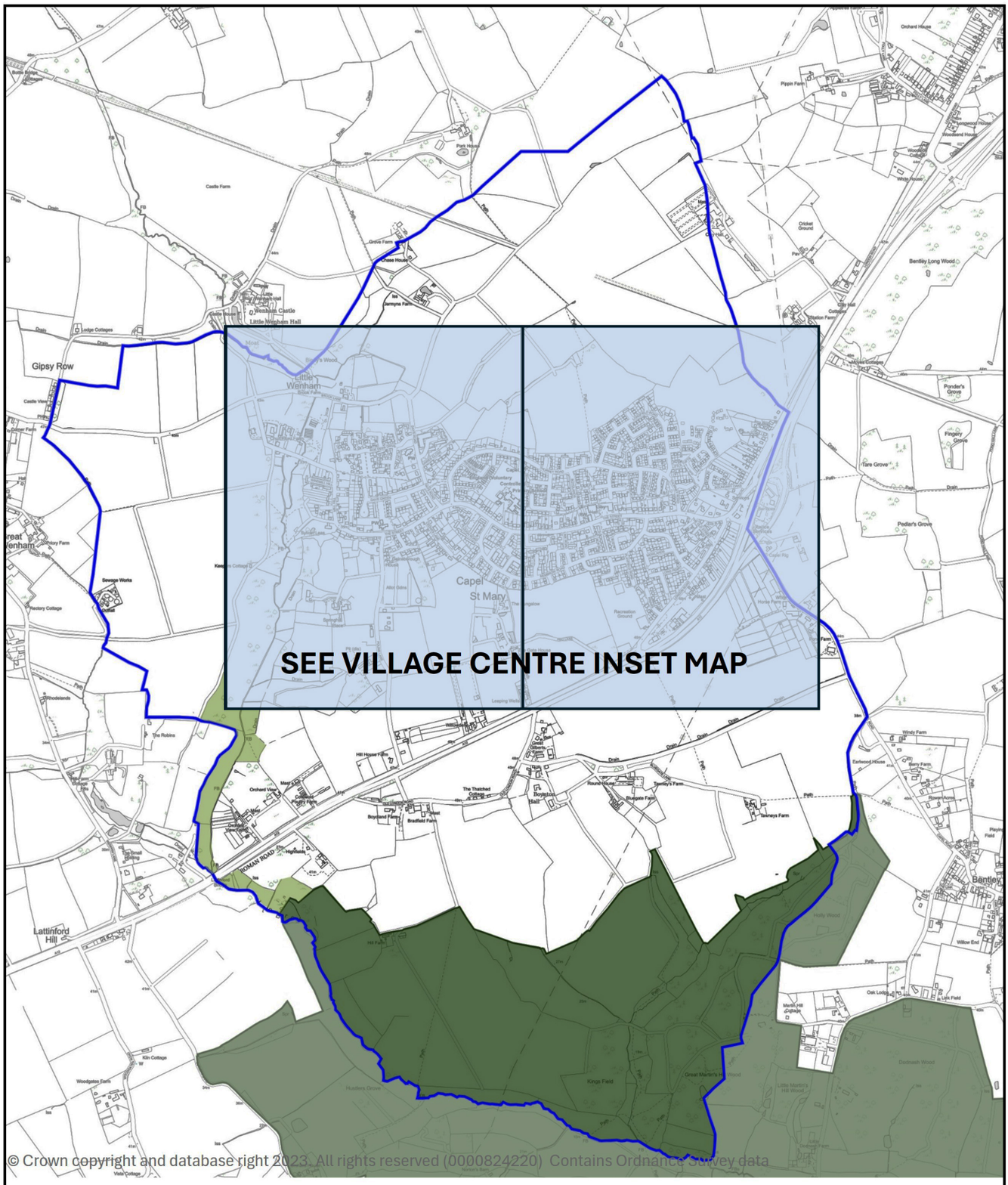
APPENDIX 2

Appropriate Trees and Shrubs for Landscape Planting

The following list identifies the native species that should be incorporated into development proposals and landscaping schemes across the Neighbourhood Plan Area.

- Pedunculate Oak (*Quercusrobur*)
- Wild Cherry (*Prunus avium*)
- Sweet Chestnut (*Castaneasativa*)
- Small-leaved Lime (*Tilia cordata*)
- Alder (*Alnus glutinosa*)
- Whitebeam (*Sorbus aria*)
- Crab Apple (*Malus sylvestris*)
- Silver Birch (*Betula pendula*)
- Rowan (*Sorbus aucuparia*)
- Blackthorn (*Prunus spinosa*)
- Field Maple (*Acer campestre*)
- Hawthorn (*Crataegus monogyna*)
- Holly (*Ilex aquifolium*)
- Hazel (*Corylusavellana*)
- Beech (F*agus sylvatica*) (not in woodland planting)
- Guelder-Rose (*Viburnum opulus*)
- White Willow (*Salix Alba*) (suitable for parkland and landscape locations)
- Grey Willow (*Salix Cinerea*) (suitable for woodland edge or scrub locations)
- Goat Willow (*Salix Caprea*)(suitable for woodland edge or scrub locations)

POLICIES MAP



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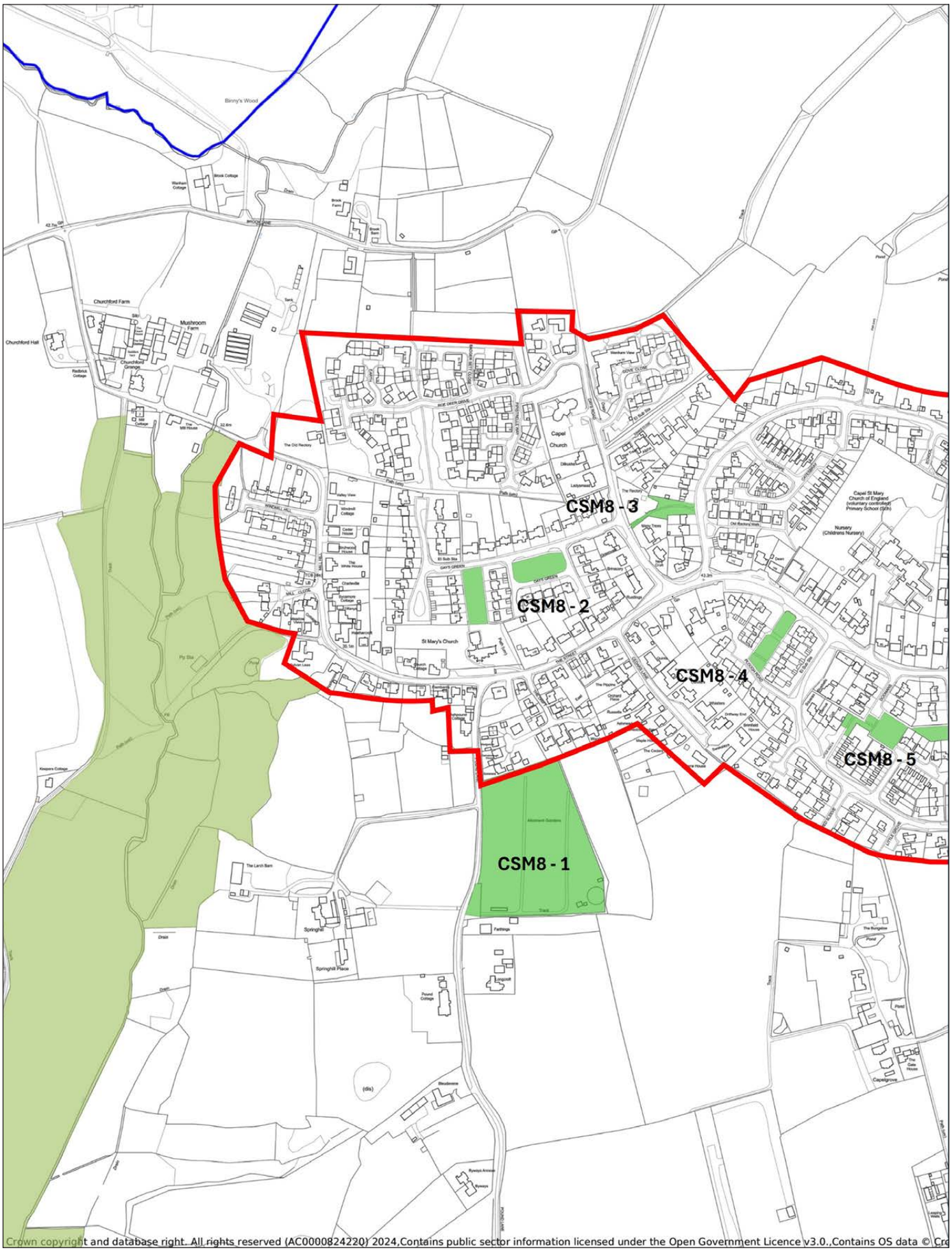

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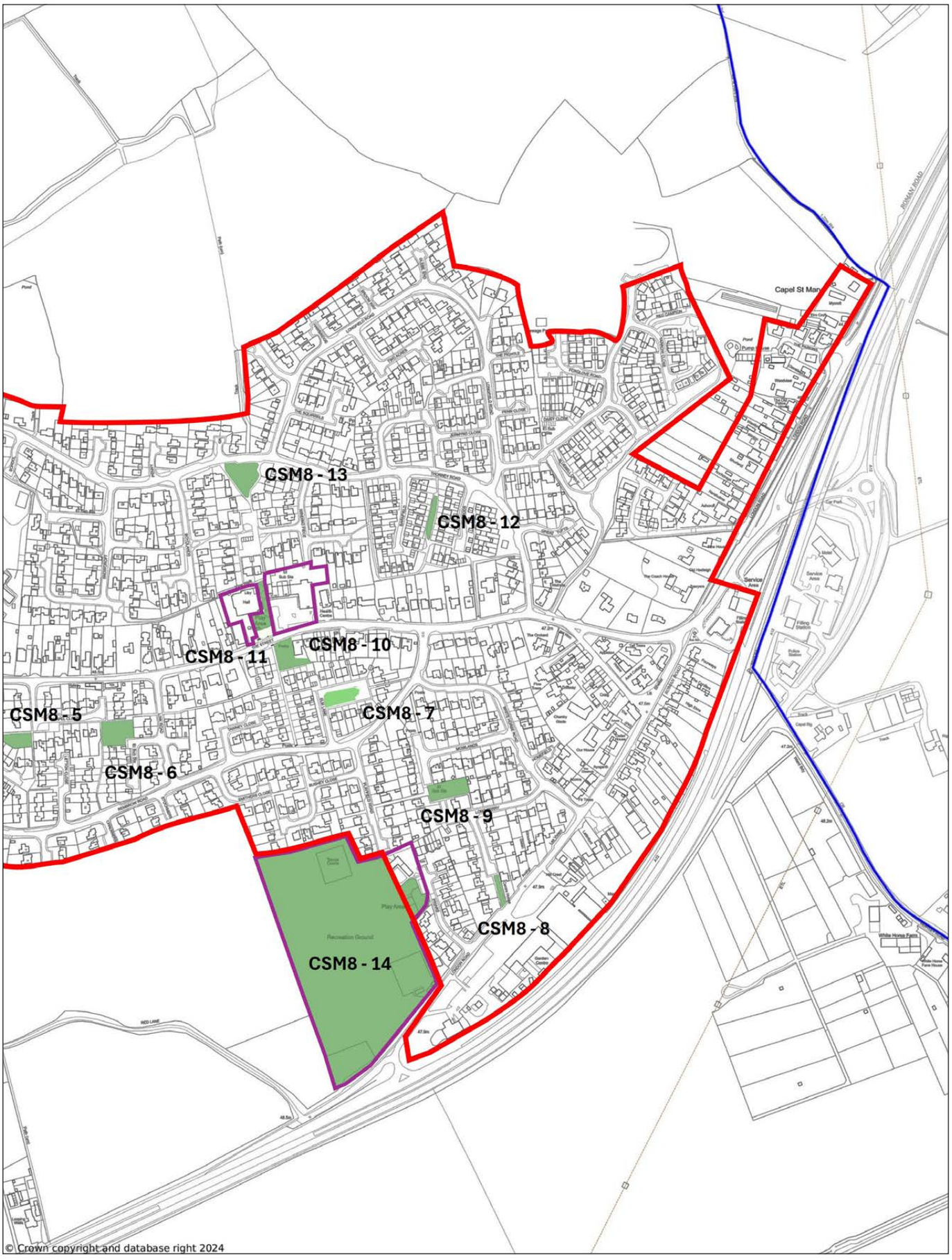

GLOSSARY:

Affordable housing: Housing for sale or rent for those whose needs are not met by the market including social and affordable rented and starter homes. Eligibility is determined with regard to local incomes and local house prices. Types of affordable housing are defined in NPPF 2023.

Biodiversity: Describes the range and variety of living organisms within an ecosystem. It can include all living organisms, plants, animals, fungi and bacteria and is often used to indicate the richness or number of species in an area. Such an area can be defined at different levels across the globe or be limited to a local area such as a parish.

Development Plan: This includes adopted Local Plans and Neighbourhood Plans as defined in section 38 of the Planning and Compulsory Purchase Act 2004.

Green infrastructure: A network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities.

Habitat: The natural home of an animal or plant often designated as an area of nature conservation interest.

Infrastructure: The basic physical and organisational structures and facilities (e.g. buildings, roads and power supplies) necessary for development to take place.

International, national and locally designated sites of importance for biodiversity: All international sites (Special Areas of Conservation, Special Protection Areas, and Ramsar sites), national sites (Sites of Special Scientific Interest) and locally designated sites including Local Wildlife Sites.

Local Planning Authority: The public authority whose duty it is to carry out specific planning functions for a particular area which in this case is Babergh District Council.

Local Plan: The plan for the future development of the district, drawn up by the local planning authority in consultation with the community.

Neighbourhood Area: The Neighbourhood Area is that which the Neighbourhood Plan covers. It normally covers a whole parish and is formally designated by the local planning authority upon request of the Parish Council.

Neighbourhood Plan: A plan prepared by a Parish Council for a particular Neighbourhood Area (made under the Planning and Compulsory Purchase Act 2004) and/or the Localism Act 2011.

Rural exception sites for affordable housing: Sites for affordable housing development in rural locations where market housing would not normally be acceptable because of planning policy constraints. Homes can be brought forward on these sites only if there is a proven unmet local need for affordable housing and a legal planning agreement is in place to ensure that the homes will always remain affordable, will be for people in housing need and prioritised for those with a strong local connection to the Parish.

Strategic Environmental Assessment: A procedure (set out in the Environmental Assessment of Plans and Programmes Regulations 2004 as amended) which requires the formal environmental assessment of certain plans and programmes which are likely to have significant effects on the environment.

Use Classes: The Town and Country Planning (Use Classes) Order 1987 (as amended) puts uses of land and buildings into various categories known as 'Use Classes'.

Wildlife corridor: A wildlife corridor is a link of wildlife habitat, generally native vegetation, which joints two or more larger areas of similar wildlife habitat, Corridors are critical for the maintenance of ecological processes including allowing for the movement of animals and the continuation of viable populations of plants and animals.

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Capel St Mary Neighbourhood Plan

2024 - 2037

Capel St Mary Parish Council

NORWICH TO TILBURY

EN020027

Joint Local Impact Report

Appendix 9 (Copdock and Washbrook Neighbourhood Plan, 2025)

Suffolk County Council [redacted]

Babergh District Council [redacted]

Mid Suffolk District Council [redacted]

The Copdock & Washbrook

NEIGHBOURHOOD PLAN 2023-2037

Referendum Plan - May 2025

Copdock and Washbrook Parish Council

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Prepared by Copdock and Washbrook Parish Council

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INTRODUCTION

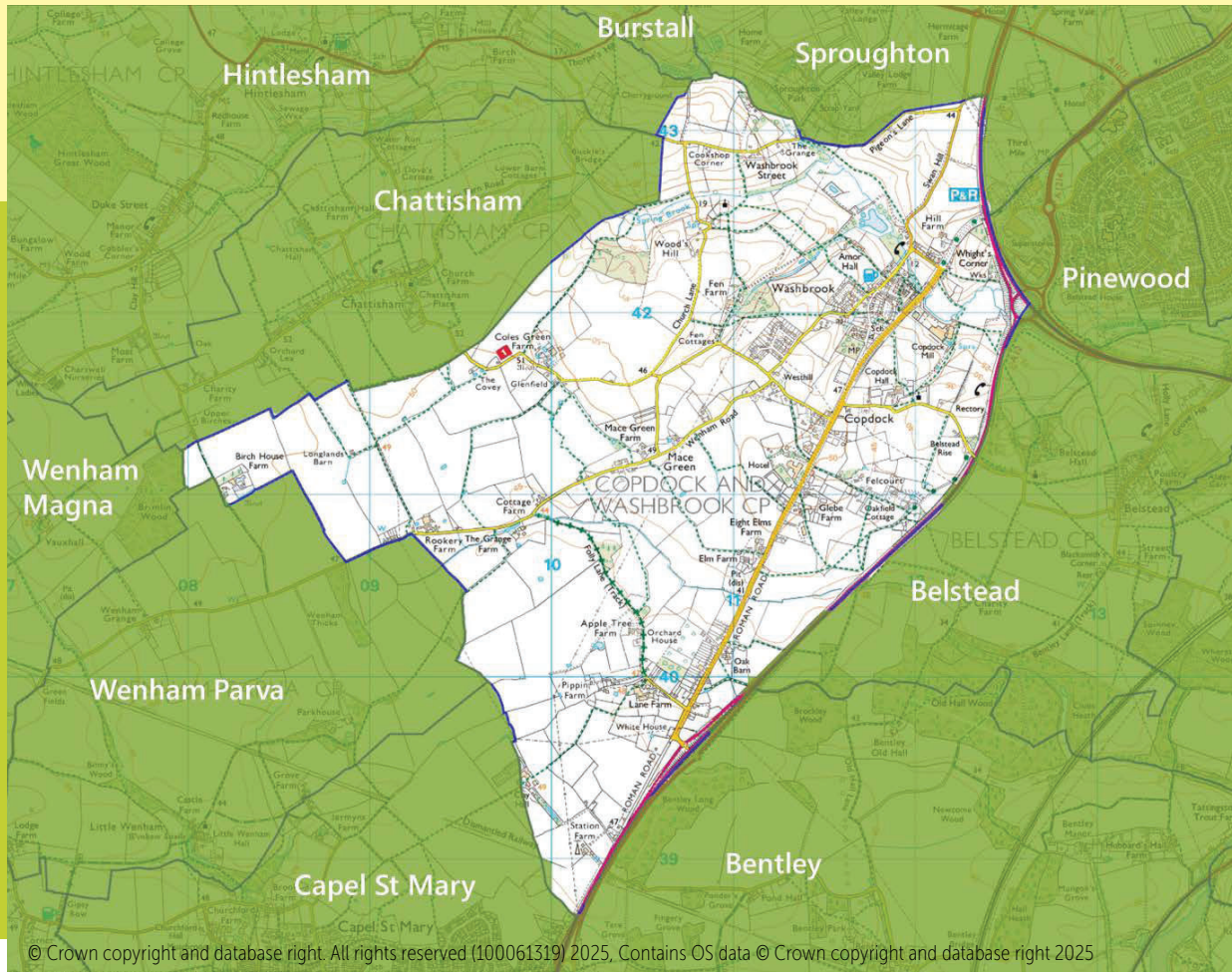
1.1 This Neighbourhood Plan represents the culmination of seven years' work of a Steering Group of volunteers on behalf of Copdock and Washbrook Parish Council. An earlier version of the Plan was consulted on and independently assessed by a Neighbourhood Plan Examiner before being put to a Parish Referendum to decide whether it should be used by Babergh District Council when determining planning applications in the parish. At the Parish Referendum in March 2022, the majority of those that voted were against the Neighbourhood Plan.

1.2 Given the importance of having locally specific planning policies and the outcome of the 2022 referendum, the original Neighbourhood Plan was reviewed and amended to remove reference to the amount and location of new housing in the parish. Having a Neighbourhood Plan in place will also mean that, under current Government regulations, the Parish Council will receive an uplift from 15% to 25% of the Community Infrastructure Levy collected by Babergh District Council for new housing built in the parish. This can be used by the Parish Council to secure or contribute towards locally needed infrastructure improvements.

1.3 As there is currently no agreed requirement for housing growth in the parish set out in an adopted Local Plan, matters relating to the amount and location of additional housing in the parish will be dealt with by Babergh District Council in the preparation of their revised Babergh and Mid Suffolk Joint Local Plan.

The Neighbourhood Area

1.4 The regulations concerning the preparation of neighbourhood plans require that the area to be covered by them is formally designated. For Copdock and Washbrook, the whole parish was designated by Babergh District Council on 28 September 2018 following an application by the Parish Council. There have been no subsequent changes in parish boundaries since that time and, therefore, the originally designated area remains as the area covered by the new Neighbourhood Plan.
Map 1 illustrates this area.


Burstall
Sproughton
Hintlesham
Chattisham
Pinewood
Wenham Magna
Belstead
Wenham Parva
Capel St Mary
Bentley
COPDOCK AND WASHBROOK CP
BELSTEAD CP
Washbrook
Copdock
Mace Green
Lane Farm
Rookery Farm
Cottage Farm
Coles Green Farm
Fen Farm
Apple Tree Farm
Orchard House
Pippins Farm
White House
Station Farm
Elm Farm
Eight Elms Farm
Glebe Farm
Felcourt
Oakfield Cottage
Belstead Rise
Rectory
Hill Farm
Wright's Corner
Washbrook Street
Cookshop Corner
Pigeon's Lane
Swan Hill
P&R
Amor Hall
Copdock Hill
Westhill
Fen Cottages
Oak Lane
Wenham Road
Tye Lane
Birch House Farm
Longlands Barn
Oak Barn
Hotel
Rectory
Bentley Lane
Old Hall Wood
Brockley Wood
Bentley Old Hall
Bentley Manor
Newcome Wood
Tattingstone Trout Farm
Hubbard's Hall Farm
Wenham Grange
Wenham Thicks
Little Wenham
Lodge Farm
Parkhouse
Jermyns Farm
Castle Farm
Grove Farm
Glebe Farm
Church Farm
Chattisham Hall
Chattisham Place
Duke Street
Oak Hill
Orchard Lea
Charity Farm
Charlwall Nurseries
Oppidan Birches
Bungalow Farm
Wood Farm
Cobbler's Corner
Mill Farm
Oak
Hintlesham Great Wood
Rochouse Farm
Sewage Works
Water Run Cottages
Lower Barn Cottages
Dove's Corner
Buckle's Bridge
Valley Lodge Farm
Scrub Yard
Valley Farm
Hermitage Farm
Spring Vale Farm
Third Mile
Home Farm
Thorpe's Hill
Birch Farm
College Grove
College Farm
Hintlesham Hall
Hintlesham Hall Farm
Hintlesham Wood
Bromley Wood
Vauxhall
Brook Farm
Wood's Hill
Spring Grove
Chattisham Hall Farm
Chattisham Hall
Church Farm
Chattisham Place
Oak Lane
Fen Farm
Fen Cottages
Coles Green Farm
The Covey
Glenfield
Mace Green Farm
Mace Green
Hotel
Cottage Farm
Rookery Farm
The Grange Farm
Tye Lane (Track)
Wenham Road
Apple Tree Farm
Orchard House
Oak Barn
Pippins Farm
Lane Farm
White House
Station Farm
Elm Farm
Eight Elms Farm
Glebe Farm
Felcourt
Oakfield Cottage
Belstead Rise
Rectory
Hill Farm
Wright's Corner
Washbrook Street
Cookshop Corner
Pigeon's Lane
Swan Hill
P&R
Amor Hall
Copdock Hill
Westhill
Fen Cottages
Oak Lane
Wenham Road
Tye Lane
Birch House Farm
Longlands Barn
Oak Barn
Hotel
Rectory
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Old Hall Wood
Brockley Wood
Bentley Old Hall
Bentley Manor
Newcome Wood
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Hubbard's Hall Farm
Wenham Grange
Wenham Thicks
Little Wenham
Lodge Farm
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Castle Farm
Grove Farm
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Hintlesham Great Wood
Rochouse Farm
Sewage Works
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Lower Barn Cottages
Dove's Corner
Buckle's Bridge
Valley Lodge Farm
Scrub Yard
Valley Farm
Hermitage Farm
Spring Vale Farm
Third Mile
Home Farm
Thorpe's Hill
Birch Farm
College Grove
College Farm
Hintlesham Hall
Hintlesham Hall Farm
Hintlesham Wood
Bromley Wood
Vauxhall
Brook Farm
Wood's Hill
Spring Grove
Chattisham Hall Farm
Chattisham Hall
Church Farm

Neighbourhood Plan Preparation

1.5 As the original Neighbourhood Plan did not pass the Referendum, it was necessary to go through all the statutory stages again as required by the Government Regulations. Put simply, these are:

- Draft Neighbourhood Plan Pre-Submission Consultation
- Submission of Draft Plan to Babergh District Council
- Further consultation by Babergh District Council
- Independent Examination of draft Neighbourhood Plan
- Referendum

1.6 The Neighbourhood Planning Regulations require a Neighbourhood Plan to:

- be appropriate, having regard to National Planning Policy
- contribute to achieving sustainable development
- be in general conformity with strategic policies in the development plan for the local area
- be compatible with EU obligations and Human Rights requirements

1.7 The Neighbourhood Plan has been prepared to cover the period 2023 - 2037, the same period as the Babergh and Mid Suffolk Joint Local Plan Part 1. It will, however, be necessary to review the effectiveness of the Plan during this period and there may be a requirement for subsequent updates in the light of changing circumstances such as more up-to-date national and local planning policies and growth forecasts.

1.8 The Neighbourhood Plan guides new development whilst ensuring that the unique characteristics and landscape setting of the village is maintained and enabling the protection and improvement of vital services and facilities appropriate for a village of the settlement's size and location. It contains planning policies which, when the Plan is complete, will be used as a starting point for consideration of planning applications. In addition to the planning policies, the Neighbourhood Plan contains Community Actions which, although they do not form part of the development plan, identify local initiatives that address issues and concerns raised during the community engagement.

1.9 This is the Referendum version of the new Neighbourhood Plan. It has gone through the stages listed in paragraph 1.5 and, if a majority "yes" vote is returned at the Parish Referendum, it will be "made" by Babergh District Council.

Evidence Gathering

1.10 To provide a sound evidence base for the original Neighbourhood Plan, the Steering Group commissioned a number of studies and surveys, namely:

- a parish-wide questionnaire seeking the views of residents as to their aspirations for the village and their preferences regarding future development
- a Landscape Character Appraisal that identified the important qualities and assets of the parish that need protecting
- guidelines for the parish for the design of new development
- a parish housing needs assessment to identify the type, size and potential need for new houses, and
- a highways assessment, funded by the Parish Council, to identify how traffic speeds and accident risks on the Old London Road could be reduced

1.11 The results and conclusions of this work, which is published in separate documents, has informed the preparation of the planning policies in this Plan.

Plan Themes

1.12 The Plan focuses on six themes, namely:
Housing - Built Environment and Design -Business and Employment- Infrastructure and Services - Natural Environment - Highways and Movement

PLAN THEMES KEY

- Housing
- Built Environment and Design
- Business and Employment
- Infrastructure and Services
- Natural Environment
- Highways and Movement

1.13 These themes form the foundation for the content of the Plan and distinct chapters cover policies and aspirations for each theme. Within each chapter there is a reminder of the relevant objectives, a summary of the relevant issues and the planning policies together with, where appropriate, community actions to address the issues. It must be emphasised at the outset that community actions do not form part of the "statutory" Neighbourhood Plan but are included for completeness to identify other areas of improvement and change residents have identified during the preparation of the Plan. The planning policies appear in boxes numbered C&W1, C&W2 etc., and distinctly different boxes identify a non-statutory community action.

2. COPDOCK & WASHBOOK PAST & PRESENT

2.1 Copdock and Washbrook is a civil parish in the Babergh district, in the county of Suffolk, England. It covers the village of Copdock and Washbrook, as well as the hamlets of Coles Green, Mace Green, Folly Lane and Washbrook Street. The 2021 Census returned a resident population for the parish of 1,130.

2.2 The name "Washbrook" means 'Washing brook' or 'flooding brook'. Washbrook was called "Great Belstead" in Saxon times. The village is likely one of the sources of the surname Washbrook. On 1 April 1994 the parish was abolished and merged with Copdock to form Copdock and Washbrook. Parts of Washbrook went to form the new parish of Pinewood and parts went to Chattisham, Sproughton and Belstead. As would be anticipated both Copdock and Washbrook have long histories of notable events. Records and reports of most of the village activities over the years have been recorded and kept for safe keeping in the Suffolk Records Office. For this report detailed accounts of all the village history is not included as this would overtake the purpose of this exercise.

2.3 The Landscape Character Appraisal includes maps which indicate the changing aspects of the village. The key areas indicating the gradual development of the village are indicated from extracts of plans since 1783.

FIGURE 1

Figure 1 - Extract from Hodkinson's 1783 map of Suffolk

- Settlement is dispersed - small concentrations along Elm Lane and along main Roman Road.
- Mace Green shown with a green. Tributary valley running west to the East south of Mace Green is evident as are woodland blocks to the South. Washbrook and Copdock churches, along with Amor Hall are located within the Belstead Valley in the North. The network of rural lanes seen on this map remain almost unaltered today.

FIGURE 2

Figure 2 - Extract from 1885 map. (source - Historic Maps Scotland)

- Increased development along Elm Lane and Felcourt with smithy and Copdock House. Also dispersed development along the Roman Road to the South with an Inn and farms and further development within Belstead Valley at Whight's Corner. The churches remain isolated and the Green at Mace Green is no longer annotated.

FIGURE 3

Figure 3 - Extract from 1958 Map.
(source - Historic Maps Scotland)

- Groups of development more evident on the lower slopes within Belstead Brook (the road alignment has altered to take traffic away from the settlement to the East). Concentration around Elm Lane remains and increases. New development along Roman Road in the south and continuation of dispersed farms associated with Folly Lane. Notable orchards in the South and small-scale enclosures evident around Mace Green and south-west of Elm Lane.

2.4 In the 1950's, new housing (Fen View and Dales View) was built off Back Lane separately from Washbrook village on the higher valley slopes. This was followed in the 1960's and 70's by further housing estates at Charlottes and Pheasant Rise.

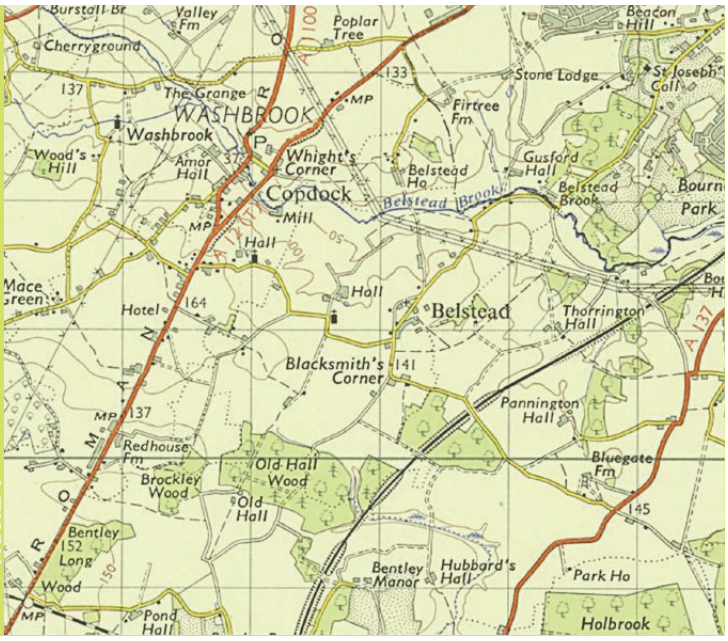


FIGURE 4

Figure 4 - Extract from 1960 map.
(source - Historic Maps Scotland)

- The A12 marked along Roman Road into Ipswich and linear development along the route with a concentration of development along Elm Lane, lower slopes and Whight's Corner.

2.5 The route of the A12 was altered again in the 1980's with the construction of the current A12, further to the south-east, and the construction of the A14, forming a substantial barrier between Washbrook/Belstead Brook valley and the fringes of Ipswich. The former A12 was blocked to traffic at Whight's Corner, although pedestrian and cycle links remain via an underpass which gives access to regular bus service and a few retail outlets. A bus does serve the village, but this is a limited service which operates between Ipswich and Colchester.

2.6 Today Washbrook nestles on the middle to lower slopes of the Belstead Brook while Copdock retains a predominately linear character along the London Road on higher land to the south of the valley. In the south of the parish, close to Red House Farm and Folly Lane there is still a pattern of dispersed farms with infill development and some employment.

2.7 London Road, although no longer forming the main arterial route into Ipswich has remained as a dual carriageway with limited urban lighting columns, road markings and signage. This vestige of the former A12 sits at odds with the predominantly rural character of settlement in the parish. As traffic numbers grow, the Copdock Mill roundabout on the A12 has insufficient capacity. Consequently, motorists are using the Old London Road as a shortcut to get into Ipswich and surrounding areas.

2.8 From these snapshots in time, Copdock and Washbrook has been divided, one by the main routes for traffic from Ipswich south towards London and another for traffic by passing Ipswich via Sproughton and Bramford. The road is often seen as a dividing line between the two elements of the village, but this is not the case, as the Belstead Brook watercourse which runs down the Street is the actual dividing boundary between the two villages. Evidence of the Brook in the Street is still maintained in some of the resident's front gardens.

2.9 Whilst the village is now technically merged since 1994 by name for political and local authority purposes, separate village names are still maintained by some residents and by postal addresses.

2.10 Washbrook and Copdock each had its own church. Washbrook Church St. Mary's was founded in 1559. It closed before 2010 and is now redundant but is still used on occasions. It is in the care of the Churches Conservation Trust and is maintained by volunteers. Copdock Church St Peter's is in the Diocese of St Edmundsbury & Ipswich, a grade 2 listed building largely perpendicular in style dating its construction to the 14th century and remains in regular use for all types of services.

2.11 The village is spread out and has varying landscaping character features as identified in the Landscape Appraisal. The main village area around The Street and Washbrook Church has more undulating features as they sit in the lower levels of the terrain, resulting in a more central area of residential properties. The main Copdock area of the village along the Old London Road and towards Mace Green which is more sparsely developed

with residential properties is at a higher and more flat area of the village.

2.12 The immediate surrounding area and village are not renowned tourist attractions, however there are some destinations which are within easy reach from the village. There is a hotel, a caravan site, a bowls club and cricket ground and playing field adjacent to the village hall. There are monthly antiques fairs at the village hall, and Suffolk Heritage Centre, Old London Road. Copdock Barn holds local events and is available for private hire, and there is a busy outdoor retail area at Gladwells Country Store adjacent to the Old London Road. Residential properties mainly provide accommodation for families who have lived here for many years, and for people who work in the surrounding town and districts but want to be in a rural setting, not a town environment. The village is home to many long-term elderly residents. For some house prices may be slightly lower and affordable, while others enjoy the cosy properties and then there are those who find the village convenient being close to the A12 & A14 for commuting to their places of work.

2.13 In the last 50 years, estate development has taken place at Pheasant Rise (26 dwellings) and Pearsons Way (66 dwellings). Being a relatively small village school, it does have small class sizes which is an attraction for many parents. Higher education schools are not too far away, and bus transport services are provided for the catchment school at East Bergholt.

2.14 The most recent larger scale development has been the Marvens near Whight's Corner which has been developed to provide more social housing for the needs of the village residents. Street lighting is minimal in the main Street and residential areas. New energy efficient street lighting is present for parts of the Old London Road for safety purposes. The lighting luminaires selected more recently have helped to decrease light pollution.

2.15 Several businesses have been set up in the village; generally located along the Old London Road, intermingled with linear residential dwellings. The businesses visibly impact on the village surroundings. Gladwells Mill, a family run business, is the largest site area and has been expanded gradually over the years from when it started up in 1912.

2.16 The village still maintains a generally rural environment even though it is so close to the outskirts of Ipswich and is fortunate in that large industrial sites/buildings have not been brought to it. As would be expected there are many old properties in the main Street which historically would have been the early stages of ribbon developments along main roads for ease of access. These properties which are varied in size and design give a great street scene as they all are maintained in good order and give great character to the village.

2.17 The village is fortunate to have many facilities for the residents, including a large village hall, a sports pavilion, and allotments. The sports and recreation facilities are all on one site albeit not in the centre of the main residential area. There are many clubs in the village which serve most age groups for both sports and recreation run by volunteers. These include cricket, outdoor & indoor bowls, tennis and badminton.

2.18 The village is also fortunate to have a good network of public footpaths. Volunteers from the village organise working parties during the summer months to keep them clear for use by the residents and visitors to the village. Monthly rambles are organised through the winter.

2.19 The village boasts a pub and country store, these are long standing businesses which rely on both village and passing trade for their existence.

2.20 In conclusion, the village is quite unique and has a lot to offer its residents. It is very close to good road links for commuters. It has its rural setting and basic needs facilities but is very close to Ipswich where many more facilities are easily accessible.

2.21 In preparing this Plan, many residents have accepted that some expansion of housing has to be expected. Any such growth should be in proportion and maintain the village feel and not merge to become part of Ipswich.

Facilities

2.22 Residents are fortunate to have the benefit of being able to access the following facilities within the village:

- The Village Hall
- The School
- The Brook Inn Pub
- Cricket Field
- Church Room
- St Peter's Church
- Play Areas
- Allotments
- Bowls Club
- Tennis Club
- Pre-School
- St Mary's Church

3. POLICY CONTEXT

National Planning Policy Framework

3.1 The National Planning Policy Framework (NPPF) sets out the Government's high-level planning policies which must be taken into account in the preparation of development plan documents and when deciding planning applications. Although a new version of the NPPF was published by the Government in December 2024, transitional arrangements for the introduction of the new version meant that the Neighbourhood Plan was examined against the December 2023 version. All NPPF paragraph numbers in this Plan refer to the December 2023 version. The Framework sets out a presumption in favour of sustainable development.

Paragraph 11 of the NPPF states:

"Plans and decisions should apply a presumption in favour of sustainable development.

For plan-making this means that:

a) all plans should promote a sustainable pattern of development that seeks to: meet the development needs of their area; align growth and infrastructure; improve the environment; mitigate climate change (including by making effective use of land in urban areas) and adapt to its effects;

b) strategic policies should, as a minimum, provide for objectively assessed needs for housing and other uses, as well as any needs that cannot be met within neighbouring areas, unless:

i. *the application of policies in this Framework that protect areas or assets of particular importance provides a strong reason for restricting the overall scale, type or distribution of development in the plan area; or*

ii. *any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole."*

3.2 The NPPF requires that communities preparing Neighbourhood Plans should support the delivery of strategic policies contained in local plans or spatial development strategies; and should shape and direct development that is outside of these strategic policies.

Babergh Local Plan

3.3 At a more local level, the Neighbourhood Plan has been prepared in the context of the current status of the Babergh Local Plan which comprises Part 1 of the Joint Babergh and Mid Suffolk Local Plan which was adopted in November 2023 and certain "saved policies" of the 2006 Babergh Local Plan and 2014 Babergh Core Strategy. However, none of the saved policies are relevant to the neighbourhood plan area. Part 1 of the Joint Local Plan sets out a planning framework to guide development and facilitate growth in Babergh and Mid Suffolk District over the period to 2037. It provides a set of strategic and local development management policies, which will be used to inform decisions on planning applications and appeals. Part 1 does not set out a "settlement hierarchy" for the Districts, identify the distribution of future housing growth or allocate sites for housing. Furthermore, the Built-up Area Boundaries designated in the 2006 Babergh Local Plan are retained.

3.4 The November 2020 version of the emerging Joint Local Plan document identified a hierarchy of settlements according to their level of services and facilities. However, as a result of the Local Plan Examination, there is now no settlement hierarchy in the Part 1 Joint Local Plan. The consequence of this is addressed in further detail in chapter 5 below.

3.5 The November 2020 consultation document also included a proposed Settlement Boundary for the village and allocated two potential sites for residential development. The Local Plan examination resulted in the deletion of the allocations and the Settlement Boundary had to revert back to that in the 2006 Babergh Local Plan.

3.6 In February 2025 the District Council announced that it would be preparing a totally new Joint Local Plan with Mid Suffolk. The published Local Development Scheme stated that the new Joint Local Plan will cover the period to at least 2044 with consultations commencing in Spring 2026 It is not anticipated that the new Plan will be adopted until 2029.

3.7 In July 2020, Suffolk County Council adopted the Minerals and Waste Local Plan. There are no sites within the Neighbourhood Area that are allocated for minerals extraction, but Policy MS3: Belstead allocates a site to the east of the A12 for sand and gravel extraction and a 250 metres safeguarding zone which does extend into the Neighbourhood Area. In addition, much of the parish is in a minerals consultation area, meaning that the District Council should consult the County Council on planning applications in the area in accordance with paragraph 216 of the NPPF (December 2023)

4. VISION & OBJECTIVES

4.1 The information gathered in preparing the Neighbourhood Plan, as well as the context of the higher-level planning policies, has informed the vision for Copdock and Washbrook for the period to 2037.

COPDOCK AND WASHBROOK WILL MAINTAIN ITS DISTINCT AND SEPARATE VILLAGE CHARACTER AND ACCOMMODATE NEW DEVELOPMENT APPROPRIATE TO ITS LOCATION, LEVEL OF SERVICES AND INFRASTRUCTURE AND IMPORTANCE OF THE LANDSCAPE AND HISTORIC CHARACTERISTICS OF THE PARISH

Objectives

4.2 The Objectives of the Plan have been developed in order to deliver the vision. Each Objective has informed and guided the content of the planning policies and community actions that follow.

Housing

1. Provide housing that meets the local needs of Copdock and Washbrook
2. Enable opportunities for the provision of affordable housing that meets the needs of those with a connection with the village
3. Encourage the incorporation of energy saving measures in new homes
4. Provide new homes that meet the accessibility and space requirements for the lifetime of residents

Business and Employment

5. Maintain and improve employment opportunities that do not result in detrimental impacts on local infrastructure, the environment and residents' amenity
6. Improve opportunities for home working

Natural Environment

7. Protect and enhance the local landscape and significant views
8. Maintain and improve the biodiversity assets of the parish
9. Mitigate the impact of development on designated habitats including the Stour and Orwell estuaries

Built Environment and Design

10 Protect and enhance designated heritage assets
11 Ensure new development is of a high-quality design and of a scale and design that reflects local character

Infrastructure and Services

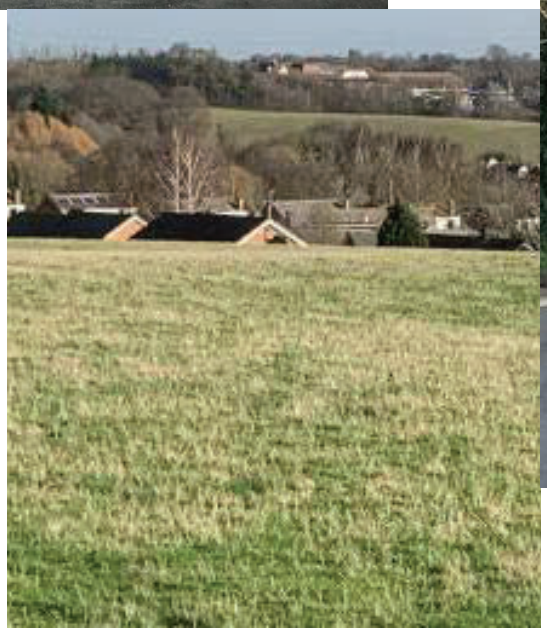
12 Protect and enhance community facilities and services that meet the day to day needs of residents
13 Ensure that development does not result in a detrimental impact on infrastructure including sewers and surface water and watercourse flooding

Highways and Movement

14 Reduce the impact of traffic passing through the village
15 Improve road safety
16 Protect and enhance the village public rights of way network

50
GIVE WAY
Dual carriageway

WASHBROOK SERVICE STATION
SHOP
MOTOR CYCLE M.O.T's



5. SPATIAL STRATEGY

AT A GLANCE

- New development will primarily take place within the defined Settlement Boundaries
- Only limited development will be allowed outside Settlement Boundaries where there are exceptional circumstances, such as on existing employment sites or for agricultural or recreational development
- The Neighbourhood Plan Settlement Boundaries are based on those in the current adopted Local Plan, but have been updated to take account of new development since that Plan was prepared.

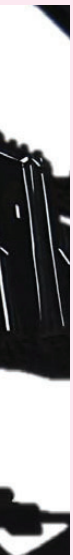
5.1 As noted in paragraph 3.3, Part 1 of a Joint Local Plan for the Babergh and Mid Suffolk districts was adopted in November 2023, and sets out a planning framework to guide development and facilitate growth over the period to 2037. It provides a set of strategic and local development management policies but does not set out a "settlement hierarchy" for the districts. It also reverts back to the now out of date settlement boundaries defined in the 2006 Babergh Local Plan.

5.2 Any further unconstrained spread of Ipswich into the parish is not supported due to the potential for coalescence of Copdock and Washbrook with the greater urban area. Currently the A14 and A12 create a physical barrier between the two areas and the landscape qualities of the land to the west of the A14 and A12 plays an important role in maintaining the distinct separation of the built-up area of the village from Ipswich.

5.3 It is essential that future growth of Copdock and Washbrook limits potential detrimental impact on the surrounding landscape and prevents coalescence of the village with Ipswich. In addition, locations of development must respect the potential for detrimental noise and air quality impacts on new development arising from the presence of the A12 and A14.

5.4 The Neighbourhood Plan recognises the presence of heritage and landscape assets in the parish in determining opportunities for future development. Land at the northern end of the parish, around the Belstead Brook, was formerly designated as a Special Landscape Area (SLA) in an earlier Local Plan. The Landscape Appraisal produced in support of the Neighbourhood Pan notes that this area "comprises a river valley landscape with small scale pastures and historic features including two churches, Amor Hall and a myriad of listed buildings. There is a strong correlation between the valley slopes and the boundary of the SLA, the combination of topography, vegetation and historic features contributing strongly to the area's scenic and perceptual qualities." New development will need to be carefully designed and, where necessary, mitigate any impact on the historic and natural landscape and existing infrastructure.

5.5 Settlement Boundaries are defined for the main built-up areas of the village in order to manage the location of future development and to protect the countryside from inappropriate development. The boundaries are based on those contained in the 1998 Local Plan but have been reviewed to reflect changes during that 20-year period and more accurately reflects local circumstances and is therefore one that the Joint Local Plan should also contain. The Settlement Boundary alignment has had particular regard to the conclusions of the Landscape Appraisal which identified that further ribbon and ad-hoc developments along Old London Road should not be pursued as it destroys the pattern of the settlement and has a considerable impact on the wider landscape.
The area concerned is identified as an Important Gap on the Policies Map.



5.6 In order to manage the potential impacts of growth, and in accordance with Policy SP03 of the Joint Local Plan Part 1, new development will be focused within the designated Settlement Boundaries thereby ensuring that the undeveloped rural countryside is preserved and remains largely undeveloped. There may be exceptional circumstances where minor development would be appropriate outside a defined Settlement Boundary. Such circumstances might be for development within an existing employment site, development relating to an agricultural or recreational use, conversions or replacement of buildings or, and only in accordance with Policy C&W2, for affordable housing that would meet a locally identified need.

Policy C&W 1 - Spatial Strategy

The Neighbourhood Plan area will accommodate development commensurate with Copdock and Washbrook's designation in the District's settlement hierarchy. The focus for new development will be within the Settlement Boundaries, as defined on the Policies Map.

Proposals for development located outside the Settlement Boundaries will only be supported where they are in accordance with national and district level policies and where they:

i. would not have a detrimental impact on heritage and landscape designations and highway safety; and

ii. would not undermine the important gaps between settlements as identified on the Policies Map.

6. HOUSING

Housing Objectives

1 Provide housing that meets the local needs of Copdock and Washbrook
2 Enable opportunities for the provision of affordable housing that meets the needs of those with a connection with the village
3 Encourage the incorporation of energy saving measures in new homes.
4 Provide new homes that meet the accessibility and space requirements for the lifetime of residents

AT A GLANCE

- The neighbourhood plan does not identify additional sites for housing
- Provision is made for the potential to build affordable housing that would meet an identified local need
- Future developments of 10 or more homes should meet a specified mix in terms of the number of bedrooms

6.1 A key Government objective for planning policy documents is to enable the future delivery of additional housing to meet the changing needs of an area. If so desired, the Neighbourhood Plan could play a major role in this by ensuring that there is a strategy in place to deliver both sufficient numbers and the right type of housing to meet future local needs.

6.2 Babergh District Council has announced that it will carry out a full review of the Joint Local Plan in the light of the Government's new housing requirements for every District and Borough in the country announced in December 2024. Housing requirements will be addressed at District level as part of that review.

6.3 There is no compulsion for a Neighbourhood Plan to provide for housing or to allocate sites. The Neighbourhood Plan does not need to make provision for additional housing development in order for it to conform with the adopted Joint Local Plan as it currently stands. Given the number of new homes granted permission but yet to be completed in the Parish and the uncertainty over the amount of new housing needed, this Neighbourhood Plan does not support the allocation of further sites for housing outside the settlement boundaries and does not make any allocations for housing development.

Affordable Housing

6.4 Affordability of housing remains a significant barrier for many seeking their own homes. With government published figures indicating that, in Babergh, average house prices are over eleven times the average household income, many newly formed households will be excluded from the housing market. One way that the planning system can address this problem is through the provision of affordable housing as defined by the NPPF and set out in the Glossary. Affordable housing schemes can primarily be delivered through a percentage of a larger development of over ten dwellings or "rural exception sites" outside the Settlement Boundaries where housing would not normally be permitted. In order to deliver affordable housing through "exception sites" the following would be required:

- a need to be established, normally identified through a proportionate local housing needs survey with support from the Parish Council;
- a willing landowner being prepared to sell land at a price significantly below the market value for housing land; and
- a registered social landlord (housing association) willing to work with the Parish Council and District Council to fund and manage a scheme.

6.5 Policy LP07 of Joint Local Plan Part 1 allows for rural exception sites outside of defined settlement boundaries which is supported by a Housing Supplementary Planning Document adopted by the District Council in November 2024. However, the policy contains little detail as to how rural exceptions sites are delivered and the housing is made available to meet identified local needs. The Neighbourhood Plan addresses the matter should a local need be identified during the period up to 2037.

6.6 Where a "rural exception" site is proposed for development, it must be demonstrated that there is an identified local need in the village and its hinterland, and that the site is suitable to meet that local need. In exceptional circumstances, it may be appropriate to permit an element of open market housing to facilitate the delivery of the affordable housing. This is in accordance with paragraph 78 of the NPPF (December 2023) which states that local authorities should consider whether this approach would help to provide additional affordable housing. The exceptional circumstances, where a small number of market homes will be permitted could include, for example, where there is insufficient government grant available, and it is demonstrated, through financial appraisal, that the open market housing is essential to enable the delivery of the affordable housing. In these cases, the applicant would need to demonstrate, to the satisfaction of the District Council, that the inclusion of open market housing is the minimum necessary to enable the delivery of the affordable housing and is not

being developed to generate uplift in land values for the landowner. This could be demonstrated through the provision of affordability/profitability modelling data. Where an element of open market housing is proposed as part of an affordable housing exception site, it should be sympathetic to the form and character of the settlement and in accordance with local needs. Local needs can vary, and it could be that smaller market homes are required to meet the needs of first-time buyers or people wishing to downsize to a smaller home. This would need to be established at the time in consultation with the District Council's Housing Service.

Policy C&W 2 - Affordable Housing on Rural exception Sites

Proposals for the development of small-scale affordable housing schemes, including community-led housing as defined by the NPPF, on rural exception sites outside the Settlement Boundaries, where housing would not normally be permitted by other policies, will be supported where there is a proven local need and providing that the housing:

i. remains affordable in perpetuity; and
ii. is for people that are in housing need because they are unable to buy or rent properties in the village at open-market prices; and
iii. is offered, in the first instance, to people with a demonstrated local connection, as defined by the Babergh Choice Based Lettings Scheme. Where there is no need, a property should then be offered to those with a demonstrated need for affordable housing in neighbouring villages.

These restrictions should be delivered through a legal agreement attached to the planning consent for the housing.

Applications for such development will be considered in relation to the appearance and character of the surrounding area, the potential impact on residential amenity and highway safety.

To be acceptable, proposals should demonstrate that a local need exists which cannot be met by applying normal planning policy for the provision of affordable homes in association with market housing.

Any application for affordable housing in respect of this policy should be accompanied by a detailed need and the accommodation proposed should contribute to meeting this proven need.

In exceptional circumstances, a small number of market homes will be permitted where it can be demonstrated:

a) that no other means of funding the construction of the affordable homes is available; and
b) the market housing is subsidiary to the affordable housing element of the proposal and the amount of market housing required is, as demonstrated through a viability assessment, the minimum required to deliver the affordable housing.

Where sites for affordable housing in the countryside are brought forward with an element of market housing, both housing tenures should be built to the same design standards and contribute towards the character of the area.

Housing Mix

6.7 Ensuring that the right mix of housing is available to meet demands is crucial if the future needs of residents are to be met. The Ipswich and Waveney Housing Market Areas Strategic Housing Market Assessment update (January 2019) identified that the highest need across Babergh for owner-occupied dwellings was for two-bedroomed homes (36% of the requirement), followed by three-bedroom (30%) and four of more bedrooms (21%) with the remainder being one-bedroomed homes.

6.8 Our Neighbourhood Plan survey in 2018 asked how many bedrooms residents would like if they moved. Most respondents wanted 3-bedroomed homes. The survey also identified a high demand for bungalows.

6.9 The Housing Needs Assessment prepared by AECOM for the Parish Council in May 2019 concluded the following:

- Copdock and Washbrook, in line with the District, is dominated by family-size dwellings (2-4 bedrooms). Household size tends to be larger than that of the wider District (average household size in the NA is 2.46 versus 2.34 in Babergh);
- There has been a general increase in dwelling size over the inter-census period, particularly in terms of medium to large sized homes of 4+ bedrooms. However, it is evident from the life stage modelling that demand for more small and medium homes may constrain the supply of these larger homes in coming years. On the basis of forward population projections, and allowing for the existing stock, the best size split to correct misalignments between supply and demand is likely to be about:
  - 19% of houses should be one-bedroom homes,
  - 14% two-bedroom,
  - 52% three-bedroom and
  - 17% 4-bedroom

  (percentages may not sum due to rounding).

The calculations on future provision indicate that there is no further requirement during the Neighbourhood Plan period for dwellings of five bedrooms or more.

6.10 In order to deliver the housing requirements, any development in the Neighbourhood Plan Area will be expected to construct housing in line with the identified size requirements, unless the particular circumstances dictate otherwise, such as meeting an identified affordable housing requirement on a site. This proportion could be adjusted during the lifetime of the Plan should new and relevant evidence be published.

6.11 The percentages set out in Policy C&W 3 relate to overall housing needs. The unit mix needs of different tenures will vary. As such, the policy allows for different tenures to vary from the percentages set out, for example to meet identified affordable housing needs. Developments should do this whilst seeking to meet the overall needs of the Parish.

Policy C&W 3 - Housing Mix

Proposals for housing developments of 10 dwellings or more in the Neighbourhood Area should include the following mix of dwellings unless it can be demonstrated that:

i. the particular circumstances relating to the tenure of the housing dictate otherwise; or

ii. the latest publicly available housing needs information for the Plan area identify a need for a different mix.

1 bedroom	19%
2 bedrooms	14%
3 bedrooms	52%
4 bedrooms	17%

Within the wider mix of dwellings on housing developments the incorporation of single storey bungalows would be particularly supported.

7. BUSINESS & EMPLOYMENT

Business and Employment Objectives

5 Maintain and improve employment opportunities that do not result in detrimental impacts on local infrastructure, the environment and residents' amenity

6 Improve opportunities for home working

AT A GLANCE

- The Plan supports the retention and development of existing employment sites and the creation of additional jobs which wouldn't have a detrimental impact on the character of the area, the local road network and the amenity of residents living near the site or on the access route to the site.
- Opportunities for the diversification of farm businesses, such as the conversion of redundant barns to offices, will be supported.

7.1 Our Residents' Survey found that 17% of respondents worked in the village, demonstrating that many people commute into the village for work. The average distance that residents travel to work is just under 20 kilometres (12 miles), albeit that most travel up to 10 kilometres. Home working is popular in the parish with sixteen percent of those in employment working from home in 2011, a proportion that is likely to have increased since that time. The proportion of residents working from home is higher than for Babergh as a whole.

7.2 Residents were asked about future employment opportunities and there was little support for additional offices, workshops or commercial units although 40% of residents also thought that having local employment opportunities is important to them.

7.3 There are already many employment sites and businesses in Copdock and Washbrook, predominantly located along London Road. The largest of these is Copdock Mill, manufacturers of retail and wholesale animal feed for over 100 years, sold locally at Gladwell Pet and Country Stores as well as distributed across the south-east of England. In addition, the Ipswich Hotel, also on London Road, currently has 83 rooms as well as conference facilities and is a popular destination for business and leisure stays. Nearby is The Lodge, a 43-bed residential care home.

7.4 The existing businesses in the parish play an important role in the economy of both the local and wider area. Changes will be generally acceptable provided that such proposals do not result in a detrimental impact on the local landscape character, heritage assets, residential amenity (including noise, light and air pollution, loss of privacy and overlooking), traffic generation, identified important views and identified important gaps in the built-up area.

Policy C&W 4 - Employment Sites

The retention and development of existing employment and other business uses, including those identified on the Policies Map, will be supported providing such proposals do not have a detrimental impact on the local landscape character, heritage assets, residential (including noise, light and air pollution, loss of privacy and overlooking), traffic generation, identified important views and identified important gaps in the built-up area.

Proposals for non-employment or business uses that are expected to have an adverse impact on employment generation will only be permitted where one or more of the following criteria has been met:

a) evidence can be provided that genuine attempts have been made to sell/let the site/premises in its current use, and that it can be demonstrated that no suitable and viable alternative employment / business uses can be found or are likely to be found in the foreseeable future;
b) the existing use has created over-riding environmental problems (e.g. noise, odours or traffic) and permitting an alternative use would be a substantial environmental benefit that would outweigh the loss of an employment / business site;
c) an alternative use or mix of uses would assist in regeneration and offer greater benefits to the community in meeting local business and employment needs;
d) it is for an employment related support facility, such as employment training/education or workplace crèche;
e) an alternative use or mix of uses would provide other sustainability benefits that would outweigh the loss of an employment / business site.

7.5 The Neighbourhood Plan supports the creation of additional jobs where such development wouldn't have a detrimental impact on the character of the area, the local road network and the amenity of residents living near the site or on the access route to the site. It is envisaged that employment premises would remain small in terms of the size of the premises and the number of people employed on the site. Major development would not be appropriate in the parish as more sustainable locations exist in Ipswich where access by sustainable travel modes such as buses, walking and cycling can be readily achieved and the potential for detrimental impact on the landscape character of the area reduced.

Policy C&W 5 - New Businesses and Employment

Proposals for new business development will be supported where sites are located within the Settlement Boundaries identified on the Policies Map where they would not have an unacceptable impact on residential amenity, heritage assets and the highways network.

Outside the Settlement Boundaries, proposals will be supported where:

a. it is located on land designated in the development plan for business use; or
b. it relates to small scale leisure or tourism activities or other forms of commercial / employment related development or agriculture related development of a scale and nature appropriate to a countryside location.

Where possible, business developments should be sited in existing buildings or on areas of previously developed land and be of a size and scale that does not adversely affect the character, highways, infrastructure, residential amenity, environment (including national and international designated sites) and landscape character as identified in the Neighbourhood Plan Landscape Appraisal.

7.6 Some of the farms in the area have also expanded with the development of largescale barns for storage, while older buildings have been renovated and converted to business use, such as Appletree Barn on Folly Lane. Where new buildings are proposed, it is important that they reflect the rural and agricultural building styles typically found in the area. It will be particularly essential to have regard to the development guidelines contained in the Neighbourhood Plan Landscape Appraisal in respect of whether the proposal can overcome potential landscape impacts through appropriate siting, design and impact mitigation measures.

Policy C&W 6 - Farm Diversification

Applications for new employment uses of redundant traditional farm buildings and other rural buildings will be supported where it can be demonstrated that they are no longer viable or needed for farming use. Proposals which would result in unacceptable harm to the rural economy or would adversely affect the character, highways, infrastructure, residential amenity, environment (including national and international designated sites) and landscape character as identified in the Neighbourhood Plan Landscape Appraisal will not be supported.

8. NATURAL ENVIRONMENT

Natural Environment Objectives

7 Protect and enhance the local landscape and significant views

8 Maintain and improve the biodiversity assets of the parish

9 Mitigate the impact of development on designated habitats including the Stour and Orwell estuaries.

AT A GLANCE

- The Plan seeks to protect the important landscape features of the parish.
- An area of Local Landscape Sensitivity is defined at the northern end of the parish.
- Local Green Spaces are defined at the Mill Lane play area and at Fen View.
- All development will be required to protect natural habitats and provide for a "net gain" in biodiversity
- New housing development will be required to make contributions towards mitigating their impact on internationally protected habitats along the Suffolk coast
- Identified important views in the parish will need to be protected.

8.1 The natural environment has been highlighted by residents as being of significant importance to them. The Residents' Survey identified an overwhelming support for the protection of wildlife and landscape features, as illustrated in the graph.

Our Landscape

8.2 The landscape of Copdock and Washbrook parish is described in the Suffolk County Landscape Assessment, which identified four character types in the parish. The two predominate landscape types are Rolling Valley Farmlands along the Belstead Valley and Ancient Estate Claylands which forms the higher plateau landscape of the central and southern parts of the parish.

Key characteristics relating to these two main character types are provided below.

Rolling Valley Farmlands Key Characteristics

- Gentle valley sides with some complex and steep slopes
- Deep well drained loamy soils
- Organic pattern of fields smaller than on the plateaux
- Distinct areas of regular field patterns
- A scattering of landscape parks
- Small ancient woodlands on the valley fringes
- Sunken lanes
- Towns and villages with distinctive medieval cores and late medieval churches
- Industrial activity and manufacture, continuing in the Gipping valley
- Large, often moated, houses

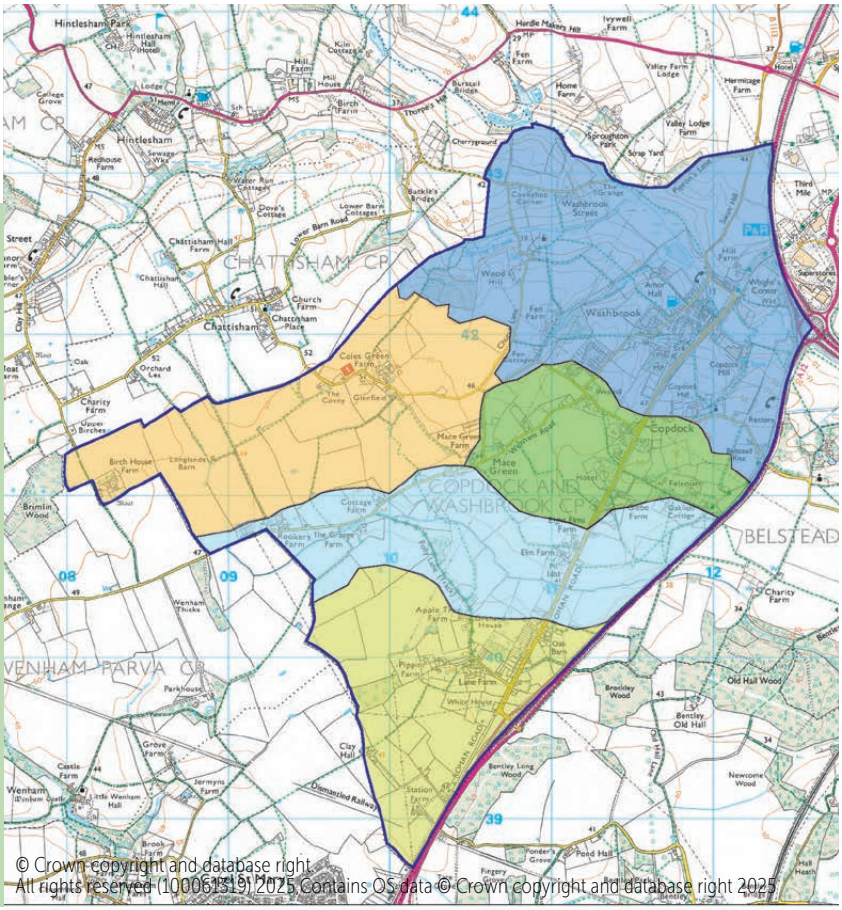
Ancient Estate Claylands Key Characteristics

- Dissected Boulder Clay plateau
- Organic pattern of field enclosures
- Straight boundaries where influence of privately owned estates is strongest
- Enclosed former greens and commons
- Parklands
- WWII airfields
- Villages with dispersed hamlets and farmsteads
- Timber framed buildings
- Distinctive estate cottages
- Ancient semi-natural woodland

8.3 More locally, in 2018 the Ipswich area local planning authorities commissioned a Settlement Sensitivity Assessment of the fringes of Ipswich, which included Copdock and Washbrook, as part of an assessment to inform the preparation of local plan documents. Although the whole of the parish was not assessed, this study identified several sensitivities in relation to the landscape which surrounds the existing settlement pattern. It highlighted the visual sensitivity of the valley slopes relating to the Belstead Brook, the importance of land in forming a physical and perceptual separation between the settlement of the parish and Ipswich and the sensitivity of heritage assets. The land to the south and west of Copdock was considered to have greatest capacity to accommodate development although several sensitive features were none the less identified in this area.

8.4 The Neighbourhood Plan Landscape Appraisal used the previous assessments referred to above to inform a more detailed assessment of the landscape of the parish. It identified five distinct character areas, as identified on Map 2.

MAP 2 LANDSCAPE CHARACTER AREAS



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Key

- Neighbourhood Plan Area
- Belstead Brook Valley
- Copdock and Mace Green
- Copdock Plateau
- Elm Farm Stream Valley
- Lane Farm Plateau

Copdock and Washbrook Neighbourhood Plan
Landscape Assessment
Figure 4: Assesment Areas

N

0m 500m 1km 1.5km 2km

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Landscape Character Areas

8.5 The Landscape Appraisal identified several special qualities of the village and its setting that, wherever possible, should be retained and enhanced. These include:

- Deeply rural high-quality countryside surrounding the settled areas
- Historic buildings within unspoilt rural settings
- Network of rural narrow sunken lanes
- Mature veteran oaks in hedgerows and along lanes
- Elevated expansive views across wider countryside
- Eclectic mix of built housing styles within the settlement
- Open space, woodland and mature trees within the settlements which reinforce sense of place
- Importance of topography in defining clusters in development and distinctive places
- Subtle undulations in topography giving rise to important views, influencing gateways and sense of place

8.6 The detailed analysis included in the Appraisal noted some changes which have resulted in loss of the distinctive qualities of the settlement. It is useful to highlight these as it may inform decisions regarding any future development or environmental initiatives/ management of the settlement setting. The following was identified as negative or undesirable aspects of existing recent developments:

- Creation of abrupt edges to development with little vegetation or landscape on the edge of settlement
- Housing estates with single housing types which contrast with the eclectic mix of housing styles in the settlements
- Linear development along lanes which causes urbanisation of rural lanes
- Loss of distinct areas of settlement as a result of ill sited new development
- Continued presence of trunk road characteristics at odds with rural settlement
- Development which due to its location alters the setting of Washbrook sitting on the mid to lower slopes of the Belstead Brook
- Change which visually intrudes upon or physically undermines the sense of separation between Washbrook and Ipswich
- Development which masks the subtle changes in topography
- Additional signage and concrete kerbing on narrow rural lanes
- Introduction of individual dwellings which do not reflect the scale or detailing of traditional properties in the area
- Development on the edge of Ipswich which visually intrudes into the Belstead Brook and wider landscape of the parish

8.7 In conclusion, the Landscape Appraisal provided landscape management and development guidelines which should be considered in designing and assessing proposals for new development in the parish. These are reproduced below.

Landscape Management Guidelines

- Reinstatement and management of field ponds
- Undertaking a veteran tree survey to better understand this important characteristic of the parish and to effectively plan their management and prioritise areas for new planting.
- Plant new hedgerow trees to ensure continuity of this characteristic
- Manage trees and woodland to retain and open up views to churches
- Enhance biodiversity of lane verges through appropriate management in collaboration with landowners and highways
- Plant new woodland blocks in the southern part of the parish to mitigate and integrate new development and connect to existing woodland in the wider area
- Retain the pattern of smaller scale pastures on the edges of settlements and the transition they provide between urban edges and wider farmland
- Preparation of a design guide for highway improvements to London Road which strengthen settlement gateways, reinforce settlement character, improve east west connections and enhance sense of place
- Avoidance of ad hoc development along London Road which connects clusters of development
- Ensure new development reflects the dispersed and varied vernacular of the area, including a mix of farm buildings, larger properties within grounds or small-scale terraced cottages
- Retain open valley sides which form a setting to Washbrook and reinforce its small-scale rural character
- Pay particular attention to curtilage treatment and avoid urbanisation of rural lanes

Area of Local Landscape Sensitivity

8.8 In the 1980's the Suffolk County Structure Plan designated "Special Landscape Areas" (SLA), which have been incorporated into subsequent local plans. These landscape features combine to produce an area of special landscape and quality in contrast to the more intensively farmed areas where trees and hedgerows have been removed. An SLA is a local landscape designation, reflecting attractive combinations of landscape elements. The designation is not intended to prevent development but places greater weight on preventing a detrimental impact of development on the landscape. Although the original assessment which lead to these areas being designated is not available, the following types of landscape are known to be included:

- River valleys which still possess traditional grazing meadows with their hedgerows, dykes, and associated flora and fauna;
- Historic parklands and gardens;
- Other areas of countryside where undulating topography and natural vegetation, particularly broadleaved woodland, combine to produce an area of special landscape quality and character.

8.9 The 2006 Babergh Local Plan continued to designate land in the northern part of the parish, primarily associated with the Belstead Brook valley, as SLA. However, this designation was not carried forward into the Joint Local Plan.

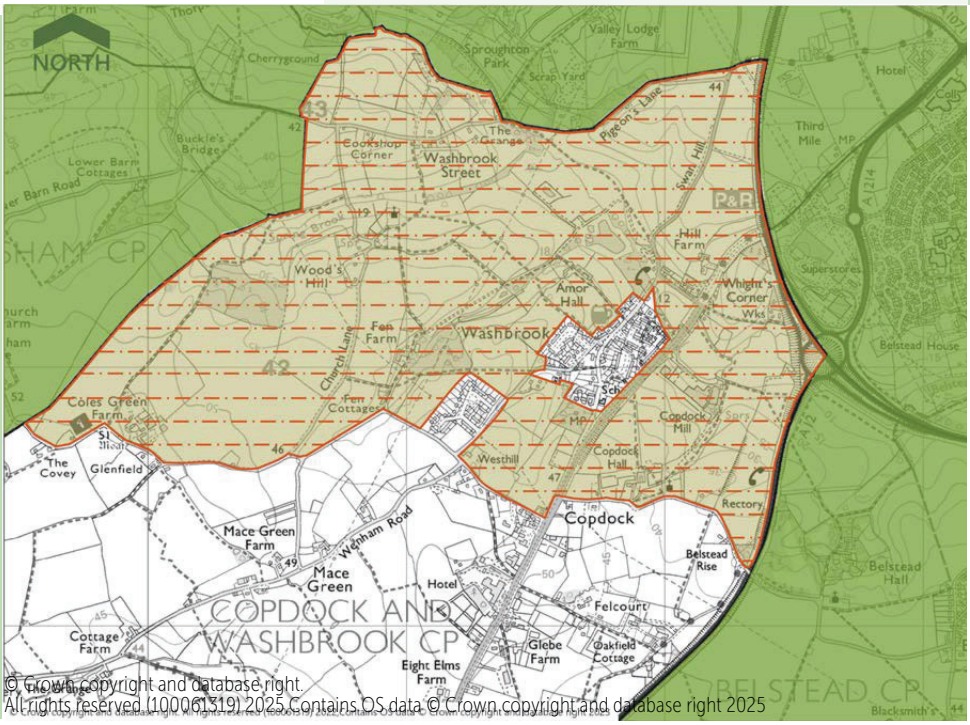
8.10 The designated area was reviewed as part of the Neighbourhood Plan Landscape Appraisal, which noted that the SLA landscape is valued for its function as a setting to the settlement and in maintaining a sense of separation from Ipswich. Despite its proximity to Ipswich the conclusion was that majority of the SLA be considered to constitute a valued landscape and recommended for designation within the Neighbourhood Plan. It is therefore carried forward (and has been extended) as an Area of Local Landscape Sensitivity in the Neighbourhood Plan, as illustrated on Map 3, albeit that the boundary excludes land within the Settlement Boundary. The new title maintains consistency with other neighbourhood plans across Babergh that have reviewed their SLA and maintained a landscape designation. The designation does not preclude any development taking place in the area, but it does mean that proposals will need to be designed to be in harmony with the special character of the area.

Policy C&W 7 - Area of Local Landscape Sensitivity

Development proposals in the Area of Local Landscape Sensitivity, as identified on the Policies Map, will be permitted only where they:

i. protect and, wherever possible enhance, the special landscape qualities of the area, as identified in the Landscape Appraisal; and
ii. are designed and sited so as to harmonise with the landscape setting of the site; and
iii. provide, satisfactory landscape impact mitigation measures as part of the proposal.

MAP 3
AREA OF LOCAL LANDSCAPE SENSITIVITY



Local Green Spaces

8.11 The NPPF enables the designation and protection of land of particular importance to local communities as Local Green Spaces in neighbourhood plans. Such designations rule out new development on them other than in very special circumstances. Paragraph 106 (December 2023) states that the designation should only be used where the green space is:

- in reasonably close proximity to the community it serves
- demonstrably special to a local community and holds a particular local significance, for example because of its beauty, historic significance, recreational value (including as a playing field), tranquillity or richness of its wildlife
- where the green area concerned is local in character and is not an extensive tract of land."

The designation of land as Local Green Spaces (LGS) has the same planning status as Green Belt but the NPPF emphasises that such designations should not be used simply to block development.

8.12 The use of the LGS designation is not necessarily appropriate for sports pitches given that the designation would inhibit the ability to construct new pavilions, changing rooms and other associated buildings on the site. Within the Neighbourhood Plan area, the play area off Mill Lane and the open space and play area at Fen View meet the criteria and are designated as LGS. Development is restricted to that which is essential to the site. The play area at the Village Hall would also meet the LGS criteria but is included within the wider area identified for sport and recreation facilities in Policy C&W 16.

Policy C&W 8 - Local Green Spaces

The following Local Green Spaces are designated in this Plan and identified on the Policies Map:

1. Play area off Mill Lane
2. Fen View open space and play area

Biodiversity

8.13 Although there are no national sites designated for their natural or habitat importance, part of the Sproughton Park County Wildlife Site extends into the parish north of Pigeon's Lane. Furthermore, existing woodland, hedgerows, ponds and streams do play an important role in providing habitats and wildlife corridors across the parish. The loss of natural habitats as part of a development can have a significant detrimental impact on the wider landscape and opportunities for maintaining and improving the biodiversity of the area. In such circumstances, a mitigation scheme will be required as part of the proposal that provides the equivalent or better features on site.

8.14 The National Planning Practice Guidance notes that "The National Planning Policy Framework encourages net gains for biodiversity to be sought through planning policies and decisions. Biodiversity net gain delivers measurable improvements for biodiversity by creating or enhancing habitats in association with development. Biodiversity net gain can be achieved on-site, off-site or through a combination of on-site and off-site measures." In Copdock and Washbrook, development proposals that deliver such improvements will be encouraged.
The Guidance states that examples might include creating new habitats, enhancing existing habitats, providing green roofs, green walls, street trees or sustainable drainage systems. Relatively small features can often achieve important benefits for wildlife, such as incorporating 'swift bricks' and bat boxes in developments and providing safe routes for hedgehogs between different areas of habitat.

8.15 In November 2021 the Environment Act received Royal Assent. This introduced a system that required all new developments to deliver a minimum 10 per cent biodiversity net gain (BNG). British Standard for Biodiversity Net Gain (BS8683) provides a standard for designing and implementing such requirements. Unless exemptions apply, BNG became mandatory for all new developments in April 2024.

Policy C&W 9 - Biodiversity

Development should avoid the loss of, or substantial harm to, mature or veteran or hedgerow trees, or other trees of importance to the landscape setting, hedgerows and other natural features such as ponds. Where such losses or harm are unavoidable adequate mitigation measures or, as a last resort, compensation measures will be sought. If suitable mitigation or compensation measures cannot be provided, then planning permission should be refused. Any planting shall not negatively impact visibility splays or cause a significant maintenance burden for the Highway Authority.

Where new access is created, or an existing access is widened through an existing hedgerow, a new hedgerow of native species shall be planted on the splay returns into the site to maintain the appearance and continuity of hedgerows in the vicinity.

Otherwise acceptable development proposals will be supported where they provide a net gain in biodiversity through, for example:

i. the creation of new natural habitats including ponds;
ii. the planting of additional trees and hedgerows (reflecting the character of the areas traditional hedgerows), and;
iii. restoring and repairing fragmented biodiversity networks

Stour and Orwell Special Protection Area (SPA) and Ramsar

8.16 Ipswich Borough, Babergh and, Mid Suffolk Districts and East Suffolk Council are taking a collaborative approach to strategic mitigation to support development and avoid impacts on internationally important designated wildlife sites. The Neighbourhood Plan area is located within 13 kilometres of the Stour and Orwell Special Protection Area (SPA) and Ramsar. The Councils have produced a combined Recreational disturbance, Avoidance and Mitigation Strategy (Suffolk Coast RAMS) for the area. This identifies and costs measures necessary to mitigate recreational impacts and confirm how they will be funded and delivered over the lifetime of the Local Plans.

8.17 Unless mitigated against, Natural England consider that additional residential development within the 13 kilometre "Zone of Influence" could have a detrimental impact on the designations due to an increase in recreational trips. The Suffolk RAMS is a key consideration in the context of the Habitats Regulation Assessment for development proposals. The Suffolk RAMS seeks to mitigate the recreational impacts as a result of new development within the Zones of Influence (ZoI). Given that the Stour & Orwell Estuary SPA and Ramsar site is within very close proximity to current and future residents of the parish, on-site Suitable Alternative Natural Greenspace (SANG) must be provided for any residential development of more than 50 units in order to avoid adverse effects on integrity on the Stour & Orwell Estuaries SPA and Ramsar site from the development alone.

Important Views

8.18 The Landscape Appraisal identified important views into and out of the built-up area of the village. Development that does not have regard to its potential impact on these views could have significant and detrimental impact on the setting of the village. Views are critical in defining and reinforcing sense of place and local distinctiveness, connecting places where people live with the wider environment, providing opportunities to appreciate special qualities and connecting to local landmarks which can aid orientation. A separate assessment of these views can be found in the Landscape Appraisal and a summary can be found in Appendix 1 of the Neighbourhood Plan.

8.19 The Appraisal also identified key features which contribute to sense of place and orientation. They include the following key built landmarks:

- Washbrook Church of St Mary, Grade II*
- Amor Hall, Grade II, located off The Street Washbrook
- Copdock Primary School, a Victorian red brick school located on The Street, Washbrook
- Copdock Mill and Mill House, both Grade II
- Copdock Church of St Peter, Grade II* and Tithe Barn (16th Century), Grade II

And landscape features:

- Woods Hill - distinctive hillside and woodland
- Church Lane, sunken lane
- Hollow Road, sunken lane
- Lime avenue associated with Felcourt
- Folly Lane ancient track
- Pigeon Lane, sunken lane

Policy C&W 10 - Recreational Disturbance Avoidance and Mitigation

All residential development within the zones of influence of European sites will be required to make a financial contribution towards mitigation measures, as detailed in the Suffolk Recreational disturbance Avoidance and Mitigation Strategy (RAMS), to avoid adverse in-combination recreational disturbance effects on European sites.

Large residential developments (50 units or more) must provide Suitable Alternative Natural Greenspace (SANG) on site or access to sufficient greenspace.

All development should not have an adverse impact on the integrity of the Stour and Orwell Estuaries SPA and Ramsar site from the development alone.

Policy C&W 11 - Protection of Important Views and Landscape Character

Important views from public vantage points either within the built-up area or into or out of the surrounding countryside, are identified on the Policies Map and described in Appendix 1. Any proposed development should not detract from the key landscape features of these views. Proposals for new buildings outside the Settlement Boundary will be required to be accompanied by a Landscape Visual Impact Appraisal or other appropriate and proportionate evidence that demonstrates how the proposal:

i. can be accommodated in the countryside without having a significant detrimental impact, by reason of the buildings scale, materials and location, on the character and appearance of the countryside and its distinction from the main built-up areas as identified by the Settlement Boundaries; and
ii. conserves and enhances the unique landscape and scenic beauty within the parish, having regard to the Neighbourhood Plan Landscape Appraisal.

9. BUILT ENVIRONMENT & DESIGN

Built Environment and Design Objectives

10 Protect and enhance designated heritage assets

11 Ensure new development is of a high-quality design and of a scale and design that reflects local character

AT A GLANCE

- Designated historic assets will be protected and preserved.
- New development must reflect the local characteristics in the Neighbourhood Plan area and create and contribute to a high quality, safe and sustainable environment.
- Non-residential development proposals that incorporate current best practice in energy conservation will be supported.

Heritage Assets

9.1 Although Copdock and Washbrook does not have a conservation area, there are several important buildings across the village that are "listed" as being of architectural or historic interest. There are currently 24 Listed Buildings in the parish, as detailed in Appendix 2. The two parish churches are Listed Grade II* and the remaining buildings are Grade II. In addition, the parish is known to be rich in archaeological finds and records, particularly given the Old London Road follows the line of a Roman Road. Suffolk County Council Archaeological Service's Historic Environment Record provides details of finds and the Service should be consulted at the earliest possible stages of preparing a planning application.

9.2 The adopted Local Plan policies for the consideration of development affecting Heritage Assets are significantly out-of-date and therefore planning decisions are reliant on the high-level guidelines provided in the NPPF. A planning policy is therefore included in the Neighbourhood Plan to ensure that development proposals affecting heritage assets are given appropriate consideration.

Policy C&W 12 - Heritage Assets

To ensure the conservation and enhancement of the village's designated heritage assets, proposals must:

i. preserve or enhance the significance of the designated heritage assets of the village, their setting and the wider built environment, including views into, within and out of the village as identified on the Policies Map;
ii. retain buildings and spaces, the loss of which would cause harm to the character or appearance of the surrounding area;
iii. contribute to the village's local distinctiveness, built form and scale of its heritage assets, as described in the Landscape Appraisal and the AECOM Design Guidelines, through the use of appropriate design and materials;
iv. be of an appropriate scale, form, height, massing, alignment and detailed design which respects the area's character, appearance and its setting, in line with the AECOM Design Guidelines;
v. demonstrate a clear understanding of the significance of the asset and of the wider context in which the heritage asset sits, alongside an assessment of the potential impact of the development on the heritage asset and its context; and
vi. provide clear justification, through the submission of a heritage statement, for any works that could harm a heritage asset yet be of wider substantial public benefit, through detailed analysis of the asset and the proposal.

Proposals will not be supported where the harm caused as a result of the impact of a proposed scheme is not justified by the public benefits that would be provided.

Where a planning proposal affects a heritage asset, it must be accompanied by a Heritage Statement identifying, as a minimum, the significance of the asset, and an assessment of the impact of the proposal on heritage assets. The level of detail of the Heritage Statement should be proportionate to the importance of the asset, the works proposed and sufficient to understand the potential impact of the proposal on its significance and/or setting.

Built Characteristics

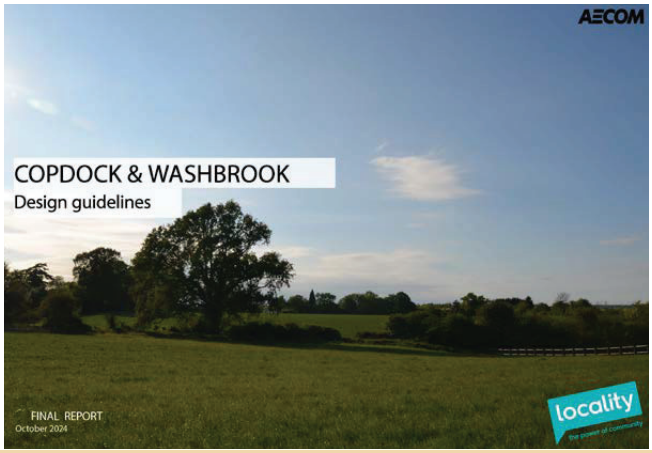
9.3 The NPPF makes it clear, in paragraph 131 (December 2023), that "good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities." New development should achieve a high-quality design that enhances the unique characteristics of the village and ensures a better quality of life for residents. Unsympathetic and poorly designed development, especially within the vicinity of a heritage asset can have a significant detrimental impact on the area. While it would not be appropriate to rigidly copy the architectural styles and designs of the village, the Plan does seek to ensure that new development is of high quality and has regards to its surroundings. As such, when considering the design of new buildings or extensions to existing, developers must ensure proposals:

i. start with an assessment of the value of retaining what is there;
ii. relate to the geography and history of the place and lie of the land;
iii. are informed by the significance of the site and/or existing buildings so that its character and identity will be appropriate to its use and context;
iv. sit happily in the pattern of existing development and the routes through and around it
v. respect important views
vi. respect the scale of neighbouring buildings
vii. use materials and building methods which are as high quality as those used in existing buildings
viii. create new views and juxtapositions which add to the variety and texture of the setting

9.4 As part of the Government-funded Neighbourhood Planning Technical Support package, Design Guidelines have been prepared for the village by AECOM Consultants. The Guidelines are published as supporting evidence to the Neighbourhood Plan. This work primarily seeks to develop design guidelines that any future development should follow in order to retain and protect the rural nature and scenic beauty of the area.

The guidelines which include a Development Checklist reproduced in Appendix 3 of the Plan, identify principles to which development proposals in the Neighbourhood Plan area should adhere, namely:

a. harmonise and enhance existing settlement in terms of physical form, architecture and land use
b. relate well to local topography and landscape features, including prominent ridge lines and long-distance views
c. reinforce or enhance the established village character of streets, greens, and other spaces
d. reflect, respect, and reinforce local architecture and historic distinctiveness
e. retain and incorporate important existing features into the development
f. respect surrounding buildings in terms of scale, height, form and massing
g. adopt contextually appropriate materials and details
h. integrate with existing paths, streets, circulation networks and patterns of activity
i. provide adequate open space for the development in terms of both quantity and quality
j. incorporate necessary services and drainage infrastructure without causing unacceptable harm to retained features
k. ensure all components e.g. buildings, landscapes, access routes, parking and open space are well related to each other
l. make sufficient provision for sustainable waste management (including facilities for kerbside collection, waste separation, and minimisation where appropriate) without adverse impact on the street scene, the local landscape or the amenities of neighbours



Policy C&W 13 - Design Considerations

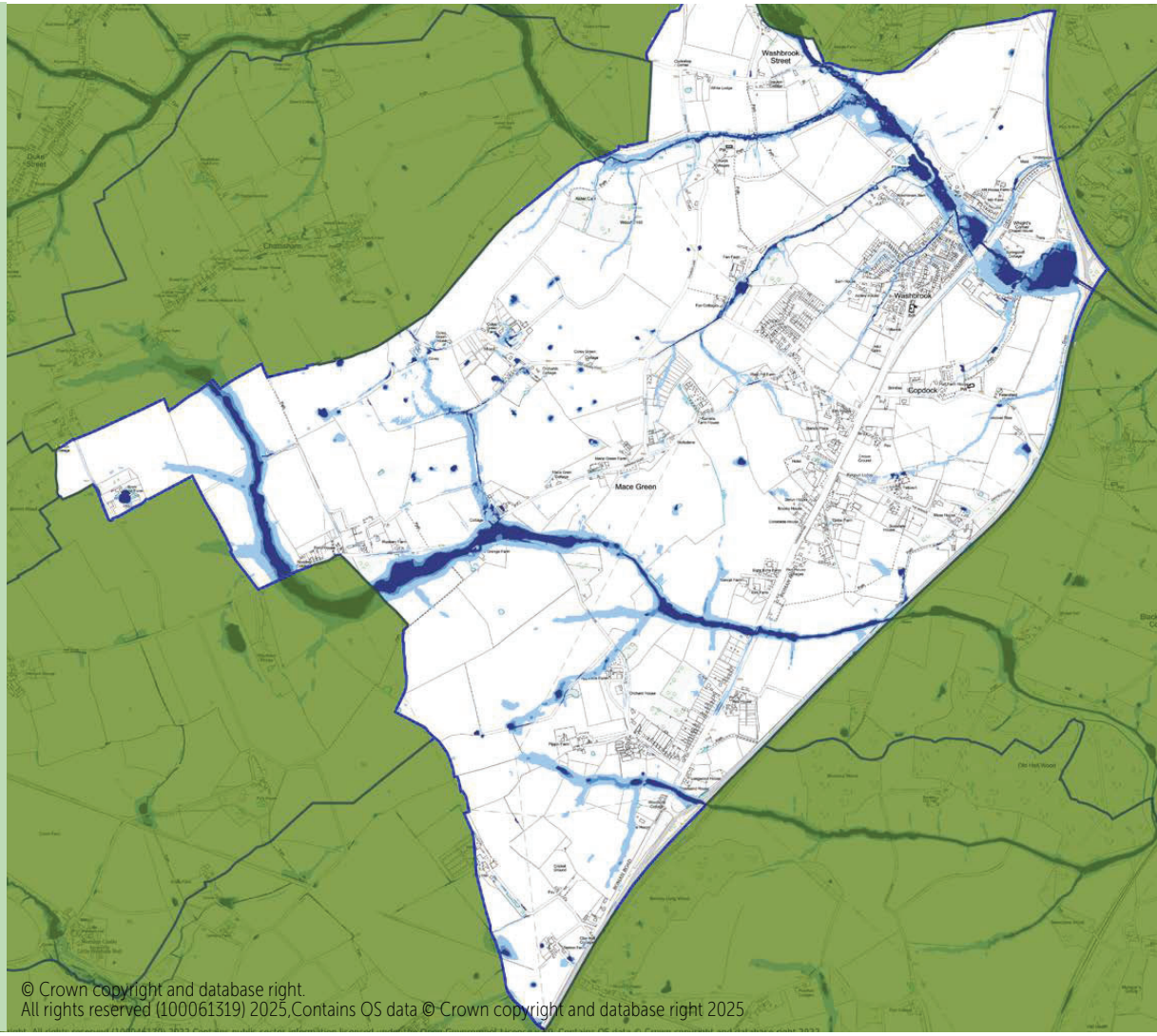
Proposals for new development must reflect the local characteristics in the Neighbourhood Plan area and create and contribute to a high quality, safe and sustainable environment.

Planning applications should, as appropriate to the proposal, demonstrate how they satisfy the requirements of the Development Design Checklist in Appendix 3 of this Plan.

In addition, proposals will be supported where they:

a. recognise and address the key features, characteristics, landscape/building character, local distinctiveness and special qualities of the area and/or building and, where necessary, prepare a landscape character and visual appraisal (LCVA) to demonstrate this;
b. maintain or create the village's sense of place and/or local character avoiding, where possible, cul-de-sac developments which do not reflect the lane hierarchy and form of the settlement;
c. do not involve the loss of gardens, open, green or landscaped areas, which make a positive contribution to the character and appearance of that part of the village;
d. include tree-lined streets unless in specific cases there are clear, justifiable and compelling reasons why this would be inappropriate and include trees elsewhere within developments where the opportunity arises.
e. taking mitigation measures into account, do not affect adversely:
    i. any historic character, architectural or archaeological heritage assets of the site and its surroundings;
    ii. important landscape characteristics including trees and ancient hedgerows and other prominent topographical features as set out in the Landscape Appraisal;
    iii. identified important views into, out of, or within the village as identified on the Policies Map;
    iv. sites, habitats, species and features of ecological interest;
    v. the amenities of adjacent areas by reason of noise, smell, vibration, overlooking, overshadowing, loss of light, other pollution (including light pollution), or volume or type of vehicular activity generated; and/or residential amenity;
f. not locate sensitive development where its users and nearby residents would be significantly and adversely affected by noise, smell, vibration, or other forms of pollution from existing sources, unless adequate and appropriate mitigation can be implemented;
g. produce designs that respect the character, scale, height and density of the locality;
h. produce designs, in accordance with standards, that maintain or enhance the safety of the highway network ensuring with necessary vehicle parking is provided within the plot and complemented by well designed, located and integrated on-street parking to avoid any obstruction to highway users or impediment to visibility and seek always to ensure permeability through new housing areas, connecting any new development into the heart of the existing settlement;
i. wherever possible ensure that development faces on to existing lanes, retaining the rural character and creates cross streets or new back streets in keeping with the settlement's hierarchy of routes;
j. are not situated in areas of risk of flooding, and should not result in water run-off that would add-to or create surface water flooding, through the incorporation, as appropriate to the development, of above ground open Sustainable Drainage Systems (SuDS) that are multifunctional and provide amenity and biodiversity, in accordance with the Suffolk Flood Risk SuDS Local Design Guide 2023 (or successor document);
k. where appropriate, make adequate provision for the covered storage of all wheelie bins and for cycle storage, including cycle charging points, in accordance with adopted cycle parking standards;
l. include suitable ducting capable of accepting fibre to enable superfast broadband; and
m. provide one electric vehicle charging point per new off-street parking place created.

MAP 4
SURFACE WATER FLOODING LOCATIONS



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Sustainable Construction

9.5 Many energy-saving initiatives can be installed on homes within permitted development rights (i.e. - planning permission is not required) but there may be occasions where schemes that do require planning permission could have a potential adverse impact on the character of the area and the amenity of nearby residents.

9.6 Over the course of time, many ditches and verges have been lost to property infill, hard landscaping and ditch infill. Surface water drainage is a problem in many parts of the village including on The Street and in parts of London Road, as illustrated on the extract from the Government's Long-Term Flood Risk information map in Map 4. New development will be required, where appropriate, to make provision for the attenuation and recycling of surface water and rainwater in order to reduce the potential for making the situation worse. Belstead Brook is the main river which flows through Washbrook parish, and significant areas are within flood zone 2 and 3. The Belstead Brook is also within the East Suffolk Internal Drainage Board catchment. Any works to alter a watercourse will require consent from the Internal Drainage Board, the Environment Agency and the Lead Local Flood Authority.

9.7 Whilst not having a main river flowing through the village, flood risk mapping shows flooding from an ordinary watercourse located south of Folly Lane which are in flood zone 2 and 3. There are also two ordinary watercourses which are predicted to be affected by surface water flooding At the southern end of London Road, records show a number of flood reports have been received around the parish since 2011.

Policy C&W 14 - Sustainable Construction Practices

This policy only applies to non-residential development.

Proposals that incorporate current best practice in energy conservation will be supported where such measures are designed to be integral to the building design and minimise any detrimental impact on the building or its surroundings. Development proposals should demonstrate how they:

i. maximise the benefits of solar gain in site layouts and orientation of buildings;
ii. incorporate best practice in energy and water conservation and be designed to achieve maximum achievable energy and water efficiency;
iii. avoid installing new fossil fuel-based heating systems;
iv. incorporate sustainable design and construction measures and energy efficiency measures including, where feasible, ground/air source heat pumps, solar panels; and
v. incorporate measures to manage surface water run-off, and manage water resources sustainably in a manner that will deliver net-positive benefits to the wider area. These could include sustainable drainage systems where easily accessible maintenance can be achieved such as wetland and other water features which can help reduce flood risk whilst offering other benefits including water quality, amenity/ recreational areas, and biodiversity benefits; and rainwater/stormwater harvesting and greywater recycling to reduce potable water use

10. INFRASTRUCTURE & SERVICES

Infrastructure and Services Objectives

12. Protect and enhance community facilities and services that meet the day to day needs of residents
13. Ensure that development does not result in a detrimental impact on infrastructure including sewers and surface water and watercourse flooding

AT A GLANCE

- The premises of existing services and facilities will be protected from being lost except in specific circumstances.
- Existing sport and recreation facilities will be protected and new facilities supported.

10.1 Community services and facilities in the village make an important contribution towards maintaining the needs of residents and in reducing the need to travel. At the time of the preparation of this Plan the following services and facilities were in the village:

- The Brook Inn
- Washbrook Service Station
- Primary School
- Bowls Club
- Children's Playgroup
- Cricket Club
- Village Hall
- Tennis Club
- Playing fields
- Veterinary Practice
- Play Areas
- Copdock Country Store
- Allotments

In addition, Ipswich Cricket Club have their ground with two wickets at Clay Hall at the southern end of the parish.

Education

10.2 Copdock Primary School is located on a constrained site in the main part of the village and, at the time the Plan was prepared, had a pupil admission number (PAN) of 90. It is already operating above this level and further growth will require adjustments to intake from the wider catchment area in order to manage numbers.
An additional primary school is being provided as part of the Wolsey Grange development in Sproughton which will ease some of the pressure on Copdock Primary, but additional capacity improvements may also be required which would be funded from Community Infrastructure Levy contributions arising from housing growth.

10.3 A pre-school is located next to the Primary School and has a PAN of 18 under five pupils. In addition, it provides a breakfast, after-school and holiday club for school age children. Additional capacity will be required to meet needs arising from development. Community Infrastructure Levy receipts can also be directed to improving provision.

Health

10.4 There are no health facilities in the village with residents having to travel to Capel St Mary or Pinewoord (Ipswich) for doctors and dentist facilities.

Community Services and Facilities

10.5 The retention of facilities and services is essential to the livelihood of the village and helps reduce rural isolation and social exclusion.

10.6 The Village Hall is a well-used facility but is located on the other side of London Road from the main centre of population. Access is from the fast moving dual-carriageway and there is no safe pedestrian crossing to the site. The Village Hall currently has over 60 organisations booking on an annual basis

10.7 The Cricket Club has over 100 members providing matches for those of school age upwards. The adjoining Tennis Club is also a popular facility and Copdock Bowls Club has a membership of over 30 people. The Neighbourhood Plan supports the retention and improvement of these important facilities in order to support healthy lifestyles in future years..

Policy C&W 15 - Protecting existing services and facilities

Proposals that would result in the loss of valued facilities or services which support a local community (or premises last used for such purposes) including those identified on the Policies Map, will only be permitted where:

i. it can be demonstrated that the current use is not economically viable nor likely to become viable. Where appropriate, supporting financial evidence should be provided including any efforts to advertise the premises for sale for a minimum of 6 months; and
ii. it can be demonstrated, through evidenced research, that there is no local demand for the use and that the building/site is not needed for any alternative social, community or leisure use; or
iii. alternative facilities and services are available, or replacement provision is made, of at least equivalent standard, in a location that is accessible to the community it serves with good access by public transport or by cycling or walking.

Policy C&W 16 - Open Space, Sport and Recreation Facilities

Proposals for the provision, enhancement and/or expansion of amenity, sport or recreation open space or facilities will be permitted subject to compliance with other Policies in the Development Plan. Development which will result in the loss of existing amenity, sport or recreation open space or facilities, including those identified on the Policies Map, will not be allowed unless:

i. it can be demonstrated that the space or facility is surplus to requirement against the local planning authority's standards for that location, and the proposed loss will not result in a likely shortfall during the plan period; or
ii. replacement for the space or facilities lost is made available, of at least equivalent quantity and quality, and in a suitable location to meet the current and future needs of users of the existing space or facility.

Any replacement provision should take account of the needs of the settlement where the development is taking place and the current standards of open space and sports facility provision adopted by the local planning authority.

Where necessary to the acceptability of the development, the local planning authority will require developers of new housing, office, retail and other commercial and mixed development to provide open space including play areas, formal sport/ recreation areas, amenity areas and where appropriate, indoor sports facilities or to provide land and a financial contribution towards the cost and maintenance of existing or new facilities, as appropriate. These facilities will be secured through the use of conditions and/or planning obligations.

Clubhouses, pavilions, car parking and ancillary facilities must be of a high standard of design and internal layout. The location of such facilities must be well related and sensitive to the topography, character and uses of the surrounding area, particularly when located in or close to residential areas.

Proposals which give rise to intrusive floodlighting will not be permitted.

11. HIGHWAYS AND MOVMENT

Highways and Movement Objectives

14 Reduce the impact of traffic passing through the village

15 Improve road safety

16 Protect and enhance the village public rights of way network

AT A GLANCE

- The Neighbourhood Plan is limited in what it can achieve through planning policies to improve highways.
- Existing public Rights of Way will be protected and enhancements supported.
- Initiatives to improve Old London Road are proposed.

Public Rights of Way Network

11.1 The parish has many public rights of way linking various parts of the village. All except one are designated public footpaths. Folly Lane leading though to Wenham Road is a designated byway which is used by vehicles, bikes and horses alike. The paths are generally in good condition and waymarked. Gaps in the network are not immediately apparent, albeit that use of village roads is sometimes necessary to complete a circular walk.

Policy C&W 17 - Public Rights of Way

Measures to improve and extend the existing network of public rights of way will be supported particularly if their value as biodiversity corridors is recognised and protected and efforts are made to enhance biodiversity as part of the proposal.

Old London Road

11.2 The presence of Old London Road, the former A12 trunk road, has a major impact on the environment of the village and the lifestyle of residents. This is especially the case when the A12 or A14 are blocked by accidents or breakdowns which leads to traffic diverting through the village. Old London Road is currently a dual-carriageway road with a 50 mph speed limit despite dwellings and businesses having direct access onto the road.

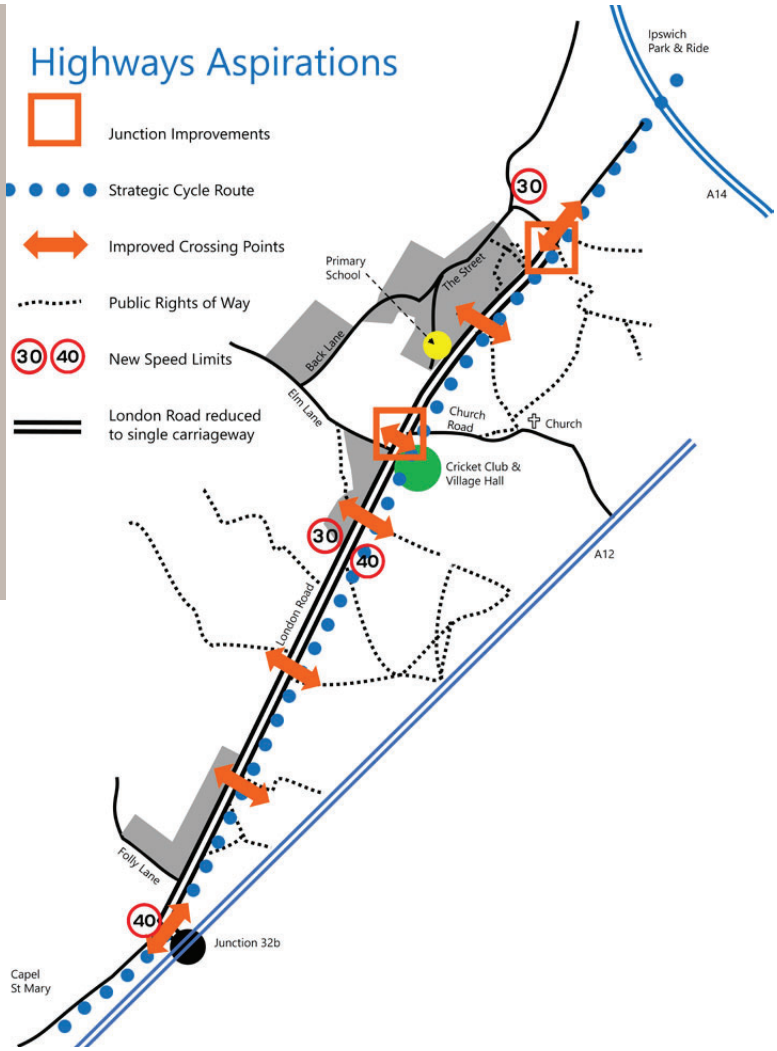
11.3 Work undertaken in the preparation of the Neighbourhood Plan included a study of potential improvements to Old London Road that would reduce the impact of the road and the speed of its users. This work was necessary as any new development in Copdock and Washbrook would not only add traffic to the already congested road but provide further risk of accidents. It was agreed that the current issues are:

1. The existing dual carriageway constitutes a barrier to pedestrian movement, in particular between the village and its school and the principle recreational facilities located on the far side of London Road.
2. The dual carriageway encourages drivers to travel at excessive speeds with adverse safety and environmental implications. The road is designated as a speed-watch area by Suffolk Police.
3. The route, being relatively unconstrained, provides a rat-run for drivers seeking to avoid delays at the A12/A14 roundabout junction to the east of Washbrook.
4. The uniformity of the existing road provides little or no 'sense of place' in those areas where residential development and pedestrian movement is concentrated.
5. The existing dual carriageway deters movement on foot and by bicycle.
6. The existing carriageway deters the use of buses due to having to cross the dual carriageway.
7. Despite multiple equestrian businesses and private establishments being along the carriageway the road is no longer used for horse-riding due to the size and speed of vehicles.
8. The current speed limit along the dual carriageway (50mph) makes it impossible for the Parish Council to maintain the verges without road closures and/or traffic management with significant associated costs.

11.4 On the basis of the prevailing concerns relating to the existing London Road, the work seeks to achieve the following main objectives:

1. Provide pedestrian crossing facilities, particularly between Washbrook village and facilities on the opposite side of London Road.
2. Provide designated cycle routes along and across London Road.
3. Reconfigure the layout of the highway to facilitate speed reductions, particularly in the vicinity of residential areas and the potential new development.
4. Provide opportunities to enhance landscaping to establish a stronger sense of place in those areas where development and pedestrian movement is concentrated.

FIGURE 5
HIGHWAYS ASPIRATIONS



11.5 The projects will require the support of the County Council and necessitate identifying funding to implement them. The Community Infrastructure Levy may be one opportunity for securing financial contributions but it is important that all opportunities are seized to deliver the improvements. Babergh District Council recognise some of the projects through their inclusion in the "Vision for Sustainable Travel" and "Local Cycling and Walking Infrastructure Plan" and every opportunity will be made to deliver these schemes as part of relevant development proposals.

Capel St Mary to Ipswich Cycle Route 1

11.6 Part of the London Road improvements include the delivery of a dedicated cycle path that will link Capel St Mary with the Ipswich Park and Ride site and beyond to form part of the wider strategic cycle route network. Parts of the route are already identified as a cycle route but there are gaps along London Road that the proposals identified in Figure 5 would complete. We will encourage the County Council to invest in bridging the gaps and seek to create a dedicated cycle path to link Copdock and Washbrook with the two settlements.

Community Action 1
The Parish Council will use all means and opportunities available to it to secure investment in and the implementation of highway improvements along the length of London Road as identified in the Neighbourhood Plan.

Community Action 2
The Parish Council will lobby Babergh District Council to include the London Road improvements in the Infrastructure Delivery Plan and to ensure that Community Infrastructure Levy is made available to deliver them.

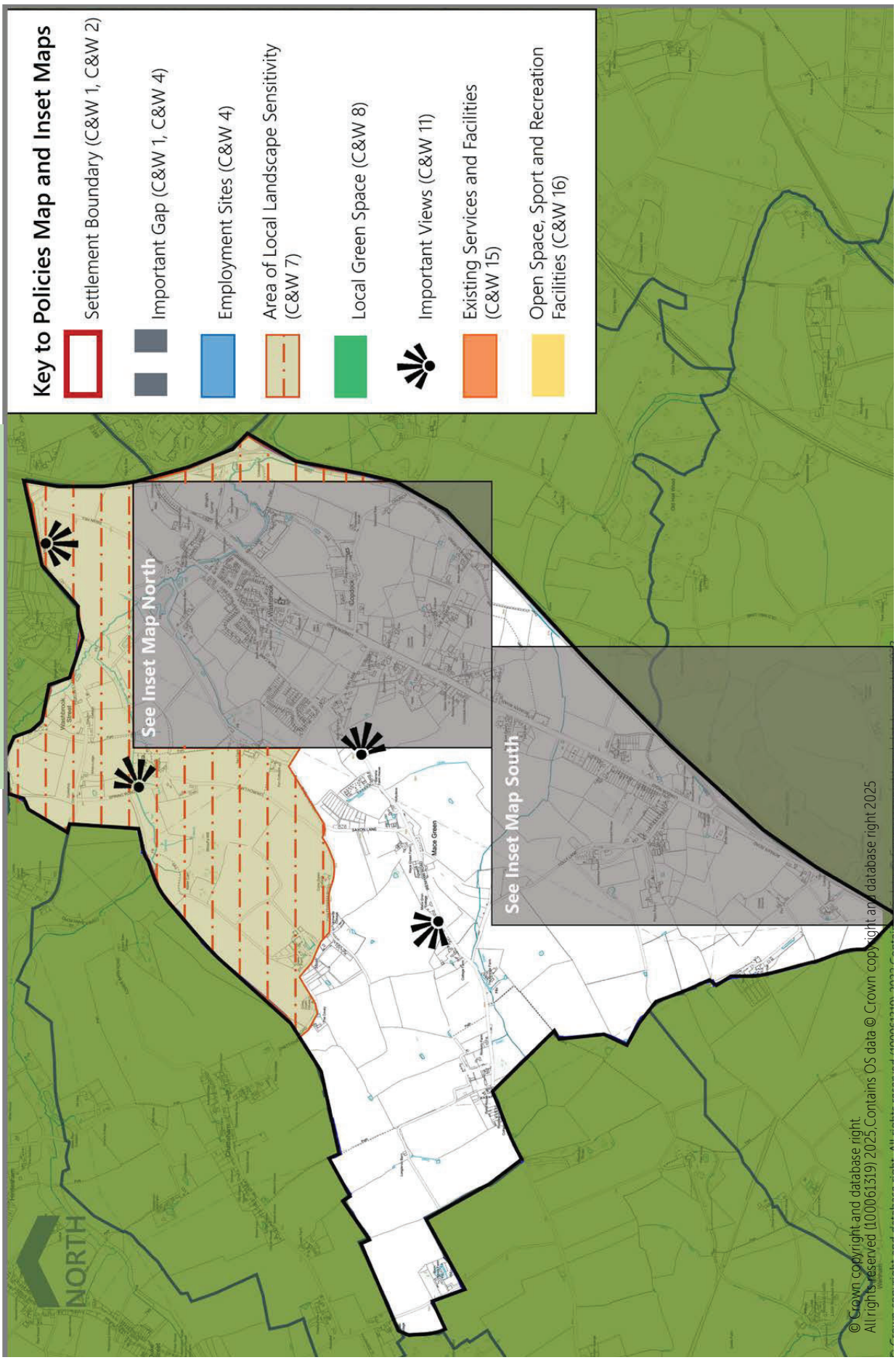
Community Action 3
The Parish Council will lobby the County Council to include the proposed cycle route along London Road, linking Capel St Mary with the Ipswich Park and Ride site and beyond, as part of the Suffolk Strategic Cycle Route Network.

C&W 18 - Highways Improvements on Old London Road

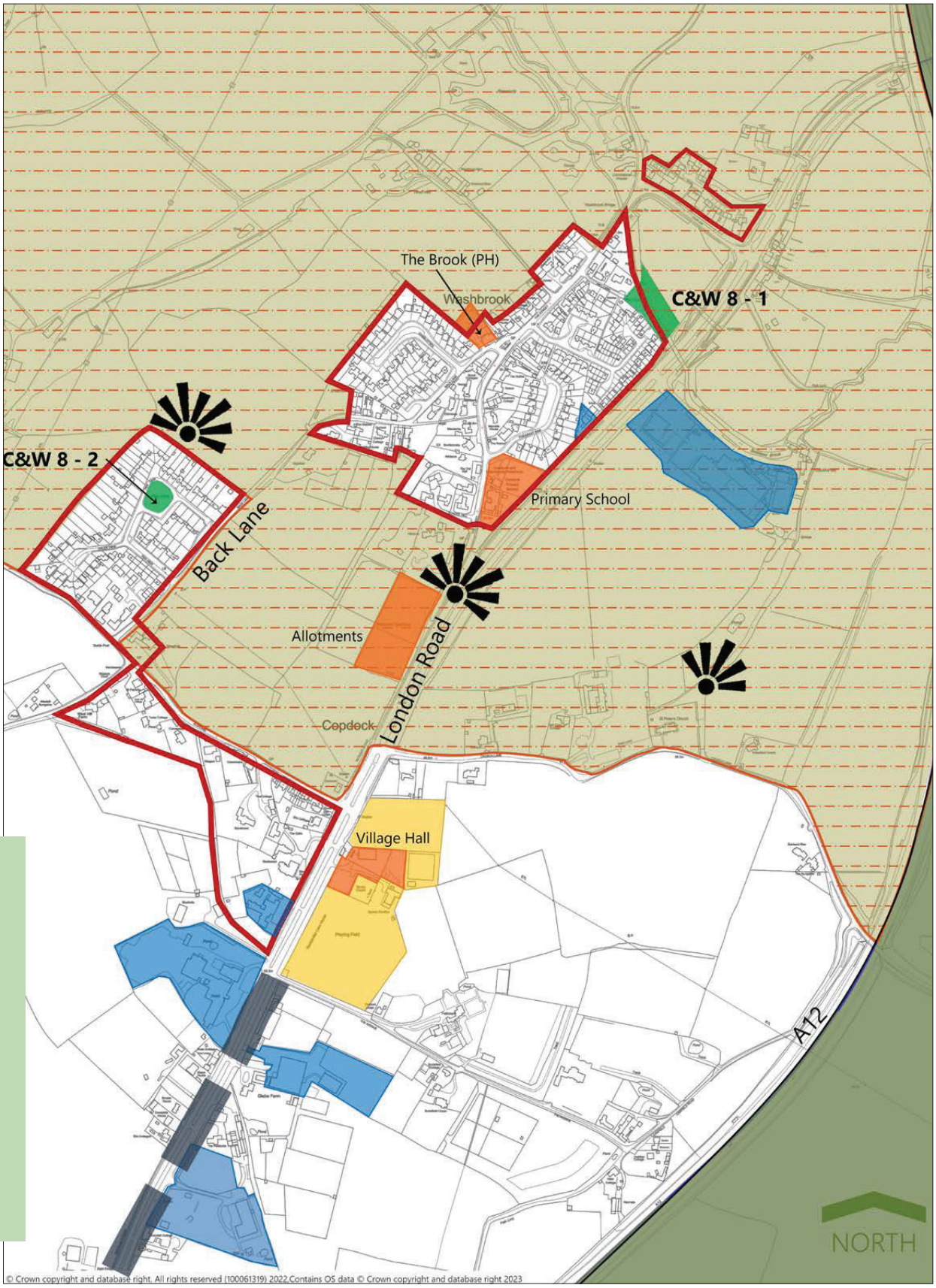
Where new proposals come forward, they will be required to contribute towards highways improvements on Old London Road and encourage the greater use of sustainable transport modes and active travel. Highway schemes which will encourage the greater use of Old London Road for sustainable transport modes and active travel will be supported.

POLICIES MAPS

POLICY MAP

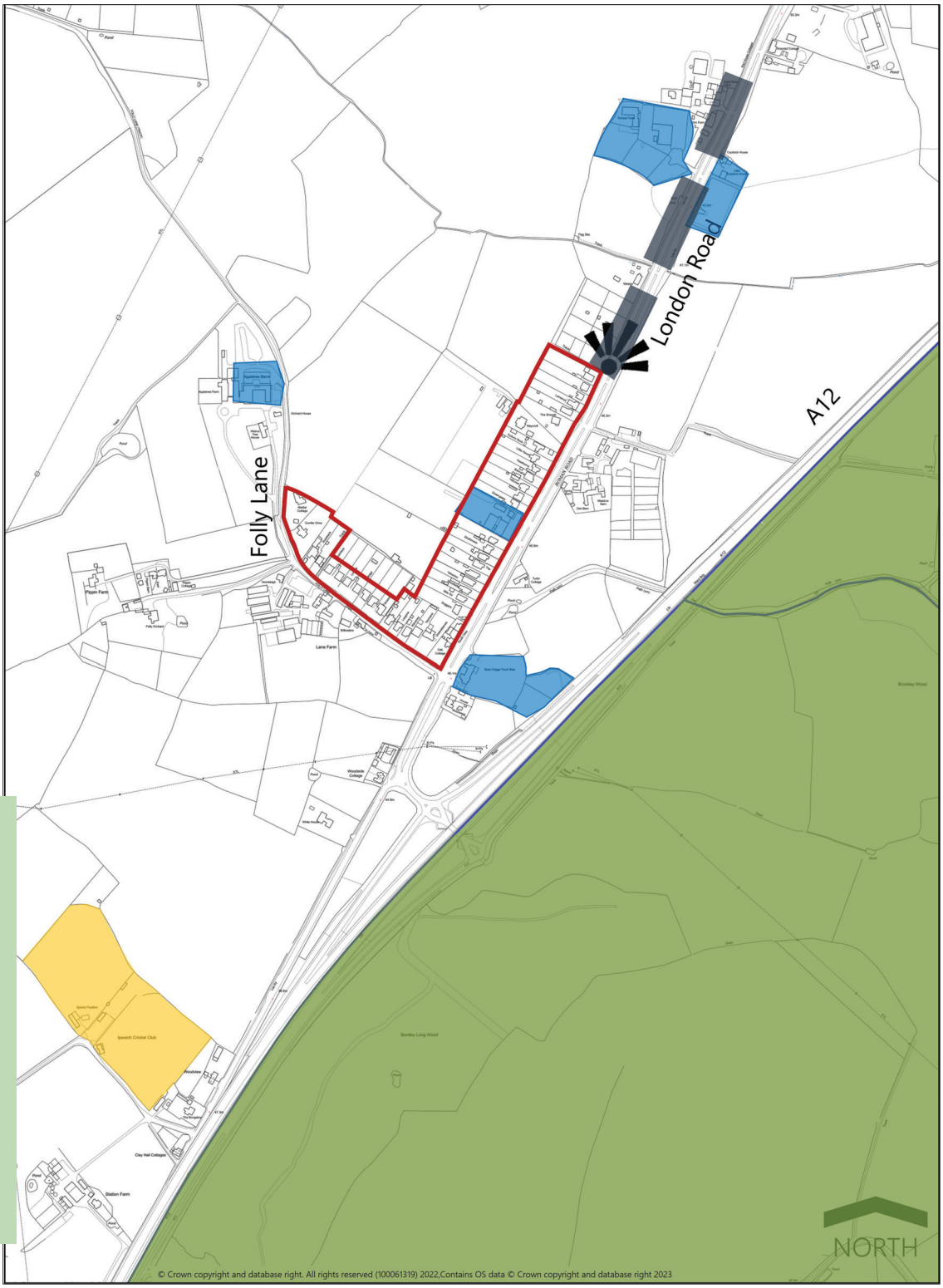


INSET MAP - NORTH



INSEY MAP (NORTH)

INSET MAP - SOUTH



INSEY MAP (SOUTH)

APPENDIX 1 - IMPORTANT VIEWS

Extract from Copdock and Washbrook Neighbourhood Plan: Landscape Appraisal Final Report - November 2023

Views are critical in defining and reinforcing sense of place and local distinctiveness, connecting places where people live with the wider environment, providing opportunities to appreciate special qualities and connecting to local landmarks which can aid orientation.

Important Views are shown on the Policies Map and described briefly below:

Viewpoint 1: Views from the north looking towards Washbrook

This view is representative of views from the northern slopes of the Belstead Valley looking south towards Washbrook. In these views the settlement appears heavily vegetated on the lower slopes with veteran oaks and mature mixed species hedgerows. Fields on the mid and upper valley sides define and embrace the settlement and in general include land above of the 35m contour. These open valley slopes form a setting or backdrop to historic assets such as St Peter's Church and Amor Hall.

Viewpoint 1: View from Pigeon's Lane looking southwest towards Washbrook

Viewpoint 2: Views from the west towards Washbrook

This view is representative of elevated views looking north across Belstead Brook and over Washbrook. Mid-century housing developments on the edge of the settlement at Charlotte's form an abrupt edge to the village. Beyond, the fields on Whight's Corner and Swan Hill define the valley and setting to Washbrook and provide physical separation from the visual influences of commercial development on the edge of Ipswich.

Viewpoint 2: View looking east towards bungalows at Charlottes with green separation to Ipswich beyond

Viewpoint 3: Views from London Road Looking North

This view is representative of the approach towards Washbrook. Only development at Wright's Corner can be seen as the main village is screened by topography and mature vegetation. Views are elevated on the slopes of the Belstead Valley. The width of London Road, markings, lighting columns and signage have an urbanising influence. Nevertheless views across to the undeveloped northern valley slopes provide a rural context and sense of separation from Ipswich.

Viewpoint 3: Views from London Road Looking North

Viewpoint 4: Views from Wenham Road looking east

This view looks towards the western edge of Copdock across relatively flat agricultural land. The edge of the settlement is not visually obvious in the landscape concealed by mature vegetation in property boundaries and hedgerows. As a result there are only glimpsed views to individual properties. Field sizes close to the settlement edge are medium/small scale and increase in size towards Wenham Road.

Viewpoint 4: View looking east towards dwellings on the edge of Copdock

Viewpoint 5: Views from Wenham Road looking north

This view is representative of views across the plateau farmland around 45-50m. Views north are across open agricultural land to a treed horizon formed by overlapping lines of hedgerows and hedgerow trees. The landscape is broad and rural, development comprising isolated dwellings or farms.

Viewpoint 5: Views from Wenham Road looking north

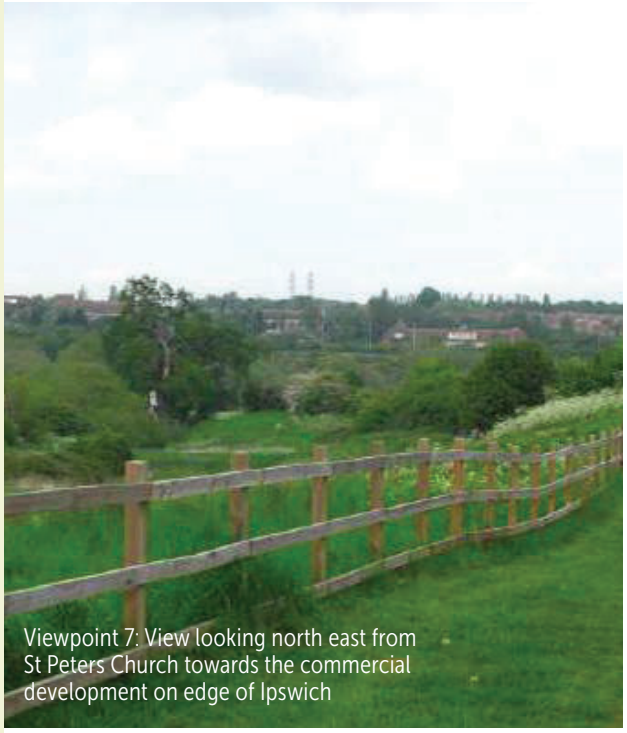
Viewpoint 6: Views from Church Lane looking east

This viewpoint is representative of views across the intimate tributary valley of Spring Brook from Church Lane. Here landuse is predominately pastoral in small to medium scale enclosures defined by mature hedges and areas of woodland including alder carr. There are glimpsed views to rural cottages or the Church of St Mary. Along the lane are mature lime trees and former coppiced hazel stools which add to the sense of history in this landscape.

Viewpoint 6: View looking east towards the isolated church of Washbrook within the valley setting

Viewpoint 7: Views from the east towards Ipswich

This viewpoint is representative of northernly views from the elevated slopes of Belstead Brook in the vicinity of a number of heritage assets such as Copdock Hall, St Peter's Church and Copdock Mill. The foreground emphasises the small to medium scale enclosure supporting pasture and defined by mature hedgerows/oaks.



Viewpoint 7: View looking north east from St Peters Church towards the commercial development on edge of Ipswich

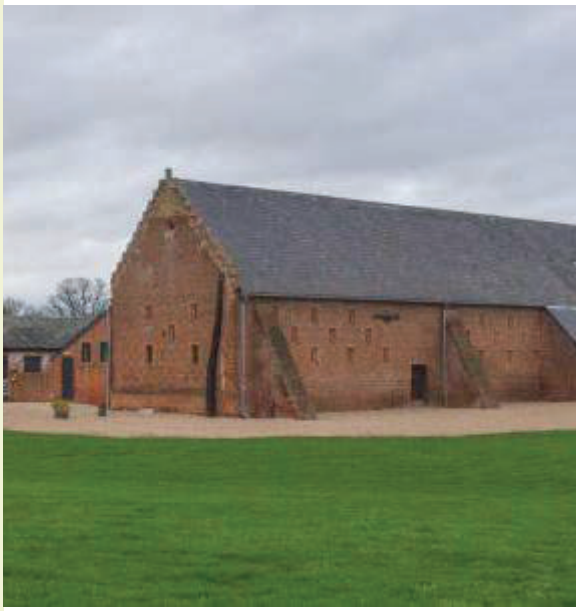
Viewpoint 8: Views along London Road Looking Northeast

This viewpoint is representative of views on leaving the cluster of development in the southern part of the Parish and on approaching Copdock. The gentle depression created by the tributary steam is readily perceived. The edge of Copdock is not apparent in views and those buildings that exist appear clustered around farmsteads or as isolated cottages on the road, set in a wider agricultural context. In places views open up across the wider rural landscape, to the east and west, over medium scale arable fields defined by thick hedgerows.

Viewpoint 8: Shows gentle change in topography and views to wider landscape

APPENDIX 2 - LISTED BUILDINGS

The information in this appendix reflects information correct at the time of writing the Plan. Up to date information should be sought from the local planning authority or Historic England's National Heritage List for England.



Grade II*
Church of St Peter, Pound Lane
Church of St Mary, Church Lane

Grade II
Copdock Lodge, London Road
Woodsend and No 1 Woodsend, London Road
Mill House, Mill Lane
Rosemary Cottage and Hillside, The Street
The Orchards
Fen Farmhouse, Hollow Lane
Chaloners Cottage, The Street
Dakons, Washbrook Street
Birch House Farmhouse, Wenham Road
Tudor Cottage, Elm Lane
Felcourt, The Avenue
Belldown, London Road
Gainsborough, Chelmesis & Inglenook, Back Lane
Amor Hall, The Street
The Grange, Washbrook Street
Coles Green Farmhouse, Chattisham Road
Huntley House, The Street
Copdock Mill, Mill Lane
Barns at Redhouse Farm, London Road
Redhouse Farmhouse, London Road
Barn at Copdock Hall, Pound Lane
Cherry Orchard and Cherry Cottage, Back Lane

APPENDIX 3 - DEVELOPMENT DESIGN CHECKLIST

Source: Copdock and Washbrook Neighbourhood Plan Design Guidelines - AECOM January October 2024

This appendix provides a general design principle followed by a number of questions against which the design proposal should be judged. The aim is to assess all proposals by objectively answering the questions below.

Not all the questions will apply to every development. The relevant ones, however, should provide an assessment overview as to whether the design proposal has taken into account the context and provided an adequate design solutions.

The design proposal should harmonise and enhance existing settlement in terms of physical form pattern or movement and land use

- What are the particular characteristics of this area which have been taken into account in the design?
- Does the proposal affect or change the setting of a listed building or listed landscape?

The design proposal should relate well to local topography and landscape features, including prominent ridge lines.

- Does the proposal harmonise with the adjacent properties?
- Has careful attention been paid to height, form, massing and scale?
- If a proposal is an extension, is it subsidiary to the existing property so as not to compromise its character?
- Does the proposal maintain or enhance the existing landscape features?
- How does the proposal affect the trees on or adjacent to the site?
- How does the proposal effect on the character of a rural location?

The design proposal should reinforce or enhance the established urban character of streets, squares and other spaces.

- What is the character of the adjacent streets and does this have implications for the new proposals?
- Does the new proposal respect or enhance the existing area or adversely change its character?
- Does the proposal positively contribute to the quality of the public realm/streetscape and existing pedestrian access?
- How does the proposal impact on existing views which are important to the area? Can any new views be created?

The design proposal should reflect, respect and reinforce local architecture and historic distinctiveness.

- What is the local architectural character and has this been demonstrated in the proposals?
- If the proposal is a contemporary design, are the details and materials of a sufficiently high enough quality and does it relate specifically to the architectural characteristics and scale of the site?
- Does the proposal affect or change the setting of a listed building or listed landscape? Is the landscaping to be hard or soft?

The design proposal should retain and incorporate important existing features into the development.

- What are the important features surrounding the site?
- What effect would the proposal have on the streetscape?
- How can the important existing features including trees be incorporated into the site? How does the development relate to any important links both physical and visual that currently exist on the site?

The design proposal should respect surrounding buildings in terms of scale, height, form and massing.

- Is the scale of adjacent buildings appropriate to the area?
- Should the adjacent scale be reflected?
- What would be the reason for making the development higher?
- Would a higher development improve the scale of the overall area?
- If the proposal is an extension, is it subsidiary to the existing house?
- Does the proposed development compromise the amenity of adjoining properties? Does the proposal overlook any adjacent properties or gardens?

The design proposal should adopt appropriate materials and details.

- What is the distinctive material in the area, if any?
- Does the proposed material harmonise with the local material?
- Does the proposal use high quality materials?
- Have the details of the windows, doors, eaves and roof details been addressed in the context of the overall design?

The design proposal should integrate with existing paths, streets, circulation networks and patterns of activity.

- What are the essential characteristics of the existing street pattern?
- How will the new design or extension integrate with the existing arrangement?
- Are the new points of access appropriate in terms of patterns of movement?
- Do the points of access conform to the statutory technical requirements?
- Do the new points of access have regard for all users of the development (including those with disabilities)?

The design proposal should provide adequate open space for the development in terms of both quantity and quality.

- Is there adequate amenity space for the development?
- Does the new development respect and enhance existing amenity space?
- Have opportunities for enhancing existing amenity spaces been explored?
- Are there existing trees to consider?
- Will any communal amenity space be created? If so, how will this be used by the new owners and how will it be managed?

The design proposal should incorporate necessary services and drainage infrastructure without causing unacceptable harm to retained features.

- What visual impact will services have on the scheme as a whole?
- Can the effect of services be integrated at the planning design stage, or mitigated if harmful? Has the lighting scheme been designed to avoid light pollution?

The design proposal should ensure all components e.g. buildings, landscapes, access routes, parking and open space are well related to each other, to provide a safe and attractive environment.

- Has the proposal been considered in its widest context?
- Is the landscaping to be hard or soft?
- What are the landscape qualities of the area?
- Have all aspects of security been fully considered and integrated into the design of the building and open spaces?
- Has the impact on the landscape quality of the area been taken into account?
- Have the appropriateness of the boundary treatments been considered in the context of the site?
- In rural locations has the impact of the development on the tranquillity of the area been fully considered?

The design proposal should make sufficient provision for sustainable waste management (including facilities for kerbside collection, waste separation and minimisation where appropriate) without adverse impact on the street scene, the local landscape or the amenities of neighbours.

- Has adequate provision been made for bin storage?
- Has adequate provision been made for waste separation and relevant recycling facilities?
- Has the location of the bin storage facilities been considered relative to the travel distance from the collection vehicle?
- Has the impact of the design and location of the bin storage facilities been considered in the context of the whole development?
- Could additional measures, such as landscaping be used to help integrate the bin storage facilities into the development?
- Has any provision been made for the need to enlarge the bin storage in the future without adversely affecting the development in other ways?

APPENDIX 4 - SUPPORTING DOCUMENTS

Copdock and Washbrook Neighbourhood Plan - Landscape Appraisal, Alison Farmer Associates, November 2023

Copdock and Washbrook Preliminary Highways Scheme, First Draft, Railton TPC Ltd, December 2019.

Copdock and Washbrook, Design Guidelines, AECOM, October 2024.

Copdock and Washbrook, Housing Needs Assessment, AECOM, May 2019.

Copdock and Washbrook, Neighbourhood Plan Consultation Questionnaire Results, June 2019

Copdock and Washbrook Neighbourhood Plan, Site Options and Assessment, AECOM, July 2019

All these documents can be found on the Copdock and Washbrook Neighbourhood Plan website http://www.cwnpsg.onesuffolk.net/

Glossary

Affordable housing: The NPPF defines Affordable Housing as "housing for sale or rent, for those whose needs are not met by the market (including housing that provides a subsidised route to home ownership and/or is for essential local workers); and which complies with one or more of the following definitions ": a) affordable housing for rent; b) starter homes; c) discounted market sales housing; and d) other affordable routes to home ownership.

Archaeological interest: There will be archaeological interest in a heritage asset if it holds, or potentially may hold, evidence of past human activity worthy of expert investigation at some point. Heritage assets with archaeological interest are the primary source of evidence about the substance and evolution of places, and of the people and cultures that made them.

Best and most versatile agricultural land: Land in grades 1, 2 and 3a of the Agricultural Land Classification.

Biodiversity: Describes the range and variety of living organisms within an ecosystem. It can include all living organisms, plants, animals, fungi and bacteria and is often used to indicate the richness or number of species in an area. Such an area can be defined at different levels across the globe or be limited to a local area such as a parish.

Built-up Area Boundary: Defined in the Babergh Local Plan 2006, it is a planning term for the management of new development and does not necessarily include all buildings in a village within the boundary.

Conservation (for heritage policy): The process of maintaining and managing change to a heritage asset in a way that sustains and, where appropriate, enhances its significance.

Community Infrastructure Levy (CIL): A levy allowing local authorities to raise funds from owners or developers of land undertaking new building projects in their area.

Development Plan: This includes adopted Local Plans and Neighbourhood Plans as defined in section 38 of the Planning and Compulsory Purchase Act 2004.

Green infrastructure: A network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities.

Habitat: The natural home of an animal or plant often designated as an area of nature conservation interest.

Heritage asset: A term that includes designated heritage assets (e.g. listed buildings, world heritage sites, conservation areas, scheduled monuments, protected wreck sites, registered parks and gardens and battlefields) and non-designated assets identified by the local planning authority.

Non-designated heritage assets include sites of archaeological interest, buildings, structures or features of local heritage interest listed by, or fulfilling criteria for listing by, the local planning authority.

Historic environment: All aspects of the environment resulting from the interaction between people and places through time, including all surviving physical remains of past human activity, whether visible, buried or submerged, and landscaped and planted or managed flora.

Infrastructure: The basic physical and organisational structures and facilities (e.g. buildings, roads and power supplies) necessary for development to take place.

Local planning authority: The public authority whose duty it is to carry out specific planning functions for a particular area which in this case is Babergh District Council.

Local Plan: The plan for the future development of the local area, drawn up by the local planning authority in consultation with the community.

Neighbourhood Plans: A plan prepared by a Parish Council or Neighbourhood Forum for a particular neighbourhood area (made under the Planning and Compulsory Purchase Act 2004).

Open space: All open space of public value, including not just land, but also areas of water (such as rivers, canals, lakes and reservoirs) which offer important opportunities for sport and recreation and can act as a visual amenity.

Renewable and low carbon energy: Includes energy for heating and cooling as well as generating electricity. Renewable energy covers those energy flows that occur naturally and repeatedly in the environment - from the wind, the fall of water, the movement of the oceans, from the sun and from biomass and deep geothermal heat. Low carbon technologies are those that can help reduce emissions (compared to conventional use of fossil fuels).

Rural exception sites for affordable housing: Sites for affordable housing development in rural locations where market housing would not normally be acceptable because of planning policy constraints. Homes can be brought forward on these sites only if there is a proven unmet local need for affordable housing and a legal planning agreement is in place to ensure that the homes will always remain affordable, will be for people in housing need and prioritised for those with a strong local connection to the parish.

Setting of a heritage asset: The surroundings in which a heritage asset is located. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral.

Significance (for heritage policy): The value of a heritage asset to this and future generations because of its heritage interest. That interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting.

Strategic Environmental Assessment: A procedure (set out in the Environmental Assessment of Plans and Programmes Regulations 2004) which requires the formal environmental assessment of certain plans and programmes which are likely to have significant effects on the environment.

Wildlife corridor: A wildlife corridor is a link of wildlife habitat, generally native vegetation, which joins two or more larger areas of similar wildlife habitat, Corridors are critical for the maintenance of ecological processes including allowing for the movement of animals and the continuation of viable populations of plants and animals.

The Copdock & Washbrook

NEIGHBOURHOOD PLAN 2023-2037

Referendum Plan - MAY 2025

Copdock and Washbrook Parish Council

NORWICH TO TILBURY

EN020027

Joint Local Impact Report

Appendix 10 (East Bergholt Neighbourhood Plan, 2016)

Suffolk County Council [redacted]

Babergh District Council [redacted]

Mid Suffolk District Council [redacted]

EAST BERGHOLT
neighbourhood plan
Our village, our future

2015- 2030

East Bergholt, the birthplace and Suffolk home of John Constable

Version 1.1

Incorporating Examiner's Modifications

July 2016

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History

Draft 1	31 Jul 2015	Ann Skippers	First version for review
Draft 2	8 Aug 2015	Joan Miller	Update housing chapter
Draft 3	17 Aug 2015	Paul Ireland	Updates agreed at meeting 8 August 2015, Conversion to formatted version & completion of Developing our Plan
Draft 3.1	30 Aug 2015	Paul Ireland	Add two policies for reinforcing planning rules
Draft 4.0	3 Sep 2015	Paul Ireland, Nigel Roberts, Ed Keeble	Incorporate initial feedback & finalise Housing & Infrastructure policies. Add maps
Draft 4.1	8 Sep 2015	Paul Ireland	Incorporate rationale for design statement
Draft 4.2	9 Sep 2015	Paul Ireland	Feedback from Plan Production Group and include Character Appraisal
Draft 5.0	28 Sep 2015	Plan Production Group	Incorporate feedback on policies and text from Neighbourhood Plan Committee and Planning Aid England
Draft 5.1	5 Oct 2015	Paul Ireland	Update maps, diagrams and front picture, add focal point maps and technical updates to policies.
Draft 5.2	6 Oct 2015	Paul Ireland	Corrections to appendices references
Draft 6.0	25 Nov 2015	Plan Production Group	Consider Section 14 comments
Draft 6.1	14 December 2015	Plan Production Group	Consider and incorporate comments from meeting with Babergh on 9 December 2015
Draft 6.2	8 January 2016	Plan Production Group	Consider and incorporate comments relating to HRA assessment
Version 1.0	5 June 2016	Plan Production Group	Incorporation of all recommendations from External Examiner's Report
Version 1.1 (Referendum)	20 July 2016	Plan Production Group	Minor corrections identified by Rachel Hogger on behalf of Babergh District Council.

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Appendices and copies all the documents associated with this Neighbourhood Development Plan can be found at http:/www.eastbergholt.org/Neighbourhood Plan/

NOTE

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Foreword

East Bergholt is a dynamic village with a very special character. While there is a general consensus supporting new development and change, people have always worried that inappropriate development could easily damage this heritage village. In the past, this worry was often reflected in resistance to proposals for large developments or to District Council policies.

The Localism Act of 2011 was recognised by many as a means for the people of East Bergholt to take control of their own destiny to ensure their village would grow in the way they wanted.

A Neighbourhood Plan Committee was formed by the Parish Council and grew rapidly in size as Councillors and Clerk were joined by a large number of volunteers who brought their different skills to bear. The significant time and effort given by these volunteers, coupled with participation and support from the community as a whole, makes this Plan truly representative of the views of the Parishioners of East Bergholt and will help ensure East Bergholt remains the special village it is.

Thanks must go to everybody from the Parish who has contributed to this robust and well considered Plan. Our thanks also go to Babergh District Council and Planning Aid England for their help.

The Committee expect this plan to become the blueprint for our village's future and that it will continue to be maintained and developed by future generations living in East Bergholt.

Paul Ireland (Chair of Neighbourhood Plan Committee)

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Current Status of this Plan

This Plan has undergone Regulation 14 and 16 consultation and the feedback from stakeholders incorporated. To date the following steps have been undertaken:

- Gained agreement from the Parish Council and community to produce the Plan
- Designated neighbourhood plan area with Babergh District Council
- Initial consultation with the community
- Detailed consultation with the community seeking their views
- Agreed topic areas to be covered by the Plan
- Established an overall Vision and Objectives for each topic area
- Discussed and formulated outline plans to deliver these objectives
- Defined Policies and Projects for these outline plans
- Considered comments from all Section 14 consultees

This document has been created from a wide range of sources:

- Formal and informal
- Published and specifically researched
- National regional and local
- Hard and soft data

Finally, the Plan has been reviewed by an External Examiner whose required modifications have been incorporated and validated and Babergh District Council who have approved this version to proceed to referendum.

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Vision

Our vision for East Bergholt reflects the views and wishes of us all: the local community. It is based on extensive public engagement and below are set out the principles which will be applied in managing the development of our village over the next 15 years. These principles shape the Objectives in our Neighbourhood Plan which drive both the Plan Policies and Projects (See Section 2.6).

East Bergholt will continue to maintain its attractive village environment, meeting local needs for new housing and services, and respecting the village's special character, heritage assets and its setting within a unique landscape in the heart of Constable Country. The village will retain its sense of community, respect the natural environment, be welcoming to visitors and tourists, and through sustainable development will support a successful rural economy to meet the future needs of all those who live and work in the village.

The people of East Bergholt wish to preserve the special character of the village and its strong sense of community.

We recognise the need for some modest growth and development, but not at the expense of East Bergholt's village character, its heritage assets and its setting within a unique landscape in the heart of Constable Country.

Housing development will be well integrated into the village through design, site size and location. Its scale, type and tenure will be proportionate to meet local need especially for young families and older people and will add positively to the village character and its social and economic well-being.

Infrastructure, community facilities and local services will keep step with East Bergholt's social and economic needs, including its changing demographic and the growth in home working, to support a thriving community and the Village Heart (Map 7), to benefit present and future residents, visitors and businesses.

Visitors to the area will continue to be important to East Bergholt's rural economy.

East Bergholt will embrace heritage and wildlife conservation, reduce dependence on and impact of the private motor car and encourage a resource efficient built environment. The village will aim to minimise energy use, increase the use of renewable energy and reduce waste.

These principles will remain integral to our vision for East Bergholt over the next 15 years, with a 5 yearly review by the Parish Council in conjunction with Babergh District Council.

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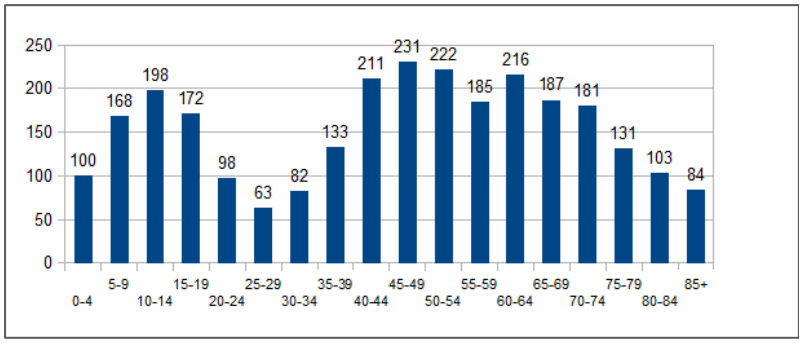
Chapter 1 The Village of East Bergholt

1. East Bergholt is a Parish of 1,191 homes and a population of 2,765 (2011 Census) in the District of Babergh. It covers an area of some 1,313, hectares with an average population density of 1.5 persons per hectare. The age range of its residents is dominated by children, teenagers and older people.

2. East Bergholt is situated in rural South Suffolk overlooking the Stour Valley and Dedham Vale, an Area of Outstanding Natural Beauty (Map 9). In addition to the Area of Outstanding Natural Beauty (Map 9) extending into many parts of the village, parts are also protected by a Conservation Area (Map 18) designation. The formal statistical data for East Bergholt can be found in Appendix A.1.

East Bergholt Demographics – Census 2011



3. The special character of the village originates from its history and development over the past 1000 years.

1.1 History & Development

4. East Bergholt (or wooded hill in Old English) was listed in the Domesday Book as Bercolt. It had one royal manor, formerly held by King Harold and there has been a settlement here since the Stone Age.

5. The County Historic Environment Record (maintained by Suffolk County Council) has entries for 68 finds and monuments within the Parish, with all periods well represented apart from the Anglo Saxon period. The Portable Antiquities Scheme has 755 records of finds from the Parish, the dates of which again reflect this trend. There is archaeological evidence for prehistoric and medieval activity along the Stour valley sides and in East Bergholt. Large scatters of prehistoric material have been recorded across the Parish and a number of ring ditches and enclosures which are likely to be prehistoric in date have been detected through aerial photography. A cremation cemetery of Roman date is recorded within the Parish, and where the Roman road crosses the Parish boundary into Capel St Mary there is evidence for Roman activity.

6. East Bergholt's importance was probably due to Flatford's position as the lowest bridging point of the River Stour in ancient times. Cloth making was firmly established in the Stour valley by the 13th century and, at that time, East Bergholt was an important and wealthy centre.

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7. The shape of East Bergholt is now defined by what was the common land, an approximate square of 2km, known as the Heath, the four manor houses that surrounded it and the small settlements of Gaston End, Burnt Oak and East End. These were connected by tracks around the Heath which have now become public highways. Most of these highways are narrow, two lane roads with limited or no footpaths. The Heath, which is now the core of the village, is farmed and the majority lies within the Area of Outstanding Natural Beauty (Map 9). The Parish also includes the hamlet of Flatford which lies in the valley by the River Stour, also in the Area of Outstanding Natural Beauty (Map 9).

8. Development in East Bergholt has been mainly ribbon style along the roads bordering the Heath. As a result, it does not have a defined centre. Its Village Heart (Map 7) lies along the road at the south west corner of the Heath near to the largest of the manors, Old Hall, (now greatly modified), the Parish Church and Congregational Chapel. There are some retail outlets and two small business premises interspersed with residential properties, including the former home of Randolph Churchill. In addition there are a number of other Focal Points around the village (Map 4), centred on schools, the medical centre and community facilities. This map, shows the zones within 800m of the village Focal Points.

East Bergholt Street – John Constable
(The Village Heart)

© Victoria and Albert Museum, London

9. Within East Bergholt are three Built up area boundaries (Maps 5 and 6), two adjacent to the Heath and East End (a satellite 2.6 miles, 51 minutes' walk, from the Village Heart (Map 7)). Housing in East Bergholt is spread over a large area (approximately 1.7 miles x 2.9 miles or 1,313 hectares), some within small and secluded, low density, developments. As a result East Bergholt has the feel of a small village, a feature recognised by Parishioners who have strongly expressed the view that East Bergholt should "remain a village".

Village Heart c1900

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Village Heart circa 1940

Village Heart today

10. The majority of the land in East Bergholt is owned and farmed by two land owners and consists of mostly grade 2 farmland with some grade 3 farmland on the south of the Parish alongside the River Stour (Appendices A.1 and A.2).

1.2 Heritage & Environment

11. East Bergholt is rich in heritage assets with tracts of land owned by the National Trust. The village contains 89 listed buildings (77 grade 2, 7 grade 2* and 5 grade 1) many built from the wealth gained in the middle ages. It also is the site of a Scheduled Ancient Monument (Appendix A.3). (See http://list.historicengland.org.uk/ for details of these sites).

Bell Cage

12. A feature of note is the large Bell Cage, situated at ground level in the churchyard which is listed Grade II*. This was built around 1500 and houses the heaviest 5 bell peal in the country including one bell cast in 1450. It is unique in the way the bells are housed and rung.

Ringing the Bells Today

20C Picture of Ringing the Bells

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The Church East Bergholt – John Constable

The Church Today

13. Most importantly, East Bergholt is the birthplace of John Constable (1776 –1837), perhaps the greatest and most original of all British landscape artists. Constable is renowned especially for his views of East Bergholt and the Stour Valley. Many of the views painted by John Constable are still recognisable around the village today. These street scenes and settings are of artistic and historical importance and place East Bergholt high on the nation's list of heritage sites and tourist venues.

14. John Constable said of East Bergholt "The beauty of the surrounding scenery, its luxuriant meadow flats sprinkled with flocks and herds, its woods and rivers, numerous scattered villages, farms and picturesque cottages, I love every style and stump and lane; as long as I am able to hold a brush I shall not cease to paint them".

15. This is still true 200 years later and is what makes East Bergholt a special village.

Flatford Bridge

Flatford Bridge- c1900

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The Church Porch, East Bergholt – John Constable

The Church Porch Today

16. Flatford, located in the Parish of East Bergholt, is internationally renowned and is the site of four Grade I listed buildings and one Grade II*. It has a Tourist Centre, RSPB Wildlife Garden and Field Studies Centre. It is the setting for a number of John Constable`s paintings, including one of England's most reproduced works of art, "The Haywain".

Flatford Today

The Haywain – John Constable

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1.3 Housing

17. The houses are spread evenly in a “doughnut” around the west, south and eastern fringes of the old Heath and in more concentrated areas of housing to the north of the main village. There is also a settlement of houses 2.6 miles to the east of the main village, at East End.

18. Of these properties:

    - 80% are owned or owned with a mortgage. This is higher than the average of 68% for the East of England region and the average of 72% for Babergh (2011 Census)
    - 10% are social housing (shared ownership or social rented)
    - 10% are privately rented

19. House price to earnings ratio of 8 is lower than the Babergh average of 8.5. Earnings in East Bergholt are on average higher than the average for Babergh.

20. The planning term “Affordable Housing” refers to properties available for social market rent or shared ownership via the District Council register. The term “low cost market housing” used in this Plan refers to low cost property for private local market sale or rent.

21. The need for low cost market housing for first time buyers has been expressed in the responses to the Questionnaire. However, the high cost of houses is not the only reason for young families leaving the village:

    - Compared to the Babergh average, a higher proportion of residents attain degrees and professional qualifications leading to younger people leaving in search of appropriate work.
    - Young families who wish to live locally, choose to move to villages within a few miles of East Bergholt where they can purchase larger houses for the same price they would pay for a smaller property in East Bergholt, or further afield, to places such as Pinewood on Ipswich fringe where there is a greater availability of low cost market housing.

22. The former manor house, Old Hall, is a privately run housing association, established in 1974. The forty or so adult members farm the land and are largely self-sufficient in organic produce. Every year volunteers from around the world experience living and working at Old Hall. The Old Hall community is well integrated into the village.

23. In addition, there are 118 affordable properties available for rent. Of these 83 are owned by Babergh District Council, 26 properties are owned by Housing Associations, and 9 are charity managed Alms Houses. Most of these properties are 2 and 3 bedrooms and situated within 800m of the heart of the village.

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1.4 Social

24. East Bergholt is of sufficient size to sustain a good mix of local services and facilities which are adequate for current requirements. These should not be compromised.

25. There are two schools in the village. In 2015 the Primary School had 177 pupils and the High School had 926 pupils, both rated as Good in the latest Ofsted reports.

26. There are five public houses in or around the village four of which are rated 4* and above by TripAdvisor.

27. There is a well frequented tea room, a general store with Post Office, chemist, bakery and small hardware shop at the Village Heart (Map 7). At the other Focal Points, the village contains a medical centre, garage, playing fields and a sports centre and four community buildings, including a village hall. There is a butchers shop at East End and one of the pubs.

28. There is no evidence to show there is a lack of trading activity at these service outlets.

29. The Parish has 51 active clubs and societies serving various interests of the community. A full list can be found on the Village Website at: http://www.eastbergholt.org/clubs/ClubsAndSocieties/default.aspx?DYN_MENU_MainMenu=1000012

1.5 Employment

30. East Bergholt is generally an affluent Parish where incomes and levels of education are on average higher than the Babergh District as a whole. It has low levels of recorded deprivation and 27% of East Bergholt residents work in administrative and professional occupations. The unemployment rate is low at 1.8%. There are:

    - Two light industrial units
    - Two business centres, The Gattinetts and Wheelers Yard
    - Primary and Secondary schools
    - Visitor facilities at Flatford
    - Retail outlets and pubs

31. East Bergholt has its own distinct local economy and, unlike many other villages, is not just a dormitory for commuters.

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32. The main centres of employment for 80% (Appendix A.1) of the working residents of East Bergholt are:

    - Ipswich (10 miles)
    - Colchester (10 miles)
    - Felixstowe (20 miles)
    - Chelmsford (33 miles)
    - Bury St Edmunds (34 miles)
    - Cambridge (64 miles)
    - Norwich (52 miles, car & train)
    - Central London (65 miles, train)

1.6 Transport and Communications

33. Primary access to and from East Bergholt is via the B1070 which passes through the village to the north of the Heath. It links the main north / south highway, the A12, to Cattawade, Brantham and Manningtree with its railway station. There can be serious delays on the B1070 caused by traffic from the High School, exacerbated by the location of the Medical Centre immediately opposite and the high incidence of parked cars. This area is particularly dangerous due to the narrow pavements forcing pupils to walk on the road. Additionally, it is used by large farm vehicles to gain access to the farmland around the Village. This causes both dangerous disruption to the traffic flows and is of increasing concern to the farmers as the traffic volumes make moving large agricultural machinery difficult. There is also congestion around the primary school in Elm Road in the morning and afternoon.

34. Parking and dangers caused by traffic around the two schools and at the Village Heart (Map 7) have been expressed as serious concerns by residents, Appendices A.5, A.6 and C.7.

35. East Bergholt is poorly served by public transport. Road access to the centres of employment is via the A12 northbound to its overloaded junction with the A14 at Copdock, south of Ipswich or via the A12 southbound which is very busy at peak times around Colchester. To the north, the A140 to Norwich is substandard. Both north and southbound junctions of the B1070 onto the A12 serving East Bergholt have very short slip roads and poor visibility and are a cause for concern expressed by the community.

36. Rail access to both Norwich and London (1 hour travel time) is satisfactory, served by the station at Manningtree (3.6 miles from the Village Heart (Map 7)). Many view the service as poor. At the time of writing this Plan, 10% of journey times arrived late experiencing serious travel disruptions (https://www.abelliogreateranglia.co.uk/about-us/our-performance/performance-figures). There

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is limited or no free seating on some 30% of the peak time trains to London and the railway station car park is often full to capacity leading to parking on the limited roads around the station. Road access from East Bergholt to the railway station is poor with a level crossing for higher vehicles and a single way working underpass for cars and motorcycles. This can become severely congested at peak times.

1.7 Sustainability

37. East Bergholt residents demonstrably recognise the need to conserve finite resources and address pollution over the period of this Plan especially those living on the flood plain at Flatford (Appendix C.7). Flatford is 3m above sea level making it vulnerable to climate change induced sea level rise.

38. There is a society in the village formed specifically to coordinate actions and promote sustainability. A combination of concern about the environment and attractive financial returns has resulted in a considerable number of East Bergholt homes now generating their own electricity. The housing association at Old Hall is run on a strong environmental ethos. Their energy sources include solar, a communal biomass boiler and large ground source heat pump.

39. The withdrawal of recycling facilities in the village has given concern to many.

40. Measures to encourage sustainable development as well as deliver resource efficient solutions for those living and working in East Bergholt are an important part of the Plan. They feature in all policy areas and are grouped in Chapter 9.

1.8 Local Area Considerations

41. A new housing development of some 320 houses is planned for neighbouring Parishes in addition to the 1,000 or so new developments at nearby Manningtree and Lawford in Essex.

42. Approximately 30% of the population of East Bergholt currently travel to work in Ipswich, Colchester and similar locations, the majority via the B1070 / A12 junction (Appendix C.7). There are concerns amongst the community about the capacity and safety of the junction between the A12 and B1070.

43. Approximately 11% of the population of East Bergholt travel more than 65 miles (e.g. London), most of these by train (Appendix C.7). The increased number of workers commuting by train will place significant additional pressure on the infrastructure and underpass at Manningtree railway station.

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Chapter 2 Developing our Plan

2.1 Purpose of this Neighbourhood Plan

44. In its current form, the characteristics of East Bergholt were rated very highly by its residents (Appendix C.7). Additionally, its heritage assets and special character make it a popular tourist attraction.

45. This Plan aims to manage future development pressures to ensure East Bergholt remains a village, retains its special character, maintains a healthy village economy and a strong sense of local community and is able to cater for the needs of residents and Hinterland Villages over the next 15 years.

46. Like many villages it is subject to significant development pressure. Inappropriate development could easily damage this special character, leading to people and their businesses moving away from the area to the severe detriment of the local community, Babergh District and the local economy.

47. This Plan complies with the National Planning Policy Framework and Babergh District Council Core Strategy 2014. The Plan does not deal with excluded development including nationally significant infrastructure, waste and minerals matters.

48. The Neighbourhood Plan Committee has liaised extensively with Babergh District Council throughout the Plan making process to ensure the Plan is in-line with the District's Planning objectives and policies and effectively steps these down to the local East Bergholt level.

2.2 Neighbourhood Plan Committee

49. The Parish Council Neighbourhood Plan Committee managed the production of our Neighbourhood Plan, rather than a Steering Group for the following reasons:

    - To ensure the Committee was able to operate under the legally agreed Parish Council Standing Orders
    - So that all financial transactions would be managed by the Parish Council Responsible Finance Officer.
    - To ensure a proper reporting and recommendation structure to the responsible body, the Parish Council.

50. Terms of reference for this Committee were agreed by the Parish Council (Appendix B.1) on 12 December 2013.

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51. The Committee meetings were run monthly and were organised to ensure full community participation while still complying with Parish Council standing orders (Appendix B.2). The major part of the meetings were open and all residents were invited to participate. Decisions were made by a democratic vote of all those attending that meeting as reflected in the Minutes.

52. This Plan was produced by eleven Working Groups (Appendix B.3) formed solely from volunteers from the community. During the final phases of developing the Plan, two Parish Councillors joined the Working Groups. One had previously been the Chair of a Working Group and was elected onto the Council. The other, with a long standing family history in the village, offered their experience to the Environment and Views Working Group.

53. Each Working Group, consisting of volunteers, elected their own Chair who was then formally co-opted onto the Parish Council Neighbourhood Plan Committee. The Working Group Operating Protocol can be found in Appendix B.3.

2.2.1 Project Plan

54. The first task of the Strategy and Planning Working Group was to formulate a project plan (Appendix B.4). This was based on advice obtained from Babergh District Council, Planning Aid England and other sources on the Internet. It formed the basic working framework used in the production of the Plan.

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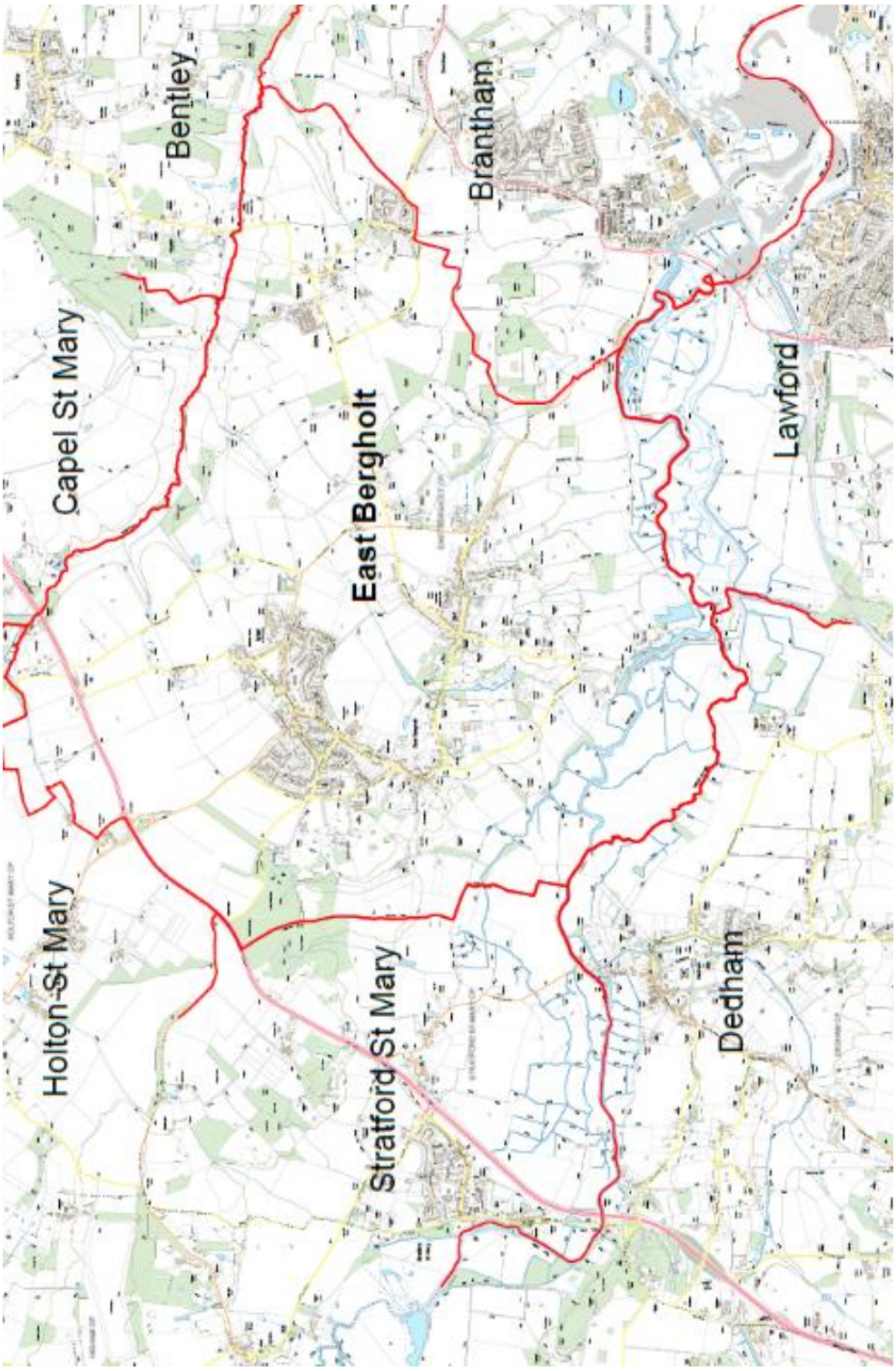
2.3 The area of the East Bergholt Neighbourhood Plan

55. The Parish Council agreed the Neighbourhood Plan area should be the Parish of East Bergholt (Map 1) and the formal Neighbourhood Plan Designation Notice (Appendix B.6) was issued at the end of March 2014.

Map 1 - Parish of East Bergholt and Neighbouring Parishes



15.

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2.4 External Involvement

56. The Plan has been informed with input from a number of external experts including:

    - Planning Aid England
    - Babergh District Council through their Neighbourhood Plan Liaison Officer
    - Housing Action Suffolk
    - The Landscape Partnership
    - The Dedham Vale Area of Outstanding Natural Beauty and Stour Valley Project
    - Community Land Trust
    - Ann Skippers Planning

2.5 Community Involvement

57. Production of an effective Neighbourhood Plan critically depends on involving as many members of the community as possible, reflected in the strategy that drove the development of the East Bergholt Neighbourhood Plan process (http://planninghelp.cpre.org.uk/improve-where-you-live/shape-your-local-area/neighbourhood-plans/step-1-getting-started).

58. Work on the Plan started in January 2014. Every effort was made to ensure all members of the community, including the satellite community at East End (Appendix B.2), Babergh District Council and potential developers, were encouraged to become involved. People attending Neighbourhood Plan Committee meetings were invited to join one of the Working Groups. Others in the community were kept fully informed by the Communications Working Group (Appendix C.1) and by regular updates published on the Village Website (http://www.eastbergholt.org).

59. Views were sought from across the community using various communication channels and care was taken to ensure a balanced and representative response, by:

    - Visits to Clubs and Societies - 51 groups and societies that meet regularly in the village were contacted, asked for their feedback and offered the opportunity to promote their activities at the East Bergholt on Show event (Appendix C.4)
    - East Bergholt on Show – to ask Parishioners “How would you like the future of our Parish to develop”, attended by 315 visitors from all areas of the village (Appendices C.2, C.4 and C.5). The input from this event was used to inform the questions asked by the Questionnaire (Appendix C.6)
    - Monthly Neighbourhood Plan Committee meetings – advertised on the Village Website and with open invitation, attended by 25 – 30 people with a cumulative total of 64 different people registering their attendance

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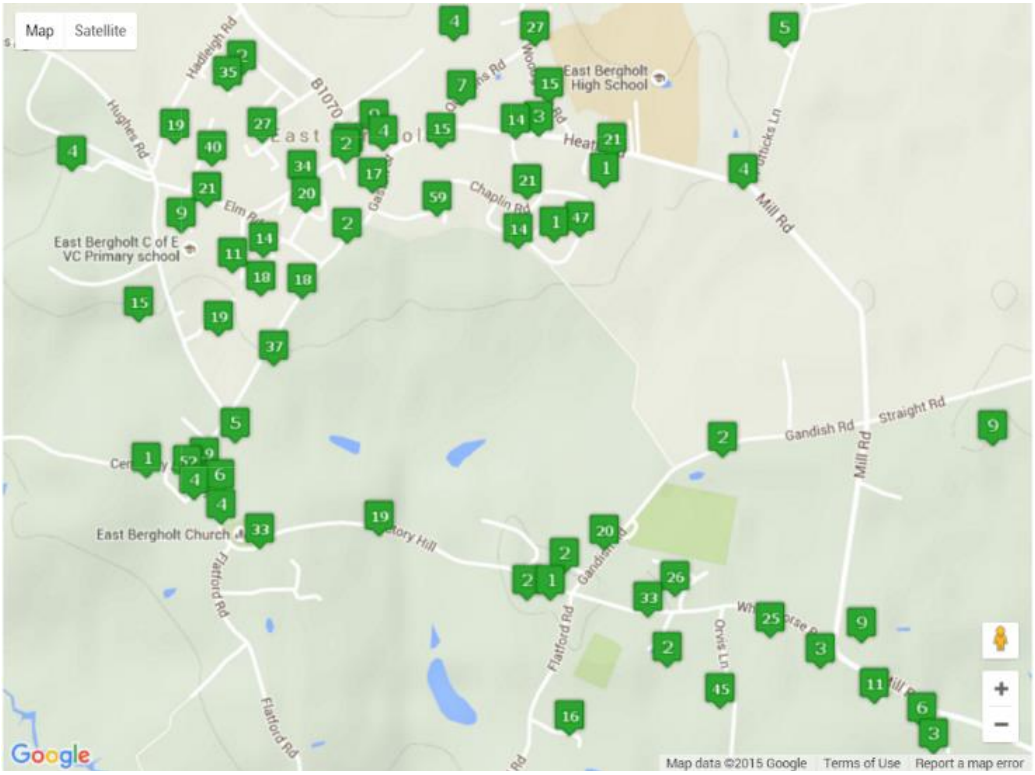
- Monthly Parish magazine, leaflet drops and website updates (with an average of 67 visitor hits per day to the Neighbourhood Plan section of the website)
- Household Survey – a Questionnaire of 56 questions was delivered to each household with an on-line version on the Village Website (Appendix C.6). Nearly 50% of households responded and the vast majority of Questionnaires were completed in full. Using postcodes to track location, the respondent profile was shown to be a close match to the demographics and settlement pattern of the village. (Maps 2 and 3) Additionally the age range of respondents was a close match to the demographics of the village. The responses showed a high level of commonality of view. (Appendix C.7, C.8 and C.9).
- Business Survey - letters (Appendix C.11) were sent to 83 businesses registered with Babergh District Council asking them to complete the online Questionnaire (Appendix C.10). With only 7 businesses responding, only a small degree of weight was given to these results in the final plan. The analysis of the responses can be found in Appendix C.12.

60. To ensure people living in all areas of the Parish were represented, the postcodes of people responding to the questionnaire were recorded and used to track geographic coverage. In addition the age range of respondents was used to confirm demographic coverage.

Map 2 - Number of Questionnaire Responses East Bergholt



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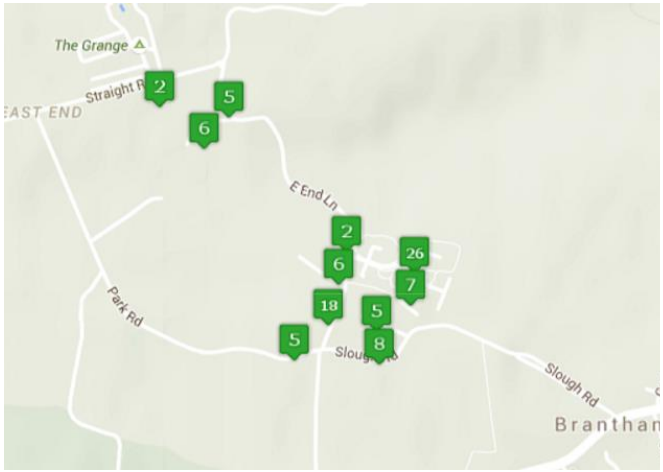
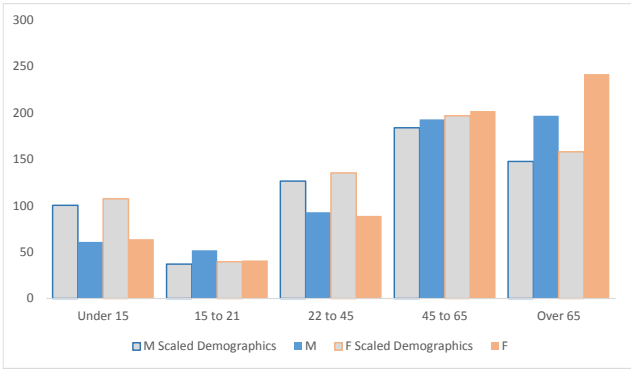
Map 3 - Responses from East End



Demographic Coverage



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2.6 Our Neighbourhood Plan Policies and Projects

61. Neighbourhood planning gives communities power to shape the development and growth of their area and to formulate a vision that will align with the ambition of our community.

62. Our Neighbourhood Plan contains the Policies and Projects that will help to realise the community's vision for East Bergholt and address key issues that have been raised during the extensive engagement undertaken with the community and identified through the plan making process.

63. The Policies and Projects are the essential components of our Plan. They are based on sound analysis and a strong evidence base. They align with the National Planning Policy Framework, National Planning Guidance and the strategic planning context set by Babergh District Council. They will contribute towards sustainable development and are compatible with EU regulations.

64. Once the Plan is made (adopted) by Babergh District Council, the Policies will constitute the Neighbourhood Development Plan and will become a statutory consideration in determining all planning applications. Policies are shown in blue boxes.

65. Projects do not form part of the Neighbourhood Development Plan. They are activities identified in the feedback from the community and these will be managed by the Parish Council over the Plan period. When the Plan is approved, the Parish Council will consider a priority list for the Projects. Following this, each Project will be scheduled to be considered by the relevant Standing Committee, where appropriate, if not by the Full Council. Projects are shown in yellow boxes.

66. Our plan covers the following topic areas:

    - Housing
    - Natural Environment, Landscape and Open Space
    - Design, Character and Heritage
    - Transport
    - Economy
    - Infrastructure
    - Sustainability

67. Each chapter below starts with the objectives which we want the Policies and Projects in each topic area to achieve. They reflect the overall Vision for East Bergholt.

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Chapter 3 Housing

3.1 Objectives

- Maintain our strong and vibrant community with a better supply and a good mix of home types, sizes and tenures enabling people to stay in the village throughout their lifetime with special focus on low cost market housing for young families, housing suitable for older people and appropriate numbers of affordable homes.
- Accommodate new housing where the location, scale of development and design integrates well into East Bergholt's village character.

3.2 Background

68. This Plan recognises the national need for additional housing and the needs identified in Babergh District Council's Core Strategy for Core and Hinterland Villages. In addition, it takes due consideration of the views expressed by the residents in the various stages of community involvement that development will maintain the very qualities that make the village of East Bergholt special. Development will therefore be carefully managed in terms of scale, location and design.

69. Additional growth in East Bergholt will contribute to the village and its character and provide local benefit and the aim of these policies is to enable the provision of a choice of new homes to meet the needs of all sections of the community in a manner which respects the character of the village and wider Parish.

70. Housing growth can be accommodated in a sensitive way based on modest scale developments within the Parish. Small scale, dispersed developments can be accommodated and will include provision of Affordable Housing opportunities to new and existing residents and meet the housing objectives defined by Babergh District Council's Core Strategy.

71. Villages have historically developed through incremental growth and in East Bergholt it will be important for growth to harmonise with the character of existing buildings and their settings. Disproportionately large estates in villages are difficult to assimilate both aesthetically and socially.

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3.2.1 Local Context

72. The population of East Bergholt has increased very slightly in the past 10 years from 2,689 in 2001 to 2,765 in 2011 with approximately equal numbers of males and females. Since 2001, the number of houses increased by 26 from 1,165 to 1,191 (Babergh Monitoring Reports and Census 2011).

73. The population demographics of East Bergholt show a dip in the 20 – 35 age range (Appendix A.1). Appendix D.3 confirms a possible reason for this dip is that for the age range 15 - 44 a net 21 per 1000 of the population are moving out of the village. This is probably because of a lack of local jobs and the lower cost of housing in neighbouring villages.

74. East Bergholt has a predominance of older people similar to other villages in Babergh District, with 25% of the population aged 65 and over (total in Babergh 21%). District wide this ageing trend is set to increase and it is predicted that this figure will increase to 32% of the total population of Babergh by 2030. Feedback from the village Questionnaire of September 2014 (Appendix C.7) reinforced these facts, stating there was the need to provide accommodation for:

    - Young people who wish to remain in the village but are being priced out of the market. The average house price paid in March-April 2015 in East Bergholt is between £301,000 and £339,000 (Land Registry)
    - Older people

75. The feedback indicates that the majority of people have resided in the village for more than 20 years; also, a majority anticipate remaining residents for the foreseeable future. This trend will increase the demand for a wider range of housing options suitable to meet the needs of older people, freeing up some of the existing family homes in the village.

76. The 2011 census shows that of housing stock in East Bergholt, 35% of properties have 4 bedrooms or more. This is significantly above the average of 26% for Babergh as a whole. Of 21 houses completed in the last 5 years, 17 have been 4 and 5 bed houses, one low cost market house and 3 affordable homes. As a consequence this trend has further skewed the housing mix.

77. Feedback from the Questionnaire showed there is decreasing demand for 3-4 bedroom homes and sufficient 5+ bedroom homes and a future and growing requirement for 1-2 bedroom and retirement homes.

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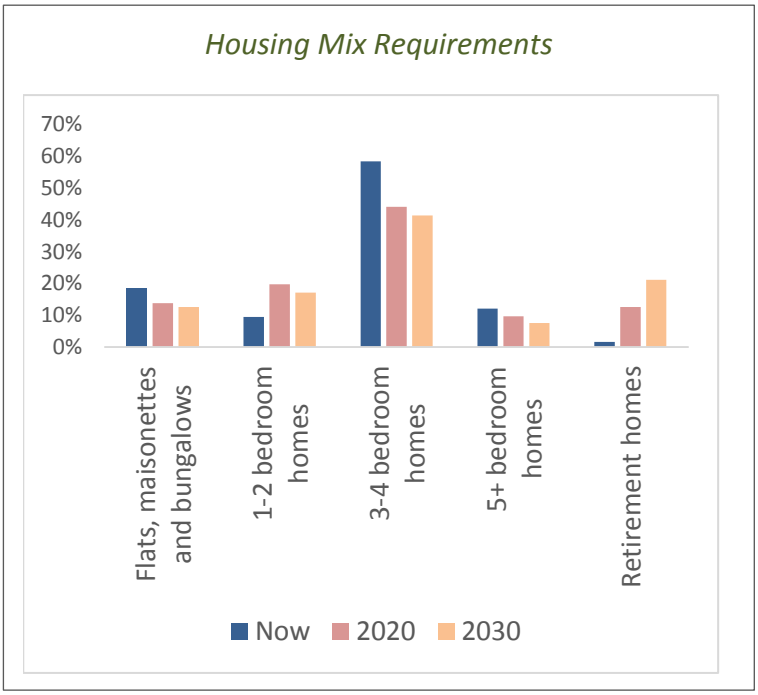
78. Two independent Housing Needs Surveys of 2004 and 2015, the latter commissioned as part of the Neighbourhood Plan and carried out by Community Action Suffolk (Appendix D.4), are consistent. The latter places the local requirement for affordable and low market cost houses in the region of 25-30 over 15 years. The 2015 survey identifies a demand for 19 houses/bungalows/flats for rent or for shared ownership and 11 for low market cost accommodation to buy (Appendix D.4). These figures have been incorporated into the housing need estimates.



79. The evidence shows there is a growing need for smaller 2 and 3 bedroom houses and retirement homes to meet the needs of the younger and ageing population.

3.2.2 National and Babergh District Council Context

80. Government and Babergh District policies require the Plan to allow for growth as defined in the National Policy Planning Framework and the Babergh Core Strategy & Policies (2011 - 2031) (http://www.babergh.gov.uk/planning-and-building/planning-policy/local-babergh-development-framework/core-strategy-and-policies-dpd/).

81. East Bergholt has been designated a Core Village in Babergh District Council Strategic Plan and is expected to contribute to growth in East Bergholt and its Hinterland Villages.

82. The National Planning Policy Framework sets the expectation that communities should plan positively to support local development, “shaping and directing development in their area that is outside the strategic elements of the Local Plan”.

83. This Plan takes account of both these policies and considers the economic environment (Chapter 7) and the need to provide employment led housing.

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3.3 Policies

84. The housing policies in this Plan are framed within Babergh District Council policies CS2, CS3, CS11 and CS15. In particular it recognises the importance of CS11 and the requirements to demonstrate the East Bergholt Neighbourhood Plan housing policies contribute effectively to the success of this policy.

85. At an early stage the Neighbourhood Plan Committee considered the merits of selecting sites in the Parish where development would be appropriate versus a criteria based approach to ensure sufficient development capacity on appropriate sites. As this methodology is a cornerstone of the Plan, this approach was discussed with Babergh District Council. The benefits of the criteria based approach are:

    - It is less restrictive than identifying specific sites and so has more potential to achieve the growth objectives of the Core Strategy
    - May not require a Strategic Environmental Assessment (see SEA Determination document)
    - Is a more acceptable approach to managing development

86. The current list of Strategic Housing Land Availability Assessment sites is under review so the criteria based approach provides a methodology that is not time dependent and allows the Plan to grow with increased future land availability.

87. The criteria for site selection are reflected throughout the Plan in Chapter 3, Chapter 4, Chapter 5, Chapter 6 and Chapter 8 and are summarised as follows:

    - The suitability of sites will be judged against their impact on the Conservation Area (Map 18), Area of Outstanding Natural Beauty (Map 9), heritage assets and immediate environs and have regard to maintaining important views and landscape around the village (Map 10)
    - The cumulative capacity of sites and their impact on the social and physical infrastructure (including traffic and parking) and environmental factors
    - Are of appropriate size and scale and contribute to the “The Sense of Place”

88. This Plan demonstrates in sections 3.3.1 and 3.3.2 that development can be accommodated in East Bergholt to meet the Objectives of the Babergh Core Strategy (Local Plan) in a manner which will not adversely affect the character of the village and that the current services, facilities and infrastructure can be developed in a timely manner to create the capacity required for 86 new homes through appropriate timing of the developments over the next 15 years. This development will not only meet the needs of East Bergholt village, but also the needs of the Hinterland Villages ascribed to East Bergholt by Babergh District Council in the Core Strategy. This Plan does not take into account the needs of Brantham village as these are being addressed by Babergh District

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Council as part of the large 600 homes windfall development brownfield site identified in their Core Strategy.

3.3.1 Deliverability

89. The current list of Strategic Housing Land Availability Assessment sites (2011) provides more than a sufficient supply of deliverable sites to meet the housing numbers proposed in the Policies below (Appendix D.17).

90. This demonstrates a high level of confidence in the deliverability of the housing numbers stated in this plan and the Polices support appropriate development in the Parish.

3.3.2 Housing Numbers

91. This Plan supports strategic development needs as set out in Babergh's Core Strategy 2014 (the Local Plan) and positively supports local development in a way that is supported by the community as outlined by the National Planning Policy Framework (paragraph 16).

92. Babergh District Council's Core Strategy has not assigned specific housing numbers to individual Core Villages. However, as East Bergholt is a Core Village, our Plan has undertaken a thorough assessment of the need for new homes including the needs of associated Hinterland Villages. There are a variety of potential approaches to estimating future housing requirements.

93. Babergh District Council's Core Strategy, Objective 1, seeks to enable the development of mixed and balanced communities. The Core Strategy's success criteria therefore include the target of the growth of 1050 new houses in Core Villages and the delivery of a mix of housing types which match the identified need in each location. At paragraph 2.4 of the Core Strategy, Babergh suggest that this figure is "the maximum realistic and deliverable contribution to homes growth and new affordable homes that is compatible with Babergh's housing markets and capacity for growth. Growth levels beyond this figure, up to the full, theoretical new homes requirement, are considered likely to conflict with the sustainable development requirements set out in this Plan. In this way, the proposed level is considered to represent the most appropriate balance that reflects Babergh's approach to sustainable development, meeting the 3 elements of social, environmental and economic sustainability objectives."

94. In support of the Objective 1, East Bergholt, one of 10 Core Villages identified in the Core Strategy, sought to translate the Core Strategy Objective into a fair and appropriate allocation for this Plan, using a wide number of methodologies. Appendix D.5 outlines in detail all the approaches considered. Babergh have stressed to the East Bergholt Plan Production Working Group that Brantham should be dealt with separately to other core and Hinterland Villages, and so is removed from our calculation.

95. The final suggested housing growth figure for the next 15 years is based on three different and complementary approaches taken from a high, medium and low methodology, and

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the result compared to the acceptable growth expressed by the community in response to the Questionnaire. The three methods were chosen to reflect three valid but different perspectives, and are:

1. Babergh District Council Core Strategy requirements allowing for the development at Brantham and housing delivery since the inception of the Babergh Plan in 2011 (approved by Babergh District Council Members in February 2014) (64 homes) is derived from the minimum and sustainable growth figure of 1050, taken as a proportion the population across all Core Villages and Hinterland Villages

2. Affordable Housing need and National Planning Policy Framework and Babergh District Council 35% requirement for affordable homes included in developments. (88 homes). This figure is derived from the independent East Bergholt Housing Needs Survey and uplifted to allow a similar proportion of housing need for the Core Villages.

3. Continuity with past house building numbers in East Bergholt and Core Villages, numbers which have been assimilated satisfactorily. (108 homes). This figure is derived from the number of houses built in East Bergholt and Hinterland Villages from 2001-2014 and assumes a similar number can be assimilated during the period of the Plan.

96. These generate a range of outcomes and highlight the difficulty of estimating an "appropriate" number and also the inherent uncertainty of adopting one approach. However, they are helpful in providing an order of magnitude. The Plan has adopted an average of the three methods (86 homes +/- 22 homes) for the purposes of specifying the minimum number of houses that is appropriate over the period to meet its role as a Core Village.

97. This number also accords well with the wishes of the community expressed in the response to the Questionnaire, which recorded a preferred mean growth of 71 houses (Appendix C.7), demonstrating the community is keen to plan positively to meet its local, district and national needs (Appendix D.5).

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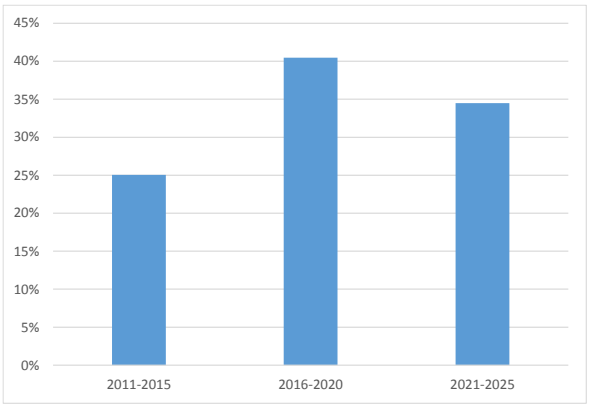
98. This figure is also broadly consistent with the capacity of the Schools in East Bergholt as specified by Suffolk County Council. A five year forecast of Primary demand based on growth of 86 dwellings would generate at least 22 additional pupils which would take the school beyond 95% of its maximum capacity. In this situation, developer contributions would be sought in order to provide additional capacity. For East Bergholt High School the additional pupils arising from the development of 86 dwellings would increase demand but taking need only slightly over the best practice 95% threshold and also at the expense of reducing out-of-area provision (Appendix D.7).

Strategic Housing Land Availability Phasing



Policy - EB1 Housing Numbers

A minimum of 86 new homes shall be developed in East Bergholt during the Plan period 2015 to 2030.

3.3.3 Development Size and Location

99. The Plan has taken into account various aspects in determining the size and scale of future developments. Major considerations in defining appropriate policy in determining development size are set out below.

100. The combination of these different approaches leads to a preferred development size of 15 homes.

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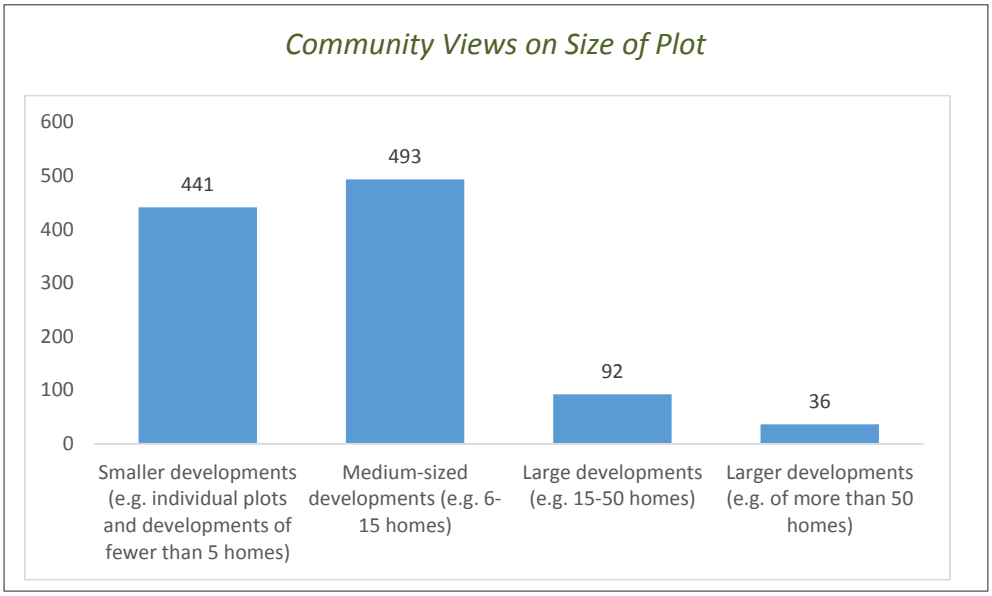
3.3.3.1 *Community View*

101. The Questionnaire results showed that 88% of respondents support smaller developments of fewer than 15 homes. The community is concerned about the impact of large developments on the character of the village and the Area of Outstanding Natural Beauty (Map 9). Historical evidence shows that smaller estates have been successfully incorporated into the village culture whereas the larger development of 110 homes at Chaplin / Richardsons Road in the 1970s caused a significant disruption and it took the community 10-20 years to recover.



102. It is generally acknowledged that villagers value inclusivity and a sense of community which they recognise to be threatened by large influxes of additional population which would necessarily result from larger new developments.

3.3.3.2 *Landscape and Views*

103. The Landscape Partnership was commissioned to provide a Landscape Capacity Appraisal (Map 10) to better understand the extent to which landscape sensitivity and value imposed a constraint on the location and size of new development in East Bergholt. The Landscape Partnership used their professional judgment to divide land within and adjacent to the village Built Up Area Boundary into parcels and for each such parcel used a recognised methodology to arrive at their assessments of the Overall Landscape Capacity of that parcel.

104. The report identified parcels of land in East Bergholt having:

- Medium Landscape Capacity
- Medium to Low Landscape Capacity
- Low Landscape Capacity.

105. As explained in more detail in this report, parcels with Medium Landscape Capacity would typically accommodate up to 25 units of housing without significant adverse landscape effects and parcels with Low Landscape Capacity would typically accommodate up to 15 units on the same basis.

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106. This characterisation is based purely on landscape sensitivity and value and does not address other criteria which might further limit what level of development (if any) might be appropriate on the parcel in question.

3.3.3.3 Village Character

107. The Character Assessment (Appendix D.1) clearly identified that smaller developments, even those with less than perfect outcomes, were less damaging to the village character, fitting better with the piecemeal evolution of the village.

108. Past schemes have been reviewed by the Character Assessment to assess those that have worked well within the village and to consider how development size has contributed to this success.

109. No one development was entirely successful but the positive elements that were noted as significant were:

- Small numbers of houses, particularly those with generous gardens
- Green verges or good mitigating landscaping, such as in Gandish Close with 4 bungalows, and adequate off street parking
- Hop Meadow is a more successful development of 15 somewhat larger houses
- Quintons Corner, built in the 1970's where two distinct and separate cul-de-sac groups of 12 houses to one side and 14 bungalows opposite
- Beehive Close with its 6 houses

3.3.3.4 Suitability of Sites

110. Policy EB2 sets out the criteria to be used in assessing the suitability of potential housing sites. The intention of the policy is to:

- Encourage new development which is well connected to the village facilities and does not place additional traffic load on the Village Heart (Map 7) and other congested areas.
- Site new housing development within walking distance, defined in Babergh policy CS11 as 800m, of the Village Heart (Map 7) or Focal Points (Map 4)
- Avoids adversely impacting on important environmental and heritage assets
- Respects the Conservation Area (Map 18) and village character including houses with large gardens and green aspects to the front, side and rear, typical of East Bergholt (Appendix D.1)

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Policy - EB2 Development Size and Location

Housing development will be supported within or immediately adjacent to the village Built Up Area Boundaries provided that the development:

1. Would not have an unacceptable adverse impact on the Dedham Vale Area of Outstanding Natural Beauty (Map 9), Local Green Spaces or sites of biodiversity and geodiversity importance;
2. Conserves, enhances and respects the Conservation Area (Map 18), heritage assets and built character of the local area, respecting the density, rhythm, pattern, proportions and height of existing development in the street scene;
3. Would not have an unacceptable adverse impact on the local highway network;
4. Would be of an acceptable size and scale that contributes to the character of the village and the "Sense of Place"; and
5. Is within 800 metres of the Village Heart or Focal Points (Map 4).

Housing development on sites not adjacent to the Built Up Boundaries or outside the 800 metres zones will be supported where they satisfy the special circumstances set out in paragraph 55 of the National Planning Policy Framework.

Rural Exceptions Affordable Housing will be encouraged on sites adjacent to or well related to the Built Up Area Boundaries (Maps 5 & 6) in accordance with Local Plan Policy CS20.

Housing development of up to 15 homes that is well designed and integrated into the village will be preferred. Developments of 15 or more dwellings will be supported where they deliver exceptional benefits to meet the housing needs of the community including affordable and low cost market housing suitable for newly forming households, young families and homes for older people.

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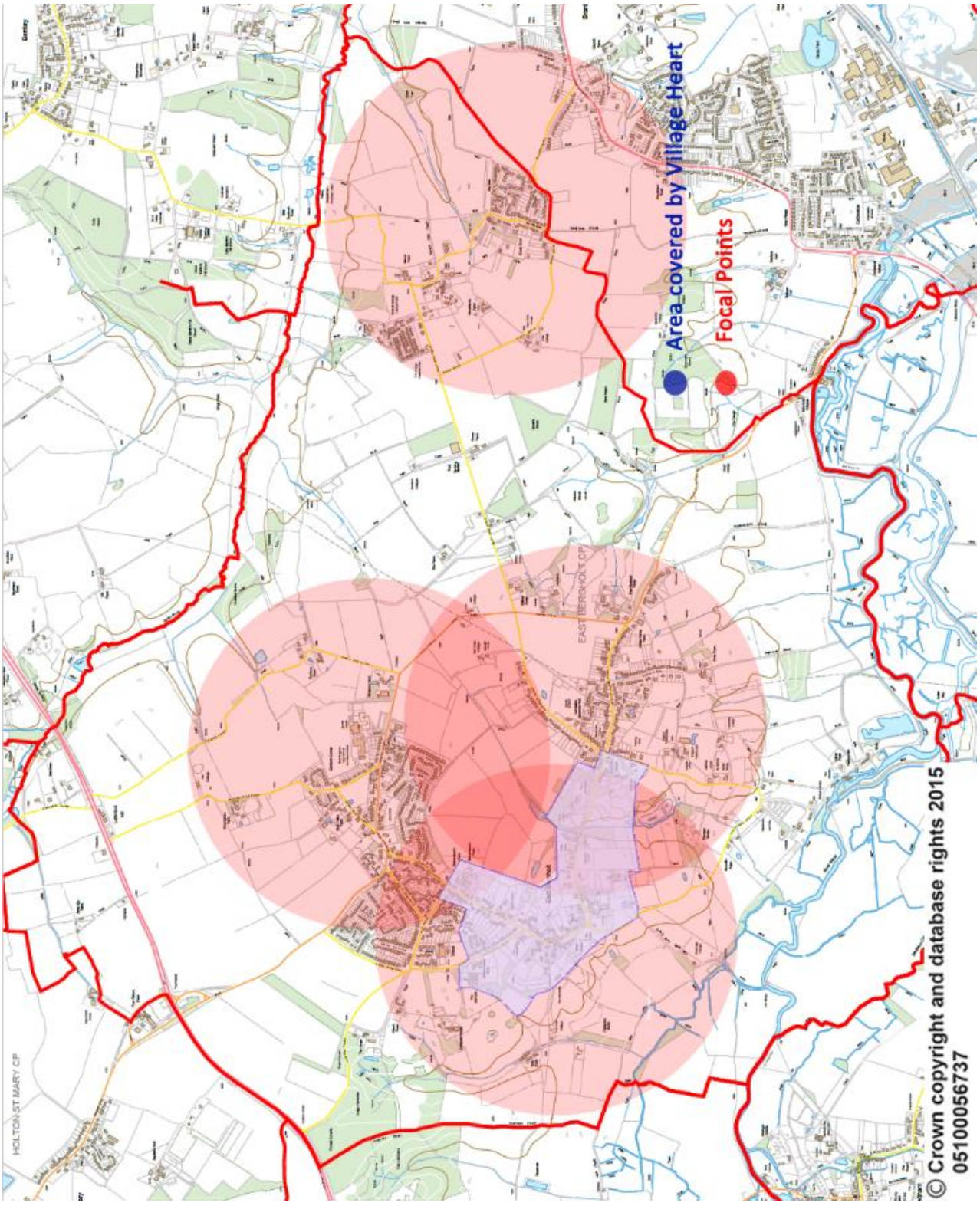
Map 4 - Village Focal Points (800m radius)



112.

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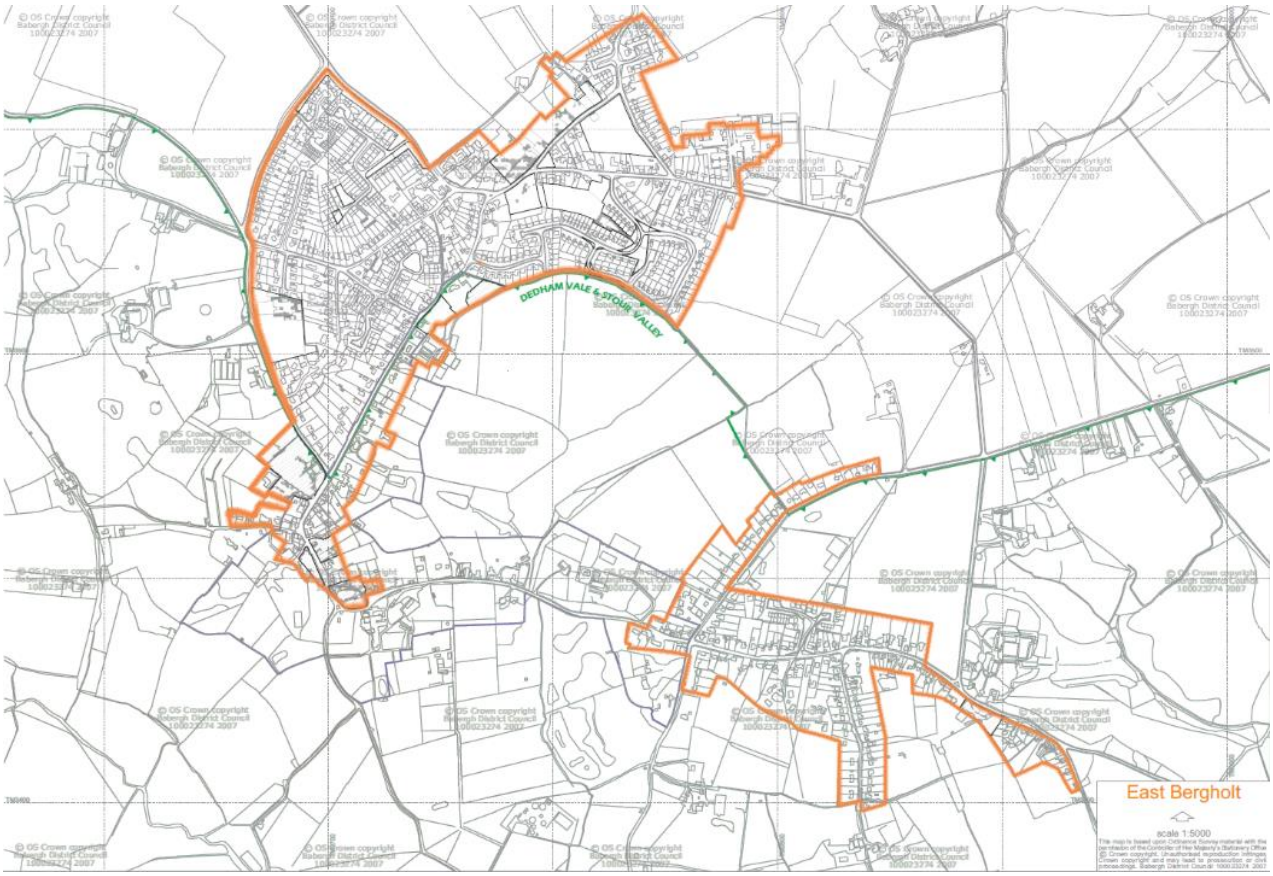
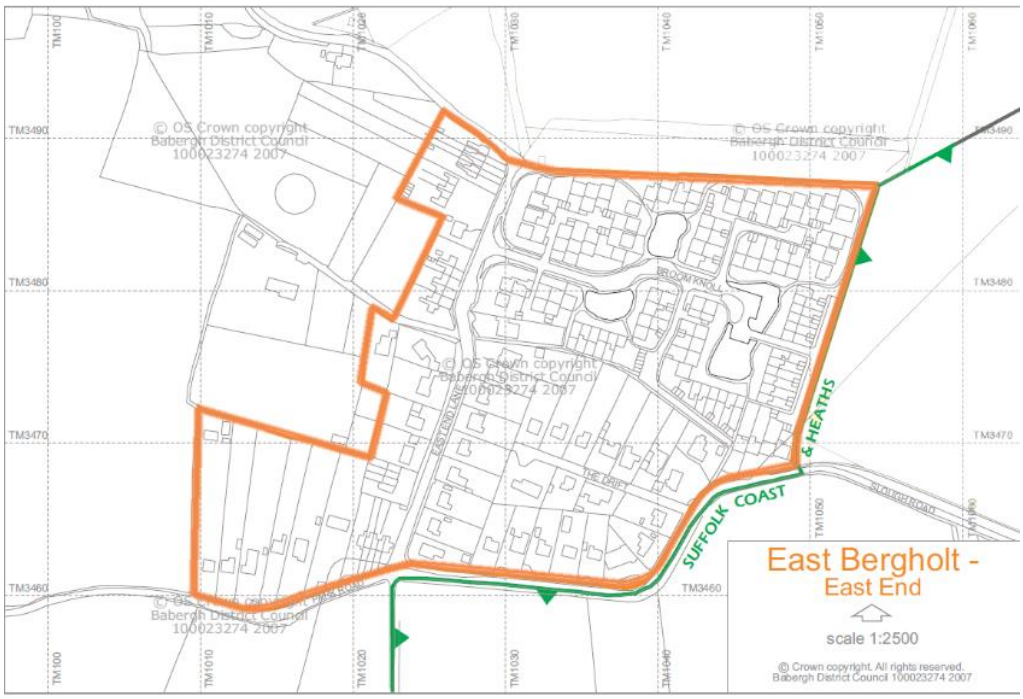
Map 5 - East Bergholt Built Up Area Boundary



Map 6 - East End Built Up Area Boundary



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113. The Character Assessment (Section 5.2.1) and results from the Village Questionnaire showed there were consistently held views surrounding the Village Heart (Map 7), an area subject to significant development pressure. There is concern these pressures should not result in the unique character of this area being compromised in any way. The Conservation Area (Map 18) covers part of the Village Heart (Map 7). It is of unique historic significance with a wealth of heritage assets including John Constable's studio.

114. This policy seeks to sensitively manage development pressures, reduce additional traffic generation in the Village Heart (Map 7) caused by increasing housing sizes or total number of bedrooms and ensure this area is not spoilt by inappropriate infill development. The area must retain its special attraction for residents and visitors.

Policy - EB3 Village Heart

Within the Village Heart, housing development that satisfies the requirements of Policy EB2 will be supported only for small scale infill development that does not harm the character or appearance of the Conservation Area (Map 18), nor adversely impact on the setting of a designated heritage asset. Development should reflect the traditional scale, form, massing and siting of buildings in the area.

Development, including backland development, on large gardens that adversely affects the character of the Conservation Area (Map 18) and setting of listed buildings will not be supported.

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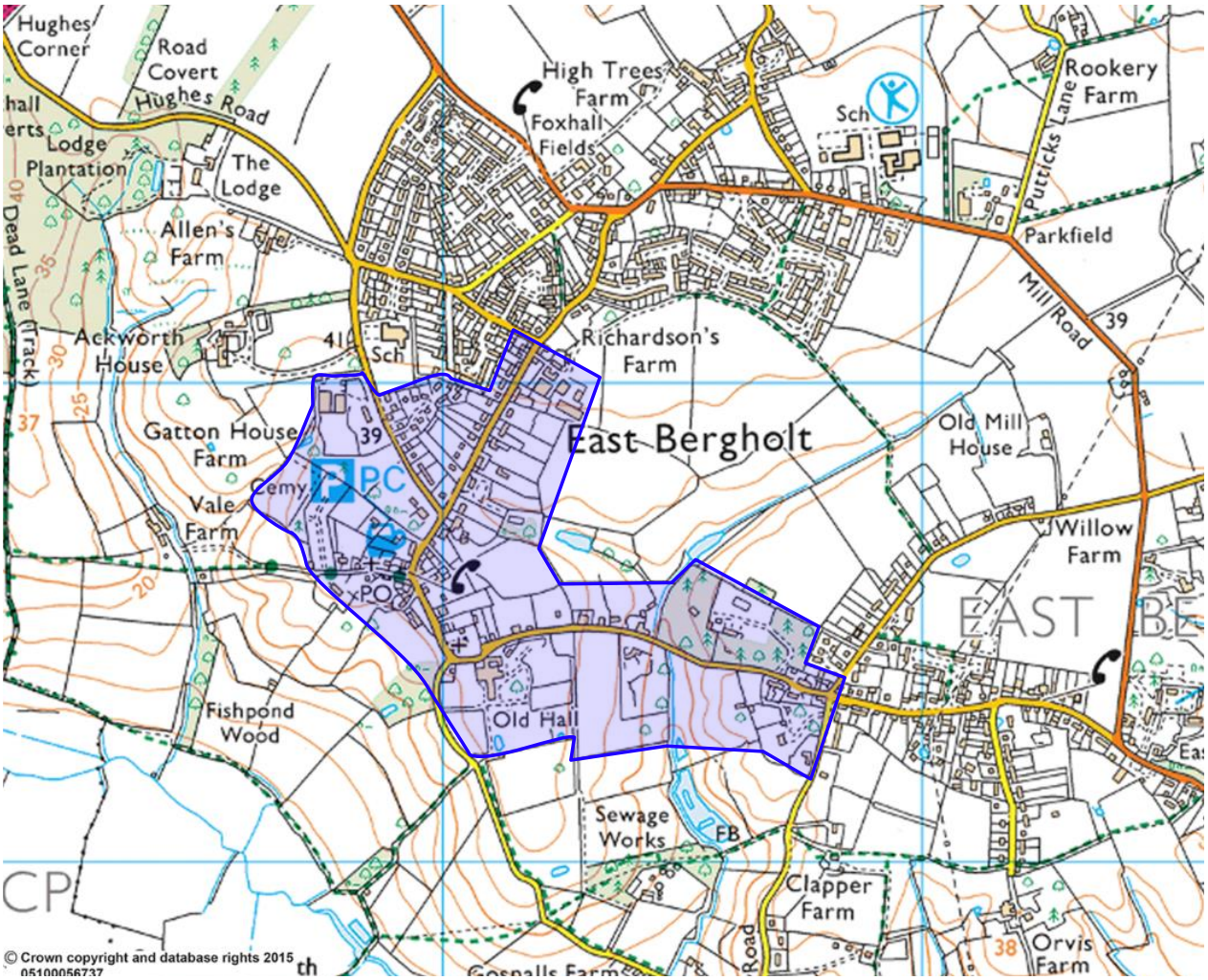
Map 7 - East Bergholt Village Heart



3.3.4 Housing Types, Tenures and Sizes

115. The evidence from the Questionnaire (Appendix C.7), Housing Needs Survey and demographics demonstrate the need for new housing to meet the needs of younger families and older people.

116. Currently there is a net outflow of younger people (Appendix D.1) and the Plan will seek to encourage younger families either to stay or move into the village.

117. Over 600 people who responded to the Questionnaire (Appendix C.7), have lived in the Parish for more than 15 years and wish to remain in the village for the foreseeable future. This will increase the number of older people.

118. The majority of people own their own homes and social housing and private rented accommodation in East Bergholt is limited. However, there is a recognised need for social housing.

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119. The 2015 Housing Needs Survey (HNS) (Appendix D.4) demonstrates that the demand for affordable houses from people who have a strong connection to East Bergholt (they are either residents, relatives of residents, or have lived in East Bergholt before and wish to move back) is in the range of 25-30 units over the Plan period 2015-2030.

120. This is in line with the figures from the Housing Needs Survey of 2004 and with Babergh District Council's housing needs Gateway Register. The Housing Needs Survey also indicates that 8 units are required for older people requiring downsizing or sheltered housing. 11 people in the 2015 HNS expressed a wish for low market cost houses.

121. As outlined in the paragraphs above, Policy - EB4 of East Bergholt's Neighbourhood Plan gathered evidence from a variety of sources to assess the expressed need for smaller houses, both for older people wishing to downsize and for younger families requiring homes that they can afford. As a core village, East Bergholt's Neighbourhood Plan increases the assessed need for affordable houses to be built in the village by a fair proportion that might relate to the Hinterland Villages attached or partially attached to East Bergholt and recognises that some Hinterland Villages may also wish to build affordable homes closer to their own community.

122. As a result of all of these considerations it is assessed that 35 - 40 smaller homes (covering both market and affordable homes) will be required to be built in East Bergholt. As a result of the current imbalance in housing types in the village and the large unmet demand for smaller houses, it is intended that 40% of all houses built should comprise smaller homes. Policy - EB4 of the Neighbourhood Plan and Project - EB1, Project - EB2 and Project - EB4 seek to ensure that this demand is met. Local housing need will be reviewed on a 5-yearly basis over the period of the Neighbourhood Plan in order to ensure that the right mix of houses are built to match local requirements.

123. There is a preference in the community for smaller developments to meet housing needs in East Bergholt and this is addressed in Policy EB2. However, Policy EB2 allows for larger developments where they deliver exceptional benefits to meet the housing needs of the community. In such cases, larger developments could also help to ensure that the proportion of 40% one and two bedroom homes can be met.

124. To provide for the above needs it will be important for new housing to provide an appropriate mix of housing size type and tenure, where there is potential on the site.

Policy - EB4 Housing Type, Tenure and Sizes

Residential development shall provide a mix of house types, tenures and sizes to support the delivery of the identified housing needs of the Parish and its Hinterland Villages. Affordable Housing shall be provided in accordance with Babergh Core Strategy and the Babergh Affordable Housing SPD.

At least 40% of new dwellings should be one and two bedroom homes.

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3.3.5 Supporting Older People

125. This Plan seeks to meet the needs of an ageing population (Appendix D.3) who stated they wish to stay in the village (Appendix C.7) by enabling the development of care homes or other types of housing development specifically suited to older people. The Questionnaire identified the need for 30 people requiring retirement homes by 2020 and 42 people by 2030. The need for housing for older people will be monitored through future surveys.

126. The aim of the Plan is to help people stay in the village close to their support networks as they get older, realising two objectives:

    - Keeping people in the community with local support, reducing cost to social care and health services and reducing isolation of older people
    - Releasing larger under occupied homes for family use

127. Older people housing could include level access bungalows, purpose built apartments allocated to over 55's, sheltered accommodation, very sheltered accommodation, retirement villages and assisted living schemes.

The types of housing envisaged under this policy are informed by the 'Housing our Ageing Population Panel for innovation' (HAPPI) report (https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/378171/happi_final_report_-_031209.pdf) which defines suitable homes for older people. The report states that "good retirement housing involves plenty of space and natural light, accessibility, bathrooms with walk-in showers, the highest level of energy efficiency and good ventilation, a pleasing natural environment outside, balconies/outside space".

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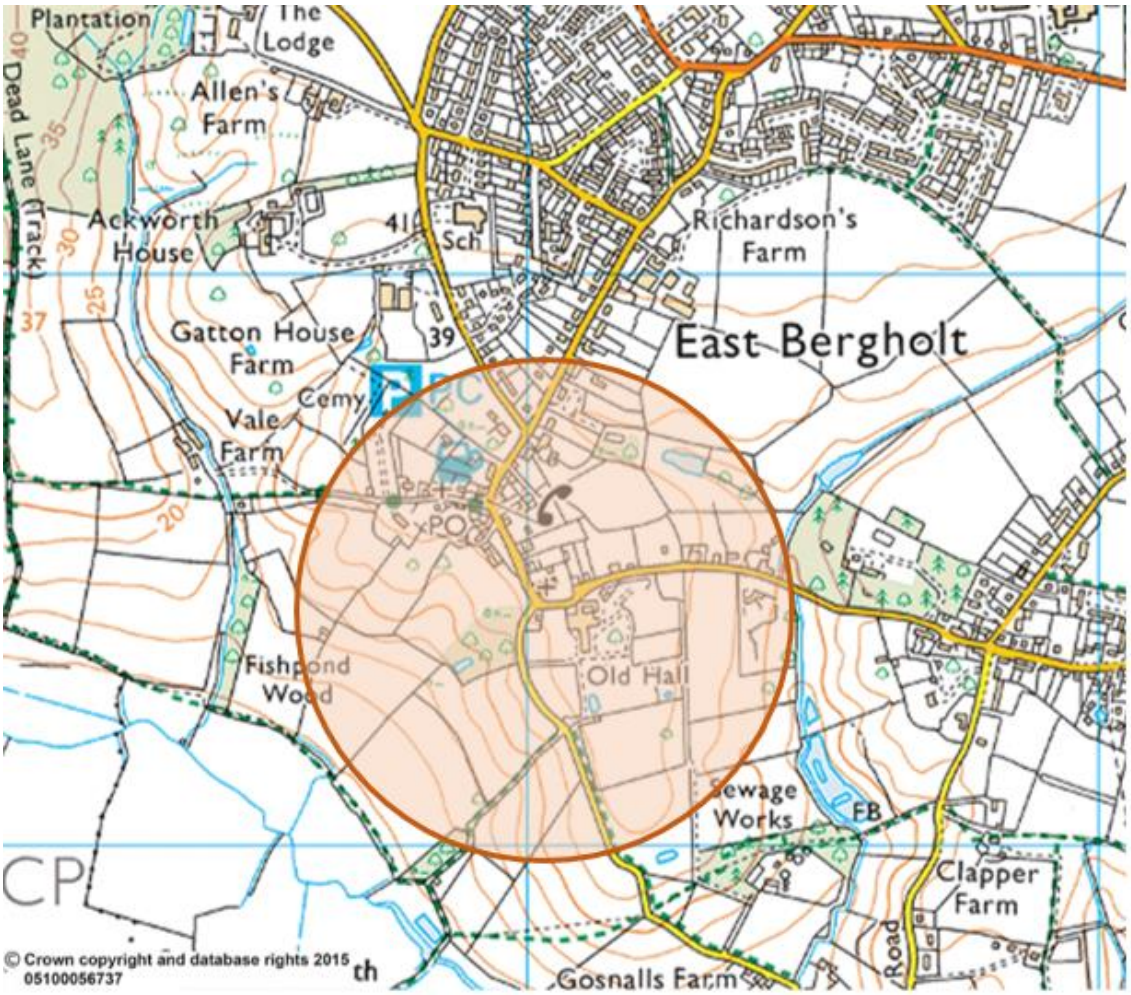
Policy - EB5 Increasing the choice of housing options for older people

Up to one third of new housing developed in the plan area should be designed to meet the needs of older people. The development of homes suitable for older people, including affordable and market housing, of types and sizes that meet local housing need will be supported on sites that satisfy the requirements of Policy EB2. Small scale infill development of older people's housing within 400 metres of St Mary's Church (Map 8) will be supported where they provide homes with easy access to the facilities in the Village Heart (Map 7), subject to conforming to other policies of the development plan.

Subject to the need and viability being demonstrated, the development of a care home in the village will be supported.

Map 8 – 400 Metres from St Marys Church



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3.4 Projects

128. These do not form part of the Neighbourhood Development Plan.

129. The purpose of this Project is to allow the Parish Council to deliver affordable homes, removing the need for developers to meet artificially imposed Affordable Housing targets on developments. This frees developers to achieve acceptable profits when building homes that both meet the need of the Community and local market demand.

Project - EB1 Support Development

Proactively work with land owners and developers during the pre-submission stage of plans to actively seek appropriate housing provision that reflects the aims of this Plan.

Project - EB2 Community Land Trust

Establish a Community Land Trust as the means of delivering homes for local people and to deliver Affordable Housing, to offset private sector provision, in or near to the village centre, for shared ownership or rentable properties. This will meet the identified needs of East Bergholt and the proportion of the needs of the Hinterland Villages relating to East Bergholt as a Core Village.

The intention is to provide housing for younger people and to provide for key workers employed in or providing services for East Bergholt or its Hinterland Villages.

Project - EB3 Enforcement

Work in close collaboration with Babergh District Council to monitor the implementation of development schemes to ensure compliance with the approved plans.

Project - EB4 Sheltered Housing

Investigate the need for and feasibility of providing sheltered accommodation for older people.

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Chapter 4 Natural Environment, Landscape and Open Space

4.1 Objectives

- Protect and enhance the rural village character of East Bergholt, its high quality landscape including the Area of Outstanding Natural Beauty (Map 9) and its Conservation Area (Map 18), its heritage assets and its built environment.
- Maintain the distinctive views in, around and approaching East Bergholt and its visual connectivity with the surrounding countryside including the Area of Outstanding Natural Beauty (Map 9).
- Protect important open spaces in and around the village.
- Protect and enhance biodiversity in and around the village.

4.2 Background

130. The distinctive nature of the Parish is defined by, and intrinsically linked to, the countryside and landscape within which it is located. One of the core principles in the National Planning Policy Framework is that planning should recognise the intrinsic character and beauty of the countryside.

131. The western and southern parts of the parish lie within the Dedham Vale AONB. The boundary which abuts the built up part of the village is shown on Map 9.

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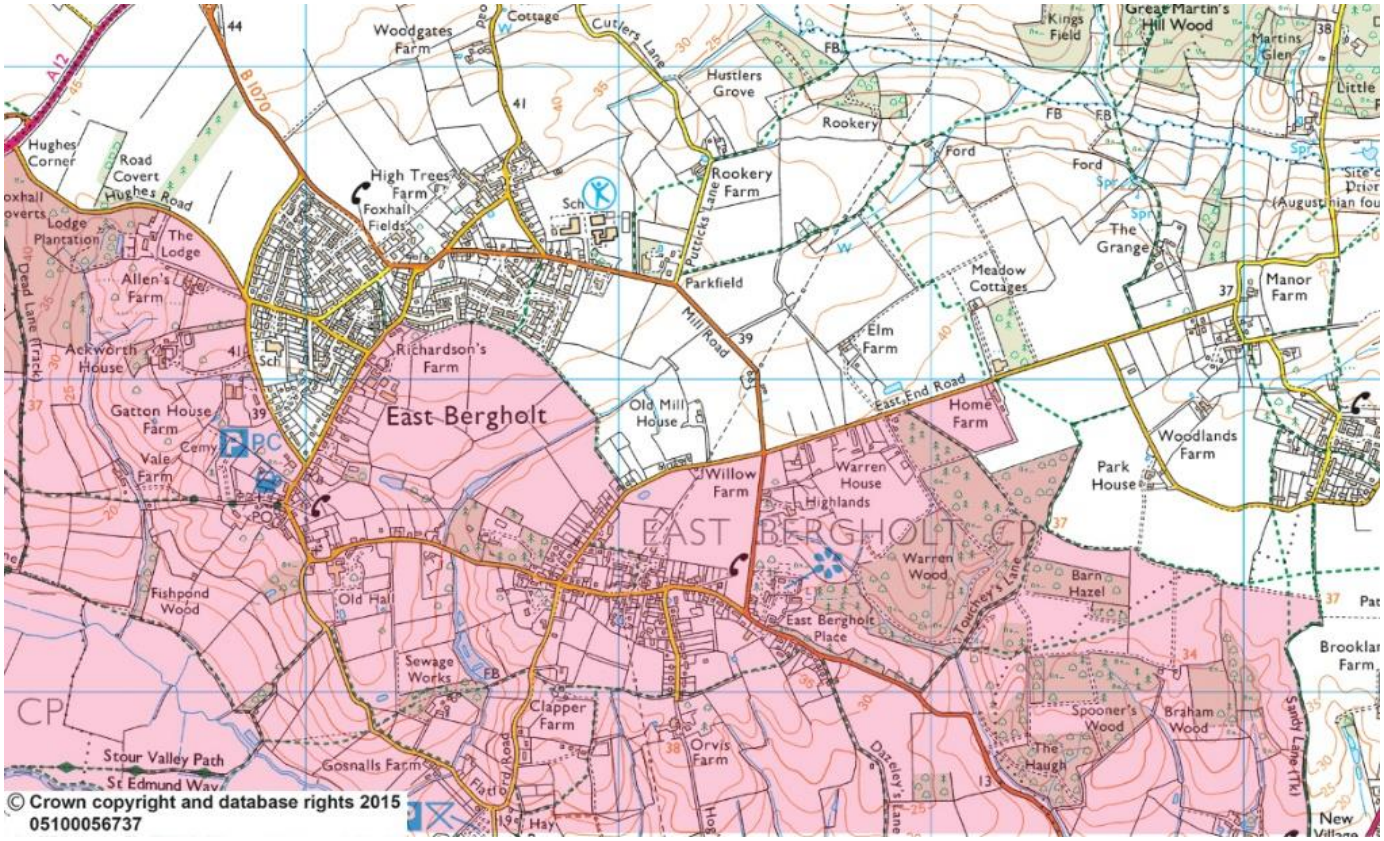
Map 9 - Dedham Vale Area of Outstanding Natural Beauty



132. The Area of Outstanding Natural Beauty (Map 9) includes the west and southern parts of East Bergholt as part of the Stour Valley. The National Planning Policy Framework is clear that great weight should be given to conserving landscape and scenic beauty in Areas of Outstanding Natural Beauty as these have the highest status of protection in relation to landscape and scenic beauty. The National Planning Policy Framework also states that planning permission should be refused for major developments within an Area of Outstanding Natural Beauty (Map 9) except in exceptional circumstances and where it can be demonstrated they are in the public interest. Therefore if any application for development comes forward within the Area of Outstanding Natural Beauty (Map 9), significant weight should be given to conserving the landscape and scenic beauty of the Area of Outstanding Natural Beauty (Map 9). Account has been taken of the Dedham Vale and Stour Valley Project Management Plan (http://www.dedhamvalestourvalley.org/about-us/the-aonb-management-plan/) as well as relevant policies at District level.

133. The National Planning Policy Framework is clear that the planning system should contribute to and enhance the natural and local environment. As well as protecting and enhancing landscapes and soils, this also means paying attention to biodiversity.

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134. The Neighbourhood Plan Committee has focused on three areas:

- Landscape and views within and around the village
- Open spaces
- Biodiversity

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4.3 Policies

4.3.1 Landscape and Views from Within and Around the Village

135. It is notable that in consultation in the course of preparation of this plan, the character of East Bergholt as "a village not a town" was widely identified as a defining and cherished characteristic (Appendix C.7).

Dedham Vale – John Constable

136. Accordingly, whilst appropriate and sustainable development should be encouraged, it should not be permitted where it would adversely affect that distinctive character.

137. One of the features of East Bergholt which contributes substantially to its character as a village is its setting within the landscape and the fact that it is approached from the A12 to the north through open agricultural land with wide and uninterrupted views. It is enclosed to the east and south by agricultural land, again offering wide and uninterrupted views. In particular, such views are enjoyed from the Donkey Track across the area of East Bergholt known as the Heath and much used by local residents. Any substantial development which narrows or interrupts these views potentially damages the amenity of the village and the distinctive character of the village in its setting. As discussed above, land to the south and west of the village is included within the Area of Outstanding Natural Beauty (Map 9).

Dedham Vale

138. It should also be noted that there is a significant distance and a clear separation between the northern boundary of the built-up area of the village and the A12. This is a significant contributing factor towards the sense of East Bergholt being a

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village set apart from urban areas and other infrastructure in a wide agricultural landscape. Any substantial development of the village towards the A12 and connecting it more closely with the infrastructure of the A12 potentially erodes that sense of a distinctive village which has been identified as being so important by the residents of East Bergholt.

139. To support this, the Parish Council has prepared the East Bergholt Views Assessment (Map 10) (Appendices D.19, D.20 and D.21), which identifies the most significant and valued views and is an integral part of the evidence base for this set of policies. It is important to recognise that the village derives its distinctive character from the combined effect of these views and significant weight should be given to preserving them if any development proposal is made which potentially would restrict or interrupt them.

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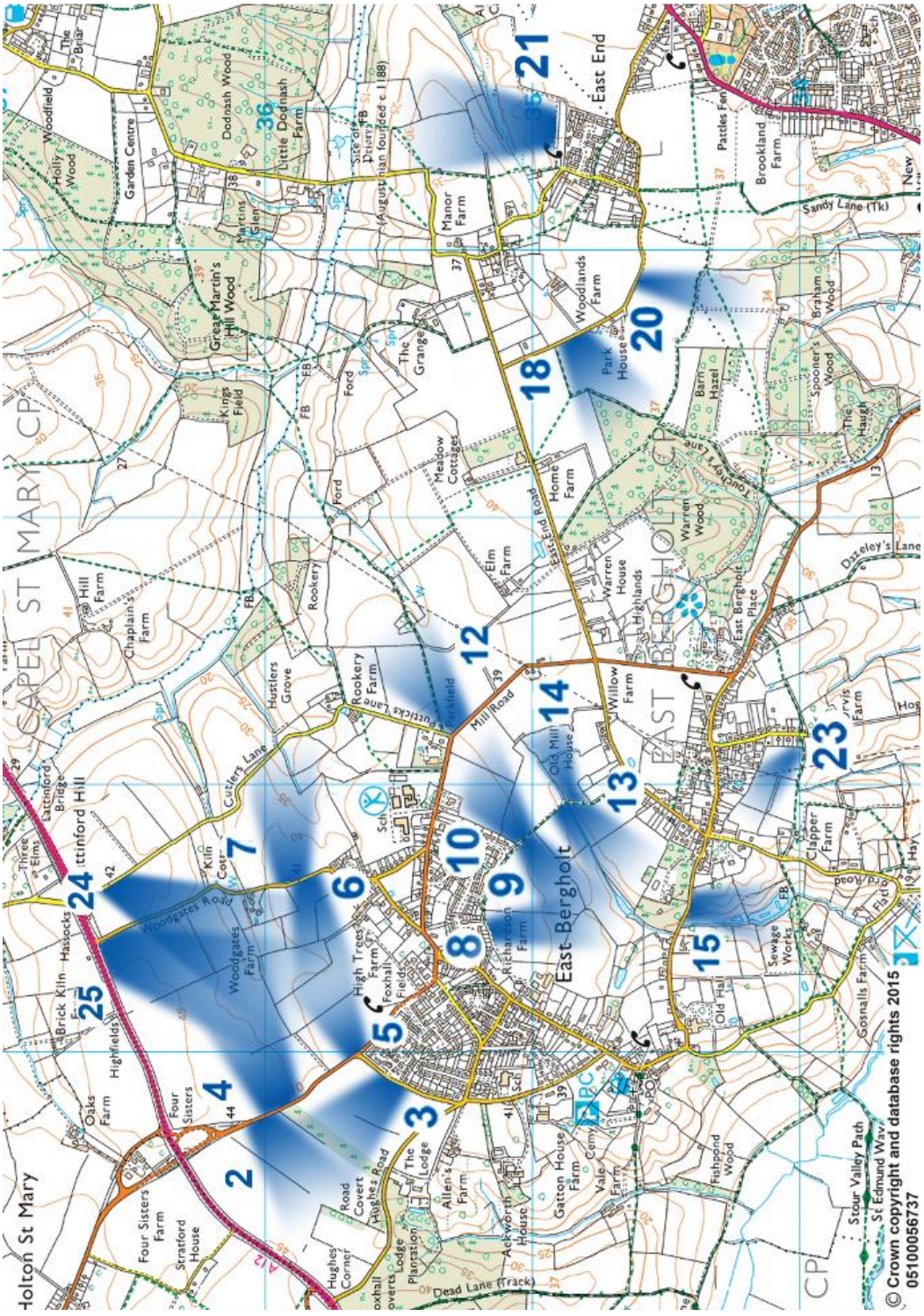
Map 10 - East Bergholt Significant and Valued Views



	View description
1	Excluded following assessment
2	View west from B1070
3	View north from Hadleigh Road
4	View east from B1070
5	View east from Hadleigh Road / B1070 junction
6	View west from Woodgates Road
7	View east from Woodgates Road
8	View south from Richardsons Road
9	View west from Donkey Path (north section)
10	View east from Donkey Path (north section)
11	Excluded following assessment
12	View north east from Mill Road
13	View west from Donkey Path (south section)

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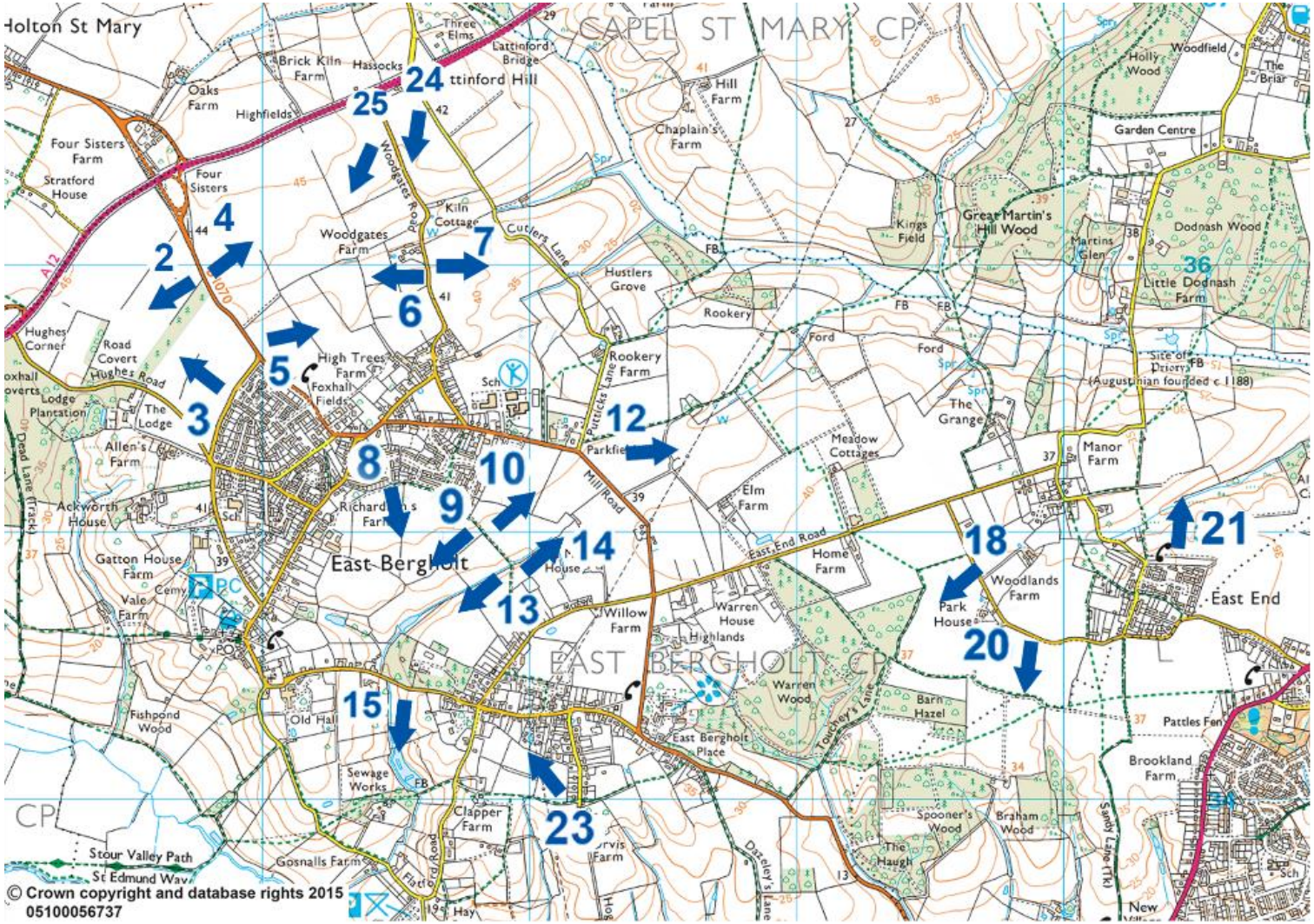

25	24	23	22	21	20	19	18	17	16	15	14
View from north end of Woodgates Road	View from Lattinford Hill	View from near Orvis Farm	Excluded following assessment	View north from East End	View south from Slough Road	Excluded following assessment	View west from Slough Road	Excluded following assessment	Excluded following assessment	View south from Rectory Hill	View east from Donkey Path (south section)

140. The process for compiling the East Bergholt Views Assessment (Map 10) included

- Initial consultation
- Discussion of views at two open meetings
- Subsequent field survey by members of the Working Group.

141. As part of the field survey a standardised sheet, employing a consistent scoring method, was used to ensure that views were subject to an objective and consistent assessment.

142. In view of the importance of these matters, the Parish Council also commissioned an independent report from The Landscape Partnership. The East Bergholt Landscape Sensitivity and Capacity Assessment (Map 11) follows guidance provided by Natural England (http://publications.naturalengland.org.uk/file/5769353077194752/) and assesses identified parcels of land located in the countryside around the village, including some within the area falling within the Area of Outstanding Natural Beauty (Map 9). The characteristics of each area are analysed against the wide range of criteria identified in the Natural England publication, along with other relevant considerations. An assessment is made for each area with regards to its landscape value, sensitivity and its capacity to accommodate development without significant effects on landscape character (landscape capacity). Capacity is assessed as Low, Low to Medium, Medium, Medium to High, or High as appropriate.

143. The conclusions of the East Bergholt Landscape Sensitivity and Capacity Assessment confirm that the countryside within and surrounding the main built-up area of the village comprises rural, intact, high quality landscapes. The majority of the identified parcels of land in the countryside surrounding East Bergholt were found to have only a Low to Medium capacity to accommodate development, based on the assumptions set out in the report. Five parcels were found to have a Medium capacity to accommodate development on that basis and none were found to have a Medium to High or High capacity. The parcels of land which were subject to this report and ratings assigned to them are set out below.

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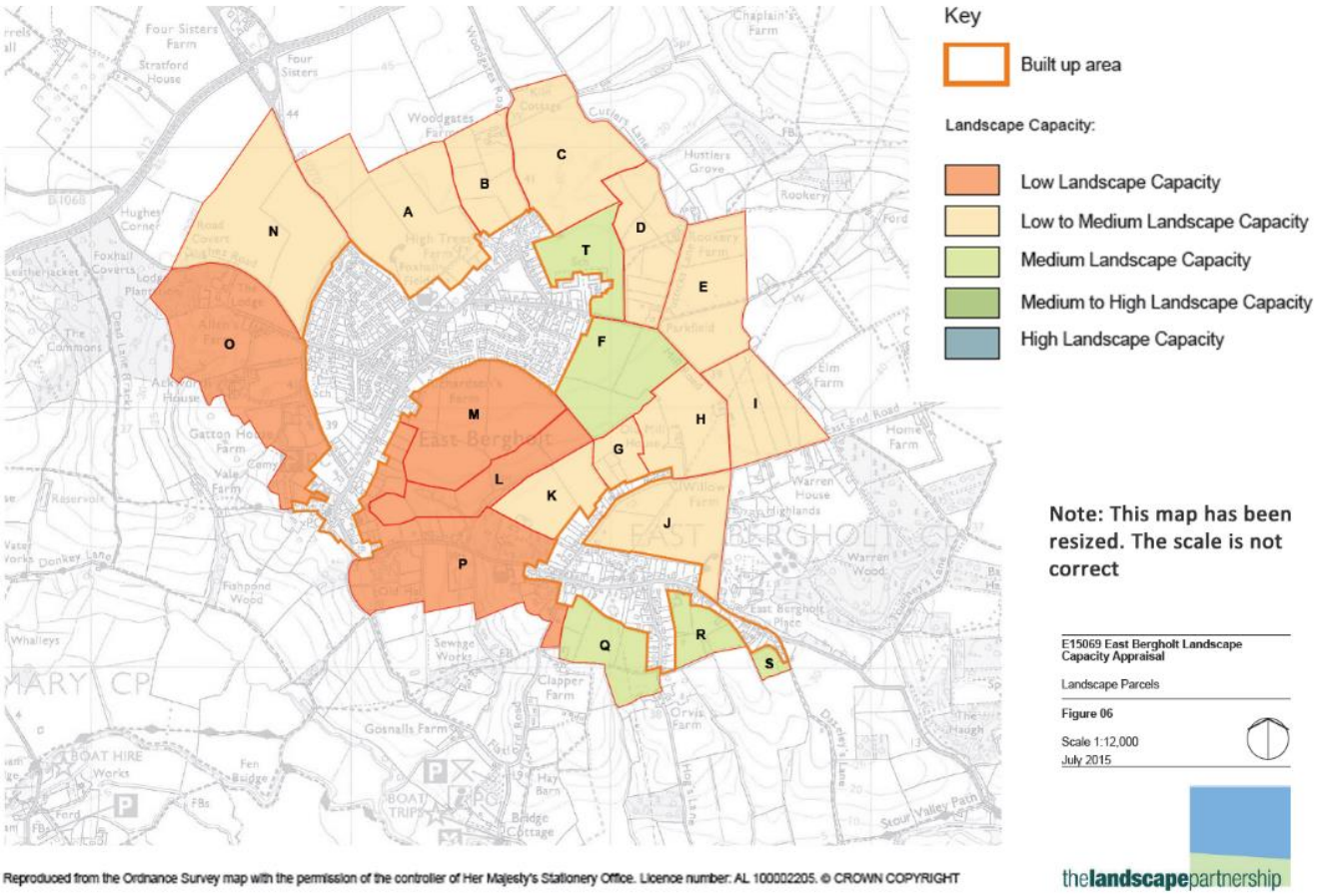
Map 11 - East Bergholt Landscape and Capacity Assessment



144. It is important to recognise that both the East Bergholt Views Assessment (Map 10) and the East Bergholt Landscape Sensitivity and Capacity Assessment (Map 11) concentrate on areas within and surrounding the built-up areas of the village and therefore (for reasons of efficiency and to avoid duplication of effort) these reports do not attempt an evaluation of the full extent of the important and valuable views and landscapes which are included within the wider Area of Outstanding Natural Beauty (Map 9), in particular those located towards the west of the village on the flank of the Stour valley. These views and landscapes already enjoy a high level of statutory protection by virtue of their location within the Area of Outstanding Natural Beauty (Map 9) and it is essential that this protection should continue and must not be allowed to be eroded by inappropriate development.

145. The value and sensitivity of the views, landscape and countryside as discussed above and their fundamental importance to the character of the village should be given significant weight in considering any application for development.

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Policy - EB6 Landscape and Views

Development proposals shall demonstrate that they:

1. Comply with the policies and guidance relating to the Dedham Vale AONB and its setting;
2. Where appropriate, satisfy the development tests set out in paragraph 116 of the National Planning Policy Framework;
3. Respond positively to the special qualities and scenic beauty of the Dedham Vale AONB and its setting;
4. Have taken full account of the capacity assessment set out in the Landscape Sensitivity and Capacity Assessment (Map 11) ; and
5. Would not have an unacceptable adverse impact on the landscape setting of the village demonstrated through a Landscape and Visual Impact Assessment

4.3.2 East Bergholt Open Spaces

146. It is important to recognise that the distinctive and unique village character of East Bergholt does not only stem from its location within the wider landscape and the views surrounding the village. It also stems from, and is reinforced by, open areas within the village and their relationship with the buildings within the village. These open spaces within the village are important to its character and identity as well as being identified in the Questionnaire results (Appendix C.7) as valued spaces for amenity and recreation. The loss of any of these open spaces to development would be damaging not only to the amenity of those who live near them or who use or enjoy them, but also to the overall character and identity of the village and its economy. Any development affecting these open areas therefore has the potential to negatively affect the village's heritage status in the heart of Constable Country. The location of important open spaces within the village has been identified in the East Bergholt Open Space Assessment below.

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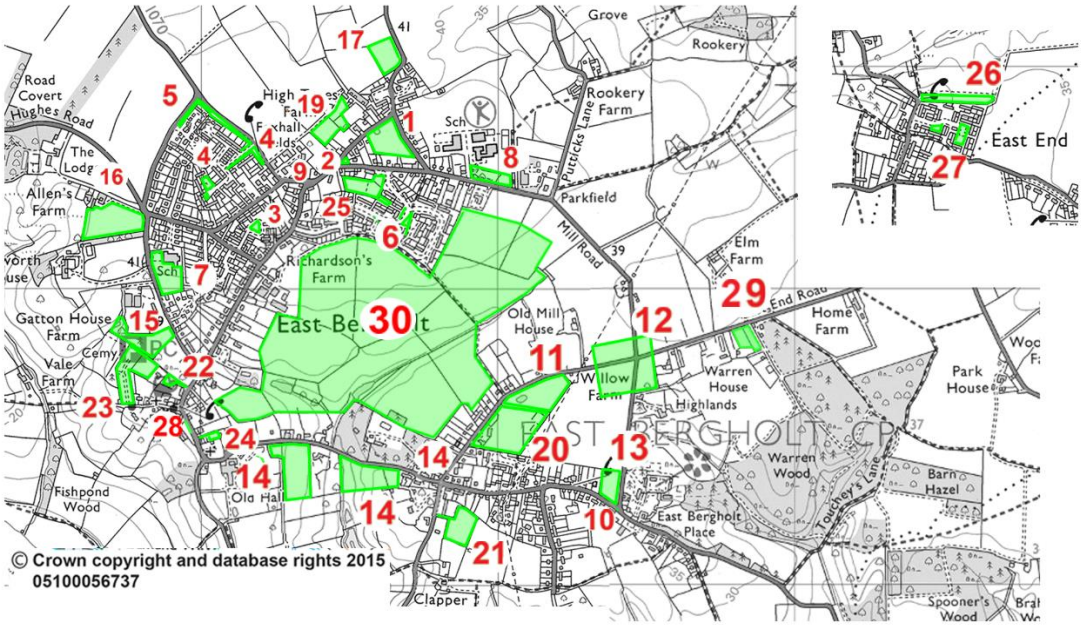
Map 12 - East Bergholt Open Spaces



(It should be noted that a significant number of these areas were not found in Examination to qualify as Local Green Spaces - see section 4.3.3 and Map 13 below)

Number	Description	Area of Visual and/or Recreational Amenity (AVRA)
1	Box Iron off Quintons Road	✓
2	Open area opposite entrance to the Hermitage on Quintons Road	✓
3	Green area in middle of Elm Estate	✓
4	Green verges inside and outside Foxhall Fields	✓
5	Area along Hadleigh Road, fronting Collingwood Field	✓
6	Green areas in Chaplin Road, Richardsons Road and Pitts End	✓
7	Primary School Field, Hadleigh Road	✓
8	Land fronting Heath Road in front of High School	
9	Triangle at junction of Gaston Street junction	
10	Triangle at junction of White Horse Road and B1070 known as Eley's Corner	
11	Land (currently undeveloped) including pond to the south of Gandish Road	

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12	Land (currently undeveloped) on the four corners of the Gandish Road/Heath Road/Straight Road junction	
13	Land (currently undeveloped) to northeast of White Horse Road towards the B1070 junction	
14	Land (currently undeveloped) between Flatford loop road and Rectory Hill	
15	Land west of Hadleigh Road abutting cemetery	
16	Land west of Hadleigh Road and Elm Road Corner	
17	Land west of Woodgates Road and Quintons Corner	
18	[Deleted from plan following consultation at draft stage]	
19	Land off Quintons Road to rear (at bottom of Moores Lane to the east)	
20	Playing field on Gandish Road	
21	Playing field off Flatford Road	
22	Car park behind Red Lion	
23	Cemetery	
24	Allotments by Church, behind Bell cage and Alms Houses off the Street	
25	Allotments between Heath Road and Chaplin Road	✓
26	Childrens Play Area to the north of Broom Knoll	
27	Green areas in Broom Knoll	✓
28	Grass strip and triangle in front of Stour House	
29	Land (currently undeveloped) East of Warren House, Straight Road	
30	The Heath	

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147. The process for compiling the East Bergholt Open Space Assessment included initial consultation, discussion of views at two open meetings and a subsequent field survey by members of the Working Group. As part of the field survey, a standardised score sheet score was used to ensure that open areas were subject to an objective and consistent assessment.

148. This in turn has led to the identification of East Bergholt Open Spaces and these are shown in Map 12, above. The features leading to identification of such areas can be summarised as follows.

149. The open spaces provide a range of amenity or historic value:

- Local Visual - A number of spaces within the built-up area provide important visual amenity, despite in some cases their small size.
- Wider Visual - Larger spaces within the built-up area provide important visual amenity, including for those passing through or visiting the village. They also provide a gateway to the wider landscape.
- Social or Recreational - Some spaces within the village provide important social or recreational amenity value to the village, including playing fields and cemetery.
- Historic - A number of open spaces within the village are intrinsically valuable for historic reasons and also contribute to the character and value of the buildings within the village.

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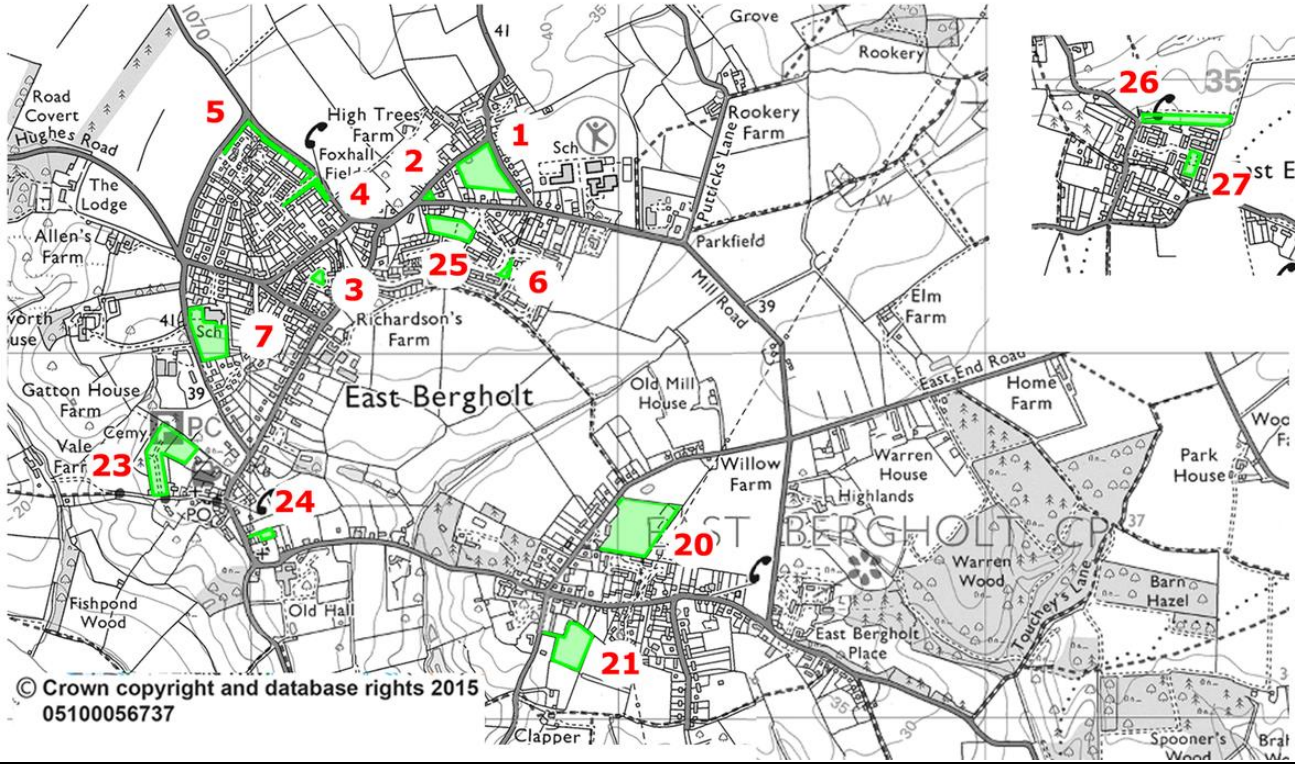
4.3.3 Local Green Spaces

150. Local Green Space designation is a way to provide special protection against development for green areas of particular importance to local communities.

151. The Examiner considered the areas listed above and identified those which qualified for formal protection under this Plan (Map 13) as Local Green Spaces, in some cases with reduced extent as compared to those in Map 12. As noted above, a significant number of areas identified above were not accepted by the Examiner as qualifying for Local Green Space status.

Map 13 - East Bergholt Local Green Spaces



152. Development which would result in the loss of, or would adversely affect the function or appearance of, a Local Green Space identified above (and in greater detail in Maps 14 to 18 below) will only be permitted in cases where there are exceptional circumstances relating to essential utility infrastructure and no alternative is available. A further example would be a school developing or expanding its educational or ancillary facilities. Any such development will be considered in terms of need and mitigation measures to meet NE Accessible Green Space Standard (ANGSt).

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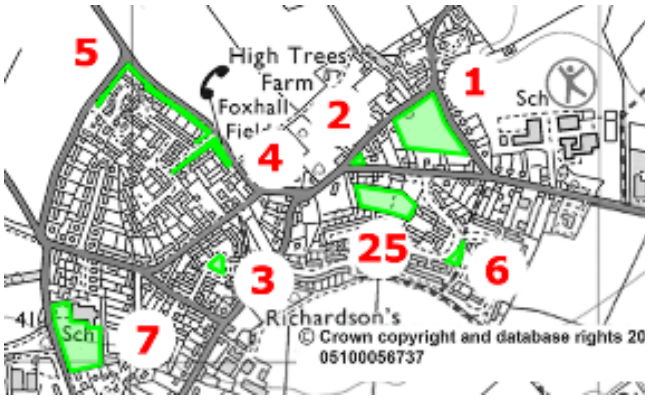
Policy - EB7 Local Green Space

Those areas defined in Map 13 (Shown in more detail in Maps 14, 15, 16 and 17) shall be protected as Local Green Space. Development that would result in the loss of, or adversely affect the function or appearance of, a Local Green Space will only be permitted in very special circumstances.

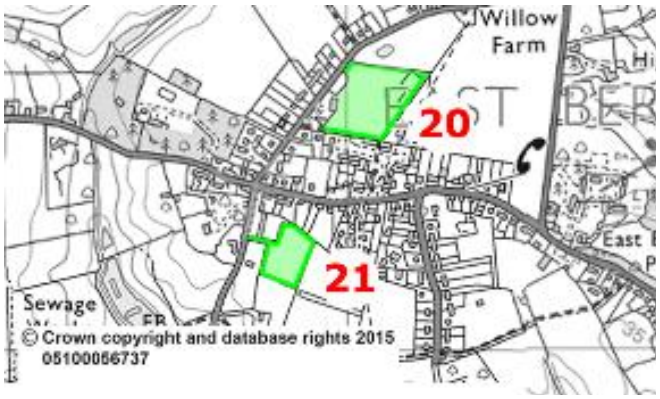
Of special importance are open spaces within the village which have recreational and amenity value and reduce recreational pressure on the Stour & Orwell Estuaries Special Protection Areas.

Map 14 - Local Green Spaces 1, 2, 3, 4, 5, 6, 7 & 25

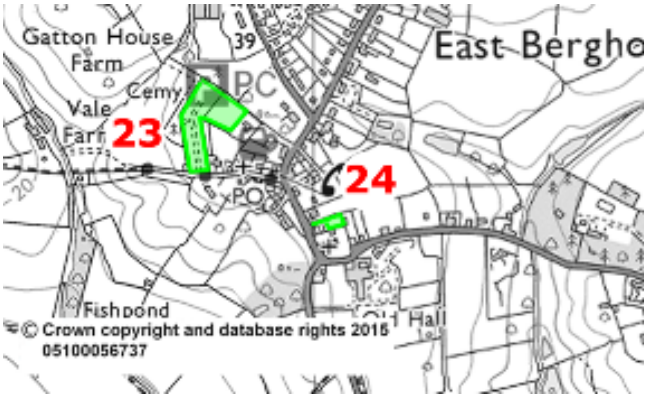


33.

Map 15 - Local Green Spaces 20 and 21



Map 16 - Local Green Spaces 23 and 24



35.

Map 17 - Local Green Spaces 26 and 27

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4.3.4 Biodiversity

153. There is a statutory duty on public authorities to have regard to the purpose of conserving biodiversity. The Planning Policy Guidance explains that a key purpose of this duty is to embed consideration of biodiversity in formulating policies and in decision-making. The National Planning Policy Framework also provides for the incorporation of provisions to protect and enhance biodiversity within planning policies. This also helps to achieve sustainable development as the National Planning Policy Framework is clear that in pursuing sustainable development, there should be a move from any net loss of biodiversity to the achievement of net gains. Within the context of this Plan the importance of biodiversity is addressed through the following policy.

154. The incorporation of nest bricks for swifts and house martins will be encouraged.

Policy - EB8 Biodiversity

Proposals for development should protect and enhance biodiversity and geodiversity to reflect the requirements of paragraphs 109, 117 and 118 of the National Planning Policy Framework and comply with all the following criteria:

1. Protecting and enhancing internationally, nationally and locally designated sites, protected species and ancient or species-rich hedgerows, grasslands and woodlands;
2. Preserving ecological networks, and the migration or transit of flora and fauna;
3. Protecting ancient trees or trees of arboricultural value;
4. Promoting the preservation, restoration and re-creation of wildlife priority habitats and the protection and recovery of priority species;
5. Providing a net gain in biodiversity;
6. Avoiding potential impacts on the Stour and Orwell Estuaries Special Protection Area (SPA) and Ramsar site. Proposals should demonstrate that ecological considerations have been properly assessed in relation to the application site and those adjacent to it where appropriate. Where necessary appropriate mitigation measures should be carried out. Where adverse impacts on biodiversity cannot be avoided, necessary appropriate mitigation measures or, as a last resort, compensation measures will be carried out as described in paragraph 118 of the National Planning Policy Framework; and
7. In line with paragraph 118 of the National Planning Policy Framework,biodiversity features should be incorporated in and around newdevelopments and biodiversity enhancements added wherever possible.

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4.4 Projects

155. These do not form part of the Neighbourhood Development Plan.

Project - EB5 Management of Open and Local Green Spaces

Work with relevant landowners to ensure the future management and protection of the East Bergholt Open Spaces identified in the Map 12 and the Local Green Spaces identified in Map 13, considering support for local biodiversity.

Where possible, new recreational opportunities should also be considered.

156. A few people around the village grow and sell vegetables and fruit at the front of their houses. These items sell quickly and are popular with residents. A community farm would:

- Help maintain the character of the village by increasing the diversity of farmed crops
- Provide for the demand for fresh, locally grown fruit and vegetables
- Improve the general health of the population
- Reduce carbon emissions resulting from shipping fruit and vegetables

Project - EB6 Community Farm

Establish a community farm within the Parish taking due consideration of the important views and green spaces in the village.

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Chapter 5 Design, Character and Heritage

5.1 Objectives

- As the birthplace and Suffolk home of John Constable, to protect East Bergholt as a heritage asset of national importance, visitor centre and source of employment.
- To ensure the many other heritage assets in East Bergholt and their environs are protected.
- To ensure new developments enhance the open and special feel of the village of East Bergholt.

5.2 Background

157. The rich and diverse mix of assets in East Bergholt, coupled with its location within and adjacent to the Area of Outstanding Natural Beauty (Map 9), historic associations with John Constable and its wealth of heritage assets make the village environment highly sensitive.

158. This Plan does not include provision for introducing additional technical standards for new buildings or requirements relating to the construction, internal layout or performance. Its focus is on guiding the design.

159. Design of new developments is very important. The Plan has undertaken a variety of studies (Appendices D.1) to articulate the special character of East Bergholt and to guide the design of future development. This Plan has considered and adopted the principles of the Building in Context Toolkit (http://www.building-in-context.org/the-bic-toolkit/). Namely, a successful project will:

- Start with an assessment of the value of retaining what is there
- Relate to the geography and history of the place and lie of the land
- Be informed by its own significance so that its character and identity will be appropriate to its use and context
- Sit happily in the pattern of existing development and the routes through and around it
- Respect important views
- Respect the scale of neighbouring buildings

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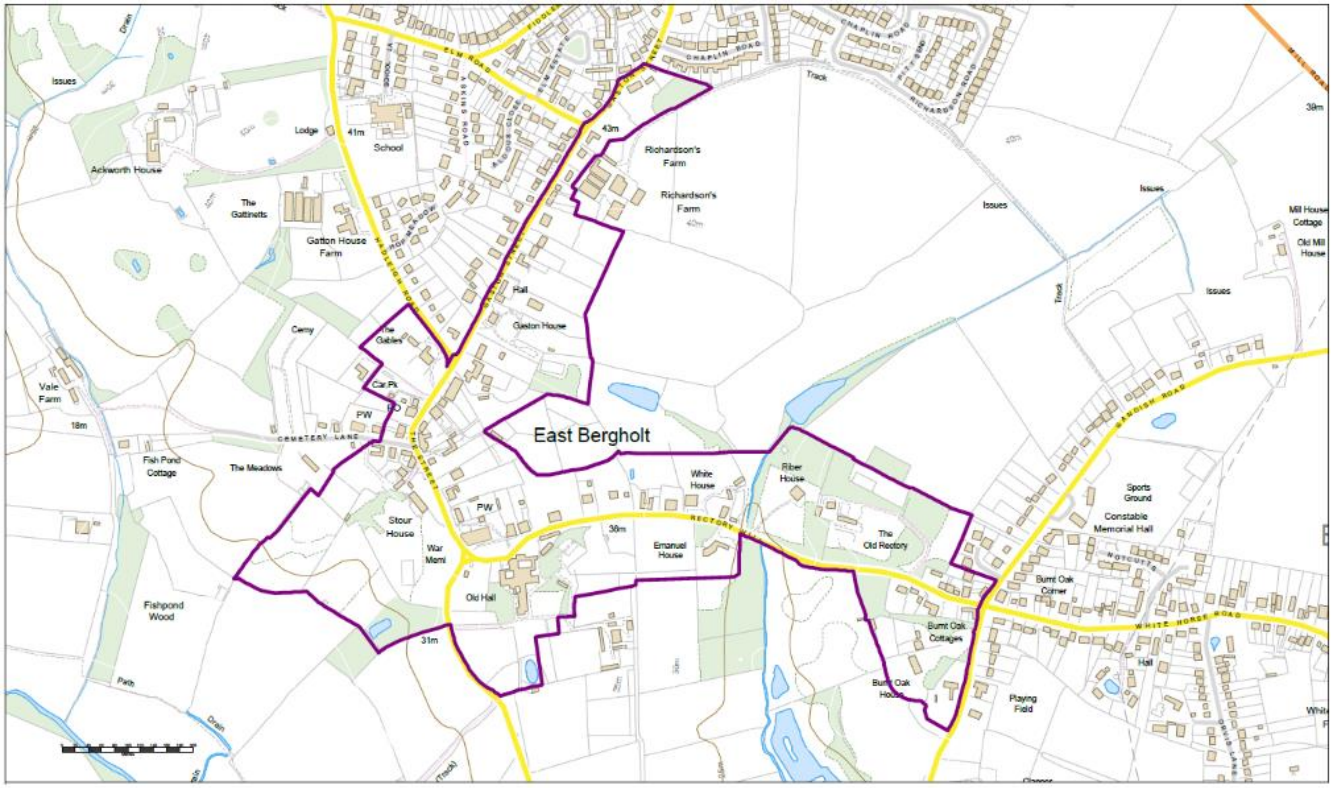
- Use materials and building methods which are as high quality as those used in existing buildings
- Create new views and juxtapositions which add to the variety and texture of the setting

160. The character and quality of the built environment is very important both to our residents and our visitors. The Parish has a number of unique characteristics that makes it very distinct and tourism is an important contributor to the economy. Good quality design is an integral part of sustainable development. The National Planning Policy Framework is clear that this is a fundamental aim of planning and one of its core planning principles is that planning should always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings.

Map 18 - Conservation Area



East Bergholt Conservation Area

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161. East Bergholt has a multiplicity of buildings of different designs and styles, but the village is underpinned by a Conservation Area (Map 18) and a rich plethora of listed buildings.

162. Although the Conservation Area (Map 18) was designated in 1968, no Conservation Area (Map 18) Appraisal exists. The East Bergholt Society booklet "Looking at East Bergholt" provided a commentary to key buildings, a useful resource in its own right for our residents and visitors.

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163. It is the juxtaposition of the buildings, open spaces and views that contribute to East Bergholt's special character and "village feel". Maintaining this "village feel" was a strong opinion expressed in the Questionnaire responses (Appendix C.7).

5.2.1 East Bergholt Character Assessment

164. To underpin the Local Design Guidance and policies in this chapter, a Character Assessment (Appendix D.1) was undertaken with the help of Babergh District Council using the Oxford City Council toolkit.

165. The village of East Bergholt including East End was divided into 15 zones and detailed work was carried out by a group of 20 volunteers examining the spaces, buildings, views, greenery and landscape features, light and dark, noise and smell and the spirit of place (Appendix D.2).

166. Assessment found a green, tree filled, rural village with a multiplicity of styles and sizes of housing. The village has many listed buildings of various periods as well as national and internationally significant views and landscapes. The houses are generally well spaced with gardens appropriate for the size of house. It is particularly apparent that front gardens of a good size are the norm and this assists the general feeling of space. The charm is enhanced by the mixture of old and new, large and small, varying roof pitches and building materials creating a satisfying whole. The different parts of the village in turn have their own characteristics, with occasional tight views opening to dramatic countryside. It was noted that there were areas of the village where cables had been installed underground on construction or subsequently removed, in contrast to those where the overhead cables were visually intrusive.

167. The Assessment points to the retention and protection of the spacious aspect of the village by ensuring any new development should be carefully integrated and designed to reflect this. Houses should be set back from the carriageway and include shrubs, hedges and trees, where possible. Large developments should be discouraged as they would damage the visual dynamics of the village.

5.2.2 Local Design Guidance

168. The Local Design Guidance has been produced to encourage quality and diversity in design and construction, while retaining an appropriate scale to village development and appearance from the street. Integrity in design and authenticity in material usage is encouraged whether a modern or historical style of housing is chosen. The expression of the detailed issues concerning design were consolidated by a Working Group formed for this purpose. All the aspirations for the quality of design for buildings and spaces in East Bergholt stem from a close analysis of the cogent views expressed in the wide public consultation.

169. The basis of the design choices are:

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1. The recommended use of the Building in Context Toolkit (http://www.building-in-context.org/the-bic-toolkit/) allows for a nationally accepted checklist of important issues to be considered in any new development
2. Minimum sizes for dwellings are based on the Technical Housing Standards – Nationally Described Space Standard (Department for Communities and Local Government)
3. Items detailing the sizes of gardens, the distance of the house from the street, garage sizes and off-road parking, these requirements are based on tried and tested standards used by semi-rural local authorities such as Broxbourne in Hertfordshire
4. The recommendations for external materials and finishes are based on the wishes expressed by the village Questionnaire for the achievement of high quality authentic materials which will weather well over time. They are also part of the village aspiration for sustainable, recycled and recyclable products
5. Energy efficient and low carbon housing design reflects the support for low energy housing demonstrated in the village consultation Questionnaire
6. Encouraging diversity in design reflects the healthy and complex variety of styles and designs which have developed over the centuries in the village, identified in the Character Assessment. Innovative new architecture is encouraged if the scale and materials are compatible
7. Housing and plot sizes are based on the findings of the Character Assessment, the views of the village Questionnaire and the careful considerations of the Village Design Working Group. The restriction of storey heights to two storey and the landscaped setting of terraced cottages are also based on good-practice precedents in the design of contemporary settlements
8. This plan requires that infill developments should have reference to the traditional scale, form, massing and siting of buildings in the area, and that developments should not harm the character or appearance of the Conservation Area (Map 18), nor adversely impact on the setting of a designated heritage asset.

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5.3 Policies

5.3.1 Local Design Guidance for Buildings

170. To ensure the special character of East Bergholt is maintained, a Local Design Guidance for housing has been prepared (below) which should be read alongside Policy - EB9. It is not intended to define local building standards in contravention to the Ministerial statement of 25 March 2015 but is intended solely to define design standards.

5.3.1.1 Housing Size, Design and Layout

1. To ensure that new dwellings allow for adequate amenity standards to meet the needs of occupiers over their lifetimes, reducing the need for later extensions etc. All new houses, flats and cottages should meet or exceed the national minimum dwelling sizes for the number of occupants. The designs should also comply with the minimum sizes for bedrooms and bathrooms.

2. To ensure there will always be external private amenity space, particularly for families and ensure groups of detached houses are not too densely packed, giving a "crowded" impression. Private garden minimum sizes for new dwellings:

1 and 2-bed houses	50 sq.m
3-bed houses	65 sq.m
4-bed houses	80 sq.m
5+bed houses	100 sq.m
Minimum depth of private rear gardens	10 m

3. To enhance the green environment of the village, to encourage wildlife and give shade any existing trees on a plot should be preserved and semi-mature trees planted if possible.

4. To enable waste bins and garden tools to be stored away from the front of the house, which can be unsightly, the rear garden should have an exterior connection in order to access the front of the property (rear gate or side access point).

5. Ensure garages are of sufficient size to allow modern larger cars to be parked and allow storage for wheelie bins, etc. Minimum garage standards 3 metres by 7 metres deep.

6. To discourage residents parking on the street, front gardens or side gardens should be of sufficient size to allow for parking as specified below. In addition, residential streets should be designed to allow for safe, slow-moving traffic and to safely accommodate parked vehicles for visitors only. Lay-bys will assist in this provision, except if the development is next to an existing street where this is not possible, in which case other strategies will have to be considered. See Suffolk Guidance for Parking Technical Guidance.

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1 bed houses	1 car space off-road
2 and 3 bed houses	2 car spaces off-road
4 and larger bed houses	3 car spaces off-road

7. To discourage residents parking on the street and also maintain the open character of East Bergholt, front gardens should have at least 6 metres depth, unless it is an existing street where the general alignment of dwellings is nearer to the street and there is a parking space at the side for each dwelling.

8. To maintain visual amenity, blank, windowless detached garages which can dominate the street frontage should not be situated in front of the house.

9. To conserve rainwater and prevent excess surface runoff, all driveways and gardens should be designed to incorporate permeable SUDS, sustainable drainage (i.e. not covered with concrete or any other impermeable surface).

10. To preserve the scale and character of the village terraced houses or cottages should be no more than 2 storeys or single storey with dormer windows. Town houses are not acceptable in the village setting. Town houses are defined as large terraced or semi-detached houses of at least three storeys, often with an integral garage at ground level.

11. To protect private amenity and to ensure that groups of houses are not too closely packed, the rear of a house which is facing another property should be no closer than 12 metres from that property.

12. Where integral garages and drives to each property would be unworkable, terraced cottages can share a landscaped communal “square” or “green” for their car-parking use, if it is not possible to park cars at the rear.

5.3.1.2 New Housing Materials and Appearance

171. Whether traditional or contemporary design, the materials listed below reflect the “authentic” and high quality constructions in the character areas of the village. They are also more sustainable and recyclable in their manufacture.

1. Wall finishes should be:

    a. Brickwork (Suffolk reds and/or whites or similar local tones)
    b. Render, flint and timber weather-boarding alone or in combination are all acceptable
    c. Plastic weather-boarding is not acceptable

2. Roofs:

    d. Pitched roofs should be clay tiles, thatch, real slate, “Eternit”-type slates, lead, cedar shingles, copper and zinc. There should be a variety of angles of roof pitch if a large grouping or cluster of properties is proposed. The pitches should suit the roofing materials (e.g. clay pantiles at 35^{o}, plain clay tiles at minimum of 40^{o}, slates at least 30^{o} and even shallower pitches for zinc, copper and Eternit)

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e. Consideration should be given to the use of a green roof to enhance local biodiversity (sedum or biodiversity planting)
f. Concrete tiles are not normally acceptable due to their thick bulky appearance.

3. Proportions of windows and their arrangement in the elevation need to be “balanced” and aesthetically pleasing. Frames and mullions should be as thin as possible, with reveals as deep as possible.

4. Wooden windows are preferred to uPVC.

5. Any chimneys, whether on the roof or on the side gable of the house, should have a height and proportion in keeping with the property. All chimneys should serve real fires, central heating systems and stoves and should not be merely for false decoration.

6. Services such as electricity and telephone should be undergrounded or sited so as to be camouflaged or hidden from view.

7. Enable the provision and future proofing of high quality Broad Band connections.

8. The incorporation of nest bricks for swifts and house martins will be encouraged.

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Policy - EB9 Housing and Non-Residential Design

Proposals must plan positively for the achievement of high quality and inclusive design reinforcing the locally distinctive and aesthetic qualities of the buildings and landscape in the Parish as described in the Character Assessment and follow the Local Design Guidance. The spirit of this guidance is to encourage good design whether it may be historically-derived or in a contemporary idiom.

Any development (whether new build, extensions or alterations) is required to respond to local character and reflect the surroundings. Development should protect or enhance the positive elements of an area, as identified within the Plan's Character Assessment, and proposals must demonstrate that this is the case

Developments in the Conservation Area (Map 18) should preserve or enhance the character and appearance of the Conservation Area (Map 18), whilst developments within the setting of a listed building should not result in harm to that building's significance.

Due to the highest status of landscape protection afforded to AONBs, the highest standards of design will be required for development within the AONB and, where appropriate, its setting. In accordance with paragraph 125 of the National Planning Policy Framework proposals must ensure that light pollution from development avoids negative impacts on the natural environment.

Proposals must submit a statement demonstrating regard for the findings of the Character Assessment and where relevant compliance with the Local Design Guidance.

5.3.2 Our Historic Environment

172. The community considers that protecting and enhancing the character and appearance of all buildings of architectural and historic interest and their settings is paramount in preserving the character of the area and for East Bergholt to remain an important visitor destination.

173. Suffolk County Council Archaeological Service routinely advises that there should be early consultation of the Historic Environment Record for applications relating to the conversion of historic farm buildings and other buildings of historic interest, in order that the requirements of the National Planning Policy Framework and Babergh Local Plan policies are met.

174. Flatford Mill lies to the south of the Parish in the Dedham Vale. The Mill was owned by John Constable's parents and many of his paintings, particularly the "6 footers", are of areas around Flatford. The Mill at Flatford is now a Field Studies Centre (http://www.field-studies-council.org/centres/flatfordmill.aspx), there is a visitor centre (http://www.nationaltrust.org.uk/flatford/) and RSPB Wildlife Garden. Flatford is an important

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heritage asset, visitor attraction and centre of employment (http://eastbergholt-bells.org.uk/ and http://www.suffolktouristguide.com/Flatford-Mill-Suffolk.asp).

175. The policy refers to designated and non-designated heritage assets. A heritage asset is defined in the National Planning Policy Framework as a building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions because of its heritage interest. A designated heritage asset is defined as a world heritage site, scheduled monument, listed building, registered park and garden, registered battlefield, protected wreck site or Conservation Area (Map 18). There are a number of undesignated below ground heritage assets which may be worthy of inclusion on a Village Local List. Information about archaeological sites recorded within the Parish is maintained by the Historic Environment Record, and can be provided by the County Council upon request.

176. The village is working on developing and maintaining a Village Local List.

Policy - EB10 Preservation of Non Designated Heritage Assets

Proposals for development that affect non-designated heritage assets, will be considered taking account of the scale of any harm or loss and the significance of the heritage asset. Non-listed buildings that make a positive contribution to the character or appearance of the Conservation Area (Map 18) should be retained, and their demolition should only be permitted in exceptional circumstances.

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5.4 Projects

177. These do not form part of the Neighbourhood Development Plan.

178. It is recognised that a review of the Conservation Area (Map 18) is outside the scope of our Neighbourhood Plan, but as an additional and important measure to maintain the distinctive character and heritage of the village, the Conservation Area (Map 18) should be reviewed under the appropriate statutory procedure for doing so.

Project - EB7 Update the Village Local List

Review the buildings and other landscape features within the Parish to provide an updated Village Local List. Structures on this list will be protected as non-designated heritage assets. Register this list with Babergh.

The criteria for identifying these Non-Designated Heritage Assets are:

- Archaeological interest
  - Recorded in the Suffolk County Historic Environment Record
- Architectural interest
  - Aesthetic value
  - Known architect
  - Integrity
  - Landmark status
  - Group value
- Artistic interest
  - Aesthetic value
  - Known designer
- Historic interest
  - Association
  - Rarity
  - Representativeness
  - Social and communal value

(Criteria sourced from http://www.suffolkcoastal.gov.uk/assets/Documents/District/Planning-policy/Conservation-areas/Final-adopted-criteria-of-non-designated-heritage-assets.pdf)

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Project - EB8 Review the Conservation Area

Work with the East Bergholt Society and other relevant statutory authorities to review and, if appropriate, extend or modify the boundaries of the East Bergholt Conservation Area (Map 18) ensuring the identified views and open spaces are protected.

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Chapter 6 Transport

6.1 Objectives

- To reduce congestion in the Village Heart. (Map 7), whilst facilitating good accessibility around the village
- Ensure East Bergholt offers a safe environment for people and vehicles to move about in
- Seek “green” transport solutions for East Bergholt residents

6.2 Background

179. Given East Bergholt’s location some 10 miles from the nearest commercial centres, transport has a key role to play in promoting sustainable development and improving the quality of life. Traffic and congestion can reduce enjoyment of an area making it less likely that people will shop or visit, in turn contributing to a downturn in economic prosperity and community cohesion.

180. One of the main issues identified through community consultation was the congestion around East Bergholt’s Village Heart (Map 7).

181. The “spread out” nature of the properties in East Bergholt makes a significant contribution to this problem as people tend to use their cars when travelling to the Village Heart (Map 7) or Focal Points.

182. This is a major issue for the following reasons:

- On-road parking reduces road safety by making the roads narrow, reducing visibility of pedestrians, particularly children, walking on the pavement
- Cars park on the already very narrow pavements, forcing pedestrians to walk in the road
- Negatively impacts the street scene, hiding attractive listed buildings and giving the village a “cluttered” feeling
- Impacts accessibility for visitors

183. Evidence for this problem has come from residents in response to the Questionnaire (Appendix C.7), a traffic survey at the Village Heart (Map 7) (Appendix A.6) and can be seen in the photographs shown in Appendix A.5.

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184. A series of policies and projects have been drawn up which are designed to both tackle the issues and encourage the use of more sustainable transport modes.

6.3 Policies

6.3.1 Car Parking

185. A car parking count taken around the area from the Church to the Hadleigh Road junction with Gaston Street and in the Red Lion car park revealed that the car park was being underused which contributes to on-street parking and congestion in the area. The Red Lion Car Park has already been registered as an Asset of Community Value, but it is felt necessary to devise a policy that encourages its use as a car park given the importance of this facility. A policy has therefore been devised to safeguard the Red Lion Car Park as a car park so that the opportunity for parking in and around the village centre is not lost, together with a project that will promote the use of this car park to residents and visitors alike. The combination of the policy and the project will help to alleviate congestion in the village centre.

Policy - EB11 Red Lion Car Park

The Red Lion Car and Coach Park identified on Map 19 shall be safeguarded for parking. The change of use of the site shall only be permitted if alternative parking provision of a similar size is provided in a location accessible to the local facilities in the Village Heart.

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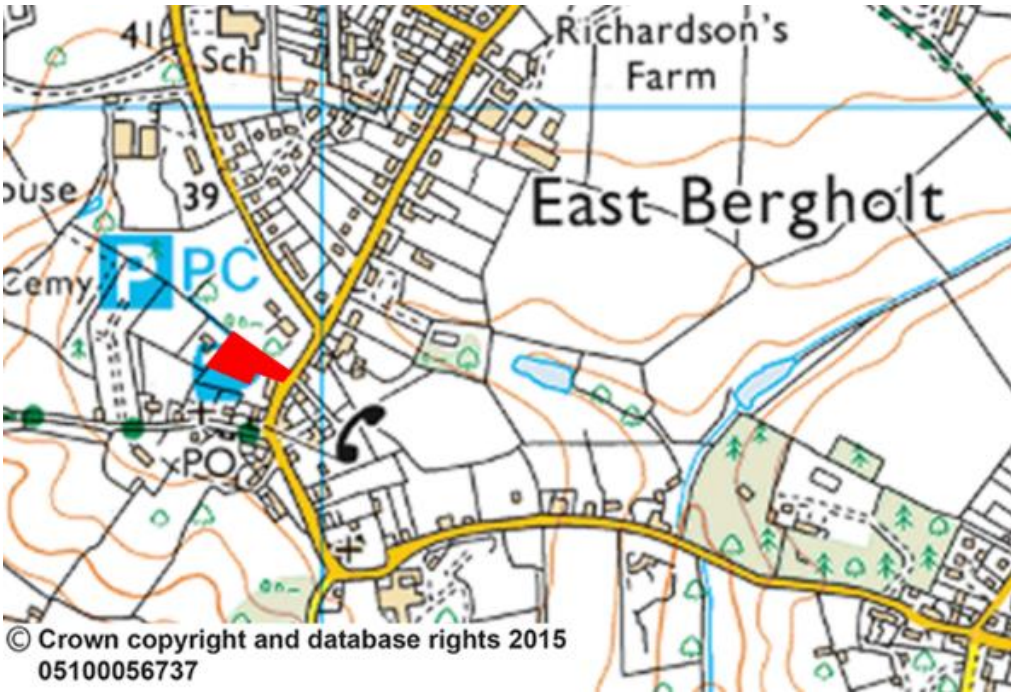
Map 19 - Red Lion Car Park



Policy - EB12 New Developments, Parking

New residential and commercial development shall provide on-site parking provision in accordance with the Suffolk Guidance for Parking Technical Guidance.

The provision of cycle parking close to businesses will be supported.

6.3.2 Walking and Cycling

186. It is important to create and improve the accessibility and attractiveness of East Bergholt for pedestrians and cyclists. The overarching objective is to ensure that East Bergholt offers a safe environment for people and vehicles to move about in. This in itself will encourage more sustainable means of transport and enhance accessibility. A series of policies and projects aim to increase the opportunity and attractiveness of walking and cycling.

Policy - EB13 New Developments, Walking and Cycling

New developments should provide an adequate and safe footpath layout within the development and good pedestrian links to pedestrian routes to the village and nearby countryside. Schemes should demonstrate cycle friendly road layout and safe connections to the highway.

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6.3.3 Footpaths, Cycleways and Bridleways

187. Footpaths in particular are an essential part of village life and provide a recreational resource. They also provide opportunities for social interaction and the promotion of healthy lifestyles and social wellbeing. They therefore make an important contribution to the quality of life and are valued by the community. However, there are no recognised cycleways and a single bridleway in the Parish.

Policy - EB14 New Developments, Footpaths, Cycleways and Bridleways

Where possible, new development should take advantage of any opportunity to enhance and protect existing footpath, cycleway and bridleway networks, create new networks and improve connections between existing and proposed networks.

They should also aim to reduce recreational pressure on Stour & Orwell Special Protection Areas.

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6.4 Projects

188. These projects do not form part of the Neighbourhood Development Plan and are aimed at supporting the above policies.

Project - EB9 Impact of Proposals

Investigate and implement design and highways proposals that mitigate the impact of traffic within East Bergholt, ensuring these are of an appropriate scale for their location. Proposals may include traffic management measures.

Project - EB10 Parking

Consider means to actively deter and discourage parking on verges and pavements working with the authorities where appropriate.

Project - EB11 Village Heart

Propose and implement, with appropriate agencies and partners, the redesign and reconfiguration of road and pavement space in the Village Heart (Map 7) and introduce traffic management measures to ensure traffic travels at a safe and appropriate speed through the village to decrease congestion and to provide a safe environment to encourage walking and cycling.

Consideration should be given to enhancing the Public Realm through the reduction of visual clutter and the use of good quality materials for all hard landscaping, footpaths and roadways.

Project - EB12 Red Lion Car Park

Reconfigure the Red Lion Car Park to increase capacity and promote its use as a car and coach park.

Project - EB13 Cycling

Provide cycle parking in appropriate locations to encourage cycling.

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Project - EB14 Footpaths and Cycle Routes

Provide a new cycle path route to Manningtree railway station from East Bergholt and between East End to Village Heart (Map 7).

The project will also consider identifying routes which could be enhanced or extended to support travel by sustainable means and use by mobility scooters, to enable enjoyment of the countryside and to promote healthy and active lifestyles.

Any new additions to the network of footpaths and cycle routes within the parish will seek to reduce recreational pressure on the Stour & Orwell Special Protection Areas and will be subject to Habitats Regulation Assessments before implementation.

189. The junction between the B1070 and A12 both north and southbound have been identified as substandard and dangerous.

Project - EB15 A12 Junction

Work with Highways England and Suffolk County Council to seek funding to ensure adequate entry and exit junctions with the A12 and the B1070.

Project - EB16 B1070 Weight Restrictions

Work alongside appropriate agencies to encourage enforcement of any weight limit restrictions on the B1070 and throughout the village.

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Chapter 7 Economy

7.1 Objectives

- To ensure a prosperous rural economy
- To encourage economic growth in a way that reduces dependence on the motor car, long distance commuting and mitigates the impact on the overloaded infrastructure
- Support local employment and business needs
- Support the continuation of local farming and agriculture
- Encourage existing and new services that support the village's growing and ageing population
- Maintain East Bergholt's position as a successful tourist destination
- Maintain the mix and variety of shops and service outlets to support the healthy village economy

7.2 Background

190. National Planning Policy Framework states that policies should support economic growth in rural areas to help create jobs and increase prosperity by taking a positive approach to sustainable new development.

191. Babergh's saved Local Plan Policy EM 24 addresses the safeguarding of existing and vacant employment land, sites and premises for non-employment purposes. Policy - EB15 below extends the principle of safeguarding employment sites to services and community facilities. Local shops, cafes, restaurants, public houses, and community facilities including meeting places, allotments and public amenities are all important to rural communities like East Bergholt. They help bind and foster a sense of community as well as providing services that can enrich the lives of the community and in many cases can contribute to economic growth and employment.

192. The Parish benefits from a mix of services and facilities which the community values highly. (Appendix A.1). In line with the National Planning Policy Framework, our Neighbourhood Plan seeks to support local employment and business needs by retaining and encouraging services and facilities in the Parish. The following set of policies seeks to achieve this.

193. The local economy is small but prosperous, with low unemployment and jobs focussed mainly on provision of local services. A number of people are employed locally in professional services and

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in light industry/light industrial operations from a range of units at Wheelers Yard and the Gattinetts. There are generally units available.

194. There is a relatively high number of home workers. These include people running their own businesses as well as those working flexibly away from their normal place of work. Although not employing large numbers, agriculture is an important contributor to the local economy.

195. The local economy currently provides a good range and mix of services to meet local need. The Questionnaire results (Appendix C.7) highlighted the importance of these facilities to the community, including the butcher's shop at East End. Our Neighbourhood Plan seeks to maintain this range and mix of essential businesses and ensure services are not lost.

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7.3 Policies

7.3.1 Prosperous Rural Economy

Policy - EB15 The Development of New and Expanded Businesses

Proposals for the development of new businesses and the expansion of existing businesses will be supported provided that they:

1. Would not have an unacceptable adverse impact on nearby residential or other uses;
2. Would not lead to an unacceptable impact on the local highway network or traffic in East Bergholt village;
3. Make provision for adequate vehicle parking;
4. Would not have an unacceptable adverse impact on the Dedham Vale Area of Outstanding Natural Beauty (Map 9), Local Green Spaces (Map 13) or sites of biodiversity and geodiversity importance; and
5. Would conserve, enhance and respect the Conservation Area (Map 18), heritage assets and built character of the local area.

Policy - EB16 Safeguarding Employment Land and Premises and Community Facilities

Existing employment sites, services and businesses that serve the community should be retained in employment, business or community uses, wherever possible.

Proposals to redevelop or re-use existing employment land, sites and premises or community facilities for non-employment or community purposes, will only be supported if the applicant can demonstrate that their retention for an appropriate employment or community use has been fully explored; or the community facility is to be replaced by a similar or improved facility within the parish.

The site or premises shall be marketed for a minimum period of 12 months in a manner consistent with the advice in Babergh District Council's' SPD on Safeguarding Employment Land.

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7.3.2 Agricultural Land, Buildings and Access

196. Farming is very important in the Parish. The majority of the farmland is Grade 2 and Grade 3 farmland (Appendices A.1 and 0). The Heath is farmed mainly for growing cereal crops, sugar beet, rape and flax.

197. The National Planning Policy Framework supports the development of agricultural and other land-based businesses.

198. There is a historic problem with suitable access for farmers during the times that large agricultural machinery is required to pass through the village. New development can often unintentionally interfere with farming activity through the loss of, or reduction in size of, access routes and roads that farmers need to use. It is therefore vital to the farming enterprises within the Parish that new development does not hinder agricultural activity. The most commonly used routes are shown on the map in Appendix D.12.

199. Any proposed developments should demonstrate how these safeguard the best and most versatile (BMV) land; this is land classified as grade 1, 2 and 3a within the Agricultural Land Classification (ALC) system.

Policy - EB17 Agricultural Land

New development not connected with agriculture should avoid the loss of best and most versatile agricultural land.

Policy - EB18 New Development and Farm Vehicle Access

New developments should have due regard to access routes or roads around East Bergholt village (Map 20) that are used by farmers to move their agricultural machinery and access fields while maintaining and enhancing existing hedgerows and trees.

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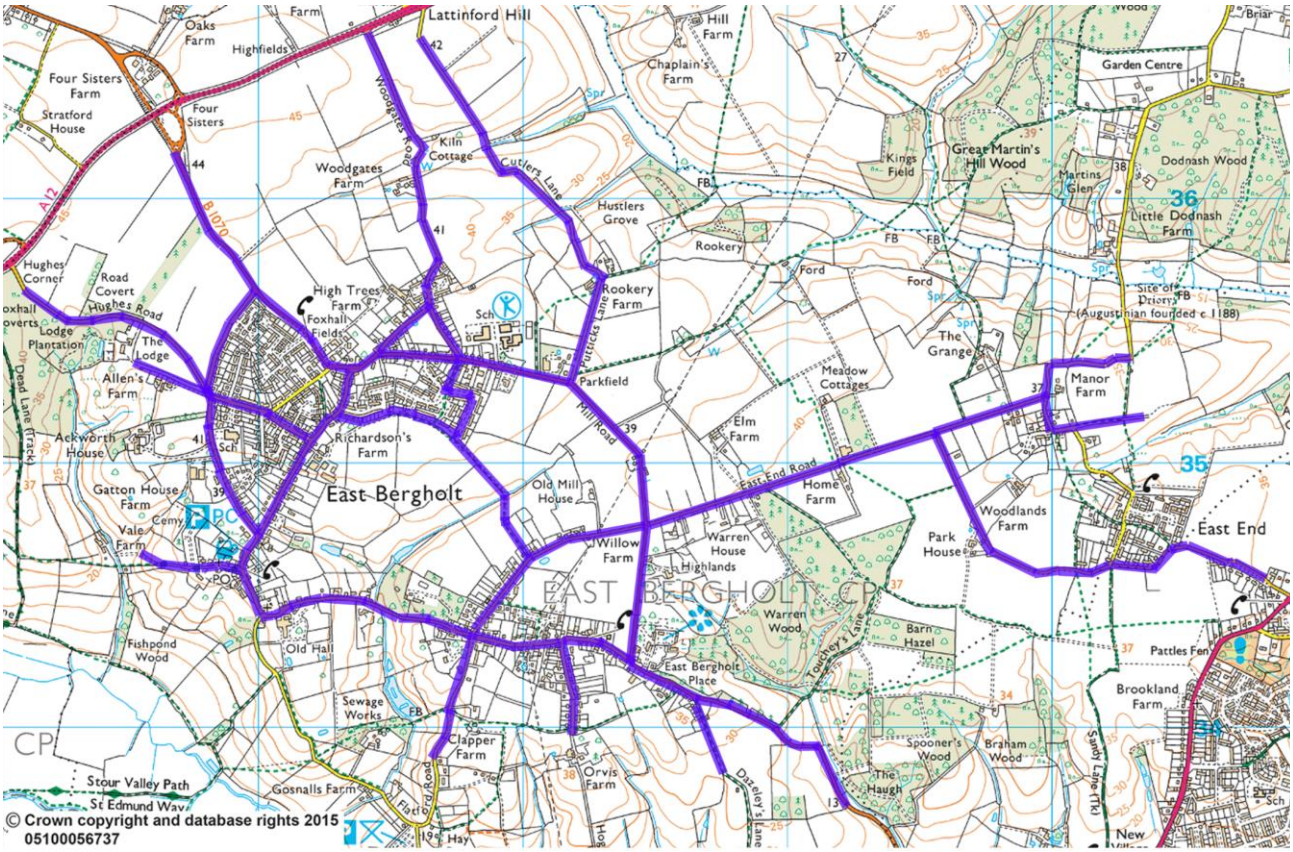
Map 20 - Routes Used by Farm Vehicles



Farm Vehicle outside the High School

200. There are a number of farm and other rural buildings within the Parish that could provide opportunities for new or existing businesses to remain in, or locate to, the Parish. This includes tourism uses. Subject to satisfactory design and location and the impact on the road network and any nearby residential occupiers, the reuse of such buildings can help to strengthen the local economy. Refer to Historic England guidance on the conversion of traditional farm buildings.

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Policy - EB19 Conversion of Agricultural Buildings

The reuse of redundant farm and other rural buildings 15 or more years old may be permitted for residential use, business, or tourism purposes, including the provision of tourist accommodation, provided that the proposed use meets all the following criteria:

1. The buildings in question can be converted to a high standard using local materials, where appropriate, compliant with the Housing Design Guidance (Section 5.3.1) and to Historic England's guidance for the conversion of traditional farm buildings;
2. Make a positive contribution to the surrounding landscape;
3. Would not have an unacceptable impact on the local highway network;
4. Would have an acceptable relationship with agricultural and other land based activities;
5. Would maintain or enhance the amenities of adjoining or nearby occupiers;
6. The conversion should be sensitive to the setting of the building and its relationship with its immediate surroundings and landscape character; and
7. There would be no material adverse impact on protected species, particularly bats and barn owls.

7.3.3 Supporting Tourism

201. Tourism is important to the Parish. Residents are fortunate to live in an attractive environment based around Constable's birthplace, Flatford and the landscape made so famous by his paintings. Yet the very attributes of the landscape and village that draw visitors to East Bergholt Parish must be protected. It is necessary to balance the protection of this internationally renowned landscape with the needs of the tourism industry which support the economy of the area. If this balance is not achieved, the very landscape visitors have come to enjoy will be destroyed and the visitors, local residents and businesses will no longer be attracted to the area. See Economic Benefits of Tourism in East Bergholt Appendices D.14 and D.15.

202. Policy - EB20 below seeks to guide the provision of tourist and visitor facilities. It recognises the many sensitive and valued landscapes and heritage assets across the Parish, and balances these against the needs of tourists and visitors to have a range of facilities provided in the area which can enhance their visitor experience. Through enabling the provision of new facilities which might include local shops, cafes, pubs, leisure attractions, adequate parking and accommodation for visitors, that are of a scale, design and character that contribute positively to the area, the policy aims to provide the conditions for sustainable tourism to flourish and so support an important

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component of East Bergholt's local economy, whilst protecting against the pressures from traffic, noise, congestion and unsuitable development. The related projects seek to maintain facilities at the highest possible standard and to enhance the visitor experience.

Policy - EB20 Tourist Facilities and Services

Developments that provide facilities or services for the visitor or tourist should be supported provided that they:

1. Demonstrate that they would conserve and enhance the landscape, heritage, character and appearance of the area. Special consideration should be given to developments in or affecting the setting of the Dedham Vale Area of Outstanding Natural Beauty (Map 9) and the East Bergholt Conservation Area (Map 18)
2. Would not have an unacceptable impact on the local highway network and would provide adequate parking provision;
3. Be of a scale and design that is sensitive to the character of the landscape and heritage of the area; and
4. Would not have an unacceptable adverse impact on nearby residential or other uses.

7.3.4 Support for Local Businesses and Working from Home

203. The Parish Council is keen to support and promote local businesses and those working from home. There has been a significant increase over the last ten years or so in home working. This ranges from more people working from home perhaps for a day a week or by those who are running their business from home. The survey indicated that many people regularly worked from home on average two or more days a week. In addition over 75% agreed or strongly agreed that improved services to support home working are needed in the village (Appendix C.7 Question 46). Often working from home is regarded as a non-planning issue because planning permission is not required in most situations. However, the encouragement of working from home has much potential in contributing to the achievement of sustainable development as it can reduce out-commuting and help to boost local economies by enhanced spending power through lower levels of commuting costs and more use being made of local facilities and services.

204. Given the rural nature of the Parish, a policy that supports the development of a work hub is included. A work hub is a flexible workspace that offers office space when needed on a temporary or more permanent basis to people who work from home or wish to set up a small business. Usually the work hub provides a number of facilities such as bookable desk space, meeting rooms, technical equipment such as photocopiers and broadband. Often such a facility provides the

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opportunity and encouragement to would be home workers or people establishing their own businesses because of its flexibility. In addition there are many benefits in sharing such a space with other businesses such as collaboration, networking and support from more socially based benefits. This could be established through the change of use or conversion of an existing building or through the development of a new building.

Policy - EB21 Work Hub

Small scale development that provides a Work Hub in a sustainable and convenient location within the Parish will be supported, subject to compliance with other policies in this plan.

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7.4 Projects

206. These do not form part of the Neighbourhood Development Plan.

207. As well as a Policy on Work Hubs, the Parish Council will consider seeking suitable premises that could be used as shared space to help facilitate services provision and to support local businesses. Both the Policy and the Project will contribute to sustainable development by encouraging people to remain in the locality for their employment. Benefits include:

- A reduction in out-commuting
- Encouragement of local employment
- Retention of local businesses
- Drive business growth
- Enable the Parish and locality to become more self-sufficient

Project - EB17 Establish a Work Hub

This project will begin by identifying the potential need for a Work Hub and gain support from significant stakeholders.

In the absence of a development proposal, identify unused and underused premises close to the Village Heart (Map 7) or Focal Points which have the potential to provide shared business services to encourage home working and to support those currently working from home. Consideration will also be given to the identification and establishment of a 'drop off and collection point' for internet deliveries for residents and local businesses.

Project - EB18 Visitor Facilities

Encourage the owners and operators of visitor attractions and heritage assets in the Parish to maintain these assets to a good standard. Work with other appropriate bodies to ensure that the village is maintained to a high standard and is clean, safe and well maintained and remains a pleasant place to visit.

Project - EB19 Safeguarding Village Assets

Establish a process to identify and list Village Assets and where appropriate formally designate them as an Asset of Community Value.

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Chapter 8 Physical Infrastructure

8.1 Objectives

- Good physical infrastructure is provided through the lifetime of the plan in support of those living and working in East Bergholt

8.2 Background

208. The provision of the physical infrastructure which supports those living and working in East Bergholt is the responsibility of statutory undertakers and not something over which the Plan has significant influence. However, it is important that, as the village develops, the physical infrastructure continues to be maintained to a high standard by the relevant bodies and sufficient capacity is provided for all essential services.

209. It is the responsibility of Babergh District Council to ensure that any new developments can be adequately serviced by the existing or expanded physical infrastructure and this has not been detailed in this Plan. However, in Chapter 9 consideration is given to ensuring new developments consume electricity, water and gas effectively in the most efficient way possible and incorporate sustainable drainage solutions.

210. The village Questionnaire highlighted few current concerns over infrastructure provision with the exception of areas of the village which are increasingly prone to surface water flooding. Additionally, limited internet and mobile connectivity was identified as an important issue. The latter will have significant importance in supporting the economy of the village by:

- Increasing the productivity of business and people working in the village
- Ensuring the wellbeing of the community as a whole through good access to online services and social media
- Delivering the vision for East Bergholt of reducing the carbon footprint of commuters

8.3 Policies

211. There are now no policies in this section.

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8.4 Projects

212. These do not form part of the Neighbourhood Development Plan.

Project - EB20 Physical Infrastructure Provision

Work with statutory bodies to highlight issues and mitigate problems. Key areas for immediate focus are:

1. Surface water drainage
2. Mobile connectivity
3. Broadband services

Other issues will be addressed as they arise.

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Chapter 9 Sustainability

9.1 Objectives

- Support EU and UK policies
  - EU Energy Reduction Commitment – 20% reduction by 2020
  - UK Climate Change Act 2008 - UK national CO2 emissions to reduce by 35% by 2020, 50% by 2025 and 80% by 2050
  - UK's obligation to meet the EU's 2020 renewable energy target - 15% of UK energy (electricity and heat) to come from renewables by 2020
  - Waste Prevention Programme for England, 2011 - the aim of the Programme is to improve the environment and protect human health by supporting a resource efficient economy, reducing the quantity and impact of waste produced whilst promoting sustainable economic growth
- All buildings in East Bergholt to give high regard to reducing consumption of electricity, water and gas
- Encourage implementation of domestic, local low carbon energy generation.
- The maximisation of recycling levels and minimisation of waste to landfill

9.2 Background

213. The need to reduce carbon emissions and make better use of our water supply is recognised at national and local level. The results from the Questionnaire (Appendix C.7) show there is strong support for energy conservation and low carbon energy generation in the Parish:

- 93% of homes have double glazing installed or are considering or planning to have it installed
- 98% of homes have loft insulation installed or are considering or planning to have it installed
- 82% of homes have cavity wall insulation installed or are considering or planning to have it installed
- 35% of homes have sustainable drainage / water reuse systems or are considering or planning to have it installed

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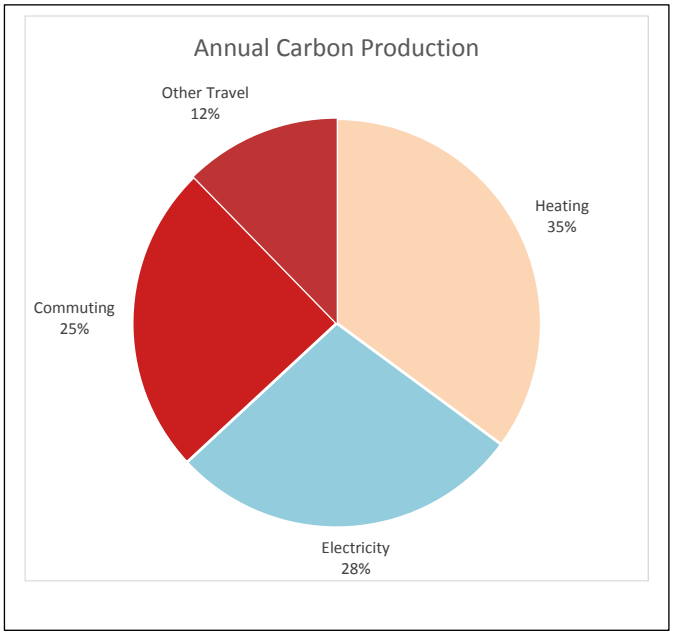
- 32% of homes have solar panels installed or are considering or planning to have them installed
- 24% of homes have solar water heating installed or are considering or planning to have it installed

214. However, East Bergholt's location at a significant distance from the main employment centres results in 80% of people in employment working outside the village (Appendix A.1) having to commute an average of 64 miles to work (two journeys of 32 miles) (Appendix C.7). This makes a significant contribution to the carbon emissions of the community.



215. Approximately 1/4 of the carbon emissions of a typical East Bergholt commuter travelling by car can result from travelling to work.

216. The policies in this chapter are to enable people in the community to contribute in a real way towards carbon reduction, green energy generation and efficient use of scarce resources.

217. Unfortunately, whilst the Parish is keen to include a set of policies to achieve these ambitious targets, a Government Written Ministerial Statement in March 2015 made it clear that Neighbourhood Plans should not set out any additional local technical standards or requirements relating to construction, internal layout or performance of new dwellings. Therefore whilst over 94% of respondents during community engagement believed it was 'very important' or 'important' to minimise energy use and other environmental impacts from existing and new development, this Plan seeks to achieve these objectives through a series of interrelated projects that are set out below and encourage any new developments to comply with these policies.

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9.3 Policies

9.3.1 Promotion of Sustainable Transport Solutions for East Bergholt

218. The use of electric cars within the Village would address the following issues:

- Reduce carbon emissions and pollution for residents travelling to the Village Heart (Map 7) or Focal Points
- Electric cars tend to be smaller and hence are less demanding on parking space
- Provision of charging points will encourage parking in the preferred locations

219. Distances between points in the village are such that electric cars are a feasible alternative means of transport. Applicants are encouraged to refer to Section 3.4.2 of the Suffolk Guidance for Parking document which provides detailed guidance on electric vehicle charging points.

Policy - EB22 Electric Cars

New development should provide electric charging points for cars and other domestic vehicles.

9.3.2 Sustainable Drainage Systems

220. It is important to protect people and property from the risk of flooding from river, surface water and ground water. Parts of the village, Gaston Street, Elm Road and Fiddlers Lane, for example, already suffer from flooding. In December 2014, the Government issued a Written Statement setting out the Government's expectation that major development (as defined in the Town and Country Planning (Development Management Procedure) (England) Order 2010) would put in place sustainable drainage systems to manage run-off. It is important for the Parish that new development does not increase surface water run-off and that, wherever possible, sustainable drainage systems are incorporated. Whilst the Parish would like to go further in improving and making safer the existing situation, the policy reflects Government policy.

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221. New development should take note of Suffolk County Council's Local Surface Water Drainage Guidance: Standards and Information Protocol for Advising Babergh District Council on Surface Water Drainage Aspects of Planning & Development Control. This document provides guidance on those elements of flood risk management and surface water drainage for which the County Council is a statutory consultee on major development.

Policy - EB23 Sustainable Drainage Systems

New residential development of ten or more units or on development sites of 0.5 or more of a hectare (where it is not known whether the number of residential units will be ten or more) or for non-residential development with a floor space of 1000 square metres or more or a site area of 1 hectare or more will be expected to provide sustainable drainage systems for the management of run-off.

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9.4 Projects

222. These do not form part of the Neighbourhood Development Plan.

223. East Bergholt is committed to playing its part in helping the United Kingdom meet its energy efficiency, carbon reduction and waste minimisation targets.

Project - EB21 Energy Efficiency, Decarbonisation and Recycling

Introduce a Parish Policy to encourage and take a positive view of development proposals that help to achieve the objective that all buildings in East Bergholt consume resources in the most effective way possible and reduce carbon emissions. Namely:

1. The use of energy and water conservation measures including loft, wall and window insulation, energy efficient lighting and heating systems, water recycling and conservation measures and other low carbon technologies
2. To meet or exceed building regulation standards, ideally to be certified against the BRE Passivhaus Certification Scheme
3. Include low carbon technologies such as solar thermal water heating, photovoltaic panels, ground or air source heat pumps, etc. in the design of new buildings in a way that minimise visual impact
4. Maximise recycling levels and minimise waste to landfill and provide facilities for food waste composting

Project - EB22 Energy Efficiency

Promote the upgrading of existing homes to meet a minimum Energy Performance Certificate rating grade C.

Project - EB23 Electric Vehicle Charging Points in Village Heart

Install electric vehicle charging points in Village Heart (Map 7) for vehicles parking to use the facilities.

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NORWICH TO TILBURY

EN020027

Joint Local Impact Report

Appendix 11 (Elmsett Neighbourhood Plan, 2019)

Suffolk County Council [redacted]

Babergh District Council [redacted]

Mid Suffolk District Council [redacted]

ELMSETT

NEIGHBOURHOOD PLAN

2017-2036

MADE PLAN

DECEMBER 2019

Prepared by Elmsett Parish Council

Photographs in this Plan have been provided by Alan Newman

FOREWORD

This is the Neighbourhood Plan for the parish of Elmsett. It has been prepared by a Steering Group of local residents established by the Parish Council under agreed Terms of Reference and has been developed to establish a vision for the village and to help deliver the local community's housing needs and aspirations for the period to 2036.

Neighbourhood Plans were introduced in the 2011 Localism Act and, when complete, the Elmsett Neighbourhood Plan will become part of the statutory town planning framework for the Babergh district. The Steering Group has consulted and listened to village residents on a range of issues that are of concern to the well-being, sustainability and long-term future of our rural community.

Every effort has been made to ensure that the policies and actions contained in this document reflect the views and aspirations of the majority of Elmsett residents.

The Neighbourhood Plan reflects the outcome of two stages of formal public consultation and the modifications required by an Independent Examiner following those consultation stages.

A referendum of eligible residents held on 7 November 2019 returned 93.6% of votes cast being in favour of the Plan and on 10 December 2019 Babergh District Council "made" the Neighbourhood Plan. It will therefore be used by the local planning authority, as part of the statutory development plan, in the determination of planning applications in Elmsett.

The Parish Council engaged Places4People Planning Consultancy to help with the preparation of the Plan.

Neighbourhood Plan Steering Group Members

Alan Newman - Group Chairman (Parish Council)
Jeremy Francis - Group Secretary
Amanda Bishop (initial stages)
Stan Coram (Parish Council)
Ian Chambers
James Crabtree
David Ford
Andrew Morton
Allan Mountfield
Andrew Woodgate (Parish Council)

Summary:

The Plan makes provision for the construction of around 60 new homes in the village by 2036, primarily on sites that have been granted planning permission between 1 April 2017 and the completion of preparing the Plan. It also restricts any new development outside the main built-up area, other than allowing the potential for infill plots at Rookery Road. It also seeks to retain employment uses at Poplar Hall and Gate Farm and allow their sensitive expansion subject to there being no unacceptable local impacts.

In addition, the Plan identifies important environmental assets such as important views, green spaces and heritage features that should be protected.

PLACES 4 PEOPLE PLANNING CONSULTANCY P4P

Planning Consultant
Ian Poole, Places4People Planning Consultancy

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1. INTRODUCTION

1.1 The Localism Act 2011 introduced new rights and powers to allow local communities to prepare a Neighbourhood Development Plan, which can establish local planning policies for the development and use of land in the neighbourhood. This document is a Neighbourhood Development Plan (the Plan) as defined in the Act and has been prepared by a Steering Group established by the Parish Council which is the "qualifying body" as defined by the Localism Act 2011.

1.2 The Plan focuses on local planning related matters and provides the village with greater opportunities than ever before to influence change and development within our area, based upon a fair and democratic consultation process supported by Babergh District Council and the Parish Council.

1.3 The local community wishes to preserve the character and services of the village as much as possible. It has a charming and unique character but is vulnerable to external change and, hence, needs to be protected and preserved. There is a recognition that outside pressures will have a growing impact upon the village, and we will need to be prepared to respond. These have already materialised in the form of a number of proposals for housing growth in the village and it is essential that any future growth has regard to the importance of ensuring that services and facilities have the capacity to cope with growth and that there is no adverse impact on our natural and historic environment.

1.4 The Plan is structured to provide information about the neighbourhood plan process; the village's distinct character, history and geography; and the Vision, Objectives and Plan. The Plan itself contains planning policies and community actions. The latter do not form part of the development plan but identify local initiatives to address issues and concerns raised during the community engagement undertaken in preparing the Plan. The community actions are identified differently from the planning policies to avoid confusion.

Why a Neighbourhood Plan for Elmsett?

1.5 Government policies require local planning authorities to identify and update annually a supply of specific deliverable sites sufficient to provide a minimum of five-years' worth of housing against their requirement set out in their adopted Plan. The Council's Joint Annual Monitoring Report published in June 2017 concluded that Babergh's housing supply at 1 April 2017 was less than the required five-years. This resulted in an increase in speculative housing proposals being submitted across the district, including in Elmsett. (see also paragraph 4.7).

1.6 At the Parish Council public meeting on 2 October 2017 the council formally agreed to start the process of making a Neighbourhood Plan for Elmsett. At its meeting on 6 November 2017, following a tendering exercise, the Parish Council appointed Places4People as its planning consultant to assist and steer its way through the legal framework. All of this work has been grant funded from the Government Neighbourhood Planning Grant initiative via Locality, for which the Parish Council is grateful.

1.7 The Localism Act 2011 provides the opportunity and tools for communities to shape how areas will change and grow through the preparation of their own Plans. These Neighbourhood Plans, when properly made will become part of the legal planning framework for the designated area.

1.8 A neighbourhood plan is a community-led planning framework for guiding the future development, regeneration and conservation of an area. It is about the use and development of land and contains a vision statement, aims, planning policies, proposals for improving the area or providing new facilities, or allocation of key sites for specific kinds of development.

1.9 Town and Parish councils are encouraged to produce their own Neighbourhood Plans enabling local people to have a say in how their neighbourhood grows and develops. In a designated neighbourhood area which contains all or part of the administrative area of a town or parish council, the town or parish council is responsible for neighbourhood planning.

1.10 Neighbourhood Plans cannot contradict the main government planning policies or the strategic policies in the Local Plan for the area. For example, they cannot propose less development than is planned for in the Local Plan.

1.11 The Neighbourhood Plan has been prepared by a Steering Group representing Elmsett Parish Council which, for the purposes of the Localism Act, is the "qualifying body". Preparation of the Plan has been supported by Places4People Planning Consultancy. The content of the Neighbourhood Plan has been led by the community and shaped by results of surveys and drop-in events to ensure that the Neighbourhood Plan reflects the aspirations of the community.

1.12 The Neighbourhood Plan represents the conclusion of that work and provides a Plan that conforms with the strategic planning policies of the current Babergh Local Plan, the requirements of the National Planning Policy Framework and, most importantly, reflects the aspirations of the local community.

Purpose and Scope of Plan

1.13 When work on the Neighbourhood Plan started, its purpose and scope was agreed. In summary, the Neighbourhood Plan was to be an approved, legally recognised, planning document that would describe how Elmsett should develop as a sustainable, mixed, thriving community of residents and businesses over the next 20 years. Any recommendations for development would be judged by the views and opinions expressed by the community, informed by analysis of the historical and current physical characteristics and demographic composition of the village.

1.14 The Plan would be confined to the Elmsett Parish boundary. It was agreed that it would concentrate mainly upon the needs and planning aspirations of all residents regarding housing development and It would identify:

- The demographic development of the village over the past 30 years and consider likely changes in the future.
- The likely requirements for the range of accommodation needed for a sustainable mixed community of businesses and homes
- Possible locations which may provide suitable sites for development and the planning restrictions necessary to protect the character of the village.
- It would also consider those valued environmental, material and social assets that should be protected.

1.15 The Plan would therefore focus on the provision of homes but would also consider the transport, employment, education, health and well-being requirements as needed.

1.16 The Plan has had regard to the originally agreed purpose and

scope but, while being in line with the current adopted Babergh Local Plan Core Strategy, provides a framework for the period to 2036.

How the Plan has been prepared

1.17 The Neighbourhood Plan Regulations require a neighbourhood plan to:

- Be appropriate, having regard to National Planning Policy.
- Contribute to achieving sustainable development.
- Be in general conformity with strategic policies in the development plan for the local area; and
- Be compatible with EU obligations and Human Rights requirements.

1.18 The Neighbourhood Plan has been prepared in accordance with the requirements of the Government's Neighbourhood Planning Regulations and, in particular, has involved considerable local community engagement to gather evidence for the content of the Plan.

1.19 Following individual leafletting of the village residents and an article in the village newsletter, all residents were invited to a drop-in session at the village hall held on 1 and 2 December 2017. The sessions were very well supported with over 120 visitors attending and at that meeting names were taken of those interested in sitting on the Steering Group.

VILLAGE HALL EVENT

1.20 A comprehensive Household Survey was distributed to all households in April 2018, the content of which was informed by comments received at the drop-in events. The results of the survey are reported later in this Plan.

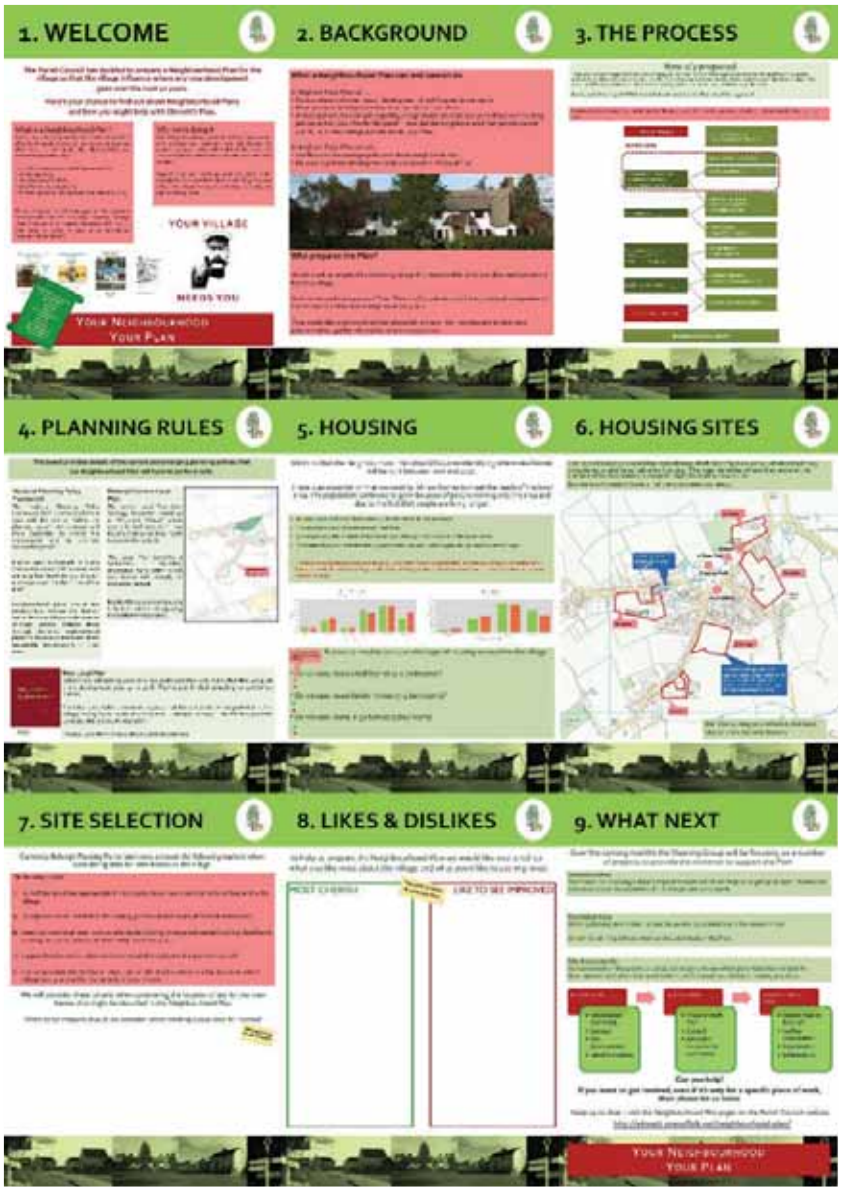
1.21 In October 2018 the draft Plan was subject to a six weeks "Pre-Submission" consultation when residents, landowners, statutory bodies and other organisations were asked for comments. The Plan was amended following consideration of comments and submitted to Babergh District Council in January 2019. The District Council consulted on the Plan in February and March 2019 after which it was submitted for independent examination. The Examiner's Report was received in August 2019 and required some amendments to the Plan in order that it would meet the Basic Conditions.

2. THE PLAN AREA

2.1 On 27 October 2017, in accordance with the Neighbourhood Planning Regulations, Babergh District Council formally designated the whole parish as a Neighbourhood Plan Area. Details of the application, publication and designation can be viewed on the District Council's website under Neighbourhood Planning in Elmsett.

2.2 There are no other designated Neighbourhood Plan areas within this boundary and the Parish Council is the "qualifying body" responsible for the preparation of the Neighbourhood Plan for this area.

THE DESIGNATED AREA



The stages of preparation

2.3 A drop-in event to publicly launch the preparation of the Plan was held on the evening of Friday 1st December 2017 and the morning of Saturday 2nd December 2017 at the village hall. Every house in the village was leafletted and we welcomed over 120 residents through the doors over the two-day period.

2.4 A note of all those attending was taken, and residents viewed a series of information boards, prepared by Places4People, explaining the Plan process and why we were doing it. Attendees were also asked whether they would like to contribute to the process. The content of the Information Boards is illustrated on this page.

Household Survey

2.5 As a further part of the community engagement process an introductory letter and questionnaire was delivered during April and May 2018 to all residents of the age of 16 and over. The completed questionnaires were collected two weeks after they were delivered. As an alternative, residents were able to access the questionnaire online using an access code from the introductory letter. In all we achieved a 65% return rate.

2.6 The questionnaires were totally anonymous, other than a post code, and were analysed using google forms that provided the analytics to produce the results in a large spreadsheet and the ability to produce graphs and bar charts.

School Discussion

2.7 Members of the Steering Group were invited to visit the Primary School in July 2018 to talk about the Neighbourhood Plan and ask children what they thought about their village and whether they would like to have further facilities. The ensuing discussion produced the following:

Things children liked about living in Elmsett:

- Lots of space
- Lots of nature and fields
- Everything close and easy to get to
- Good shop
- Quiet roads
- Quiet to relax in gardens
- Being able to walk to school
- Trees for wildlife

Some of the negative things:

- Only one shop
- Speed of cars
- Tall grass in front of ditches
- Dogs poo everywhere
- Lots of potholes
- Roadworks diversion
- Not enough buses
- Blind corners
- Harvest spiders
- Number of houses being built
- Not enough bins

Children's Wishlist:

- Zebra Crossing near Methodist Church or shop
- Lolipop person
- Upgrade play equipment at Mill Lane
- More football pitches
- Buses to Hadleigh / Ipswich at weekends
- Tennis court
- Better village hall
- Skate park

3. ELMSETT IN HISTORICAL CONTEXT

Mentioned in a will dated about the year 975 Ylmesaetun:
"The settlement by the elm trees"

3.1 Elmsett: Different spelling, same place. Still a settlement and classified in today's planning policy documents as a Hinterland Village. The 975 will made by Lady Aethelflaed leaves the estate of Elmsett together with seven other estates to her sister Aelflaed, who in 1002 left it to "my Lord the King", who was Ethelred the Unready. Later it came into the ownership of King Harold II and was confiscated, with the rest of the Country, after the Battle of Hastings by the victor, Duke William of Normandy. William handed Elmsett for safe keeping to one of his financiers, Roger D'Auberville, who appears to have spent most of his time thereafter in London and France rather than his estates.

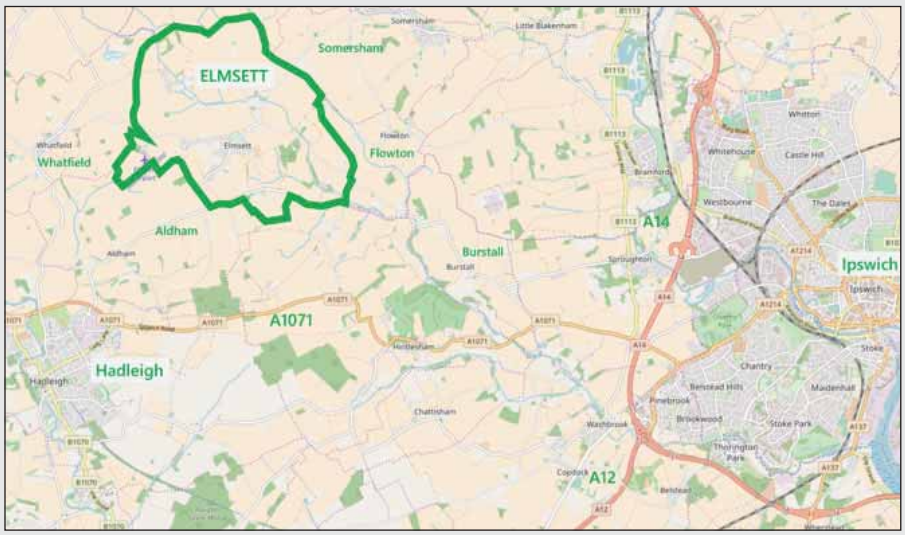
3.2 Until the end of World War 2, Elmsett was an entirely agricultural community. Although farm mechanisation made a momentous change to all such villages from the late 1770's onward, it is noted that the register of births from 1883 to 1945 records still show the fathers' occupation as 96% agricultural in nature. By 1950 there is a considerable change, reflecting the fact that mechanised farms needed fewer workers and improved means of travel made access to work outside the community easier. Elmsett then became a different village. More people were attracted to settle in this rural place and this led to a surge in house building with its attendant surge in population. In the 1801 census there were 324 inhabitants. In 1961 there were 363 by 1971 there were 530 and today there are approximately 800.

3.3 Elmsett still retains many buildings with the Suffolk characteristic timber frames and thatched roofs. These are highly valued nowadays as the last examples of characterful construction. They have survived because they are built on a low brick foundation. Earlier timber frames without the supporting bricks rotted away and were lost. Some have been given a "modernised" outward appearance in Edwardian and Victorian times, but inside still preserve the original timbers. There are also some "tythe barns" in the area, although they are mostly now changed into dwellings. Timber frames can still be seen inside some buildings which on the outside look much later in date.

3.4 Elmsett had five or six windmills, their names preserved in modern house names. In the centre of the village opposite the Rose and Crown public house is the Rectory Meadow with a large playing area between the School and Village Hall at one end and the Old Rectory at the other. Farm land and Buckles Wood lie beyond. Surprisingly, this is not the original Village Green, which was a long triangular area extending for nearly half a mile from the Old Rectory on the north side of Whatfield Road. There is a record of a Royal Charter allowing a toy fair on the green dated in the 13th. century, and it would have been used as an animal pound and cattle market as well as more usual Village Green events. Most houses which are built on the old Green are modern, but one is listed and stands at what was probably the western end.

3.5 A sad note in the history of the village is that a bomb was dropped in 1941 by a German aircraft which was caught in the beam of a searchlight and it destroyed a row of eight cottages in The Street, ten residents were killed. Modern houses stand on the site now.

3.6 A strange Memorial Stone, ten feet or more in height, stands accusingly opposite the gate to Elmsett Parish Church. On it is carved "To commerate (sic.) the Tythe Seizure at Elmsett Hall of furniture, including a baby's bed & blankets, herd of dairy cow, eight corn and seed stacks valued at £1200 for a Tythe valued at £385." In 1932, at a time when the recession meant that farms were in serious financial difficulty, the Church continued to insist on it's "pound of flesh". The Memorial was erected by a very angry Charles Westren, the farmer. However, before the bailiffs could carry out the seizure, Elmsett Hall was barricaded and the Church Commissioners successfully turned away by a very large and angry crowd of Villagers and Farmers some of whom came in support from as far away as Cambridge. This unpopular law was changed in 1936 and finally abolished by Parliament in October 1977.



LOCATION OF ELMSETT

3.7 Outside the immediate village area there are farm fields and woods. One wood is the remains of Elmsett Park wood which dates back to medieval time as a Royal hunting wood. Another, Lucy Wood was rooted up prior to 1950. After the end of the Second World War, between 1945 and 1969 there was an upsurge of new building, filling in the spaces between older properties. This resulted in a very "linear" style and gave the new properties large gardens both at the front and rear. The exceptions to this layout were the older Council houses, with smaller front gardens but still generously large back gardens. A similar arrangement was adopted for the Council properties in Garrards Road.

3.8 There were two further developments, larger but following the same style. In the mid-60's Newlands was built followed in the late 60's by Windings. In the mid 80's Sawyers was developed, this was a different style again with larger detached houses. Further development in the village included the re-development of the Mill Site and the provision of local needs housing at Hazelwood and Church View.

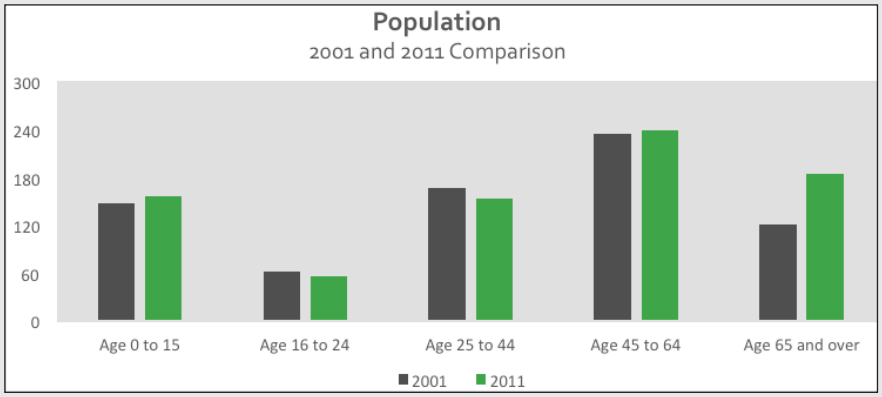
3.9 And so, to the present. The access roads into Elmsett follow the route of centuries - old farm tracks. Indeed, Flowton Road was gated until about 1945. Most houses throughout the village have good views of the surrounding farmland. The Village Shop, Village Hall, Pub and School are well supported and used. Beyond these, the only other main sources of local employment remain the farms and that provided on the Airfield site.

3.10 Most of the village is now connected to fast broadband which does enable home working. Services connections including gas are available for most houses and for businesses, Anglian Water are now replacing the old water main through the village from Aldham to Whatfield. Roads are not lit, other than Hazelwood and Church View. "No street lights" is a decision supported by the majority of residents and we therefore enjoy dark skies and clear views of the heavens.

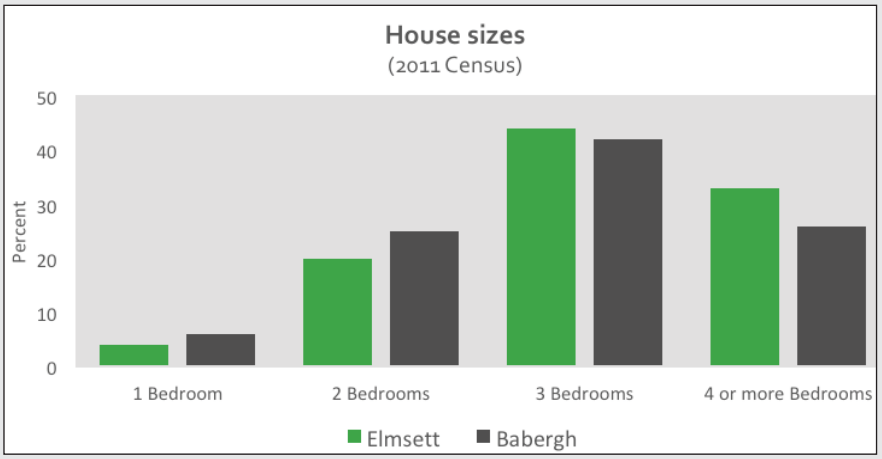
3.11 So, the village of Elmsett grew into a modern, quiet, neighbourly place to live.

Key Census data

3.12 The most recent estimated population of Elmsett is 772 (2016). The 2011 Census, which provides an accurate count rather than an estimate, returned a population of 788, a 7 ½% increase over the 2001 population. However, in 2011 23% of the population was aged 65 or over compared with 16% ten years earlier.



3.13 When compared with the whole of Babergh district, the village has a higher proportion of homes that have three or more bedrooms. This is not unusual for villages as the larger settlements such as Sudbury and Hadleigh will have a higher proportion smaller properties.



3.14 At the time of the 2011 Census, 74 people worked in Elmsett while 340 residents were in employment. Of these, 30% were in part-time jobs. The average distance travelled to work is 22 kilometres (13.6 miles), although 16.5% work mainly from home.

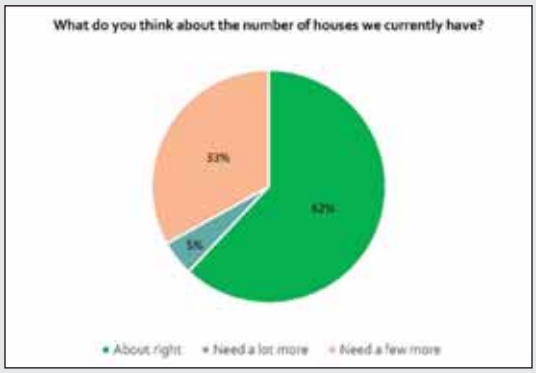
Household Survey

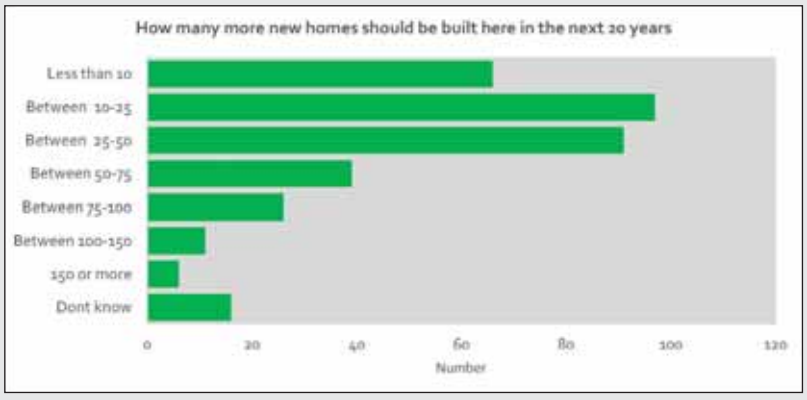
3.15 In line with National Planning Policy Framework (NPPF) guidelines, the Elmsett Neighbourhood Plan survey was conducted in order not to obstruct or disagree with our District Council and National Plans, but instead to 'take the pulse' of the village with regard to both what is cherished about our rural village life along with the negative issues, current or perceived. In short, to identify what we must seek to protect or correct, as we enter a period of change with the potential of new housing developments and population growth in the future.

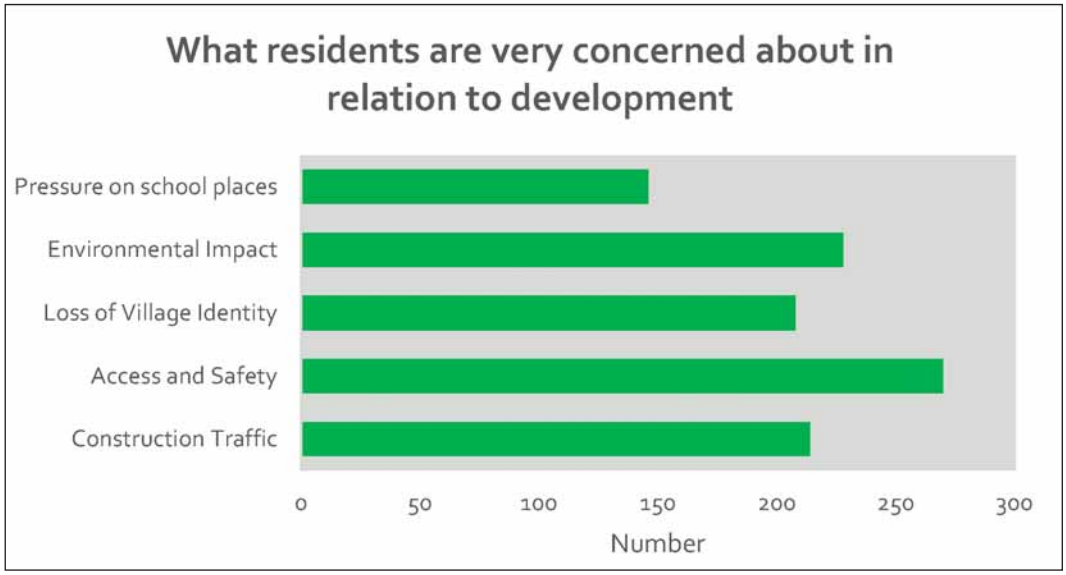
3.16 Whilst we made strenuous efforts to canvass the entire Parish for their opinion by offering both fully anonymised hand delivered paper and an online survey options to all persons aged over 16 years of age, some did, as expected, decline to complete the survey. However, we were pleased with the overall 65% return, amounting to 349 responses.

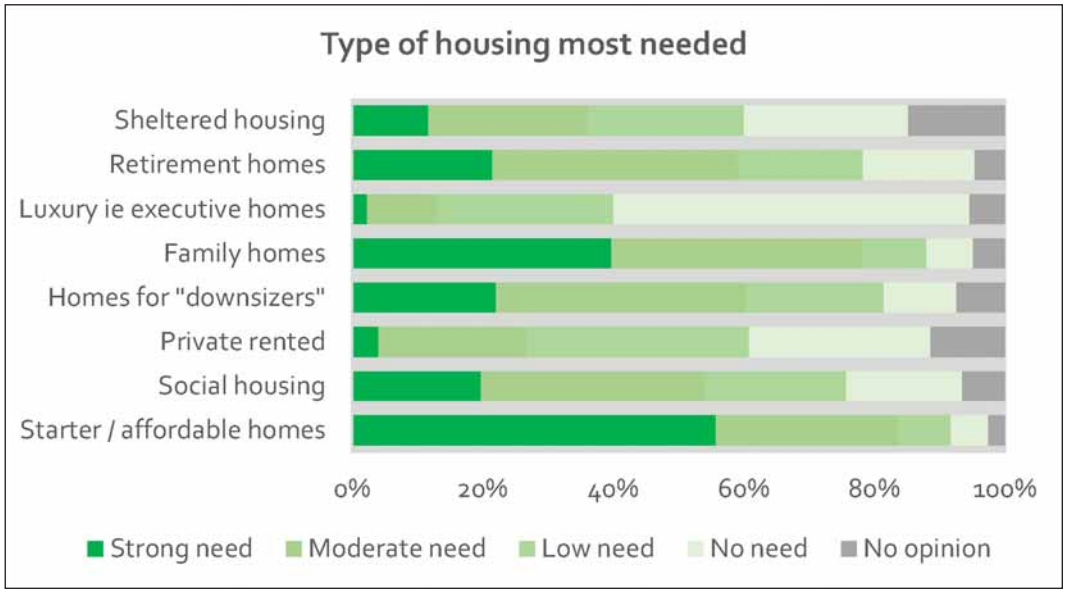
3.17 The launch of the survey on 21 April 2018 was subsequent to our initial drop-in events in December 2017. These drew a good attendance from which we formed our steering committee representative members from the community.

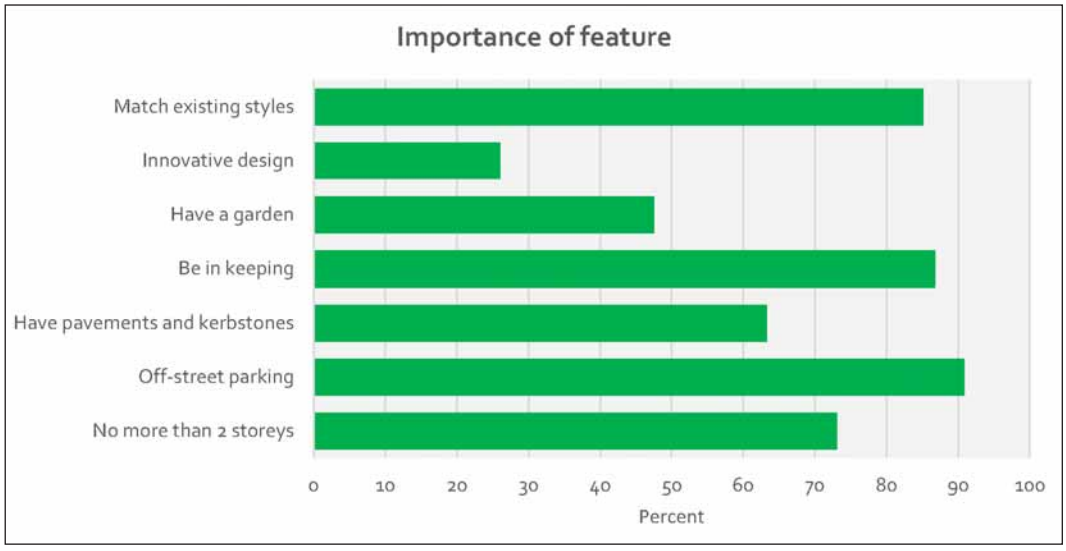
3.18 The survey was by necessity complex as we had to establish not only opinions regarding new developments but also strengths of feelings regarding the village and (community) infrastructure. The summary highlights follow and, as part of our consultation/dialogue, have all been reported back to the village in our print and online newsletter.

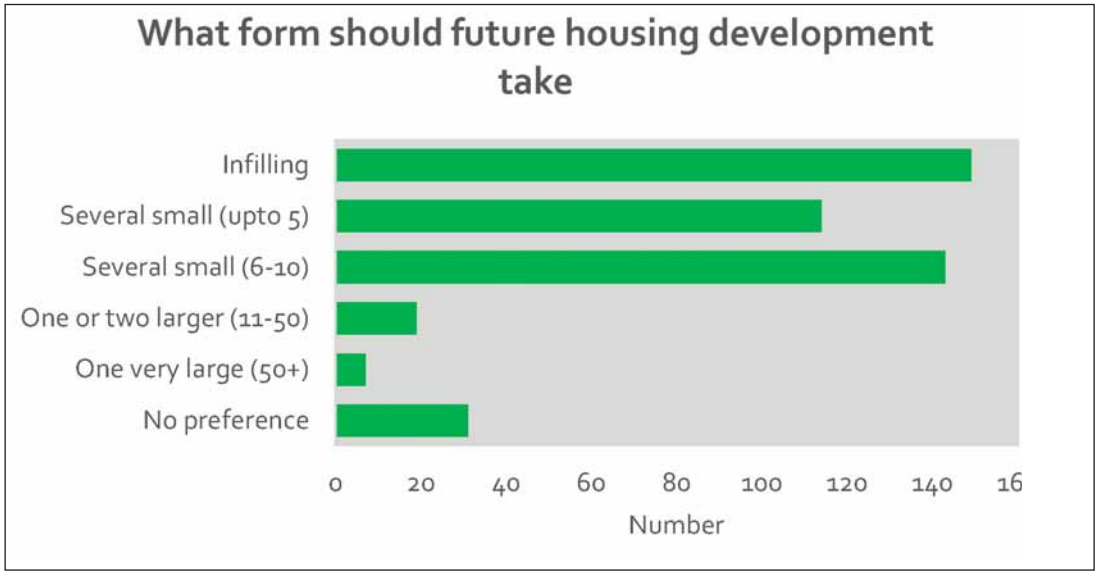


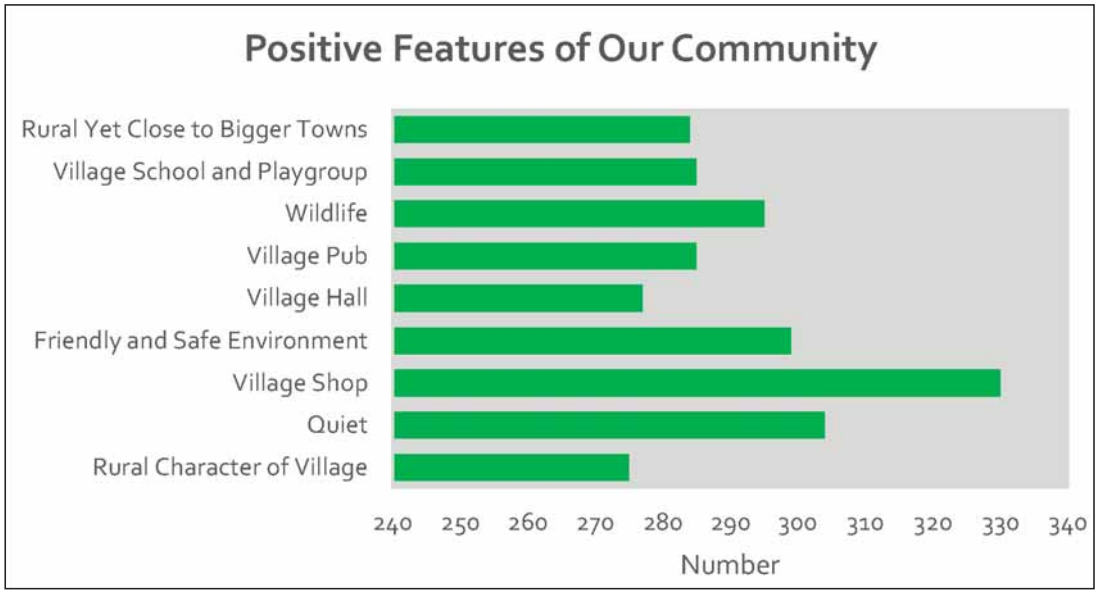


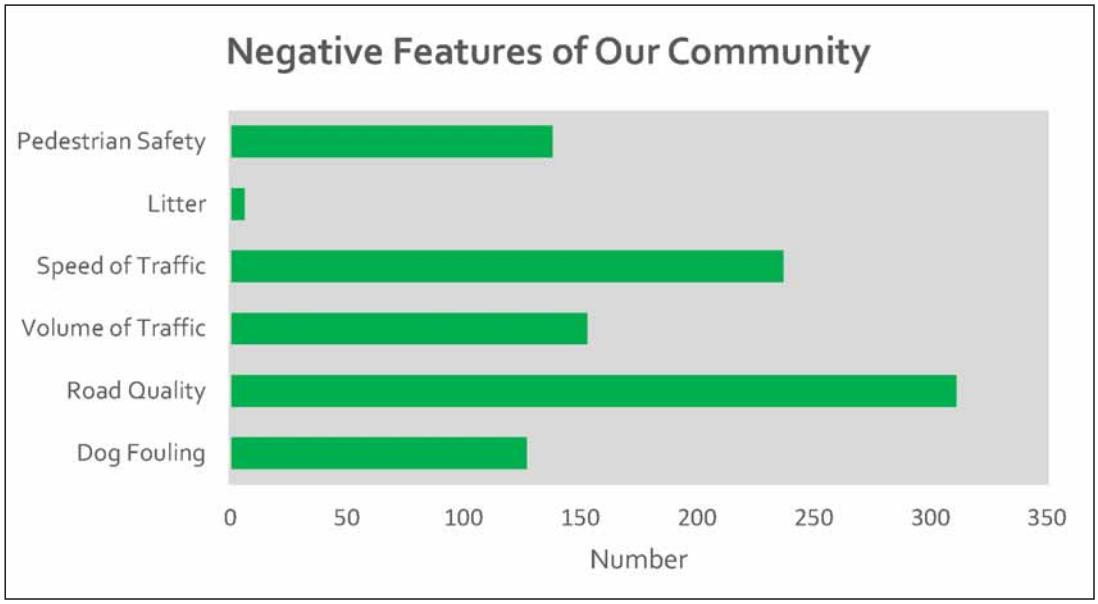

What residents are very concerned about in relation to development
Pressure on school places
Environmental Impact
Loss of Village Identity
Access and Safety
Construction Traffic
0
50
100
150
200
250
300
Number


Type of housing most needed
Sheltered housing
Retirement homes
Luxury ie executive homes
Family homes
Homes for "downsizers"
Private rented
Social housing
Starter / affordable homes
0%
20%
40%
60%
80%
100%
Strong need
Moderate need
Low need
No need
No opinion


Importance of feature
Match existing styles
Innovative design
Have a garden
Be in keeping
Have pavements and kerbstones
Off-street parking
No more than 2 storeys
0
10
20
30
40
50
60
70
80
90
100
Percent


What form should future housing development take
Infilling
Several small (upto 5)
Several small (6-10)
One or two larger (11-50)
One very large (50+)
No preference
0
20
40
60
80
100
120
140
16
Number


Positive Features of Our Community
Rural Yet Close to Bigger Towns
Village School and Playgroup
Wildlife
Village Pub
Village Hall
Friendly and Safe Environment
Village Shop
Quiet
Rural Character of Village
240
250
260
270
280
290
300
310
320
330
340
Number


Negative Features of Our Community
Pedestrian Safety
Litter
Speed of Traffic
Volume of Traffic
Road Quality
Dog Fouling
0
50
100
150
200
250
300
350
Number

1977
ELMSETT

Built and Natural Environment Designations

3.19 There are a number of designations across the Neighbourhood Plan Area that have to be taken account of in considering development proposals. These are identified in the following paragraphs.

The Historic Built Environment

3.20 Although there is no designated Conservation Area in Elmsett, there are currently 18 Listed Buildings across the parish. Appendix 1 provides a list of these properties. In addition to the listed buildings, the moated site at The Old Rectory is a Scheduled Monument. Its extent is illustrated on the map.

THE OLD RECTORY SCHEDULED MONUMENT AREA

The Natural Environment

3.21 Within the Plan Area there are a number of natural environment designations.

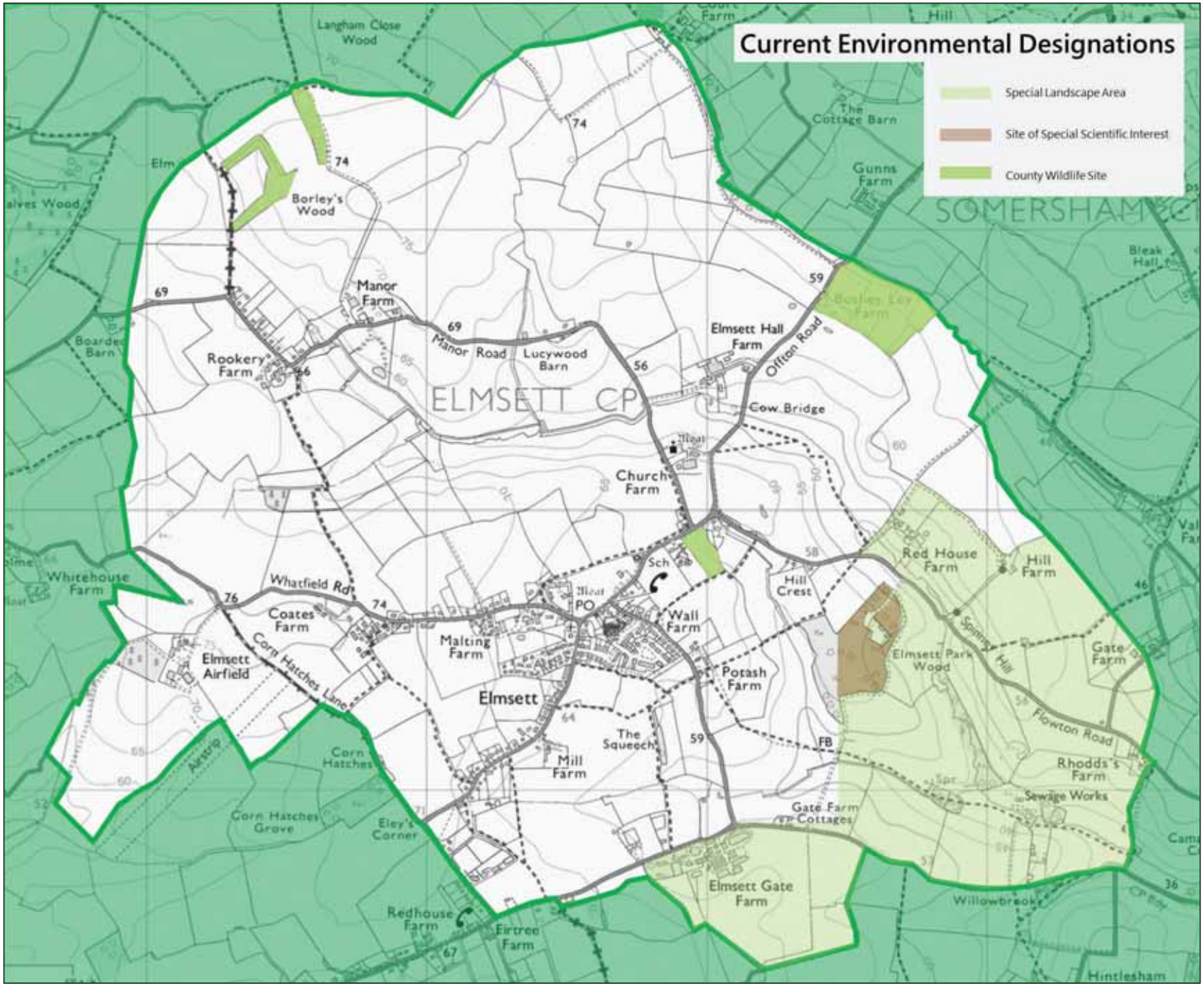
These include:
- A Site of Special Scientific Interest
- Three County Wildlife Sites
- A number of Tree Preservation Orders
- Ancient Woodlands

The preparation of the Neighbourhood Plan has taken into account these designations to ensure that the policies and proposals will not have a detrimental impact on them.

Current issues

3.22 In summary, following to the collection of background evidence and the outcomes of the information from residents, the main issues that inform the content of the Neighbourhood Plan can be summarised as:

- Loss of village identity
- Need to manage growth
- Minimising the impact of development on the roads
- Protecting the historic and natural environment
- Ensuring existing infrastructure and services and maintained and improved
- Maintaining the rural character of Elmsett
- Sustaining the strong community spirit


Current Environmental Designations
Special Landscape Area
Site of Special Scientific Interest
County Wildlife Site
ELMSETT CP
Elmsett
Elmsett Airfield
Elmsett Park Wood
Elmsett Gate Farm
Elmsett Hall Farm
Manor Farm
Rookery Farm
Lucywood Barn
Church Farm
Wall Farm
Malting Farm
Potash Farm
Mill Farm
Coates Farm
Whitehouse Farm
Red House Farm
Hill Farm
Hill Crest
Gate Farm
Rhodds's Farm
Sewage Works
Gate Farm Cottages
Redhouse Farm
Firtree Farm
Eley's Corner
Corn Hatches
Corn Hatches Grove
The Squeech
The Cottage Barn
Gunns Farm
Bleak Hall
Borley's Wood
Langham Close Wood
Cow Bridge
Offton Road
Manor Road
Whatfield Rd
Corn Hatches Lane
Spinning Hill
Flowton Road
Willowbrook
Hintlesham
SOMERSHAM

4. PLANNING POLICY CONTEXT

4.1 The regulations governing the preparation of Neighbourhood Plans require that they take account of the NPPF and be in general conformity with the strategic policies of the local development plan. In July 2018 the Government published a Revised NPPF that was to be used straight away for the purposes of making decisions on planning applications. However, for planning policy documents including Neighbourhood Plans, a "transition period" was introduced that would require all Neighbourhood Plans submitted to the local planning authority before 24 January 2019 to be examined against the 2012 NPPF. This Neighbourhood Plan was prepared within that context and submitted to Babergh District Council before 24 January 2019.

4.2 The 2012 NPPF requires that communities preparing Neighbourhood Plans should:

- Develop plans that support the strategic development needs set out in Local Plans, including policies for housing and economic development.
- Plan positively to support local development, shaping and directing development in their area that is outside the strategic elements of the Local Plan.

4.3 At a more local level, the Plan has been prepared in the context of the current status of the Babergh Local Plan, which comprises the Core Strategy and the "saved policies" of the 2006 Babergh Local Plan. Babergh District Council adopted a Core Strategy in February 2014. It provides the current strategic planning framework for Elmsett which this Neighbourhood Plan has had regard to. These documents are collectively referred to as "the local plan" in this document. In 2015 Babergh District Council announced their intention to produce a new Joint Local Plan (the emerging Local Plan) with Mid Suffolk District Council that would provide a planning framework for the management of growth across the two districts to 2036.

4.4 The adopted Core Strategy identifies a hierarchy of settlements ranked according to their size and the services they provide. It identifies Elmsett as a "hinterland village" within the "functional cluster" of Hadleigh, acknowledging that Hadleigh provides a range of services and facilities to meet many of the needs of Elmsett's residents. The Core Strategy recognises that there are several larger villages (core villages) that provide a range of services and facilities for a cluster of villages around them. In so far as Elmsett is concerned, the saved policies of the 2006 Local Plan and the policies in the Core Strategy are those by which planning applications will be judged until replaced by a new local plan.

4.5 In 2015 the District Council commenced the preparation of a new Joint Local Plan in conjunction with Mid Suffolk. In August 2017 a consultation document was published and in July 2019 the Preferred Options Draft Joint Local Plan was published for consultation. The Preferred Options document identified Elmsett as a Hinterland Village and made provision for a minimum 50 additional dwellings between April 2018 and 2036 (which includes outstanding planning permissions granted as at 1 April 2018).

4.6 At this time the Joint Local Plan is at a very early stage of preparation and, therefore, is not a matter that has been given weight in the preparation of this Neighbourhood Plan. The emerging Local Plan will not be adopted before the Neighbourhood Plan is "made" by the District Council. As such, the Neighbourhood Plan has been prepared to conform with the policies in the adopted Local Plan documents, while having regard to the status and content of the emerging Local Plan.

4.7 As previously noted in paragraph 1.5, when work commenced on the preparation of the Neighbourhood Plan, Babergh District Council did not have a five-

years supply of available housing land, as required by government policy. However, the 2017-18 Mid Suffolk and Babergh Annual Monitoring Report, published in July 2018, concluded that a five-years supply was available as at 1 April 2018.

4.8 Given the status of the Joint Local Plan and the fact that the Neighbourhood Plan will be completed before the Local Plan is adopted, the Core Strategy and saved policies of the 2006 Local Plan remain the district planning policies, along with the NPPF. Regard has been given to these in preparing this Plan while not seeking to contradict the emerging strategic policies of the Joint Local Plan.

5. THE PLAN

5.1 The Plan focuses on three themes, namely:

- Historic and Natural Environment
- Housing
- Infrastructure, Jobs and Facilities

5.2 These themes form the foundation for the content of the Plan and distinct chapters cover policies and aspirations for each theme. Within each chapter there is a reminder of the relevant objectives, a summary of what the evidence showed, with further discussion culminating in planning policies and, where appropriate, community actions and projects.

5.3 The planning policies form part of the statutory development plan which will be used for determining planning applications in the parish. In addition to the planning policies, community actions are included in the Plan. It must be emphasised at the outset that community actions do not form part of the "statutory" Neighbourhood Plan but are included for completeness to identify other areas of improvement and change that residents have identified during the preparation of the Plan. The planning policies appear in boxes numbered EMST1, EMST2 etc and distinctly different coloured boxes define the non-statutory community actions.

Sustainable Development

5.4 There is no legal requirement for a Neighbourhood Plan to be accompanied by a sustainability appraisal. However, those preparing the plan must demonstrate how it contributes to achieving sustainable development. The National Planning Policy Framework defines three dimensions of sustainable development (economic, social and environmental) and there is a need for the planning system, including Neighbourhood Plans, to perform the following roles:

- an economic role – contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure;

- a social role – supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible local services that reflect the community's needs and support its health, social and cultural well-being; and

- an environmental role – contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy.

5.5 In some limited circumstances, where a Neighbourhood Plan is likely to have significant environmental impacts, it may require a strategic environmental assessment. Draft Neighbourhood Plan proposals are therefore assessed to determine whether the plan is likely to have significant environmental impacts. Babergh District Council managed this process as part of their duty to support the preparation of Neighbourhood Plans. The outcome of this exercise was that the need for a SEA Scoping Report and the need for a HRA Scoping Report were both 'screened-out'. Copies of the relevant reports and Notices of Determination (January 2019) are available on the Babergh DC website.

6. VISION AND OBJECTIVES

6.1 The vision and objectives for the Neighbourhood Plan have been prepared taking into consideration the outcomes of the community engagement referred to earlier in this Plan as well as the evidence collected from published data, surveys and assessments. They also take account of the need to prepare a neighbourhood plan that conforms with the strategic policies of the local plan. The Vision sets out the over-arching approach to how the future development of Elmsett will be delivered through the Neighbourhood Plan. This is amplified through the definition of Objectives for the three topic areas that have guided the identification of both planning policies and community actions contained in the Plan. The planning policies in the Neighbourhood Plan do not repeat the policies in local plans or the NPPF but supplement them by adding local detail or addressing locally specific matters.

6.2 Elmsett is a small rural community with limited services and facilities reflected in its designation as a Hinterland Village in the Babergh Core Strategy. Our Vision for the village through to 2036 is one where the level of growth is commensurate with maintaining existing services and minimising the impact on the environment and the infrastructure.

VISION

In 2036 Elmsett will be a thriving rural village and will have balanced the provision of housing growth with the need to maintain existing village services and minimising the impact of growth on both the local environment and infrastructure.

Objectives

6.3 The Objectives of the Plan have been developed as a result of the information gathered during the preparation of the Plan. Each Objective has informed and guided the content of the Planning Policies and Community Actions that follow.

Objectives:

Housing Objectives

1. Housing growth is appropriate in scale to the role of the village.
2. New homes are designed to meet the long terms needs of local residents.
3. New development is of a high-quality design, eco-friendly and of a scale that reinforces local character.

Historic and Natural Environment Objectives

4. Conserve and enhance the heritage assets of the parish.
5. Protect and improve the features which contribute to historic character.
6. Maintain the village's rural setting.
7. Protect the important green spaces, woodland and countryside.
8. Protect important views and links to the wider countryside.

Infrastructure and Facilities

9. Improve and sustain high quality local facilities for existing and future residents.
10. Encourage opportunities for home working and local employment.

7. PLANNING STRATEGY

7.1 As noted above, the planning policy framework for Babergh is currently evolving from that which is set out in the Core Strategy (2014) to a new Joint Local Plan for Babergh and Mid Suffolk districts. The Neighbourhood Plan has been prepared ahead of the Joint Local Plan being adopted and the strategy for the village is based on the continuation of the Hinterland Village designation as designated in the current adopted Core Strategy.

7.2 Core Strategy Policy CS2 designates Elmsett as a Hinterland Village which will "accommodate some development to meet the needs within them" and where "All proposals will be assessed against Policy CS11."

7.3 Core Strategy Policy CS11 has three key strands to it that are relevant to setting the policy context to the Elmsett Neighbourhood Plan. In summary, it states that development proposals will be approved where:

i. proposals score positively when assessed against Policy CS15;
ii. a series of matters identified in the policy are addressed; and
iii. proposals are able to demonstrate a close functional relationship to the existing settlement sites.

7.4 The sites identified for development in this Neighbourhood Plan satisfy these criteria.

The Elmsett Planning Strategy

7.5 A central principle of this Plan is to support limited and sustainable growth in Elmsett that doesn't have an irreversible impact on the historic and natural environment of the area. Elmsett has been in receipt of modest growth over a number of years, in the form of small estates and infill plots. This approach is expected to continue throughout the life of this Plan.

7.6 The level of services and facilities in the village as well as the limited accessibility to higher order settlements means that only limited housing growth is appropriate in the village over the period of the Plan. It is, however, essential that the growth is focused on the existing built-up area of the village where there is a close relationship with accessibility of the existing services and facilities.

7.7 A Built-Up Area Boundary (BUAB) is defined for the main built-up area of the village in order to manage the location of future development and ensure that the location of new development is well related to existing services and facilities. The boundary is based on that contained in the 2006 Local Plan but has been reviewed to reflect recent changes and opportunities for new development that will arise during the Neighbourhood Plan period. In order to manage the potential impacts of growth, new development will be focused within the BUAB. In addition, a "hamlet" is also defined at Rookery Road where there is a definable cluster of at least 13 dwellings. Through the course of the lifetime of the Plan there may be opportunities for sensitively designed infill dwellings or replacement dwelling to be constructed within the defined Rookery Road "hamlet".

7.8 In accordance with Policy CS11 of the Babergh Core Strategy, there may be opportunities for limited growth adjoining but outside the BUAB. However, such an approach to development must respect the landscape quality and setting of the village and not result in further ribbon development along the roads leading from the village centre. Furthermore, it would not be sustainable to allow development that would increase the extent of the Rookery Road area and, as such, the policy approach of CS11 does not apply to the Rookery Road hamlet designation.

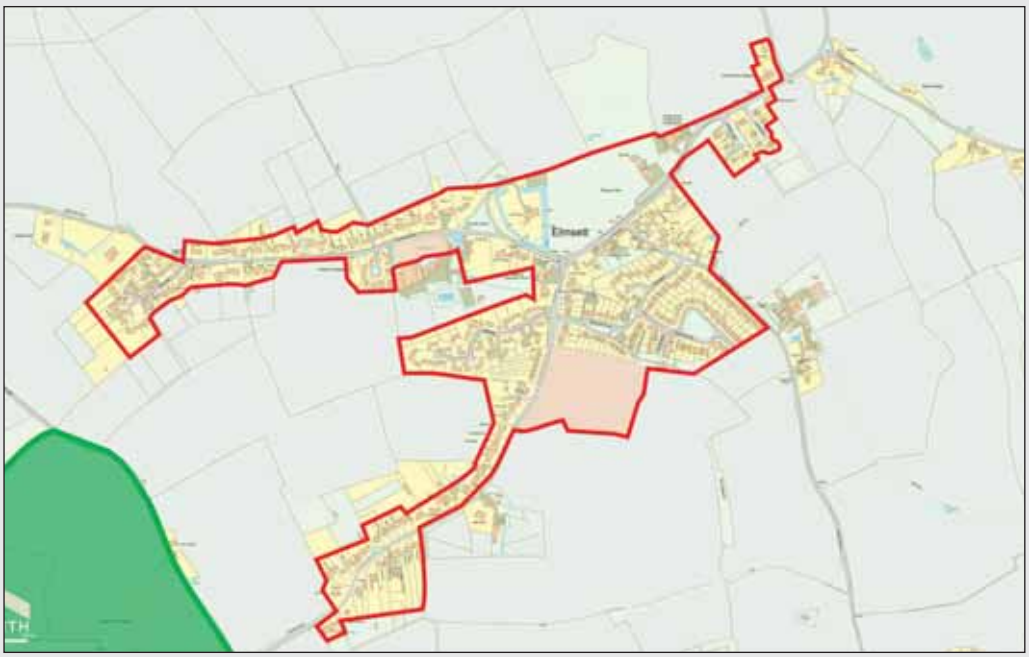
7.9 There may be situations where it is necessary for development to take place away from the BUAB, but proposals outside the BUAB will need to be supported by evidence to demonstrate why the proposal has to be located there. However, this approach does not restrict the conversion of agricultural buildings to new uses where proposals meet the government regulations and local planning policies for such conversions.

LOCATION OF ROOKERY ROAD HAMLET

Policy EMST1 – Spatial Strategy

The Neighbourhood Plan area will accommodate development commensurate with Elmsett's designation of a Hinterland Village in line with Core Strategy Policy CS11. The focus for new development will be within the defined Built-Up Area Boundary, as defined on the Proposals Map. Limited infill development may also be permitted within the boundary of the Rookery Road Hamlet Settlement Boundary identified on the Proposals Map.

Proposals for development located outside the Built-Up Area Boundary (BUAB) or Rookery Road Hamlet Settlement Boundary will only be permitted where it can be satisfactorily demonstrated that there is an identified local need for the proposal and that it cannot be satisfactorily located within the BUAB / Settlement Boundary.



BUILT-UP AREA BOUNDARY

8. HOUSING

Objectives:

1. Housing growth is appropriate in scale to the role of the village

2. New homes are designed to meet the long terms needs of local residents

3. New development is of a high-quality design, eco-friendly and of a scale that reinforces local character.

8.1 A key role of the Neighbourhood Plan is to identify the amount of new housing to be provided during the period covered by the Plan and to identify where it will be located. In September 2018 the government published revised National Planning Guidance that states that "the 'policies and allocations' in the plan should meet the identified housing requirement in full, whether it is derived from the standard methodology for local housing need, the housing figure in the area's strategic policies, an indicative figure provided by the local authority, or where it has exceptionally been determined by the neighbourhood planning body."

In other words, and without any further guidance being published at this time, there are four options for identifying the "housing requirement". The following paragraphs provide consideration of the available evidence to identify the current housing requirement for Elmsett.

8.2 At the time of preparing this Neighbourhood Plan, the housing figures in the strategic policies are those in the adopted Babergh Core Strategy (2014). A more up-to-date indicative figure has not been provided by Babergh District Council. The Joint Local Plan is at an early stage in its preparation and the numbers identified in August 2017 cannot be relied upon given that the consultation document was published prior to the government announcing the requirement to use a standard methodology for the calculation.

8.3 The Core Strategy allocated 1,050 new homes to Core and Hinterland villages in the period to 2031. All of these have either already been built or have planning permission at the time of preparing the Neighbourhood Plan. Therefore, the Core Strategy does not require additional allocations in this Neighbourhood Plan to meet its growth strategy to 2031. Furthermore, at 1 April 2018, Babergh District Council could demonstrate a five years supply of housing sites across the district and there was, therefore, no need to identify additional sites to overcome the short-term shortfall. However, given the changing circumstances in terms of the Local Plan and the extended period of the neighbourhood plan, it is appropriate to review the amount of growth that is predicted in Babergh over the Neighbourhood Plan period and the potential for Elmsett to contribute an appropriate amount of this growth.

8.4 In the absence of an up-to-date housing requirement at the district level and any indicative figure for Elmsett being provided by Babergh, the "standard methodology" referred to in the NPPF has been used to calculate a requirement. A base date of 1 April 2017 has been used for this Plan as that was the most recent land availability data available when work on the Neighbourhood Plan commenced.

The housing calculation for Babergh is shown below.

a)	Projected household growth 2017 – 2036	6,000
b)	Annual average growth	316 dwellings per annum
c)	Adjustment for market signals *	b x 1.34
d)	Adjusted annual requirement	423
e)	Total requirement 2017 – 2036	8,037

**Based on comparison of median house prices to median workplace earnings as illustrated above.*

8.5 By comparison, the August 2017 Joint Local Plan consultation document identified a total requirement, at 1 April 2017, of 7,260 additional homes to 2036. Therefore, based on the above calculation, the amount of housing required in Babergh has increased by just over ten percent.

The total requirement is reduced by taking into account existing planning permissions that had not been completed at the base date. At 1 April 2017 there were planning permissions for 2,320 new homes across Babergh and, therefore, this figure is deducted from the total leaving a net (rounded) requirement of 5,720 homes for which new sites are required.

8.6 The August 2017 Joint Local Plan consultation proposed a range of growth across Hinterland Villages of between 5% and 15% of the housing requirement. We have applied the net requirement calculated above to the August 2017 distribution options, based upon the proportion of the population in the village compared with the total of all proposed Hinterland Villages. This calculation suggests that the residual requirement for the Neighbourhood Plan as at 1 April 2017 was, as a minimum, between 15 and 46 homes in the period to 2036. The publication of the Preferred Options Draft Joint Local Plan in July 2019 came after the examination of the Neighbourhood Plan. It identified a minimum housing requirement for Elmsett of 50 homes between April 2018 and 2036.

8.7 At the time of preparing this Neighbourhood Plan, there were already new housing developments in the pipeline that would exceed the minimum level of growth proposed in the Joint Local Plan (July 2019). In addition, it is to be expected that in the period to 2036 there would continue to be development coming forward on sites that are in accordance with Policy EMST1. On the basis of the above calculations and having regard to the local circumstances, landscape character, local highway capacity, the historic environment and environmental constraints, the Neighbourhood Plan makes provision for the construction of around 60 new homes between 2017 and 2036. The new homes will be delivered through the following approach.

1. The construction of planning consents that had not been completed as at 1 April 2017.
2. The allocation, in this Neighbourhood Plan, of specific sites.
3. An allowance for "windfall" sites of less than 10 homes that will come forward during the neighbourhood plan period in the form of small infill plots within the BUAB or the conversion of existing buildings such as barn conversions.

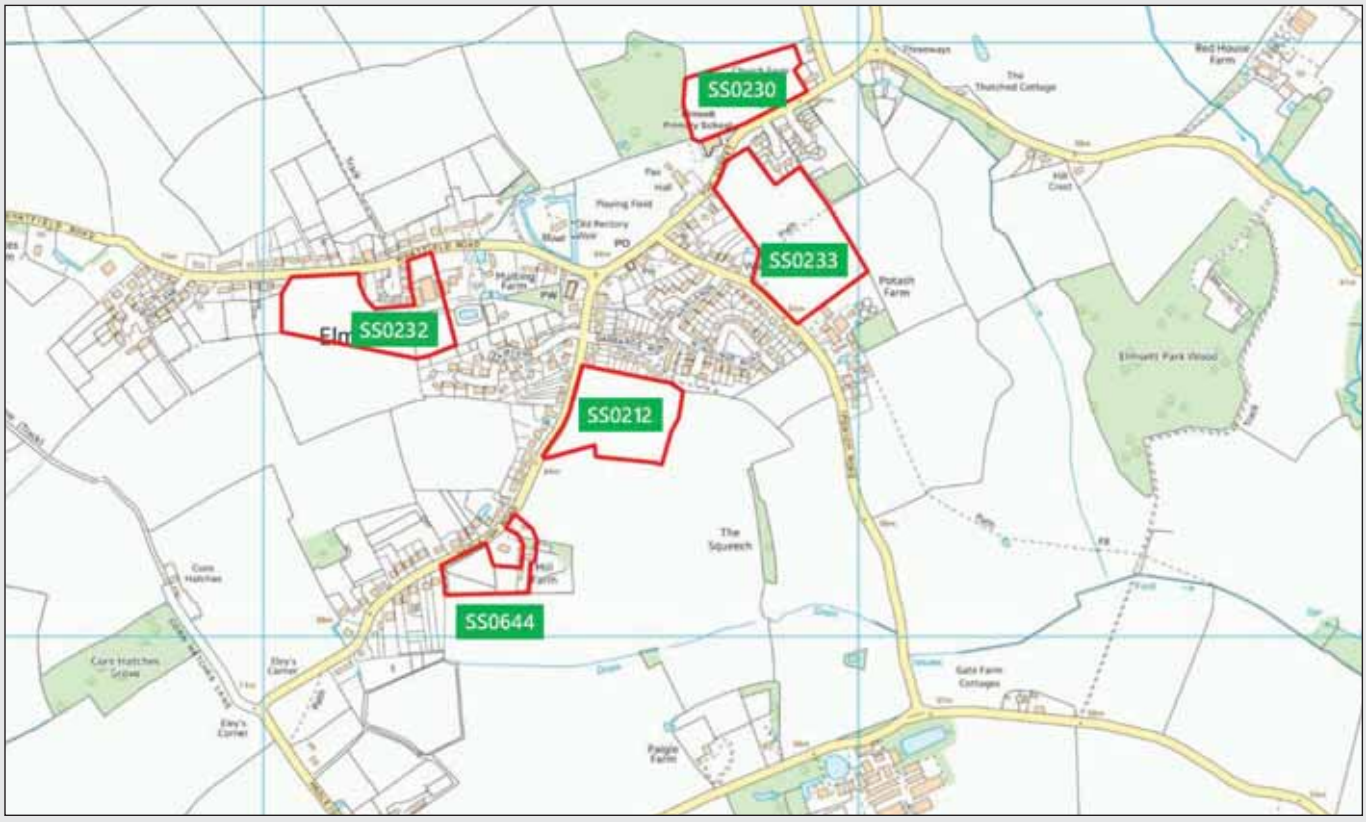
As such, and in accordance with the requirements of paragraph 97 of the National Planning Guidance, the Neighbourhood Plan will meet the identified housing requirement in full.

8.8 As at 1 April 2017 there were planning permissions for two new homes in the village that had not been completed. These were barn conversions at Church Farm, Manor Road which have since been completed. This leaves a residual requirement for around 58 new homes to be provided for in the Neighbourhood Plan. Later in 2017 planning permission was granted for seven new dwellings at The Maltings, Whatfield Road and work commenced on the construction of these in 2019. However, the permission counts as meeting part of the residual requirement, leaving this Plan to identify how sites will deliver the remaining requirement.

8.9 In 2018 the Steering Group applied to the Government Neighbourhood Plan Support programme for technical assistance in assessing sites for their suitability for housing development. AECOM consultants were appointed to undertake an independent and objective assessment of the sites that had been identified as potential candidates for housing in the Neighbourhood Plan. These included sites from the Neighbourhood Plan Call for Sites process and sites emerging from the Joint Local Plan supporting evidence, such as the 2017 Strategic Housing and Employment Land Availability Assessment (SHELAA). However, the AECOM Assessment did not consider sites that had already been rejected by Babergh's SHELAA.

8.10 Five sites were considered by AECOM for suitability for housing development, as identified in the table and map below.

Site Ref.	Site Address	Land Type
SS0212	Land east of Hadleigh Road	Greenfield
SS0230	Land to the north of The Street	Greenfield
SS0232	Land south of Whatfield Road	Greenfield
SS0233	Land north east of Ipswich Road	Greenfield
SS0644	Land south of Hadleigh Road	Greenfield



LOCATION of SITES ASSESSED FOR DEVELOPMENT

8.11 The Assessment concluded that:

- Site SS0212 is suitable for development.
- Site SS0230 is suitable for development.
- Site SS0232 has limited safe pedestrian routes to the village centre and any development would need sensitive design to reduce development impact on the adjacent listed building.
- Site SS0233 has restricted access and limited safe pedestrian routes to the village centre and would be more suitable if the developable area of the site was reduced so as part development of the western or northern aspect of the site is considered to avoid disproportionate development to the existing settlement.
- Site SS0644 lacks safe pedestrian routes from the centre of Elmsett and is located further away compared to the other sites under consideration.

The Assessment report is available to view as a separate evidence document.

8.12 Between 1 April 2018 and 1 July 2019 permission for a further 63 dwellings had been granted by Babergh District Council including 41 homes on Site SS0212 at Hadleigh Road and 18 homes south of Whatfield Road on part of Site SS0232. Together with the allowance for other forms of delivery identified in paragraph 8.7 above, it means that there is no need at this time to identify any further sites for housing development in the Neighbourhood Plan. A review of the Plan at a future date would enable this to be reassessed in the light of the calculated housing needs at the time and whether sites allocated in the Plan had come forward or whether there was, perhaps, no prospect of them being built. Policy EMST2 provides the generic policy for such an approach to delivering the housing requirement.

Policy EMST2 – Housing Development

This Plan provides for around 60 dwellings to be developed in the Neighbourhood Plan area between 2017 and 2036. This growth will be met through:

i the allocation of sites as identified in separate policies in the Plan and on the Proposals Map; and

ii small brownfield "windfall" sites and infill plots of one or two dwellings within the Built-Up Area Boundary that come forward during the plan period and are not identified in the Plan. and

iii infill plots of one or two dwellings within the Rookery Road Hamlet.

POLICY EMST3 - HADLEIGH ROAD SITE LOCATION

Land off Hadleigh Road

8.13 The site is located east of Hadleigh Road and south of Garrards Road and is identified as Site SS0212 in the AECOM Site Assessment report. It has an area of 2.5 hectares and was the subject of an outline planning application for 41 dwellings received by Babergh District Council in April 2017. A plan that accompanied the application set out the following schedule of dwelling sizes:

- 2 Bedroom semi-detached cottages: 10
- 3 Bedroom semi-detached cottages: 8
- 3 Bedroom bungalows: 6
- 3 Bedroom terraces: 9
- 4 Bedroom detached houses: 3
- 4/5 Bedroom detached houses: 5

Of these, 11 would be affordable for rent and five would be for shared ownership tenure.

The District Council approved the planning application in June 2018, after the base date for the Neighbourhood Plan. Accordingly, given that the site is in the early stages of development, it is allocated in the Neighbourhood Plan to provide certainty in the longer term should the development not proceed in the near future.

8.14 The site is located in a prominent position to the east of Hadleigh Road albeit that partial hedgerows and trees along its boundaries make an important contribution to the overall setting of the village within the plateau landscape. Three trees are present along the southern and eastern boundaries outside the site which are the subject of Tree Preservation Orders (TPO). A public footpath passes inside the site along the northern boundary from Hadleigh Road towards Ipswich Road and The Squeech woodland. There is also a footpath adjoining the southern boundary of the site. There is an existing rising main in Anglian Water's ownership within the boundary of the site and the site layout should be designed to take these into account. This existing infrastructure is protected by easements and should not be built over or located in private gardens where access for maintenance and repair could be restricted. The existing rising main should be located in highways or public open space. If this is not possible a formal application to divert Anglian Water's existing assets may be required.

8.15 The development of this site provides an opportunity to provide a mix of housing to meet both market and affordable housing needs in the village. However, it is important that a number of matters are addressed in order to make the development acceptable and reduce any impact on the environment and infrastructure. This includes:

- Protection of existing trees and hedgerows, including those covered by TPOs.
- Additional planting to reinforce the existing boundary trees and hedgerows.
- The creation of new wildlife habitats within the development.
- The provision of passing places on the narrow roads of Ipswich and Flowton Roads.
- Improvements to the highways frontage on Hadleigh Road.
- The provision of play areas and parking spaces in accordance with adopted standards

Policy EMST3 – Land at Hadleigh Road

A site of 2.5 hectares east of Hadleigh Road and as shown on the Policy EMST3 map is allocated for:

a) approximately 41 dwellings including 15 affordable dwellings.
b) public open space including an area of community woodland.
c) improvements of the existing footways on Hadleigh Road to provide an improved link to the village centre.
d) equipped play area.
e) enhancements to the public right of way running through the site.
f) enhanced tree and hedgerow planting.
g) new wildlife habitat areas.

The development is required to ensure that:

i) improvements are undertaken to the Hadleigh Road frontage to include road widening, resurfacing, kerbing, highway and land drainage, new frontage footway, new pedestrian footbridge over the ditch, street lighting that will limit light pollution and safety fencing as may be required.
ii) a series of passing bays are provided on Ipswich Road and Flowton Road, in accordance with the highway authority's requirements.
iii) suitable access for the maintenance of foul drainage infrastructure is safeguarded.

Affordable Housing

8.16 The latest published government figures identify that the median house prices in Babergh are 9.5 times the median gross annual earnings of residents. This is having a huge impact on the ability of people to buy housing, especially those on lower incomes. Affordable housing provides a potential accommodation solution for those that need to live in the villages but are unable to access open market price housing. The adopted Local Plan policy for affordable housing requires new developments on sites of over ten houses to provide up to 35% of the total as housing that meets the "affordable" definition (see Glossary). The allocation in Policy EMST3 will provide 15 affordable homes in accordance with the policy in the Core Strategy requiring the delivery of affordable housing on sites of ten or more homes. However, it is noted that the District Council's Choice Based Lettings system had 16 applicants registered in January 2017 with a local connection to Elmsett for affordable housing.

8.17 Granting planning permission on an exceptional basis for affordable housing on land next to but outside the defined Built-Up Area Boundary is one way to provide affordable housing which will continue to meet local needs. This approach has already delivered a number of homes for local people in Elmsett in the past. Where a "rural exception" site is proposed for development, it must be demonstrated that there is an identified local need in the village and that the site is suitable to meet that local need. In exceptional circumstances, it may be appropriate to permit an element of open market housing to facilitate the delivery of the affordable housing. This is in accordance with paragraph 54 of the 2012 NPPF, which states that local authorities should consider whether this approach would help provide additional affordable housing. The exceptional circumstances, where a small number of market homes will be permitted could include, for example, where there is insufficient government grant available and it is demonstrated, through financial appraisal, that the open market housing is essential to enable the delivery of the affordable housing. In these cases, the applicant would need to demonstrate, to the satisfaction of the District Council, that the inclusion of open market housing is the minimum necessary to enable the delivery of the affordable housing and is not being developed to generate uplift in land values for the landowner. This could be demonstrated through the provision of affordability/profitability modelling data. Where an element of open market housing is proposed as part of an affordable housing exception site, it should be sympathetic to the form and character of the settlement and in accordance with local needs. Local needs can vary, and it could be that smaller market homes are required to meet the needs of first time buyers or people wishing to downsize to a smaller home. This would need to be established at the time in consultation with the District Council's Housing Service.

Policy EMST4 – Affordable Housing on Rural Exception Sites

Proposals for the development of small-scale affordable housing schemes on rural exception sites outside the main village Built-Up Area Boundary, where housing would not normally be permitted by other policies, will be supported where there is a proven local need and provided that the housing:

i) remains affordable in perpetuity;
ii) is for people that are in housing need by virtue that they are unable to buy or rent properties in the villages at open-market prices;
iii) is offered, in the first instance, to people with a demonstrated local connection as identified in paragraph 4.4 of the Babergh Choice Based Lettings Scheme 2016. Where there is no local connection, a property should then be offered to those with a demonstrated need for affordable housing in neighbouring villages.

These restrictions should be delivered through a legal agreement attached to the planning consent for the housing. Applications for such development will be considered in relation to the appearance and character of the surrounding area, the potential impact on residential amenity and highway safety.

To be acceptable, proposals should demonstrate that a local need exists which cannot be met by applying normal planning policy for the provision of affordable homes in association with market housing. Any application for affordable housing in respect of this policy should be accompanied by a detailed needs assessment and the accommodation proposed should contribute to meeting this proven need.

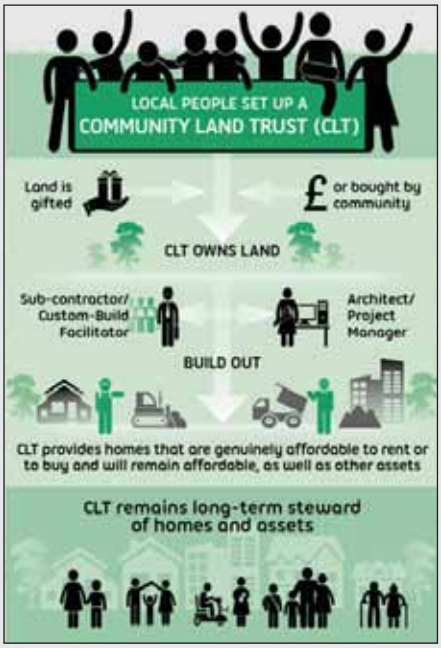
In exceptional circumstances, a small number of market homes will be permitted where demonstrated that these are financially essential to facilitate the delivery of affordable units.

This policy will not apply to the Rookery Road Settlement Boundary.

Community Action 1 - Community Land Trust for Elmsett

The Parish Council should explore the establishment of a Community Land Trust for Elmsett with a main aim of delivering, and securing for the long term, affordable housing that meets the needs of residents that need it.

8.18 One option for securing affordable housing that remains available for the local community for all time is through the establishment of a Community Land Trust (CLT). This is a form of community-led housing, set up and run by local people to develop and manage homes as well as other assets. CLTs act as long-term stewards of housing, ensuring that it remains genuinely affordable, based on what people actually earn in their area, not just for now but for every future occupier.



SOURCE: NATIONAL COMMUNITY LAND TRUST NETWORK

Housing Space Standards

8.19 In March 2015, the Government introduced a 'Nationally Described Space Standard' (or National Standard for short). This sets out more detailed minimum standards than the previous Design and Quality Standards (2007) that applied solely to affordable housing.

The current standard requires that:

a) the dwelling provides at least the gross internal floor area and built-in storage area set out in the table below;

b) a dwelling with two or more bedspaces has at least one double (or twin) bedroom;

c) in order to provide one bedspace, a single bedroom has a floor area of at least 7.5m2 and is at least 2.15m wide;

d) in order to provide two bedspaces, a double (or twin bedroom) has a floor area of at least 11.5m2;

e) one double (or twin bedroom) is at least 2.75m wide and every other double (or twin) bedroom is at least 2.55m wide;

f) any area with a headroom of less than 1.5m is not counted within the Gross Internal Area unless used solely for storage (if the area under the stairs is to be used for storage, assume a general floor area of 1m2 within the Gross Internal Area);

g) any other area that is used solely for storage and has a headroom of 900- 1500mm (such as under eaves) is counted at 50% of its floor area, and any area lower than 900mm is not counted at all;

h) a built-in wardrobe counts towards the Gross Internal Area and bedroom floor area requirements, but should not reduce the effective width of the room below the minimum widths set out above. The built-in area in excess of 0.72m2 in a double bedroom and 0.36m2 in a single bedroom counts towards the built-in storage requirement; and

i) the minimum floor to ceiling height is 2.3m for at least 75% of the Gross Internal Area.

A summary table is provided below.

Number of bedrooms (b)	Number of bed spaces (persons)	1 storey dwellings	2 storey dwellings	3 storey dwellings	Built-in storage
1b	1p	39 (37)[2]			1.0
	2p	50	58		1.5
2b	3p	61	70		2.0
	4p	70	79		
3b	4p	74	84	90	2.5
	5p	86	93	99	
	6p	95	102	108	
4b	5p	90	97	103	3.0
	6p	99	106	112	
	7p	108	115	121	
	8p	117	124	130	
5b	6p	103	110	116	3.5
	7p	112	119	125	
	8p	121	128	134	
6b	7p	116	123	129	4.0
	8p	125	132	138	

Policy EMST5– Housing Space Standards

All new dwellings shall achieve appropriate internal space through adherence to the latest Nationally Described Space Standards. Dwellings should also make adequate provision for the covered storage of wheelie bins and cycles and meet the current adopted car parking standards.
In addition, all new homes shall provide:
i) suitable ducting capable of accepting fibre to enable superfast broadband; and
ii) one electronic vehicle charging point per off-street parking space.

8.21 Given the SHMA evidence and the local statistics, it is important that new homes constructed in Elmsett are designed to address the need for smaller homes in accordance with Ipswich Housing Market Area requirements, both to enable small families to live independently and, if space standards are met, allowing shrinking households to downsize but remain in the village. This is especially important on larger developments where there are opportunities to make a significant difference to redressing imbalances.

Dwelling Sizes

8.20 The 2011 Census identified that Elmsett has a higher proportion of three and four bedroomed homes than Babergh as a whole. The Ipswich Housing Market Area, Strategic Housing Market Assessment (SMHA) document, updated in 2017, identifies the mix of dwellings required for all tenures across the area, as follows:

Policy EMST6 – Housing Mix

Housing development must contribute to meeting the existing and future needs of the Plan Area. In new housing developments of 10 or more homes, a minimum of 47% of the development should be one or two bedroomed dwellings unless it can be satisfactorily demonstrated that such provision and other site requirements would make the development unviable or where such provision is demonstrated to not be in accordance with the latest available housing information for the Plan area .

Estimated proportionate demand for all tenure new housing stock by bedroom numbers – Ipswich Housing Market Area

Bed Nos	% of total new stock
1	18%
2	29%
3	46%
4+	6%

9. HISTORIC AND NATURAL ENVIRONMENT

Objectives

4. Conserve and enhance the heritage assets of the parish
5. Protect and improve the features which contribute to historic character
6. Maintain the village's rural setting
7. Protect the important green spaces, woodland and countryside
8. Protect important views and links to the wider countryside

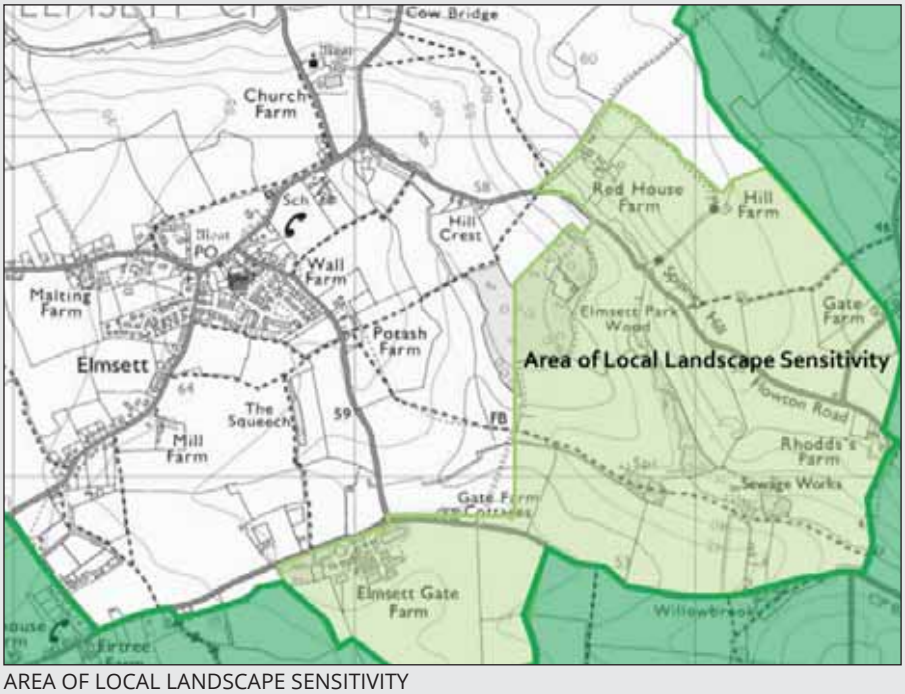
Policy EMST7 – Area of Local Landscape Sensitivity

Development proposals in the Area of Local Landscape Sensitivity, as identified on the Proposals Map, will be permitted only where they:

- protect or enhance the special landscape qualities of the area; and
- are designed and sited so as to harmonise with the landscape setting.

Elmsett's Landscape Setting

9.1 Land to the east and south-east of the village has, since the mid-1980's, been designated in the development plan as a Special Landscape Area (SLA). It comprises an area with tributaries to the River Gipping. Given the uncertainty about the prospect of the SLA being retained in the Joint Local Plan and the importance of this high-quality landscape in the Neighbourhood Plan area, a new local designation, the Area of Local Landscape Sensitivity (ALLS), is made in the Plan. The designated area reflects the boundary of the original SLA but has been refined to follow field boundaries rather than, as in the original SLA designation follow undefined boundaries. The ALLS designation does not, in itself, stop development taking place, but is does ensure that any development within the area should be designed to be in harmony with the special characteristics of the area.



AREA OF LOCAL LANDSCAPE SENSITIVITY

Local Green Spaces

9.2 There are a number of important open areas within the village that not only make important contributions to the character and setting of the built environment, but also play important roles in providing space for recreation.

9.3 Paragraph 76 of the 2012 NPPF states that "neighbourhood plans should be able to identify for special protection green areas of particular importance to them. By designating land as Local Green Space local communities will be able to rule out new development other than in very special circumstances." Paragraph 77 states that the designation should only be used:

- 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.

It is recognised that the designation of Local Green Spaces (LGS) should not be used simply to block development

9.4 Background work undertaken during the preparation of this Neighbourhood Plan has identified a number of sites that qualify for designation as Local Green Spaces. A separate Local Green Space Appraisal document is available that demonstrates how spaces meet the criteria in paragraph 77 of the 2012 NPPF and those that do are identified in Policy EMST8 below. The Local Green Spaces are illustrated on the Map below. The identification of these spaces means that development on these spaces is restricted to that which is essential to these sites, such as that required for utility service providers such as telecommunications equipment.

Policy EMST8 – Local Green Spaces

The following Local Green Spaces are designated in this Plan and identified on the Proposals Map.

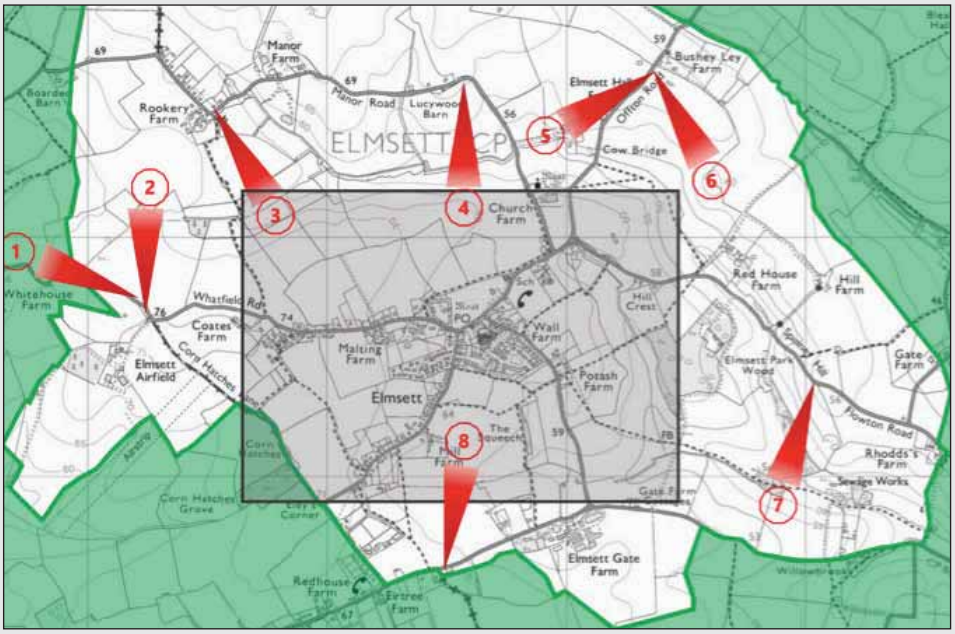
1. Buckles Wood
2. The Squeech
3. The Green
4. Green at Windings Road
5. Green at Church View
6. Community Open Space at Hazelwood
7. Green at Mill Lane

Development on these sites will only be permitted in very special circumstances. Permitted development rights, including the operational requirements of infrastructure providers, are not affected by this designation.

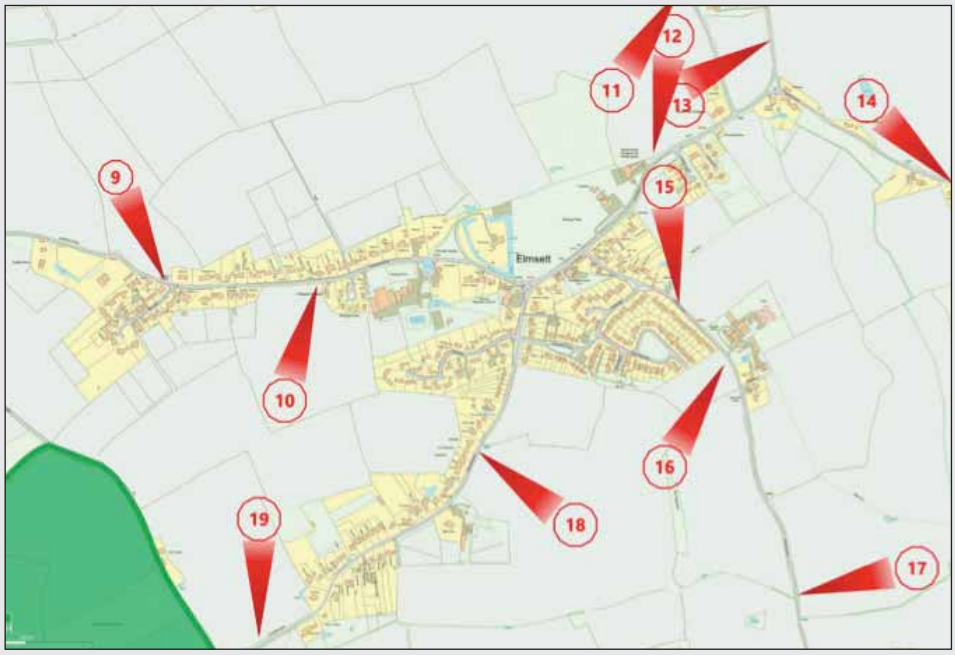
LOCAL GREEN SPACES

Important Views

9.5 Given the location of Elmsett on a relatively high plateau, views into and out of the village are of high importance to its character and sense of rurality. Development that does not have regard to its potential impact on these views could have a significant detrimental impact on the setting of the village. During the preparation of the Plan, an assessment of views from public areas was undertaken to determine which are most important in terms of the setting of the village in the landscape. The separate Elmsett Views Appraisal identifies the important views and, as a result, the most significant views that need to be protected are identified on the adjoining map as well as on the Proposals Map.



IMPORTANT VIEWS - PARISH



IMPORTANT VIEWS – VILLAGE CENTRE

9.10 Inconsiderate development could have a significant and unwanted detrimental impact on the landscape setting of the village and will not be supported. When proposals for development in the village are being prepared, it will be necessary to take account of the impact on views and demonstrate how the buildings can be satisfactorily accommodated within the landscape. Landscape Visual Impact Assessments (LVIA) are a recognised tool that specifically aims to ensure that all possible effects of change and development both on the landscape itself and on views and visual amenity, are considered in decision-making.

Policy EMST9 – Protection of Important Views and Landscape Character

Important views from public vantage points either within the built-up area or into or out of the surrounding countryside, are identified on the Proposals Map. Any proposed development should not detract from the key landscape features of these views. Proposals for new buildings outside the BUAB will be required to be accompanied by a Landscape Visual Impact Appraisal or other appropriate and proportionate evidence that demonstrates how the proposal:

i) can be accommodated in the countryside without having a detrimental impact, by reason of the buildings scale, materials and location, on the character and appearance of the countryside and its distinction from the Built-Up Area; and

ii) conserves and enhances the unique landscape and scenic beauty within the parish, having regard to the Suffolk Landscape Character Appraisal.

Heritage Assets

9.11 Although there is no designated Conservation Area in the village, there are a number of distinctive historic assets that, in combination, are essential to maintain and preserve to reflect the local character of Elmsett. In particular, the area around The Green on Whatfield Road is of significant local importance, containing a designated Ancient Monument, Listed Buildings, a designated village green and important trees, hedgerows and other natural features. The area is therefore designated as a Special Character Area within which development proposals will need to demonstrate how they preserve and enhance the special characteristics of the area.

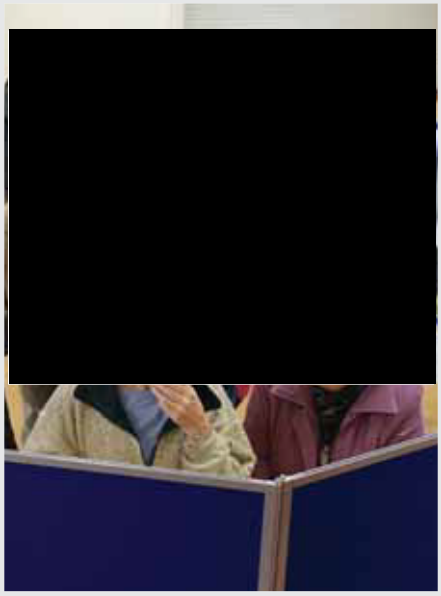
Policy EMST10 – Elmsett Special Character Area

A Special Character Area is identified on the Proposals Map. Within this area, as well as having regard to the need to preserve or enhance the significance of the heritage assets in or adjoining the area, consideration should be given as to how a proposal enhances the distinct characteristics of the identified area.

Where the harm caused as a result of the impact of a proposed scheme is not justified by the public benefits that would be provided, it will not be supported.

THE SPECIAL CHARACTER AREA

9.12 Across the Plan Area, there are a number of designated and non-designated heritage assets that should be preserved and enhanced for the enjoyment and benefit of residents. These designations include Listed Buildings, The Moat Scheduled Monument in the Special Character Area, and archaeological sites. The Suffolk Historic Environment Record provides an important starting point to identify potential assets and the Suffolk County Council Archaeological Service advises that there should be early consultation of the Historic Environment Record and assessment of the archaeological potential of the area at an appropriate stage in the design of new developments, in order that the requirements of the NPPF and Development Plan policies are met. SCC Archaeological Service can advise on the level of assessment and appropriate stages to be undertaken.



9.13 Within parts of the village centre, especially within the Special Character Area, overhead power and telephone wires have a detrimental impact on the quality of the area. It is possible to get these placed underground, especially with the use of today's transmission methods and their removal, where possible would significantly improve the environment.

Policy EMST11 – Heritage Assets

To ensure the conservation and enhancement of Elmsett's heritage assets, proposals should:

a) preserve or enhance the significance of the heritage assets of the village;

b) demonstrate a clear understanding of the significance of the asset and of the wider context in which the heritage asset sits, alongside an assessment of the potential impact of the development on the heritage asset and its context; and

c) provide clear justification for any works that would lead to substantial harm to or total loss of a designated heritage asset yet be of wider substantial public benefit, through detailed analysis of the asset and the proposal.

A balanced judgment will be taken having regard to the scale of any harm or loss to a non-designated heritage asset in relation to its significance.

Community Action 2 - Overhead wires
Opportunities will be sought to lobby and persuade the electricity and telephone infrastructure providers to remove overhead wires in the built-up area of the village and place them underground.

Policy EMST12 – Development Design Considerations

Proposals for new development must reflect the local character of Elmsett and create and contribute to a high quality, safe and sustainable environment. Proposals should, as appropriate:

a) recognise and address the key features, characteristics, landscape/building character, local distinctiveness and special qualities of the area and/or building and, on sites located outside the Built-Up Area Boundary, submit, as part of the planning application, a landscape character appraisal to demonstrate this;

b) maintain or create Elmsett's sense of place and/or local character;

c) not involve the loss of gardens and important open, green or landscaped areas which make a positive contribution to the character and appearance of that part of the village;

d) incorporate sustainable design and construction measures and energy efficiency measures;

e) taking mitigation measures into account, not affect adversely:

i) any historic character, architectural or archaeological heritage assets of the site and its surroundings;

ii) important landscape characteristics including trees and ancient hedgerows and other prominent topographical features;

iii) sites, habitats, species and features of ecological interest;

iv) the amenities of adjacent areas by reason of noise, smell, vibration, overlooking, overshadowing, loss of light, other pollution (including light pollution), or volume or type of vehicular activity generated; and/or residential amenity;

f) not site sensitive development where its users would be significantly and adversely affected by noise, smell, vibration, or other forms of pollution from existing sources, unless adequate and appropriate mitigation can be implemented;

g) produce designs that respect the character, scale, height, density of the locality.

h) produce designs, in accordance with standards, that maintain or enhance the safety of the highway network ensuring that all vehicle parking is provided within the plot; and

i) not increase the risk of both fluvial and pluvial flooding, or the risk of flooding elsewhere.

Where appropriate, contributions from new housing developments will be required to provide mitigation measures identified in the Suffolk Coast Recreational disturbance Avoidance and Mitigation Strategy (RAMS) once it has been adopted. Prior to RAMS completion, contributions will be required, where appropriate, through project level HRAs or otherwise, to mitigate any recreational disturbance impacts at the Stour and Orwell Estuaries Special Protection Area (SPA) and Ramsar site, in compliance with the UK Habitats Regulations 2017.

Development Design Considerations

9.14 As previously identified, Elmsett has grown and evolved over many years and, as a consequence, the village's building characteristics, including designs and materials varies accordingly. The household survey raised a number of concerns about the design of new buildings and their impact on the village. As well as the potential impact of new development on views into or out of the village.

9.15 New development should respect the scale, layout and massing of existing development in the vicinity of the site. To reflect the traditional styles of housing in the village, new housing development should not be higher than two storeys and the inclusion of a mix of single storey, 1½ storey and two storey dwellings in developments is encouraged. In addition, where street furniture (bollards, benches, street nameplates etc) is required in development, their placement should not clutter the street scene but be in keeping with the rural nature of Elmsett.

9.16 The Plan Area falls within the 13km 'zone of influence' (ZOI) of European designated sites on the Orwell. New housing is likely to have a significant effect upon the interest features of the designated sites, through increased recreational pressure. Local authorities and Natural England are preparing a Recreational Avoidance and Mitigation Strategy (RAMS) to mitigate the recreational impacts. The strategy is due to be supported by a Supplementary Planning Document to cover cost implications and subsequent implementation. Where appropriate, contributions from residential development within the Plan Area will be required to make a financial contribution towards mitigation measures to avoid adverse in-combination recreational disturbance effects on European Sites. Natural England advise that, in the interim period before the Suffolk RAMS is completed, all residential development will need to deliver all measures identified (including strategic measures) through project level HRAs, or otherwise, to mitigate any recreational disturbance impacts in compliance with the Habitat Regulations and Habitats Directive.

10 INFRASTRUCTURE, JOBS AND FACILITIES

Objectives

9. Improve and sustain high quality local facilities for existing and future residents.

10. Encourage opportunities for home working and local employment.

10.1 Broadband and Mobile Communications are important to the sustainability of rural communities by enabling working from home and online shopping. Broadband speeds in the village centre are generally very good but this is not necessarily the case in locations away from the current fibre-optic broadband cabinets. It will be important to ensure that future broadband provision in the village keeps pace with improvements to technology. Mobile phone signals are surprisingly poor given the village's elevated position. The location of mobile phone masts can have a detrimental impact on the character of the countryside and this can cause a conundrum between trying to improve mobile phones signals and protecting the character of the village.

10.2 Paragraph 113 of the 2012 NPPF states:

"local plans.....should aim to keep the numbers of radio and telecommunications masts and the sites for such installations to a minimum consistent with the efficient operation of the network. Existing masts, buildings and other structures should be used, unless the need for a new site has been justified. Where new sites are required, equipment should be sympathetically designed and camouflaged where appropriate."

Policy EMST13 – Communications Technology

Proposals from mobile phone network operators to improve mobile coverage will be supported where:

i) the apparatus is designed and sited to minimise intrusion and visual impact

ii) the numbers of radio and telecommunications masts are kept to a minimum consistent with the efficient operation of the network; and

iii) proposals have been sited and designed to minimise the impacts on the rural character of Elmsett, having particular regard to the important views identified on the Proposals Map

Jobs

10.3 Hinterland villages such as Elmsett are not expected to make provision for a large number of jobs as these would be expected to be provided in higher order settlements such as Hadleigh, Needham Market or Ipswich. This is supported by the data from the 2011 Census that identifies that the majority of residents in employment travel between 10 and 20 kilometres to work. However, just under a third of residents work either at home or travel less than five kilometres to work, which demonstrates that there are local employment opportunities available.

10.4 Of particular local importance is the cluster of business units located at Poplar Hall adjoining Elmsett Airfield and at Gate Farm on Ipswich Road. A range of buildings at each location provide opportunities for a range of jobs and services. At Poplar Hall, these are partly, but not solely, associated with aircraft servicing and restoration. The protection and retention of these employment opportunities is supported and the loss of employment opportunities on the sites to other uses will be resisted unless particular circumstances prevail that justify such a loss.

Community Action 3 – Communications Technology
We will actively monitor, lobby and influence improvements to optimise communications technology infrastructure within the parish.

10.5 There may be opportunities for the intensification and expansion of employment opportunities on the identified sites, but any expansion must not result in unacceptable increases in traffic on the narrow roads that lead to the sites, either through a significant increase in the number of people working on the site or through lorry movements servicing the site.

Policy EMST14 –Employment Sites

The retention and intensification of employment uses at Poplar Hall and at Gate Farm, as identified on the Proposals Map, will be supported provided such proposals do not have a detrimental impact on the local landscape character or will generate unacceptable levels of vehicular traffic on local roads.

Proposals for non-employment uses that are expected to have an adverse effect on employment generation, will only be permitted where one or more of the following criteria has been met:

a) evidence can be provided that genuine attempts have been made to sell/let the site in its current use, and that no suitable and viable alternative employment uses can be found or are likely to be found in the foreseeable future;

b) the existing use has created over-riding environmental problems (e.g. noise, odours or traffic) and permitting an alternative use would be a substantial environmental benefit that would outweigh the loss of an employment site;

c) an alternative use or mix of uses would assist in regeneration and offer greater benefits to the community in meeting local business and employment needs;

d) it is for an employment related support facility such as employment training/education, workplace crèche or industrial estate café;

e) an alternative use or mix of uses would provide other sustainability benefits that would outweigh the loss of an employment site.

Village Services and Facilities

10.6 Elmsett benefits from a good range of premises and facilities that provide for some day-to-day needs of residents. These include the Village Hall, the Rose and Crown pub, the adjoining Post Office and shop, the Methodist Church Hall, and the Primary School. It is therefore vital that these services and facilities are protected and enhanced for the use of current and future residents. However, it is recognised that demands change over time and it would be unreasonable to require the retention of these facilities if there is no longer a proven need or demand for them. In such circumstances it might be appropriate for those uses to be lost where specific criteria can be met.

Roads and Transport

10.7 The village is served by a road network that is typical of a rural agricultural area, with access roads to the main destinations being narrow and, in some situations, being reliant on passing places and drivers giving way to allow others to get through. The situation is made worse when large vans and lorries try to access the village. The planning permission relating to Policy EMST3 requires a financial contribution for the creation of passing places in Ipswich Road and Flowton Road, but it is considered that this is unlikely to resolve all the issues due to the narrowness of roads in the wider area. Public transport is also very poor and there is no bus service to either Hadleigh or Ipswich that would enable people to travel to work by public transport.

Policy EMST15 – Community Facilities and Services

The provision and enhancement of community facilities and services that serve the needs of Elmsett will be permitted where they contribute to the quality of village life and improve the sustainability of the village.

Proposals that will result in the loss of existing valued facilities (or premises last used for such purposes), including:

- the Rose and Crown Pub;
- the Post Office;
- the Village Hall;
- the Methodist Church Hall;
- the Primary School

will only be permitted where:

a) it can be demonstrated that the current use is not economically viable nor likely to become viable. Where appropriate, supporting financial evidence should be provided including any efforts to advertise the premises for sale for a minimum of 12 months; and

b) it can be demonstrated that there is insufficient local demand for the use and that the building/site is not needed for any alternative social, community or leisure use; or

c) alternative facilities and services are available, or replacement provision is made, of at least equivalent standard, in a location that is accessible to the community it serves with good access by public transport or by cycling or walking.

10.8 A Village Hall on the Meadow was planned from about 1971. Eventually it was proposed that a pre-cast sectional building would be the best option with an estimated cost of £30,000. The Community Council, a volunteer organisation from the village, took on the project and after extensive fund-raising building work eventually started in 1977. The volunteer work did not stop after the building work had finished and many helped to fit out the Hall and decorate it. Robert Dougall opened the Hall for use on the 29th May 1979 and at that time the Community Council was disbanded and handed over the New Hall to the Village Hall Management Committee (VHMC).

10.9 The Hall has been in continuous use for almost 40 years now and is showing its age so the VHMC are consulting regular users of the hall along with interested people, as to its future. The question is whether there should be a new build or extensions to the hall to accommodate the uses envisaged. At the time of writing this Plan, the consultation is in full swing involving an external architect and no decisions can be reported. However, the VHMC are aware that they will need to justify whatever action they propose with a costed business case.

10.10 The village Playing Field provides an important resource capable of accommodating two football pitches and a cricket wicket as well as providing a separate children's play area adjoining the village hall. It is essential that these are maintained and improved as the village continues to grow over the coming years. In this respect, the Neighbourhood Plan seeks to protect the playing field from being lost unless equally good or better pitches are provided in an equally accessible location in the village.

Community Action 4 – Village Hall

The Village Hall Management Committee will seek to establish a Working Group to investigate opportunities for the improvement of the existing village hall or the possible construction of a new village hall for the village in full liaison with residents and the users of the existing facility.

Policy EMST16 – Open Space, Sport and Recreation Facilities

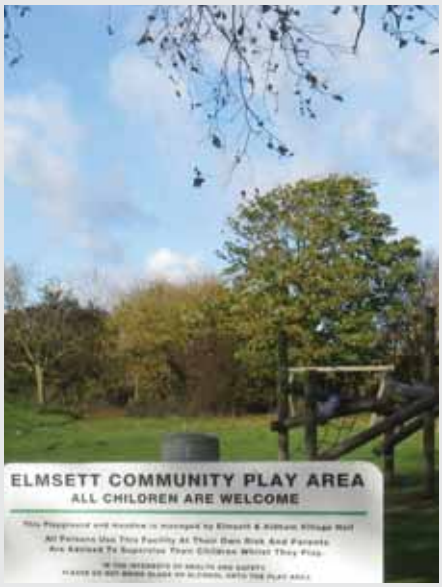
Proposals for the provision, enhancement and/or expansion of amenity, sport or recreation open space or facilities will be permitted subject to compliance with other Policies in the Development Plan. Development which will result in the loss of existing amenity, sport or recreation open space or facilities will not be allowed unless:

a) it can be demonstrated that the space or facility is surplus to requirement against the local planning authority's standards for the particular location, and the proposed loss will not result in a likely shortfall during the Plan period; or
b) replacement for the space or facilities lost is made available, of at least equivalent quantity and quality, and in a suitable location to meet the needs of users of the existing space or facility.

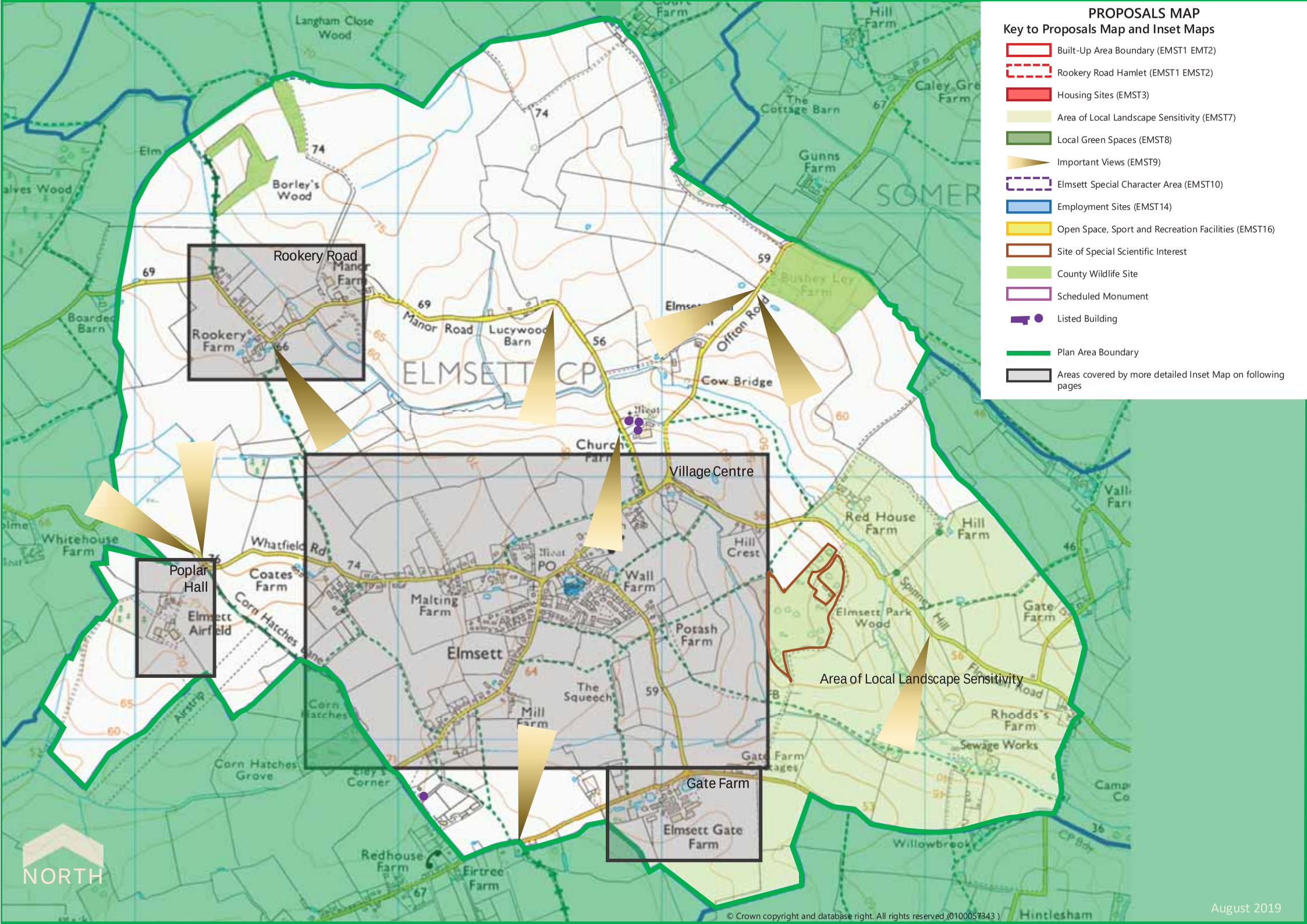
Any replacement provision should take account of the needs of the settlement where the development is taking place and the current standards of open space and sports facility provision adopted by the local planning authority.

Where necessary to the acceptability of the development, the local planning authority will require developers of new housing to provide open space including play areas, formal sport/recreation areas, amenity areas and where appropriate, indoor sports facilities or to provide land and a financial contribution towards the cost and maintenance of existing or new facilities, as appropriate. These facilities will be secured through the use of conditions and/or planning obligations.

Clubhouses, pavilions, car parking and ancillary facilities must be of a high standard of design. The location of such facilities must be well related and sensitive to the topography, character and uses of the surrounding area, particularly when located in or close to residential areas. Proposals which give rise to intrusive floodlighting will not be permitted.



PROPOSALS MAPS


PROPOSALS MAP
Key to Proposals Map and Inset Maps
Built-Up Area Boundary (EMST1 EMT2)
Rookery Road Hamlet (EMST1 EMST2)
Housing Sites (EMST3)
Area of Local Landscape Sensitivity (EMST7)
Local Green Spaces (EMST8)
Important Views (EMST9)
Elmsett Special Character Area (EMST10)
Employment Sites (EMST14)
Open Space, Sport and Recreation Facilities (EMST16)
Site of Special Scientific Interest
County Wildlife Site
Scheduled Monument
Listed Building
Plan Area Boundary
Areas covered by more detailed Inset Map on following pages
Rookery Road
Village Centre
Poplar Hall
Gate Farm
Area of Local Landscape Sensitivity
ELMSETT CP
Elmsett
Manor Road
Whatfield Rd
Corn Hatches Lane
Offton Road
Cow Bridge
Langham Close Wood
Borley's Wood
Boarded Barn
Rookery Farm
Manor Farm
Lucywood Barn
Church Farm
Whitehouse Farm
Coates Farm
Elmsett Airfield
Malting Farm
Wall Farm
Potash Farm
Mill Farm
The Squeech
Hill Crest
Red House Farm
Hill Farm
Elmsett Park Wood
Spinney Hill
Gate Farm
Rhodds's Farm
Sewage Works
Elmsett Gate Farm
Corn Hatches Grove
Redhouse Farm
Eirtree Farm
Willowbrook
Hintlesham
Bushey Ley Farm
Gunns Farm
The Cottage Barn
Caley Green Farm
NORTH
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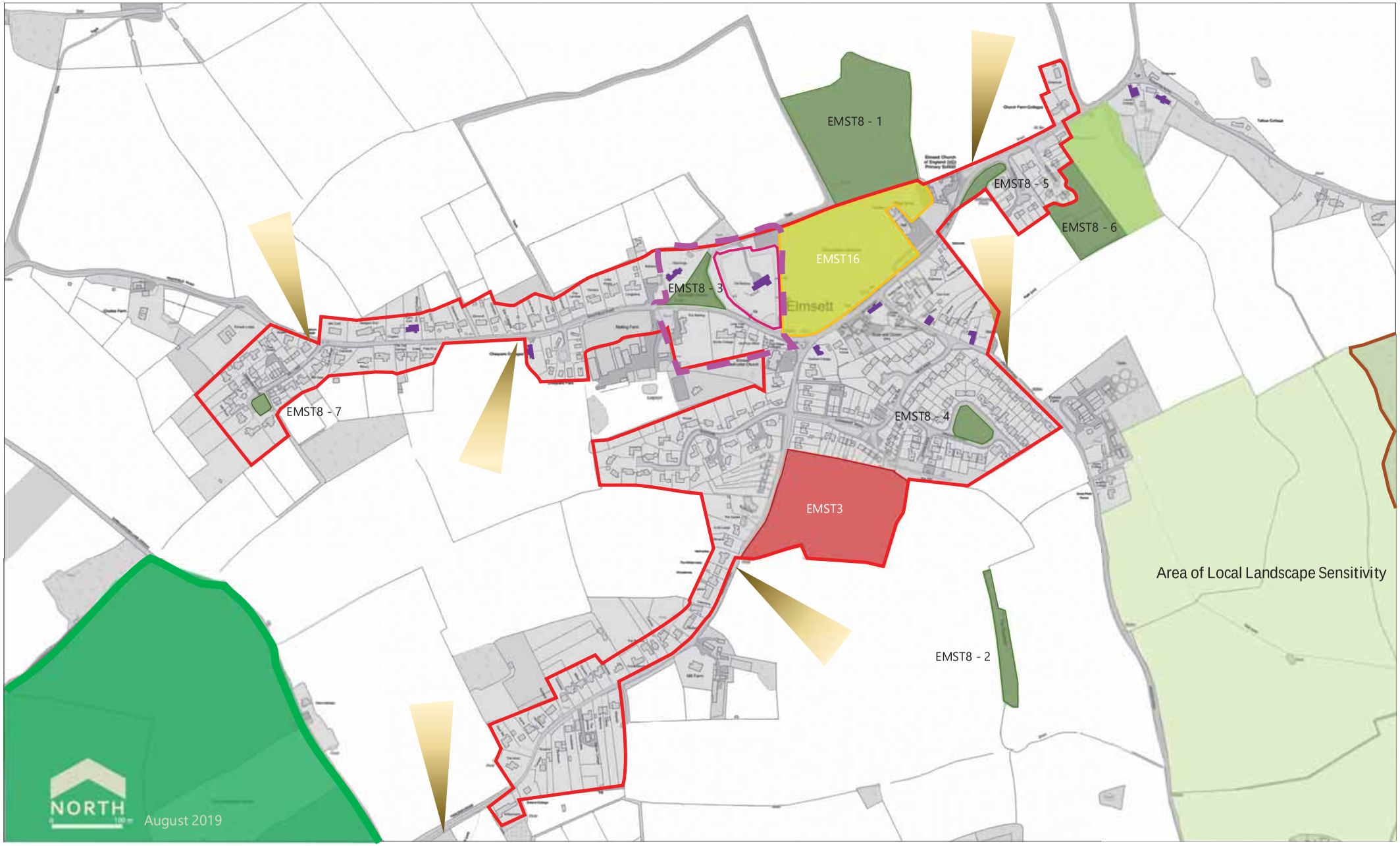
August 2019

Village Centre Inset Map



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GATE FARM EMPLOYMENT SITE

ROOKERY ROAD HAMLET

POPLAR HALL EMPLOYMENT SITE

GLOSSARY

Affordable housing: Social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market. Eligibility is determined with regard to local incomes and local house prices. The 2018 NPPF includes starter homes in the definition.

Archaeological interest: There will be archaeological interest in a heritage asset if it holds, or potentially may hold, evidence of past human activity worthy of expert investigation at some point. Heritage assets with archaeological interest are the primary source of evidence about the substance and evolution of places, and of the people and cultures that made them.

Best and most versatile agricultural land: Land in grades 1, 2 and 3a of the Agricultural Land Classification.
Biodiversity: Describes the range and variety of living organisms within an ecosystem. It can include all living organisms, plants, animals, fungi and bacteria and is often used to indicate the richness or number of species in an area. Such an area can be defined at different levels across the globe or be limited to a local area such as a parish.

Buildings of local interest: Locally important building valued for its contribution to the local scene or for local historical situations but not meriting listed status.

Conservation (for heritage policy): The process of maintaining and managing change to a heritage asset in a way that sustains and, where appropriate, enhances its significance.

Community Infrastructure Levy: A levy allowing local authorities to raise funds from owners or developers of land undertaking new building projects in their area.

Development Plan: This includes adopted Local Plans and Neighbourhood Plans as defined in section 38 of the Planning and Compulsory Purchase Act 2004.

Green infrastructure: A network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities.

Habitat: The natural home of an animal or plant often designated as an area of nature conservation interest.

Heritage asset: A term that includes designated heritage assets (e.g. listed buildings, world heritage sites, conservation areas, scheduled monuments, protected wreck sites, registered parks and gardens and battlefields) and non-designated assets identified by the local planning authority. Non-designated heritage assets include sites of archaeological interest, buildings, structures or features of local heritage interest listed by, or fulfilling criteria for listing by, the local planning authority.

Hinterland Village: Defined in the Babergh Core Strategy 2014 as villages that tend to be small, with very limited facilities and so are dependent on nearby larger villages or urban areas for many of their everyday needs.

Historic environment: All aspects of the environment resulting from the interaction between people and places through time, including all surviving physical remains of past human activity, whether visible, buried or submerged, and landscaped and planted or managed flora.

Infrastructure: The basic physical and organisational structures and facilities (e.g. buildings, roads and power supplies) necessary for development to take place.

International, national and locally designated sites of importance for biodiversity: All international sites (Special Areas of Conservation, Special Protection Areas, and Ramsar sites), national sites (Sites of Special Scientific Interest) and locally designated sites including Local Wildlife Sites.

Local planning authority: The public authority whose duty it is to carry out specific planning functions for a particular area which in this case is Babergh District Council.

Local Plan: The plan for the future development of the local area, drawn up by the local planning authority in consultation with the community.

Neighbourhood Plans: A plan prepared by a Parish Council or Neighbourhood Forum for a particular neighbourhood area (made under the Planning and Compulsory Purchase Act 2004).

Open space: All open space of public value, including not just land, but also areas of water (such as rivers, canals, lakes and reservoirs) which offer important opportunities for sport and recreation and can act as a visual amenity.

Renewable and low carbon energy: Includes energy for heating and cooling as well as generating electricity. Renewable energy covers those energy flows that occur naturally and repeatedly in the environment – from the wind, the fall of water, the movement of the oceans, from the sun and also from biomass and deep geothermal heat. Low carbon technologies are those that can help reduce emissions (compared to conventional use of fossil fuels).

Rural exception sites for affordable housing: Sites for affordable housing development in rural locations where market housing would not normally be acceptable because of planning policy constraints. Homes can be brought forward on these sites only if there is a proven unmet local need for affordable housing and a legal planning agreement is in place to ensure that the homes will always remain affordable, will be for people in housing need and prioritised for those with a strong local connection to the parish.

Setting of a heritage asset: The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral.

Significance (for heritage policy): The value of a heritage asset to this and future generations because of its heritage interest. That interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting.

Site of Special Scientific Interest: Sites designated by Natural England under the Wildlife and Countryside Act 1981.

Strategic Environmental Assessment: A procedure (set out in the Environmental Assessment of Plans and Programmes Regulations 2004) which requires the formal environmental assessment of certain plans and programmes which are likely to have significant effects on the environment.

Use Classes: The Town and Country Planning (Use Classes) Order 1987 (as amended) puts uses of land and buildings into various categories known as 'Use Classes'.

Wildlife corridor: A wildlife corridor is a link of wildlife habitat, generally native vegetation, which joints two or more larger areas of similar wildlife habitat, Corridors are critical for the maintenance of ecological processes including allowing for the movement of animals and the continuation of viable populations of plants and animals.

APPENDIX 1 – LISTED BUILDINGS As at August 2018

CHURCH FARM
- List Entry Number: 1037319
- Heritage Category: Listing
- Grade: II
- Location: CHURCH FARM, CHURCH ROAD, Elmsett, Babergh, Suffolk

TWIN GABLES
- List Entry Number: 1037277
- Heritage Category: Listing
- Grade: II
- Location: TWIN GABLES, IPSWICH ROAD, Elmsett, Babergh, Suffolk

BARN TO EAST OF LAUREL COTTAGE
- List Entry Number: 1351443
- Heritage Category: Listing
- Grade: II
- Location: BARN TO EAST OF LAUREL COTTAGE, FLOWTON ROAD, Elmsett, Babergh, Suffolk

WHEELWRIGHT COTTAGES
- List Entry Number: 1351463
- Heritage Category: Listing
- Grade: II
- Location: WHEELWRIGHT COTTAGES, THE STREET, Elmsett, Babergh, Suffolk

ELM FARMHOUSE
- List Entry Number: 1351464
- Heritage Category: Listing
- Grade: II
- Location: ELM FARMHOUSE, WHATFIELD ROAD, Elmsett, Babergh, Suffolk

YEW TREE COTTAGES
- List Entry Number: 1037278
- Heritage Category: Listing
- Grade: II
- Location: YEW TREE COTTAGES, THE STREET, Elmsett, Babergh, Suffolk

THE CHEQUERS
- List Entry Number: 1037280
- Heritage Category: Listing
- Grade: II
- Location: THE CHEQUERS, WHATFIELD ROAD, Elmsett, Babergh, Suffolk

ELEYS COTTAGE
- List Entry Number: 1037321
- Heritage Category: Listing
- Grade: II
- Location: ELEYS COTTAGE, HADLEIGH ROAD, Elmsett, Babergh, Suffolk

WALL FARMHOUSE
- List Entry Number: 1351462
- Heritage Category: Listing
- Grade: II
- Location: WALL FARMHOUSE, IPSWICH ROAD, Elmsett, Babergh, Suffolk

RECTORY
- List Entry Number: 1037279
- Heritage Category: Listing
- Grade: II
- Location: RECTORY, WHATFIELD ROAD, Elmsett, Babergh, Suffolk

POPLAR HALL FARMHOUSE
- List Entry Number: 1037281
- Heritage Category: Listing
- Grade: II
- Location: POPLAR HALL FARMHOUSE, WHATFIELD ROAD, Elmsett, Babergh, Suffolk

HILL FARMHOUSE
- List Entry Number: 1037320
- Heritage Category: Listing
- Grade: II
- Location: HILL FARMHOUSE, FLOWTON ROAD, Elmsett, Babergh, Suffolk

MANNINGS COTTAGE
- List Entry Number: 1351609
- Heritage Category: Listing
- Grade: II
- Location: MANNINGS COTTAGE, THE GREEN, Elmsett, Babergh, Suffolk

CHURCH OF ST PETER
- List Entry Number: 1194594
- Heritage Category: Listing
- Grade: I
- Location: CHURCH OF ST PETER, CHURCH ROAD, Elmsett, Babergh, Suffolk

LAUREL COTTAGE
- List Entry Number: 1194605
- Heritage Category: Listing
- Grade: II
- Location: LAUREL COTTAGE, FLOWTON ROAD, Elmsett, Babergh, Suffolk

REDHOUSE FARMHOUSE
- List Entry Number: 1194612
- Heritage Category: Listing
- Grade: II
- Location: REDHOUSE FARMHOUSE, FLOWTON ROAD, Elmsett, Babergh, Suffolk

ROOKERY FARMHOUSE
- List Entry Number: 1268459
- Heritage Category: Listing
- Grade: II
- Location: ROOKERY FARMHOUSE, MANOR ROAD, Elmsett, Babergh, Suffolk

Moated site at The Old Rectory, 150m north east of Malting Farm
- List Entry Number: 1019537
- Heritage Category: Scheduling
- Location: Elmsett, Babergh, Suffolk

ELMSETT

NEIGHBOURHOOD PLAN

2017-2036

MADE PLAN

DECEMBER 2019

NORWICH TO TILBURY

EN020027

Joint Local Impact Report

Appendix 12 (Hadleigh Neighbourhood Plan, 2025)

Suffolk County Council [redacted]

Babergh District Council [redacted]

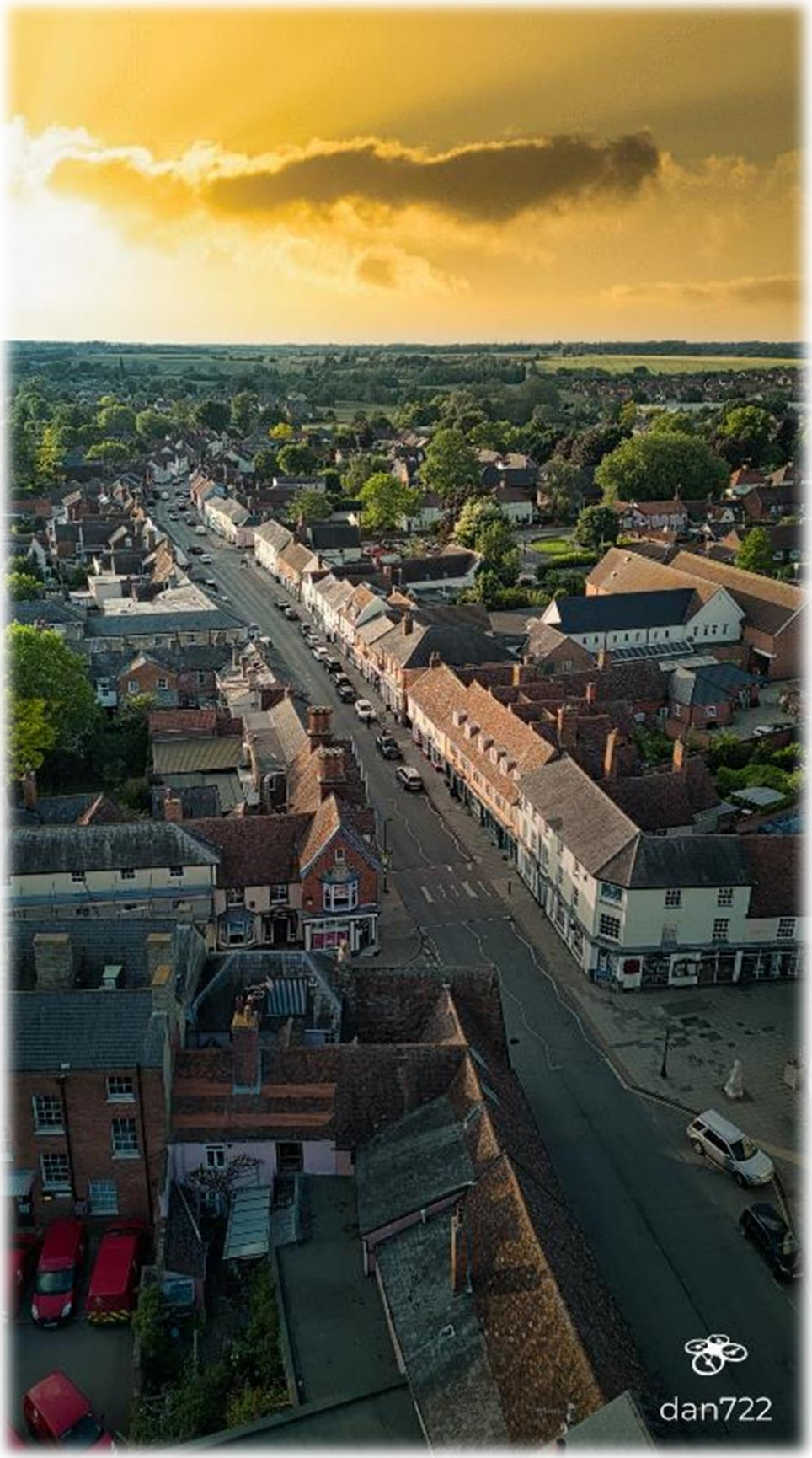
Mid Suffolk District Council [redacted]

HADLEIGH NEIGHBOURHOOD PLAN

Shaping Hadleigh's Future

Adopted February 2025

(Minor update - December 2025)



2023 to 2037

Hadleigh Town Council

navigus planning

Notice of minor modification to the Hadleigh Neighbourhood Plan

Babergh District Council (December 2025)

Readers are hereby notified that Babergh District Council have made the following minor modifications to the Hadleigh Neighbourhood Plan to now include 'Bacon Lane (Bridleway 11)', off Gallows Hill, Hadleigh, as a Non-designated Heritage Asset (NdHA).

The modifications are as follows:

- Amendment to paragraph 6.4 of the Plan so that it now refer to their being 96 NdHA's
- Updating Figure 6.1, Figure 6.2, and Figure 6.3 to ensure that all 96 NdHAs are shown
- An amendment to the first line of criterion A. of Policy HAD6 to refer to their being 96 NdHA's
- Updating the NdHA layer on the Policies Maps to also correlate with Figures 6.1 to 6.3
- Updating Appendix B by adding no. 96, 'Bacon Lane (Bridleway 11)' to named list of NdHA's

Reason for this decision

Following the 'making' (adoption) of the Hadleigh Neighbourhood Plan in February 2025, Babergh District Council was approached by a third party enquiring why Bacon Lane ~ which is described on the Hadleigh Society website as a sunken lane or Holloway that probably dates back to at least the late Medieval period ~ had not been identified as a Non-designated Heritage Asset.

It was established that Bacon Lane had previously been plotted as an NdHA in the published Regulation 14 Pre-submission draft version of the Plan, but had been omitted in error from the relevant appendix. It was also established that Hadleigh Town Council had made a commitment to correct this oversight when preparing their submission draft Plan. That was not done. The minor modifications now made simply implement those corrections

If you have any questions on this matter, please address those to the Planning Policy Team at Babergh and Mid Suffolk District Council

E: localplan@baberghmidsuffolk.gov.uk | Telephone: 0300 123 4000 (option 5, then option 4)

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SUPPORTING DOCUMENTS

Advertisement and Shopfront Design Codes (2022)

Anglian Water Drainage and Wastewater Management Plan 2025-2050

ANGSt

Babergh and Mid Suffolk Open Space Study May 2019

Climate Change Commission Assessment of the UK Net Zero Strategy (2021)

Conservation Area Appraisal, BDC (2008)

Hadleigh Market Survey Invest Board Report (2022)

Hadleigh NP Area Application (2015), Notice (2015) and Reponses (2015)

Hadleigh Character Assessment (2022)

Hadleigh CBL Choice Based Lettings (2023)

Hadleigh Cycle Map v0.995 (PDF X-4)

Hadleigh Design Guidance and Codes (2023)

Hadleigh-NDP-HRA-Screening-Report-LUC-Oct-23.pdf

Hadleigh-NDP-SEA-Screening-Report-LUC-Oct-23

Hadleigh NP SEA HRA Determination Feb24

Hadleigh Sporting Community (2021)

Hadleigh Transport Study Report (2023)

HEAT green corridor (2023)

IPCC 1.5 Chapter 5 (2018)

IPCC 1.5 Chapter 6 (2018)

Landscape & Biodiversity Assessment (2022)

Landscape & Views Assessment – (Comprises: 1. Main Report; 2. Hadleigh Site Selection; 3. Key Views; 4. Appendices Documents)

Local Cycling and Walking Infrastructure Methodology Report

Local Green Spaces Report (2023)

Local List Intro and Local List on Hadleigh Society's Website

Parking Strategy Report, BDC (2022) and Summary, BDC (2022)

Parking Study Report, BDC (2018)

Plotted destination restaurants, cinemas, theatres

The Wildlife of Hadleigh and District

Town Centre Healthcheck – Hadleigh Excerpt (2015)

Visitor Information Centre Annual Report (2021)

1 INTRODUCTION

Neighbourhood Planning

1.1 Neighbourhood Planning is a community right set out in The Localism Act 2011. Neighbourhood Plans give local parishes and communities the right to develop a vision for their area which has statutory weight and status unlike other local statements. This could be for the next 10, 15, 20 years in ways that meet identified local need and make sense for local people. They give communities much stronger control over the nature and location of developments in the area within reason and within conformity of the Local Plan policies.

1.2 Once approved and adopted, the Neighbourhood Plan becomes part of the development plan for that parish and is used to help determining planning application decisions where relevant.

1.3 Hadleigh is a community of around 9,000 people, with over 3,000 homes and in excess of 200 businesses. Together with the Babergh and Mid Suffolk Joint Local Plan, (the JLP), the policies in this Plan will provide the basis for the determination of planning applications by Babergh District Council (BDC), the Local Planning Authority.

1.4 Our Plan has been prepared with regard to the Government's National Planning Policy Framework (NPPF, December 2023), as well as guidance set out in the National Planning Practice Guidance. The policies in this Plan contribute towards the achievement of sustainable development, and they conform with the strategic policies in the Babergh and Mid Suffolk JLP Part 1. Babergh and Mid Suffolk were preparing a Part 2 Joint Local Plan but are now working on a full review.

1.5 Hadleigh Town Council submitted an Area Designation Application to BDC in April 2015 to define the boundary of its Neighbourhood Plan area. The application was approved in June 2015 (see Chapter 2). Work on our Plan was then halted in 2016 and not resumed until 2021.

Plan Period

1.6 The Plan will cover the period 2023 – 2037. This plan period is appropriate for a number of reasons:

- It will correspond with the period applicable to the Joint Local Plan.
- The supply of land for development can be identified in the Plan, and the take-up, which will be monitored, will be determined by the market and the condition of the sites.
- It allows time for the issues identified in the Plan to be addressed.
- The Plan will be reviewed during the plan period when circumstances require. This will ensure that it remains current as attempting to plan beyond five years can be difficult with changing economic, social and environmental horizons.

Summary of Consultations

1.7 The Plan is based on continuous engagement with the local community and higher authorities. Initial public consultations were completed in 2015/16 with further consultations carried out in more recent years (from 2020 onwards).

1.8 The appendices and supporting documents which provide more detail on the outcomes of the consultations and upon which the Plan is based are available online at https://hadleightowncouncil.gov.uk/hadleigh-neighbourhood-plan/

1.9 The Consultation Statement provides details of the consultations carried out and the analysed results thereof.

1.10 All photographs in this document are from Hadleigh Town Council, its Archive and the Neighbourhood Plan Group, unless stated otherwise within.

Policy context

1.11 The Hadleigh Neighbourhood Plan was first 'made' (adopted) in February 2025 following a majority yes vote at a local referendum. It now forms part of the development plan for determining planning applications within Hadleigh parish. The other parts of the development plan are:

- Babergh and Mid Suffolk Joint Local Plan Part 1 (adopted November 2023) – this establishes the strategic context with which the Neighbourhood Plan must be in general conformity.
- Babergh Local Plan 2006 – the majority of this has been superseded by the Joint Local Plan Part 1. However there are a number of saved policies.
- Babergh Core Strategy 2014 - the majority of this has been superseded by the Joint Local Plan Part 1. However there are a number of saved policies.
- Suffolk Minerals and Waste Local Plan 2020.

1.12 The Babergh and Mid Suffolk Joint Local Plan Part 2 is being prepared, with a scheduled adoption date of late-2026. Once adopted, this will supersede in its entirety the saved policies from the Local Plan 2006 and the Core Strategy 2014. Amongst other things, it is expected that Joint Local Plan Part 2 will set out housing site allocations to provide flexibility and to ensure that over its plan period, district-wide housing requirement figures can be met. This may result in housing site allocations in Hadleigh.

Note: December 2025. The above paragraph refers to the preparation of a Part 2 Joint Local Plan. Earlier this year, Babergh and Mid Suffolk District Councils announced that, rather than prepare a Part 2 Plan, they had instead committed to undertaken a full Joint Local Plan Review, with adoption scheduled for 2029.

2 THE NEIGHBOURHOOD AREA

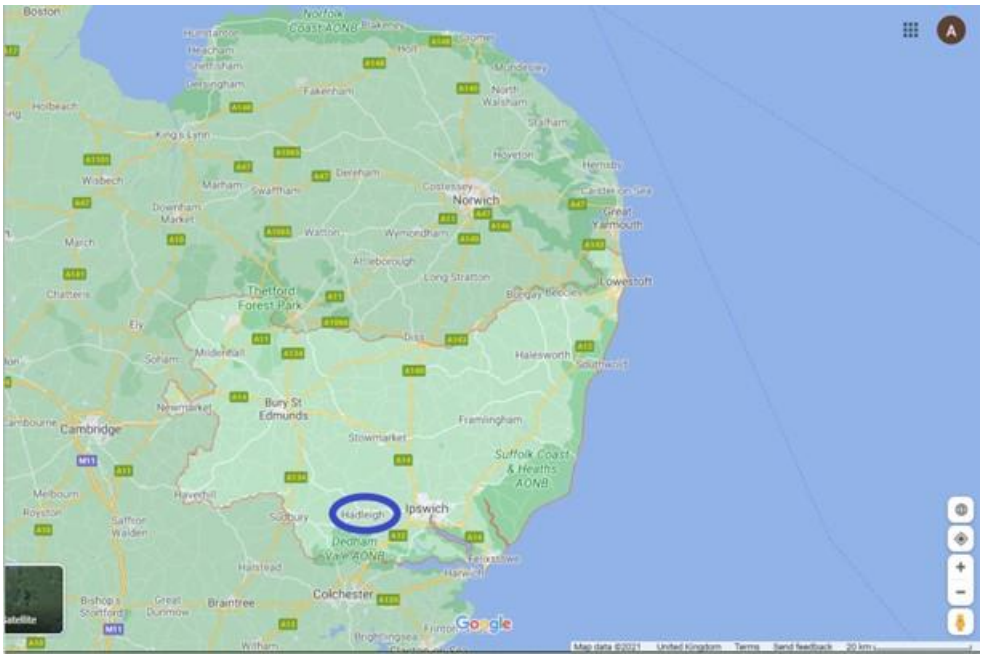
Location

2.1 Hadleigh is located in the Babergh District of Suffolk. It is the second largest town in the Babergh area and is located in the rural countryside not too far from the county town of Ipswich (about 10 miles). The main river which flows through Hadleigh is the River Brett. Eight other parishes meet Hadleigh's border.

Figure 2.1: Hadleigh parish boundary within Suffolk

Source: https://heritage.suffolk.gov.uk/parish-histories

Figure 2.2: Hadleigh location within East Anglia

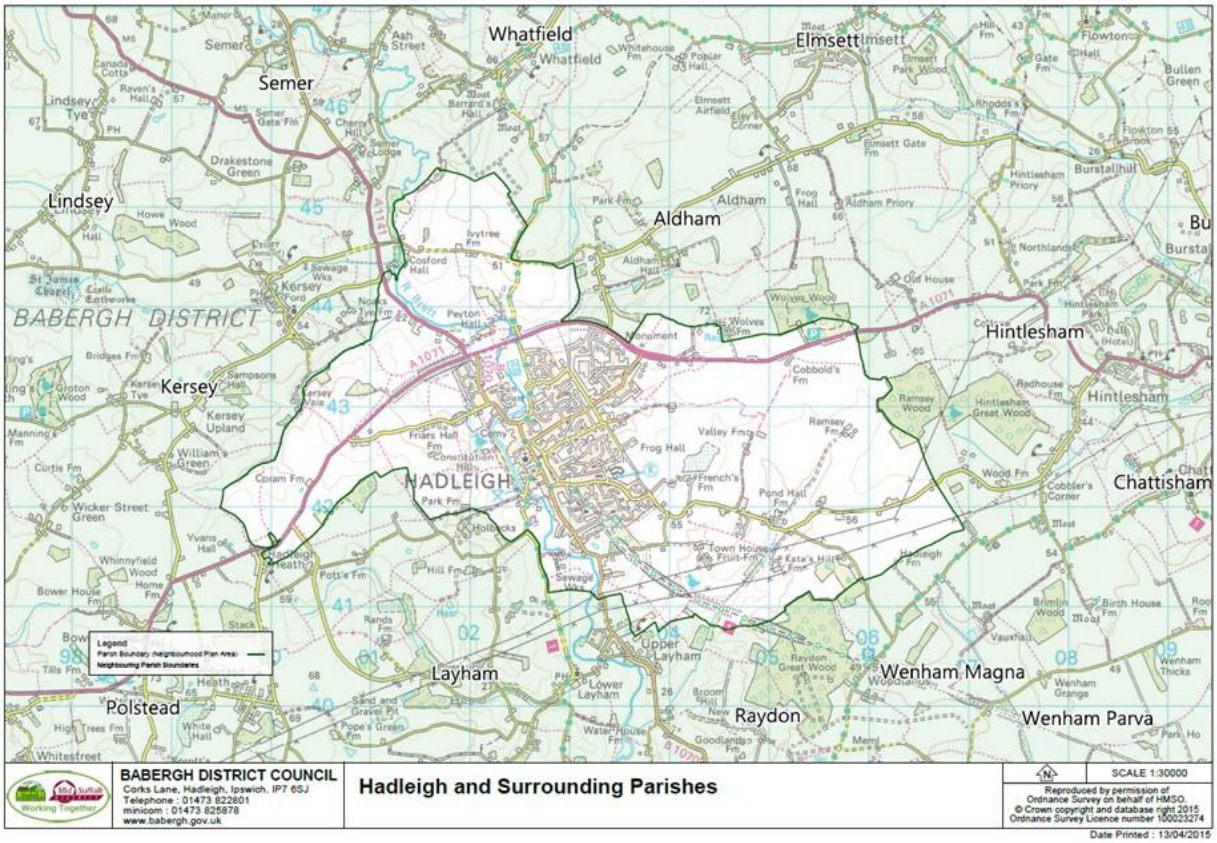


Source: Google Maps

The Neighbourhood Plan Area

2.2 The plan area follows the Hadleigh Parish boundary, as shown in Figure 2.3.

Figure 2.3: Parish boundary of Hadleigh as designated area

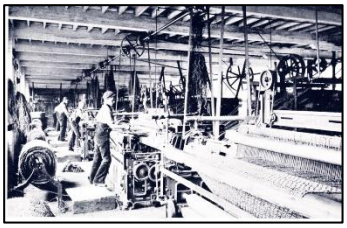


Source: Babergh District Council

Town History

2.3 The town of Hadleigh (originally Haedlaege or Hetlega meaning 'the heath clearing') has a long and rich history. Testament to its remarkable heritage are its 246 listed buildings (four being Grade I) complemented by a Local List of over 100 properties of local heritage worth.

2.4 Archaeological excavations and surveys (finds recorded on Suffolk Heritage Explorer website) provide good evidence of human activity in the Hadleigh area from the Stone, Bronze and Iron Ages, through Roman occupation and into the Anglo-Saxon and Medieval periods. Possibly the first documented reference to Hadleigh emanates from 878CE with the defeat by Alfred the Great of Danish warlord Guthrum and the latter's enforced conversion to Christianity (baptized Aethelstan). Subsequently Guthrum became ruler of East Anglia with Hadleigh noted as one of his royal towns and reputed place of burial.



2.5 Medieval Hadleigh derived considerable prosperity from its woollen-cloth industry; this affluence is demonstrated by the prestigious Grade I listed buildings originating from the time - St Mary's Church, the Guildhall Complex and Rector Archdeacon Pykenham's Gateway (the Deanery Tower) – today these create a spectacular heritage area around the churchyard. Close by, were the manorial enclosures of two of Hadleigh's five manors – the Manor of Toppesfield and the Manor of Hadleigh. The latter was the town's chief and largest manor, bequeathed in 991 by Ealdorman Byrhtnoth to the Church of Christ of Canterbury (today's Canterbury Cathedral). The archbishops, and later the lord priors and monks of the Cathedral Monastery, became its lords and also chief lords of the town with responsibility for jurisdiction within the parish. Hadleigh's church (included in Bryhtnoth's bequest) then became an archiepiscopal peculiar of Canterbury making it independent of the local diocese until 1838. Today's Hadleigh market also stems from the medieval period with the charter of Henry III in 1252 granted to the Lord and Lady of Toppesfield Manor. An unusually early grammar school was recorded in the town in 1275, possibly operating even before this date.

2.6 The origins of Hadleigh's impressive Guildhall date from the early 15th century when the land (with a building), the market and market rights were granted to the town by the Clopton family of Toppesfield Hall; the initial 6s 8d rent changing to an annual red rose in 1438. Ever since, this important publicly owned building has featured prominently in the life and governance of Hadleigh. Its spaces have been used for conducting town and market affairs and as venues for the meetings and functions of many groups, including Hadleigh's six religious guilds of the 15th and first half of the 16th century. Almshouses, a grammar school, workhouse (at times referred to as a hospital or house of correction), prison, woolhall, National schools and a Sunday school have all been accommodated within the premises.

2.7 By the 16th century responsibility for town matters lay with a group of leading citizens known as the Chief Inhabitants - comprising the Trustees of the Market Feoffment and Archdeacon Pykenham's charity, other wealthy townsmen and later the Rector or Dean. Perhaps their most commendable achievement was their ambitious and progressive poor-relief system involving the setting up of the workhouse. Town business would have been conducted against the religious turbulence associated with the Reformation, most poignantly evidenced locally by the martyrdom in 1555 of Hadleigh's former Protestant Rector Dr Rowland Taylor who was burnt at the stake on Aldham Common.

2.8 Borough status was awarded to Hadleigh by James I in 1618 creating governance by a council of eight aldermen (from whom the mayor was elected annually) and sixteen chief burgesses. Borough administration and justice were run exclusively from within Hadleigh's Guildhall Complex. When this borough status was formally withdrawn by James II in 1686, town governance became the province of the Vestry - the ancient governing body of a parish dealing with local matters civil and ecclesiastical; the Chief Inhabitants were responsible for the market and the town charities. Both groups were chaired by the Dean. The earliest known map of Hadleigh dates from 1668 with the town centre entirely

recognisable today. The 17th century also witnessed the decline of Hadleigh's previously vibrant woollen-cloth industry and two plague outbreaks, all amidst the vagaries of Civil War and continuing religious strife. Hadleigh's prosperity suffered considerably.

2.9 In the 18th century local government remained with the Vestry. The workhouse continued to function, inmates spinning yarn to raise income. Two successful Sunday schools were set up and Protestant Dissenters were allowed to meet in their own places of worship. Poverty was still rife, not helped by two visitations of smallpox though the recently developed inoculations saved the day. The Hadleigh Gang of smugglers were particularly active in 1745 with their leader John Harvey of Pond Hall transported in 1747.

2.10 The poverty and depression of the 19th century led to some conspicuous unrest in the town. Establishment of further agricultural-based businesses (long associated with Hadleigh), new ventures such as a silk throwster mill, production of gas, factories for coco-fibre matting, sacks and corsets along with considerable development in malting and some migration helped to alleviate unemployment. Today's Corn Exchange, New Town Hall, United Reformed Church and Deanery House date from this period. Dean Lyall commissioned a detailed street map of Hadleigh in 1836 while his successor, Dean Knox, visited every home in the parish and recorded in a diary his candid opinions of the parishioners! The railway arrived in 1847 with passenger services ceasing in 1932 and goods in 1965. During the century Hadleigh Local Government Board became responsible for town governance until the formation of Hadleigh Urban District Council (HUDC) in 1894.

2.11 The 1900s saw substantial development in Hadleigh including significant social improvements for residents. Early in the century roads and pavements were constructed in the town centre and a motor bus service to Ipswich commenced. The WWI memorial warranted 112 names; after WWII, a further 39 had to be added. By 1924 the first 24 council houses had been built; by 1950 there were 144. Sir Cedric Morris created the East Anglian School of Painting and Drawing at Benton End in 1940; the swimming pool and High School opened in 1971 and Magdalen Road in 1973. HUDC was replaced by Hadleigh Town Council in 1974, appointing the town's first mayor after 288 years. Babergh District Council established its offices in Corks Lane in 1982, closing in 2017. In the second half of the century Hadleigh by-pass and a major refurbishment of the Guildhall were completed. The first planning application by Tesco for a superstore on land off the High Street was submitted in 1999, starting a fourteen-year battle ending in rejection for the retailer. Perhaps one of the most influential 20th century developments was the Lady Lane Industrial Estate in 1964 which steered employment opportunities away from those of the traditional agricultural-based economy towards modern industries using new technologies; associated with this were major residential developments. This expansion has continued into the 21st century with Hadleigh's population increasing from 3,250 to around 9,000, bringing with it a growth in prosperity not seen for centuries.

2.12 This section was prepared by Hadleigh Society. Sources used in this report may be found in a version of the same entitled 'A Brief Summary of Hadleigh's History' in the Hadleigh History section of the Hadleigh Society website. A Timeline of Hadleigh History is also available on the website. http://www.hadsoc.org.uk/.

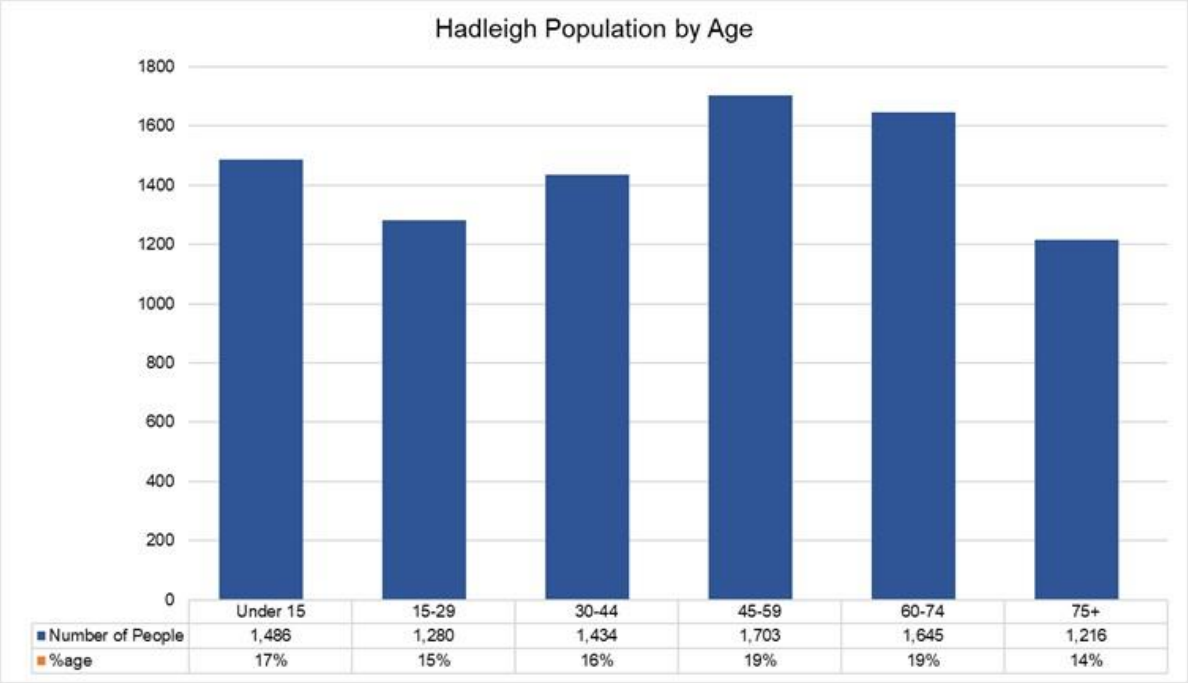
Modern Day Hadleigh

2.13 The statistical data which is shown and commented on in the following sections on Population, Household and their Housing, and Economic Activity, is taken from the census of 2021.

Population

2.14 Based on the Census of 2021, Hadleigh (within the Neighbourhood Plan designated area boundary) has a population of 8,764 people (47% males to 53% females) across an area of 1,762.23 hectares giving a population density of 5.0 persons per hectare. The population is broken down in the following age categories:

Figure 2.4: Age structure



	Under 15	15-29	30-44	45-59	60-74	75+
Number of People	1,486	1,280	1,434	1,703	1,645	1,216
%age	17%	15%	16%	19%	19%	14%

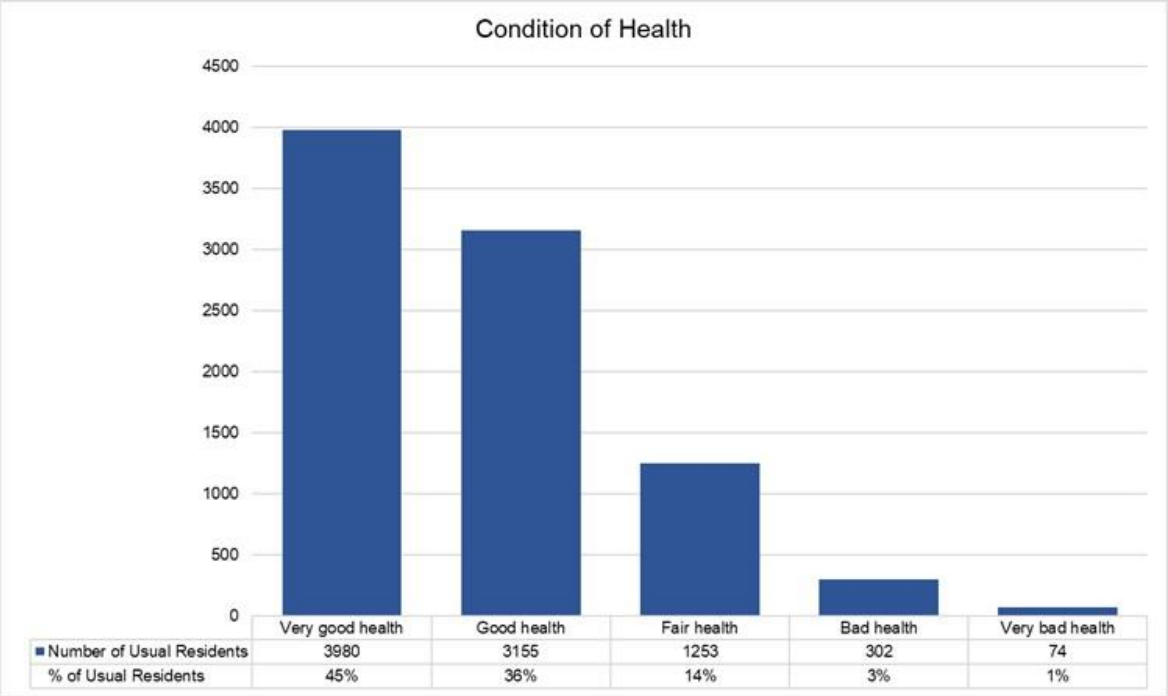
Source: 2021 Census

2.15 Hadleigh's population is generally well split across the age brackets with fewer in the 75+ category. The age distribution shows that Hadleigh has a higher proportion of young persons (aged 0-15) than Babergh overall (15%) at 17% (England was 17.4%).

2.16 The peak economic activity is in ages ranging from 16-44 years. In this bracket, Hadleigh has a higher proportion of people, 31%, than Babergh's proportion at 29.9% but lower than the England proportion of 38.3%. In the standard economic activity bracket (ages 45-64 years), Hadleigh has 25.8% of its population.

2.17 The data for the general proportion of 65+ in Hadleigh is 27.0% compared to Babergh showing 26.5%.

Figure 2.5: Health structure



Source: 2021 Census

2.18 Related to these age characteristics are the health figures (taken from 2011 census):

	Number of People	% of People
Day-to-day activities not limited	6,862	83.2%
Day-to-day activities limited a lot: Age 16 to 64	209	2.5%
Day-to-day activities limited a little: Age 16 to 64	322	3.9%
Day-to-day activities limited not limited: Age 16 to 64	4,331	52.5%

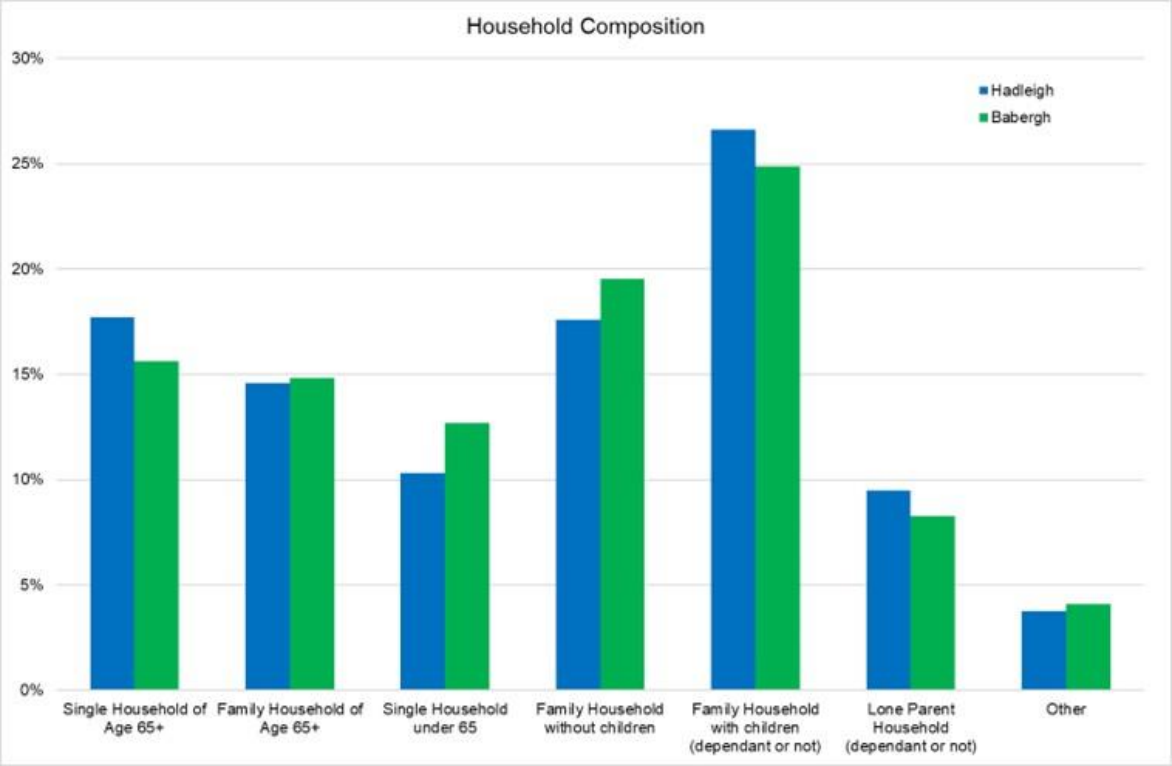
2.19 16.8% of Hadleigh residents declared that their fair/bad/very bad health is limiting day-to-day activities a little or a lot, compared to 17.4% in Babergh (17.6% England) according to the 2011 census.

Households and their Housing

2.20 The Office for National Statistics (ONS) defines Household Composition as classifying "households according to the relationships between the household members. Households consisting of one family and no other usual residents are classified according to the type of family (married, same-sex civil partnership or cohabiting couple family, or lone parent family) and the number of dependent children. Other households are classified by the number of people, the number of dependent children, or whether the household consists only of students or only of people aged 65 and over."

2.21 Hadleigh's Household Composition and other Housing statistics according to the 2021 Census are shown in the charts below.

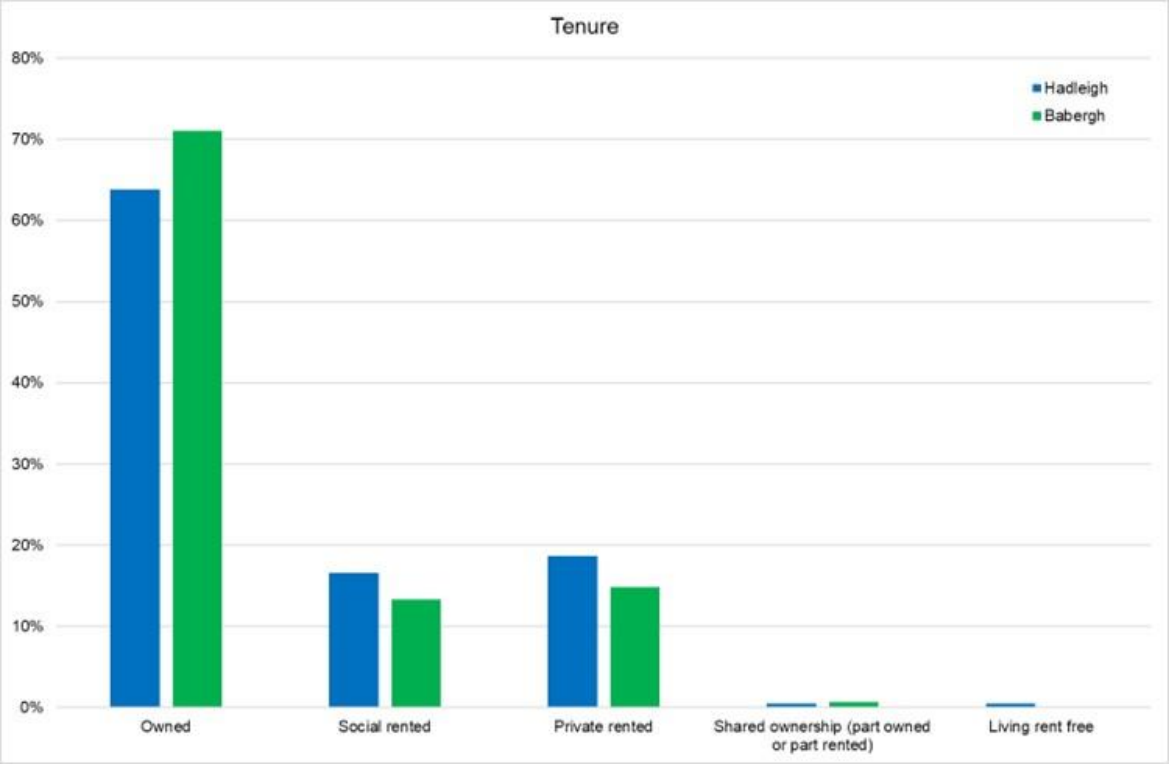
Figure 2.6: Household Composition



Source: 2021 Census

2.22 Household composition in Hadleigh shows a mixed picture. Single-person households who are over 65 years old account for 17.7% of all households which is 2.1 percentage points above the Babergh total however family households where all members are over 65 shows Hadleigh has a fewer percent of households than Babergh overall. It is clear to see that the majority of Hadleigh's households are families with children (26.62% versus 24.88% in Babergh). This should be considered when discussing housing needs where it is also clear that single households and households without children are less than the District average.

Figure 2.7: Tenure – Households



Source: 2021 Census

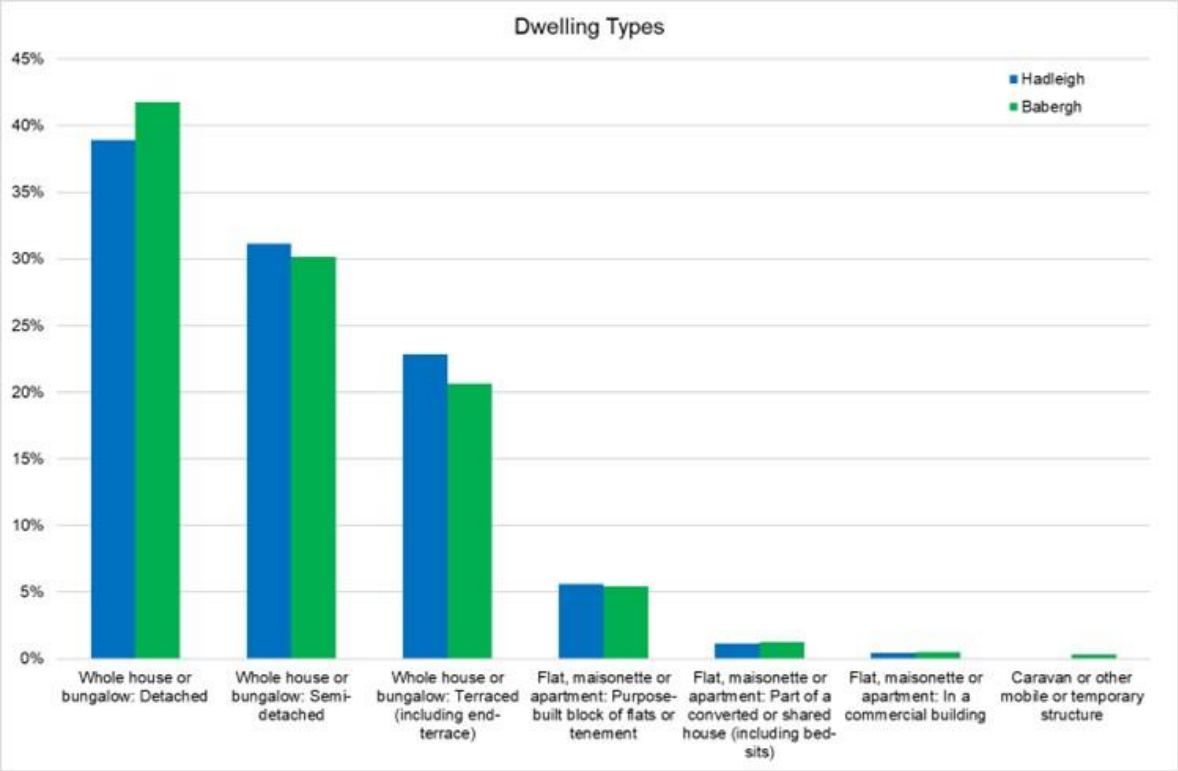
2.23 In Hadleigh 64% of households own their dwelling (of those 1,491 households, 63% own outright and 37% own with a mortgage/loan). This is on par with Babergh statistics of 61% of households. Rented accommodations counter each other: social rented housing is above the Babergh average but so is private rented. Shared ownership and households living rent free are also comparative to Babergh as a whole.

2.24 Hadleigh's dwelling types within this are shown overleaf for general information. Just one household is reported as sharing a dwelling with more than one other household.

2.25 The Census also provided averages of rooms per household which measured in line with the overall Babergh census numbers:

	Hadleigh	Babergh
Average household size	2.4	2.3
Average number of rooms per household	6	6
Average number of bedrooms per household	3	3

Figure 2.8: Accommodation Types – Households



Source: 2021 Census

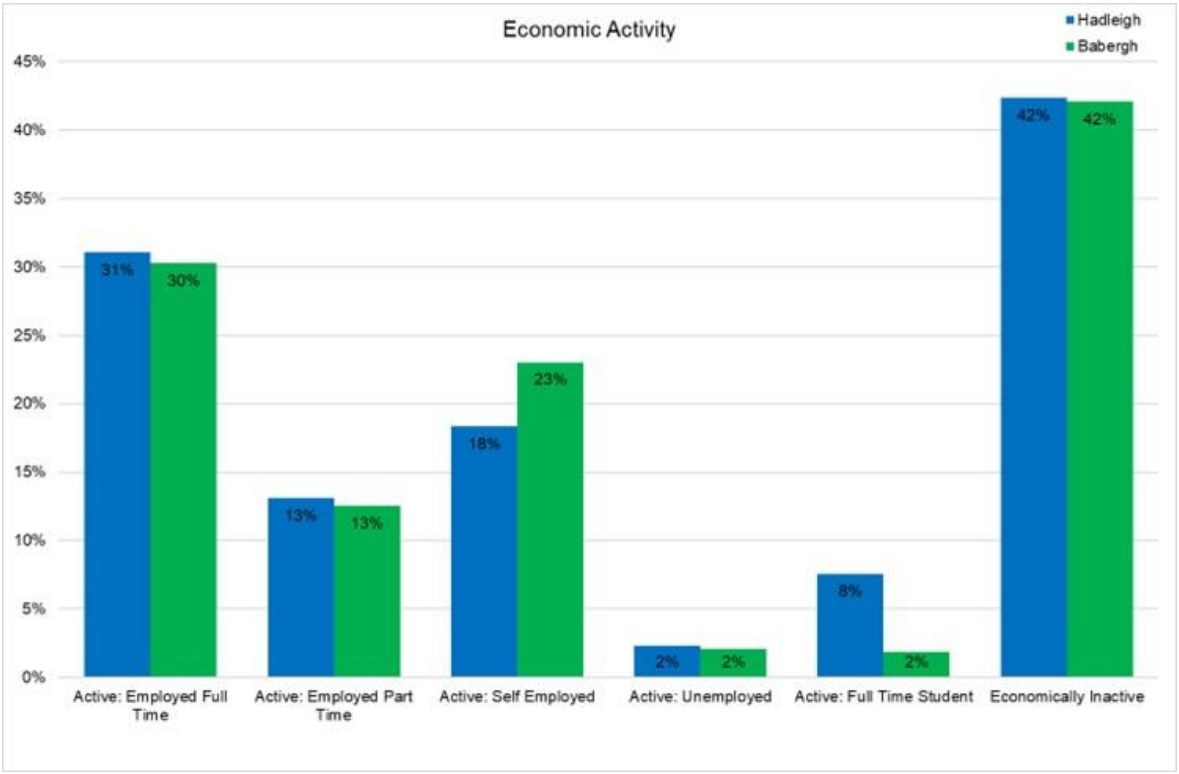
Economic Activity

2.26 For the purposes of this first chart, economic activity relates to whether a person was in work or looking for work in the week before the census 2021 therefore providing a measure of whether or not a person was an active participant in the labour market rather than simply in employment or not. The term "Economically Inactive" refers to those either not able to work, who choose not to work or who are retired.

2.27 It clear to see in the chart overleaf that Hadleigh is close to the Babergh measures in general across all aspects of the economic measures. Hadleigh has 2 percentage point higher of people who are employed full time and part time and the same percentage of unemployed or economically inactive residents against the norm for the district. This is a positive sign that Hadleigh's contribution to the local economy is good.

2.28 It may be pertinent to note that of the economically inactive those looking after the home or family is lower than other areas (3.74%) and long-term sick or disabled is much the same as Babergh in general (2.82% versus Babergh 2.76%). Full-time students has increased considerably since the 2011 census with Hadleigh having 11% of the usual residents aged 16-74 (previously 6%) and of those students, 71% are economically active.

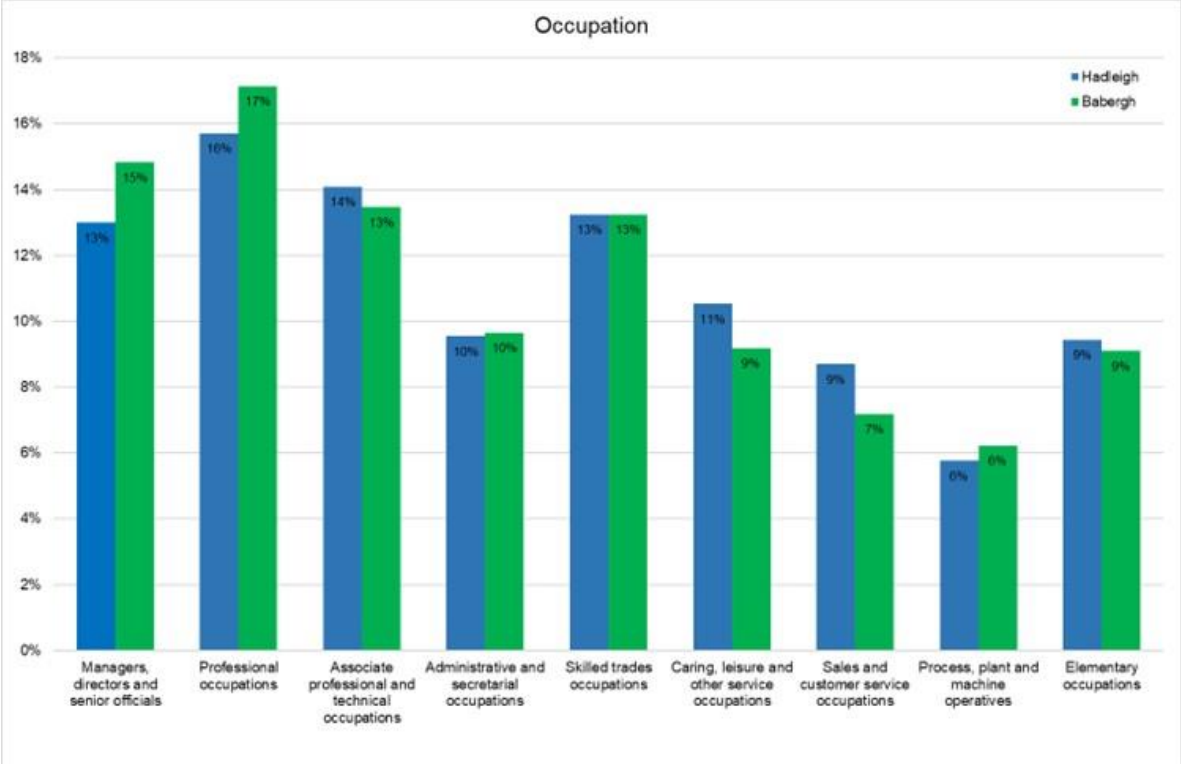
Figure 2.9: Economic Activity



Source: 2021 Census

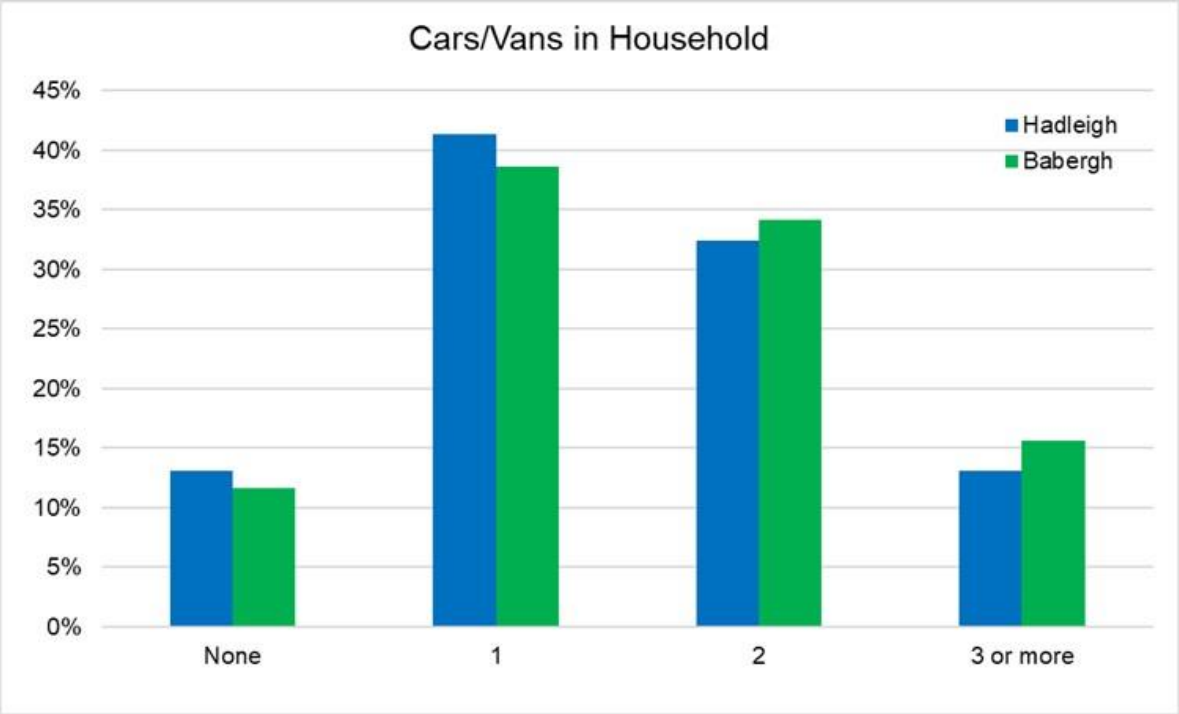
2.29 Socio-economic classifications can also be measured by industry sectors and are important to understand to ensure the right types of business policies and housing growth are created and understand the demographic of the populace better to anticipate their future needs for their work.

Figure 2.10: Occupation



Source: 2021 Census

Figure 2.11: Car or Van Availability



Source: 2021 Census

2.30 The above chart shows the percent of households in Hadleigh that a car or van compared with that of Babergh District. Vehicle ownership of at least one vehicle in Hadleigh is 87% of total households. This is comparable to other areas as Babergh averages 88%.

2.31 It is important to remember that car ownership tends to be higher in rural areas, where alternative forms of transport are less readily available and distances travelled are greater, than in more urban or more densely populated areas.

2.32 Hadleigh does not have a train line, the closest being 8 miles away in Manningtree and then Ipswich some 10 miles away or Sudbury some 11 miles away. To get to these most people would drive as buses are infrequent.

3 KEY CHARACTERISTICS, CHALLENGES, THEMES & VISION

Key Characteristics

3.1 Hadleigh has many qualities. These attract visitors from both nearby parishes as well as tourists from further afield who are looking to explore the historic nature and beauty of the East Anglia countryside towns. The town's key characteristics therefore need to be preserved or enhanced if it is to prosper and to continue to attract new residents, businesses, and tourism. Our Character Assessment document provides more detail on these qualities.

Historic Character

3.2 Hadleigh boasts a High Street and beyond, namely Benton Street, Angel Street and George Street, full of unique and historic buildings. It is widely known for having three Grade I listed buildings at its centre: The Deanery Tower, St Mary's Church and The Guildhall, embodying the town's historic character. Hadleigh also has a great many listed buildings of all grades, 243 buildings or parts of buildings listed in total (source: Historic England), which can be viewed in the appendices (with those in the town shown in Figure 3.1). It is worth noting the work the Hadleigh Society undertook to compile a list of buildings of local heritage merit which are not nationally listed and heritage assets of the town's character. The Local List complements national designations in building a sense of place and history for localities and communities. Local heritage listing is intended to highlight heritage assets which are of local heritage interest in order to ensure that they are given due consideration when change is being proposed. The Hadleigh Society's document can be found in the appendices.

3.3 It is vital to maintain and enhance this rich history of the town.

Dynamic Town Centre

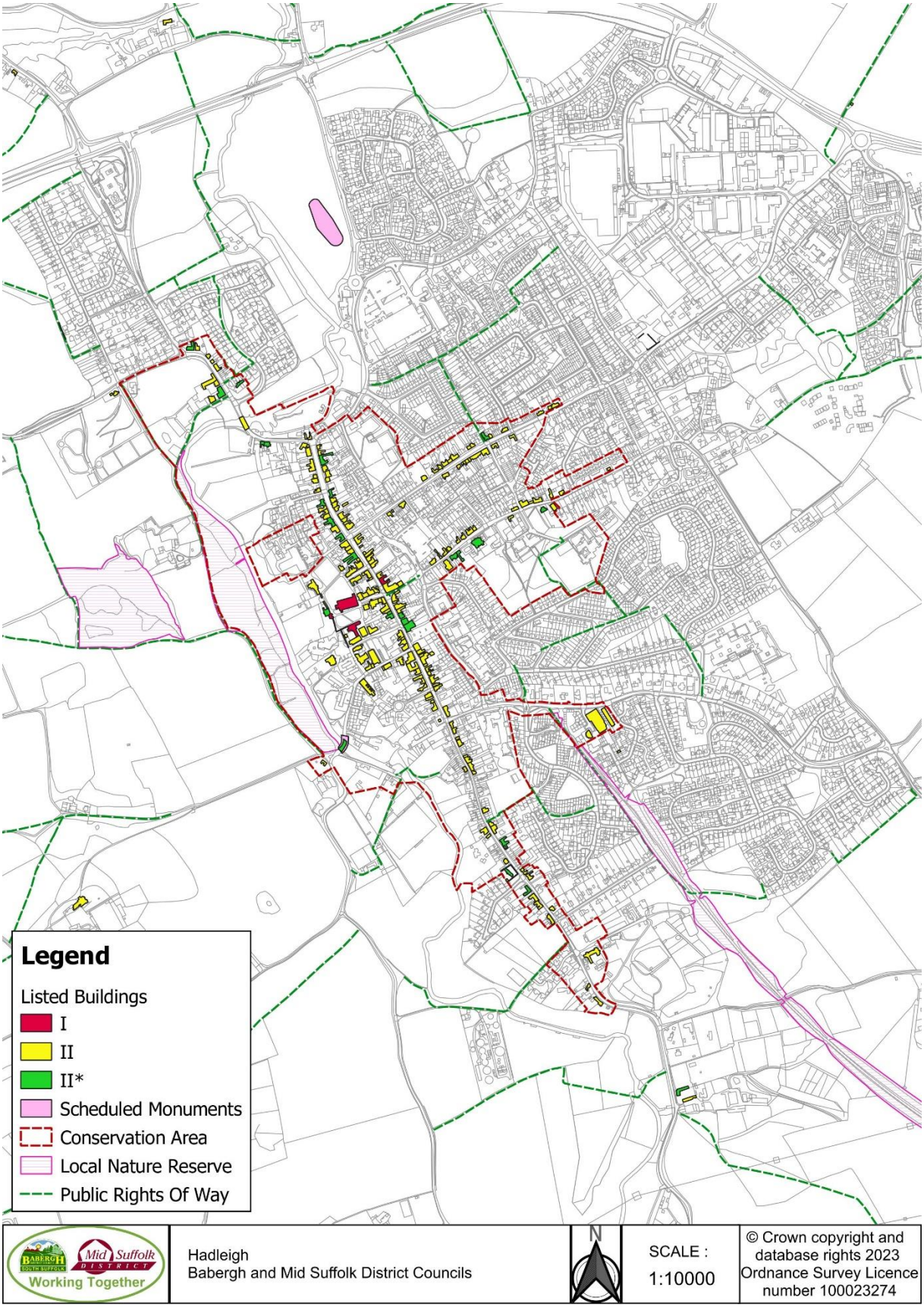
3.4 Hadleigh's High Street is made up of over 100 businesses and many residences. The town centre is host, almost entirely, to independent businesses (the exceptions being a few tied public houses, a Co-Op, a Boots and a Greggs store). There is a good variety of experiential shops such as salons, barbers, second-hand shops, hospitality venues (ranging from small cafes to larger pubs), unique retail outlets and everything in between.

3.5 Hadleigh also has a vibrant service industry within the town, particularly operating from the Lady Lane and Crockatt Road Industrial Estate on the outer of the centre towards the A1071.

3.6 All the High Street, off-High Street and open spaces are important to the attraction of visitors and tourists, and thus support local businesses. These include the river walk and its parks, the churchyard and historic avenues such as the lower part of George Street.

Lady Lane Industrial Estate

Figure 3.1: Hadleigh Town Centre, including conservation area and listed buildings



Attractive Natural Environment

3.7 Hadleigh has a great number of natural features to attract new residents and visitors. The centre is in a conservation area (see supporting documentation and Figure 3.1) which was adopted by Babergh District Council in 2008. This area provides some background to the Neighbourhood Plan policies and is key in maintaining the natural environment in line with the historic buildings. The Conservation Area Appraisal also details the topographical framework and archaeological significance of Hadleigh.

Riverside Walk at Broom Hill

3.8 The large church, St Mary's, in the centre of Hadleigh allows for open space surrounding it to be enjoyed by those visiting the church or local area and those wanting a peaceful minute of relaxation. Just beyond the High Street, the River Walk and Railway Walk provide circular routes and pleasant areas for enjoying the natural environment they provide as well as providing important areas for wildlife and bio-diversity to flourish as does Constitution Hill and the Broom Hill nature reserve.

3.9 Hadleigh Town Council owns multiple recreation grounds all around Hadleigh, the Layham Road Sports Ground of particular note encompassed by the River Brett is highly popular with local dog owners, picnickers and the local sports clubs alike.

3.10 Approximately two miles east of the town centre, adjacent to the A1071, lies the RSPB Wolves Wood reserve. The town is the closest stopping point for those in need of refreshments and amenities.

3.11 Long-term sustainability throughout Hadleigh should be considered in all that is done, to care for the natural environment and the future of the town.

Destination for Tourists

3.12 Hadleigh's independent shops, wonderful array of listed buildings, River and Railway walks and the relaxed nature of the town all enhance visitor experiences. The fact that Hadleigh has such a rich history (see Chapter 2.3 and the Hadleigh Conservation Area Appraisal) draws tourists to the area to learn about the rich history of Hadleigh within East Anglia.

(Pictured right) Rowland Taylor's Memorial

3.13 As Hadleigh is set in rural Suffolk, the countryside retreat is an attractive proposition to tourists. The whole area has such historic significance and draws tourists for the fresh air and open spaces within Hadleigh as a base for the larger surrounding area. With plenty to do including activities with societies and clubs in the town, there is normally always an event happening in Hadleigh.

3.14 Tourism brings its benefits to the businesses and in turn continued maintenance of Hadleigh and thus should continue to be supported.

Community

3.15 Hadleigh has a wide range of clubs, charities and societies that cater for a broad range of interests. This reflects the diversity of Hadleigh and is a very important part of the social fabric of the town. The benefits of the wide range of institutions to the mental health, social interaction and wellbeing for residents of all ages should not be underestimated. There are over 68 clubs, societies and charities in Hadleigh spanning subject areas from sports, twinning, arts & culture, education, nature and wildlife, buildings, crafts, history groups and more.

Key Challenges

3.16 The principal challenge in all towns in the present day is providing sustainable economic growth to the High Street and creating sustainable developments whilst achieving a good socio-economic balance within the community.

3.17 Over the years a trend towards an increasing ageing population is accelerating and will continue to do so. It is important for Hadleigh to increase and support the younger generation within the town to encourage retention of young people living in Hadleigh and ensure they are shaping the future of the town they want to live in as they age. Doing this will also attract relocation to displace those who will not stay in Hadleigh. The challenge within Hadleigh for attracting younger people to the town from away must be married with that of protecting its heritage.

3.18 Current challenges which Hadleigh faces can in some respects be attributed to its key characteristics as set out above. People enjoy the town and more are choosing to live here. The town and general area it is set within are growing and thus increasing house prices, rising demand for services and pressure on the local facilities and transport links. Making this all sustainable is vital to the life of the community.

Vision

3.19 This vision looks ahead to the future of the town and will largely be delivered by the policies of the plan although understanding is given that some new items will follow as additions to the plan and worked on by steering groups and working parties after the plan is made.

In 2037 Hadleigh will still have its recognisable character as a small, rural market town. Its development will have placed sustainability at its heart, capturing the social, environmental and economic benefits of what the town and its growth has to offer for both current and future generations. Its buildings reflect the town's rich history as well as its progress towards a zero-carbon future – Hadleigh is historical, which is a major reason why tourists come in greater numbers than ever before, but it is not preserved in aspic.

The centre of Hadleigh is a bustling hub of pedestrian activity with reduced vehicle movements through the provision of alternative, low carbon transport modes, particularly walking and cycling. This has helped to breathe new life into Hadleigh's high street, with shops sitting alongside community activities and heritage attractions. Alongside this, the range of community facilities for leisure, culture, sports and learning have been improved and expanded to meet modern demands. Residents have less need to leave Hadleigh in order to find what they require to live well and thrive.

Hadleigh's environment is greener, with more wildlife corridors that are helping nature to thrive. Existing green spaces have been protected and enhanced for nature and people, with new green spaces created as part of new development following this lead – informal spaces allow children to play and adults to socialise. Indeed, these new green spaces have been an important feature of the significant growth in housing that Hadleigh has experienced. This feature of well-planned layouts for development has been complemented by the fundamental principle of cars not dominating the streetscape. Developments are of a human scale and have been well designed to reflect the character of the town.

Objectives

3.20 The objectives ensuring how the vision will be achieved are set out below. These items form the core rationale to the plan for achieving the vision but are not wholly and entirely responsible for guaranteeing the vision.

1. Provide a full range of community services and facilities for residents and visitors of all ages.
2. Enhance existing visitor/heritage attractions, making Hadleigh a 'destination of choice'.
3. Protect, expand and enhance areas of nature and biodiversity and linkages between them, both in public and private spaces.
4. Protect existing green spaces and provide usable green spaces in new development.
5. Maintain the essential character of Hadleigh as a historical market town.
6. Ensure that Hadleigh's town centre continues to thrive and serves the community as its needs change.
7. Deliver high quality, very low carbon, energy efficient and climate-resilient development, both in new build and renovation.
8. Provide additional safe cycling and walking infrastructure to reduce car dependency.
9. Ensure housing meets the range of needs of the community and is well integrated with it.

Left: Entrance to Railway Walk

Above: Community Fete held at Hadleigh Cricket Club with Hadleigh Cemetery and Grade II Cemetery Lodge in the background, 2008

4 LANDSCAPE AND DESIGN

4.1 Hadleigh is an historic market town sitting in the gently rolling hills of the Suffolk countryside. One of the principle reasons why people enjoy living in the parish is because of the high quality landscape and views into the countryside, plus access to the countryside and nature reserves. Another is the quality of the built environment; this doesn't mean that all buildings are designed to look the same or with the purpose of displaying heritage value. Rather it is the common thread of a high quality natural and built environment that informs the best of Hadleigh. New development needs to be informed by this common thread.

Design

4.2 In order to establish the key aspects that the design of new buildings or refurbishments need to take into consideration in order to preserve and enhance the character of Hadleigh, a Design Guidance and Codes report[1] was commissioned. Its aim is to ensure that new development - particularly housing - in the town reflects its essential character. Whilst Hadleigh is an historic market town, this does not mean that all new developments should copy the design of the past but rather that an appreciation of traditional architecture combined with thoughtful application of modern building techniques and suitable materials should provide the basic inspiration for new developments. Matters relating to modern building and minimising energy use are dealt with in Section 6.

Traditional building painted Suffolk pink

Typical street scene in Character Zone A

4.3 The Design Guidance and Codes report identified a series of general design principles that are applicable to the whole Hadleigh parish. In total, 16 general design 'codes' have been identified under four themes:

a. Historic character

b. Dynamic Town centre

c. Attractive natural environment

d. Distinctive palette and design details

[1] AECOM (2023) *Hadleigh Design Guidance and Codes*, for Hadleigh Town Council

Station Yard, off Station Road

4.4 In addition, nine Character Areas were identified in and around Hadleigh town. For each of these areas, more detailed design codes have been identified. These are based on their relevance to the prominent features, opportunities and issues found in that Character Area. Figure 4.1 shows the defined Character Areas.

4.5 To ensure high quality design, it is important that development proposals – and particularly major developments (as defined by the NPPF) – actively demonstrate how they have been informed by these design codes. Their purpose is not to expect all development to slavishly adhere to all codes in all circumstances; rather it is to inform development so that what is built represents high quality development in the context of Hadleigh. This aligns with Joint Local Plan Part 1 Policy LP24 (Design and Residential Amenity) which requires development to demonstrate high quality design which responds to and safeguards the existing character and context.

POLICY HAD1: DESIGN AND CHARACTER

A. Development should demonstrate high quality design and layout which respects the character of Hadleigh and the relevant local character area as identified in the Hadleigh Design Guidance and Codes 2023 or any successor document (local character areas are shown on Figure 4.1).

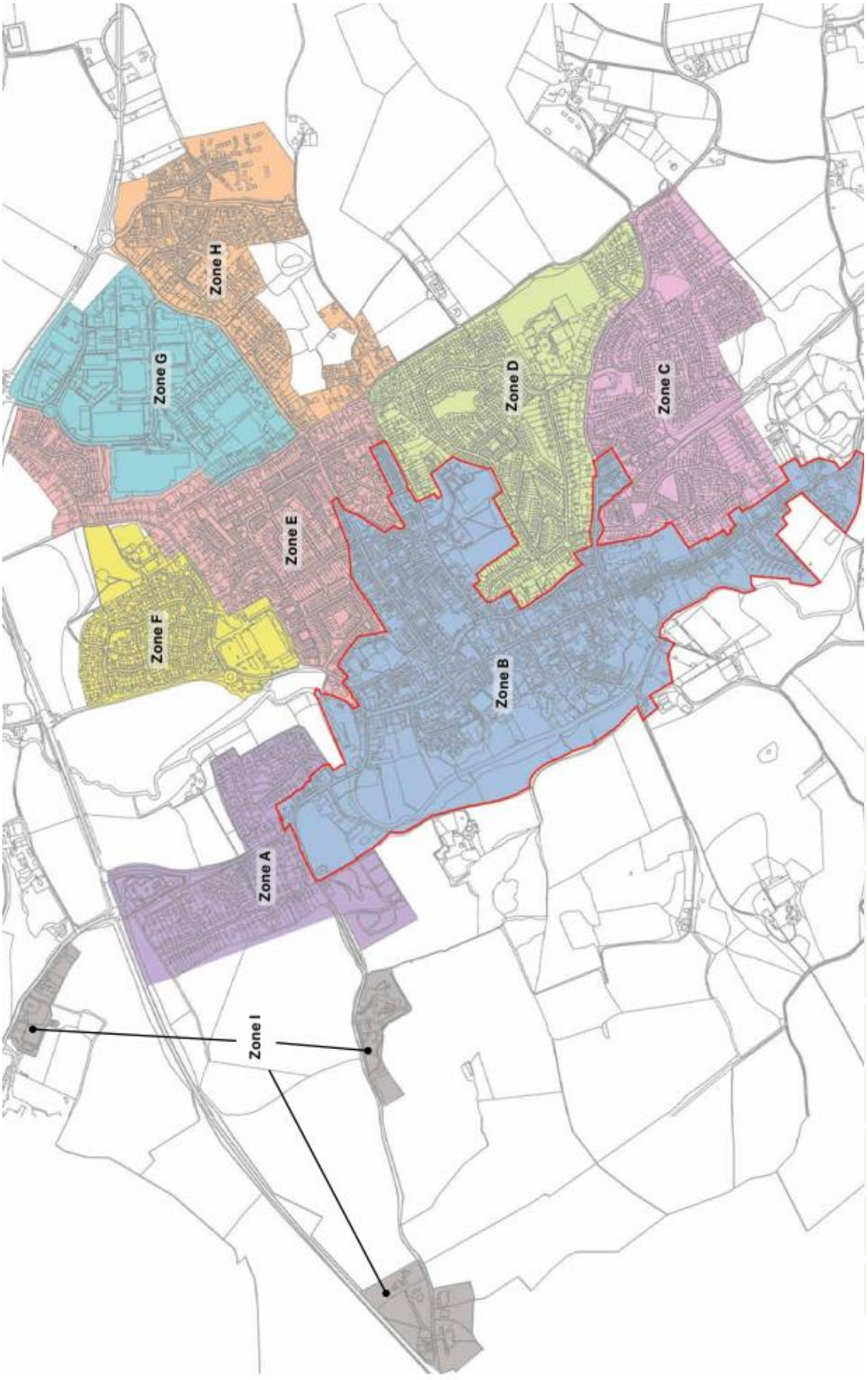
B. In delivering high quality design, development proposals must demonstrate the appropriate use of design, layout, materials and features. The following principles should be considered as part of design proposals:

1. **New development should be respectful of the architectural styles and use of materials of surrounding buildings, particularly in the case of residential development.**
2. **Building rooflines should match existing surrounding buildings and skyline. Taller buildings will only be permitted where it is clearly demonstrated that they can complement or enhance the local character.**
3. **Development should avoid hard edges, particularly where adjacent to open countryside or green spaces, preferably using hedging or other natural features.**
4. **Development should integrate with and enhance the form of its existing surroundings, with all connections including road patterns ensuring permeability for cyclists and pedestrians.**
5. **A mix of house types (where appropriate) and plot layouts should be used.**
6. **Development should be in accordance with Suffolk Guidance for Parking 2023 and the Suffolk Design Streets Guide 2022 (and any successor documents)**

C. All development proposals should include a proportionate statement and illustrations demonstrating how the principles and guidance in the Hadleigh Design Guidance and Codes have been addressed.

D. All development proposals should not result in water run-off that would add to or create surface water flooding. The use of Sustainable Drainage Systems (SuDS) should be included as appropriate and could include wetland and other water features which can help reduce flood risk whilst offering other benefits including water quality, amenity/recreational areas and biodiversity benefits.

Figure 4.1: Hadleigh's Character Areas



Source: Hadleigh Design Guide and Codes report

Landscape and Views

4.6 Hadleigh parish and the town in particular sits within a high quality, highly valued rural landscape.

4.7 Joint Local Plan Part 1 Policy LP17 (Landscape) requires the conservation and enhancement of landscape character. Where significant landscape or visual impacts are likely to occur, a Landscape and Visual Appraisal (LVA) or a Landscape and Visual Impact Assessment (LVIA) must be prepared to identify ways of avoiding, reducing and mitigating any adverse effects and opportunities for enhancement.

4.8 To provide an additional level of local detail, the Town Council commissioned a Landscape Character Assessment[2]. Its two main parts (see below) have directly informed policy in this Neighbourhood Plan:

- A landscape character and sensitivity assessment
- A key views assessment

4.9 The Landscape Character and Sensitivity Assessment (May 2023) identified 8 distinct rural character areas (RCAs) across land adjacent to but outside of the main town. These are shown in Figure 4.2. For each RCA, the assessment considers both landscape value and visual sensitivity. It relies on the premise that development or change should be more readily acceptable in the least sensitive areas, and where appropriate forms of mitigation would be possible. Development would be least acceptable in areas of higher landscape value and where visual sensitivity is high, and/or where conditions are such that the landscape would be sensitive to available mitigation measures.

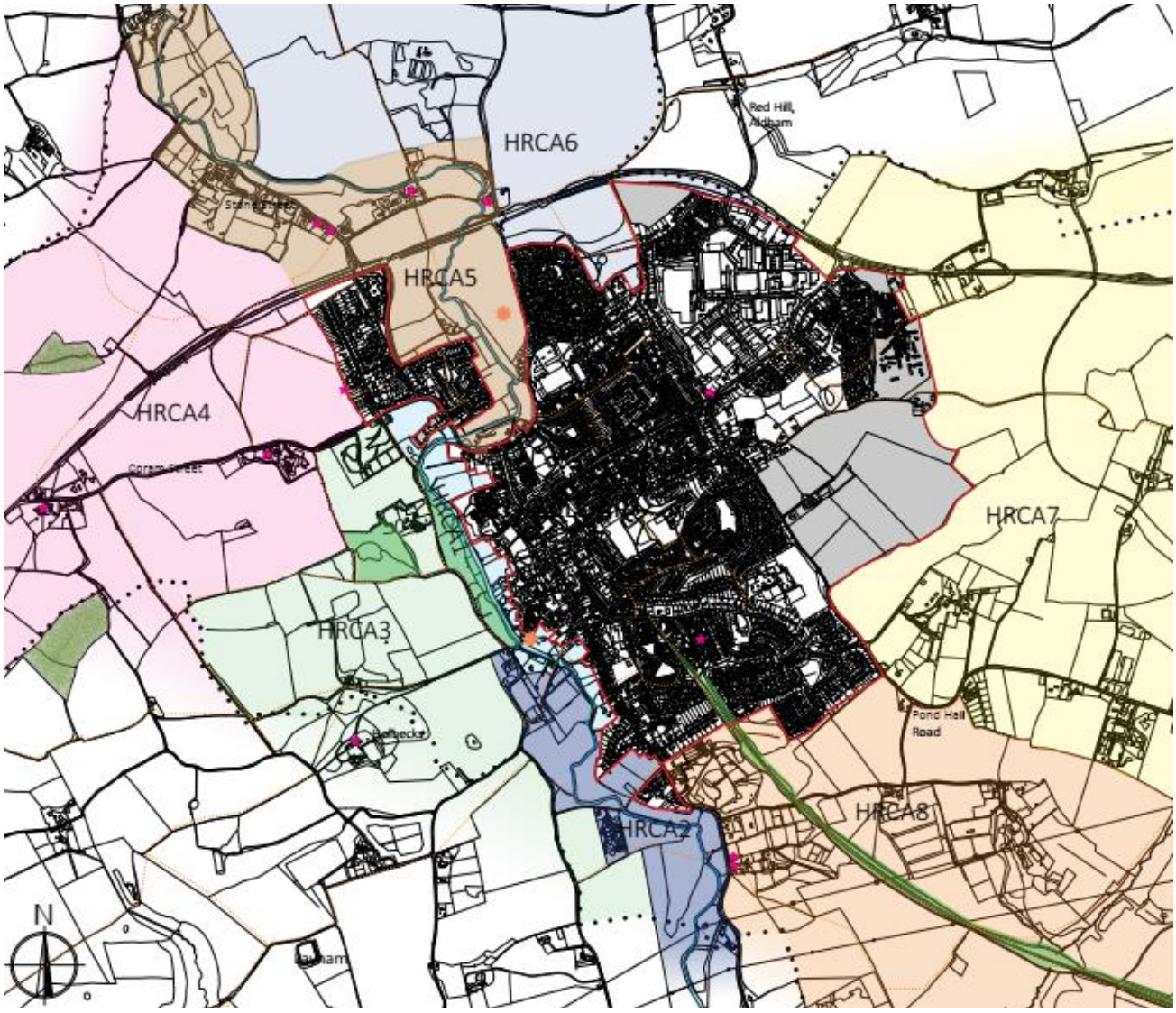
Toppesfield Bridge

View from Layham Road over the meadows

4.10 Figure 4.2 (overleaf) shows the 8 Rural Character Areas.

[2] Lucy Batchelor-Wylam (2023) *Hadleigh Neighbourhood Plan: Landscape Assessment*, for Hadleigh Town Council

Figure 4.2: Hadleigh Rural Character Areas (HRCAs)



HRCA1 Riverside

HRCA2 Brett South

HRCA3 Holbecks & Broom Hill

HRCA4 Coram Street

HRCA5 Stone Street

HRCA6 Aldham Hill

HRCA7 Ramsey plateau

HRCA8 Hook Lane

Source: Hadleigh Neighbourhood Plan: Landscape Assessment

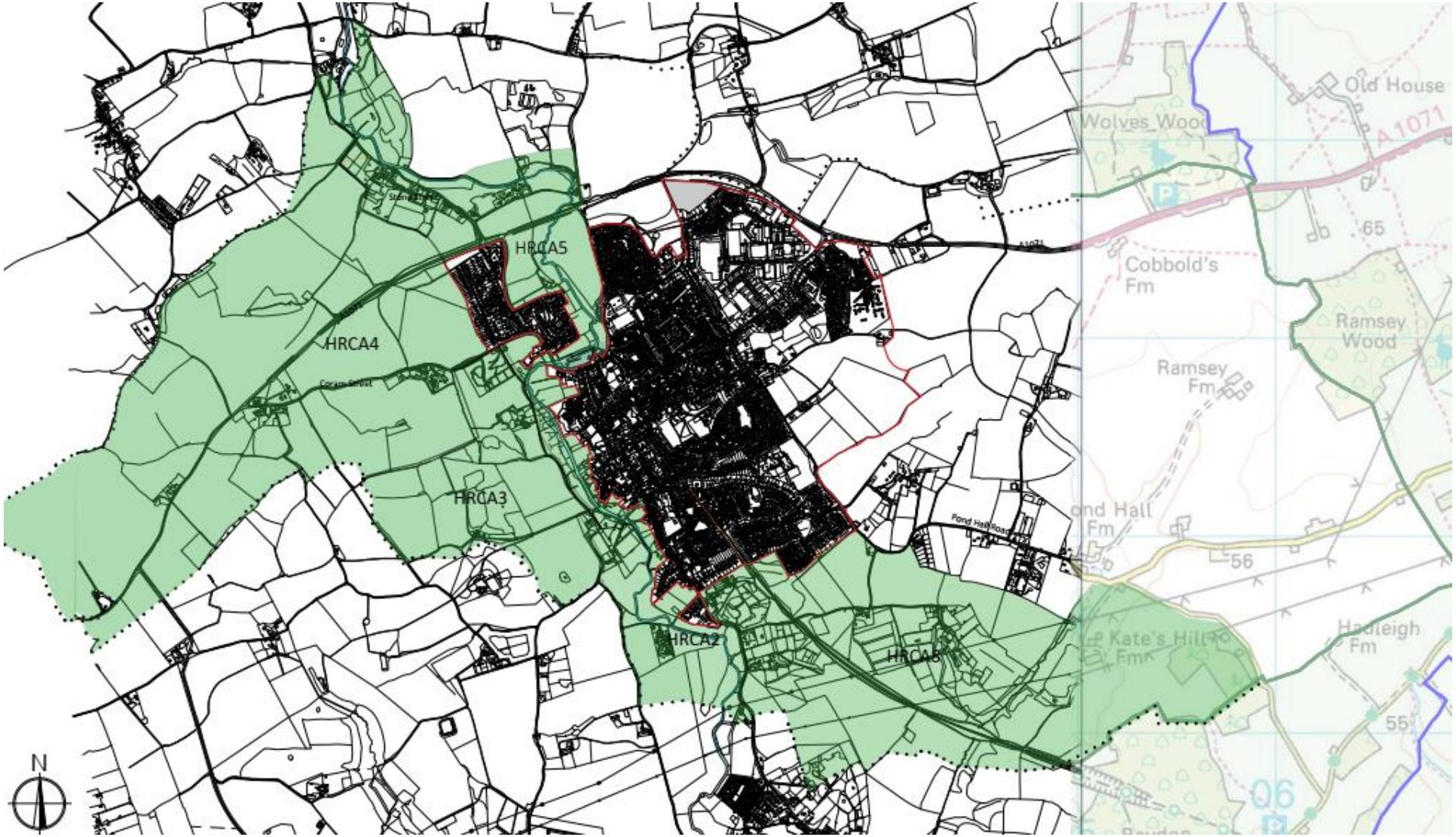
Area of Local Landscape Sensitivity

4.11 The 2006 Babergh Local Plan defined the rolling river valley landscape to the west of Hadleigh as a 'Special Landscape Area' (SLA). The SLA designations were carried forward into the 2014 Babergh Local Plan but have not been carried forward into the Joint Local Plan. The Hadleigh Landscape Assessment assessed the merits of retaining this designation within the Hadleigh Neighbourhood Plan. The assessment work indicated that parts of the landscape contribute particularly strongly to the distinctive character of the town, and would benefit from an additional level of landscape protection.

4.12 The evidence justifies redefining an area for protection in the Neighbourhood Plan that covers the most sensitive of the Hadleigh RCA areas (HRCA nos. 1, 2, 3, 4 and 8). This is referred to as the Area of Local Landscape Sensitivity (ALLS). The intention is to protect the ALLS from development that will harm its character or prove intrusive within its views.

4.13 The extent of the ALLS is shown overleaf in Figure 4.3

Figure 4.3: Area of Local Landscape Sensitivity



Source: Hadleigh Neighbourhood Plan: Landscape Assessment

Key Views

4.14 The Key Views Assessment undertaken as part of the RCA work identified a series of views that are more than ‘everyday’ views. In other words, they are views that would be generally recognised as having notable qualities or a particularly attractive composition that might cause people to pause and appreciate the scene.

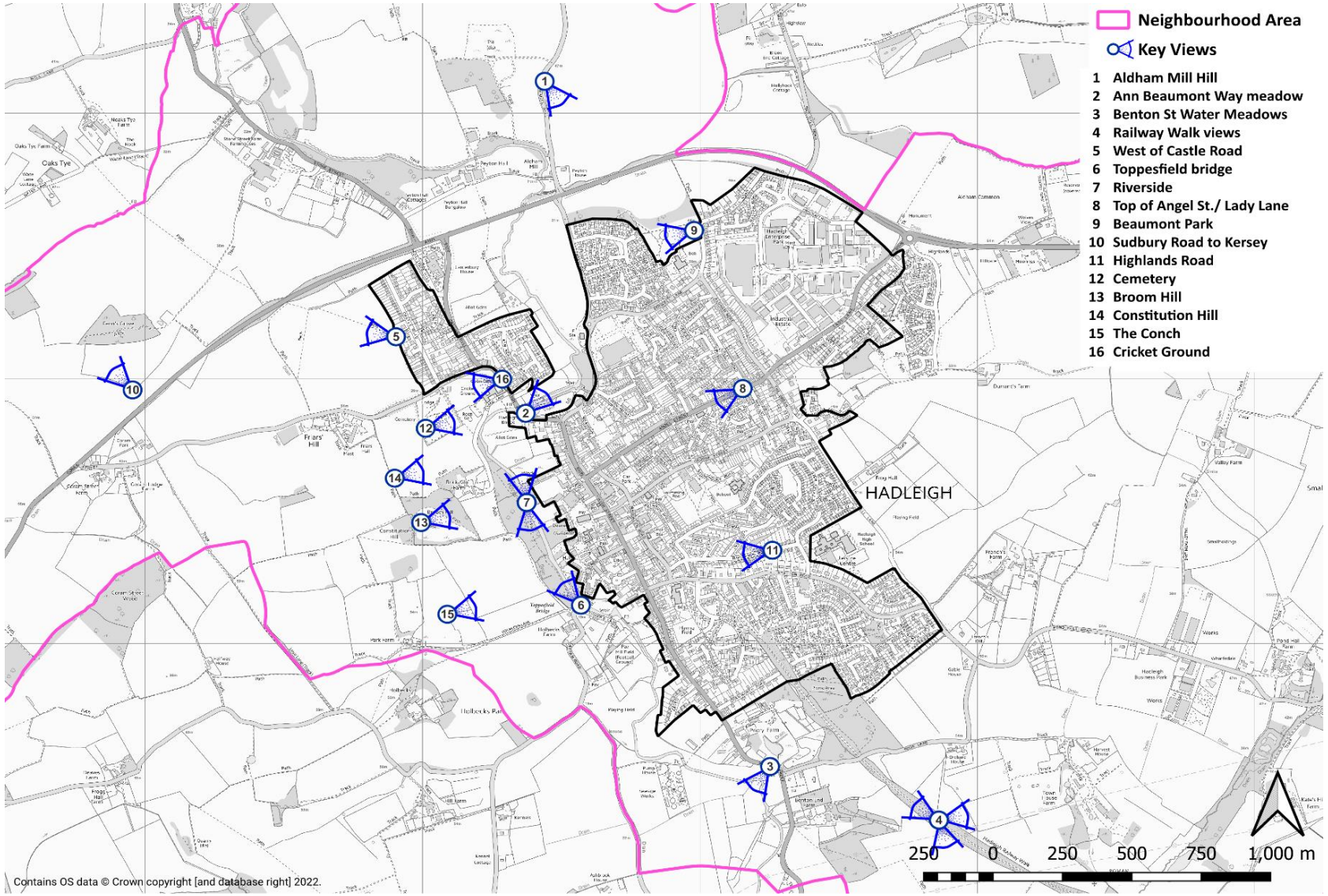
View from Aldham Mill Hill

4.15 In total, 16 key views were identified. These views are each held in high public regard and demonstrate particular qualities or features. These views are marked on Figure 4.4.

4.16 It should be noted that the settlement boundary shown in Figure 4.4 and on the Policies Map is from the 2006 Babergh Local Plan. When adopted, and where appropriate to do so, Joint Local Plan Part 2 is likely to establish new settlement boundaries around specific towns and villages, including around Hadleigh. At this point, the settlement boundary referred to in Policy HAD2 will relate to the new boundary as defined by the Joint Local Plan Part 2.

View at Ann Beaumont Way

Figure 4.4: Key Views



Source: Hadleigh Neighbourhood Plan: Key Views Assessment

POLICY HAD2: LANDSCAPE AND KEY VIEWS

A. Development proposals must take into account of and be informed by the findings and recommendations set out in the Hadleigh Landscape Assessment Character and Sensitivity Assessment May 2023 or any successor document for the particular Landscape Character Area in which a proposal is situated. All proposals should demonstrate that:

1. **the scale and character respects the landscape, landscape features, streetscape, heritage assets and important spaces and valued views into, out of and within Hadleigh (and particularly the Conservation Area);**
2. **the proposal will have particular regard to any management recommendations applicable to the Landscape Character Area (see Figure 4.2) in which it is located;**
3. **any required landscape mitigation measures are incorporated to ensure development is sensitively screened and assimilated into its surroundings. For locations on the edge of Hadleigh town (as defined by the settlement boundary), landscape buffers will usually be required.**

B. Development proposals in the Hadleigh Area of Local Landscape Sensitivity (ALLS), as shown in Figure 4.3 and identified on the Policies Map will only be permitted where they:

1. **Protect and enhance the special landscape qualities of the area and its wider context;**
2. **Are designed and sited so as to harmonise with the landscape setting and features of the site; and**
3. **Provide landscape impact mitigation measures as part of the proposal where necessary.**

Exceptions to this are proposals affecting existing rural buildings, householder applications or residential development that complies with one or more exceptional circumstances set out in national policy (NPPF paragraph 84) or proposals affecting essential utility infrastructure.

All development will be expected to deliver, where appropriate, enhancement measures (following the management recommendations Rural Character Areas HRCA1, 2, 3, 4 and 8 set out in the Hadleigh Landscape Assessment Character and Sensitivity Assessment Many 2023).

C. To conserve the landscape and rural character and setting of the Neighbourhood Plan Area, development proposals shall, where appropriate, demonstrate how they will ensure that there is no detrimental impact on the key features and attributes of key views listed below and overleaf, and shown in Figures 4.4 and identifies on the Policies Map:

1. **Aldham Mill Hill**
2. **Ann Beaumont Way meadow**
3. **Benton Street Water Meadows**
4. **Railway Walk views**
5. **West of Castle Road *(including Friars Hill)***
6. **Toppesfield Bridge**
7. **Riverside**
8. **Top of Angel St./Lady Lane**
9. **Beaumont Park**
10. **Sudbury Road *[A1071]* towards Kersey**
11. **Highlands Road**
12. **Cemetery**
13. **Broom Hill**
14. **Constitution Hill**
15. **The Conch**
16. **Cricket Ground**

5 NATURAL ENVIRONMENT

5.1 Hadleigh sits within an environment rich in biodiversity and wildlife. It is vital, as part of the need to help address the current and acute environmental challenges we face, that this richness is preserved and enhanced. This not only applies to development around the edges of Hadleigh town or in the countryside; development within the town can also make a contribution. Even in urban areas, wildlife can thrive given the right conditions. The design of development needs to be informed by this critical need.

Maximising opportunities for biodiversity to thrive through design

5.2 The design of individual buildings and of neighbourhood scale green and open spaces, including private gardens, will help to ensure that existing habitats present in Hadleigh can thrive and a range of new habitats can be created.

5.3 This is in line with the requirement of the Environment Act 2021 for all new development (excluding small householder proposals) to achieve net biodiversity gain of at least 10%. The community of Hadleigh was clear that development should seek to go further than this and seek to achieve at least 20% net gain. Moreover, if all or part of this net gain cannot be achieved on site, then offsite improvements should be within Hadleigh parish. Such improvements should seek to link up areas of habitat to create wildlife corridors, including with land neighbouring Hadleigh. This includes the emerging green corridor in Calais Street (see Policy HAD4).

5.4 Planting is an important aspect of development and habitat creation. Not only does a well-considered planting scheme provide high quality landscaping, it is a fundamental aspect of enhancing biodiversity that otherwise would be lost. Planting schemes should ensure that tree species should be carefully selected to be responsive to landscape and historic character and to suit the planting location[3]. Planting should not simply consist of trees but a range of shrubs and grasses too.

5.5 Other creative ways of providing habitats can be designed easily into developments of any size *(see image right of a bin store with a green roof and habitat features. Photo credit: Green Roof Shelters)*

5.6 Protecting species present in the area is also important. Examples of the simple solutions that well thought-out design can easily incorporate into new and existing developments are:

- Integral bird and bat boxes under the eaves of the new houses, or artificial nests sited in places away from windows and doors, can create vital new roosting sites to support populations of birds and bats.
- Boundaries between dwellings can be made hedgehog friendly by including pre-cut holes for hedgehogs to more effectively move across neighbourhoods to forage.

[3] See *'Right Tree in the Right Place for a Resilient Future'* by Forest Research - https://www.forestresearch.gov.uk/tools-and-resources/fthr/urban-tree-manual/)

- New planting schemes can support bees and other pollinators by including nectar-rich plants.
- Even very small ponds provide a haven for insects, frogs and other wildlife. Where sustainable drainage systems (SuDS) are required to support major development, these should also be designed with wildlife in mind.
- Plumbed-in rainwater for non-sanitary uses e.g. cisterns, maintaining ponds and watering gardens.
- Reed bed systems can treat grey water and create a wildlife area.

Bricks that allow birds to nest
(credit: Bird Brick Houses)

Hedgehog-friendly fencing
(credit: Nurturing Nature)

5.7 Development is encouraged to be informed by the full list of considerations in Natural England's 'Green Infrastructure Framework 2023'[4].

A green roof
(credit: BMI UK)

Rainwater harvesting

5.8 Opportunities should also be taken to provide green roofs, particularly on flat roofs and any degree of roof where it is practicable to do so. More effective water harvesting can also be provided very cheaply and effectively provided it is designed into new properties. On commercial properties tanks can be built under car parks to accommodate excess water and prevent flash flooding of industrial areas which typically lack green areas that can absorb heavy rainfall.

5.9 Along with these specific features, the use of landscaping has multiple positive benefits. Not only is it more visually appealing than hard, man-made features, particularly walls, but it also enhances biodiversity, creates important habitats for wildlife and provides important shade and shelter. The simplest example is the use of hedges rather than wooden fences. Policy LP24 in the Joint Local Plan Part 1 addresses this, requiring development to incorporate high levels of soft landscaping, trees and public open space that creates and connects to green infrastructure and networks.

[4] https://designatedsites.naturalengland.org.uk/GreenInfrastructure/Home.aspx

POLICY HAD3: BIODIVERSITY-LED AND WILDLIFE-FRIENDLY DESIGN

A. Development should be designed to retain trees, shrubs and hedgerows of arboricultural, habitat and amenity value on-site and to conserve and enhance connectivity to the wider multifunctional green and blue infrastructure networks.

B. In addition to protecting existing habitats and species, including hedgerows and mature trees, all development proposals should deliver a minimum of 10% net gain in biodiversity and are encouraged to deliver a minimum of 20%. Development should take a 'biodiversity-first' approach and should maximise the delivery of biodiversity net gains on site. If on-site delivery is not possible then:

a. it must be clearly demonstrated that all reasonable options for on-site provision have been considered prior to off-site provision; and
b. off-site improvements should be within Hadleigh parish wherever possible.

C. The incorporation of design features into new development that encourages local wildlife and biodiversity to thrive will be supported.

Green / Blue Corridors and Verges

5.10 Green infrastructure is a network of multi-functional green space and other green features, urban and rural, which can deliver quality of life and environmental benefits for communities. Green infrastructure is not simply an alternative description for conventional open space. It includes parks, open spaces, playing fields and woodlands as well as street trees, allotments, private gardens, green roofs and walls, SuDS and soils. It includes rivers, streams and other water bodies, sometimes called 'blue infrastructure'.

5.11 There are nine County Wildlife Sites (CWSs) in Hadleigh parish as well as a small part of the Hintlesham Woods Site of Special Scientific Interest (SSSI). In addition, 10 priority habitats have been identified, with a significant number of Protected and Priority species recorded in association with these habitats.

5.12 The ability to link these habitats via corridors is important to allow wildlife to thrive. As with the example of creating gaps in fences for hedgehogs, the ability for wildlife to move between green areas is often critical for their survival. Protecting such 'green' or 'blue' corridors is therefore of fundamental importance. The design of new development is key to ensuring that these corridors both remain functional and are enhanced.

5.13 A green corridor has been identified in the Calais Street area of Hadleigh town. Figure 5.1 shows this corridor, running from Calais Street up to Churchill Avenue/Aldham Road. This area includes grassland, path verges, mature trees and hedgerows. Whilst the area therefore provides benefits to wildlife, these could be enhanced. Hadleigh Environmental Action Team (HEAT) is encouraging people to put up bird and bat boxes, plant up the gaps in the hedges, create small habitat piles of dead wood and plant wildflowers and trees. It is therefore important that development in the area does not create barriers to this green corridor. It also offers an opportunity for development that is unable to deliver on-site net biodiversity gain to meet its requirements locally by contributing to these enhancements.

Figure 5.1: Calais Street green corridor

(source: Hadleigh Environmental Action Team (HEAT))

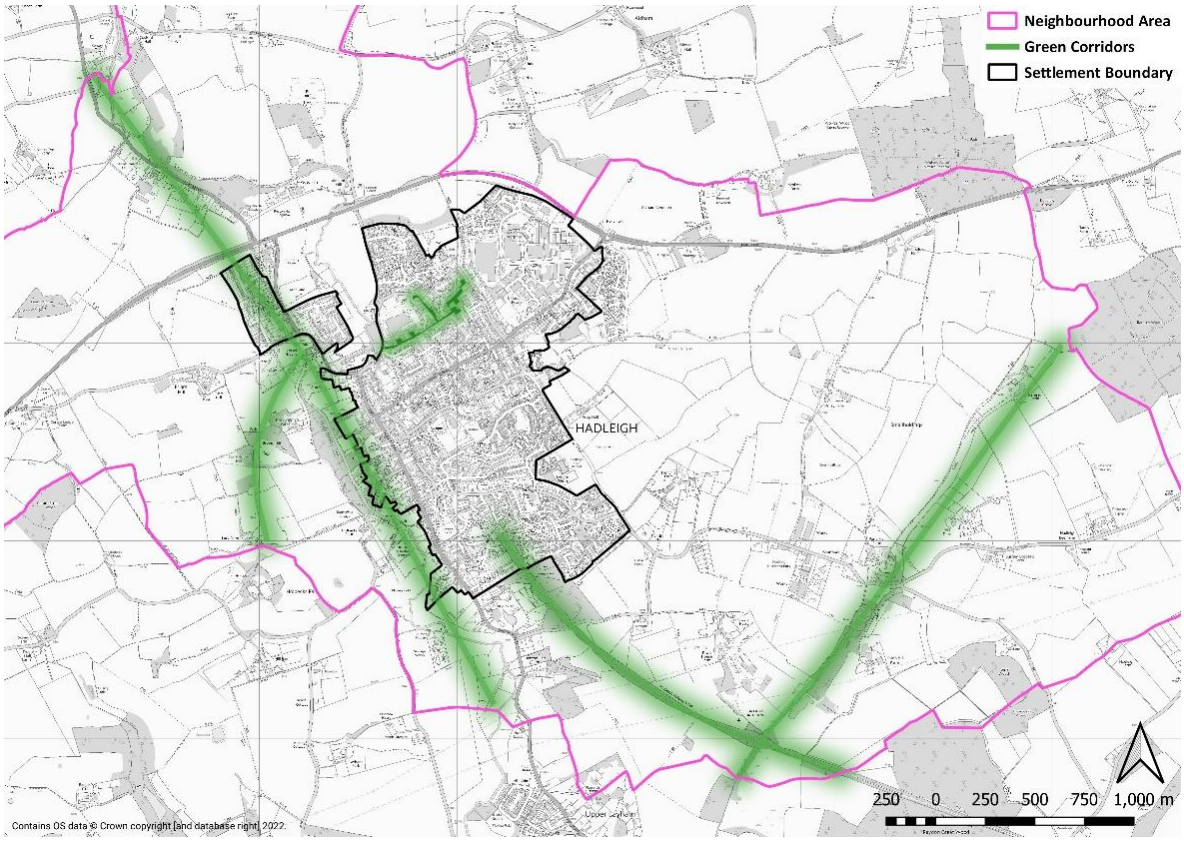
5.14 Two sections of the River Brett within the parish are designated as CWSs, namely the section from Bridge Street south to Duke Street and the section south of Layham Road Sports Ground to the footbridge near the sewage works. This covers most of the areas adjacent to the town. These sections of the River Brett have been selected due to their importance for aquatic wildlife including aquatic plants which indicate good water quality including water starwort species and river water-dropwort. There are several records of water vole and otter along the river, as well as European eel and bird species including kingfisher and grey wagtail[5].

5.15 As well as the habitat directly associated with the watercourses, there are significant blocks of other habitat bordering the river including wet woodland and coastal and floodplain grazing marsh. The habitats along the river corridor also link with an ecological network of habitats joining Broom Hill Wood CWS with habitat to the north and south of the CWS, which then join the important hedgerows and historic parkland associated with Holbecks Park. The river corridor is separated by Benton Street from another ecological corridor along the Hadleigh Railway Walk CWS. The Hadleigh Railway Walk CWS is a linear wooded habitat which connects other areas of Priority Habitat and CWSs, such as patches of lowland mixed deciduous woodland, Valley Farm Meadows CWS, Raydon Great Wood CWS and Tom's/Broadoak Wood CWS. This ecological corridor along the Hadleigh Railway Walk CWS also links with an area of semi-natural habitat which runs along an unnamed drain running north to south from Valley Farm Meadow CWS linking patches of fen meadow, woodland, scrub and grassland.

5.16 Natural England have identified a number of network enhancement and expansion zones based on the presence of Priority Habitats, where habitat enhancement and improving ecological corridors is particularly recommended (see Figure 5.2). The River Brett blue corridor forms a significant part of this.

[5] Source: Suffolk Wildlife Trust (2022) *Hadleigh Neighbourhood Plan: landscape and Biodiversity Evaluation 2022*, for Hadleigh Town Council

Figure 5.2: Ecological Networks in Hadleigh Parish



Source: Navigus Planning

5.17 Like the Calais Street green corridor, these corridors are similarly protected.

5.18 Mini corridors could also be created along verges. Planting on large verges – through the use of planters, shrubs or trees – also ensures parked vehicles do not damage the verges. The Suffolk Design: Streets Guide includes further policy requirements in this regard and it is important to note that the cutting of verges and choice of low vegetation within visibility splays is necessary for highway safety purposes

Example of damage to grass verges
(source: Babergh and Mid Suffolk Parking Strategy 2022-2024)

POLICY HAD4: GREEN / BLUE CORRIDORS AND VERGES

Green / Blue Corridors

A. Development proposals on or adjacent to the green or blue corridors identified on Figure 5.2 must demonstrate a layout and design which ensures that wildlife habitat is connected and not impeded in its movement along the corridor. Proposals to enhance the green and blue corridors are strongly encouraged.

Verges

B. Existing green verges along roadways should be retained and should only be removed if it is clearly demonstrated to be part of necessary highway improvements, including for walking and cycling. Any such improvements should incorporate opportunities for planting around the existing verges wherever practicable.

C. Major development (as defined in the NPPF) should maximise the provision of green verges along main roadways and should demonstrate that these are designed so that vehicles are not able to use them for parking which can lead to the degradation of the verges or be degraded by day-to-day activity.

D. On roadways outside of main routes, the design of roadways and verges to maximise biodiversity value will be supported. This could include enabling the planting of street trees or wildflower meadows or the creation of community gardens.

E. Proposals to enhance the biodiversity value of verges will be strongly supported.

Local Green Spaces

5.19 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 106 of the NPPF says that the Local Green Space designation should only be used where the green space is:

- in reasonably close proximity to the community it serves;
- demonstrably special to a local community and holds a particular local significance, for example because of its beauty, historic significance, recreational value (including as a playing field), tranquillity or richness of its wildlife; and
- local in character and is not an extensive tract of land.

5.20 Policy HAD5 below identifies 19 spaces that merit Local Green Space designation. Figure 5.3 (which follows) shows their locations.

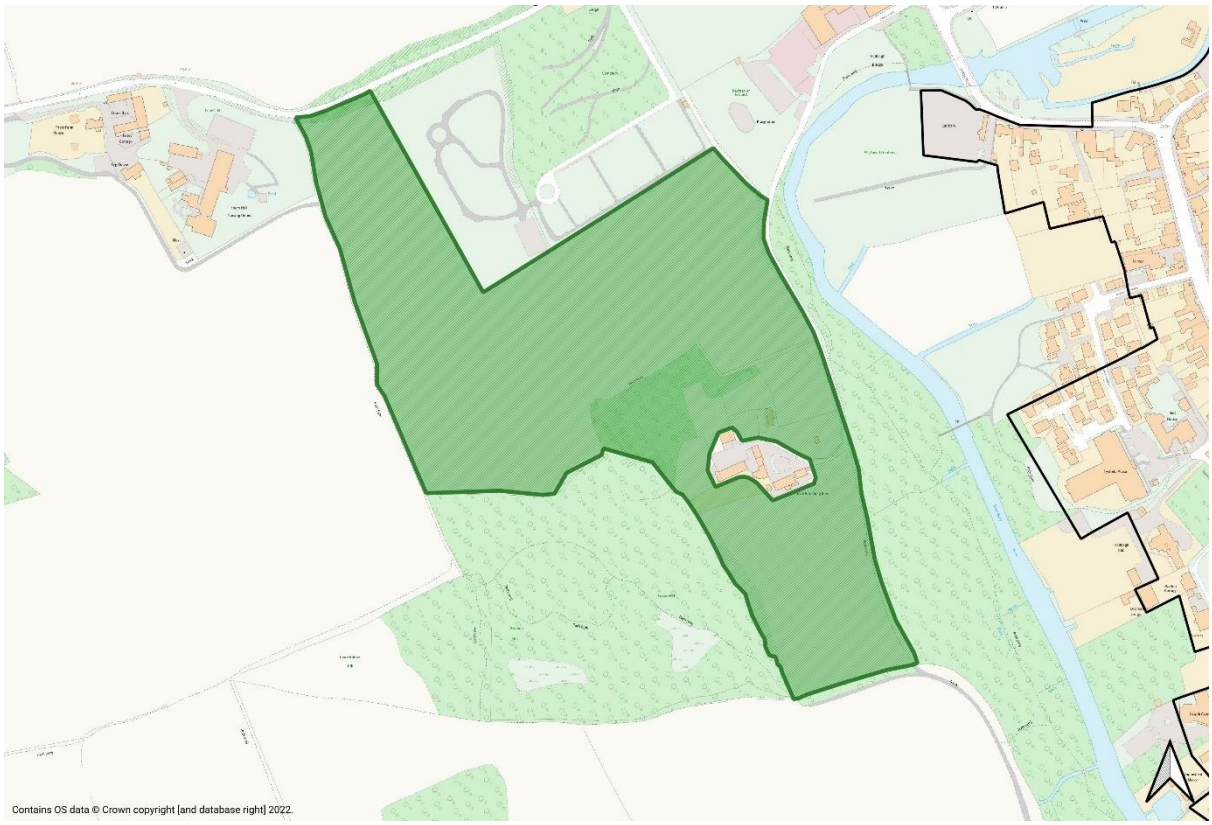
POLICY HAD5: LOCAL GREEN SPACES

A. The following areas shown on Figure 5.3 and on the Policies Map are designated as Local Green Spaces:

1. **Constitution Hill**
2. **Broom Hill**
3. **Beaumont Park**
4. **Corks Lane Park**
5. **Bridge Street Allotments**
6. **Toppesfield Allotments**
7. **Gallows Hill Allotments**
8. **Cricket Ground**
9. **Calais Street Recreation Ground**
10. **East Meadow/Cox's Park**
11. **Riverside Walk and Toppesfield Picnic Area**
12. **Railway Walk**
13. **Layham Road Sports Ground and The Millfield**
14. **Hadleigh Cemetery**
15. **Green area Between Station Road and Buckenham Road**
16. **Green at Clopton Gardens**
17. **Yeoman Way Recreation Area**
18. **The Fuzz**

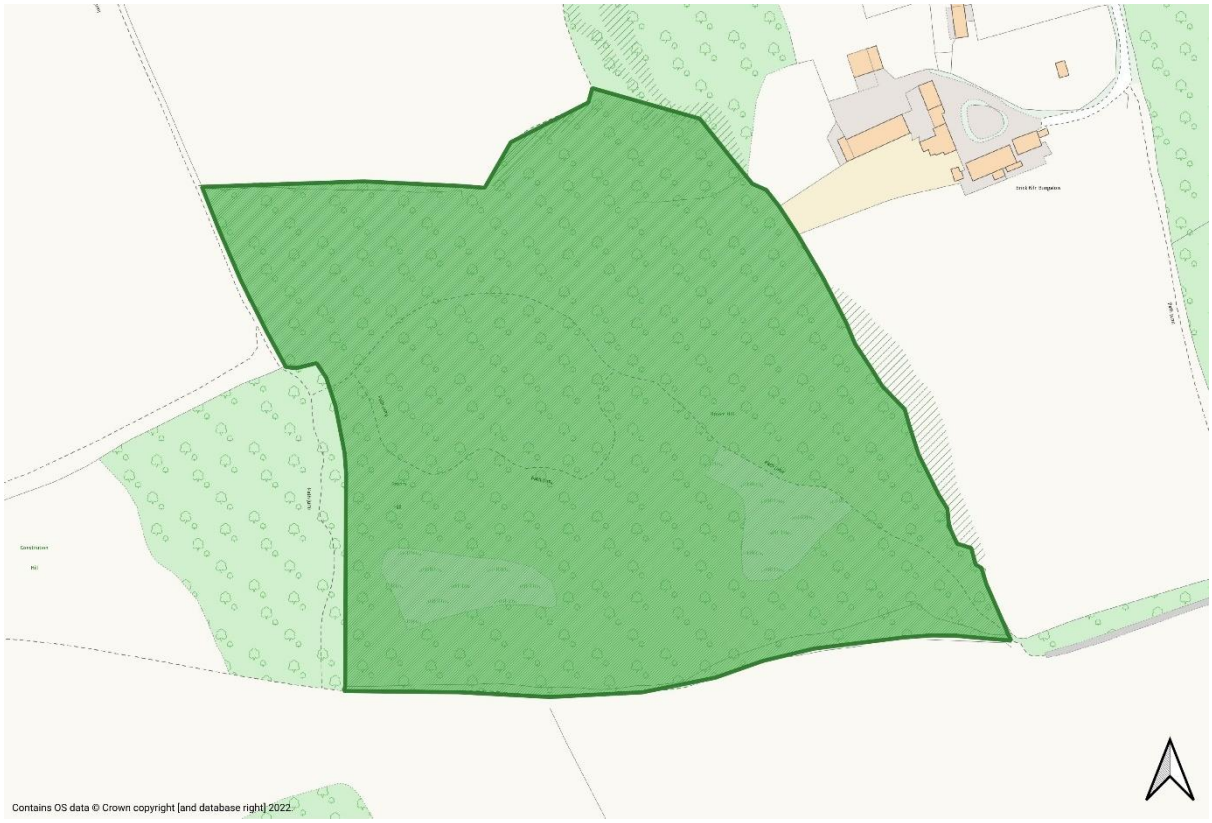
B. Development proposals within the Local Green Spaces will be consistent with national policy for Green Belts.

1. Constitution Hill, 9.64 ha



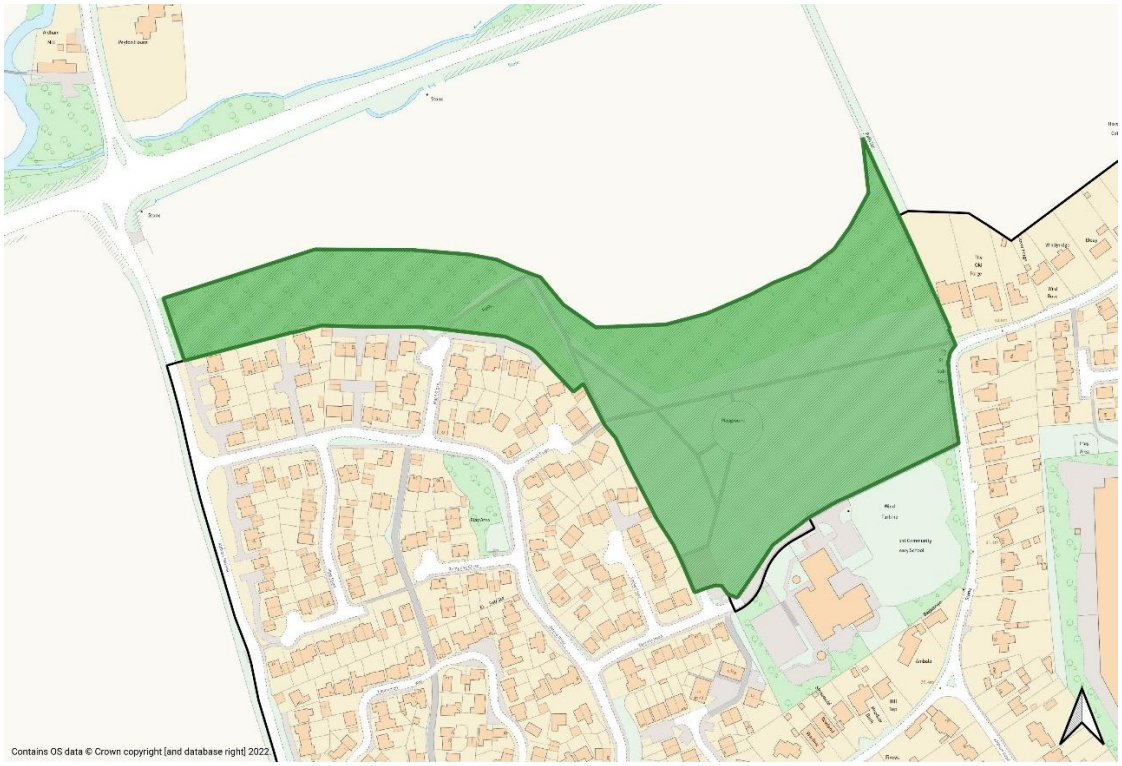
5.21 Pastured agricultural land used by the public for informal recreational use across footpaths and permissive passage, primarily for dog walking. Extends from the field above Castle Road to Coram Hill and along the northern edge of the Broom Hill nature reserve. It has many paths criss-crossing the land including two important routes used by many Hadleigh residents – the path across the bypass to Kersey village and Love Lane which forms the outer boundary for most people walking on Constitution Hill.

2. Broom Hill, 3.99 ha



5.22 A former quarry that supplied clay to local brick-makers and, since its abandonment, has been covered with woodland, grassland and scrub. Now it is a green space Nature Reserve used for recreational enjoyment by the local community.

3. Beaumont Park, 4.31 ha

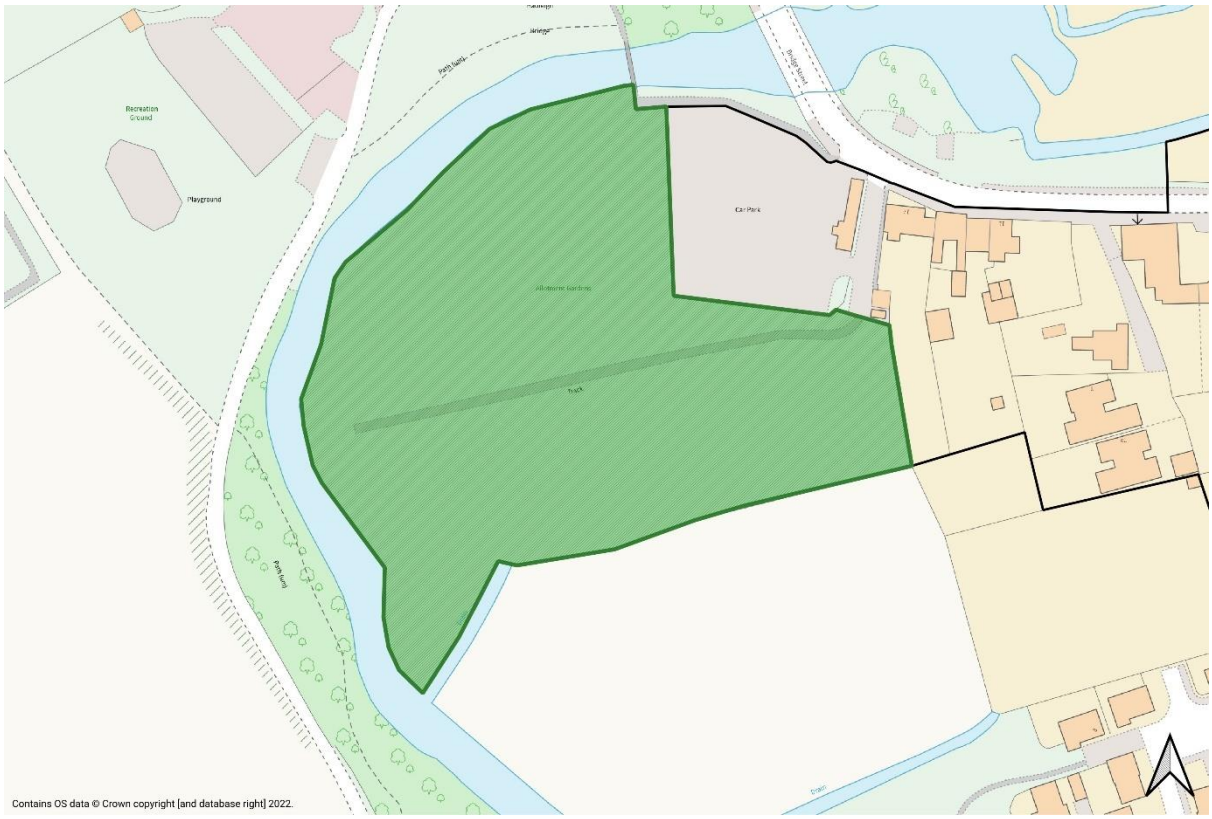


5.23 A hilltop green parkland used for informal recreation. It also has formal recreation with the children's play area and equipment. It has long distance views over the town and countryside.

4. Corks Lane Park, 0.52 ha

5.24 Formal children's play area and adult outdoor gym facilities amongst green parkland space that is used for informal recreation.

5. Bridge Street Allotments, 1.41 ha

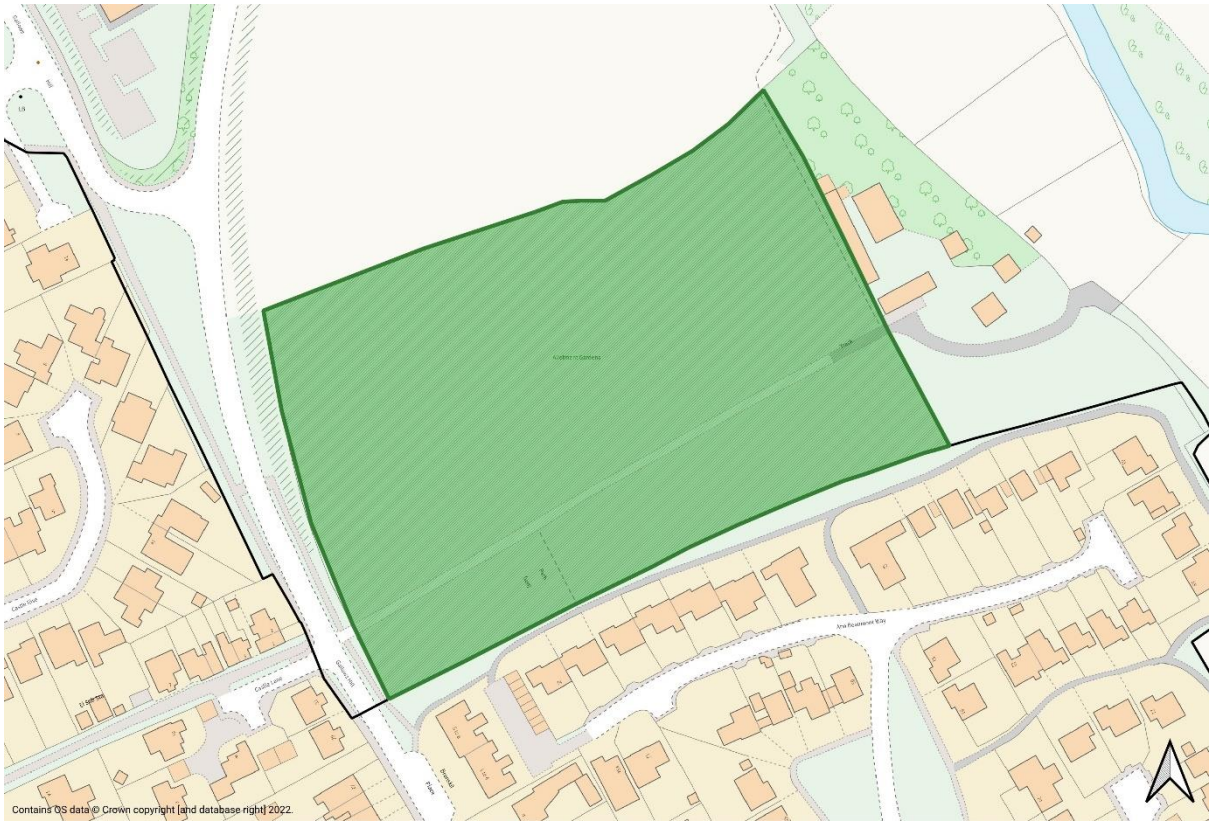


5.25 Existing well-used allotments.

6. Toppesfield Allotments, 0.24 ha

5.26 Existing well-used allotments.

7. Gallows Hill Allotments, 2.21 ha

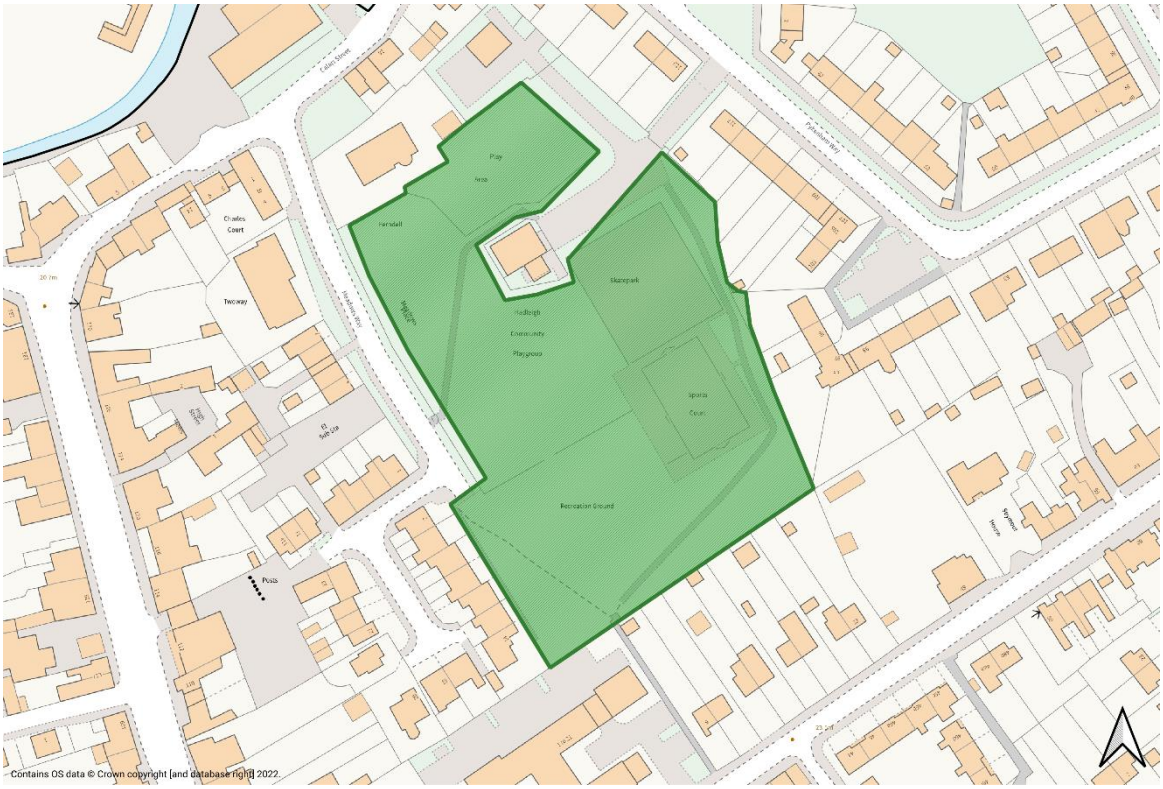


5.27 Existing well-used allotments.

8. Cricket Ground, 1.73 ha

5.28 A historically important open space, being the original 'tenter grounds' for the wool industry in the Medieval period. It is now a cricket ground close to the heart of Hadleigh which has been used by Hadleigh Cricket Club since 1893. The Club is thriving and fields multiple teams at men's, ladies and junior level.

9. Calais Street Recreation Ground, 1.19 ha

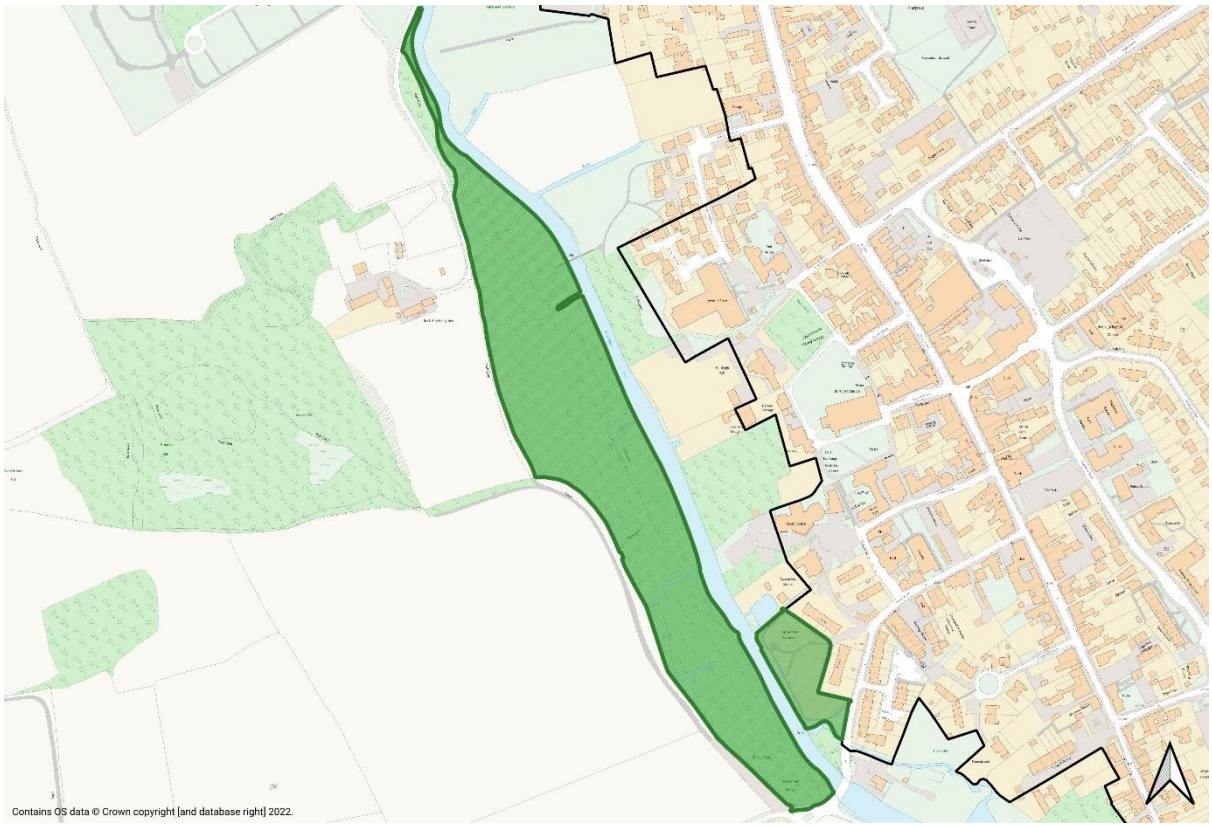


5.29 A formal children's play area and open grassed parkland with benches for recreational use. The area also includes a popular skatepark and hard court for ball games.

10. East House Meadow/Cox's Park, 2.47 ha

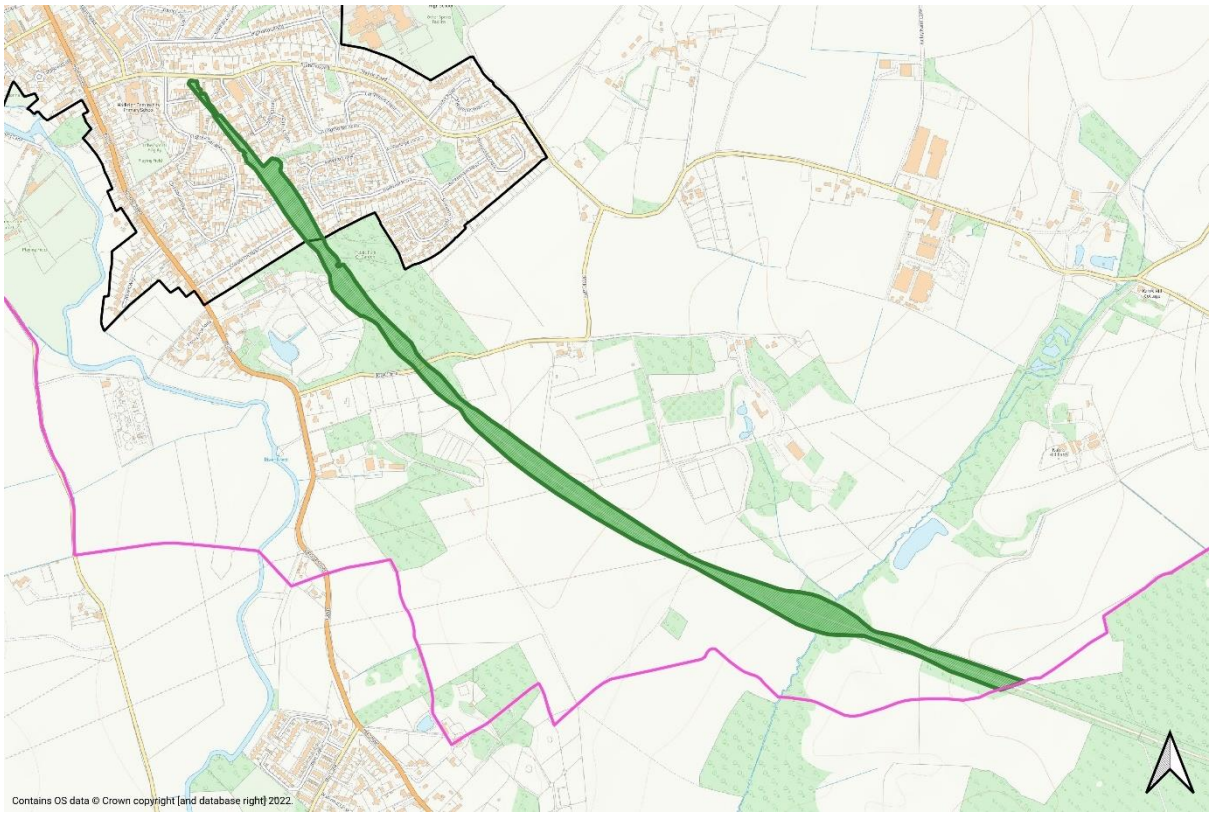
5.30 Formerly part of the substantial grounds of East House it now provides a well-equipped children's play area and open grassed parkland with mature trees and paths for informal recreation. The Park also contains Hadleigh's swimming pool and leisure centre.

11. Riverside Walk and Toppesfield Picnic Area, 4.79 ha



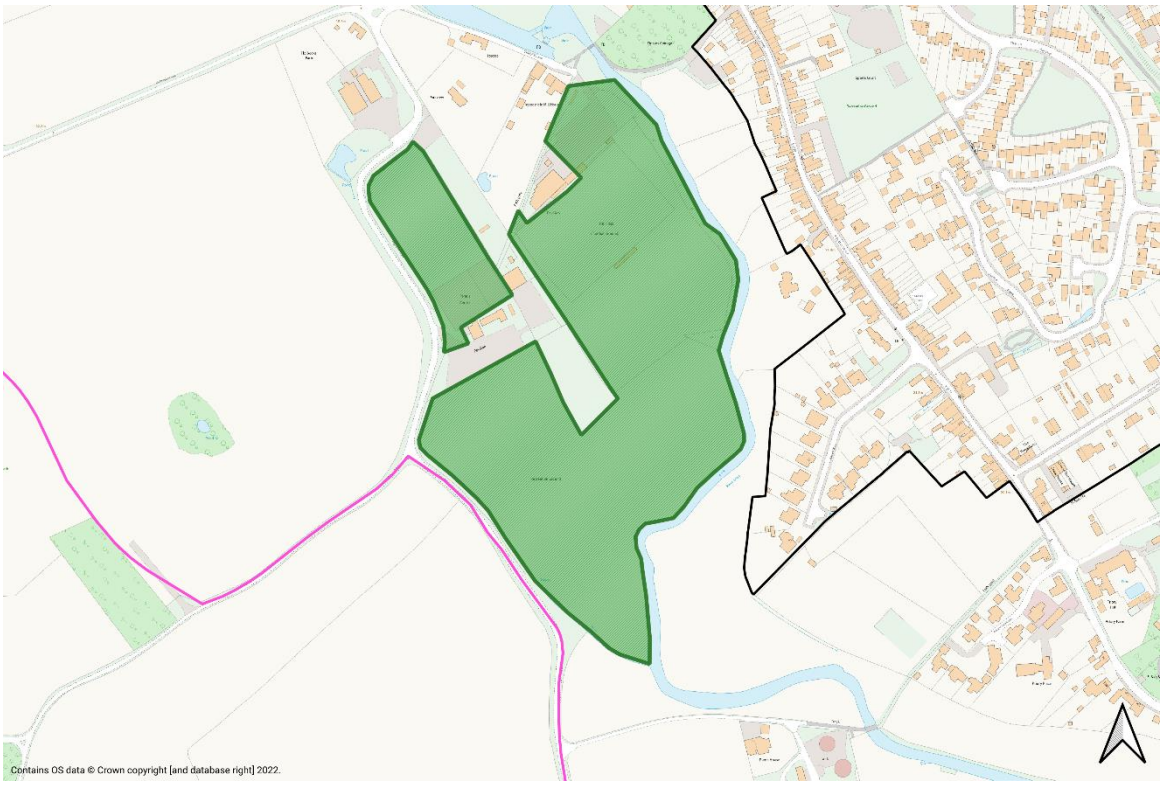
5.31 A nature walk following the River Brett in a linear woodland area on the western bank of the River Brett. Has an all-weather footpath connecting Corks Lane to Duke Street and the picnic area by Toppesfield bridge. The riverside walk also has a newly opened footbridge that gives access to the High Street via Manor Gardens.

12. Railway Walk, 8.75 ha



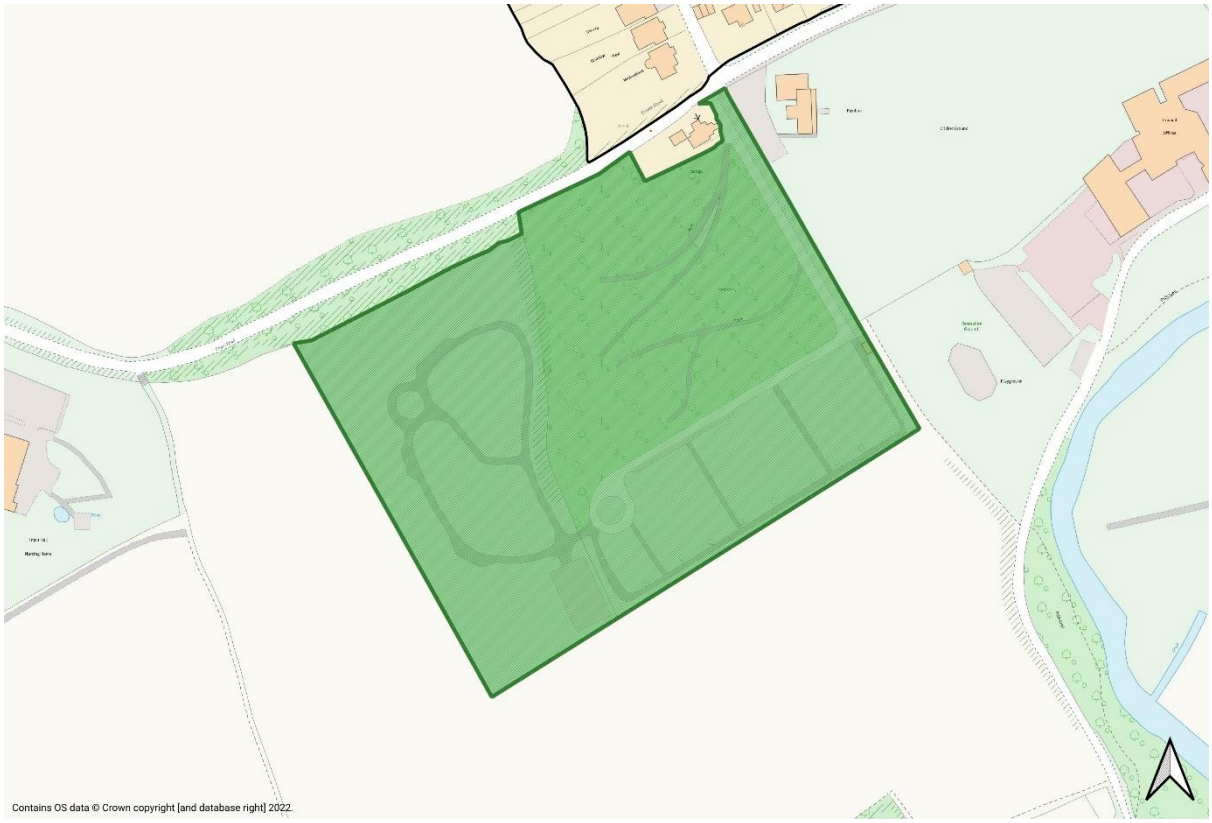
5.32 A nature reserve walk following the old railway line of historic importance for 2 miles from Hadleigh to Raydon. It is also used by equestrians as well as walkers and cyclists.

13. Layham Road Sports Ground and The Millfield, 7.23 ha



5.33 A dedicated green space used for sporting activities and recreational use. This includes formal sports - rugby, tennis, football, hockey – and informal activities such as picnicking and dog walking. The Football Club operating out of The Millfield is thriving and fields multiple teams at men's, ladies and junior level, often too many for the spaces available to play on. The rugby club has also increased its teams including recent formation of a women's team "Hadleigh Ewes".

14. Hadleigh Cemetery, 3.50 ha

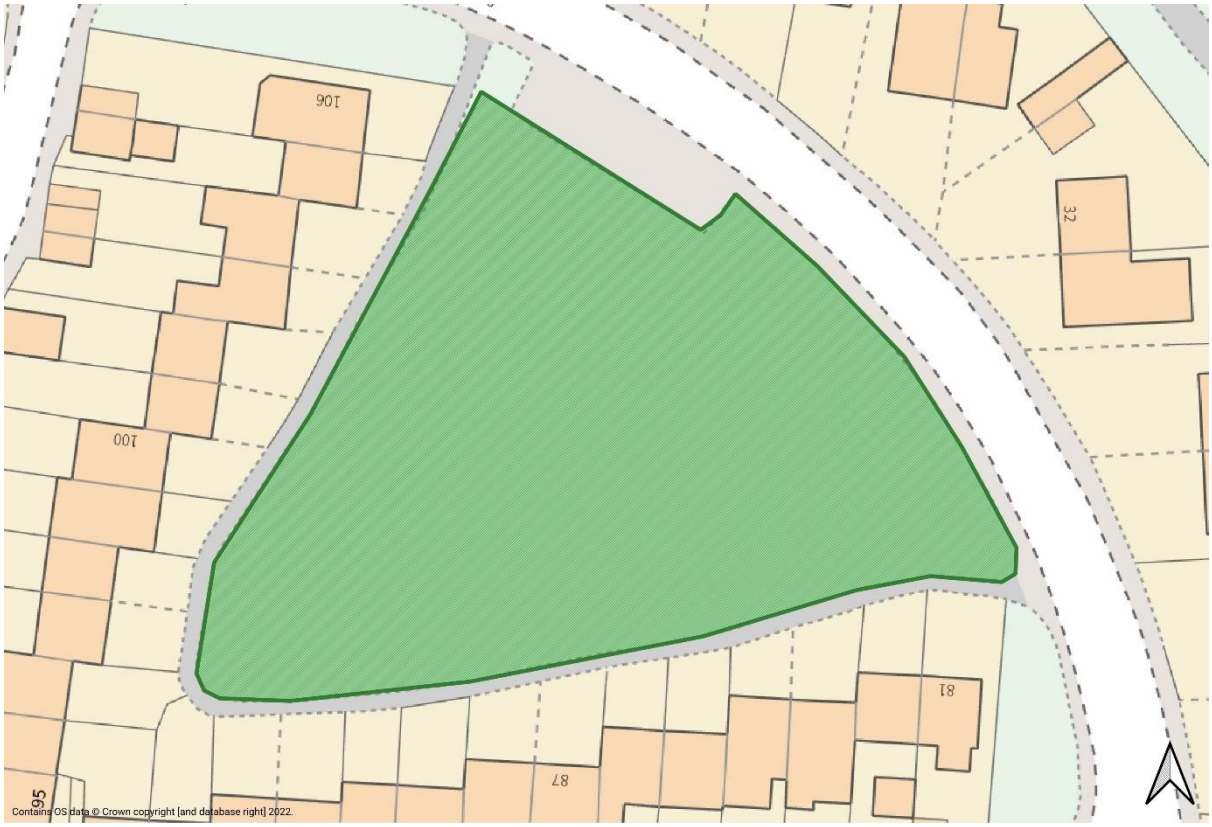


5.34 An area of land used as the town cemetery with many headstones. A safe and quiet green space used as the town's cemetery since 1860's. A reflective place to walk and sit. The cemetery has recently been extended and can now also provide natural burials.

15. Green Area Between Station Road and Buckenham Road, 0.65 ha

5.35 A green space in amongst a built up area of development beyond Station Road. It forms an important green break that separates Woodthorpe Close, Wentworth Close and Buckenham Road. It has plentiful trees and a footpath running through it.

16. Green at Clopton Gardens, 0.27 ha

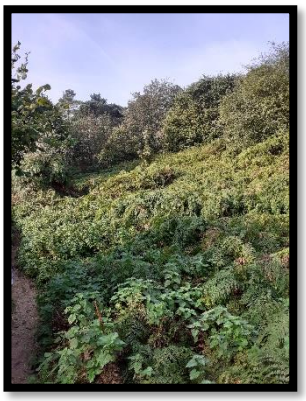


5.36 A green space in Clopton Gardens used by the residents for informal recreational use. Typically this is for children's ball games, often with a portable small football goal erected by residents. It is also used for street parties.

17. Yeoman Way Recreation Area, 0.56 ha

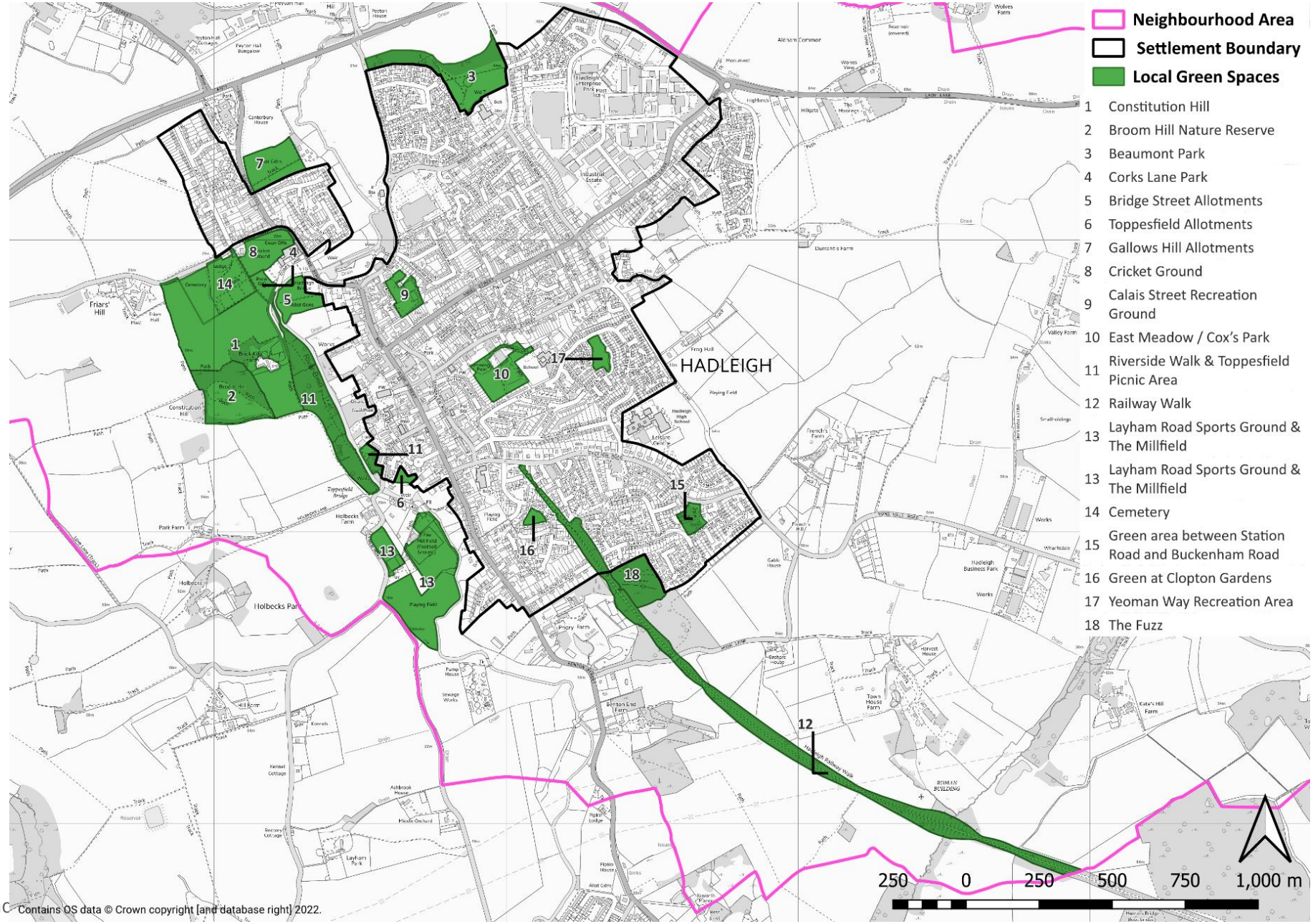
5.37 A green space bordered by many trees that is used regularly by residents for informal recreation.

18. The Fuzz, 1.98 ha



5.38 A Local Nature Reserve used for recreation, walking dogs, riding horses, cycling, and walking into town from the outskirts to avoid the busy area of Station Road. The area is filled with an abundance of trees with numerous footpaths through to Hook Lane and Stockton Close, with wooded areas, gorse bushes ferns, open sand dunes and other grassy area.

Figure 5.3: Local Green Spaces

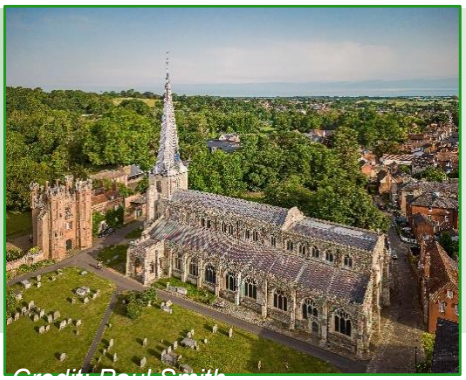


Actions

5.39 The following actions were proposed through the development of the Neighbourhood Plan as ways of supporting the objectives related to the natural environment:

- Undertake wildflower and other native seed sowing in verges (with species mixes that cover the maximum number of pollinating months). Also encourage existing authorities responsible for the public realm and all new developments to do the same.
- Provide wilding areas and insect hotels in new green spaces.
- Consider the results of work by the river monitoring group with 6 monitoring points above, below and through Hadleigh (results to be considered by the Town and District Councils).
- Consider the results of work by the bat monitoring group (results to be considered by the Town and District Councils).
- Raise awareness of the benefits of linking gardens together to be wildlife-friendly.
- Make Hadleigh a ‘hedgehog friendly town’ by encouraging less grass cutting and creating havens and routes for hedgehogs.
- Enhance biodiversity of existing green spaces.

6. HERITAGE



6.1 It is known that the area of Hadleigh parish is rich in archaeological finds. It is therefore advised that there should be early consultations of the Historic Environment Record (HER) and assessment of the archaeological potential of any potential development site at an appropriate stage in the design stage, in order that the requirements of NPPF and Babergh Local Plan are met.

6.2 A great many of the buildings in Hadleigh are nationally listed and protected by Conservation Area status. Despite this, there are many other aspects of the physical heritage that, whilst contributing to historic, architectural or cultural character, do not enjoy any form of protection.

6.3 The identification of a 'Local List' of Non-designated Heritage Assets can address this. The Hadleigh Society has undertaken an assessment of all buildings and structures that could merit inclusion in the Local List. This has been undertaken using guidance from Historic England[6] which recommends the following principle aspects to be taken into account when making the assessment:

- Age
- Rarity
- Architectural and Artistic Interest
- Group Value
- Archaeological Interest
- Historic Interest
- Landmark Status

6.4 In total, 96 Non-designated Heritage Assets have been identified. The detail for each entry are shown on the Hadleigh Society website: https://hadsoc.org.uk/local-list/

Figures 6.1 to 6.3 overleaf show the location of these 96 assets. The list of addresses for each asset shown on the maps is included in Appendix A.

[6] Historic England (2021) *Local Heritage Listing: Identifying and Conserving Local Heritage*, Historic England Advice Note 7 (Second Edition)

Figure 6.1: Non-designated Heritage Assets in Hadleigh - parish

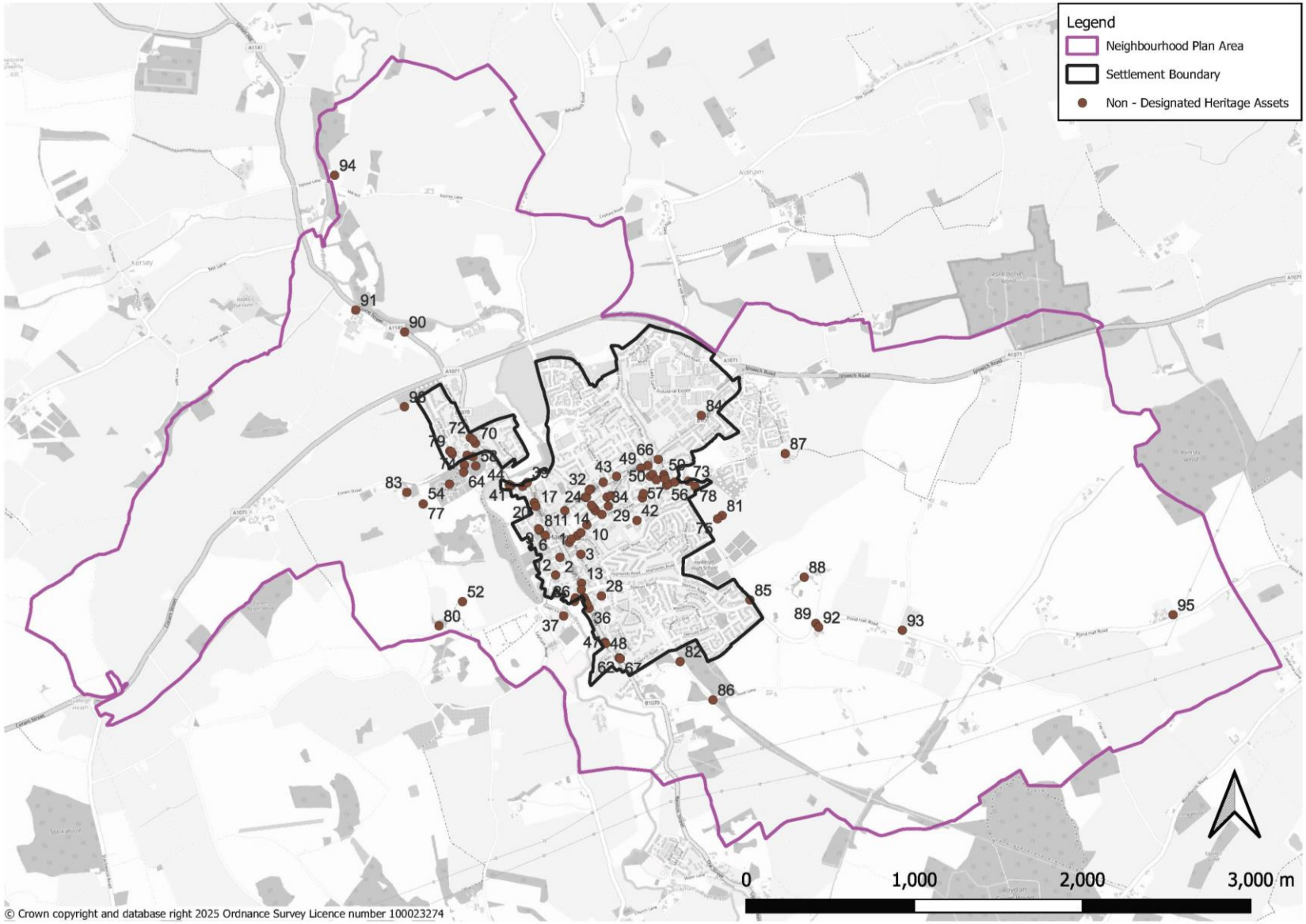


Figure 6.2: Non-designated Heritage Assets in Hadleigh (town centre west)

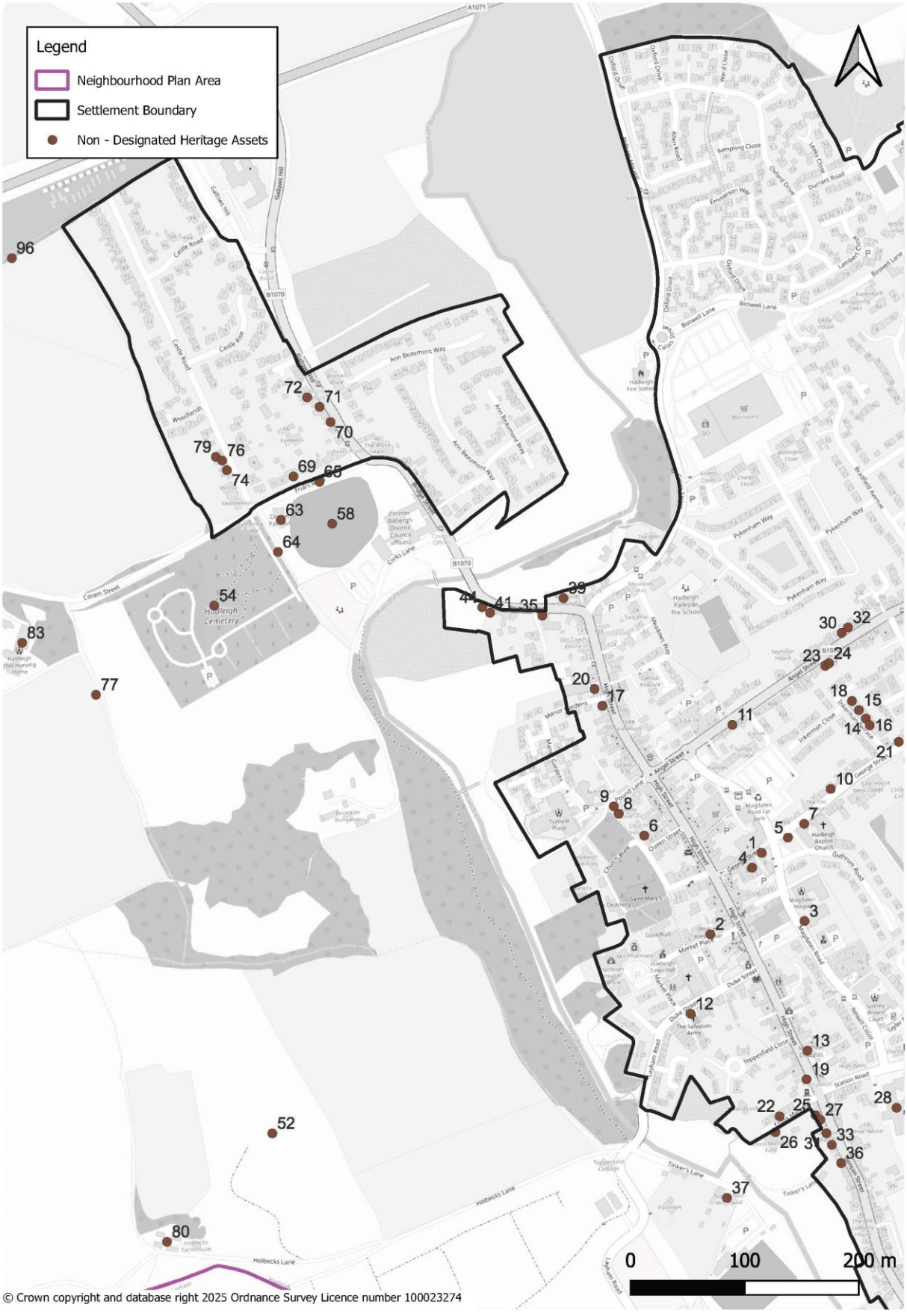
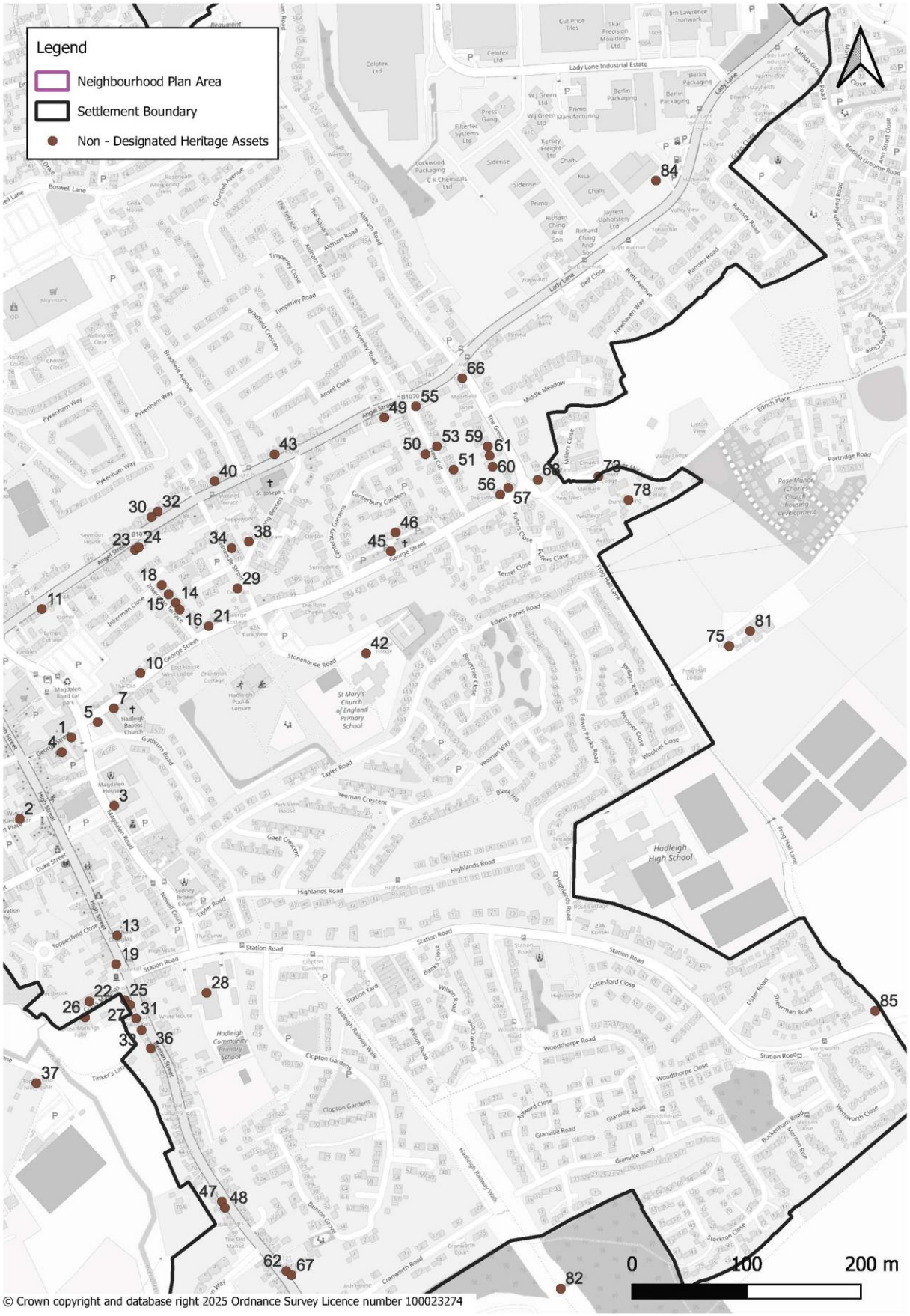


Figure 6.3: Non-designated Heritage Assets in Hadleigh (town centre east)



6.5 This designation enables the significance of an identified Non-designated Heritage Asset to be better taken into account in the determination of planning applications that may affect the asset.

POLICY HAD6: NON-DESIGNATED HERITAGE ASSETS

A. **This policy identifies 96 Non-designated Heritage Assets. Their locations are shown on Figures 6.1 to 6.3, and they are listed in Appendix A. Specific details for each NdHA are published on the Hadleigh Society website: https://hadsoc.org.uk/local-list/**

B. **All proposals for development that directly, or indirectly affect a non-designated heritage asset, as identified on the Hadleigh Local List of Non-designated Heritage Assets, require their significance to the heritage character of the area and its sense of place to be taken into account in regard to the scale of any harm or loss to the heritage asset to minimise any significant harm or loss to the asset and or its setting. This should be included as part of a heritage statement.**

C. **Identified Non-designated Heritage Assets that provide a significant contribution to the special character or appearance of the Hadleigh Conservation Area should be retained and their demolition or substantial demolition should only be permitted where less than significant harm will be caused to the Conservation Area.**

Benton Street

Toppesfield Bridge

High Street

7. LOW CARBON DEVELOPMENT

7.1 Built development uses a significant amount of energy and creates carbon emissions, both in the construction phase and once in use. Given the extent of climate change and the need to drastically reduce emissions, it is vital that all built development minimises emissions throughout its whole life cycle and is designed to use as little energy as possible. Moreover, the creation and use of renewable energy as locally as possible will make a significant contribution towards addressing climate change.

Low Energy Buildings

7.2 The Climate Change Act 2008 committed the UK to an 80% reduction in CO_2 emissions by 2050. In June 2019, an announcement was made by Government to reduce this further to almost 100% by 2050. This will be a major task that will require everyone to be engaged, from households and communities, to businesses and local and national government.

7.3 In 2016, the residential sector alone accounted for over 16% of the UK's annual greenhouse gas emissions (source: Department for Business, Energy and Industrial Strategy). The total emissions from all building types will therefore be much greater. Standards for ecologically sustainable homes and developments are established through Building Regulations and Joint Local Plan policies. Specifically, Policy LP23 (Sustainable Construction and Design) requires new residential dwellings to achieve reductions in CO_2 emissions for the Target Emissions Rate in the 2021 Building Regulations.

7.4 However, for built development to make a meaningful contribution towards achieving net zero by 2050, development needs to go further. Hadleigh's Neighbourhood Plan recognises that in climate policy terms, ensuring new development is very low carbon in design and build is the lowest of low hanging fruit towards the UK's decarbonisation, and therefore expects that developers in the parish will contribute effectively to achieving national and county net zero goals

7.5 New development is therefore encouraged to exceed the requirements of Joint Local Plan Part 1 Policy LP23 or, at the very least, to ensure that new properties are designed so that they are ready to receive the technologies that are crucial to minimising their energy use, e.g. underfloor heating to increase the effectiveness of heat pumps, orientated south to maximise the potential from solar panels, etc. The aim should be for houses to achieve the best standards possible – at the current time this is commonly considered to be the Passivhaus standard.

7.6 In terms of the materials used in construction, efforts should be made to use natural, repurposed or recycled materials where possible. This could include recycled steel and bricks (including clay bricks), reclaimed wood, cross-laminated timber, wool or straw bale insulation.

7.7 In particular, driveways and parking areas are an issue in terms of their environmental impact. The cumulative impact of large numbers of hard-surfaced, impermeable driveways and parking areas on rainwater run-off and biodiversity generally is considerable. New builds should look to use alternative materials such as porous matting to help minimise this.

7.8 Whilst development in the Conservation Area or on historic buildings (i.e. listed buildings) needs to be considered in terms of its impact on heritage, the proliferation of new materials and innovative design of solar PV panels means that there are opportunities for such provision to be made without having an unacceptable impact on heritage.

POLICY HAD7: LOW CARBON **DEVELOPMENT**

A. Proposals for new development, including the construction of new buildings and the redevelopment and refurbishment of existing building stock, are encouraged to exceed the requirements in Policy LP23 (Sustainable Construction and Design) of the Babergh and Mid Suffolk Joint Local Plan Part 1 (2023) and achieve the best possible levels of energy efficiency.

Passivhaus / Zero Carbon is considered to represent the optimum response.

B. In particular, the following are strongly encouraged:

a. The use of porous materials for driveways and parking areas.
b. Innovative design and materials to enable the use of roof-mounted solar PV panels in the Conservation Area or on listed buildings without having an unacceptable impact on heritage.
c. The installation of heat pumps and associated underfloor heating, particularly where insulation has been maximised.

Community Energy

7.9 Joint Local Plan Part 1 Policy LP25 (Energy Sources, Storage and Distribution) provides support for community energy generating proposals, subject to ensuring certain impacts are mitigated.

7.10 The most efficient energy networks are those that produce renewable energy and use it locally. These are commonly called district heating networks and enable communities to be more self-sufficient and therefore more resilient in terms of their energy needs. An excellent local example of a developing district heating network is in Bildeston https://heatingbildeston.uk/our-project.

7.11 All development sites could provide potential opportunities to accommodate renewable energy generation proposals. Other renewable energy schemes that are community-led or which clearly provide benefits for local residents are also likely to garner stronger local support.

POLICY HAD8: COMMUNITY ENERGY

The development of a district heating or electricity network to serve Hadleigh will be strongly supported. If a district heat network is in place or there is clear evidence that it will be in place and providing energy within the lifetime of a development proposal, then that development proposal must be designed to connect to that network unless it is demonstrably unfeasible.

8. SAFE, SUSTAINABLE AND ACTIVE TRAVEL

Walking and Cycling

8.1 In terms of trying to positively influence future patterns of movement into and around Hadleigh and particularly within the town, the Neighbourhood Plan seeks to focus on making improvements for pedestrians and cyclists in order to encourage more walking and cycling to and from the residential areas. Linking residential areas into the network of walkways and safest cycling routes is vital to encourage more walking and cycling and less use of the private car. Such improvements have a range of benefits including:

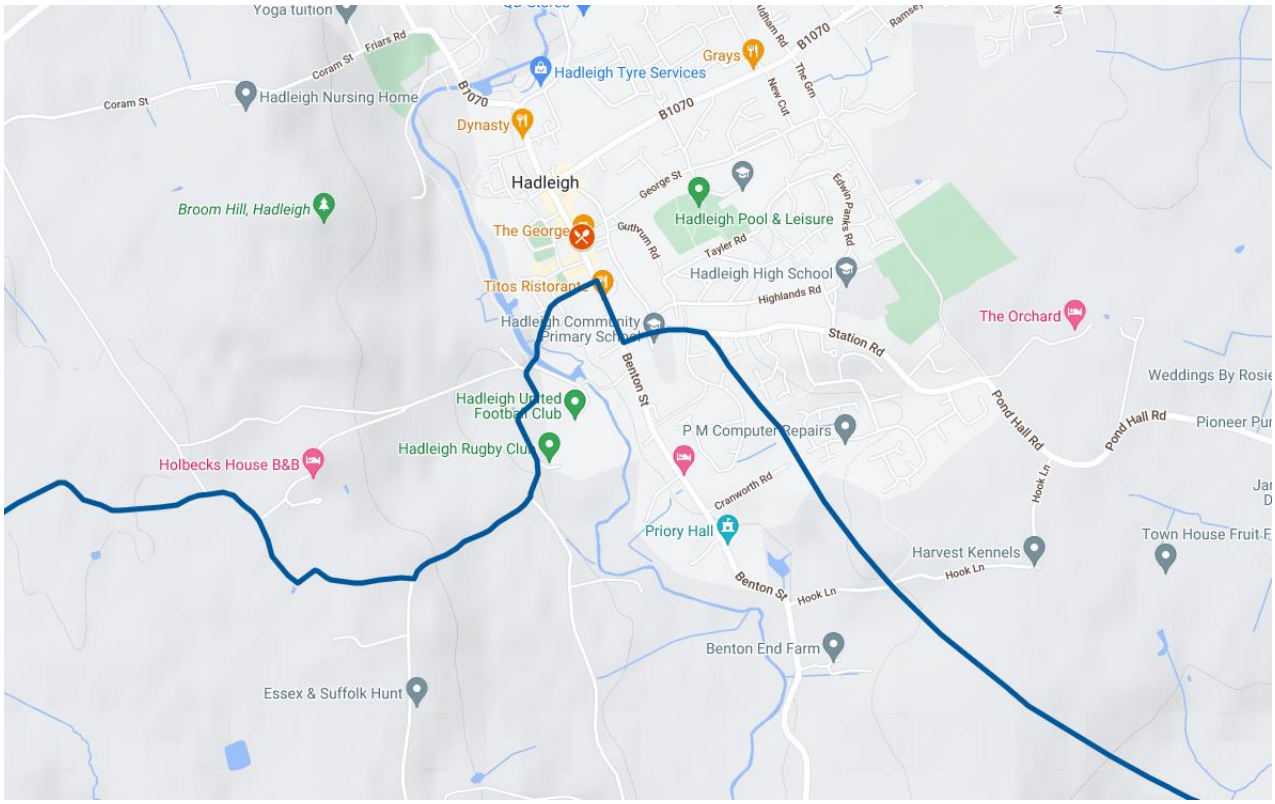
- Providing genuine alternatives to the private car as a means of accessing the town centre, primary and secondary schools, medical and other community facilities;
- Providing health benefits through increased physical exercise;
- Facilitating less congestion and reducing air pollution at busy times by encouraging children to walk to and from school and people to walk to the shops rather than 'jumping in the car' for a short journey;
- Providing a safer environment for the community of Hadleigh, including for vulnerable users.

8.2 Being a market town, Hadleigh has many of the services that residents need. A such, there will be a large number of short-distance trips made every day - to travel to work, school, community activities or the shops and services on the High Street and industrial estate. Most parts of the town are within a 5-minute cycle of the centre of the High Street area. The goal is to maximise the proportion of these trips that are undertaken on foot or by bicycle.

8.3 There are a series of key main routes which form the spine of Hadleigh. These are the High Street, Angel Street, Station Road and Calais Street/Aldham Mill Hill. To enhance walking and, in particular, cycling, these routes need to be made as safe and pleasant as possible for pedestrians and cyclists. If routes for bicycles can be segregated from other vehicular traffic and pedestrians, it is likely that more people will choose to cycle. Whilst such improvements may not always be possible, opportunities should be taken where possible and new developments should ensure that they provide safe, high-quality footpath and cyclepath linkages in to these key main routes from the heart of their developments.

8.4 The Wolf Way is a 248-mile (400km) cycling route around Suffolk that is promoted by Cycling UK. The route passes through Hadleigh, via the Hadleigh Railway Walk, Station Walk, High Street, Due Street and Layham Road. The Wolf Way will encourage cyclists through Hadleigh, and placing facilities for cyclists (such as parking, bike maintenance facilities and e-bike charging) at strategic spots along the route within the town will encourage and enable them to stop and spend some time in the town – further boosting the visitor economy.

Figure 8.1: Route of the Wolf Way through Hadleigh



Source: Wolf Way route map

8.5 In addition, a Local Cycling and Walking Implementation Plan (LCWIP) was prepared at district level for Babergh and Mid Suffolk[7]. This identified a prioritised programme of infrastructure improvements for future investment and covered the Hadleigh area. It specifically identified a community desire for a segregated cyclepath along Hadleigh High Street along with improved junction crossings for cyclists and pedestrians. Development of this is strongly supported by the Neighbourhood Plan and major site allocations in the Joint Local Plan Part 2 should contribute towards this.

8.6 Suffolk County Council has also prepared a Green Access Strategy (2020-2030)[8] which sets out SCC's commitment to enhance PROW, including new linkages and upgrading routes where there is a need. The strategy also seeks to improve access for all and to support healthy and sustainable access between communities and services through development funding and partnership working.

8.7 Where new cycle and walking spaces are provided, they should seek to minimise their impact on surface water flooding and the environment generally. This can be achieved by using permeable materials. This will also help to integrate such routes with the landscape character of the area and reinforce distinctiveness and identity. Where there isn't sufficient street lighting, solar lighting should be provided.

[7] Babergh and Mid Suffolk District Councils (2022) *Local Cycling and Walking Infrastructure Plan*
[8] Suffolk County Council (2020) *Suffolk Green Access Strategy*

Tayler Road to Stonehouse Road

Tinkers Lane

Example of well-used but poorly lit footpaths leading to sports venues

8.8 Where cycling infrastructure is installed, it should include safe cycle parking infrastructure. Development proposals should include safe and secure cycle parking to all homes, positioned close to people's front doors, to aid convenience and encourage choice over car use for short trips. In developments where there are multiple dwellings in a building, secure cycle lockers should be installed. Joint Local Plan Part 1 Policy LP24 (Design and Residential Amenity) does require this of development. Guidance is also provided about this in the Suffolk Design: Streets Guide and in national guidance (LTN1/20).

POLICY HAD9: ENHANCING WALKING AND CYCLING

A. Development proposals which would improve cycling and walking in the Neighbourhood Plan area will be supported. In particular, provision of segregated cycle and pedestrian routes will be strongly supported. Such routes must also ensure that access for disabled deaf or blind people is secured.

B. To ensure that residents can access public transport facilities, schools, leisure and other important facilities serving Hadleigh, where practicable development proposals should ensure safe and continuous pedestrian routes that connect to the following key routes shown on the Policies Map:

- **a. High Street**
- **b. Angel Street**
- **c. Station Road**
- **d. Calais Street/Aldham Mill Hill**

C. Proposals to enhance the identified key routes for pedestrians and cyclists will be supported.

D. Development proposals should not have an unacceptable impact on the safety and accessibility of these key routes. Developments proposals should provide a strategy to mitigate the impact of additional traffic movements on the safety and flow of pedestrian and cycle access on the identified key routes.

E. For major developments (as defined by the NPPF), proposals should be accompanied by an Active Travel Plan.

F. Particular encouragement is given to securing the potential transport improvements identified in Appendix A.

Access To The Countryside

8.9 Whilst Hadleigh is a market town, it sits within a rural area. Access to the countryside is therefore unsurprisingly very important to the residents of Hadleigh. The need for access as a means of exercise, to walk dogs and for general wellbeing is vital. Without this, the community becomes more reliant on use of the private car to access leisure opportunities, which creates more short distance car trips that do not contribute positively to sustainability.

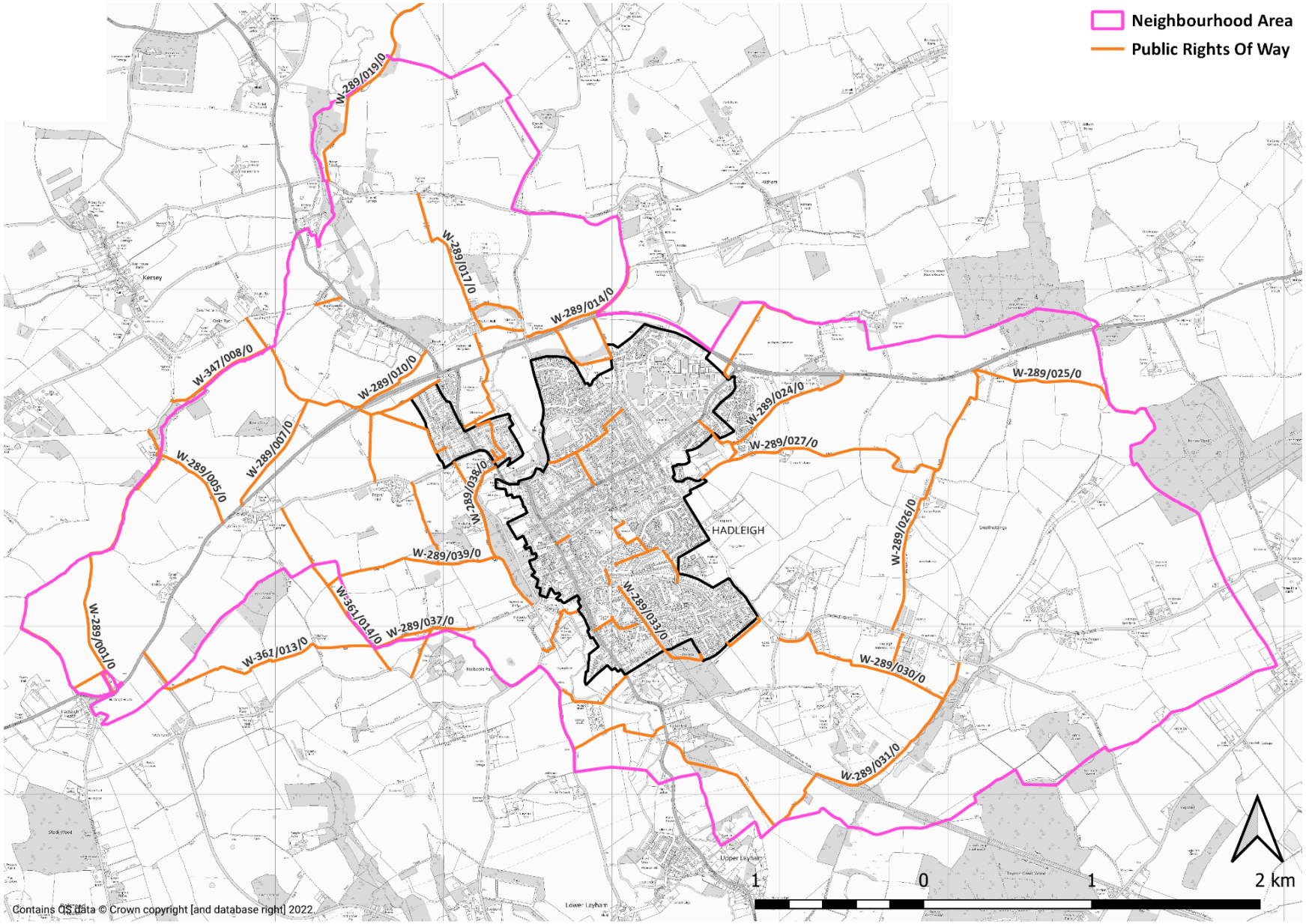
8.10 The public rights of way (PROW) network is therefore very important. Figure 8.2 overleaf shows the existing network.

View over Hadleigh and the 1960's-built industrial estate

Access via A1071 to Wolves Wood RSPB Nature Reserve on the outskirts of Hadleigh

Access to countryside from one of the newest developments

Figure 8.2: Public rights of way network



POLICY HAD10: ACCESS TO THE COUNTRYSIDE

A. Access to the countryside will be promoted through protection and maintenance of the existing Public Rights of Way (PROW) network (as shown in Figure 8.2), its enhancement where possible, provision of bridleways and the safety of users of rural roads and lanes.

B. Proposals to divert PROWs or cycleways should provide clear and demonstrable benefits for the wider community. Where possible, development should enhance PROWs by improving existing routes and improving connectivity through the creation of new routes. The loss or degradation of any PROW will not be permitted in other than very special circumstances.

Actions

8.11 The following actions were proposed through the development of the Neighbourhood Plan as ways of supporting the objective related to enhancing cycling and walking (and public transport) to reduce car dependency:

- Lobby for the provision of designated bus parking (potentially in Bridge Street).
- Lobby for improvements to the junctions identified in the Hadleigh Transport Study[9] - High Street/Angel Street, High Street/Calais Street, Highlands Road/Tayler Road.
- Improve bicycle parking in the town centre by installing a secure and attractive cycle parking area in the centre with e-bike charging points and a tap to refill water bottles.
- Support and encourage the creation of a car-pooling club scheme for Hadleigh, such as the Co Wheels or Enterprise schemes existing already around the UK.
- Explore the potential of the Hadleigh community being placed on the Liftshare or equivalent platform.
- Make the existing walking and cycling routes available digitally via an app or similar.
- Install benches where there is space on the uphill routes in Hadleigh and on walking routes. Any benches should be made of sustainable materials rather than virgin wood, virgin metal or virgin plastic.
- Raise awareness and promote community use and support for the Hadleigh Community Transport that runs across the District.
- Add self-help tourist trail markers in the ground for walks from new developments into the town centre and towards the heritage core of the town with links into and through existing residential areas and any existing public footpaths or markers.
- Explore the potential for a rickshaw scheme for short runs around town with volunteers running on regular routes and to and from tourist attractions (such as Benton End, St Mary's Church and Deanery Tower, Riverside Walk and Railway Walk, Broom Hill Nature Reserve and the High Street conservation area).
- Explore the potential for making the Railway Walk circular (to Benton End) and extending it to Hook Lane.
- Support the promotion of the Wolf Way route which will improve bicycle parking in the town centre.
- Work with County Council's Passenger Transport Team and the Suffolk Enhanced Partnership for bus travel to future-proof and protect the provision outlined within section 4.7 in the Hadleigh Transport Study Report.

[9] 2020 Consultancy (2023) *Hadleigh Transport Study*, for Hadleigh Town Council

9. HOUSING

9.1 Many of the housing needs expressed by the community of Hadleigh through the development of the Neighbourhood Plan are not unique to the area. Issues of an ageing population and its needs, affordability, and the need to think innovatively about how we provide housing in the future were raised. The policy framework provided by the Joint Local Plan Part 1 addresses a lot of these issues. The Neighbourhood Plan cannot duplicate such policies, therefore it seeks to highlight the most important aspects and to add to them where possible.

Housing Needs

9.2 An important issue raised by the community of Hadleigh was the need for new housing to be designed so that it can be adapted as people's needs change. What people cited was the concept of 'homes for life' – easily adaptable homes that are designed in a way which has the future in mind. This is one aspect of the 'Building for a Healthy Life' national design code standards which is an exemplar for good design of residential development[10].

9.3 JLP Part 1 Policy LP24 (Design and Residential Amenity) requires at least 50% of new dwellings to meet the national Building Regulations requirements for accessible and adaptable dwellings. Also, where appropriate it requires design to demonstrate consideration for the needs of disabled people and an ageing population and follow Dementia-Friendly Design Principles[11].

Co-housing

9.4 Alternative approaches to housing provision are also seen as positive ways to view the future of community in Hadleigh. In particular these can promote community, affordability and well-being.

9.5 Co-housing was specifically identified as one possible way of providing such housing. Co-housing is also referred to as an intentional community – people living in a way that they themselves have intentionally designed. Examples in countries such as Denmark have shown that smaller housing with shared facilities and common spaces have proven very popular. Such shared facilities might include laundry rooms. These developments have been shown to enhance social wellbeing and in particular help to combat loneliness.

9.6 JLP Part 1 Policy LP07 (Community-led and rural exception housing) sets out the expectation that any community-led housing proposal is able to demonstrate that the scheme is both legitimate and has general community support. It is important however that encouragement is given for such proposals to come forward.

POLICY HAD11: CO-HOUSING SCHEMES

Subject to meeting the requirements of Babergh and Mid Suffolk Joint Local Plan Part 1 Policy LP07 (Community-led and rural exception housing), proposals to deliver co-housing schemes will be strongly supported. Such schemes should seek to provide a range of shared facilities and common spaces that meet the needs of prospective residents.

[10] https://www.designforhomes.org/project/building-for-life/
[11] https://www.rtpi.org.uk/media/2213533/dementia_and_town_planning_final.compressed.pdf

10. COMMUNITY, VISITOR AND SERVICE ECONOMY

Hadleigh Town Centre

10.1 The town centre in Hadleigh is seen as a fundamental part of what makes Hadleigh so popular, both for residents and visitors. It is home to a range of shops, including many independent stores, and has arguably been more successful than others in the face of a declining market for bricks-and-mortar shops in the face of online retailing. However, vacancy rates have been rising since 2010, with the rate in 2023 at approximately 12% compared with less than 5% in 2010.

10.2 Matters such as business rates are outside the influence of the Neighbourhood Plan. Moreover, changes to the Use Classes Order mean that there is a lot more scope for uses to change without the need for a planning application (see 'Temporary uses'). However, there is still scope for the Plan to influence the future of the High Street so that it reflects what the community wants from it over the lifetime of the plan.

Shopfronts

10.3 A feature of the High Street is the range of styles of shop units and frontages. Being at the heart of the Conservation Area, it is very much the face of Hadleigh and the listed buildings which house many of its shops are one of the reasons why it has endured as a place that people like to come to shop. Whilst this helps to ensure that new shopfronts do not detract from the setting of the Conservation Area, it is vital that the right balance is struck so that new retail businesses continue to be attracted to Hadleigh to fill empty units when they inevitably arise.

Examples of high-quality shopfronts and signage

10.4 The Neighbourhood Plan is supported by an Advertising and Shopfront Design Code Document. This provides guidance on examples of the features and layouts which create high quality shopfronts, signs and advertisements in the town. These design codes should inform any new shopfronts, shop signage or advertising generally within the town centre.

Temporary uses

10.5 The changing nature of high streets does need to be recognised. In particular, changes to the Use Classes Order mean that retail units can be lost to 'main town centre uses' other than retail. As such,

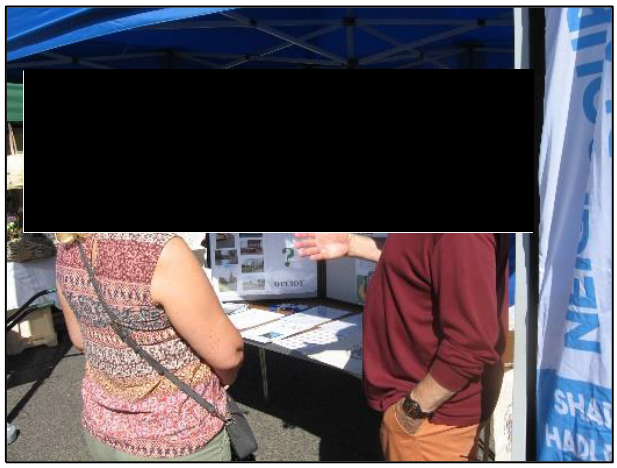
protection can only be provided by policy for changes to uses that are not within this definition[12]. For the High Street to continue to thrive it needs to be a place that people want to come – with a high-quality public realm – and needs to be flexible with the ways in which empty shop units are filled – including temporary uses.

Hadleigh Market

10.6 One of the most well-loved activities in Hadleigh town is the weekly market. Held every Friday, it has 16 stalls offering a range of fresh produce and other goods. A survey in late-2021 showed that more than half of its visitors came every week.

10.7 It is important that the market is supported so that it can continue to thrive. As part of this, the opportunity to expand is important as many survey respondents wanted a greater choice of goods. This could include the provision of some undercover space for small stalls to have pop-up spaces. This often gives potential businesses the chance to trial their goods to see how popular they may be.

10.8 The expansion of the market is therefore supported. It is important this is balanced with the retention of a high-quality public realm (the market survey identified the need for more spaces to sit) and the need to protect the amenity of the neighbouring shops.



Hadleigh Neighbourhood Plan stand at
Hadleigh Market, June 2022

[12] The NPPF (Dec 2023) classifies main town centre uses as retail development (including warehouse clubs and factory outlet centres); leisure, entertainment and more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, nightclubs, casinos, health and fitness centres, indoor bowling centres and bingo halls); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).

POLICY HAD12: HADLEIGH TOWN CENTRE

A. To secure the ongoing vitality of Hadleigh Town Centre, proposals which protect, enhance and promote a diverse range of main town centre uses – including retail, leisure, commercial, office, tourism, cultural and community - will be supported within the Town Centre, subject to the other policies in this Neighbourhood Plan.

Shopfronts, signage and advertising

B. Proposals for new shopfronts, signage or advertising in Hadleigh Town Centre should demonstrate how they accord with the Hadleigh Advertising and Shopfront Design Code Document or any successor document. The use of traditional materials such as timber with sign-written titles rather than plastic, externally illuminated signs will be supported for both shopfronts and protruding signs. Security grilles and shutters should be internal wherever possible and the use of external solid security shutters is resisted.

Existing retail premises

C. In the Hadleigh Town Centre, as shown on the Policies Map, the permanent change of use of main town centre uses to other uses will only be supported where the following can be demonstrated:

- **i. The proposed use will maintain the vitality and viability of Hadleigh Town Centre;**
- **ii. The premises in question have not been in continuous active use for at least 12 consecutive months; and**
- **iii. The existing premises have no potential for reoccupation by a main town centre use as demonstrated through the results both of a full viability report and a marketing campaign lasting for a continuous period of at least 6 months.**

Temporary uses

D. The use of premises for main town centre uses on a temporary basis will be supported in Hadleigh Town Centre. Such uses include 'pop up' shops and cultural, creative and leisure uses introduced on a temporary basis or for specific events.

E. Such uses must demonstrate that they will not have a detrimental impact on the amenity of neighbouring uses, particularly residential through pollution or excessive noise.

F. Such uses will generally not be considered appropriate if the operation of the business requires such large amounts of vehicle parking in order to function unless sufficient parking arrangements have been presented.

Hadleigh market

G. The expansion of provision at Hadleigh market, including the provision of undercover pitches, is supported, provided any negative impacts on the surrounding area (including the operational requirements of existing businesses in the vicinity) can be mitigated.

Public realm

H. Proposals which enhance the quality and accessibility (specifically for pedestrians and disabled users) of the public realm in Hadleigh Town Centre will be supported.

Community Facilities

Above: Hadleigh Cricket Club: building used for numerous community activities

Community Buildings

10.9 With the proposed growth of Hadleigh over the plan period, it will be particularly important that provision of community infrastructure keeps pace with the increased population. This includes all spaces and buildings which are used by the community, principally for leisure, e.g. community rooms, sports facilities, arts centres, libraries, etc.

10.10 Joint Local Plan Part 1 Policy LP28 (Services and Facilities within the Community) supports the provision of new accessible local services and community facilities where the proposal is well related to and meets the needs of the community.

10.11 It will be important moving forward that further work is done to identify the specific community infrastructure needs of the community of Hadleigh. Moreover, if such provision is to be made on new site allocations coming forward through the Joint Local Plan Part 2, then these should be provided in locations that are accessible to the existing community, as well as the new residents, particularly on foot and by bicycle.

10.12 One specific item that has been identified as requiring expansion is Hadleigh Library. Suffolk County Council has advised that it is at 86% of the size required for the catchment population and that any significant level of growth proposed will required an increase in the level of service.

Sports and leisure facilities

10.13 As with other types of community infrastructure, sports facilities is an integral part of the community in Hadleigh. The town is relatively well served for a range of sports and leisure facilities and has an excellent network of clubs including football, rugby, tennis, cycling, cricket, bowling, gymnastics, bowling, badminton, netball and running.

10.14 The Layham Road Sports Ground is home to a number of these sports, including football, rugby and tennis. However, it is limited in its ability to expand. As the town grows in population, it will be important that these and other sports that are thriving in Hadleigh are able to grow. The new site allocations that will come through the Joint Local Plan Part 2 will facilitate this growth of the town. Any large-scale allocations will potentially provide important opportunities to ensure that the sports and leisure facilities needed by the population grow as well.

10.15 In particular, the need has been identified for new facilities to support football, rugby, cycling and athletics (in the form of a running track). As identified in the 'Hadleigh Sporting Community Status and Plan' document, the growth of football and rugby may mean reorganisation of the sports provided at Layham Road Sports Ground so that new, expanded provision can be made elsewhere for one or more of the current sports located there.

10.16 The Neighbourhood Plan therefore seeks to ensure that the site allocations in the Joint Local Plan Part 2 fully consider the needs of the local sports community and engage them fully when considering the sport and leisure needs which these allocations can address on site as part of their development.

POLICY HAD 13: SPORTS AND LEISURE PROVISION

All major development including site allocations in the Babergh and Mid Suffolk Joint Local Plan Part 2 in the Plan area should ensure, where possible, that they address the need for new, or expanded and enhanced sports, leisure, and community facilities for all users, accessible to both existing and new residents particularly by walking and/or cycling. This should be informed by early engagement with the sports and community clubs and providers in the town to establish existing and future needs and opportunities.

Actions

10.17 The following actions were proposed through the development of the Neighbourhood Plan as ways of supporting the objectives of providing a full range of community services and facilities for residents and visitors of all ages and making Hadleigh a 'destination of choice':

- Improve surfacing on approaches to Hadleigh marketplace in order to ease access to the market.
- Improve town-wide signage for Hadleigh Market.
- Improve signage for historic monuments/buildings needs across the town.
- Show support for proposals for expansion of Hadleigh High School, including any sixth form and sporting provision, so young people do not have to leave Hadleigh to go to Colchester and Ipswich for these educational services.
- Support the provision of Changing Places toilets at open public spaces.
- Support the Guildhall [*pictured right*] Regeneration project to make it sustainable for future generations. See:

  www.hadleightownhall.co.uk/future-use-study)

  This could include the provision of office / meeting space for hire.

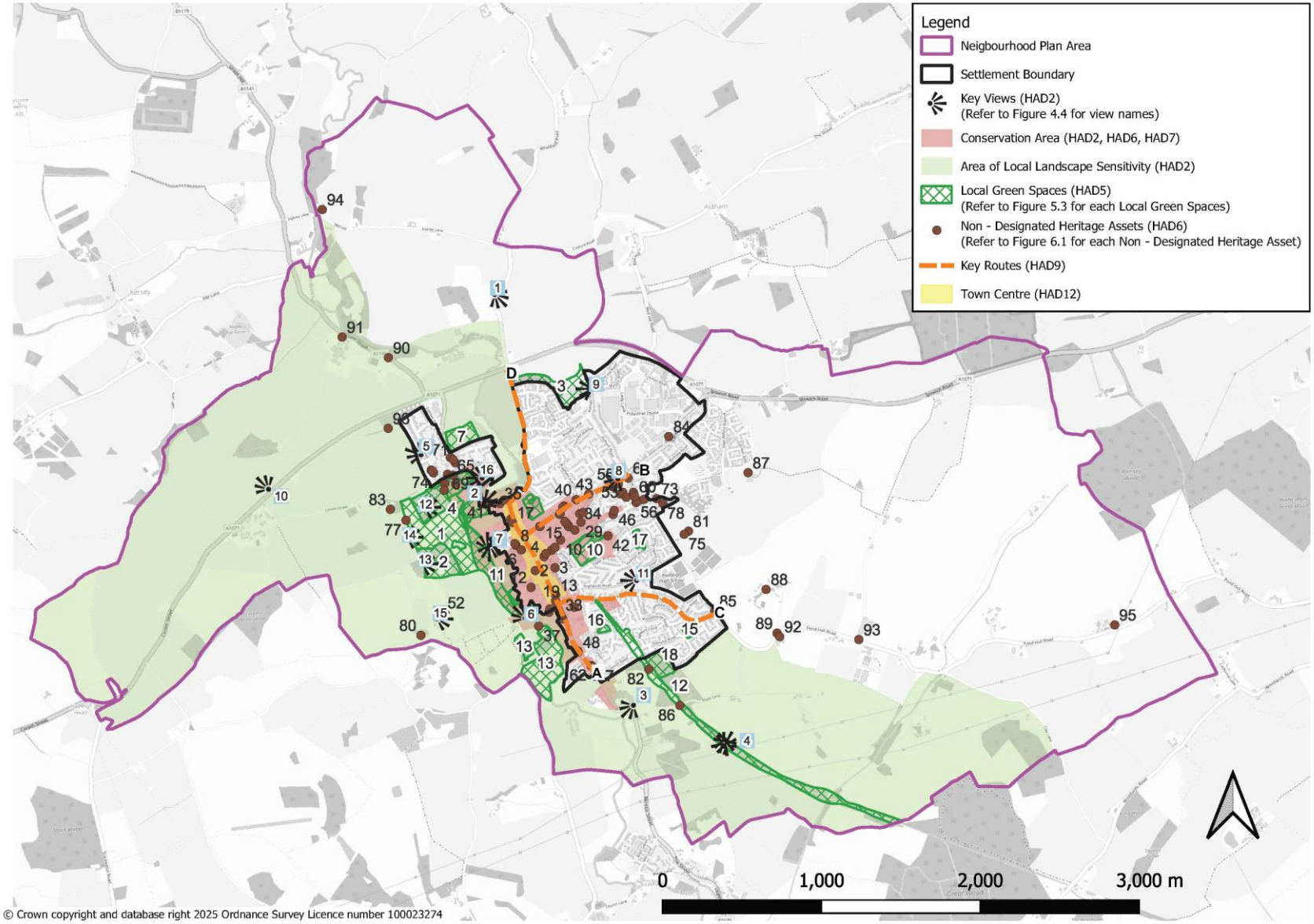
- Explore the potential for a Hadleigh Visitor Information Centre or Heritage Centre.
- Support the St Mary's Church's project to transform and append an extension to the church as a multi-functional space for all in the community.
- Explore the potential to install additional keep-fit equipment in parks around Hadleigh.
- Promote water refill stations across the town to sign up to the refill campaign https://www.refill.org.uk.

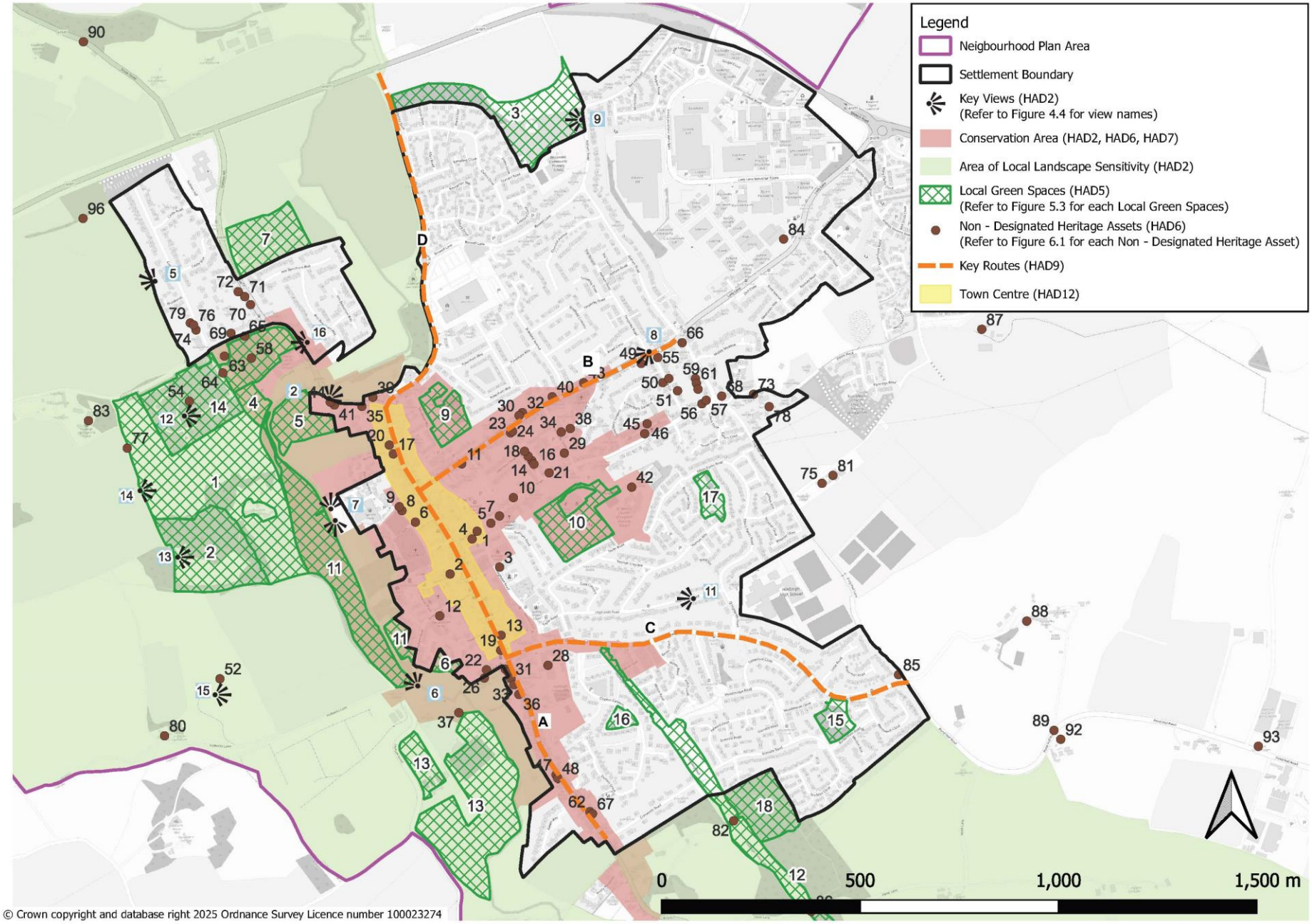
"Pop up" Visitor Information Centre in summer 2023 at 46 High Street

Morris Dancers in Hadleigh Market Place Hadleigh Day of Dance, June 2022

Street fair, 2007

11. POLICIES MAPS




Legend
Neigbourhood Plan Area
Settlement Boundary
Key Views (HAD2)
(Refer to Figure 4.4 for view names)
Conservation Area (HAD2, HAD6, HAD7)
Area of Local Landscape Sensitivity (HAD2)
Local Green Spaces (HAD5)
(Refer to Figure 5.3 for each Local Green Spaces)
Non - Designated Heritage Assets (HAD6)
(Refer to Figure 6.1 for each Non - Designated Heritage Asset)
Key Routes (HAD9)
Town Centre (HAD12)
A
B
C
D
0
500
1,000
1,500 m
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12. IMPLEMENTATION

12.1 “Once made, the neighbourhood plan becomes part of the statutory development plan for the area. Planning applications must be determined in accordance with the development plan, unless material considerations indicate otherwise. So the local planning authority (LPA) has a key responsibility in implementing the neighbourhood plan, by applying the policies through the development management process. Development management refers to the role of LPA in dealing with planning applications and other consents.” *(Locality)*

12.2 Babergh District Council also operate a Community Infrastructure Levy (CIL) charging regime. When our neighbourhood plan is formally adopted, the Town Council will be entitled to receive an uplift equivalent to 25% of the amount of CIL money received from qualifying development within the plan area.. This CIL money can be used to address infrastructure deficiencies or community priorities identified in this neighbourhood plan as well as other purchases of infrastructure that the Town Council sees fit to use funds on.

12.3 Additional benefits can also be secured through the planning process via Section 106 agreements. The Town Council has no direct role in negotiating or administering these payments but could engage in constructive dialogue with the LPA to identify priorities.

Monitoring

12.4 To assess how effective our neighbourhood plan is, the Town Council will need to monitor how it is being used and the consequent decisions and actions of the LPA. Monitoring will assess:

- how the policies are being applied to shape decisions on planning applications
- whether projects and/or actions identified are being achieved
- level of monies raised through the Community Infrastructure Levy (CIL) and how such monies are being used (this will be monitored via the annual return to BDC)
- whether plan aims are being achieved
- changes to national and local policy
- changes in the local area.

12.5 Consideration of any of these factors could indicate a need to revise a neighbourhood plan.

12.6 The monitoring of the Neighbourhood Plan needs to be done by a person(s) who are familiar with the neighbourhood plan and preferably have been involved in its preparation. They should also be consistently involved and have the capacity to do such monitoring. A good understanding of the neighbourhood plan’s policies will be necessary in order to assess how well they are being applied. As such, the Town Council will be responsible for monitoring the Neighbourhood Plan and its officers will undertake the work necessary to monitor and keep records of such monitoring.

12.7 Below is a checklist of questions that will be pertinent to assessing planning application decisions:

- Policy compliance: Are planning applications being determined in accordance with neighbourhood plan policies?

- Reasons for departing from policies: If decisions depart from neighbourhood plan policies, are clear and valid reasons for doing so being given in officer reports?
- Effectiveness: Are policies proving to be effective in shaping local authority decisions and appeal decisions?
- Ineffectiveness: If policies are proving to be ineffective, then why?
- Matters not addressed by policies: Are there any significant issues arising that are not covered by neighbourhood plan policies?

12.8 A spreadsheet will also be created as a record for each policy answering the following questions:

- how much each policy is being used
- issues that are being addressed effectively and consistently
- issues not being addressed adequately by each policy
- general comments.

Review

12.9 The actual decision to revise a neighbourhood plan, and subsequent actions to achieve this, can only be done by neighbourhood plan qualifying bodies (in this case Hadleigh Town Council).

12.10 The Plan will be reviewed at least every five years following the year it is Made. An annual monitoring report will be prepared and submitted to the Town Council each year. This will review the policies and actions laid out in this Plan to check whether they are being applied as intended and to review anything that may have changed since its adoption and how effective the Plan is.

12.11 Reviewing will follow a checklist of factors when considering its effectiveness:

- Consideration of the effectiveness of the existing plan may be assessed through monitoring of planning decisions as above. If the Plan is not having the desired effect, then this may indicate a need for redrafting of policies or introduction of additional policies.
- National Legislation and Policies should be monitored as such changes may have a positive or negative impact on the policies of the made plan. National policy may be a ‘material consideration’ that may justify a departure from certain neighbourhood plan policies.
- Changes to local policy through revision of the Babergh and Mid Suffolk Joint Local Plan may have an impact on certain neighbourhood plan policies.
- Changing local circumstances could include economic, social or environmental changes. New evidence should be taken into account to identify and assess the impact of local changes.
- Continuing community and stakeholder engagement may highlight local issues or concerns that may influence a decision on whether or not to revise the neighbourhood plan.

Projects & Actions

12.12 Most neighbourhood plans include projects and actions that fall outside of the scope of planning policy. The advantage of including these in the neighbourhood plan itself (albeit in a non-statutory part) is that it demonstrates to the community what is being done to address certain issues. The disadvantage is that updating the projects and actions section requires revision of the whole neighbourhood plan documentation.

12.13 In addition to monitoring whether projects have been achieved, the impact of those projects and actions could be assessed. For projects, this could include assessment of economic, community and environmental impacts. For funded projects, outputs and outcomes often have to be monitored as a requirement of the funding.

12.14 When monitoring actions, it is not just a case of ticking off the actions themselves, but also the outcomes.

Hadleigh Town Council's King's Coronation Event, 2023 (Deanery Gardens)
Credit: The Very Rev'd Jo Delfgou

Credit: Jo Mackenzie

Appendix A ~ Transport Improvements

Excerpt taken from the Hadleigh Transport Study Feb 2023 (2020 Consultancy)

POTENTIAL TRANSPORT IMPROVEMENTS

The report set out a number of potential solutions to existing transport issues, which have been considered in three categories:

Short term – proposals that could be implemented almost immediately with minimal funding, and can be considered simplistic with limited input from stakeholders.

Transport improvements that fall under the short-term category include:

- 20mph speed limits in residential streets;
- Town centre gateways;
- Accessibility improvements throughout Hadleigh;
- Car park signage and pedestrian wayfinding improvements;
- Car park Variable Message Signs.

Medium term – improvements that could be implemented in the medium-term and will need a source of funding to be identified, along with input from stakeholders.

Transport improvements that fall under the medium-term category include:

- Enhanced School Safety Zones;
- Junction improvements at the junctions of High Street / Calais Street; High Street / Angel Street; and Highlands Road / Tayler Road;
- Low Traffic Neighbourhoods in residential streets located off George Street;
- A segregated cycle path along the High Street;
- A 20mph zone along the High Street between Angel Street and Duke Street;
- Additional pedestrian crossing points along the High Street.

Long term – improvements that are considered to be long-term options that are aspirational, technical, likely to require significant external financial investment, and have good buy-in from stakeholders.

Transport improvements that fall under the long-term category include:

- Continuous footways along the High Street to give pedestrian priority;
- Footway widening along the High Street between Angel Street and Duke Street;
- New road surface materials or surface colouring along the High Street;
- Regeneration of the High Street between Angel Street and Station Road.

Appendix B ~ List of Non-designated Heritage Assets

I'd no	Names / Description of NdHA
1	8, 8A, GEORGE STREET
2	2, MARKET PLACE
3	ANANDA HOUSE, MAGDALEN ROAD
4	4, GEORGE STREET
5	18, GEORGE STREET
6	VICTORY COTTAGE, CHURCH WALK
7	20, GEORGE STREET
8	SYCAMORE HOUSE, CHURCH WALK
9	POUND HOUSE, POUND LANE
10	29A, 29B, THE LAURELS, GEORGE STREET
11	26, 28, 30, 32, ANGEL STREET
12	SALVATION ARMY HUT, DUKE STREET
13	4, WHEATSHEAF HOUSE, HIGH STREET
14	4, 6, INKERMAN TERRACE
15	8, 10, 12, 14, INKERMAN TERRACE
16	2, INKERMAN TERRACE
17	109, HIGH STREET
18	16, 18, INKERMAN TERRACE
19	1, HIGH STREET
20	115, HIGH STREET
21	67, GEORGE STREET
22	1, 2, 3, 4, 5, 6, CROSS MALTINGS, HIGH STREET
23	62, ANGEL STREET
24	62A, ANGEL STREET
25	2, BENTON STREET
26	CROSS MALTINGS FOLLY, HIGH STREET
27	4, BENTON STREET
28	HADLEIGH COMMUNITY PRIMARY SCHOOL, STATION ROAD
29	4, THREADNEEDLE STREET

I'd no	Names / Description of NdHA
30	81, 83, ANGEL STREET
31	6A, BENTON STREET
32	85, ANGEL STREET
33	6, 8, 10, 12, 14, BENTON STREET
34	1, 3, 5, 7, 9, 11, 13, 15, 17, 19, THREADNEEDLE STREET
35	5, BRIDGE STREET
36	16, 18, 20, 22, 24, 26, BENTON STREET
37	TOPPESFIELD MILL HOUSE, TINKERS LANE
38	YEW TREE COTTAGE, 2 LONG BESSELS
39	4, BRIDGE STREET
40	103, 105, 107, 109, ANGEL STREET
41	17, BRIDGE STREET
42	ST MARY'S C of E PRIMARY SCHOOL, & CARETAKERS HOUSE, STONEHOUSE ROAD
43	139 Angel Street
44	BRIDGE HOUSE, BRIDGE STREET
45	THE ALMSHOUSES GREEN, GEORGE STREET
46	113 to 139 [odd house numbers], THE ALMSHOUSES, GEORGE STREET
47	74, 76, 78, BENTON STREET
48	80, 82, BENTON STREET
49	122, 124, 126, ANGEL STREET
50	24, NEW CUT
51	25, 27, 29, NEW CUT
52	WWII PILL BOX, near Holbecks Lane
53	17, NEW CUT
54	The Cemetery, Friars Road
55	1, 3, 5, 7, NEW CUT
56	155, GEORGE STREET
57	157, GEORGE STREET
58	CRICKET GREEN, FRIARS ROAD

I'd no	Names / Description of NdHA
59	14, THE GREEN
60	18, THE GREEN
61	16, THE GREEN
62	121, ORCHARD END, BENTON STREET
63	CRICKET CLUBHOUSE, FRIARS ROAD
64	THE EASTERN CEMETERY WALL, FRIARS ROAD
65	THE CRICKET GREEN BOUNDARY WALL, FRIARS ROAD
66	128, 130, ANGEL STREET
67	123, THE LIMES, BENTON STREET
68	19, THE GREEN
69	4, 6, FRIARS ROAD
70	9, 11, 13, 15, GALLOWS HILL
71	17 & 19(A & B), GALLOWS HILL
72	21, 23, 25, 27, GALLOWS HILL
73	No. 1 TOWER LODGE COTTAGE, TOWER MILL LANE
74	3, 5, 7, 9, CASTLE ROAD
75	FROG HALL, FROG HALL LANE
76	11, 13, CASTLE ROAD
77	WWII PILL BOX, FRIARS ROAD
78	DUNROAMIN, TOWER MILL LANE
79	15, CASTLE ROAD
80	PARK FARM, HOLBECKS LANE
81	FROG HALL, FARM BUILDINGS
82	RAILWAY TUNNEL, RAILWAY WALK
83	HADLEIGH HALL NURSING HOME, FRIARS ROAD
84	FORMER PUMP-HOUSE, LADY LANE
85	WWII PILL BOX, FROG HALL LANE
86	RAILWAY BRIDGE, HOOK LANE
87	DURRANTS FARMHOUSE, TOWER MILL LANE
88	FRENCH'S FARM, POND HALL ROAD

I'd no	Names / Description of NdHA
89	MILESTONE, POND HALL ROAD
90	THE WHITE HORSE, STONE STREET
91	STONE STREET FARMHOUSE, STONE STREET
92	GARRY FARM, POND HALL ROAD
93	1, 2, POND HALL COTTAGES, POND HALL ROAD
94	COSFORD BRIDGE HOUSE, IVY TREE LANE
95	PRIMROSE COTTAGE, POND HALL ROAD
96	BACON LANE (Bridleway 11)

Appendix C ~ List of Helpers and Contributors

Sub-Committee and Working Group Members

[redacted] (Advisor to the Sub-Committee)

[redacted] (Councillor) (Chair)

[redacted] (ex-Councillor)

[redacted] (Councillor)

[redacted] (Public Member)

[redacted] (Public Member)

Additional Working Group Members

[redacted]

Other Ad-Hoc Helpers / Contributors

[redacted]

With thanks also to …

2020Consultancy

AECOM

Babergh District Council

Hadleigh Society

Locality

[redacted]

Navigus Planning

Suffolk Wildlife Trust

Previous Town Council Councillors and Staff

Appendix D ~ Glossary

Active travel: refers to travel that is not by vehicle, rather by foot or bicycle for example, which affords benefits of improving health through exercise and reducing harmful vehicle emissions.

Affordable housing: Affordable housing is defined in the National Planning Policy Framework (Dec 2023) as housing for sale or rent, for those whose needs are not met by the market (including housing that provides a subsidised route to home ownership and/or is for essential local workers); and which complies with one or more of the following definitions:

a) Affordable housing for rent: meets all of the following conditions: (a) the rent is set in accordance with the Government's rent policy for Social Rent or Affordable Rent, or is at least 20% below local market rents (including service charges where applicable); (b) the landlord is a registered provider, except where it is included as part of a Build to Rent scheme (in which case the landlord need not be a registered provider); and (c) it includes provisions to remain at an affordable price for future eligible households, or for the subsidy to be recycled for alternative affordable housing provision. For Build to
Rent schemes affordable housing for rent is expected to be the normal form of affordable housing provision (and, in this context, is known as Affordable Private Rent).

b) Starter homes: is as specified in Sections 2 and 3 of the Housing and Planning Act 2016 and any secondary legislation made under these sections. The definition of a starter home should reflect the meaning set out in statute and any such secondary legislation at the time of plan-preparation or decision-making. Where secondary legislation has the effect of limiting a household's eligibility to purchase a starter home to those with a particular maximum level of household income, those restrictions should be used.

c) Discounted market sales housing: is that sold at a discount of at least 20% below local market value. Eligibility is determined with regard to local incomes and local house prices. Provisions should be in place to ensure housing remains at a discount for future eligible households.

d) Other affordable routes to home ownership: is housing provided for sale that provides a route to ownership for those who could not achieve home ownership through the market. It includes shared ownership, relevant equity loans, other low cost homes for sale (at a price equivalent to at least 20% below local market value) and rent to buy (which includes a period of intermediate rent). Where public grant funding is provided, there should be provisions for the homes to remain at an affordable price for future eligible households, or for any receipts to be recycled for alternative affordable housing provision, or refunded to Government or the relevant authority specified in the funding agreement.

Community Infrastructure Levy (CIL): The Community Infrastructure Levy (CIL) was introduced in legislation in 2010 and enables planning authorities to set a 'levy' on new development in order to secure the infrastructure needed. Babergh and Mid Suffolk District Councils adopted CIL in 2016. The Charging Schedules set out the rate of CIL that will be charged for different types of development, dependent upon location.

Conservation Area: An area of notable environmental or historical interest or importance which is more protected by law against undesirable changes.

Green infrastructure: The multifunctional, interdependent network of open and green spaces and green features (e.g. green roofs). It provides multiple benefits for people and wildlife including: flood management; urban cooling; improving physical and mental health; green transport links (walking and cycling routes); ecological connectivity; and food growing. Green and open spaces of all sizes can be part of green infrastructure provided they contribute to the functioning of the network as a whole.

Landscape Character Assessment (LCA): A method used for understanding what the landscape is like, how it formed and how it may change in the future. It helps to define what makes an area unique as well as what should be done to protect and improve its character.

Local Green Space: A green area of particular importance to a community that, if meeting criteria set out in the NPPF, can be afforded special protection through local and neighbourhood plans.

Major development: For housing, development where 10 or more homes will be provided, or the site has an area of 0.5 hectares or more. For non-residential development it means additional floorspace of 1,000m2 or more, or a site of 1 hectare or more, or as otherwise provided in the Town and Country Planning (Development Management Procedure) (England) Order 2015.

National Planning Policy Framework (NPPF): The national planning policy document which sets out the Government's planning policies for England and how these are expected to be applied.

Non-Designated Heritage Asset: As defined in the Planning Practice Guidance para.38, none-designated heritage assets are buildings, monuments, sites, places, areas or landscapes identified by plan-making bodies as having a degree of heritage significance meriting consideration in planning decisions but which do not meet the criteria for designated heritage assets.

HADLEIGH NEIGHBOURHOOD PLAN

Shaping Hadleigh's Future

NORWICH TO TILBURY

EN020027

Joint Local Impact Report

Appendix 13 ([Emerging] Hintlesham and Chattisham Neighbourhood Plan)

Suffolk County Council [redacted]

Babergh District Council [redacted]

Mid Suffolk District Council [redacted]

Hintlesham and Chattisham

NEIGHBOURHOOD PLAN 2025-2037

HINTLESHAM AND CHATTISHAM PARISH COUNCIL
August 2025

Prepared by Hintlesham and Chattisham Parish Council
With support from Places4People Planning Consultancy

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1. Introduction

1.1 The Localism Act 2011 introduced new rights and powers to allow local communities to prepare neighbourhood plans, which establish general planning policies for the development and use of land in the neighbourhood. These Plans, when properly "made" become part of the legal planning framework for the designated area.

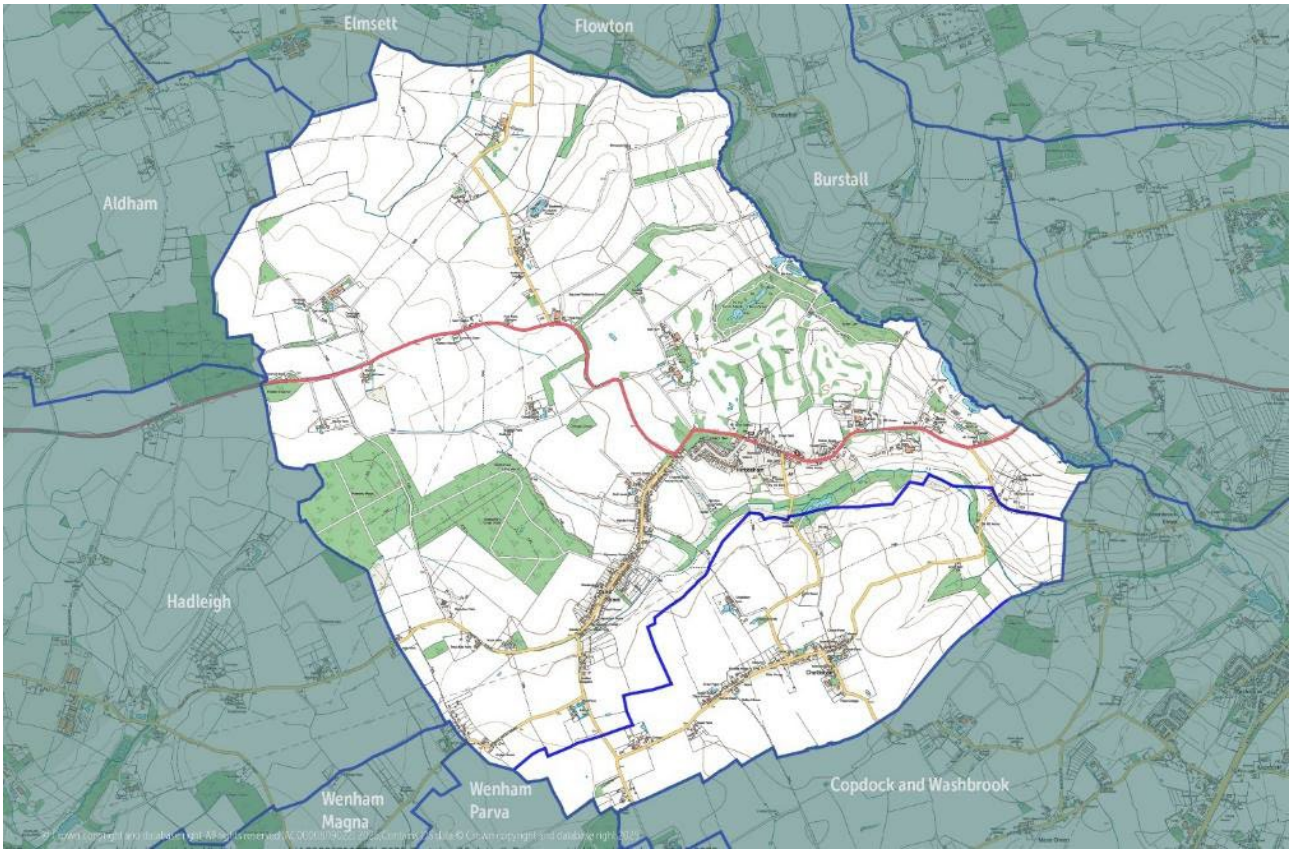
1.2 A neighbourhood plan is, therefore, a community-led plan for guiding the future development, regeneration and conservation of an area. It concentrates on the use and development of land and can contain planning policies, proposals for improving the area or providing new facilities, and the allocation of sites for specific kinds of development.

1.3 Parish councils are encouraged to produce their own neighbourhood plans, enabling local people to have a say as to how their neighbourhood grows and develops. In a designated neighbourhood area, which contains all or part of the administrative area of a parish council, that council is responsible for the preparation of the Plan. Neighbourhood plans cannot contradict the main government planning policies or the strategic policies in the Local Plan for the area. For example, they cannot propose less development than is planned for in the adopted Local Plan.

1.4 In April 2024 the Parish Council joined a Babergh District Council initiative to produce a "People and Place Plan", intended to provide communities with a simpler and more accessible way to set out priorities and preferences for their local area. It was originally intended that, when complete, our People and Place Plan would have a say in future planning decisions in our Parishes. The finished Plan would be a statement of the things we as a community felt strongest about, and wanted the District Council to take into account when they consider planning applications. It would be a quicker and less complicated process than preparing a neighbourhood plan.

1.5 However, having carried out an initial residents' survey, the Parish Council realised that a People and Place Plan would not carry the full weight that a neighbourhood plan would when planning applications in the area are decided. The Parish Council therefore decided to convert the work into a neighbourhood plan which must be taken into account when planning applications in the parishes are considered.

1.6 On 9 January 2025, Hintlesham & Chattisham Parish Council submitted an application to define the neighbourhood plan area boundary, covering the parishes of Hintlesham and Chattisham. The Neighbourhood Area was designated by Babergh District Council on 24 January 2025 and is illustrated overleaf on Map 1.



Map 1 – the Neighbourhood Area

1.7 The Neighbourhood Plan has been prepared in accordance with the requirements of the Government's Neighbourhood Planning Regulations. The primary source of evidence to inform the content of the Plan is the Residents' Survey that was carried out between September and October 2024. Some 120 responses were received from residents and businesses, representing approximately 30% of the number of dwellings. The outcomes of the survey have been used to inform the strategy and content of the Plan.

1.8 The Survey highlighted ten key topic areas that the Parish Council considered required further debate and consideration as to future changes. Those topic areas are illustrated below:

Village Identity

1. Retaining separation between Hintlesham and Chattisham
2. Retaining linear nature of the villages and current scale and design of houses

Housing Growth

3. Amount of housing

Location of Development

4. Considering locations for future housing

Traffic and Travel

5. Poor bus services
6. Traffic speed
7. Road maintenance
8. Street lighting

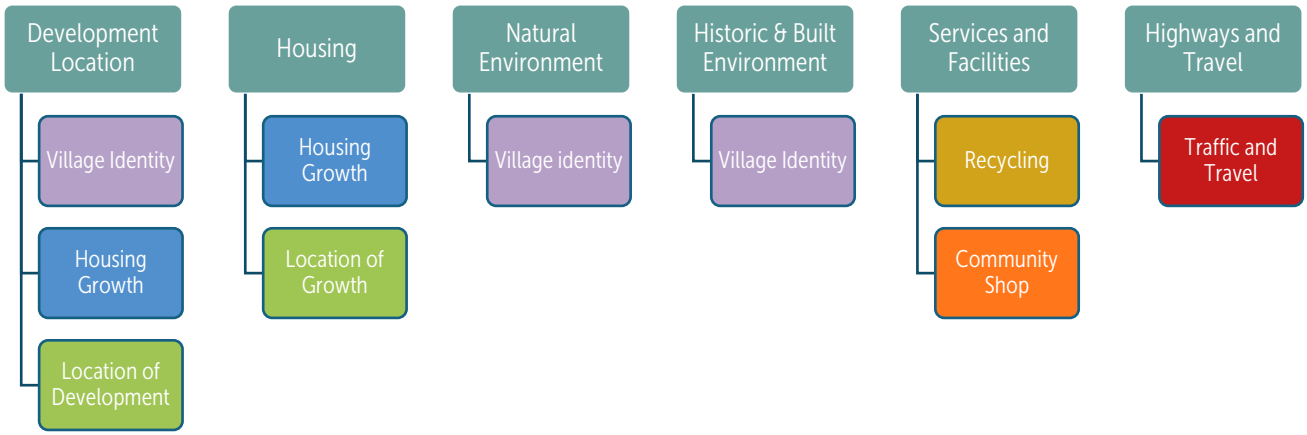
Recycling

9. Future options

Community Shop

10. Options for delivery

1.9 These topic areas translate into the following and locally "theme" chapters of the Plan, namely:



1.10 Each theme chapter provides links to the relevant planning policy context and a summary of the relevant evidence to support the planning policies in the Plan. The planning policies supplement, rather than repeat, adopted planning policies in the Joint Local Plan or the content of the Government's planning policies in the National Planning Policy Framework. They are distinctly identified in coloured boxes with a prefix of H&C.

1.11 In addition to planning policies, the Neighbourhood Plan contains "community actions" that, although they do not form part of the development plan, identify local initiatives that address non-planning related issues and concerns raised in the Residents' Survey. The community actions are identified differently from the planning policies to avoid confusion.

1.12 This is the "Pre-Submission" Draft Neighbourhood Plan and provides the first opportunity to comment on its content. At the end of the consultation, all comments received will be reviewed and any necessary changes made to the Plan before it is submitted to Babergh District Council to complete the stages, as illustrated in Figure 1.

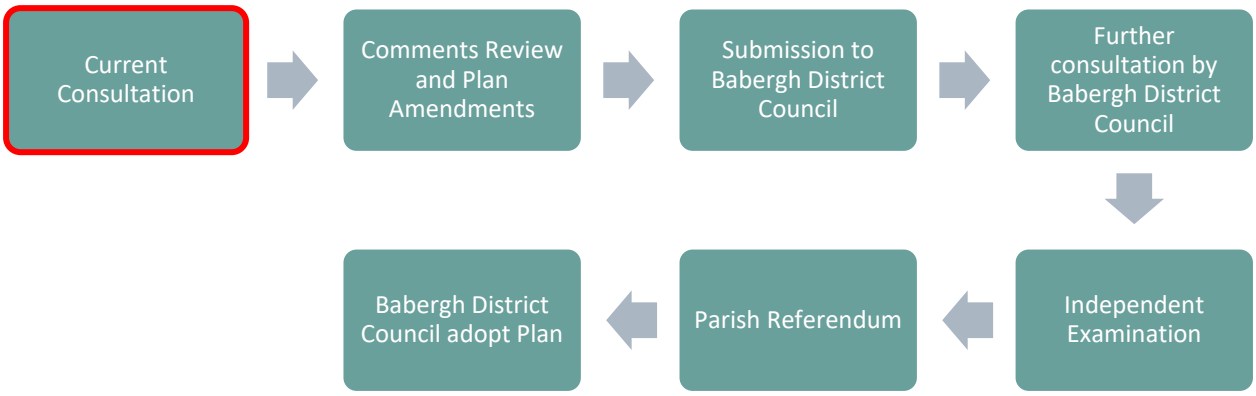


Figure 1 – Neighbourhood Plan Preparation Stages

2. About Hintlesham and Chattisham

2.1 Hintlesham and Chattisham are ancient farming settlements dating from the iron age with numerous surviving 15th Century buildings including Hintlesham Hall and two 'Listed' churches dating from the 11th Century.

2.2 In the past, both villages were prosperous self-supporting farming communities with windmills, forges, schools, chapels, shops and pubs. Currently the villages retain and value a thriving Community Hall and sports field, a Primary School, a golf club, Hintlesham Hall Hotel, a garage, a pub, recycling facilities and 2 telephone box libraries. There is work on-going to try and add a much-requested Community Shop to these existing services and to retain all of these in the future.

Parish Council

2.3 Our Parish Councils combined in May 1958 and now has 12 Councillors with a responsibility to represent the local community by delivering opinions from reviewing and commenting on planning applications to considering matters relating to health and safety. They provide services for local needs such as bus shelters, bins and road speed watches, working closely with the District and County Councillors on such things as highways, footpaths and pylons and also with the Police, reporting any crime or anti-social behaviour.

Community Council

2.4 By the mid 1960s it was thought necessary to organise an extra body besides the Parish Council to run the village leisure and social activities and in 1967 the Community Council was formed. One of the first projects was to obtain play areas for each Village so fund raising began. A local Farmer donated the Chattisham play area which open in 1971 and the Hintlesham area was leased from the church and officially opened in 1977. This field is now owned by the Parish Council but under the care of the Community Council.

2.5 The current Community Hall was built in 1993 and continues to flourish with a bar and Social Club in addition to an entertainment committee which puts on many attractions throughout the year and various local groups regularly meet for a wide range of activities. Villagers can also make use of the hall facilities for Hall Lunches, celebrations and wakes.

The Multi-Use Games Area

2.6 The Multi Use Games Area on Hintlesham Playing Field is an all-weather, floodlit pitch used for football, basketball and hockey throughout the year.

The School

2.7 The Hintlesham and Chattisham Church of England Primary School was built in 1873 and, although only a small village school, it has always had high standards and recent OFSTED inspections have awarded Outstanding for their achievements.

Figure 2 - 2021 Census data about Hintlesham and Chattisham (Source – Office for National Statistics

3 Planning Policy Context

3.1 The regulations governing the preparation of Neighbourhood Plans require that they conform with the National Planning Policy Framework (henceforth identified as NPPF) and the strategic policies of the Babergh Local Plan documents.

National Planning Policy Framework

3.2 The National Planning Policy Framework (NPPF) sets out the government's high-level planning policies that must be taken into account in the preparation of development plan documents and when deciding planning applications. In December 2024 the government published a Revised NPPF. The Framework sets out a presumption in favour of sustainable development. Paragraph 11 of the NPPF states:

"Plans and decisions should apply a presumption in favour of sustainable development. For plan-making this means that:

a) all plans should promote a sustainable pattern of development that seeks to: meet the development needs of their area; align growth and infrastructure; improve the environment; mitigate climate change (including by making effective use of land in urban areas) and adapt to its effects;

b) strategic policies should, as a minimum, provide for objectively assessed needs for housing and other uses, as well as any needs that cannot be met within neighbouring areas, unless:

i. the application of policies in this Framework that protect areas or assets of particular importance provides a strong reason for restricting the overall scale, type or distribution of development in the plan area; or

ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole."

3.3 The NPPF requires that communities preparing Neighbourhood Plans should:

- Develop plans that support the strategic development needs set out in Local Plans, including policies for housing and economic development; and
- Plan positively to support local development, shaping and directing development in their area that is outside the strategic elements of the Local Plan.

The Local Plan

3.4 At a more local level, the Neighbourhood Plan has been prepared in the context of the current Babergh Local Plan, which comprises the Babergh and Mid Suffolk Joint Local Plan – Part 1, adopted in November 2023 and referred to as JLP1 in this Neighbourhood Plan. It provides a set of strategic and local development management policies, which will be used to inform decisions on planning applications and appeals. These do not need to be repeated in the Neighbourhood Plan but which the Neighbourhood Plan can complement by adding locally based detail. As at March 2025, Policies SP01 to SP10 are the strategic policies of the Local Plan.

3.5 In February 2025 the District Council published a new "Local Development Scheme" that sets out a proposal to prepare a new Joint Local Plan with Mid Suffolk District Council. Work was to commence during 2025, but the Plan is unlikely to be adopted until 2029.

Suffolk Minerals and Waste Local Plan

3.6 In July 2020, Suffolk County Council adopted the Minerals and Waste Local Plan which is part of the strategic policy framework for the area. The sewage treatment works is a safeguarded site within the neighbourhood area but much of the parish does fall within a Minerals Safeguarding Area and the District Council will consult the County Council on planning applications that fall within this area.

4 Vision and Objectives

4.1 The vision and objectives of the Neighbourhood Plan have been prepared taking into consideration the outcomes of the Residents' Survey referred to earlier. They also take account of the need to prepare a neighbourhood plan that conforms with the strategic policies of the Local Plan. The Vision sets out the over-arching approach as to how development in Hintlesham and Chattisham will be delivered through the Neighbourhood Plan in the period to 2040. This is refined through the Objectives established for each of the topic areas which, in turn, have guided the identification of the planning policies and community actions contained in the Plan.

VISION

In 2041 Hintlesham and Chattisham will remain as two distinct villages where development has reflected the linear form and character of these settlements as well as the distinct qualities of the landscape. Services, facilities and infrastructure will have been maintained and improved and the highways and transport networks will have been improved to meet the needs of residents.

OBJECTIVES

To deliver this Vision, the following Objectives have been established for the Plan:

Development Location

1. **Retain the separation between Hintlesham and Chattisham and with other nearby settlements.**
2. **Maintain the linear built form of the settlements and avoid backfill development.**

Housing

3. **Ensure that the amount and type of new housing meets the needs of the villages.**
4. **Enable opportunities for the provision of affordable housing to meet the needs of those with a connection to the Plan Area.**

Natural Environment

5. **Protect and enhance the landscape character of the Plan Area including green spaces, woodland and watercourses.**
6. **Deliver net gains to the extent and quality of natural habitats and biodiversity.**

Historic and Built Environment

7. **Conserve and enhance the villages' heritage assets.**
8. **Ensure that new development is designed in a way that reflects local character.**
9. **Reduce the environmental impact of new development through the incorporation of measures that reduce energy and water use and maintain the area's dark skies.**

Services and Facilities

10. **Protect and improve the level of services and facilities.**

Highways and Travel

11. **Support and encourage safe and sustainable transport, including walking, cycling and public transport.**
12. **Minimise the impact of vehicles passing through the village.**

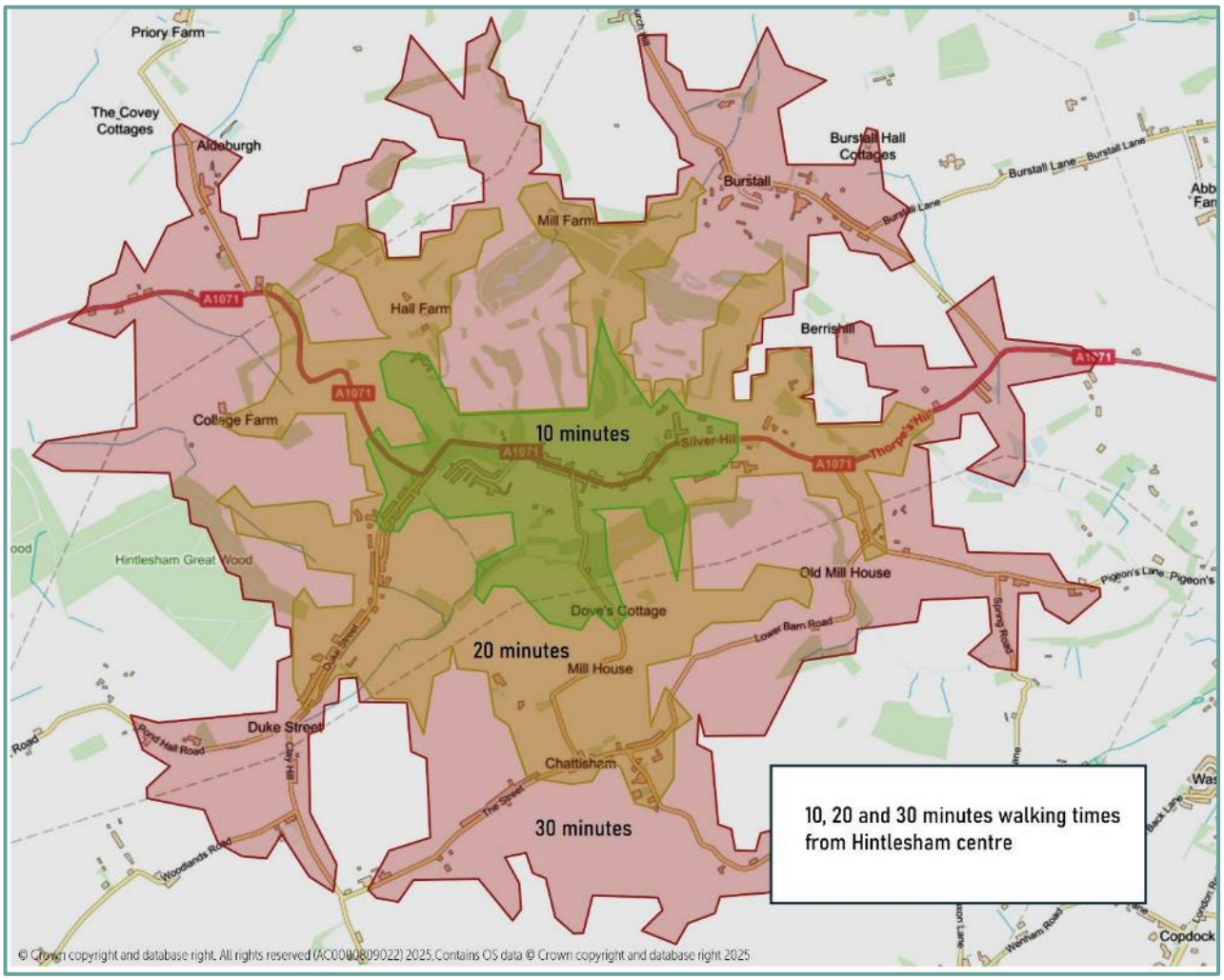
5 Development Location

Objectives

1. Retain the separation between Hintlesham and Chattisham and with other nearby settlements.
2. Maintain the linear built form of the settlements and avoid backfill development.

Context

5.1 The built form of the villages is generally linear in nature with houses alongside the main thoroughfares. There is only one main estate of housing, at Timberleys, which also feeds the more recent St Nicholas Close. It means that, as illustrated on Map 2, the village centre can be a long walk for those at the extremes and would likely require a car journey to take children to school or to attend functions at the Village Hall.



Map 2 – Walking times from Hintlesham village centre

Residents' Survey

5.2 Residents were asked whether any places or views should be protected from development. Given that the two villages are distinct and separate from each other and from their surrounding villages and towns, the community supports very strongly the ongoing retention of this separation. There is also a strong desire to protect the fields and woodlands around the villages, while 75% of respondents wish to retain the linear "ribbon" forms of each settlement, where the majority of housing fronts the main road network.

Policy context

National Planning Policy Framework

5.3 The December 2024 NPPF is clear that plans should promote a sustainable pattern of development. It notes, in paragraph 7, that "The purpose of the planning system is to contribute to the achievement of sustainable development, including the provision of homes, commercial development and supporting infrastructure in a sustainable manner. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs."

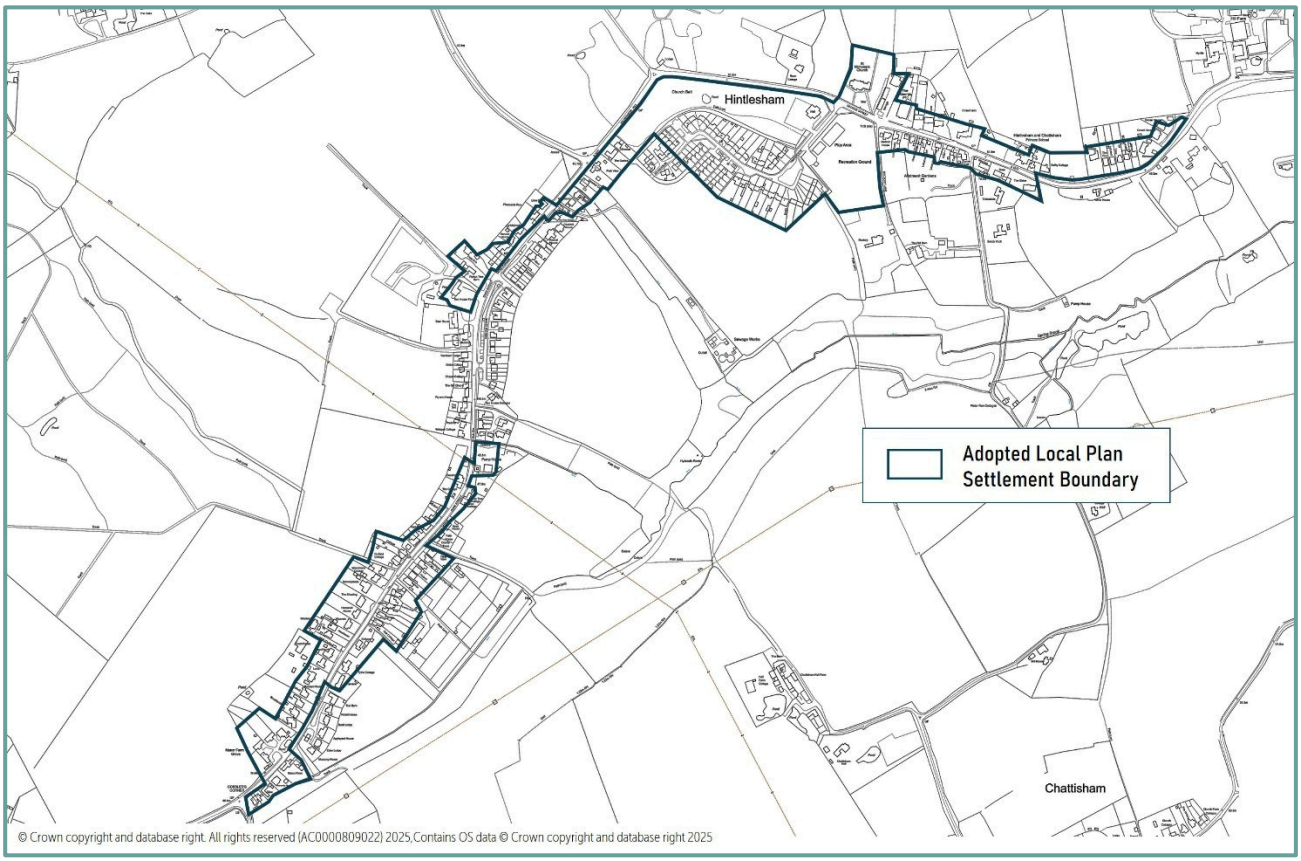
5.4 Paragraph 30 states that Neighbourhood plans can, shape, direct and help deliver sustainable development by influencing local planning decisions as part of the statutory development plan. Neighbourhood plans should not promote less development or undermine the strategic policies of the local plan.

5.5 In considering locations for growth, the NPPF is clear that it needs to be accommodated in settlements where the need to travel can be reduced, through ensuring good access to facilities and services and where significant adverse impacts can be avoided or mitigated. National policy also emphasises the importance of recognising the intrinsic character of the countryside. To this end the plan seeks to restrict most development outside defined settlement boundaries.

The Local Plan

5.6 The planning policy framework is established in the adopted JLP1 (November 2023). JLP 1 does not provide a settlement hierarchy for the district or identify the amount of growth that will take place in the Neighbourhood Area during the Local Plan period (to 2037).

5.7 Settlement Boundaries for Hintlesham are currently defined around the edges of the main built-up area of the village, as illustrated on Map 3. They were originally defined in the 2006 Babergh Local Plan. The same Plan does not define a Settlement Boundary for Chattisham due to the size of the village and its limited services and facilities. At the time of preparing the 2006 Local Plan it would have been treated as being in the countryside.



Map 3 – Adopted Local Plan Settlement Boundaries for Hintlesham

5.8 The Draft Joint Local Plan (November 2020) identified a "settlement hierarchy" across the district, with Hintlesham being defined as a "Hinterland Village" and Chattisham a "Hamlet Village". The Draft Joint Local Plan did not define the role of these types of settlement and the hierarchy was also deleted as a result of the examination of the Plan. The

same Draft Joint Local Plan also proposed amendments to the settlement boundaries and the definition of a settlement boundary for Chattisham.

> Settlement boundaries are a planning policy tool that help to manage the spread of towns and villages into the open countryside. Where they are defined in a local or neighbourhood plan, the principle of development within them is supported while development proposals outside a settlement boundary is only supported in exceptional circumstances. Settlement boundaries are reviewed every time a local plan or neighbourhood plan is prepared and are amended to include site allocations made in those plans that form an extension to the built-up area boundary.

5.9 The examination of the Joint Local Plan by Government Planning Inspectors resulted in the proposed settlement hierarchy and proposed settlement boundaries being removed, to be addressed, at the time, through the preparation of the Part 2 Joint Local Plan. As such, at the time of preparing this Neighbourhood Plan, there is no longer a district wide settlement hierarchy in place to manage the sustainable distribution of growth across the district.

5.10 JLP1 Policy SP03 – 'The sustainable location of new development' states that the settlement boundaries established in the earlier Local Plans (Babergh Local Plan 2006), have not been reviewed as part of the Plan but are carried forward without change, noting that some made Neighbourhood Plans have already established new settlement boundaries. As such, the settlement boundary for Hintlesham does not represent the built-up area of the village today and there is no settlement boundary for Chattisham.

5.11 JLP1 Policy SP03 supports the principle of development within the settlement boundaries subject to it being in accordance with other relevant planning policies. Only in specific circumstances will development outside the settlement boundaries be supported, such as where it is supported by specific local plan or national policies. Policy SP03 states:

"Outside of the settlement boundaries, development will normally only be permitted where:
a) the site is allocated for development, or
b) it is in accordance with a made Neighbourhood Plan, or
c) it is in accordance with one of the policies of this Plan listed in Table 5; or
d) it is in accordance with paragraph 80 of the NPPF (2021).

By way of clarification as to how this applies to Hintlesham and Chattisham, at the time of preparing the Neighbourhood Plan:

- There are no sites allocated for development in the area;
- The Neighbourhood Plan does not allocate sites for development but proposals outside the settlement boundaries identified in Policy H&C1 will also be considered in the context of the policies in the Neighbourhood Plan;
- Table 5 of JLP1 identifies the Local Plan policies permitting development outside settlement boundaries, subject to the development's accordance with the other relevant policies of the Local and Neighbourhood Plan; and
- Paragraph 80 of the NPPF (now paragraph 84 of the NPPF December 2024) applies to specific circumstances where a dwelling in the countryside would be supported.

Table 5 of JLP1 and paragraph 84 of the NPPF are reproduced in Appendix 1 of this Plan.

Neighbourhood Plan policy

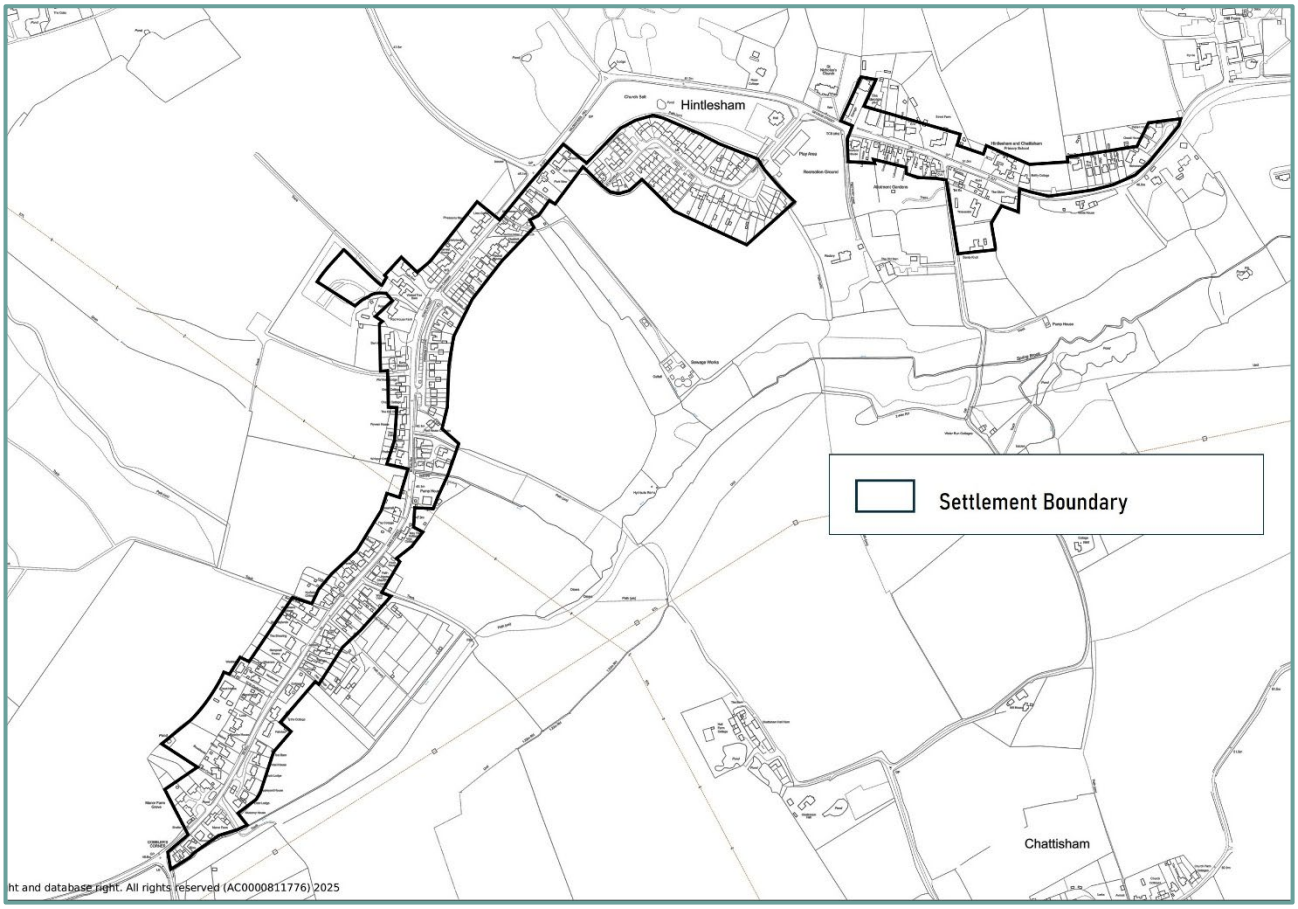
5.12 Given that JLP1 reverts back to the 2006 local plan settlement boundary, there is the opportunity for the Neighbourhood Plan to define up-to-date settlement boundaries that reflect recent development and the spatial distribution of dwellings and built form of the villages. In taking this approach, the boundaries generally follow physical features on the ground but do not take account of land ownership. The starting point for defining the boundaries are those defined in the 2020 Draft Joint Local Plan. Where necessary, these have been updated to take account of recent development in the built-up areas of the villages. The Neighbourhood Plan Settlement Boundaries are illustrated on Maps 4 and 5.

5.13 In accordance with JLP1 Policy SP03, the spatial strategy for Hintlesham and Chattisham supports the principle of development within the defined settlement boundary subject to the consideration of the impact of the proposal as assessed against other policies in the Joint Local Plan and Neighbourhood Plan, such as:

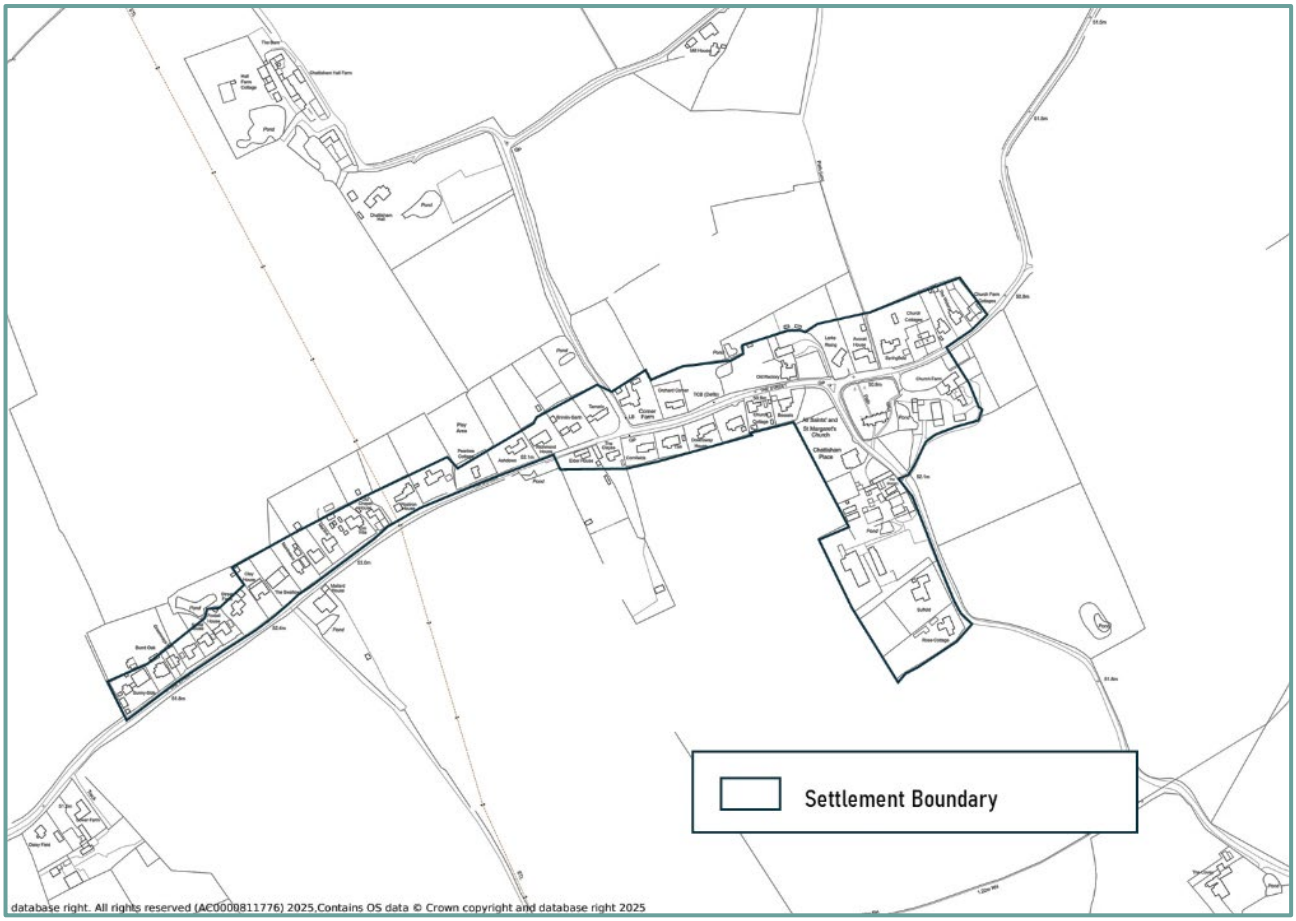
- the rural setting of the village;
- the capacity of services and infrastructure;
- the potential impact on the amenity of existing residents; and

- the impact of development on the wider area.

5.12 Outside the settlement boundaries, there may be situations where it can be adequately demonstrated that it is necessary for development to take place. However, and in accordance with the Local Plan, this will be limited to that which is defined in Policy SP03 of JLP1. Proposals outside the settlement boundaries should have particular regard to the landscape character, as described in the Babergh and Mid Suffolk Joint Landscape Guidance 2015.



Map 4 – Hintlesham Settlement Boundary



Map 5 – Chattisham Settlement Boundary

Policy H&C 1 – Development Location

The Neighbourhood Area will accommodate development commensurate with the policies of the adopted Babergh and Mid Suffolk Joint Local Plan - Part 1. The focus for new development will be within the defined Settlement Boundaries, as shown on Maps 4 and 5 and the Policies Map, where the principle of development is accepted. Proposals for development located outside the Settlement Boundaries will only be permitted where they are in accordance with national, district and neighbourhood level policies and where they would not have a detrimental impact on heritage and landscape designations.

5.14 Going forward, the Parish Council will continue to advocate that any development in the Neighbourhood Area should be linear in nature and the allocation of sites behind existing homes for development will be strongly resisted.

Community Action 1 – Future Development

The Parish Council will not support the allocation of sites for housing estates in the Local Plan to the rear of existing dwellings in either village but will advocate new development continuing the present linear form.

6 Housing

Objectives

3. Ensure that the amount and type of new housing meets the needs of the villages.

4. Enable opportunities for the provision of affordable housing to meet the needs of those with a connection to the Plan Area.

Policy context

6.1 The adopted Babergh and Mid Suffolk Joint Local Plan (Part 1) includes Policy SP01 Housing Needs which expresses the minimum number of new homes to be provided across the District during the plan period. The Local Plan does not at this stage provide a housing number to be applied to emerging neighbourhood plans. This matter will now be dealt with in the preparation of the new Joint Local Plan. Neither does the adopted Local Plan identify the size of homes required, in terms of bedroom sizes, to meet the projected needs of the district but it does include a detailed policy on Affordable Housing (JLP Policy SP02). It is therefore not necessary for this Neighbourhood Plan to repeat this level of detail.

Residents' Survey

6.2 The Residents' Survey asked, based on the fact 50 new homes had been built in the last ten years, how many additional homes would be supported over the following ten years. Figure 3 illustrates that the majority would only support under 25 new homes.

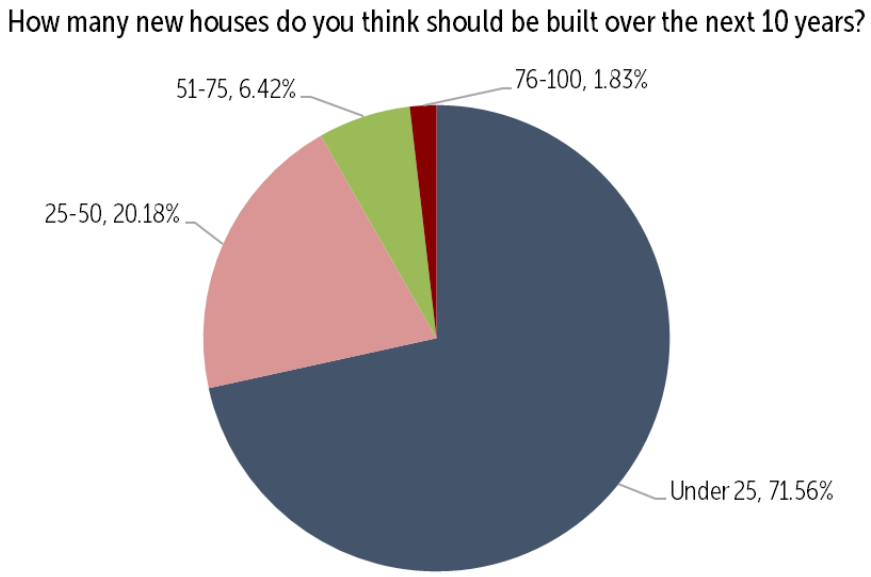


Figure 3 – Number of houses supported over next ten years

6.3 Residents were also asked whether the linear character of the villages should be retained for any future house building, Figure 4 demonstrates that an overwhelming majority thought it should.

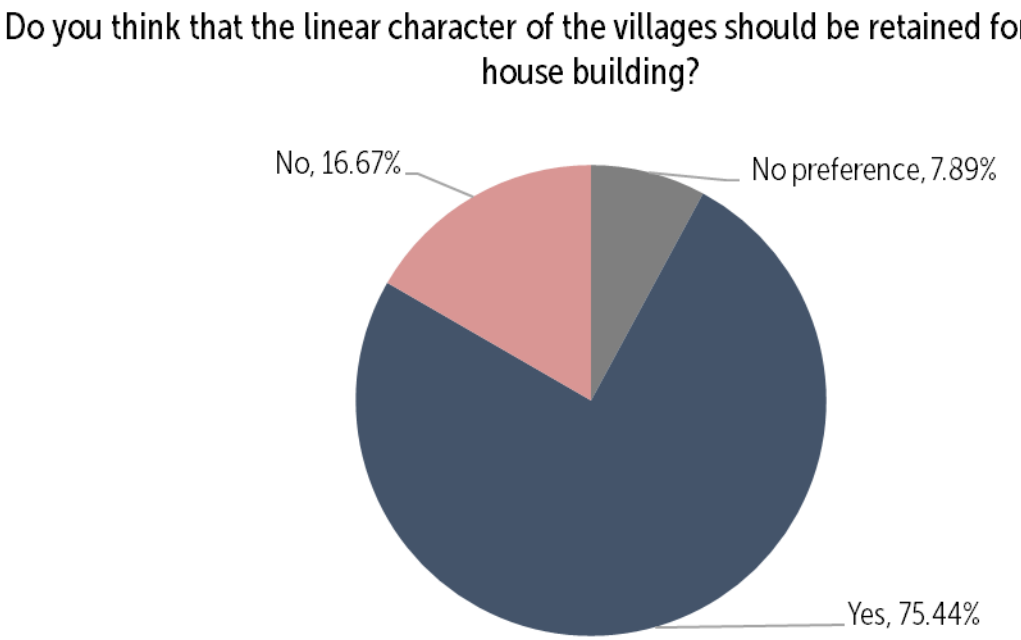


Figure 4 – Opinion on retention of linear character of the villages.

New housing

6.4 Over the twenty years to 2021 an additional 72 homes were created in Hintlesham and Chattisham, the majority of which were in Hintlesham parish. This represents a growth of 24% on 2001 figures. In December 2024 the government announced a significant increase in the number of homes that need to be built across the country. For Babergh district, it means planning to increase the number of homes built a year from 416 to 775, an 86% increase. Data published by Babergh District Council in 2024 suggests that, in April of the same year, there was planning permission for an additional 20 new homes in Hintlesham that had yet to be completed, albeit that some double counting had occurred in their report and the actual figure was 15. Further developments have also been permitted since April 2024.

6.5 At the time of preparing the Neighbourhood Plan the implications of this level of growth on the Neighbourhood Area had yet to be determined. The preparation of the new Joint Local Plan will provide an opportunity to determine a "settlement hierarchy" across the district and, with it, the sustainable distribution of housing growth. The Parish Council acknowledges that Hintlesham and Chattisham could be required to play its part in accommodating an element of the housing growth which is likely to have to be located on sites outside the Settlement Boundaries defined in this Plan. The identification of such sites will take place through the Local Plan preparation process or as a result of a review of this Neighbourhood Plan. The District Council conducted a "call for sites" in January 2024 which resulted in eight sites being put forward by landowners or developers. At the time of preparing the Draft Neighbourhood Plan, the District Council had yet to publish an assessment of the suitability of these sites for development.

6.6 In the interim, the Neighbourhood Plan supports the development of new housing that is located within the defined Settlement Boundaries. Given the nature of these boundaries, it is expected that this would normally take the form of infill plots within an otherwise built-up frontage. It will, however, be important that such proposals front onto an existing highway, do not result in development in back gardens and that they would not have a detrimental impact on the built and natural character of the surroundings. Policy H&C10 addresses this matter in more detail.

Policy H&C 2 – Housing Development

Within the Settlement Boundaries, as defined on the Policies Map, there is a general presumption in favour of housing development comprising small infill dwellings, where proposals:

i. are within an existing frontage;
ii. would not result in backland development; and
iii. would not have a detrimental impact on the built and natural character of the site and its surroundings, the amenity of residents and infrastructure, including highways.

House sizes

6.7 At the time of the 2021 Census, the Neighbourhood Area had a higher proportion of homes with four or more bedrooms when compared to Babergh district as a whole. By contrast, it has a lower proportion of two bedroomed homes. This is not unusual in villages that have generally evolved as infill plots and where few if any large estates exist. This is demonstrated by the recent development of 14 homes at Parham Close where 28% were two-bedroomed homes. Figure 5 illustrates that there is a higher proportion of homes with four or more bedroomed homes in the Neighbourhood Area when compared with the whole of Babergh district.

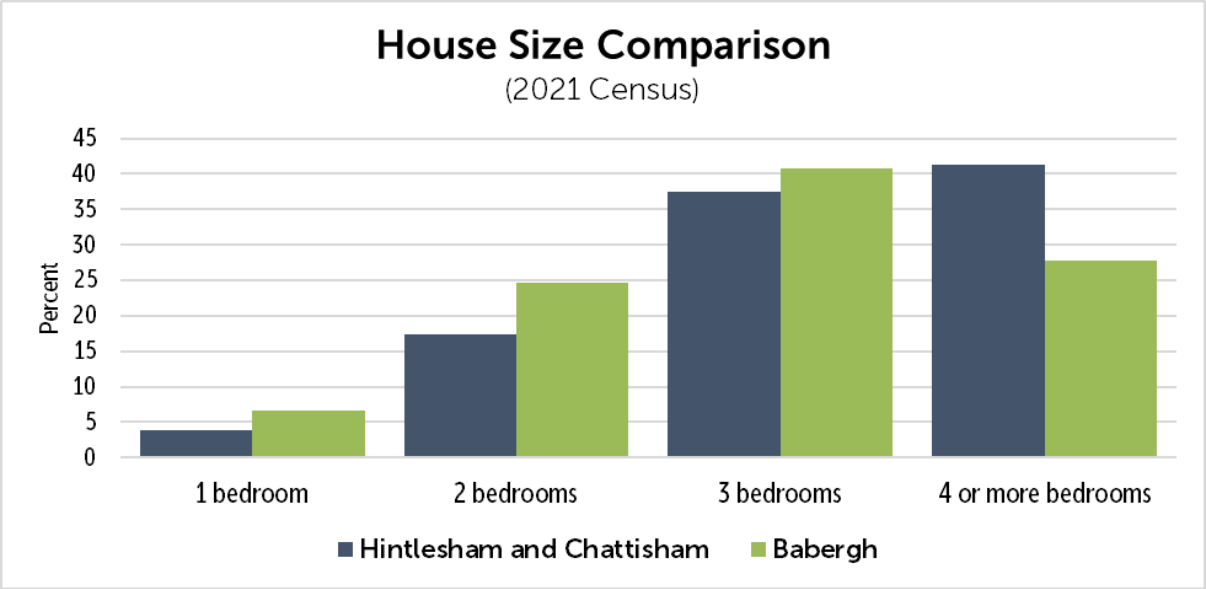


Figure 5 – House Size Comparison

6.8 The Census also provides information as to whether houses are considered to be over or under occupied when comparing the number of bedrooms with the number of usual occupants. A household is considered to under-occupy their home when they have more bedrooms than a family of their size or composition would normally be expected to need. This is expressed as an occupancy rating of +1 or +2, meaning that there is one or at least two surplus bedrooms. Similarly, a rating of -1 indicates a deficiency of at least one bedroom. For the Neighbourhood Area, some 85% of households live in a dwelling with at least one additional bedroom based on their household size, while only just over 1% experience over-occupancy.

6.9 Based on this Census information, proposals for housing development are encouraged to bring forward smaller homes in order to provide a greater choice for those that need to live in the villages, for example to provide an opportunity for first-time buyers or those wishing to downsize into smaller homes. New homes that are adaptable to accommodate the needs of the occupier over their lifetime through meeting the accessible standards in Building Regulation Part M4(2) and the wheelchair user standards in Part M4(3) will be supported. The Joint Local Plan requires 50% of dwellings in new developments of ten or more homes to meet the requirements for accessible and adaptable dwellings under Part M4(2) of the Building Regulations. While there are unlikely to be such developments in the Neighbourhood Plan Area, proposals for all new dwellings are encouraged to meet these minimum requirements.

6.10 In March 2015 the government published "Technical Housing Standards – Nationally Described Space Standard" which sets out a prescription to encourage enough space in homes to ensure that they can be used flexibly by a range of residents. The standards also aim to ensure that sufficient storage can be integrated into dwelling units. It is

emphasised that these standards are expressed as minimum standards. Joint Local Plan Policy LP24 'Design and Residential Amenity' requires all new homes to meet the Nationally Described Space Standard. Externally, it is also important that homes meet modern day requirements for the storage of wheelie bins and for the covered storage of cycles. Without sufficient and appropriate space reserved for these uses, the consequences are added clutter and a deterrent to use cycles as a mode of travel.

Policy H&C 3 – Housing Mix

Housing development must contribute to meeting the existing and future needs of the Neighbourhood Area. Planning proposals will be supported where development provides 1 and 2 bedroom dwellings suitable to meet the needs of first time buyers as well as the needs of an ageing population looking to downsize into homes suitable for lifetime occupation. Where development is proposed on large plots, proposals that deliver two small dwellings rather than one larger dwelling will be supported.

6.11 Affordability of housing remains a significant barrier for many seeking their own homes. Government affordability figures indicate that, in Babergh, average house prices are more than 10 times the average household income so many newly-formed households are excluded from the housing market. One way that the planning system can address this problem is through the provision of affordable housing as defined by the NPPF and set out in the Glossary.

6.12 One mechanism for meeting locally identified housing needs is through "rural exception sites" located outside but adjoining Settlement Boundaries where housing would not normally be permitted. To deliver affordable housing through the "exception sites" approach, the following would be required:

- A need established;
- A willing landowner prepared to sell land at a price significantly below the market value for housing land; and
- A registered social landlord (housing association/ registered provider) or a Community-led Development Organisation such as a Community Land Trust willing to work with the Parish Council and District Council to fund and manage a scheme.

Policy H&C 4 - Affordable Housing on Rural Exception Sites

Proposals for the development of small-scale affordable housing schemes, including community led developments (as defined by the NPPF) on rural exception sites outside but well connected to the settlement boundary, where housing would not normally be permitted by other policies, will be supported where there is a proven local need and provided that the housing:

i. remains affordable in perpetuity; and
ii. is for people that are in housing need because they are unable to buy or rent properties in the village at open market prices; and
iii. is offered, in the first instance, to people with a demonstrated local connection, as defined by the Babergh District Council Choice Based Lettings Scheme. Where a property cannot be filled from within the Parish, it should then be offered to those with a demonstrated need for affordable housing in neighbouring villages and thereafter to the rest of Babergh District

These restrictions should be delivered through a legal agreement attached to the planning consent for the housing.

Applications for such development will be considered in relation to the appearance and character of the surrounding area, the potential impact on residential amenity and highway safety.

To be acceptable, proposals should demonstrate that a local need exists which cannot otherwise be met by applying normal planning policy for the provision of affordable homes in association with market housing.

Any application for affordable housing in respect of this policy should be accompanied by a detailed need assessment, and the accommodation proposed should contribute to meeting this proven need.

In exceptional circumstances, a small number of market homes will be permitted where it can be demonstrated:

a. that no other means of funding the construction of the affordable homes is available; and
b. the market housing is subsidiary to the affordable housing element of the proposal and the amount of market housing required is, as demonstrated through a viability assessment, the minimum required to deliver the affordable housing.

Where sites for affordable housing in the countryside are brought forward with an element of market housing, both housing tenures should be built to the same design standards and contribute towards the character of the area.

6.13 One option for securing affordable housing that remains available for the local community for all time is through the establishment of a Community Land Trust (CLT). This is a form of community-led housing, set up and run by local people to develop and manage homes as well as other assets. CLTs act as long-term stewards of housing, ensuring that it remains genuinely affordable, based on what people actually earn in their area, not just for now but for every future occupier. Such a scheme was recently delivered at Lavenham and opportunities for a similar scheme in Hintlesham and Chattisham can be considered should there be an identified local need for affordable housing for those with a local connection and sufficient interest is forthcoming from residents to form a local Community Land Trust.

The Community Land Trust process

Community Action 2 – Community Land Trust

The Parish Council will work with landowners and interested village residents in order to set up a Community Land Trust (CLT) for Hintlesham and Chattisham.

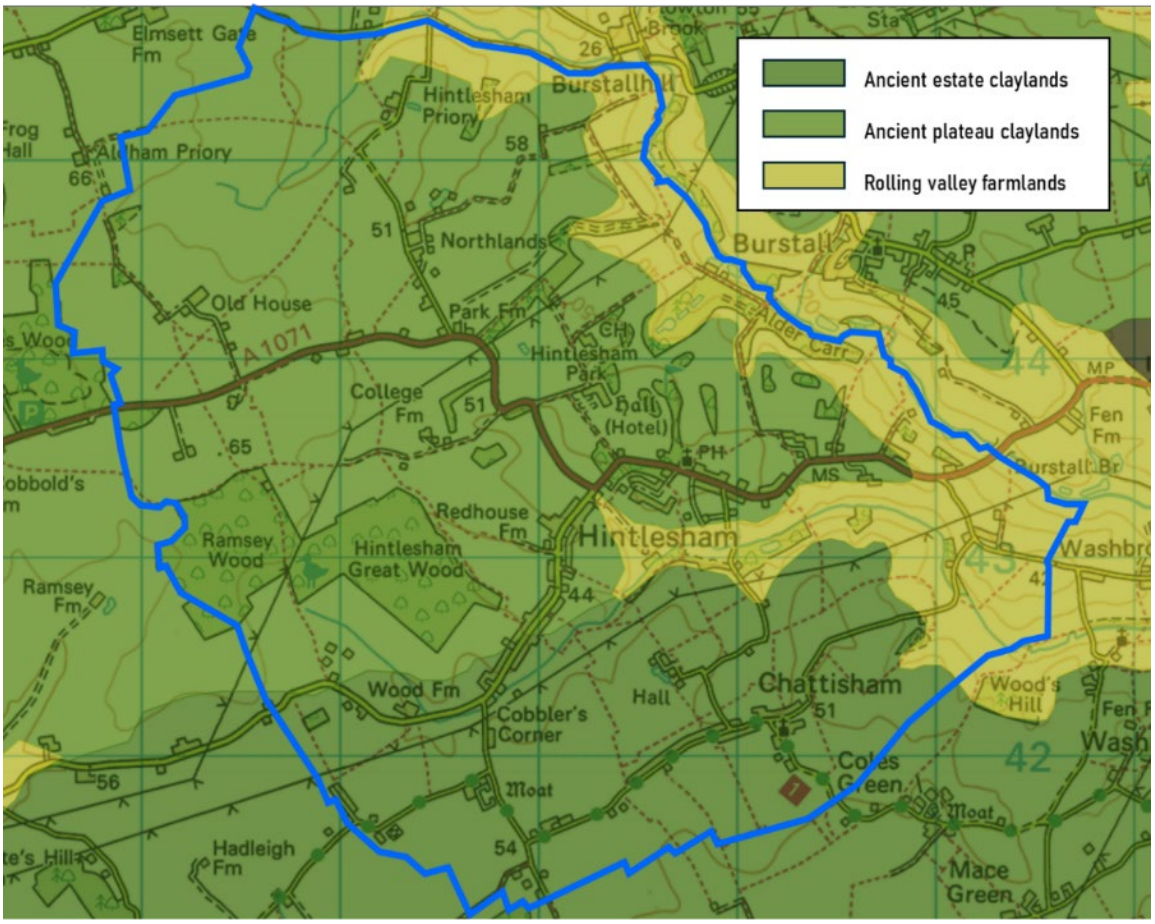
7 Natural Environment

Objectives

5. Protect and enhance the landscape character of the Plan Area including green spaces, woodland and watercourses.
6. Deliver net gains to the extent and quality of natural habitats and biodiversity.

Context

7.1 The landscape of the parishes falls within three defined areas identified in the Suffolk Landscape Appraisal, namely ancient estate claylands, ancient plateau claylands and rolling valley farmlands, as illustrated on Map 6. Details of the characteristics of each typology can be found on the dedicated Suffolk Landscape Character Assessment website (https://suffolklandscape.org.uk/) and also in the Joint Babergh and Mid Suffolk District Council Landscape Guidance (August 2015)



Map 6 – Landscape Character Areas

7.2 The Assessment also provides management guidelines for the character areas, as set out below:

Ancient estate claylands management guidelines

- Reinforce the historic pattern of sinuous field boundaries
- Recognise localised areas of late enclosure hedges when restoring and planting hedgerows
- Maintain and restore greens and commons
- Maintain and increase the stock of hedgerow trees
- Restore, maintain and enhance the historic parklands and the elements within them.
- Maintain the extent, and improve the condition, of woodland cover with effective management
- Maintain and restore the stock of moats and ponds in this landscape

Ancient plateau claylands management guidelines

- Reinforce the historic pattern of sinuous field boundaries
- Recognise localised areas of late enclosure hedges when restoring and planting hedgerows
- Maintain and restore greens and commons
- Maintain and increase the stock of hedgerow trees
- Maintain the extent, and improve the condition, of woodland cover with effective management, especially if this can be economically viable
- Maintain and restore the stock of moats and ponds in this landscape

Rolling valley farmlands management guidelines

- Reinforce the historic pattern of sinuous field boundaries.
- Recognise localised areas of late enclosure hedges when restoring and planting hedgerows.
- Maintain and increase the stock of hedgerow trees.
- Increase the area of woodland cover; siting should be based on information from the Historic Landscape Characterisation and in consultation with the Archaeological Service.
- Maintain and restore the stock of moats and ponds in this landscape.

7.3 Hintlesham Woods are classified as ancient woodland and designated as a Site of Special Scientific Interest. There are no other nationally or locally designated sites present in the Neighbourhood Area, including County Wildlife Sites. There are some "priority habitats across the Neighbourhood Area, primarily deciduous woodland which is supplemented by small areas of traditional orchard. The Neighbourhood Area falls with the 13 kilometres Zone of Influence of the Stour and Orwell Special Protection Area (SPA) and Special Area of Conservation (SAC). Unless mitigated against, Natural England consider that additional residential development within the 13 kilometre "Zone of Influence" could have a detrimental impact on the designations due to an increase in recreational trips. The Suffolk Recreational Avoidance and Mitigation Strategy (Suffolk RAMS) is a key consideration in the context of the Habitats Regulation Assessment for development proposals. The Suffolk RAMS seeks to mitigate the recreational impacts as a result of new development within the Zones of Influence (ZoI). Joint Local Plan Policy SP09 puts measures in place to mitigate any impacts of development on these internationally significant sites.

Residents' Survey

7.4 Residents were asked how important they think it is to protect local wildlife, trees and hedgerows, where 0 is not important and 100 is very important. Of the 60 responses to the question, the average ranking was 96, indicating that the majority consider the protection of local wildlife, trees and hedgerows to be very important.

Policy Context

National Planning Policy Framework

7.5 National planning policy requires planning policies to conserve and enhance the natural environment, whether this be designated sites or more generally recognition of the intrinsic character and beauty of the countryside. Furthermore, requirements of the Environment Act 2021 are now mandatory in terms of achieving Biodiversity Net Gain (BNG) on new developments, and a minimum of 10% BNG is mandatory for all development that meets the following criteria:

Larger Developments

Residential

- 10 or more dwellings + site area greater that 1 hectare; or
- Unknown number of dwellings – site area greater than 0.5 hectares

Non Residential

- Floorpsace is greater than 1000m2; or
- Site are is greater than 1 hectare

Smaller Developments

Residential

- Floorspace to be created is less than 1,000m2
- Site area is less than 1 hectare

7.6 Certain types of development are exempt from Biodiversity Net Gain, these are: permitted development rights; householder applications; development which only has a 'de minimis' impact on habitats; developments undertaken for the purpose of fulfilling the BNG planning condition for another development; high-speed railway network; and certain self-build and custom build developments.

The Local Plan

7.7 Joint Local Plan Policy LP16 Biodiversity and Geodiversity refers to the need to follow the biodiversity mitigation hierarchy to minimise the loss of biodiversity assets, whilst it does not mention specific species to be retained it does refer to the creation of wildlife corridors and linking green infrastructure networks. Policy LP17 Landscape seeks to conserve and enhance character.

Neighbourhood Plan Policies

7.8 Given the character of the landscape setting of the built-up areas of the villages, it is important that any new development does not harm the rural character of the area. Furthermore, proposals should, as relevant to the development, seek to implement the relevant management guidelines referred to in paragraph 7.2.

Policy H&C 5 - Protecting Landscape Character

To conserve the essential landscape, heritage and rural character of the Neighbourhood Plan Area, development proposals shall, proportionate to the proposal demonstrate:

i. how the landscape characteristics of the site and its vicinity have informed the design of the proposal; and
ii. how the proposal has regard to, conserves and enhances, the rural and landscape character and the setting of the built-up areas of the parish, having regard to Joint Babergh and Mid Suffolk Landscape Guidance 2015 or any successor documents.

Proposals for new buildings outside the Settlement Boundaries will be required to be accompanied by a Landscape and Visual Impact Assessment, or other appropriate and proportionate evidence, that demonstrates how the proposal can be accommodated in the countryside without having a significant adverse impact, by reason of the buildings scale, materials and location, on the character and appearance of the countryside and its distinction from the built-up area.

7.9 A Local Nature Recovery Strategy is being prepared for Suffolk which will include:

- a local habitat map showing where valuable areas for nature are currently located;
- a statement of biodiversity priorities - a locally agreed list of priority areas where new and improved habitats would bring the most benefit; and
- a map of locations and actions showing where and how habitats can be created and connected, and how the wider environment and economy can benefit.

When complete, it will provide a blueprint for how Suffolk's local communities, landowners, local authorities, private companies, and government bodies can work together to; broaden protection, restore, and recover nature on the ground.

Joint Local Plan Policy LP16 "Biodiversity and Geodiversity" requires all development to follow the "biodiversity mitigation hierarchy" which is illustrated in Figure 6.

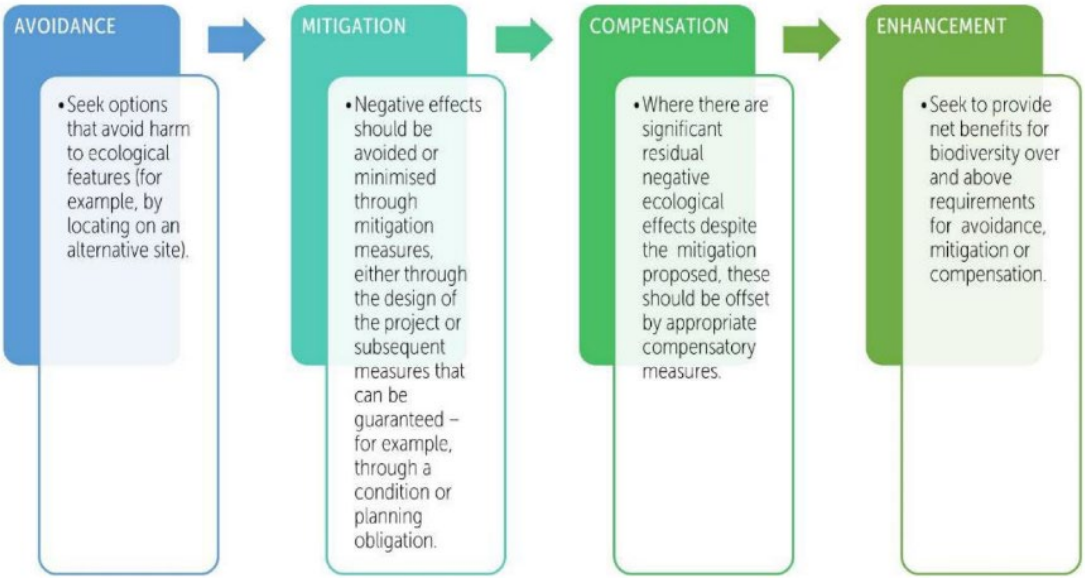


Figure 6 - Biodiversity Mitigation Hierarchy (Source: Chartered Institute of Ecology and Environmental Management – Guidelines for Ecological Impact Assessment 2019)

Policy H&C 6 – Biodiversity and Habitats

Development proposals should avoid the loss of, or significant harm to, priority habitats.

Where such losses or harm are unavoidable, adequate mitigation measures or, as a last resort, compensation measures will be sought. If suitable mitigation or compensation measures cannot be provided, then planning permission should be refused.

Where new access is created, or an existing access is widened through an existing hedgerow, a new hedgerow of native species shall be planted on the splay returns into the site to maintain the appearance and continuity of hedgerows in the vicinity.

Otherwise acceptable development proposals will only be supported where they provide a measurable net gain in biodiversity through, for example:

a. The creation of new natural habitats including ponds, hedgerows and natural boundary treatments;

b. The planting of additional native trees and hedgerows of local provenance (reflecting the character of the Neighbourhood Area's ancient woodland and hedgerows); and

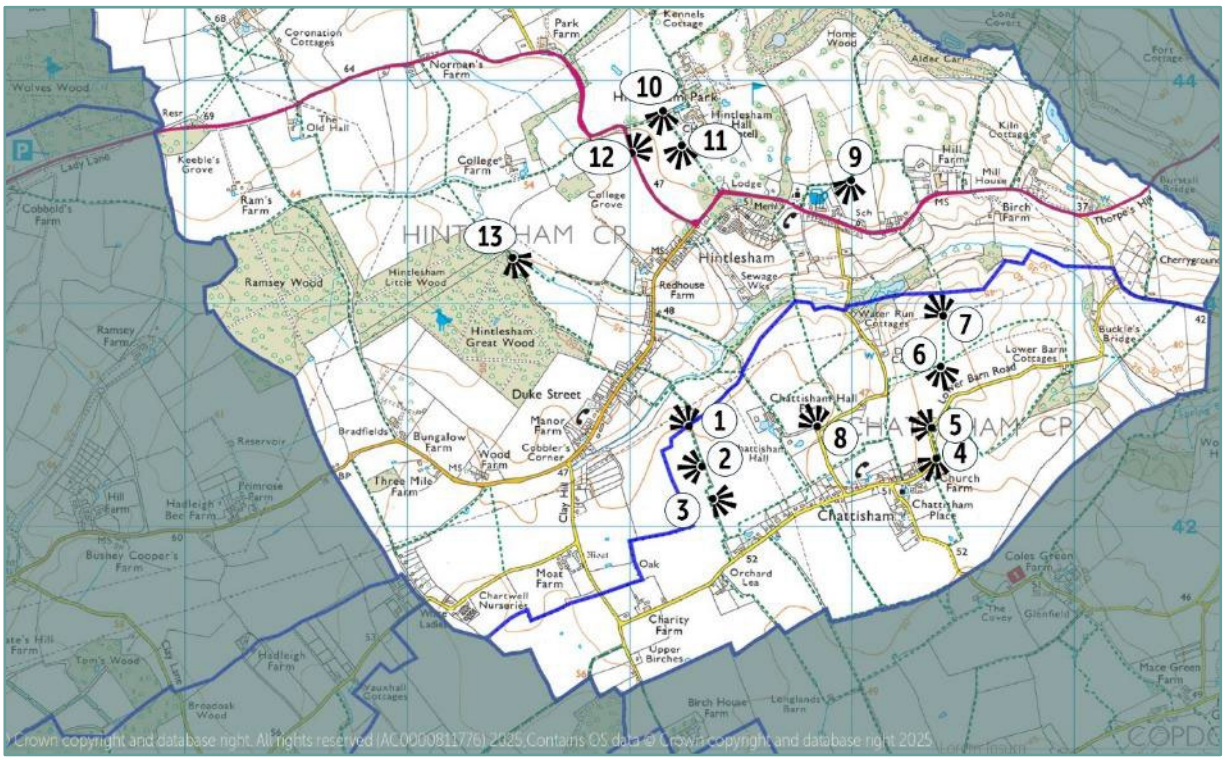
c. Restoring and repairing fragmented biodiversity networks. In addition to the statutory requirements, development will be supported where it incorporates provision within dwellings for measures including swift bricks, bat boxes and holes in fences which allow access for hedgehogs.

Important Views

7.10 The nature of the plateau landscape, in particular, in and around the Parish means that there are several distinct views into, out of and within the village from publicly accessible locations that are of high importance to its character, setting and sense of rurality.

7.11 The most important views looking towards the built-up areas of the village have been identified and assessed. These are the views that, due to the planning strategy identified in Policy H&C1, are most likely to be impacted by development. They are identified on Map 7 and are described in the separate Assessment of Views.

7.12 In order to understand how a proposal might impact on the identified important views, planning applications outside the Settlement Boundaries should be accompanied by a Landscape Visual and Impact Assessment, prepared in accordance with the Landscape Institute "Guidelines for Landscape and Visual Impact Assessment - Third Edition" (2013) or subsequent guidance, or appropriate and proportionate evidence relevant to the scale of the proposal, that demonstrates how the key features of the important views will be protected in all seasons.



Map 7 – Important Views

Policy H&C 7 - Important Views

Important views from public vantage points either within the built-up area or into or out of the surrounding countryside, are identified on the Policies Map. Any proposed development should not detract from the key landscape features of these views.

Proposals for new buildings outside the Settlement Boundaries should be accompanied by a Landscape and Visual Impact Assessment, or other appropriate and proportionate evidence, that demonstrates how the proposal can be accommodated in the countryside without having a significant detrimental impact, by reason of the buildings' scale, materials and location, on the key features of the views.

Local Green Spaces

7.13 Public green spaces within the Neighbourhood Area, make an important contribution to the amenity, character and setting of the village.

7.14 The NPPF enables the designation and protection of land of particular importance to local communities as Local Green Spaces ('LGS') in neighbourhood plans. Such designations rule out new development other than in very special circumstances. Paragraph 107 of the NPPF (2024) states that the designation should only be used where the green space is:

- in reasonably close proximity to the community it serves;
- demonstrably special to a local community and holds a particular local significance, for example, because of its beauty, historic significance, recreational value (including as a playing field), tranquillity or richness of its wildlife; and
- where the green area concerned is local in character and is not an extensive tract of land.

It is recognised that the designation of Local Green Spaces should not be used simply to block development.

7.15 A separate Local Green Space Assessment has been undertaken as part of the preparation of the Neighbourhood Plan, which demonstrates how certain local spaces meet the criteria in paragraph 107 of the NPPF (2024). The spaces that meet the criteria are identified in Policy H&C 8 and are illustrated on the Policies Map.

7.16 The identification of these spaces as Local Green Space means that development is restricted to that which can be demonstrated as being essential for the site, in line with the Green Belt policies defined by the NPPF. Permitted development rights, including the operational requirements of infrastructure providers, are not affected by this designation.

Policy H&C 8 - Local Green Spaces

The following Local Green Spaces are designated in this Plan and are identified on the Policies Map:

1. Hintlesham Recreation Ground and Play Area
2. Hintlesham Allotments
3. Hintlesham Churchyard
4. Timperleys Open Space
5. Chattisham Play Area
6. Chattisham Churchyard
7. Green at entrance to Chattisham Church
8. Church Belt Community Woodland

Development in the local green spaces will be consistent with national policy for the Green Belt.

8 Historic Environment and Design

Objectives

7. Conserve and enhance the villages' heritage assets.
8. Ensure that new development is designed in a way that reflects local character.
9. Reduce the environmental impact of new development through the incorporation of measures that reduce energy and water use and maintain the area's dark skies.

Context

8.1 There is one scheduled monument and 26 listed buildings in the Neighbourhood Plan Area. Details of these are provided in Appendix 2. The most notable is Hintlesham Hall and associated buildings which was originally built in the 1570s by Thomas Timperley and now operates as a hotel and spa. There is no conservation area in either village but developers should consult the Suffolk Historic Environment Explorer to identify and assess whether recorded sites are at risk of harm when proposing new development. Suffolk County Council Archaeological Service's Historic Environment Record provides details of finds and should be consulted and assessment made of the archaeological potential of any potential development site at an appropriate stage in the design stage.

8.2 The villages are distinct by the fact that they have primarily developed over the last 100 years as what can only be described as "ribbon" development along existing roads, especially Duke Street. The 1925 Ordnance Survey map illustrates only a few sparce cottages, often semi-detached between Wilderness Hill and Manor Farm. Today, the road frontages on both sides are almost completely filled with housing that has been constructed over the last century.

8.3 Most dwellings in the Neighbourhood Area are detached (85%) with a relatively high proportion of bungalows and 1½ storey dwellings.

Policy Context

National Planning Policy Framework

8.4 For the historic environment, the NPPF defines heritage assets as "a building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. It includes designated heritage assets and assets identified by the local planning authority (including local listing).

8.5 The NPPF places significant weight on achieving well-designed and beautiful places. Paragraph 131 states "The creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this." It continues, in paragraph 132, by stating "Plans should, at the most appropriate level, set out a clear design vision and expectations, so that applicants have as much certainty as possible about what is likely to be acceptable."

Local Plan

8.6 At a local level, Joint Local Plan Policy LP19 "The Historic Environment" sets out a comprehensive policy response to all elements of the historic environment. Also, of relevance in relation to development design, are:

- Policy LP23 - Sustainable Construction and Design
- Policy LP24 - Design and Residential Amenity
- Policy LP27 – Flood risk and vulnerability

Residents' Survey

8.7 The Residents' Survey asked only limited questions on the historic environment and design matters. When it comes to the style of housing, many considered that there were too many modern style homes and, conversely, there is considered a need for more period style homes.

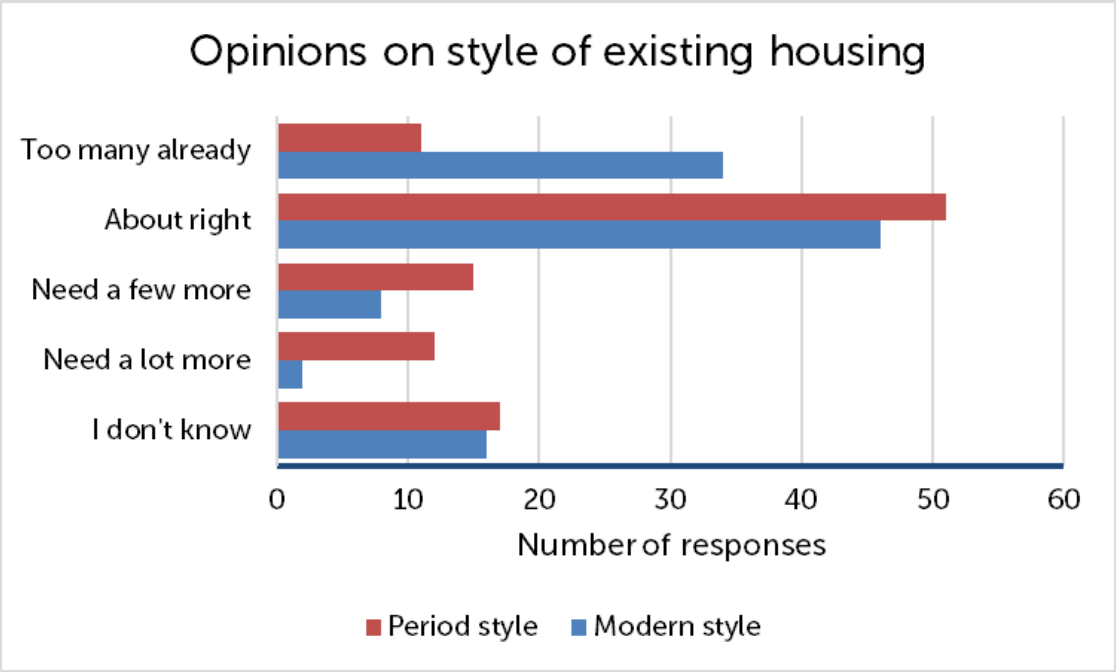


Figure 7 - Residents opinions on style of existing housing

8.8 The Survey also asked about street lighting provision, where most responses that they were satisfied or very satisfied with the current coverage, as illustrated in Figure 8.

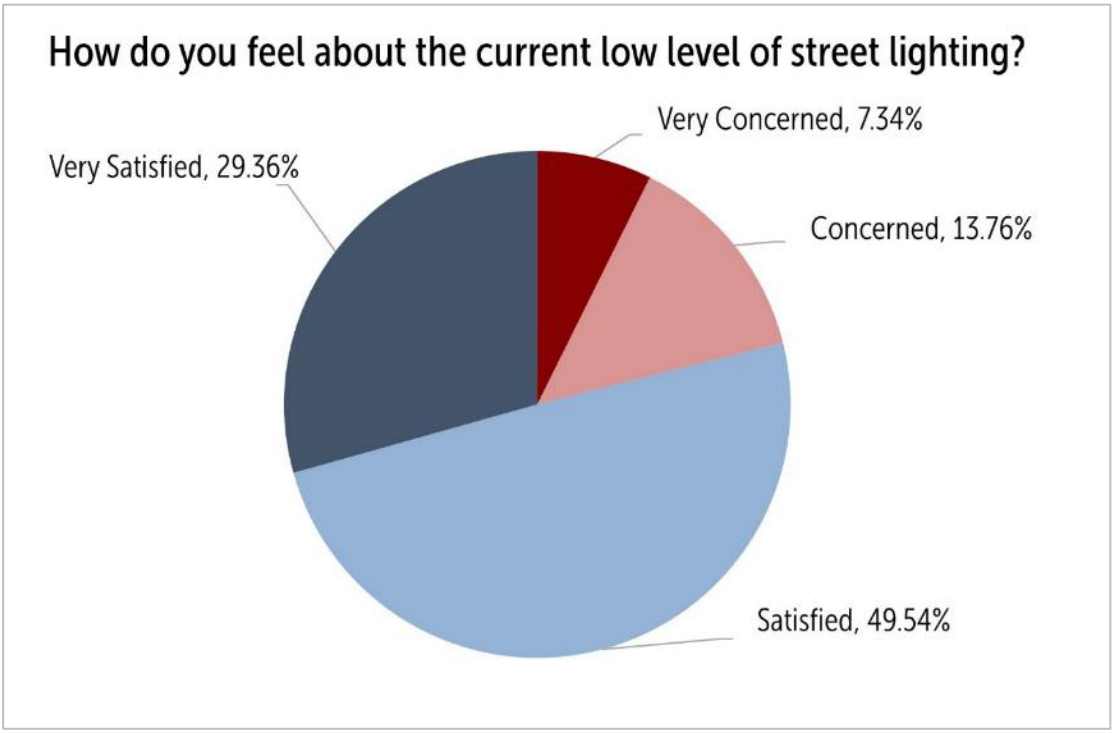


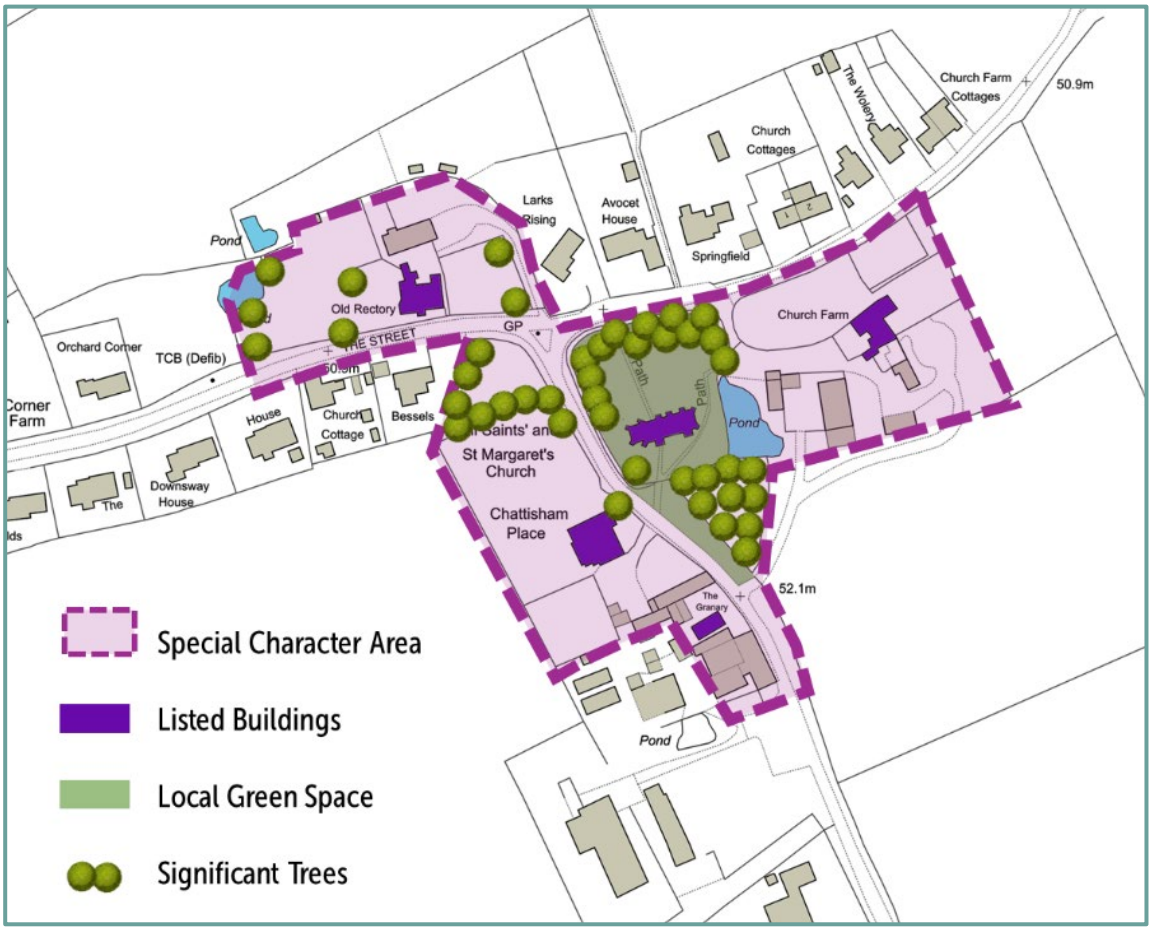
Figure 8 - Residents opinions on existing level of street lighting

Plan Policies

Built Heritage

8.8 The adoption of the Joint Local Plan in 2023 means that Policy LP19 “The Historic Environment” provides up to date detailed advice on proposals affecting heritage assets, including the need for the submission of a Heritage Statement to enable the necessary judgements to be made with regard to any potential harm to an asset from development proposals.

8.9 Although there is no designated conservation area, the area around the church in Chattisham displays many built and natural assets which, combined, have distinct qualities that warrant protection. In the light of these special qualities, the Neighbourhood Plan designates the areas, as identified on Map 8, as a Special Character Area. The designation does not have a statutory status but development proposals that do not take account of the built and natural qualities of this area could have a significant wider impact on its character and will not be supported.



Map 8 - Chattisham Special Character Area

Policy H&C 9 – Chattisham Special Character Area

A Special Character Area is identified on the Policies Map. Within the Special Character Area, as well as having regard to the need to preserve or enhance the significance of the heritage assets in or adjoining the area, development proposals should respond positively to the distinctive characteristics of the identified area as illustrated on Map 8.

Development proposals which would cause unacceptable harm to the character and appearance of the Special Character Area will not be supported.

Development Design

8.10 The design and locations of individual buildings, in particular, can have a significant impact on residents lives if careful consideration is not given to the potential impact. Proposals for new development will need to respect the distinct built and natural environment features of the Plan Area. However, the use of modern materials and design solutions would not necessarily be out of place in such surroundings. Paragraph 131 of the NPPF requires that local planning authorities take account of "the desirability of new development making a positive contribution to local character and distinctiveness." T.

8.11 Within the context of the NPPF, paragraph 135 provides some general principles that development proposals in the Neighbourhood Area are expected to conform to as appropriate to the develop proposed.

NPPF Principles:

a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;

b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;

c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);

d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;

e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and

f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

Policy H&C 10 – Development Design Considerations

Proposals for new development must reflect the local characteristics and circumstances in the Neighbourhood Plan Area and create and contribute to a high quality, safe and sustainable environment, having regard to the development principles set out in paragraph 135 of the NPPF.

Proposals will be supported where they:

a. recognise and address the key architectural features, characteristics, landscape/building character, local distinctiveness and special qualities of the area and, where necessary, prepare a landscape character appraisal to demonstrate this;
b. maintain the sense of place and character of the three distinct parts to the Parish;
c. do not involve the loss of gardens, important open, green or landscaped areas, which make a significant contribution to the character and appearance of that part of the village;
d. taking mitigation measures into account, do not affect adversely and, where appropriate enhance:
    i. any heritage assets of the site and its surroundings; and
    ii. important landscape characteristics including trees and ancient hedgerows and other prominent topographical features;
    iii. the amenities of adjacent areas by reason of noise, smell, vibration, overlooking, overshadowing, loss of light, other pollution (including light pollution), or volume or type of vehicular activity generated; and/or residential amenity;
e. produce designs that respect the character, scale and density of the locality;
f. produce designs, in accordance with adopted standards, that maintain or enhance the safety of the highway network, ensuring that all vehicle parking is provided within the plot (excluding rear gardens) and that spaces and garages meet the adopted minimum size standards set out in the Suffolk Guidance for Parking (2023) or subsequent guidance;
g. wherever possible ensure that development faces on to existing roads;
h. do not result in water run-off that would add-to or create surface water flooding;
i. where appropriate, make adequate provision for the covered storage of all wheelie bins and covered secure cycle storage in accordance with adopted Suffolk Guidance for Parking (2023) or subsequent guidance;
j. provide off-street electric vehicle charging points in accordance with the Suffolk Guidance for Parking (2023) or subsequent guidance.

Flood Risk

8.12 There are few areas in the Neighbourhood Area that are within an area at risk from river flooding. Elsewhere, areas are prone to surface water flooding as a result of run-off during heavy periods of rain, in particular in locations on Duke Street and Pond Hall Road.

8.13 Paragraph 181 of the NPPF provides guidance for considering flood risk in development proposals. It requires that, where appropriate, applications should be supported by a site-specific flood-risk assessment. The NPPF further states that "development should only be allowed in areas at risk of flooding where, in the light of this assessment (and the sequential and exception tests, as applicable) it can be demonstrated that:

a) within the site, the most vulnerable development is located in areas of lowest flood risk, unless there are overriding reasons to prefer a different location;
b) the development is appropriately flood resistant and resilient such that, in the event of a flood, it could be quickly brought back into use without significant refurbishment;

c) it incorporates sustainable drainage systems, unless there is clear evidence that this would be inappropriate;
d) any residual risk can be safely managed; and
e) safe access and escape routes are included where appropriate, as part of an agreed emergency plan."

8.14 Joint Local Plan Policy LP27 sets out key requirements in relation to flood risk and vulnerability. The following policy therefore, aims to ensure new development does not exacerbate the situation and that flood matters are considered as an integral part of the design process.

8.15 For all development, regardless of whether the site is within a flood zone or area susceptible to surface water flooding, it is essential that on-site drainage is managed to capture surface water run-off in a sustainable manner. All proposals should, as appropriate to the proposal, be supported by a flood assessment, with details of mitigation methods where necessary. The installation of grey water recycling and rainwater and stormwater harvesting within schemes will also be sought in order to reduce the potential for development to worsen surface water flooding and minimise the consumption of treated water.

Policy H&C 11 – Flooding and Sustainable Drainage

Proposals for all new development will be required to submit schemes appropriate to the scale of the proposal detailing how on-site drainage and water resources will be managed so as not to cause or exacerbate surface water and fluvial flooding elsewhere. Proposals should, as appropriate, include the use of above-ground open Sustainable Drainage Systems (SuDS). These could include:

- wetland and other water features, which can help reduce flood risk whilst offering other benefits including water quality, amenity/recreational areas, and biodiversity benefits; and
- rainwater and stormwater harvesting and recycling; and
- other natural drainage systems where easily-accessible maintenance can be achieved.

Proposals that would involve the creation of new culverts or result in the loss of an open watercourse will not be permitted, unless the culvert is essential to the provision of an access and it can be demonstrated that the culvert will have no adverse impact on the ability to manage and maintain surface water drainage.

8.16 The installation of floodlighting and security lights on sites can, without careful consideration have a significant detrimental impact on the rural character of the Parish. Paragraph 198 (c) of the NPPF states that planning policies and decisions should "limit the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes and nature conservation". Artificial lighting of development, while increasing security, can also impact upon residential amenity, the character and appearance of an area (particularly rural locations) and the environment. While it is acknowledged that domestic outdoor security lighting does not require planning consent, it is essential that where lighting forms an element of a development it should be designed in such a manner that will not create light pollution or a detrimental impact on highways and the amenity of residents.

Policy H&C 12 – Minimising Light Pollution

While ensuring that new developments are secure in terms of occupier and vehicle safety, dark skies are to be preferred over lighting. Any future outdoor lighting systems should have a minimum impact on the environment, minimising light pollution and adverse effects on wildlife, subject to highway safety, the needs of particular individuals or groups, and security of individuals and premises.

Proposals for lighting schemes should be supported by a lighting study and be designed to reduce the consumption of energy by promoting efficient outdoor lighting technologies, keeping the night-time skies dark, reducing glare and be of a frequency (spectrum) of illumination to reduce wildlife impact.

The lighting should only be operational during times when it is essential for the operation of the business and out of operational hours security trigger lighting should be installed.

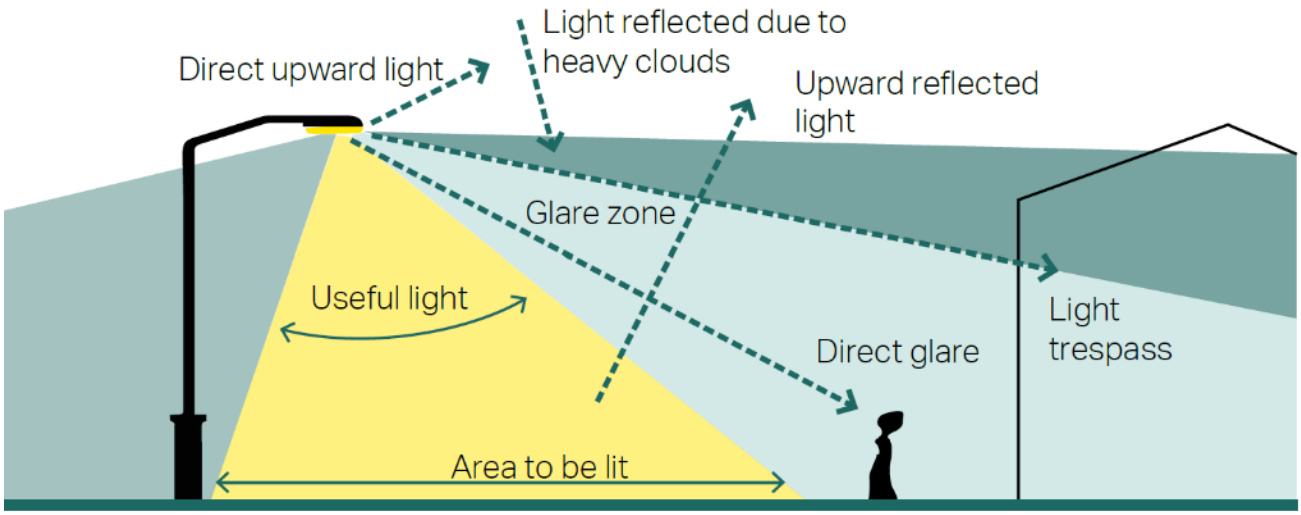


Figure 9 - Diagram to illustrate the different components of light pollution and what 'good' lighting means for dark skies. Source: AECOM Urban Design consultants

Fire exit
keep clear

9 Services and Facilities

Objective

10. Protect and improve the level of services and facilities.

Context

9.1 Community services and facilities in the village make an important contribution towards maintaining the needs of residents and in reducing the need to travel. At the time of the preparation of this Plan the following services and facilities were available:

Hintlesham

- Primary School
- Community Hall
- The George public house
- Forge Garage car sales and servicing
- St Nicholas' Church
- Playing Field
- Play Area
- Allotments
- Hintlesham Hall Hotel and Spa
- Hintlesham Golf Course
- Telephone Box Library

Chattisham

- Playing Field
- All Saints and St Margaret Church
- Telephone Box Library

9.2 According to data published by the government in March 2025, the primary school has a capacity of 94 pupils and, as at 1 May 2024, there were 76 children on the school roll.

Policy Context

National Planning Policy Framework

9.3 Paragraph 98 of the NPPF states planning policies should "plan positively for the provision and use of shared spaces, community facilities (such as local shops, meeting places, sports venues, open space, cultural buildings, public houses and places of worship) and other local services to enhance the sustainability of communities and residential environments."

Local Plan

9.4 Policy LP28 of the Joint Local Plan sets out how proposals for the provision of new or expanded services and facilities will be considered and also states that proposals "involving or comprising of the loss of an existing community facility, service or a premises, which is currently or last used to provide such use, will only be permitted if either;

a. Compensatory provision of an alternative or improved facility will be provided in an equally accessible or improved location or
b. The applicant can sufficiently demonstrate that the service or facility is not viable and is no longer performing a functional role in its current or future form and it is not needed for an economically viable alternative community use."

9.5 The policy also identifies the requirements for demonstrating how lack of viability and need will be assessed.

Residents' Survey

9.6 The Residents' Survey asked how often facilities in the villages were used. Figure 10 illustrates the results.

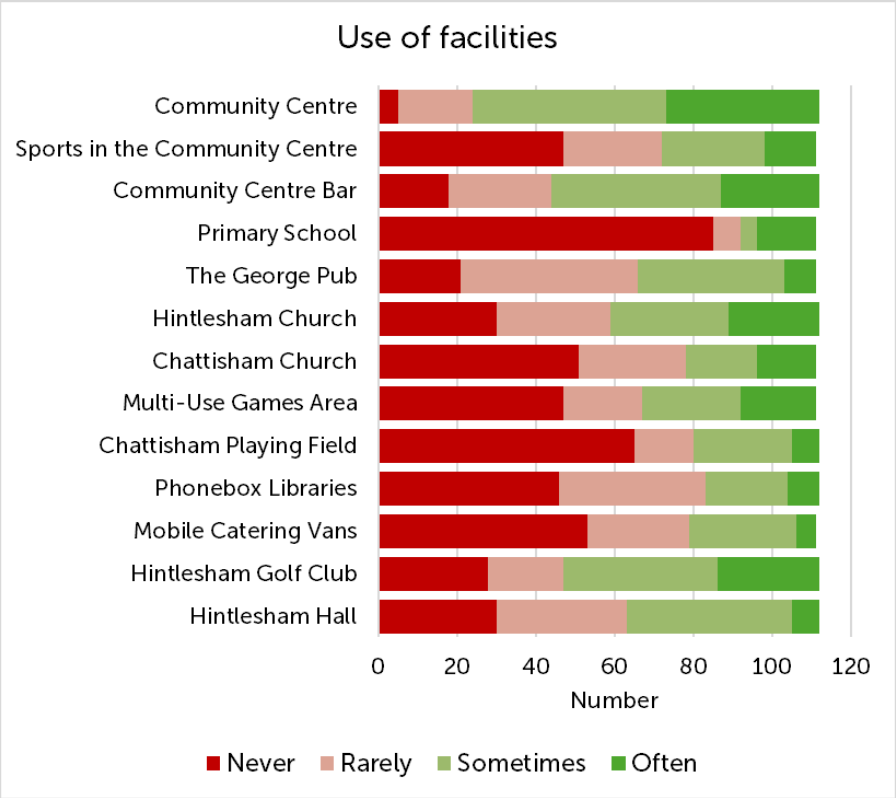


Figure 10 – Residents frequency of use of facilities

Neighbourhood Plan Policies

9.7 The retention of facilities and services is essential to the livelihood of the village and helps reduce rural isolation and social exclusion. The Neighbourhood Plan has an important role in making sure that there are sufficient and adequate services in the village to meet the day-to-day needs of current and future residents.

9.8 During the lifetime of the Plan there may be circumstances that force the closure of a shop or community facility and where there is no demand, or it is not viable for it to remain in its current or alternative community use. In such circumstances it might be better for the premises to revert to an alternative use but only if certain circumstances can be proven. Policy H&C 13 identifies a list of facilities which accord with Policy LP28 of the Joint Local Plan, which will be used to determine any such proposals. In some instances the facility identified in the policy is also identified Local Green Space in Policy H&C7. The closure of that facility would not remove its designation as a Local Green Space.

9.9 In some instances, the loss of a service might have a significant detrimental impact on the village and its sustainability. The 'Assets of Community Value' / 'Community Right to Bid' scheme was introduced by the government in the Localism Act 2011 and came into force in September 2012. The aim was to give community groups time to make realistic bids to buy land or buildings that are of importance to the local community when they come up for sale. Under the Community Right to Bid, community groups are able to nominate non-residential buildings or land within their area as 'Assets of Community Value' which cannot be sold without the community group being given the opportunity to put together a bid to purchase the asset. A building or other land is an asset of community value if its main use has recently been, or is presently used, to

further the social wellbeing or social interests of the local community and could do so in the future. The Localism Act 2011 states that 'social interests' include: cultural, recreational and sporting interests. There may, during the lifetime of the Neighbourhood Plan, be circumstances where the Parish Council would consider it appropriate to seek the protection of community facilities as an Asset of Community Value.

Policy H&C 13 – Loss of Services and Facilities

Proposals that would result in the loss of the following community facilities or premises, as identified by the Policies Map, will be considered in the context of Policy LP 28 of the Joint Local Plan:

Hintlesham

1. Primary School
2. Community Hall
3. The George public house
4. Forge Garage car sales and servicing
5. St Nicholas' Church
6. Playing Field including Play Area
7. Telephone Box library
8. Allotments
9. Hintlesham Hall Hotel and Spa
10. Hintlesham Golf Course

Chattisham

11. Playing Field
12. All Saints and St Margaret Church
13. Telephone Box library

9.10 The Residents' Survey identified support for the establishment of a Community Shop run by volunteers, as illustrated in Figure 11. Such an initiative has recently been opened in Elmsett and the Parish Council is exploring mechanisms for creating one in Hintlesham.

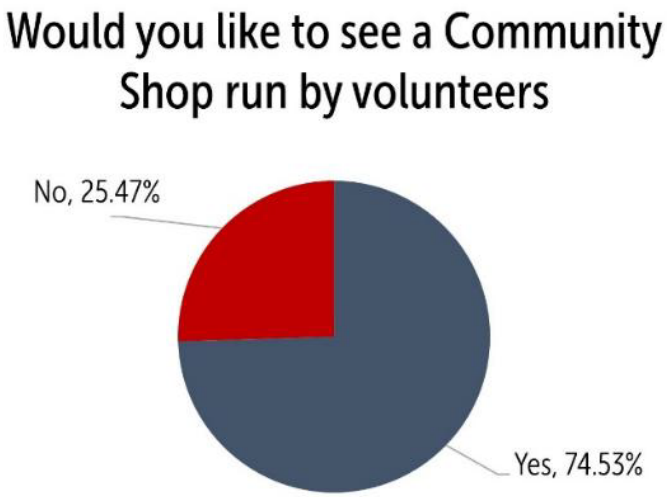


Figure 11 – Support for Community Shop

Community Action 3 – Community Shop

The Parish Council will work with charitable organisations and property owners to try and establish a community shop in Hintlesham.

9.11 The Residents' Survey also identified a need for additional recycling facilities in the parishes. It is important that any new or expanded facilities do not have a detrimental impact on nearby residents by way of noise or smell and the Parish Council will seek to explore the provision of additional recycling options.

Community Action 4 – Recycling Facilities

The Parish Council will work with the Community Council to identify a suitable location for the provision of additional recycling facilities at the Community Hall.

10. Highways and Travel

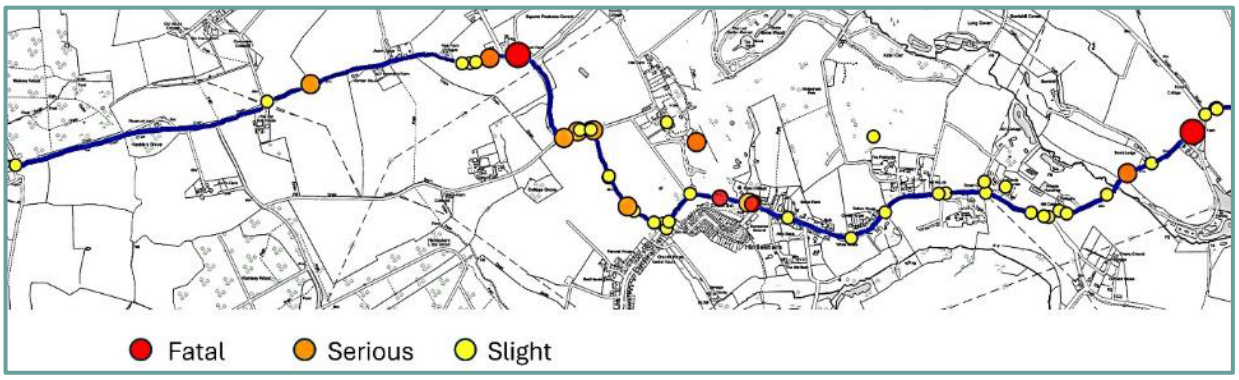
Objectives

11. Support and encourage safe and sustainable transport, including walking, cycling and public transport.
12. Minimise the impact of vehicles passing through the village.

Context

10.1 Neighbourhood plans have little power to introduce highway improvements as most schemes will not require planning permission. Improvements are therefore reliant on Suffolk County Council, as the highways authority, for investment in projects or improvements required as part of the mitigation of the impact of development proposals.

10.2 Hintlesham is located on the A1071 which provides the main road between Ipswich, the A14 and A12 trunk roads and the towns of Hadleigh and Sudbury to the west. The Department of Transport publish details of traffic accidents, as illustrated on Map 9. The Parish Council also logs all accidents on the A1071 reported locally and it is clear that the road has witnessed a significant number of traffic accidents over the years, some of which are fatal. The poor maintenance of the A1071 and speeding through the village on the A 1071 and Duke Street, are very significant areas of concern.



Map 9 – A1071 traffic accidents 2015 to 2024 (source – Department for Transport)

10.3 There is a suitable school bus service in Hintlesham but the public bus service is not sufficient to enable residents to live or work in the area without cars. An enhanced service is thoroughly supported by the Residents' Survey, where over 80% of respondents were concerned or very concerned about bus services, as illustrated in Figure 12. Adding additional request stops on the A1071 would be a good first step. The regular bus service traverses the A1072/George Street through Hintlesham but very infrequently does down Duke Street. The service is reduced on a Saturday and there is no service on a Sunday. There is no public bus service in Chattisham. A daily hopper style bus supporting surrounding villages would be well supported

10.4 There is a good network of public rights of way in the Plan Area, most of which are in good order. National Cycle Route 1 passes through Chattisham as it connects Ipswich and Hadleigh.

Policy Context

National Planning Policy Framework

10.5 Promoting active travel is now a key theme through government policy and, in particular, promoting opportunities for walking and cycling through utilising Local Cycling and Walking Infrastructure Plans.

10.6 The National Planning Policy Framework states that developments that will generate significant amounts of traffic should provide a travel plan, to set out measures to facilitate sustainable modes of transport.

The Local Plan

10.7 Policy LP29 'Safe, Sustainable and Active Transport' provides a robust policy for the consideration of traffic impact and required mitigation arising from development proposals. The policy also seeks to protect and enhance the Public Rights of Way network. In 2022, Babergh District Council produced 'A Vision for Sustainable Travel', which sets out the ambitions within the district and why it is important and beneficial for communities to travel more sustainably. The accompanying 'Local Cycling and Walking Infrastructure Plan Schemes' describes two potential projects in Hintlesham and Chattisham, namely:

- off road pedestrian space between Pond Hall Road and Duke Street in order to link up circular walking route and improve village access (medium-term scheme).
- desire for cycle path/cycle segregation on 'bendy' stretch of road between Hintlesham and Hadleigh, Back Lane near Priory Road - Road that goes down from A1071 to Flowton.

Residents' Survey

10.8 The Residents' Survey covered a number of matters relating to highways and travel. Figure 12 illustrates levels of concern in relation to questions about local transport and traffic issues.

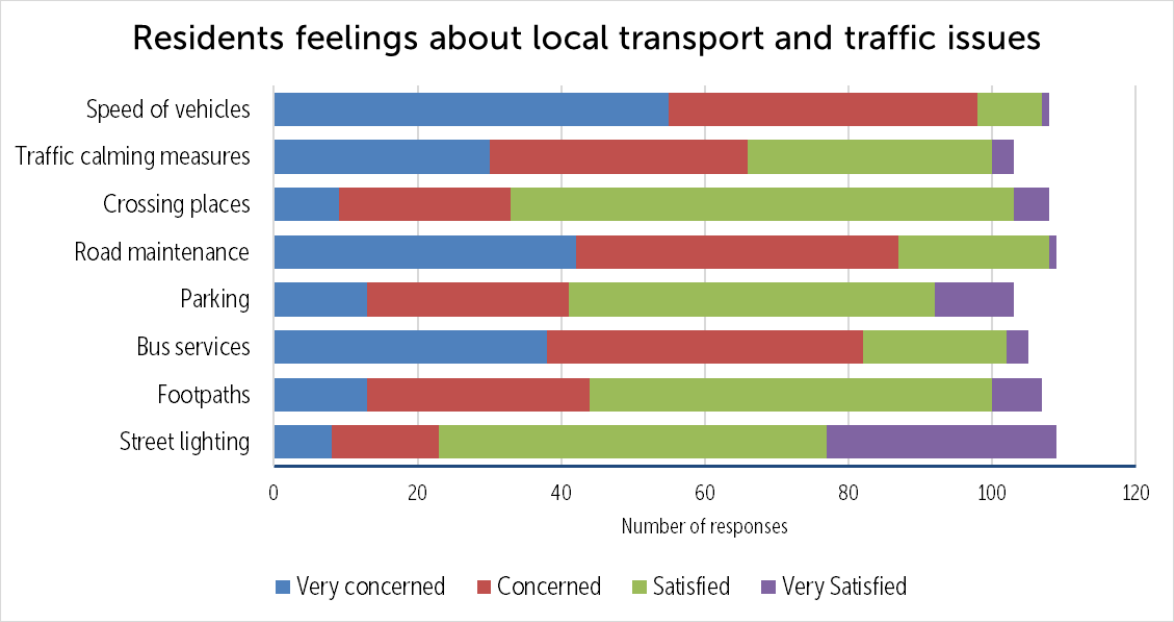


Figure 12 – Survey responses to transport and traffic issues

10.9 Figure 13 illustrates the mode of travel to work of respondents, illustrating that only a small minority do not travel by their own car or motorcycle.

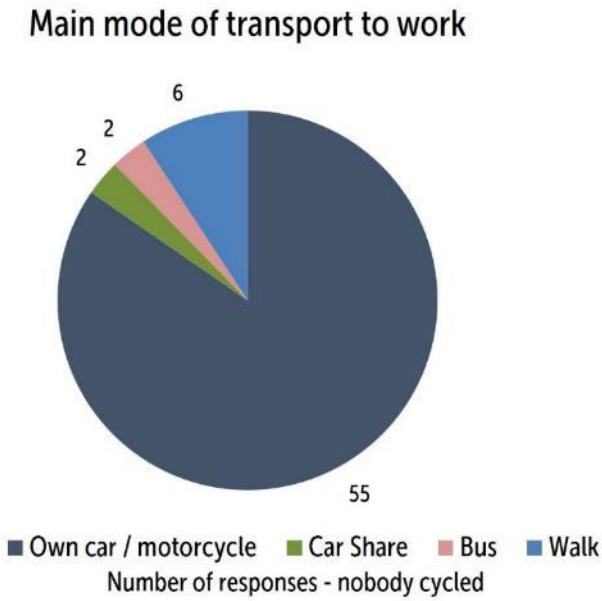


Figure 13 – Survey responses to question about main mode of transport to work

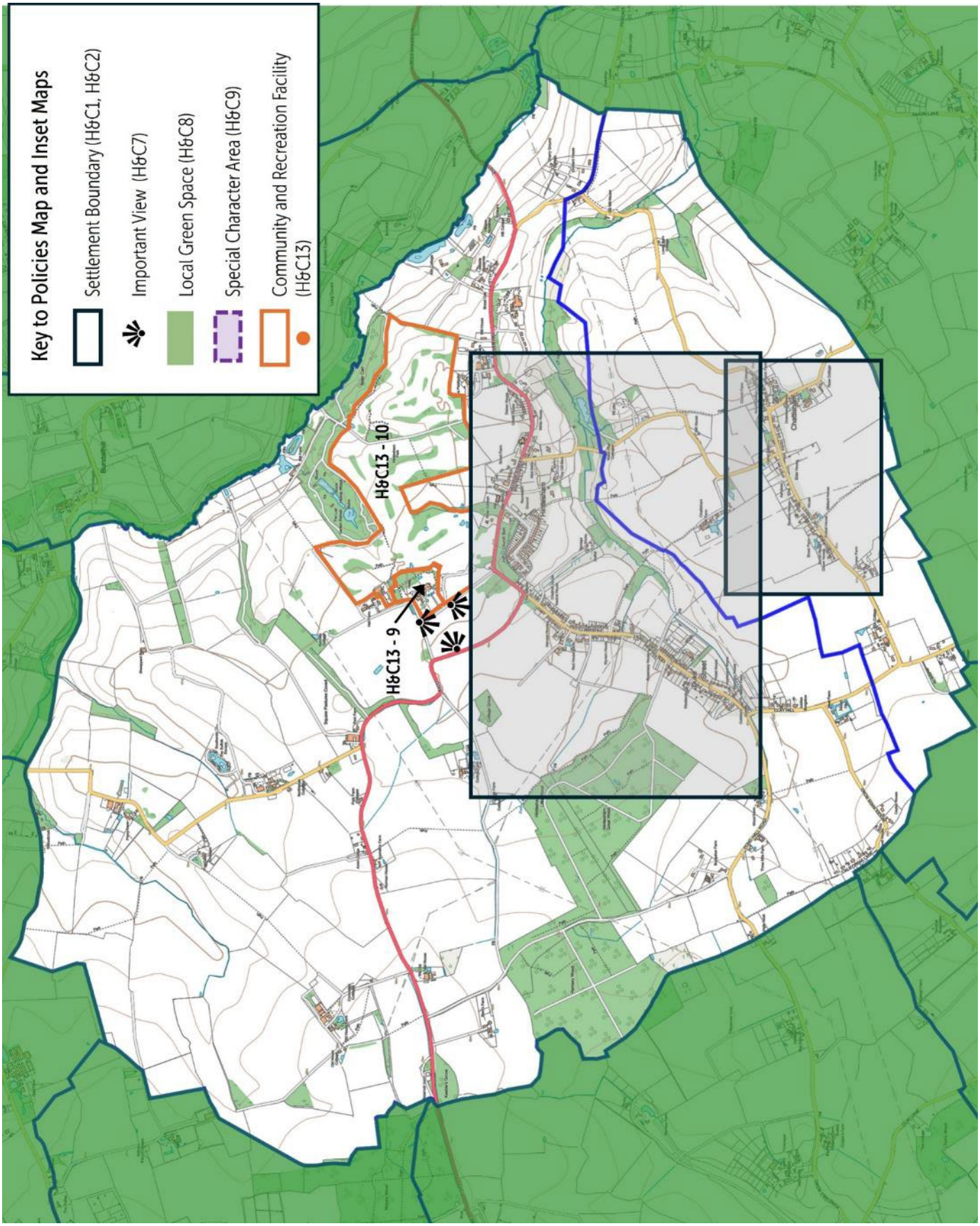
10.10 In addition, of those that responded to the survey:

- **53%** would like to see cycle paths
- **77%** would not like to see additional parking, and
- **62%** would not like to see a car share scheme.

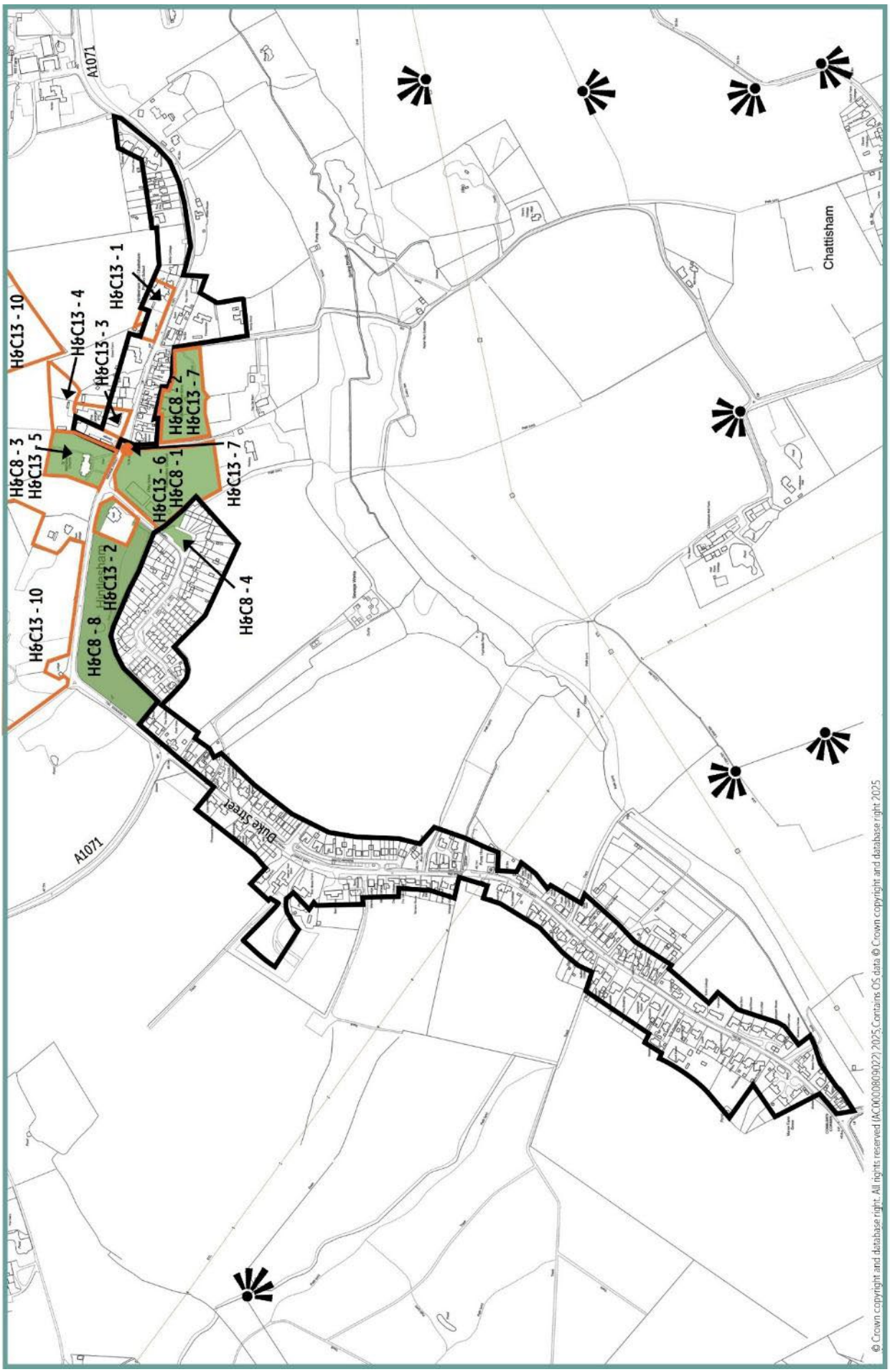
Neighbourhood Plan Policies

10.11 Because most highway improvements do not require planning permission and that the Local Plan provides adequate policies to address highway impact arising from development, the Neighbourhood Plan does not contain any planning policies for this theme.

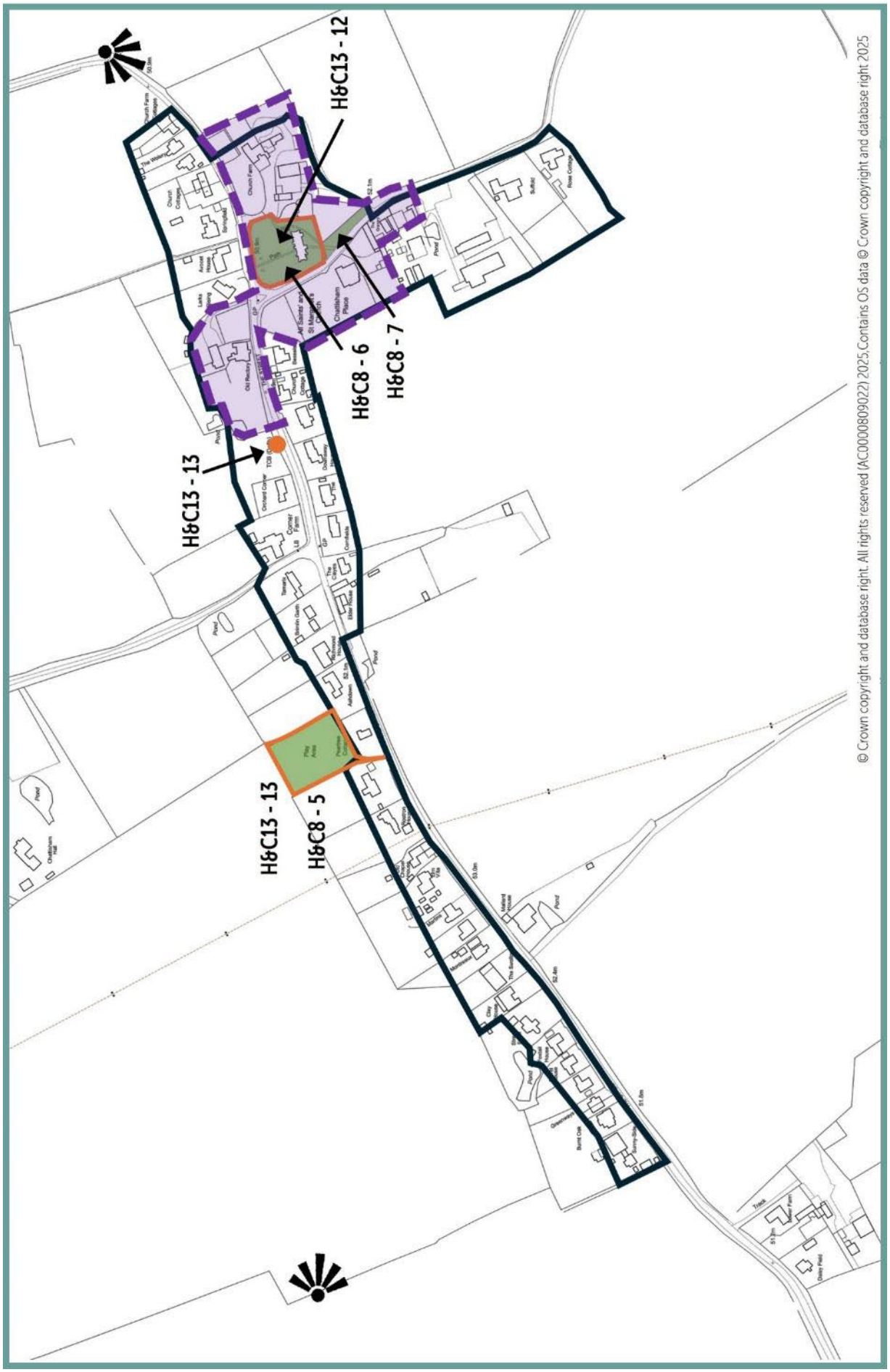
Policies Map



Hintlesham Village Inset Map



Chattisham Village Inset Map



Appendix 1: Joint Local Plan Policy SP03 – Development outside Settlement Boundaries explanation

Policy SP03 (2) refers to circumstances where development outside Settlement Boundaries may be permitted. It refers to Table 5 of JLP1 and paragraph 80 of the NPPF (2021). This appendix reproduces Table 5 and paragraph 80 (which is now paragraph 84 in the December 2023 NPPF)

JLP1 Table 5 - Policies permitting development outside settlement boundaries, subject to the development's accordance with the other relevant policies of the Plan

Policy / paragraph	Comments
SP04 (1) – Gypsies and Travellers	Development of sites for Gypsies and Travellers and Travelling Showpeople
SP05 (1, 2 and 5) – Strategic employment site	Development on strategic employment sites, at Brantham and along strategic transport corridors
SP07 (1 and 2) – Sustainable tourism	Sustainable tourism development where it accords with Policy LP12 (2)
SP08 (1) – Delivery of key infrastructure projects	Development enabling the delivery of key strategic infrastructure projects
LP01 (1) – Infill housing	
LP02 (1) – Residential annexes	
LP03 (1) - Residential extensions and conversions	
LP04 (1 and 2) - Replacement dwellings and conversions	
LP05 (1) – Rural worker dwellings	
LP07 - Community-led housing and rural exception site affordable housing	
LP09 – Change of use to small scale employment development	
LP10 – Change from employment use	
LP12 – Tourism and leisure development	
LP13 - Tourist accommodation and removal of holiday occupancy conditions	
LP14 - Intensive livestock and poultry farming	Intensive livestock and poultry farming, subject to Policy LP14 (2)
LP19 - Re-use /redevelopment of a heritage asset	
LP20 - Change of use of land for equestrian purposes or other similar animal-based uses	
LP21 - Change of use of agricultural land to residential garden	
LP22 - New agricultural buildings where there is demonstrable evidence to justify the need for them	
LP25 - Sources, storage and distribution of energy	
LP28 - New accessible local services and community facilities	New accessible local services and community facilities where in accordance with Policy LP28 (1b)
LP31 - New health or education facilities	

NPPF Paragraph 84 (December 2023)

84. Planning policies and decisions should avoid the development of isolated homes in the countryside unless one or more of the following circumstances apply:
    a) there is an essential need for a rural worker, including those taking majority control of a farm business, to live permanently at or near their place of work in the countryside;
    b) the development would represent the optimal viable use of a heritage asset or would be appropriate enabling development to secure the future of heritage assets;
    c) the development would re-use redundant or disused buildings and enhance its immediate setting;
    d) the development would involve the subdivision of an existing residential building; or
    e) the design is of exceptional quality, in that it:
        - is truly outstanding, reflecting the highest standards in architecture, and would help to raise standards of design more generally in rural areas; and
        - would significantly enhance its immediate setting, and be sensitive to the defining characteristics of the local area.

Appendix 2 – Designated Heritage Assets

As at 1 June 2025

Source - Historic England's Register of Listed Buildings https://historicengland.org.uk/listing/the-list

The entries below are as they appear in the Historic England list. Where properties are now known by different names from those used in this list, the local names are included in square brackets. Up to date information on listed buildings and other heritage assets should be sought from Historic England or another reliable source.

Grade I

Hintlesham Hall, Hadleigh Road, Hintlesham

Grade II*

Service ranges, stables, former coach house and brewhouse attached to Hintlesham Hall, Hadleigh Road, Hintlesham
Church of All Saints, Chattisham Road, Chattisham

Grade II

Manor Farmhouse, Duke Street, Hintlesham
Wood Farmhouse, Duke Street, Hintlesham
Old Post Office, Hadleigh Road, Hintlesham
Rose Cottage, Hadleigh Road, Hintlesham
Gatepiers, gates and railings to Hintlesham Hall, Hadleigh Road
College Farmhouse, Hadleigh Road, Hintlesham
Old Hall House, Hadleigh Road, Hintlesham
Mill Farm Cottage, Hintlesham
Park Farmhouse, Hadleigh Road, Hintlesham
Hintlesham Priory, Priory Road, Hintlesham
Normans Farmhouse, Hadleigh Road, Hintlesham
Hyntle Place, Hadleigh Road, Hintlesham
Church of St Nicholas, Hadleigh Road, Hintlesham
Hintlesham Hall Lodge, Hadleigh Road, Hintlesham
Hintlesham War Memorial, St Nicholas Churchyard, George Street, Hintlesham
Chattisham Place, Chattisham Road, Chattisham
Church Farmhouse, Lower Barn Road, Chattisham
Doves Cottage, Mill Lane, Chattisham
Old Mill Cottage, Lower Barn Road, Chattisham
Chattisham Hall, Mill Lane, Chattisham
The Clayes, The Street, Chattisham
Cartshed at Chattisham Place, Chattisham Road, Chattisham
The Old Rectory, The Street, Chattisham

Scheduled Monument

Moated site at Moat Farm, 450m south of Cobbler's Corner, Hintlesham

Hintlesham and Chattisham

NEIGHBOURHOOD PLAN 2025-2037

NORWICH TO TILBURY

EN020027

Joint Local Impact Report

Appendix 14 (Sproughton Neighbourhood Plan, 2023)

Suffolk County Council [redacted]

Babergh District Council [redacted]

Mid Suffolk District Council [redacted]

SPROUGHTON
NEIGHBOURHOOD PLAN
2018-2037

Referendum Plan

Sproughton Parish Council
October 2023

Prepared by Sproughton Neighbourhood Plan Sub-Committee on behalf of Sproughton Parish Council and with the assistance of

PLACES 4 PEOPLE PLANNING CONSULTANCY P4P

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FOREWORD

This is the Neighbourhood Plan for the parish of Sproughton. It has been prepared by a Sub-Committee (SNPSC) of local residents and parish council members set up by Sproughton Parish Council. It establishes a community-led vision for our village for the period to 2037, and it will help to deliver the local community's housing needs and aspirations for the same period. It will be used by the local planning authority as part of the statutory development plan in the determination of future planning applications in Sproughton.

Every effort has been made to ensure that the policies and actions contained in this document reflect the views and aspirations of the majority of Sproughton residents. Despite the restrictions imposed by the Covid-19 pandemic, the SNPSC has consulted widely and listened to village residents on a range of issues that are of concern for the well-being, sustainability and long-term future of our rural community. Our finished Neighbourhood Plan reflects the outcomes of two stages of formal public consultation and incorporates modifications required by an Independent Examiner following the examination of the Plan during 2023.

We gratefully acknowledge the help and support of Places4People Planning Consultancy in the preparation of our Plan.

We are also indebted to Miss Doreen Bradbury, Sproughton Recorder, for her help with the history of Sproughton and for supplying pictures for use in this Plan.

Neighbourhood Plan Committee Members:

Rhona Jermyn - Chair
Helen Davies - Vice Chair
Ken Seager
Sharon Maxwell
Ann Mayton
Simon Curl

1 INTRODUCTION

1.1 The Localism Act 2011 introduced new rights and powers to allow local communities to prepare a Neighbourhood Plan, which can establish local planning policies for the development and use of land in a designated area. Once complete, a Neighbourhood Plan is used by the district council when determining planning applications. The Neighbourhood Planning process therefore provides the Parish with greater opportunities than ever before to influence change and development within our area.

1.2 The Sproughton Neighbourhood Plan, by necessity, focuses on local planning-related matters across the parish. It has been informed by community involvement and technical evidence gathering and has received some support from Babergh District Council.

Why have a Neighbourhood Plan for Sproughton?

1.3 From our consultations it is clear that our community wishes to preserve the character and services of the parish as much as possible. It has a charming and unique character but is vulnerable to external change and hence needs to be protected and preserved. There is recognition that outside pressures will have a growing impact upon the parish, and we will need to be prepared in order to respond.

1.4 These pressures have already materialised in the form of the approval of a number of speculative proposals for housing growth in the parish because Babergh District Council did not have an up-to-date Local Plan and could not demonstrate that sufficient land was available to build the houses required for the next five years. While the land supply situation is, in 2022, no longer an issue, the Neighbourhood Plan plays a significant role in providing locally specific guidance and policies for the whole of the parish, which the Joint Local Plan does not contain, and against which proposals for development will be considered.

1.5 It is acknowledged that the Neighbourhood Plan cannot go against the strategic policies of the Joint Local Plan or stop development that already has planning permission, but it can ensure that any future growth has proper regard for the importance of local services and facilities, environment, biodiversity and the distinct historic characteristics of the area and ensure that there will be the infrastructure capacity to cope with growth.

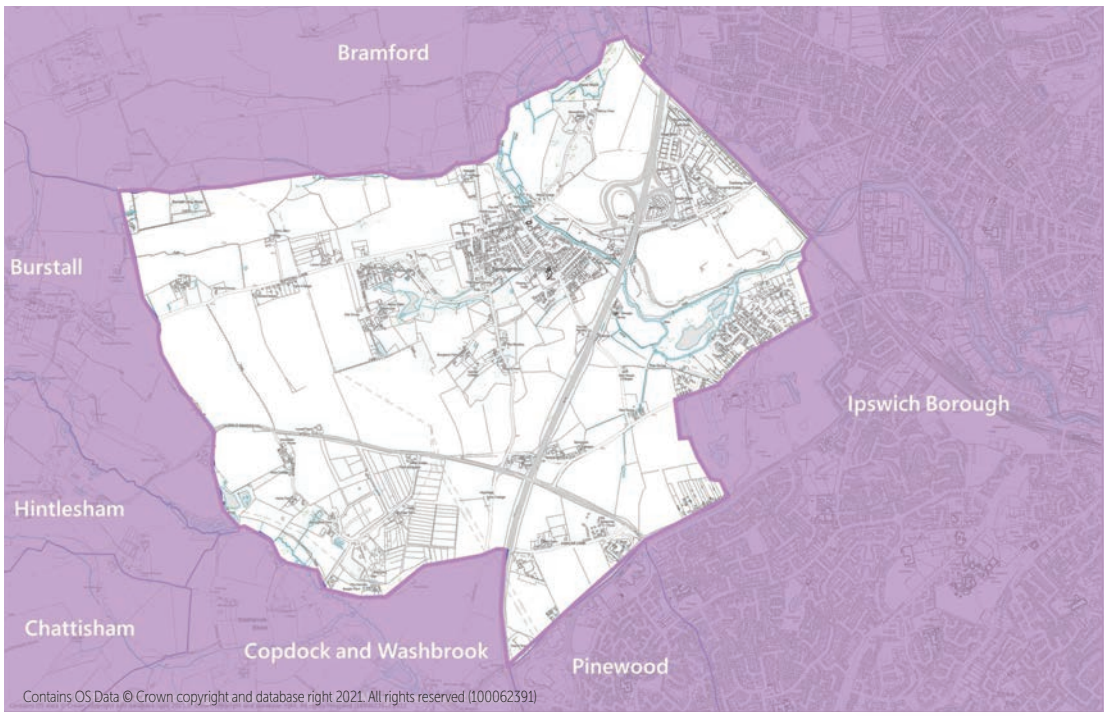
How the Plan has been prepared

1.6 At the Sproughton Parish Council public meeting on 15 January 2020 the council formally agreed to start the process of creating a Neighbourhood Plan for Sproughton. The creation of the Neighbourhood Plan Sub-Committee (SNPSC) was agreed at the Parish Council meeting of 26 February 2020. It was agreed that the NPSC would report into the planning committee.

1.7 On 16 April 2020, in accordance with the Neighbourhood Planning Regulations, Babergh District Council formally designated the whole of Sproughton parish, as illustrated on **Map 1**, as a Neighbourhood Plan Area. Details of the application, publication and designation can be viewed on the district council's website under Neighbourhood Planning in Sproughton.

1.8 This Neighbourhood Plan has been prepared by the Neighbourhood Plan Sub-committee (SNPSC) on behalf of Sproughton Parish Council which is the "qualifying body" as defined by the Localism Act 2011. The parish council has approved it for public consultation. The draft Neighbourhood Plan was subject to "pre-submission" consultation for a period of six weeks in September 2021 and this version has been amended to reflect the comments received as well as to bring it up-to-date.

1.9 The Plan is structured to provide information about the Neighbourhood Plan process: some background on the parish's distinct character, history, and geography; and then the vision, objectives, and the Plan itself. It contains both planning policies and community actions. The community actions do not form part of the development plan but identify local initiatives to address issues and concerns raised during the community engagement undertaken in preparing the Plan. Community actions are differentiated from the planning policies to avoid confusion.



Map 1 - The Neighbourhood Plan Area

1.10 When work on the Neighbourhood Plan started, its purpose and scope were agreed. In summary, the Neighbourhood Plan would identify how Sproughton parish should develop as a sustainable, mixed, thriving community of residents and businesses over the next 20 years. It would recognise that the Plan could not contradict the strategic policies and site allocations in the emerging Local Plan but that development proposals would be tested against an additional layer of planning policies informed by local characteristics and community opinion.

1.11 At the outset, it was agreed that it would concentrate mainly upon the needs and planning aspirations of residents, and it would consider: -

- the demographic development of the parish over the past 30 years and consider likely changes in the future
- the likely requirements for the range of accommodation needed for a sustainable mixed community of businesses and homes
- possible locations which may provide suitable sites for development and the planning restrictions necessary to protect the character of the village
- those valued environmental, material, and social assets that should be protected.
- necessarily, the provision of homes but would also consider the transport, employment, education, health, and well-being requirements as needed

1.12 The Plan has had regard to the originally agreed purpose and scope but, while being in line with the current adopted Babergh Local Plan Core Strategy, provides a framework for the period to 2037.

Plan Themes

1.13 The focus on planning does not mean that other themes would be ignored. The Plan focuses on six themes, namely:

- Housing
- Business and Employment
- Natural Environment
- Built Environment and Design (including Heritage)
- Infrastructure and Service
- Highways and Movement

How the Plan has been prepared

1.14 The Neighbourhood Plan Regulations require a Neighbourhood Plan to: -

- be appropriate, having regard to National Planning Policy
- contribute to achieving sustainable development
- be in general conformity with strategic policies in the development plan for the local area;
- be compatible with EU obligations and Human Rights requirements

1.15 Our Neighbourhood Plan has been prepared in accordance with the requirements of the Government's Neighbourhood Planning Regulations and, in particular, has involved considerable local community engagement to gather evidence for the content of the Plan. The Neighbourhood Plan covers the period from 2018 to 2037, the end date being chosen to coincide with that of the emerging Joint Babergh and Mid Suffolk Local Plan which is at an advanced stage of preparation at the time this Neighbourhood Plan is being prepared.

1.16 All Neighbourhood Plans have to follow a number of required stages. Our timeline is illustrated opposite.

April 2020
Neighbourhood Area Designation

Autumn 2021
Pre-Submission Draft Neighbourhood Plan Consultation

Autumn 22
Submission of Neighbourhood Plan to Babergh District Council and further consultation

Spring / Summer 2023
Independent Examination of Neighbourhood Plan

Autumn 2023
Local Referendum

Community Involvement

1.17 The Plan has been developed through extensive community consultation and is based on sound research and evidence.

1.18 A comprehensive Household Survey was distributed to all households in July 2020. The survey outcomes were further informed by comments received at a drop-in exhibition held in the Tithe Barn on 4-6 September 2020. The results of the survey are reported later in this Plan and are also published on the Neighbourhood Plan pages of the parish council website.

Evidence gathering

1.19 To provide a sound evidence base for the Plan, the parish council commissioned a number of studies and surveys, namely:

- a parish-wide questionnaire seeking the views of residents as to their aspirations for the parish and their preferences regarding future development
- a character appraisal that identified the important qualities and assets of the parish that need protecting
- a design guide for the parish and, in particular, how a proposed development site could be developed
- a site assessment of all sites submitted to Babergh (SHELAA) and those submitted as a result of our own 'call for sites' within the village/parish
- a Housing Needs Assessment to collate the statistical data on requirements for the parish, district and county comparing to nationwide trends, including:
  i. tenure and affordability
  ii. type and size

The results and conclusions of this work, which are published in separate documents, have informed the preparation of the planning policies in this Plan.

Public Consultation

July Household Survey

1.20 As a part of the community engagement process an introductory letter and questionnaire were delivered during July 2020 to all residents of the parish aged 16 and over. In most cases, the completed questionnaires were returned or collected two weeks after they were delivered. In view of the restraints imposed by the Covid-19 pandemic, some returns were accepted after the end of the two-week period. In all we achieved a 35% return rate. The questionnaire can be viewed on the Sproughton Neighbourhood Plan website - http://sproughton.onesuffolk.net/neighbourhood-plan/reference-documents/

1.21 The questionnaires were totally anonymous, other than a post code, and were analysed using google forms that provided the analytics to produce the results in a large spreadsheet and the ability to produce graphs and bar charts.

September 2020 Drop-in Event

1.22 A public exhibition was held at Sproughton Tithe Barn on 4-6 September 2020. The exhibition explained the overall Neighbourhood Plan preparation process and summarised the findings of the household survey. Members of the SNPSC were on hand throughout to discuss the findings with members of the local community. In all, 98 people from Sproughton and the immediate area attended the exhibition.

November 2020 Primary School Survey and Presentation

1.23 A separate survey form was specifically designed for the pupils at Sproughton Church of England Primary School. The survey, which included a competition (with prizes) for pupils to draw a picture showing what they thought best represented Sproughton, was sent home with school pupils in September 2020. There were 38 survey returns from 103 pupils – 37%. The survey results were compiled into a PowerPoint presentation and discussed with the Headteacher in early October 2020. The survey produced the following results: -

Things children liked about living in Sproughton:

- the playing field and play areas
- having their friends nearby
- chestnuts and conkers
- the community shop
- quiet and clean
- being able to walk to school
- trees and wildlife

Some of the negative things:

- too much traffic
- narrow footpaths with parked cars making it unsafe for animals and small children
- not enough to do outside of school

Children's Wishlist

- more clubs like cricket, tennis, swimming, singing and cheerleader
- over 75% wanted to continue to live in Sproughton when they were grown up
- less traffic and safer footpaths

The school survey and the PowerPoint presentation of its findings can be viewed on the Sproughton Neighbourhood Plan website - http://sproughton.onesuffolk.net/neighbourhood-plan/reference-documents/

1.24 The Draft Neighbourhood Plan was subject to "pre-submission" consultation in October and November 2021, when it was made available on the Parish Council website. Three drop-in events were held at the Tithe Barn, where printed versions were able to be viewed and borrowed and information displayed about the Plan and its content.

1.25 Following submission of the Plan to Babergh District Council for independent examination, the District Council carried out a consultation under Regulation 16 between 12 December 2022 and 3 February 2023. Twelve representations were received and subsequently forwarded to the appointed Independent Examiner. The Independent Examiner required a number of modifications to the plan to ensure that it was legally compliant and met the basic conditions and could proceed to Referendum.

External Assessments

1.26 The content of the Neighbourhood Plan has been informed by evidence gathered during its preparation. These include the following documents which were prepared by consultants and funded by the Government Neighbourhood Plan support programme. They are available to view on the Parish Council website.

- Housing Needs Assessment (HNA) - AECOM September 2020
- Design Guidance and Codes Assessment - AECOM March 2021
- Site Options Assessment - AECOM June 2021
- Landscape Appraisal - Alison Farmer Associates March 2021

2. SPROUGHTON – PAST AND PRESENT

Location

2.1 Sproughton (pronounced Spror-ton) is a village just to the west of Ipswich and is in the Babergh administrative district. It has a church, a primary school, a pub (the Wild Man - currently unoccupied), a community shop and various social and community groups. It is in the Belstead Brook electoral division of Suffolk. The River Gipping runs through the village. Nearby villages include Bramford and Burstall.

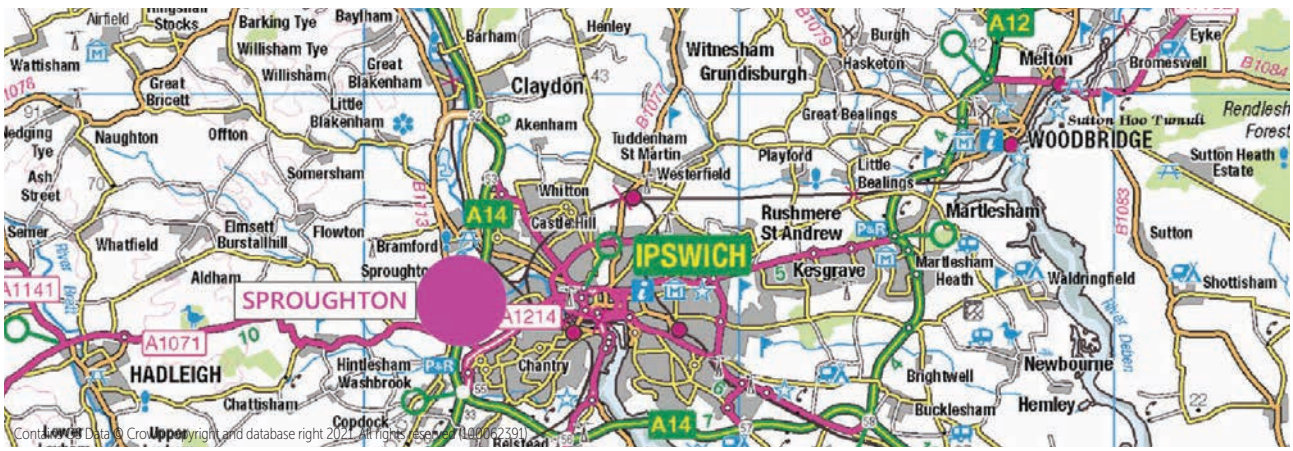
2.2 Alison Farmer Associates note in their 2018 Settlement Sensitivity Assessment of Sproughton: "Sproughton sits on the western side of the River Gipping on the edge of the flood plain and up the lower slopes of the valley sides. Well-wooded slopes provide containment to the north and southwest of the village. The valley sides around Sproughton manor to the northeast are steep and have a parkland character and form a promontory of land which helps define the setting of the settlement to the northwest and separate it from Bramford. South of Sproughton Manor, the valley topography is disrupted by earthworks that carry the elevated A14 and its slip road across the valley. There are also parkland landscapes to the west and south. A large area of pasture and woodland flanks the village and provides a backdrop along the west side of the B1113."

History and Local Characteristics

2.3 The village has medieval origins associated with the river crossing. The road that led up the valley from the bridge formed the main street - Lower Street - and today the historic character of this area remains relatively intact with the large, thatched Tithe Barn, the church and mill forming an attractive cluster close to the river crossing. The settlement spread in a linear pattern, along Loraine Way (B1113) and Church Lane and in the 20th century saw considerable expansion and infill between the B1113 and river, including onto the valley floor abutting the river course. Limited expansion took place to the west of the B1113 and the flats at Sproughton Court built for the United States Air Force (USAF) have an unusually urban character for a village.

2.4 In the 1980s the A14 was constructed to the east of the village, running north to south across the river valley, and severing the village from the wider parish. This change included the closure of Church Lane as a through route, which once connected Red House, leaving the southern part of the parish somewhat isolated.

2.5 Currently there is a community shop, an antiques shop/tearoom and cafe. The Wild Man Pub is currently closed but will hopefully reopen in the future. There is a daily bus service to Ipswich and a school bus service to local schools. There are two industrial estates within the parish, one of which is an enterprise park.

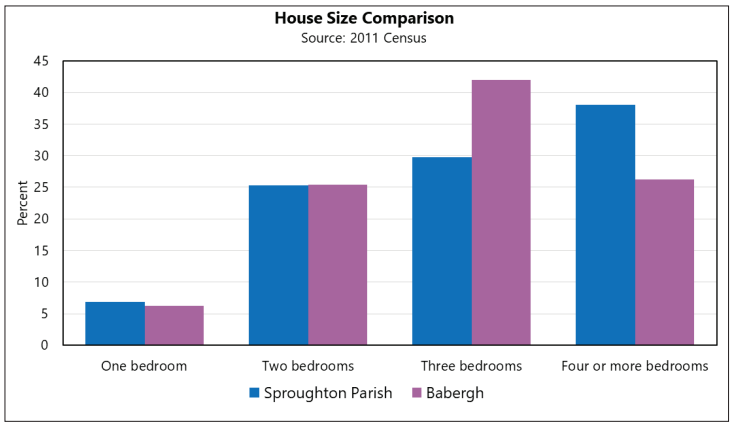


Map 2 - The location of Sproughton

Sproughton Today

2.6 According to the most recent published census data, the 2011 Sproughton resident population was 1,376. In 2001 the Census recorded a population of 1281 and therefore it grew by 7% in the intervening 10 years.

2.7 The 2011 Census indicated that there were 581 occupied households in the parish. In May 2021 there were 695 residential properties on the Ordnance Survey Address point database, although it is difficult to compare this data with the 2011 Census results. A comparison of house sizes notes that the number of four or more bedroomed houses in the parish is significantly above that of Babergh district as a whole, whereas the number of three bedroomed houses is significantly below the figure for Babergh as a whole.

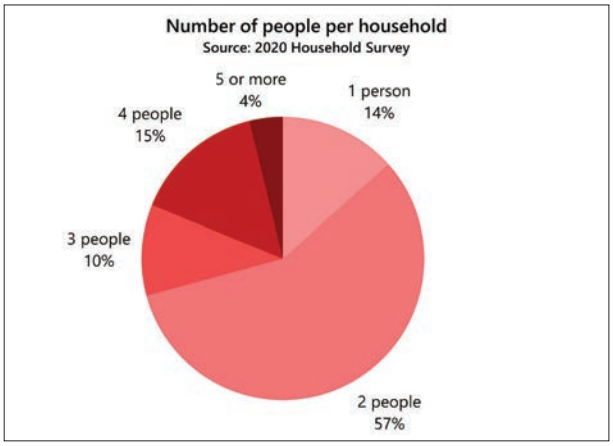


2.8 The population over the age of 65 is 6.8% higher than the district average showing that we have a higher proportion of older people in our community. The number of children under 16 reinforces this finding as the parish has 7.2% fewer children of this age group than the district average.

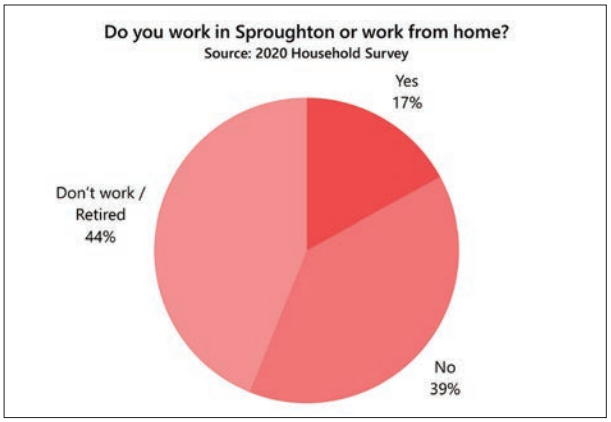
2.9 In the 2011 census the total number of houses owned outright or with mortgage is 457 (78.6%). This is 6.7% higher than the district average and 15% above the England average. However, we have a distinct lack of socially rented houses: 40 (6.9%) in the parish compared to the district (13.1%) and England (17.7%).

2.10 The 2011 census findings are further reinforced by our Neighbourhood Plan Survey conducted in 2020. This shows that 69% of respondents have no mortgage at all and 22% are owner/occupiers with a loan or mortgage.

2.11 The results of our 2020 Neighbourhood Plan Household Survey recorded that 14% of respondents live alone and 57% live in a household of only two people.



2.12 The Household Survey indicated that 17% of respondents work either at home or in Sproughton, while 39% work outside the parish and 44% of residents are retired.



2.13 In our survey, residents identified the following as important to them:

- green spaces in/surrounding our parish are important - 97%

2.14 Residents also identified the following as weaknesses of our community and of concern:

- 93% said that the volume of traffic in the parish was a concern
- 78% commented on the speed of traffic through the parish was an issue
- 77% said that parking within the parish was a cause for concern

2.15 Of those residents responding to the Neighbourhood Plan Survey, 75% felt that there should be no more growth and that we had currently the right number of houses for our parish. Approximately 17% would support more controlled growth whereas less than 0.5% would encourage more significant growth.

2.16 The concerns regarding the consequences of more development in the parish were:

- access and safety problems associated with additional traffic (99.5%)
- the impact on the environment, flooding, wildlife, and drainage (98%)
- the village losing its identity and eventually merging with Bramford and Ipswich (95%)
- the pressure on health centres (94%)
- the impact and pressure on the local school (86%)

3. PLANNING POLICY CONTEXT

National Planning Policy Framework

3.1 The National Planning Policy Framework (NPPF) sets out the government's high-level planning policies which must be considered in the preparation of development plan documents and when deciding planning applications. In July 2021, the government published a revised NPPF. The Framework sets out a presumption in favour of sustainable development.

3.2 Paragraph 11 of the NPPF states that *'plans and decisions should apply a presumption in favour of sustainable development'* but that for decision-taking this presumption does not hold if the adverse impacts significantly and demonstrably outweigh the benefits of any development when assessed against the policies in the NPPF taken as a whole.

3.3 The NPPF requires that communities preparing Neighbourhood Plans:

- should support the delivery of strategic policies contained in local plans or spatial development strategies; and
- should shape and direct development that is outside of these strategic policies

Babergh Local Plan

3.4 At a local level, the Neighbourhood Plan has been prepared in the context that the currently adopted Babergh Local Plan comprises the Core Strategy (adopted 2014) and the "saved policies" of the 2006 Babergh Local Plan. The Core Strategy provides the current strategic planning framework for Sproughton which this Neighbourhood Plan complies with, albeit that it is likely to be superseded in the short term by the emerging Joint Local Plan referred to below.

Emerging Joint Babergh Mid Suffolk Local Plan

3.5 Early in 2015 Babergh District Council announced its intention to prepare a new Joint Local Plan with Mid Suffolk District Council that would provide a planning framework for the management of growth across the districts.

3.6 In November 2020 the district council consulted on the final draft of the Joint Local Plan (the pre-submission draft). The examination hearings took place during 2021 and in December 2021 the Planning Inspectors, in agreement with the District Council, recommended that the Joint Local Plan should be modified, amongst other things, to exclude housing site allocations, the proposed "settlement boundaries" and the proposed distribution of housing growth across the district. Those matters would be addressed in a new Part 2 Joint Local Plan to be prepared at a later date. Part 1 of the Joint Local Plan, which will identify the level of housing growth and contain policies for the day-today determination of planning applications will not be adopted until after the Neighbourhood Plan Referendum.

3.7 The current local plan identifies Sproughton as a hinterland village. However, the submitted Joint Local Plan (November 2020) identified Sproughton as a Core Village within the "Ipswich Fringe". Ipswich Fringe parishes are those parishes that abut and surround Ipswich. Settlement boundaries are identified in the Neighbourhood Area covering:

- the village
- the employment areas on Sproughton Road and Wolsey Grange
- existing developments that are part of the Hadleigh Road Community (Larchwood, Collinsons, Stella Maris, Nine Acres, Elton Park and Hadleigh Road)
- Residential development under construction at Wolsey Grange 1

Given the decision to defer the designation of new Settlement Boundaries to Part 2 of the Joint Local Plan, areas included within the Settlement Boundary of the submitted Joint Local Plan which did not haveplanning consent will now be removed from the Settlement Boundaries until site allocations are confirmed in Part 2.

3.8 The submitted Joint Local Plan set a minimum housing requirement for Sproughton Neighbourhood Plan of 1,514 new homes between 2018 and 2037, of which 84 had planning permission but had yet to be completed as at 1 April 2018. However, given that housing requirement figure resulted from site allocations and these are to be deferred to Part 2 of the Joint Local Plan, the housing requirement numbers are now indicative and will be updated as the Part 2 document is progressed.

3.9 The emerging Joint Local Plan also identifies a significant area of land for employment uses, most notably at the Sproughton Enterprise Zone, and 6 hectares between London Road and Poplar Lane as part of Wolsey Grange 1 (Interchange 55). These designations, too, are taken into account in the Neighbourhood Plan.

4. VISION AND OBJECTIVES

4.1 The vision and objectives for the Neighbourhood Plan have been informed by the outcomes of the community engagement referred to earlier in this Plan as well as the evidence collected from published data, surveys, and assessments, while recognising the role of the parish in the strategic planning policies of Babergh District Council.

VISION

In 2037 Sproughton will be a thriving, safe parish that will have balanced the provision of housing growth with the need to maintain and enhance its special character, historic landscape and environment and ensuring that the needs of existing and future residents and businesses are respected.

Objectives

4.2 To deliver the vision, the Neighbourhood Plan has the following objectives that have provided a benchmark for the preparation of its planning policies.

Housing Objectives

1 To maintain a strong community by ensuring an adequate supply and mix of housing types and the integration between different types and tenures of housing within the parish.

2 To enable local people to stay in or return to the village throughout their lifetime and as their needs change.

Business and Employment Objectives

3 To support small-scale business creation and retention and encourage the provision of services and infrastructure that enables business development.

4 To ensure that the employment sector engages with the community with regard to business and employment developments providing opportunities for home working and local employment, particularly through having a fast, reliable fibre broadband network for all.

Natural Environment Objectives

5 To minimise the impact of development on the best and most versatile agricultural land.

6 To maintain the village's rural landscape setting, the distinctive views and visual connectivity with the surrounding countryside from within the built-up area protecting the identity of the parish and prevent coalescence with Ipswich and surrounding villages.

7 To protect open green spaces, woodland, countryside, mature trees and ancient hedgerows to enhance biodiversity, through net gains in wildlife habitat and wildlife corridors.

Historic Environment Objectives

8 To conserve and enhance the heritage assets and their settings.

9 To protect and improve the features which contribute to the historic character of the parish.

Development Design

10 To reduce the environmental impact of new buildings and therefore ensure development complements and enhances the diverse character of the parish.

11 To ensure new development is of a high-quality design, eco-friendly, 'fit for life' and of a scale (size/height) and type that reinforces local character.

Infrastructure, Services and Facilities

12 To improve and sustain high quality local facilities for existing and future residents.

13 To protect existing community, retail, education, and leisure facilities and support further growth where appropriate including provision for facilities in association with new development.

Highways and Movement

14 To promote measures to improve the safety of the roads and footways through the parish. by developing, linking and enhancing road, footway and cycle routes and to encourage sustainable travel modes, including public transport resulting in an interconnected set of routes through and around the whole of the parish.

15 To ensure that new development provides sufficient off-street parking.

16 To minimise the impact of future development within the parish on the existing local highway network.

5. SPATIAL STRATEGY

5.1 As noted above, in paragraph 3.6, the planning policy framework for Babergh is changing from what is set out in the Babergh Core Strategy (2014) into a new Joint Local Plan for the Babergh and Mid Suffolk districts.

5.2 It is acknowledged that the Neighbourhood Plan cannot plan for less development than specified in the Local Plan. In line with the emerging Joint Local Plan, any unconstrained spread of Ipswich and neighbouring parishes of Bramford, Pinewood, Copdock/Washbrook and Burstall into our parish will not be supported due to the potential for the coalescence of Sproughton Village with the greater urban area of Ipswich and adjacent parishes. The A14 creates a physical barrier between the village, wider parish and the rural Chantry Vale and urban Hadleigh Road Community which borders Ipswich. The landscape qualities of the land to the west of the A14 play a vital role in maintaining the distinct separation of the village and the rural part of the parish from Ipswich.

5.3 In accordance with the Policy SP03 of the emerging Joint Local Plan, the principle of development within the defined Settlement Boundaries will be supported, subject to the application of other relevant policies in the Joint Local Plan and the Neighbourhood Plan. Outside the Settlement Boundaries, development will only be permitted where it accords with national, district and neighbourhood level policies.

5.4 It is essential that any development in the parish does not have a detrimental impact on the landscape setting of the built-up areas of the parish or the setting of heritage assets and would not result in the coalescence of the village with the built-up area of Ipswich or with neighbouring villages. All development sites will need to have particular regard to the potential for unacceptable noise and air quality impacts on new development arising from the presence of the A14 and the capacity of the highways network to accommodate additional traffic resulting from the proposal.

POLICY SPTN 1 - SPATIAL STRATEGY

The Neighbourhood Plan area will accommodate development commensurate with Sproughton Parish's position in the district's Settlement Hierarchy.

Four Settlement Boundaries, as defined on the Policies Map, are designated. Within these Settlement Boundaries, new development will be supported in principle.

Proposals for development located outside the Settlement Boundaries will only be permitted where they are in accordance with national and district level policies.

6. HOUSING

Objectives

1 To maintain a strong community by ensuring an adequate supply and mix of housing types and the integration between different types and tenures of housing within the parish.

2 To enable local people to stay in or return to the village throughout their lifetime and as their needs change.

Context

6.1 A primary role of the preparation of local plans and, to some extent, neighbourhood plans, is to identify the amount of new housing that will be required to meet the needs of the area and the location of that housing. As noted above, the emerging Joint Local Plan (November 2020) identified a requirement for at least 1,514 additional new homes in the parish between 1 April 2018 and 2037. This total included planning permissions for 84 homes that had not been completed as of 1 April 2018. However, the decision of the Planning Inspectors to require that those sites allocated in the Joint Local Plan that did not have planning permission to be removed from Part 1 of the Joint Local Plan means that there is no minimum housing requirement that the Neighbourhood Plan has to conform with. The Neighbourhood Plan does not, therefore, address the matter of how much or where new housing will be delivered during the period to 2037.

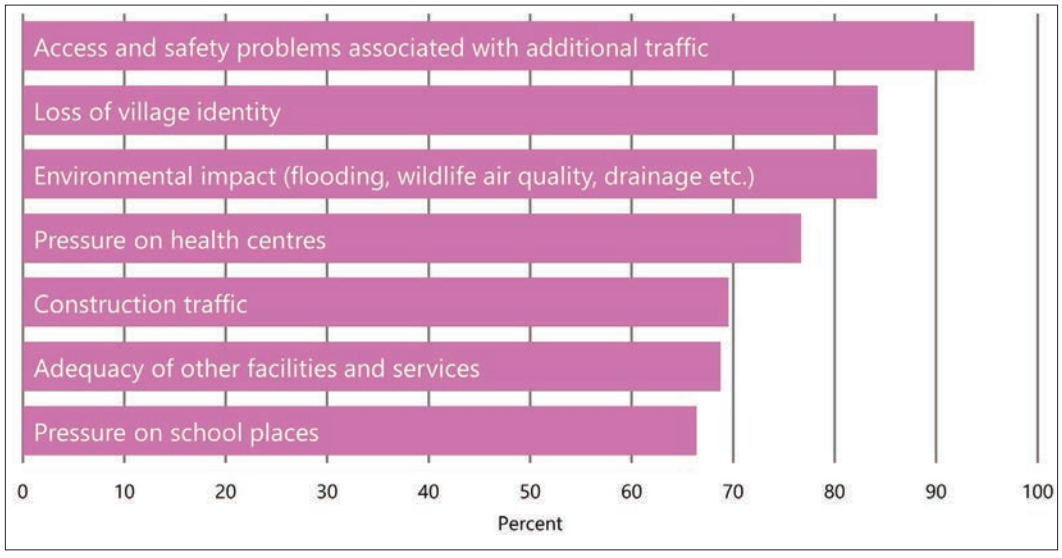
Local Issues

6.2 A number of questions were put to residents in the Neighbourhood Plan Household Survey. The responses, together with other relevant information, have guided the consideration of housing matters in the Plan.

6.3 Housing was identified as a key concern for residents - 74% felt that the parish could only accommodate up to 100 new homes. There is apprehension over the numbers of houses the parish is expected to accommodate which will, if progressed, result in a near fourfold increase in the size of the parish. The survey identified a clear need for: -

- starter/affordable housing for both single person and multi-person households,
- homes for the elderly, and
- minimal need for large/executive houses.

6.4 The following concerns were highlighted regarding the amount of development: -



6.5 In terms of selection of sites for new homes:

- 95% felt development should not impact on important trees, natural features, or open spaces
- 92% felt development should not impact on historic buildings or their settings
- 90% felt developments should protect important views into/out of the village
- 87% felt greenfield sites should not be included
- 81% felt brownfield sites should be prioritised
- 80% felt that sites closest to the village centre should be developed
- 74% felt that small infill sites should be developed.

6.6 The following types of houses were thought to be needed in the next twenty years

- affordable homes - 63%
- starter homes - 62%
- retirement homes - 56%
- downsizers - 47%
- sheltered housing - 32%
- family homes - 30%
- social housing - 28%
- private rented - 21%
- luxury homes - 17%
- self-build plots - 13%

6.7 What are the most important reasons for new housing in the parish?

- to enable young people to remain in the community - 76%
- to enable older people to move to suitable accommodation - 66%
- to maintain sufficient use of village services and amenities - 63%
- to fund improvements to the community - 50%
- to add to the social mix of the community - 35%

6.8 Although the Neighbourhood Plan does not allocate new sites for housing development, its policies will be used when considering such proposals. In particular, the design policies and requirements, specified within the supporting Design Guidance and Codes document, that should be read in conjunction with this Plan, provide criteria against which planning applications for all development will be considered.

Housing Need

6.9 The Neighbourhood Plan has a significant role in meeting local housing need. Early engagement has revealed that local residents are keen to ensure that housing development in the parish is sustainable with the construction of an appropriate level of infrastructure to mitigate the impact of development that may be allocated to the parish in the Joint Local Plan.

6.10 An assessment of housing needs in the parish was undertaken by AECOM as part of the government's Neighbourhood Plan support package. The Housing Needs Assessment report (October 2020) is available to download from the Neighbourhood Plan pages of the parish council website.

http://sproughton.onesuffolk.net/assets/NeighbourhoodPlan/Sproughton-HNA-Final.pdf

6.11 The Housing Needs Assessment recommended that, based on an appraisal of the market and needs, the following housing mix should be sought in new housing developments:

Number of Bedrooms	Recommended Split
1	6.6%
2	30.5%
3	60.5%
4	2.4%
5 or more	0.0%

During the lifetime of the Plan newer locally-based evidence may supersede this requirement and, subject to the robustness of the data, may be appropriate to use in determining the mix of a proposed housing development.

6.12 The Household Survey identified a demand for bungalows and proposals that include bungalows as part of the housing mix (see above table) for the site will be supported.

POLICY SPTN 2 - HOUSING MIX

In all housing developments of ten or more homes, at least 60% shall be three-bedroomed homes unless it can be demonstrated that:

i) the particular circumstances relating to the tenure of the housing dictate otherwise or

ii) the latest publicly available housing needs information for the Plan area identifies a need for a different mix.

The provision of bungalows will also be supported.

Proposals that include affordable housing will be required to ensure that:

a. It is designed to be 'tenure blind' (so that it is indistinguishable from open market housing) either on site or, where schemes do not include onsite open market housing, the wider area; and

b. where appropriate, clusters of affordable housing are distributed around the larger site and indistinguishable from the housing mix.

Housing Design

6.13 The design of new homes can have a significant impact on the character of an area. Chapter 10 of the Neighbourhood Plan addresses how the potential impact of development on the character of an area and the amenity of existing residents will be considered. Planning policies cannot influence the internal layout of dwellings but, given the higher proportion of older residents and their expressed desire to downsize to smaller dwellings within the parish, new homes will be particularly welcomed where they meet the accessible homes standards currently set out in Part M of the Building Regulations.

6.14 The emerging Joint Local Plan (November 2020) set out a requirement for developments of ten or more new homes or on sites of 0.5 hectares or more, for 50% of the dwellings to meet the requirements for accessible and adaptable dwellings under Part M4(2) of the Building Regulations.

Housing Space Standards

6.15 In March 2015, the Government introduced a 'Nationally Described Space Standard' for new homes. It set out to encourage enough space in homes to ensure that they can be used flexibly by a range of residents. The standards also aim to ensure that sufficient storage can be integrated into homes. It emphasised that these standards are intended to be a minimum standard. These standards are required to be met in Policy LP26 of the Submission Joint Local Plan (November 2020) and require that:

- the dwelling provides at least the gross internal floor area and built-in storage area set out in the summary table 1, page 22
- a dwelling with two or more bedspaces has at least one double (or twin) bedroom
- in order to provide one bedspace, a single bedroom has a floor area of at least 7.5m^2 and is at least 2.15m wide
- in order to provide two bedspaces, a double (or twin bedroom) has a floor area of at least 11.5m^2
- one double (or twin bedroom) is at least 2.75m wide and every other double (or twin) bedroom is at least 2.55m wide
- any area with a headroom of less than 1.5m is not counted within the Gross Internal Area unless used solely for storage (if the area under the stairs is to be used for storage, assume a general floor area of 1m^2 within the Gross Internal Area)
- any other area that is used solely for storage and has a headroom of 900 -1500mm (such as under eaves) is counted at 50% of its floor area, and any area lower than 900mm is not counted at all
- a built-in wardrobe counts towards the Gross Internal Area and bedroom floor area requirements but should not reduce the effective width of the room below the minimum widths set out above. The built-in area in excess of 0.72m^2 in a double bedroom and 0.36m^2 in a single bedroom counts towards the built-in storage requirement and
- the minimum floor to ceiling height is 2.3m for at least 75% of the Gross Internal Area

Proposals for the 1 and 2 storey new homes that adhere to these standards are more likely to be supported. The Neighbourhood Design Codes and the Landscape Appraisal do not support the construction of three storey dwellings. Any development permitted shall be restricted to up to two storeys in height. For the avoidance of doubt this does not permit two and a half storey buildings with accommodation in roof spaces to ensure that the rolling valley landscape is not marred by 3 storey houses on the rolling valley landscape dominating said landscapes.

Number of bedrooms (b)	Number of bed spaces (persons)	1 storey dwellings	2 storey dwellings	3 storey dwellings	Built-in storage
		Square metres			
1b	1p	39 (37)*			1.0
	2p	50	58		1.5
2b	3p	61	70		2.0
	4p	70	79		
3b	4p	74	84	90	2.5
	5p	86	93	99	
	6p	95	102	108	
4b	5p	90	97	103	3.0
	6p	99	106	112	
	7p	108	115	121	
	8p	117	124	130	
5b	6p	103	110	116	3.5
	7p	112	119	125	
	8p	121	128	134	
6b	7p	116	123	129	4.0
	8p	125	132	138	

Table 1. Nationally Described Space Standards

https://www.gov.uk/government/publications/technical-housing-standards-nationally-described-space-standard/technical-housing-standards-nationally-described-space-standard

Affordable Housing

6.16 Affordability of housing remains a significant barrier to many seeking their own homes. The emerging Joint Local Plan seeks the delivery of 35% affordable housing on sites of ten or more dwellings or on sites of 0.5 hectares or more.

6.17 The AECOM Housing Needs Assessment identified a need for affordable housing not just from those already in the parish, but for those likely to move into the parish. Analysis shows that income levels are such that on-market homes are unaffordable for the majority of parishioners, therefore the provision of affordable housing not just for the young but also for the elderly is key. This is consistent with previous analysis.

6.18 The AECOM Assessment estimated that 84 affordable homes are required to meet the needs of local residents. The extant planning permissions are expected to deliver in excess of this requirement, but it is necessary to ensure that local residents are given a clear opportunity to obtain an affordable home that meets their needs within these developments.

6.19 It is also important to consider the mix of tenure types for affordable homes. The Housing Needs Assessment concluded that two scenarios were available for the delivery of the current affordable housing need. Mix 1 provides for an indicative mix based on local needs, whereas mix 2 takes account of the potential government requirement for 25% of all affordable housing to be provided as First Homes.

6.20 The government has, since the Housing Needs Assessment was prepared, made changes to the approach to the delivery of affordable housing to include a requirement for "First Homes". These are *"a new affordable home ownership programme which will offer first time home buyers at least a 30% discount on a new-build home. The discount will be funded by developers as part of their contributions through planning obligations. Crucially, the discount will be passed on to all future purchasers in perpetuity, so these homes will keep helping first-time buyers onto the property ladder for generations to come. In future, 25% of all affordable homes delivered by developers as part of their obligatory contributions will be First Homes."*

6.21 Given the intent, the Neighbourhood Plan provides an indicative mix for the delivery of affordable housing including a First Homes proportion (Mix 2 of the Housing Needs Assessment). However, it is important to recognise that the need and affordability will change over time and that delivery should be supported by up-to-date assessments of need and mix.

Tenure	Indicative Mix based on Local Needs
Routes to home ownership, of which:	29%
• First Homes	25%
• Shared Ownership	2%
• Rent to Buy	2%
Affordable housing for rent, of which	71%
Social rent	To be set by registered providers
Affordable rent	To be set by registered providers

6.22 Affordable housing schemes can also be delivered as an exception via small-scale schemes, including entry level homes for purchase or "rural exception sites" outside the settlement boundaries where housing would not normally be permitted. This type of scheme is initiated by a parish council which works with a provider to deliver affordable housing schemes that developers would not be involved in due to monetary considerations. In order to deliver affordable housing through "exception sites" the following is required:

- a need to be established
- a willing landowner being prepared to sell land at a price significantly below the market value for housing land
- a registered social landlord (housing association) willing to work with the parish council and district council to fund and manage a scheme

6.23 Where a "rural exception" site is proposed for development, it must be demonstrated that there is an identified local need in the parish and its hinterland and that the site is suitable to meet that local need. In exceptional circumstances, it may be appropriate to permit an element of open market housing to facilitate the delivery of the affordable housing. This is in accordance with paragraph 78 of the NPPF. The exceptional circumstances, where a small number of market homes will be permitted, could include, for example, where there is insufficient government grant available, and it is demonstrated, through financial appraisal, that the open market housing is essential to enable the delivery of the affordable housing. In these cases, the applicant would need to demonstrate, to the satisfaction of Babergh District Council, that the inclusion of open market housing is the minimum necessary to enable the delivery of the affordable housing and is not being developed to generate uplift in land values for the landowner. This could be demonstrated through the provision of affordability/ profitability modelling data. Where an element of open market housing is proposed as part of an affordable housing exception site, it should be sympathetic to the form and character of the settlement and in accordance with local needs. This local need would need to be established at the time in consultation with Babergh District Council's Housing Service.

POLICY SPTN 3 - AFFORDABLE HOUSING ON RURAL EXCEPTION SITES

Proposals for the development of small-scale affordable housing schemes, including entry level homes for purchase (as defined by paragraph 72 of the NPPF) on rural exception sites outside the settlement boundary, where housing would not normally be permitted by other policies, will be supported where there is a proven local need and provided that the housing:

i) remains affordable in perpetuity and
ii) is for people that are in housing need because they are unable to buy or rent properties in the parish at open-market prices
iii) is offered, in the first instance, to people with a demonstrated local connection, as defined by the Gateway Home Choice Based Lettings Scheme. Where there is no need, a property should then be offered to those with a demonstrated need for affordable housing in neighbouring villages.

These restrictions should be delivered through a legal agreement attached to the planning consent for the housing. Applications for such development will be considered in relation to the appearance and character of the surrounding area, the potential impact on residential amenity and highway safety.

To be acceptable, proposals should demonstrate that a local need exists which cannot be met by applying normal planning policy for the provision of affordable homes in association with market housing.

Any application for affordable housing in respect of this policy should be accompanied by a specific detailed need and the accommodation proposed should contribute to meeting this proven need.

In exceptional circumstances, a small number of market homes will be permitted where it can be demonstrated:

a) that no other means of funding the construction of the affordable homes is available
b) the market housing is subsidiary to the affordable housing element of the proposal and the amount of market housing required is, as demonstrated through a viability assessment, the minimum required to deliver the affordable housing.

Where sites for affordable housing in the countryside are brought forward with an element of market housing, both housing tenures should be built to the same design standards and contribute towards the character of the area.

6.24 It is possible that Sproughton Parish Council may wish to sponsor a small number of affordable homes in the parish for those residing in or with a local connection to the parish.

7. BUSINESS AND EMPLOYMENT

Objectives

3 To support small-scale business creation and retention and encourage the provision of services and infrastructure that enables business development.

4 To ensure that the employment sector engages with the community with regard to business and employment developments providing opportunities for home working and local employment, particularly through having a fast, reliable fibre broadband network for all.

Employment

7.1 Sproughton parish makes an important contribution to the economy of Babergh and the Ipswich Strategic Planning Area (ISPA), having an extensive employment area located between Junction 54 of the A14 and the main railway line and three other employment areas within the Wolsey Grange Masterplan Area.

- Sproughton Enterprise Park occupies the former Ipswich Sugar Beet Factory site and is where Amazon recently opened a new distribution warehouse and La Doria occupy a bespoke 260,000 square feet distribution warehouse said to be one of the tallest in the UK. Development on this site is governed by an adopted Masterplan. Plots remain on the Enterprise Park
- opposite is the Farthing Road Industrial Estate occupied by a range of factories and business premises
- within the Wolsey Grange Masterplan Area:
  - a) Thompson & Morgan, said to be the UK's largest seed and plant mail order company, have been based in Poplar Lane for almost 50 years
  - b) Interchange 55 forms part of the Wolsey Grange Masterplan area and is now coming forward for development for offices, industrial, storage and distribution use. A detailed masterplan will be developed for this area and, at the time the Neighbourhood Plan was being prepared, community views were currently being sought
  - c) A smaller employment area adjacent to Wolsey Grange 1 has yet to be developed

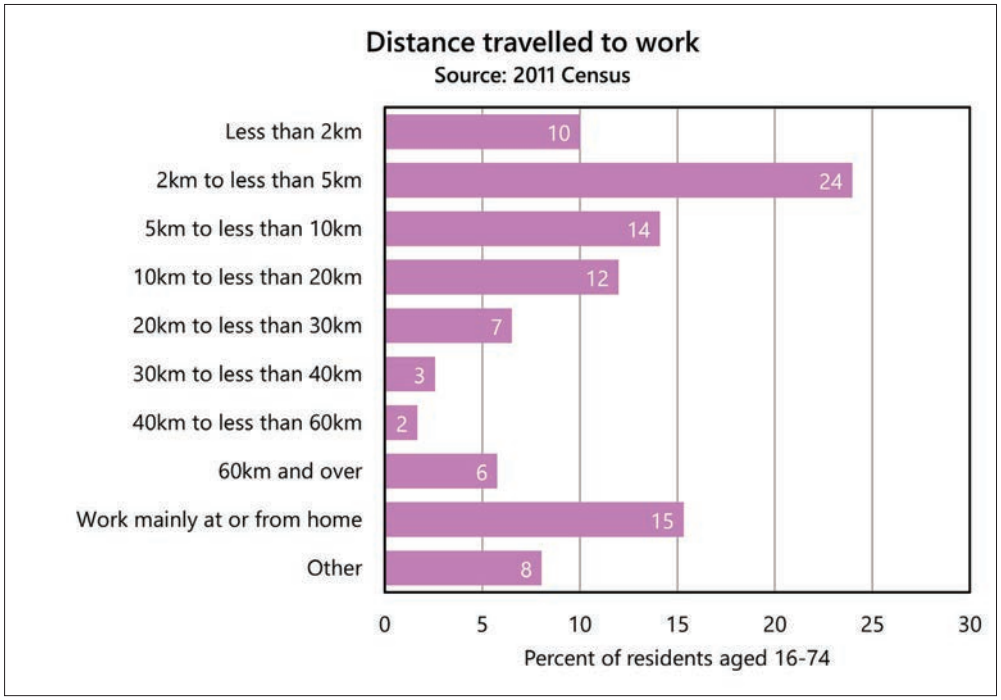
amazonFLEX

7.2 A significant range of smaller businesses and enterprises operate across Sproughton, home-based or in smaller business premises.

7.3 According to the 2011 Census, 1,548 people worked at premises in the parish while, at the same time, 531 residents were in employment. Our Residents' Survey found that 17% of respondents worked in the parish, demonstrating that many people commute into the village for work. The average distance that residents travel to work is just under 17 kilometres (11 miles), albeit most travel up to 10 kilometres. Home working is popular in the parish with 15% of those in employment working from home in 2011, a proportion that is likely to have increased since then and, perhaps, has accelerated even further as one of the longer-term impacts on work patterns caused by the Covid-19 pandemic. The proportion of residents working from home is higher than for Babergh as a whole.

7.4 The emerging Local Plan identifies Sproughton Enterprise Park and Farthing Road Industrial Estate as strategic employment locations. Development of the remaining four plots of the Enterprise Park and redevelopment/improvement of Farthing Road Industrial Estate will be supported. Policy SP05 especially notes that the regeneration of the former Sugar Beet Factory site (Enterprise Park) must be sensitive to landscape, biodiversity and heritage assets.

7.5 While acknowledging the content of Policy SP05, any expansion of these and other employment sites must not result in unacceptable increases in traffic on the roads through Sproughton village or roads that lead to the sites, either through a significant increase in the number of people working on the site or through lorry movements servicing the site.



7.6 Proposals should also, where appropriate, have regard to the potential impact on the landscape surrounding the employment area with special regards to the setting of the village as expressed in the Sproughton Landscape Appraisal and separate Design Codes prepared in support of the Neighbourhood Plan. For example, it is expected that new developments adhere to heights up to the maximum specified in the Masterplans agreed through the planning process. High levels of planting for screening purposes will be supported.

7.7 Residents were asked in the Household Survey about future employment opportunities in the parish and there was little support for additional offices, workshops, or commercial units. However, 33% of residents also identified that having local employment opportunities is important to them.

POLICY SPTN 4 - EMPLOYMENT SITES

The retention and development of existing employment and other business uses, including those identified on the Policies Map, will be supported providing such proposals have an acceptable impact in relation to local landscape character, heritage assets, residential (including noise, light and air pollution, loss of privacy and overlooking), traffic generation, identified important views and identified important gaps in the built-up area.

Proposals for non-employment or business uses that are expected to have an adverse impact on employment generation will only be permitted where one or more of the following criteria has been met:

a) evidence can be provided that genuine attempts have been made to sell/let the site/premises in its current use by a period of sustained marketing for 6 months by an independent qualified assessor, and that it can be demonstrated that no suitable and viable alternative employment / business uses can be found or are likely to be found in the foreseeable future. The marketing must be undertaken at a realistic asking price, on a range of terms and in an appropriate format. The approach for the marketing campaign must be agreed by the local planning authority from the outset

b) the existing use has created over-riding environmental problems (e.g., noise, odours or traffic) and permitting an alternative use would be a substantial environmental benefit that would outweigh the loss of an employment / business site

c) an alternative use or mix of uses would assist in regeneration and offer greater benefits to the community in meeting local business and employment needs

d) it is for an employment related support facility, such as employment training/ education or workplace crèche

e) an alternative use or mix of uses would provide other sustainability benefits that would outweigh the loss of an employment / business site

7.8 The Neighbourhood Plan supports the creation of additional jobs where such development would not have a detrimental impact on the character of the area, the local road network and the amenity of residents living near the site or on the access route to the site. It is envisaged that employment premises within the village itself would remain small in terms of the size of the premises and the number of people employed on the site. Major development would be more appropriate on sites allocated for such purposes in the Local Plan, which are more sustainable locations where access by sustainable travel modes such as buses, walking and cycling can be readily achieved and the potential for detrimental impact on the landscape character of the area reduced.

7.9 Some of the farms in the area have also expanded with the development of large-scale barns for storage, while older buildings have been renovated and converted to business use. There may be some scope for further commercial development utilising and converting agricultural buildings. However, where new buildings are proposed, it is important that they reflect the rural and agricultural building styles typically found in the area. It will be particularly essential to have regard to the development guidelines contained in the Neighbourhood Plan Landscape Appraisal in respect of whether the proposal can overcome potential landscape impacts through appropriate siting, design, and impact mitigation measures.

7.10 Given the proximity of the parish to Ipswich, there is evidence of a demand for equine related uses such as stables, paddocks and menages. Such uses can change the character of the landscape, especially where field shelters or floodlighting is required. Where such proposals require planning permission, careful consideration will be given to the potential impact of the development on the wider landscape and the potential for light pollution in the countryside.

POLICY SPTN 5 - NEW BUSINESSES AND EMPLOYMENT DEVELOPMENT

Proposals for new business development will be supported where sites are located within the Settlement Boundaries identified on the Policies Map.

Outside the Settlement Boundaries, proposals will be supported where:

a) it is located on land designated in the development plan for business use or is an appropriate use for the site if located within the Ipswich Fringe area as referred to in the Core Strategy adopted in 2014.

b) it relates to small scale leisure or tourism activities or other forms of commercial / employment related development or agriculture related development of a scale and nature appropriate to a countryside location and a need to be located outside the Settlement Boundary can be satisfactorily demonstrated

Where possible, business developments should be sited in existing buildings or on areas of previously developed land and be of a size and scale that does not adversely affect the character, highways, infrastructure, residential amenity, environment (including national and international designated sites) and landscape character as identified in the Neighbourhood Plan Landscape Appraisal.

POLICY SPTN 6 - FARM DIVERSIFICATION AND EQUESTRIAN USES

Applications for new employment uses of redundant traditional farm buildings and other rural buildings will be supported, providing it has been demonstrated that they are no longer viable or needed for farming. Re-use for economic development purposes is preferred, but proposals which would result in unacceptable harm to the rural economy or would adversely affect the character, highways, infrastructure, residential amenity, environment (including national and international designated sites) and landscape character as identified in the Neighbourhood Plan Landscape Appraisal will not be supported.

Proposals for equestrian development, whether domestic or commercial, will be supported where the size, scale, design and siting of new development (including lighting and means of enclosure) do not have a significant adverse effect on the character and appearance of the locality.

8. NATURAL ENVIRONMENT

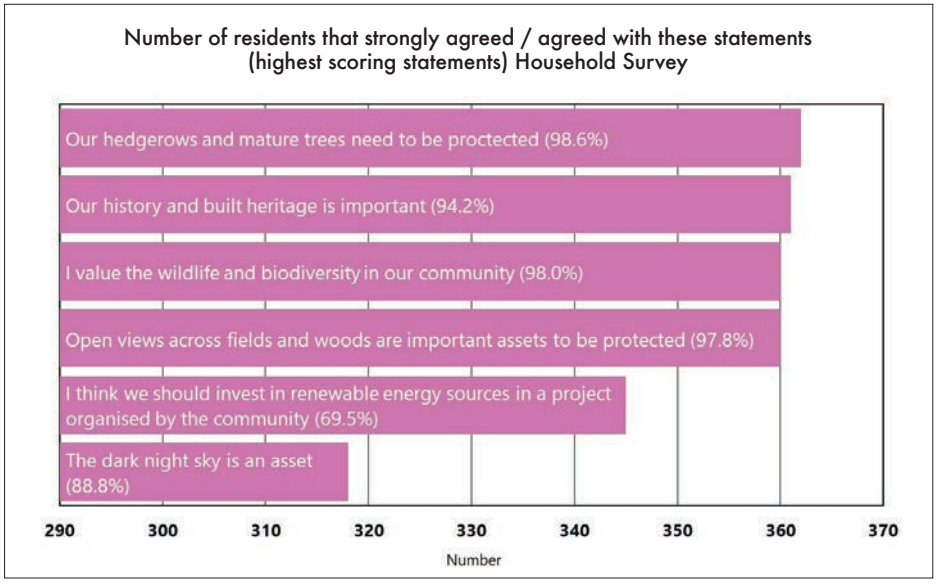
Objectives

5 To minimise the impact of development on the best and most versatile agricultural land.

6 To maintain the village's rural landscape setting, the distinctive views and visual connectivity with the surrounding countryside from within the built-up area protecting the identity of the parish and prevent coalescence with Ipswich and surrounding villages.

7 To protect open green spaces, woodland, countryside, mature trees and ancient hedgerows to enhance biodiversity, through net gains in wildlife habitat and wildlife corridors.

8.1 The natural environment has been highlighted by residents as being of significant importance to them. The Household Survey identified an overwhelming support of over 94% for the protection of wildlife, trees, hedgerows, rural peace and space, historical heritage and landscape features, as illustrated in the graph below.



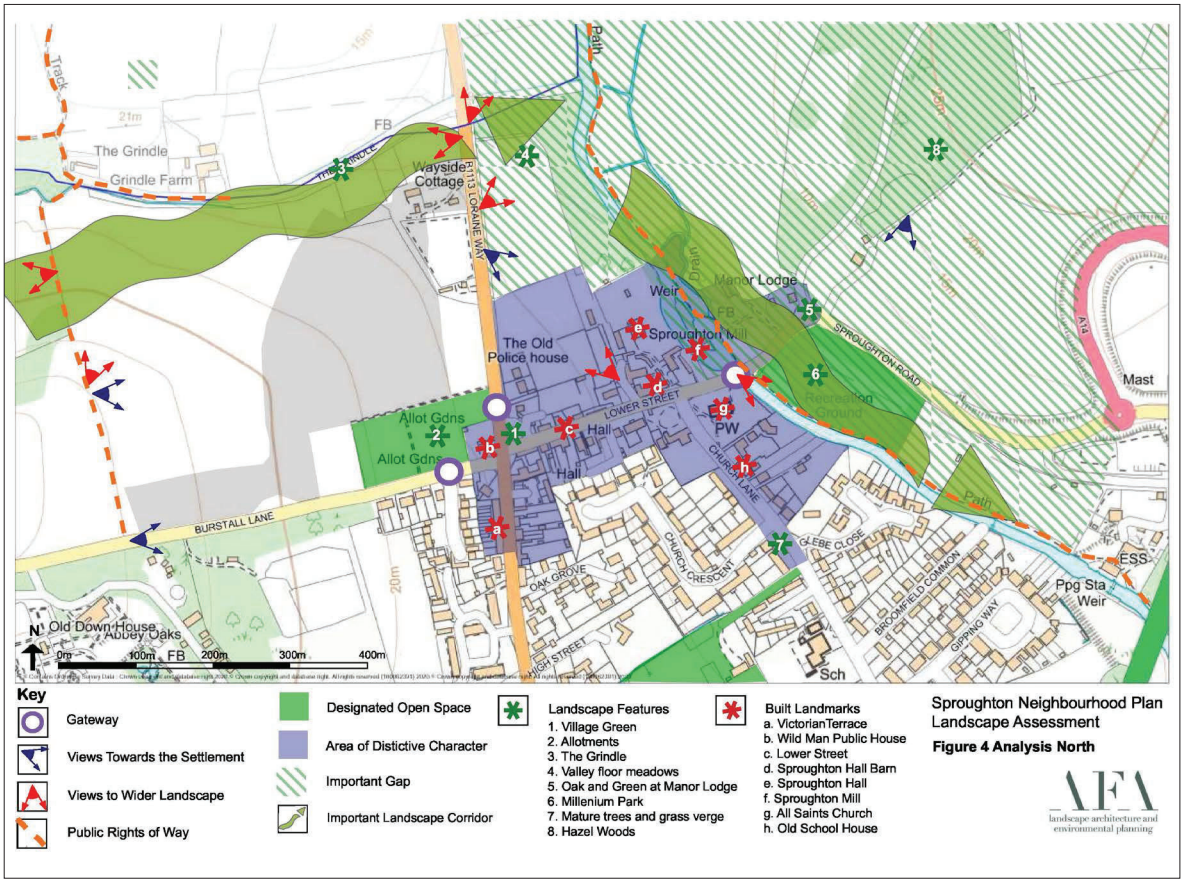
Parish Landscape

8.2 The Suffolk County Landscape Character Appraisal identifies five landscape character types in the Neighbourhood Plan Area, namely:

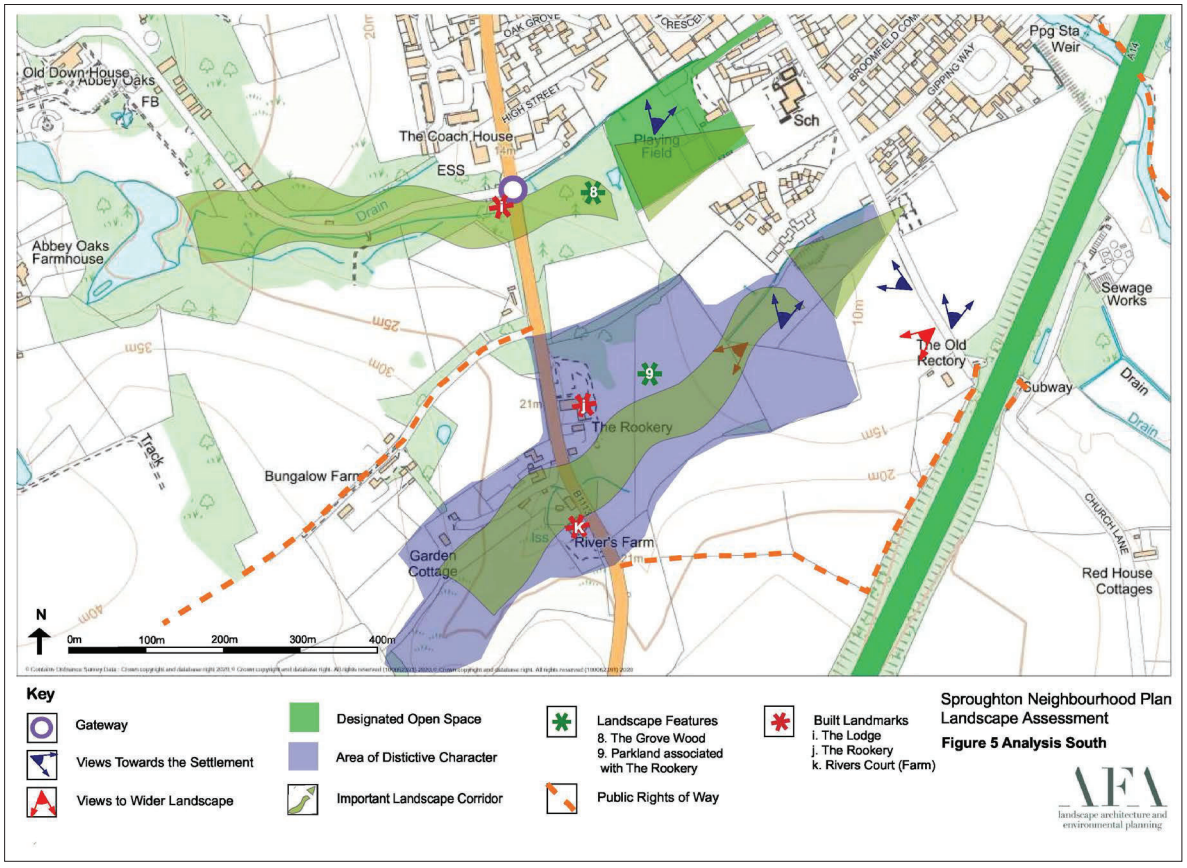
- Valley Meadowlands
- Rolling Estate Farmlands
- Rolling Valley Farmlands
- Ancient Plateau Claylands and
- Plateau Farmlands

The key characteristics of each typology are contained in Appendix 2 and details of the qualities of these areas can be found at https://suffolklandscape.org.uk/

8.3 The Sproughton Landscape Appraisal was commissioned to support the content of the Neighbourhood Plan. It noted that the village centre contains several listed buildings which cluster around the Church and Sproughton Hall, and extend along Lower Street, reflecting the origins and oldest parts of the settlement close to the river. There is a further cluster of significant historic buildings (one of which is listed) which contribute to local sense of place around River's Farm and Sproughton House (formerly The Rookery). These buildings are associated with former parkland and small-scale pastures along the B1113 when approaching the village from the south.



Map 3 - Sproughton Neighbourhood Plan Landscape Assessment: Figure 4 Analysis North



Map 4 - Sproughton Neighbourhood Plan

8.4 The Landscape Appraisal's "Historic Landscape Characterisation" (Figure 2) shows that much of the enclosure pattern within the parish comprises pre-18th century enclosures which are relatively intact. In only two areas have the field patterns been altered and enlarged post 1950's, namely along the northern edge of the parish and in the area around the A1071.

8.5 Other discernible historical land use patterns and features include meadows along the valley floor and small pastures along streamlines which extend from natural springs around the 35m contour. There are also areas of former parkland associated with Sproughton Manor, Abbey Oaks, and Sproughton House (formerly the Rookery). Of note are the mature oaks in grassland associated with the former parkland of Abbey Oaks and boundary oaks in hedgerows north of Sproughton Road.

8.6 There are also several narrow rural lanes which have become abandoned due to changes in the road network and therefore still retain their rural character e.g. The Grindle and Church Lane. These lanes have an incised character in places and are occasionally associated with stretches of coppiced hazel stools.

8.7 In terms of natural heritage the greatest concentration of features/habitats occur on the valley sides, associated with natural springs that feed small stream watercourses and waterbodies, including meadow grassland, and woodland associated with former parkland. The more elevated and intensively farmed plateau landscapes have less nature conservation interest although the heavy clay soils in the north of the parish support several ancient woodlands.

8.8 The gently rolling valley slopes of Chantry Vale are also valued in providing a buffer and sense of perceived separation between the existing urban edge of Ipswich (including the Hadleigh Road Community) and the Gipping Valley. The valley sides around Red House Farm have a high sensitivity due to their intact rural character and visual connectivity to the wider landscape of the parish to the west.

Area of Distinct Landscape Character

8.9 The Neighbourhood Plan recognises the presence of heritage and landscape assets in the parish in determining opportunities for future development. The majority of the parish, with the exception of Elton Park, the former Sugar Beet Factory and Farthing Road Industrial Estate is currently designated as a Special Landscape Area for planning purposes since the Suffolk County Structure Plan was published in the 1980s and is confirmed in the Babergh Core Strategy. However, the emerging Joint Local Plan does not propose to carry forward this designation. The Neighbourhood Plan Landscape Appraisal notes that there are two areas of "distinctive character" in the parish: a primary one covering the historic built-up centre of the village and second the landscape area including River's Farm and Sproughton House (formerly The Rookery). Consideration of the distinctive character of the built-up area is addressed in the Historic Environment section of the Plan but, for the natural landscape area, the Plan designates it as an Area of Local Landscape Sensitivity. The area is identified on Map 5 and, while its designation does not preclude any development taking place in the area, it does mean that proposals will need to be designed to have regard to the special qualities of the area.

Reference can also be made to the Assessing Landscape value outside national designations: https://www.landscapeinstitute.org/publication/tgn-02-21-assessing-landscape-value-outside-national-designations/

There are four landscape corridors detailed in the Neighbourhood Plan Landscape Appraisal which form intact corridors with high cultural, ecological and recreational value. They include The Grindle, The Gipping Valley Floor, Abbey Oaks, and Sproughton Hall.

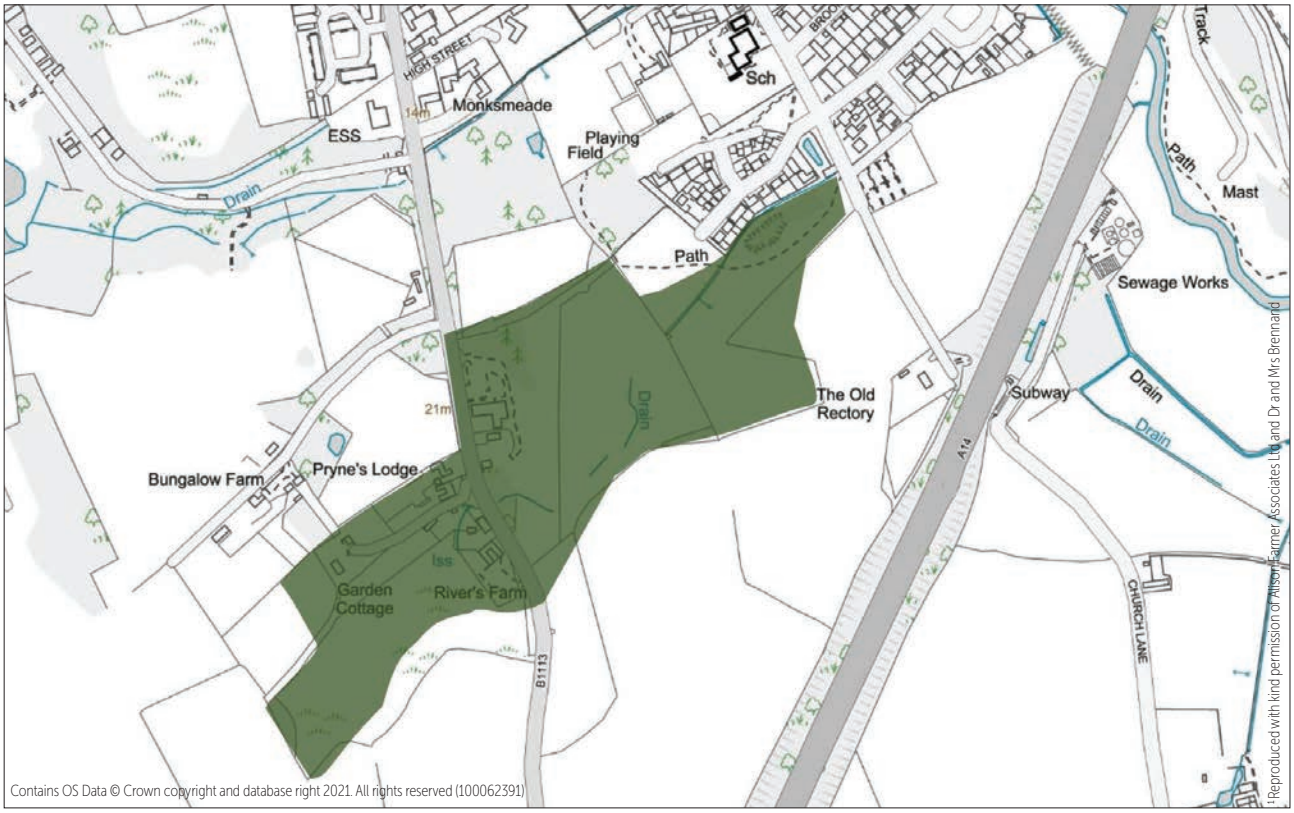
POLICY SPTN 7 - AREA OF LOCAL LANDSCAPE SENSITIVITY AND OTHER VALUED LANDSCAPES

Development proposals in the Area of Local Landscape Sensitivity as identified on the Policies Map, or in valued landscapes, will be permitted only where they:

a) protect and enhance the special landscape qualities of the area

b) are designed and sited so as to harmonise with the landscape setting of the site; and

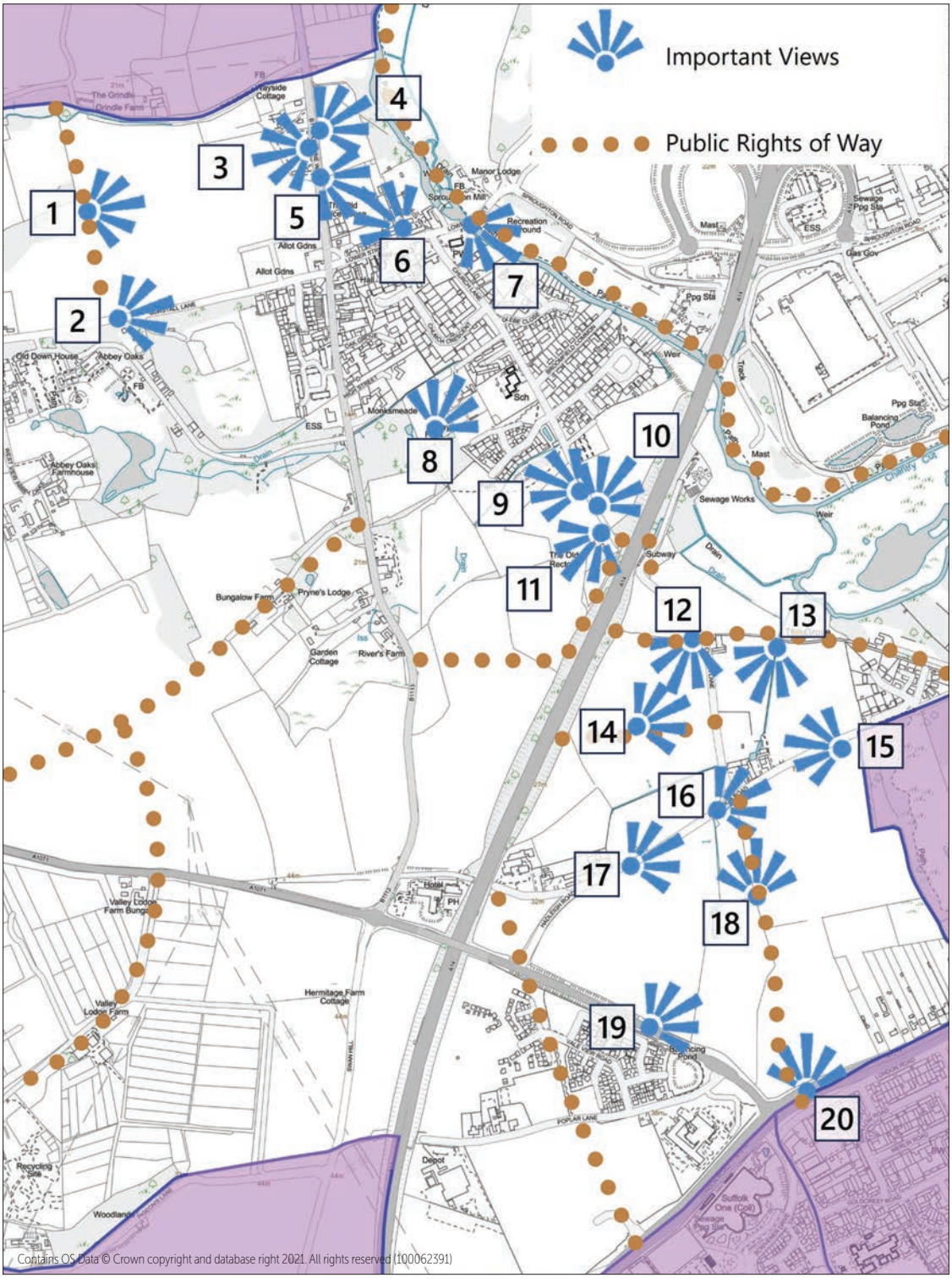
c) provide landscape impact mitigation measures as part of the proposal where necessary.



Map 5 - Protected Landscapes

Important Views

8.10 There are a number of important views into and out of the built-up areas of the parish that could, without careful consideration of development proposals, easily be harmed by unsympathetic development proposals. A separate appraisal of views has been undertaken as part of the "Sproughton Neighbourhood Plan: Landscape Appraisal - February 2021" and the "Land at Red House, Chantry Vale, Sproughton: Landscape Appraisal - September 2019". Both documents are available to view on the Neighbourhood Plan pages of the Parish Council website. Important views from public places are identified on Map 6 and the description of the views from the landscape appraisals are reproduced in Appendix 3.



Map 6 - Important Views

8.11 Proposals for development should take account of the impact on views and demonstrate how the buildings can be satisfactorily accommodated within the landscape. Landscape Visual Impact Assessments (LVIA) are a recognised tool that specifically aims to ensure that all possible effects of change and development both on the landscape itself and on peoples' views and visual amenity are fully considered.

POLICY SPTN 8 - PROTECTION OF IMPORTANT VIEWS

To conserve the landscape and rural character and setting of the Neighbourhood Plan Area, development proposals shall, where appropriate, demonstrate how they will ensure that there is no detrimental impact on the key features and attributes of important views identified on Map 6 and the Policies Maps.

Proposals for new buildings outside the Settlement Boundaries should be accompanied by a Landscape Visual Impact Appraisal that demonstrates how the proposal:

a) can be accommodated in the countryside without having a detrimental impact, by reason of the building's scale, materials and location, on the character and appearance of the countryside and its distinction from the built-up area

b) conserves and enhances the unique landscape and scenic beauty within the parish, having regard to the types of valued views identified and described in the Neighbourhood Plan Landscape Appraisal

c) protects the key features of the important views

Green Infrastructure

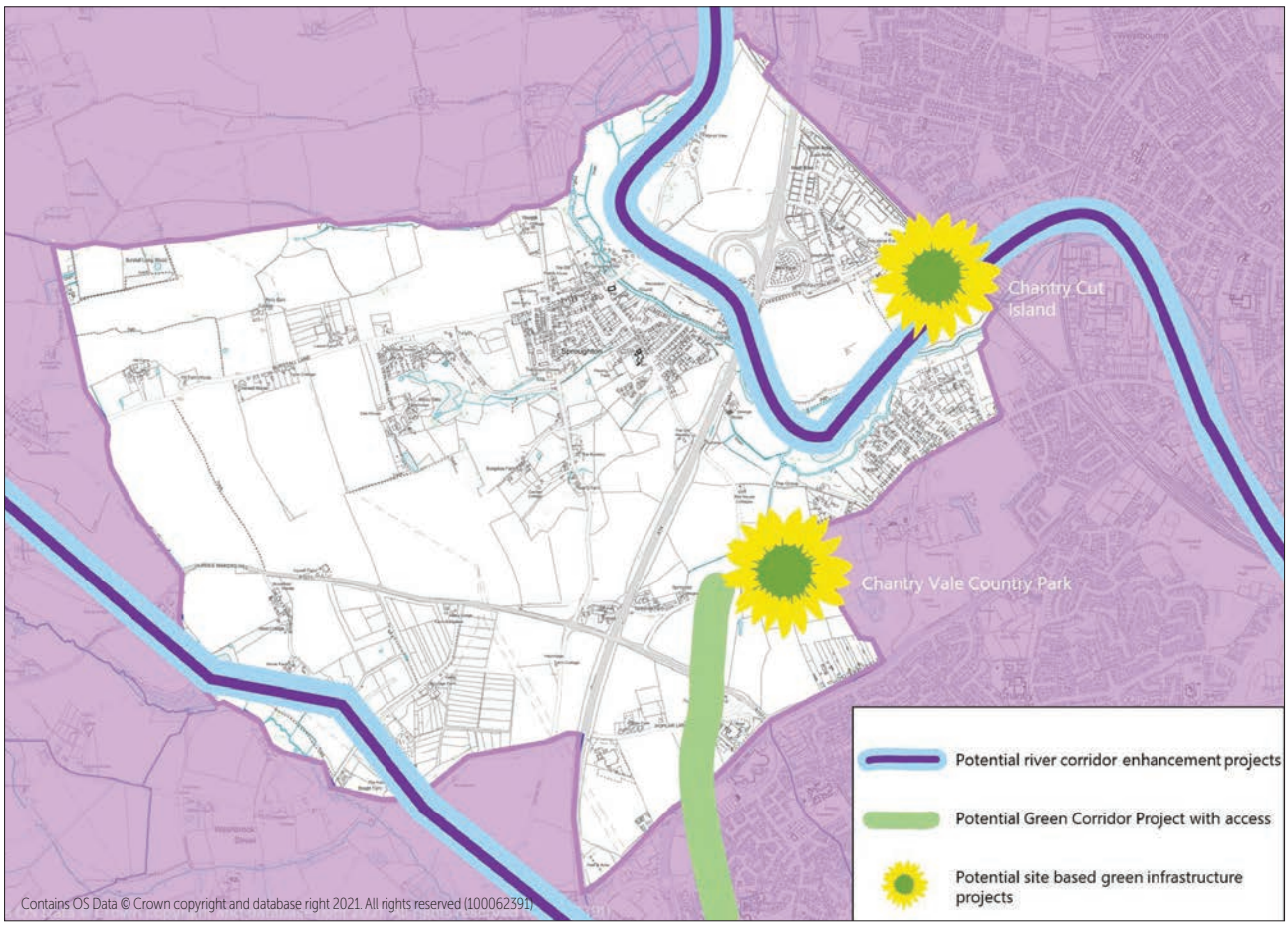
8.12 A comprehensive assessment was conducted to document the varying aspects of green infrastructure across the parish and linkages into the wider area. Green Infrastructure is defined by the Landscape Institute as "the network of natural and semi-natural features, green spaces, rivers and lakes within and between our villages, towns and cities. When appropriately planned, designed and managed, these green assets have the potential to deliver many benefits - from providing sustainable transport links to mitigating the effects of climate change." The assessment identified:

- green spaces
- sports pitches and associated facilities and
- trees and woodland

The policies in the Neighbourhood Plan seek to protect and enhance this network.

8.13 In 2012 the district council published a "Green Infrastructure Framework for Babergh District" which identified existing provision and opportunities for future initiatives in the Neighbourhood Plan Area. This was updated as part of the Haven Gateway Green Infrastructure Strategy in 2015. The initiatives are identified on **Map 7** below and more details can be found in the Babergh Green Infrastructure Framework (2012). Both the Green Infrastructure Framework 2012 and the Haven Gateway Green Infrastructure Strategy 2015 form part of the evidence base for the emerging JLP. The specific projects illustrated on **Map 7** form part of a series of opportunities in the Ipswich Fringe. Babergh District Council is currently working on an emerging GI Strategy to support the Biodiversity Action Plan."

https://www.babergh.gov.uk/assets/Strategic-Planning/JLPExamination/CoreDocLibrary/E-EvidenceBase/EnvandHeritage-EE/EE02-Green-Infrastructure-Framework-2012.pdf



Map 7 - Green Infrastructure Network

8.14 Investigations into possible green infrastructure projects will begin after the Neighbourhood Plan has been completed. These will seek to implement initiatives that reflect the policies relating to nature and the environment that have been defined. In understanding the scope for these projects, consideration will be given to how these will:

- improve accessibility
- enhance biodiversity
- provide health benefits

Local Green Spaces

8.15 At a more local level, the NPPF enables neighbourhood plans to designate and protect land of particular importance to local communities as "Local Green Spaces". Such designations rule out new development on them other than in circumstances consistent with those for Green Belt, as specified in the NPPF. Permitted development rights, including the operational requirements of infrastructure providers, are not affected by this designation. Paragraph 102 of the NPPF states that the designation should only be used where the green space is:

- in reasonably close proximity to the community, it serves
- demonstrably special to a local community and holds a particular local significance, for example because of its beauty, historic significance recreational value (including as a playing field), tranquility or richness of its wildlife
- local in character and is not an extensive tract of land

8.16 Based on the NPPF criteria, the following areas in the parish are identified as Local Green Spaces, as illustrated on the Policies Map. A separate Local Green Space Assessment has been prepared to demonstrate how they satisfy the NPPF criteria.

http://sproughton.onesuffolk.net/assets/Neighbourhood-Plan/Local-Green-Space-Assessment-update-2022-10-07.pdf

1. Millennium Green
2. Parish Square
3. Sproughton Court
4. Glebe Close
5. Gipping Way
6. Gorse Field Close and Ladder Field, Church Lane
7. Oak triangle by Manor Lodge, Lower Street
8. Allotments, Burstall Lane
9. Ransome Close
10. Church of All Saints - Cemetery / Churchyard
11. Monks Gate
12. Land adjoining The Shed, High Street/Lower Street
13. Chantry Cut Island
14. The Grove Wood. East of High Street
15. Oak Pit, Church Lane

POLICY SPTN 9 - LOCAL GREEN SPACES

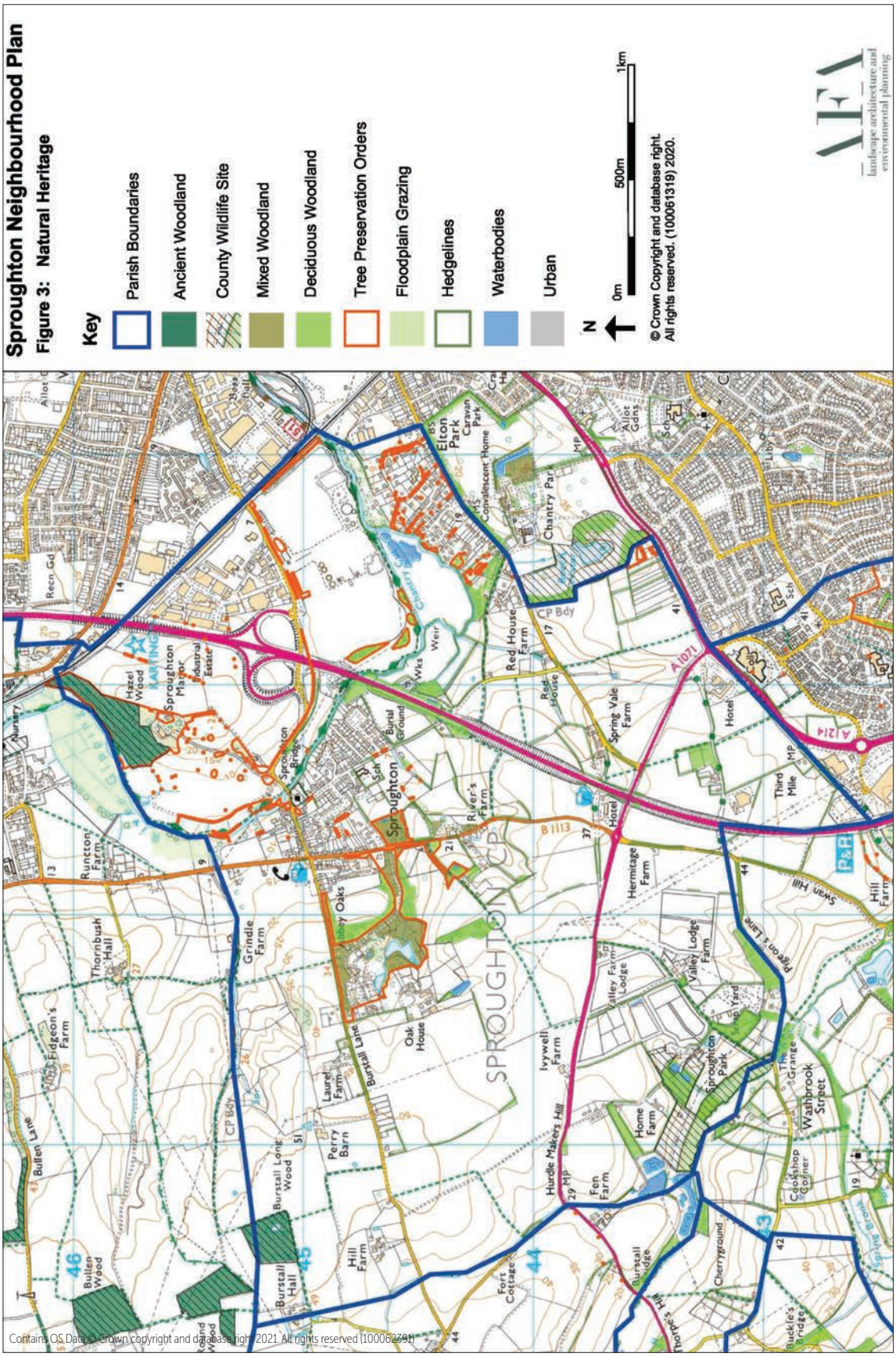
The following Local Green Spaces are designated in this Plan and identified on the Policies Map:

1. Millennium Green
2. Parish Square
3. Sproughton Court
4. Glebe Close
5. Gipping Way
6. Gorse Field Close and Ladder Field, Church Lane
7. Oak triangle by Manor Lodge, Lower Street
8. Allotments, Burstall Lane
9. Ransome Close
10. Church of All Saints - Cemetery / Churchyard
11. Monks Gate
12. Land adjoining The Shed, High Street/Lower Street
13. Chantry Cut Island
14. The Grove Wood. East of High Street
15. Oak Pit, Church Lane

Development in the Local Green Spaces will be consistent with national policy for Green Belts.

Trees and Woodland

8.17 A distinct characteristic that is common across most of the built-up areas of the village centre is the significant presence of trees and woodland, reflected by the fact that 99% of residents responding to the Neighbourhood Plan questionnaire said that existing hedgerows and mature trees need to be protected. Across the parish there are areas of ancient woodland as well as areas of mixed and deciduous woodland, as identified in the Landscape Appraisal and illustrated on Map 8.
A number of individual trees and areas are protected by Tree Preservation Orders and their loss would have a significant detrimental impact on the character of the settlement and the natural habitats it provides.



Map 8 - Natural Heritage Trees and Woodland - Source: Neighbourhood Plan Landscape Appraisal

Biodiversity

8.18 Although there are no nationally recognised sites designated for their natural or habitat importance, there are three County Wildlife Sites in the parish, in the vicinity of Sproughton Park, Burstall Long Wood and Hazel Wood. In addition, the Babergh Core Strategy policy for the redevelopment of the former British Sugar site requires the "*retention of the natural area known as the Chantry Cut Island site (a separate 16 hectares approximately) and existing landscape tracts, together with proposals for further measures*" and this area is now being actively managed by the Ipswich Borough Council Greenways project. Chantry Cut Island is a nature area with restricted access, in association with the river path and valley. This initiative will also contribute to the wider green infrastructure in the parish and is subject to an Ecological Development Plan. Chantry Park was designated a Conservation Area in 2005 and contains a County Wildlife Site. It is adjacent to the parish and forms an integral part of the extensive wildlife corridor network within the area.

8.19 The loss of natural habitats as part of a development can have a significant detrimental impact on the wider landscape and opportunities for maintaining and improving the biodiversity of the area. Any loss of features as part of a development will therefore be resisted unless it can be clearly demonstrated that the resultant benefits of the development outweigh such a loss. In such circumstances, a mitigation scheme will be required as part of the proposal that provides the equivalent or better features on site.

8.20 Currently the NPPF encourages net gains for biodiversity to be sought through planning policies and decisions. In November 2021 the Environment Bill received Royal Assent. It introduced a statutory requirement for all appropriate developments to deliver a minimum 10 per cent measurable net gain in biodiversity. While the Environment Act 2021 sets out the core components (from the use of a metric, a system of national credits, a register of net gain and more), the details of how biodiversity net gain will work is, at the time of preparing this Plan, still in development ahead of the requirement becoming mandatory in the winter of 2023. Natural England have published a "Biodiversity Metric (3.0)" which is expected to be the standard measuring methodology to appraise how development will meet the requirements of the Act. Policy LP18 of the emerging Joint Local Plan (November 2020) requires development to "identify and pursue opportunities for securing measurable net gains, equivalent of a minimum 10% increase, for biodiversity". Therefore, appropriate development proposals that deliver measurable net gains in line with the Environment Act core components and through the use of the Biodiversity Metric (3.0) or later adopted measurement methodology will be encouraged. Examples might include creating new habitats, enhancing existing habitats, providing green roofs, green walls and street trees. Relatively small features can often achieve important benefits for wildlife, such as incorporating swift bricks and bat boxes in developments and providing safe routes for hedgehogs between different areas of habitat.

8.21 The free movement of wildlife is especially important to maintain or improve the biodiversity in our predominantly rural landscape. Our local wildlife varies from smaller mammals, reptiles, insects, and birds to larger animals like deer which all interact and have a relevance within the local wildlife system. To accommodate and encourage this rich diversity wide unlit wildlife corridors with adequate greenery such as trees, shrubbery, undergrowth, and long grass need to be incorporated into any new development to create habitat, protect identified wildlife tracks, and create new wildlife tracks to enhance local biodiversity. There should be a preference for the retention of established trees, hedgerow, and shrubbery and for planting new trees and living habitat rather than any artificial provision. Proposals that include the replacement of low-level boundary treatment or natural boundary treatment with solid boundary treatment will not be supported. Natural boundary treatments will be encouraged for new development proposals. Proposals that will have a detrimental impact on the character of the area and would result in the loss of healthy trees will not be supported.

Impact of Development on Internationally Important Habitats

8.22 The Neighbourhood Plan area is located within a 13 kilometre "Zone of Influence" (ZOI) of the Stour and Orwell Special Protection Area (SPA) and Stour and Orwell Estuaries RAMSAR. Unless mitigated against, Natural England considers that additional residential development within the ZOI could have a detrimental impact on the designations due to an increase in residential trips.

8.23 Whilst the provision of well-designed open space/green infrastructure on site or contributions towards strategic green infrastructure in developments of under 50 homes is to be welcomed, Natural England advises that consideration of 'off-site' measures (i.e., in and around the relevant European designated site(s)) is required as mitigation for predicted recreational disturbance impacts.

POLICY SPTN 10 - BIODIVERSITY PROTECTION AND ENHANCEMENT

Development proposals should avoid the loss of, or material harm to, trees, hedgerows and other natural features such as ponds. Proposals that contribute to the delivery of the Green Infrastructure Projects will be supported.

Where such losses or harm are unavoidable, adequate mitigation measures or, as a last resort, compensation measures will be sought. If suitable mitigation or compensation measures cannot be provided, then planning permission should be refused.

Where new access is created, or an existing access is widened through an existing hedgerow, a new hedgerow of native species shall be planted on the splay returns into the site to maintain the appearance and continuity of hedgerows in the vicinity.

Otherwise acceptable proposals must achieve a minimum of 10% biodiversity measurable net gain over the pre-development biodiversity value as measured by the Natural England Biodiversity Metric (3.0) or later or agreed equivalent. Biodiversity improvement should, where possible, form an integral part of the design of any proposal, for example through:

a) the creation of new natural habitats including ponds

b) the planting of additional trees and hedgerows (reflecting the character of Sproughton's traditional hedgerows)

c) restoring and repairing fragmented biodiversity networks through, for example, including holes in fences which allow access for hedgehogs

d) the incorporation of bee bricks and swift, owl and bat boxes into buildings

Where biodiversity assets cannot be retained or enhanced on site, 'biodiversity offsetting' to deliver a net gain off-site will be supported where the approach is in accordance with any relevant national or locally adopted protocols.

Contributions to off-site mitigation in respect to Policy SPTN 11 will be additional to the biodiversity net gain requirements of this policy.

8.24 Ipswich Borough, Babergh and Mid Suffolk Districts and East Suffolk Council are taking a collaborative approach to strategic mitigation to support development and avoid impacts on internationally important designated wildlife sites. The councils have produced a combined recreational disturbance, avoidance and mitigation strategy (Suffolk RAMS) for the area. This identifies and costs measures necessary to mitigate recreational impacts and confirms how they will be funded and delivered over the lifetime of the Local Plans. Such measures are to be delivered strategically through the Suffolk Coast RAMS to make the sites more resilient to increased recreational pressures. A proportionate financial contribution should therefore be secured from proposed residential development in the Zone of Influence (ZOI) in line with the Suffolk Coast RAMS. Given that the Stour & Orwell Estuary SPA and Ramsar site is in close proximity to residents of the parish on-site natural greenspace or access to sufficient greenspace must be provided for any residential development of more than 50 units in order to avoid adverse effects on integrity on the Stour & Orwell Estuaries SPA and Ramsar site from the development alone.

POLICY SPTN 11 - RECREATIONAL DISTURBANCE AVOIDANCE AND MITIGATION

All residential development within the Zones of Influence (ZOI) of European sites will be required to make a financial contribution towards mitigation measures, as detailed in the Suffolk Coast Recreational disturbance Avoidance and Mitigation Strategy (RAMS), to avoid adverse in combination recreational disturbance effects and the integrity of the habitats of the European sites.

Large residential developments (50 units or more) should provide Suitable Alternative Natural Greenspace (SANG) on site or in its proximity.

9. HISTORIC ENVIRONMENT

Objectives

8 To conserve and enhance the heritage assets and their settings.

9 To protect and improve the features which contribute to the historic character of the parish.

Heritage Assets

9.1 There are currently 17 Listed Buildings in the parish, as detailed in Appendix 1. The All-Saints Church is Grade II*, and the remaining buildings are Grade II.

9.2 In addition to the requirement for planning permission, a separate Listed Building consent will be required for many works relating to Listed Buildings. The NPPF contains national policies relating to Listed Buildings and will be applied alongside the Local Plan and Neighbourhood Plan policies, as appropriate,.in considering whether to grant planning permission or listed building consent for development that has an impact on a listed building or its setting. Regard must be had to the desirability of preserving the listed building or its setting or any features of special architectural or historic interest which it possesses.

POLICY SPTN 12 - HERITAGE ASSETS

To conserve or enhance the parish designated heritage assets proposals should:

a. conserve or enhance the significance of the designated heritage assets of the parish including, where appropriate their setting and the wider built environment
b. retain buildings and spaces, the loss of which would cause harm to the character or appearance of the parish including areas of distinctive character
c. contribute to the parish's local distinctiveness, built form and scale of its heritage assets, through the use of appropriate design and materials
d. be of an appropriate scale, form, height, massing, alignment and detailed design which respects the area's character, appearance and setting, in line with the AECOM Design Guidance and Codes for Sproughton
e. demonstrate a clear understanding of the significance of the asset and the wider context in which the heritage asset sits, alongside an assessment of the potential impact of the development on the heritage asset and its context
f. provide clear and convincing justification, through the submission of a proportionate heritage statement, for any works that would lead to harm to a heritage asset and where this would be less than substantial harm, weigh this against the public benefits of the proposal and in the case of substantial harm, show that this is necessary to achieve substantial public benefits that outweigh that harm.

Where a planning proposal affects a heritage asset, it must be accompanied by a Heritage Statement identifying, as a minimum, the significance of the asset, and an assessment of the impact of the proposal on the heritage asset. The level of detail of the Heritage Statement should be proportionate to the importance of the asset, the works proposed and sufficient to understand the potential impact of the proposal on its significance and/or setting.

9.3 As well as those buildings on the statutory list, there are over 35 buildings in the parish that make a positive contribution to the character of the area and sense of place because of their heritage value. Although such heritage assets may not be nationally designated or even located within the boundaries of the potential conservation area, they may be offered some level of protection through identifying them as a 'local heritage asset'. A separate assessment has been completed to identify whether there are any non-listed buildings that would potentially meet Historic England's criteria for designation as a local heritage asset. Where such buildings do exist, it would be for Babergh District Council to designate them as Local Heritage Assets.

POLICY SPTN 13 - NON-DESIGNATED HERITAGE ASSETS

This policy designates the following buildings and features as non-designated heritage assets. These are identified on the Policies Map and in the separate appraisal document. The retention and enhancement of the following buildings and features will be secured.

1. Manor Lodge
2. Hall Field Cottage
3 Almshouses
4. Village Lock Up
5. Cage Cottage
6. 5 Lower Street
7. 3 Lower Street
8. 1 Lower Street
9. Peppermint House
10. Reading Room
11. Reading Room Cottage
12. Rectory Cottage
13. Church Hall
14. The Old Police House
15. The Shed
16. The Old Coach House
17. Old Stables
18. Chantry Row
19. Rivers Court
20 Abbey Oaks Gate House and Abbey Oaks
21. The Old Lodge
22. Chestnut House
23. Laundry House
24. Old School House
25. Valley View
26. Park View
27. 1 Lower Chantry Cottage
28. Chantry Gate
29. Balitore
30. Pinetrees
31. Beech Lawn
32. Elton Park Cottage
33. Hazeldell
34. Manderley Manor
35. Sproughton Park (Villa farm)
36. Pillbox

Proposals for any works that would cause harm to a building or feature of local significance must be supported by an appropriate analysis of the significance of the asset to enable a balanced judgment to be made having regard to the scale of any harm or loss and the significance of the heritage asset.

9.4 Furthermore the parish is known to be rich in archaeological finds and records, particularly given that Loraine Way follows the line of a Roman road, and the ford and later bridge was a significant crossing of the River Gipping. There are several ring ditches throughout the parish and finds dating from Mesolithic and Neolithic to Roman. Suffolk County Council Archaeological Service advises that there should be early consultation of the Historic Environment Record and assessment of the archaeological potential of the area at an appropriate stage in the design of new developments, in order that the requirements of the NPPF and Development Plan policies are met.

Special Character Area

9.5 Although Sproughton currently does not have a conservation area, this is being explored by the parish council who, at the time of preparing the Neighbourhood Plan, are discussing this with Babergh District Council.

9.6 The area being considered is designated in the Neighbourhood Plan as a "Special Character Area" and is illustrated on Map 9. A separate "Special Character Area Appraisal" is being prepared to describe its special architectural and historic interest and within it, development proposals will need to demonstrate how they preserve and enhance the special characteristics of the area.

9.7 In order to preserve and enhance the Special Character Area, proposals should be accompanied by a Design Statement that is proportionate to the proposed development and that demonstrates how the proposal recognises the distinct built and natural characteristics of

the area and how any new building or extension will be

- complementary to existing buildings
- subservient to its setting and
- in compliance with the AECOM Design Guidance and Codes document (March 2021)

Map 9 - Sproughton Special Character Area

POLICY SPTN 14 - SPROUGHTON SPECIAL CHARACTER AREA

A Special Character Area is identified on the Policies Map. Within this area, proposals will only be supported where they preserve or enhance the distinct characteristics of the existing buildings and features and their setting, as identified in the Special Character Area Appraisal.

Community Action 1 - Conservation Area

The parish council will seek the designation by Babergh District Council of a Conservation Area, as illustrated on Map 9, at the earliest possible opportunity.

MILLENNIUM GREEN
Map of Sproughton
Sproughton Hall
You are here
Wild Man Pub
Chantry Row
Village Sign, Lower Street
ALMSHOUSES LOWER STREET
Village Lock Up
Suffolk

10. DEVELOPMENT DESIGN

Objectives

10 To reduce the environmental impact of new buildings and therefore ensure development complements and enhances the diverse character of the parish.

11 To ensure new development is of a high-quality design, eco-friendly, 'fit for life' and of a scale (size/height) and type that reinforces local character.

10.1 The NPPF makes it clear, in paragraph 126, that 'good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.' In January 2021 the government published the National Design Guide to illustrate how well-designed places that are beautiful, healthy, greener, enduring and successful can be achieved in practice. It '*provides a structure that can be used for the content of local design policies, guides and codes, and addresses issues that are important for design codes where these are applied to large scale development on single or multiple sites*.'

10.2 New development should achieve a high-quality design that enhances the unique characteristics of the parish and ensures a better quality of life for residents. Unsympathetic and poorly designed development, especially within the vicinity of a heritage asset, can have a significant detrimental impact on the area. While it would not be appropriate to rigidly copy the architectural styles and designs of the parish, the Plan does seek to ensure that new development is of high quality and has regard to its surroundings. As such, when considering the design of new buildings or extensions to existing buildings, does the proposal

1. start with an assessment of the value of retaining what is there?
2. relate to the geography and history of the place and lie of the land?
3. reflect the significance of the site and/or existing buildings so that its character and identity will be appropriate to its use and context?
4. sit happily in the pattern of existing development and the routes through and around it?
5. respect important views and gaps?
6. respect the scale of neighbouring buildings?
7. use materials and building methods which are as high quality as those used in existing buildings? and
8. create new views and juxtapositions which add to the variety and texture of the setting?

10.3 As part of the Government-funded Neighbourhood Planning Technical Support package, the Sproughton Design Guidance and Codes has been prepared for the parish by AECOM Consultants. The document is published as supporting evidence to the Neighbourhood Plan. This work sets design guidelines that any future development should follow in order to retain and protect the rural nature and scenic beauty of the area.

Built Character Areas

The village

10.4 Within the village of Sproughton there are 10 distinct areas (excluding Lower Street, some parts of the High Street and the heritage built up area of the village) that follow a natural village development over a span of approx. 80 years. There are developments ranging from the 1940s through to 2020. Each area has a distinct design, size and appearance.

The village areas are:

1 Gipping Way - Characterised by large bungalows built circa 1960. Built around a Green Space in a cul-de-sac.
2 Broomfield Common - mixture of 1940-1960 classic semi-detached properties of both houses and bungalows.
3 Glebe Close - A close of 1950s bungalows.
4 Church Meadows - (Bennett Homes) the newest development within village built in 2020. Mixture of detached and semi-detached homes.
5 Samford Place - Is a collection of bungalows built around a small green. They are designed for the elderly and disabled with small front and back gardens.
6 Church Crescent - Large homes with open grass areas leading on to Beech Close with again large plots with bungalows.
7 Oak Grove - 1980s sizeable homes in extensive plots.
8 Monks Gate - Late 1970s extensive homes on large plots.
9 Ransome Close - 1980s mixture of detached and semi-detached homes.
10 Sproughton Court - To the west of the B1113, the flats at Sproughton Court were built to house servicemembers for Wattisham Airbase and RAF Woodbridge. They have an unusually urban character for a village. Built around the 1960s originally with a flat roof.

The Hadleigh Road Community

10.5 The Hadleigh Road Community consists of 4 built up areas on the west side of the Hadleigh Road. The Hadleigh Road community originated as farmhouses and country homes along the ancient highway with estates developing off this from the 19th century onwards. Elton Park development started before 1900. Stella Maris and Collinsons around the 1980s.

1 Larchwood: 1970s with small additional development 2019
2 Collinsons: 1980s development of large family homes
3 Stella Maris (inc. Nine Acres): 1980s development of large family homes and some flats.
4 Elton Park: 1880s to the present day. A wide-ranging eclectic mix of houses with a multitude of styles and designs.

Chantry Vale

1 Wolsey Grange 1: Large strategic estate development of varied and mixed housing. Part constructed.
2 Wolsey Grange 2: Planning consent granted for up to 750 dwellings, and up to 3 hectares of primary education land, public open space, sustainable drainage systems and highway improvements granted in September 2023.

Employment areas

1 Sproughton Enterprise Park: Eastern Gateway. 2018 Newest and vast employment area in structure and size, part constructed.
2 Farthing Road Industrial Estate: Built circa 1970s.
3 Interchange 55 Employment area. Part of mixed use strategic development. Masterplan yet to be defined.

Design Principles

10.6 The Design Guidance and Codes sets out general design guidelines that should be present in proposals, namely

- respect the existing settlement pattern in order to preserve the character. Coalescence development should be avoided
- integrate with existing paths, streets, circulation networks
- reinforce or enhance the established character of streets, greens and other spaces
- harmonise and enhance the existing settlement in terms of physical form, architecture and land use
- retain and incorporate important existing features into the development
- respect surrounding buildings in terms of scale, roofline, height, form, and density
- enhance and reinforce the property boundary treatments
- adopt contextually appropriate materials and details
- provide adequate open space for the development in terms of both quantity and quality
- incorporate necessary services and drainage infrastructure without causing unacceptable harm to retained features
- ensure all components e.g., buildings, landscapes, access routes, parking and open space are well related to each other

- aim for innovative design and eco-friendly buildings while respecting the architectural heritage and tradition of the area whilst also integrating them with future development.

10.7 The Design Guidance and Codes document provides a development design checklist which development proposals must adhere to. This checklist is included as Appendix 4 of the Plan.

POLICY SPTN 15 - DEVELOPMENT DESIGN CONSIDERATIONS

Proposals for new development must reflect the local characteristics in the Neighbourhood Plan area and create and contribute to a high quality, safe and sustainable environment.

Planning applications should, as appropriate to the proposal, demonstrate how they have taken the Design Guidance and Codes document into account and how they satisfy the requirements of the Development Design Checklist in Appendix 4 of this Plan.

In addition, proposals will be supported where, as appropriate to the proposal, they

a. recognise and address the key features, characteristics, landscape/building character, local distinctiveness, and special qualities of the area and/or building and, where necessary, prepare a landscape character appraisal to demonstrate this
b. do not involve the loss of gardens, open, green, or landscaped areas, which make a significant contribution to the character and appearance of that part of the village including areas identified in the Neighbourhood Plan Landscape Appraisal
c. taking mitigation measures into account, do not affect adversely
    i. any historic character, architectural or archaeological heritage assets of the site and its surroundings,
    ii. important landscape characteristics including trees and ancient hedgerows and other prominent topographical features as set out in the Landscape Appraisal
    iii. identified important views into, out of, or within the parish as identified on the Policies Map, and
    iv. sites, habitats, species and features of ecological interest
d. include tree-lined streets unless in specific cases there are clear, justifiable and compelling reasons why this would be inappropriate and include trees elsewhere within developments where the opportunity arises
e. do not locate sensitive development where its users and nearby residents would be significantly and adversely affected by noise, smell, vibration, lighting (including illuminated signs), or other forms of pollution from existing sources, unless adequate and appropriate mitigation can be implemented
f. produce designs that respect the character, scale, and density of the locality and, for new dwellings, ensuring garden sizes are proportionate to the character of the area
g. produce designs, in accordance with standards, that maintain or enhance the safety of the highway network ensuring that road layouts do not dominate the area, that all vehicle parking is normally provided within the plot and seek always to ensure permeability through new housing areas, connecting any new development into the heart of the existing settlement whilst prioritising the movement of pedestrians and cyclists
h. where appropriate, incorporate sustainable drainage systems including, where feasible, rainwater and storm water harvesting and not result in water run-off that would add to or create surface water flooding
i. where appropriate, make adequate provision for the covered storage of all wheelie bins and for secure cycle storage, including cycle charging points, in accordance with adopted cycle parking standards
j. include suitable ducting capable of accepting fibre to enable superfast broadband
k. provide one electric vehicle charging point per new off-street parking place created

Flooding

10.8 Being located in the Gipping Valley, much of the parish lies within an area liable to flood from the river. There are areas that are subject to flooding e.g. Church Lane, Loraine Way, the bridge on Sproughton Road and in the vicinity of Hadleigh Road. The issues are exacerbated by the fact that, over the course of time, many ditches and verges have been lost to property infill, hard landscaping, and ditch infill. Both flooding issues need to be considered in the consideration of development proposals.

10.9 New development will be required, where appropriate, to make provision for the management of surface water run-off in order not to exacerbate the situation. The preferred method for this area is infiltration which reduces the flood threats from river floods and best matches the historical absorption of surface water by woodland and agriculture. The attenuation and recycling of surface water and rainwater will be required through the incorporation of Sustainable Drainage Systems (SuDS) that might include on-site rainwater and stormwater harvesting, greywater recycling and the management of run-off and water management in order to reduce the potential for making the situation worse. Any works to alter a watercourse will require consent from the relevant regulatory body such as East Suffolk Internal Drainage Board, the Environment Agency and the Lead Local Flood Authority as required.

POLICY SPTN 16 - FLOODING AND SUSTAINABLE DRAINAGE

Proposals for all new development will be required to assess levels of flood risk (existing and future) and ensure they manage surface water from the proposed development, having regard to the Suffolk County Council SuDS guidance and any guidance produced by Babergh District Council in terms of Supplementary Planning Guidance detailing how on-site drainage and water resources will be managed so as not to cause or exacerbate surface water and fluvial flooding elsewhere.

Proposals should, as appropriate, include the use of above-ground open Sustainable Drainage Systems (SuDS). These could include:

- wetland and other water features, which can help reduce flood risk whilst offering other benefits including water quality, amenity/ recreational areas, and biodiversity benefits
- rainwater and stormwater harvesting and recycling
- other natural drainage systems where easily accessible maintenance can be achieved

Map 10 - Surface Water Flooding Locations

Source: Government Long Term Flood Risk Information Map

11. INFRASTRUCTURE, SERVICES AND FACILITIES

Objectives

12 To improve and sustain high quality local facilities for existing and future residents.

13 To protect existing community, retail, education, and leisure facilities and support further growth where appropriate including provision for facilities in association with new development.

11.1 Sproughton benefits from a good range of premises and facilities that provide for some day-to-day needs of residents, albeit that they are focused on the village. Residents throughout the wider parish tend to rely on services in Ipswich. Within the village, current facilities include

- The Tithe Barn
- Sproughton Community Shop
- The primary school
- The playing field with tennis courts, bowling green and football pitch
- All Saints Church
- The Church Hall
- Burial ground
- The allotments
- The Shed

11.2 Outside the village is the Beagle Pub and Premier Inn Hotel. The Holiday Inn Hotel is located south of Hadleigh Road, The Milk Shed, the First Strokes Swim School and Oakland Hall Day Nursery are located in a cluster at the southern end of Hadleigh Road, while new roadside facilities have recently opened at Junction 54 of the A14. These are not considered to be readily accessible to those residing in the village.

11.3 It is vital that the facilities that serve residents' needs are maintained and, where feasible, complemented with additional facilities to maintain a level of self-sufficiency for the village to support the wider parish.

11.4 The Tithe Barn is a late 16th or early 17th century Grade II Listed Building that was given to the parish council in 1978. Over the years the parish council, with the help of various grants and the hard work of the community, has put in a floor, renewed all the cladding, renewed the thatch, concreted the yard, converted a store into a block of toilets and added some background heating. In 2005 the parish council was awarded £70,000 in grants to convert the east store into a kitchen and small meeting room (called the Barley Room). These new facilities, opened in September 2006, have enabled the parish council to implement new community services.

11.5 Grants were obtained to convert the Tithe Barn's former tractor store into the Sproughton Community Shop. The work was completed and the shop opened for business on 25 March 2010.

11.6 The Playing Field provides a valuable resource accommodating a football pitch, tennis courts, bowls club, adult gym area as well as providing a separate children's play area. It is essential that these are maintained and improved as the village continues to grow over the coming years.

POLICY SPTN 17 - PROTECTING EXISTING SERVICES AND FACILITIES

Proposals that would result in the loss of existing facilities or services which support a local community (or premises last used for such purposes) including sports facilities, will only be supported where:

a. it can be demonstrated that the current use is not economically viable nor likely to become viable. Where appropriate, supporting financial evidence should be provided including any efforts to advertise the premises for sale for a minimum of 6 months, and

b. it can be demonstrated, through evidenced research, that there is no local demand for the use and that the building/site is not needed for any alternative social, community or leisure use, or

c. alternative facilities and services are available, or replacement provision is made, of at least equivalent standard, in a location that is accessible to the community it serves with good access by public transport or by cycling or walking

The Wild Man Public House

11.7 The public house's name is said to derive from a local legend about a hermit who lived in nearby woods when it was built early in the 16th century. The Wild Man closed suddenly on 15 January 2020. At the time of preparing the Neighbourhood Plan its future remains uncertain but, given its location in the village and adjoining proposed housing development, the retention of the public house use will be supported. Separate to the planning system, the public house has been registered with Babergh District Council as an "Asset of Community Value" meaning that the property cannot be sold without the parish council being given the opportunity to put together a bid to purchase the asset. Community owned pubs have proven successful in a number of villages including the Duke of Marlborough at nearby Somersham.

11.8 Planning proposals for alternative uses of the Wild Man Public House that make a positive contribution to securing the future of the public house will be supported, having particular regard to the policies in the Neighbourhood Plan concerning impact on heritage assets, traffic and residential amenity. Proposals that would result in its loss would need to satisfy, in particular, the criteria of Policy SPTN 17.

Recreational Sports Facilities

11.9 The provision of sport and recreation facilities can play a significant role in supporting the health and welfare of residents of all ages. Within the Neighbourhood Plan area, the focus for such facilities is the play area and open space off Church Lane, which includes the tennis courts, outdoor gym and bowling green. It is essential that these facilities are maintained and improved to support healthy lifestyles in future years. The Neighbourhood Plan therefore seeks to protect the Play Area from being lost unless an equally good or better recreational facility is provided in an equally accessible location in the village.

11.10 At Wolsey Grange, a centrally located equipped play area is proposed with a variety of equipment for all ages, including teenagers. In addition, the outline application for the development included a proposal for a "trim trail" around the perimeter of the site with a range of timber exercise equipment, along with some informal play opportunities. Future major housing development will be expected to make new provision on-site as part of the proposal.

POLICY SPTN 18 - OPEN SPACE, SPORT AND RECREATION FACILITIES

Proposals for the provision, enhancement and/or expansion of amenity, sport or recreation open space or facilities will be permitted subject to compliance with other Policies in the Development Plan.

Development which will result in the loss of existing amenity, sport or recreation open space or facilities will not be allowed unless:

a. it can be demonstrated that the space or facility is surplus to requirement against the local planning authority's standards for that location, and the proposed loss will not result in a shortfall during the plan period or

b. a replacement for the space or facilities lost is made available, of at least equivalent quantity and quality, and in a suitable location to meet the current and future needs of users of the existing space or facility

Any replacement provision should take account of the needs of the settlement where the development is taking place and the current standards of open space and sports facility provision adopted by the local planning authority. Facilities must be fully inclusive and cater to those of all ages and abilities.

Where necessary to the acceptability of the development, the local planning authority will require developers of new housing, office, retail and other commercial and mixed development to provide open space including play areas, formal sport/recreation areas, amenity areas and where appropriate, indoor sports facilities or to provide land and a financial contribution towards the cost and maintenance of existing or new facilities, as appropriate. These facilities will be secured through the use of conditions and/or planning obligations.

Clubhouses, pavilions, car parking and ancillary facilities must be of a high standard of design and internal layout. The location of such facilities must be well related and sensitive to the topography, character and uses of the surrounding area, particularly when located in or close to residential areas and should be accessible by safe, connected, and inclusive walking and cycle routes and public transport networks.

Proposals which give rise to intrusive floodlighting will not be permitted.

Community Action 2 - Playing Field Improvements

The parish council and the Playing Field Management Committee is working to investigate opportunities for the improvement of the existing children's play area.

Mobile Communications

11.11 Broadband and mobile communications are important to the sustainability of rural communities by enabling working from home and online shopping. Broadband speeds in the village centre are good but this is not necessarily the case in locations away from the current fibreoptic broadband cabinets. It will be important to ensure that future broadband provision in the parish keeps pace with improvements in technology. Mobile phone signals are good. The location of mobile phone masts can have a detrimental impact on the character of the countryside, and this can cause a conundrum between trying to improve mobile phones signals and protecting the character of the parish.

11.12 Paragraph 115 of the NPPF states that '*The number of radio and electronic communications masts, and the sites for such installations, should be kept to a minimum consistent with the needs of consumers, the efficient operation of the network and providing reasonable capacity for future expansion*.' Given the elevated status of much of the land in the parish, careful consideration of proposals to locate masts will be necessary to ensure the minimum impact on the landscape setting of the parish.

POLICY SPTN 19 - UTILITIES AND INFRASTRUCTURE

Proposals from mobile phone network operators to improve mobile coverage will be supported where:

a. the apparatus is designed and sited to minimise intrusion and visual impact
b. the numbers of radio and telecommunications masts are kept to a minimum consistent with the efficient operation of the network
c. proposals have been sited and designed to minimise the impacts on the rural character of Sproughton, having particular regard to the important views identified on the Policies Map

Where possible, new power and telephone cables/ masts should be placed underground. Alternatively, if this is not possible, they must be camouflaged to blend in with the environment.

Solar/Wind Farms and Associated Infrastructure

11.13 There is an increasing prevalence of proposals for large scale renewable energy projects across Suffolk which, without careful consideration, could result in a significant detrimental impact on the landscape and the amenity of residents living in the area. Policy LP27 (Energy Sources, Storage and Distribution) of the emerging Joint Local Plan provides criteria for the consideration of such large-scale proposals. As such, there is no need for the Neighbourhood Plan to repeat the requirements of the Local Plan, but proposals will need to have regard to the policy framework of this Neighbourhood Plan, particularly in relation to landscape impact.

11.14 Within the parish, overhead power and telephone wires have a detrimental impact on the quality of the area. It is possible to get these placed underground, and their removal where possible would improve the environment. Outside the built-up areas of the village high-voltage wires and pylons also have a significant detrimental impact on the landscape setting of the parish. Undergrounding of these wires is also desirable but overly expensive. An alternative method is to camouflage overhead power lines and their supports which reduces the impact on the landscape.

12 HIGHWAYS AND MOVEMENT

Objectives

14 To promote measures to improve the safety of the roads and footways through the parish. by developing, linking and enhancing road, footway and cycle routes and to encourage sustainable travel modes, including public transport resulting in an interconnected set of routes through and around the whole of the parish.

15 To ensure that new development provides sufficient off-street parking.

16 To minimise the impact of future development within the parish on the existing local highway network.

The problems

12.1 The Household Survey identified a number of transport related problems across Sproughton, including

- the fact that the village centre (B1113) is the diversion route when the A14 is closed
- the dominance of road traffic in the village
- the lack of safe crossing points near The Wild Man Public House and Sproughton Road side of the River Gipping bridge
- narrow footpaths
- lack of safe convenient parking
- air pollution

12.2 Neighbourhood plans have little power to introduce highway improvements as most schemes will not require planning permission. Improvements are therefore reliant on the County Council's Highways Department for investment in projects or improvements required as part of the mitigation of the impact of development proposals. With that in mind, we have put together a package of aspirations for highways and transport improvements across the parish that will be pursued further during the lifetime of the Neighbourhood Plan.

12.3 The aspirations are based on seeking to address the problems identified above as well as improving opportunities for sustainable travel for those that choose to travel in non-car modes.

Roads

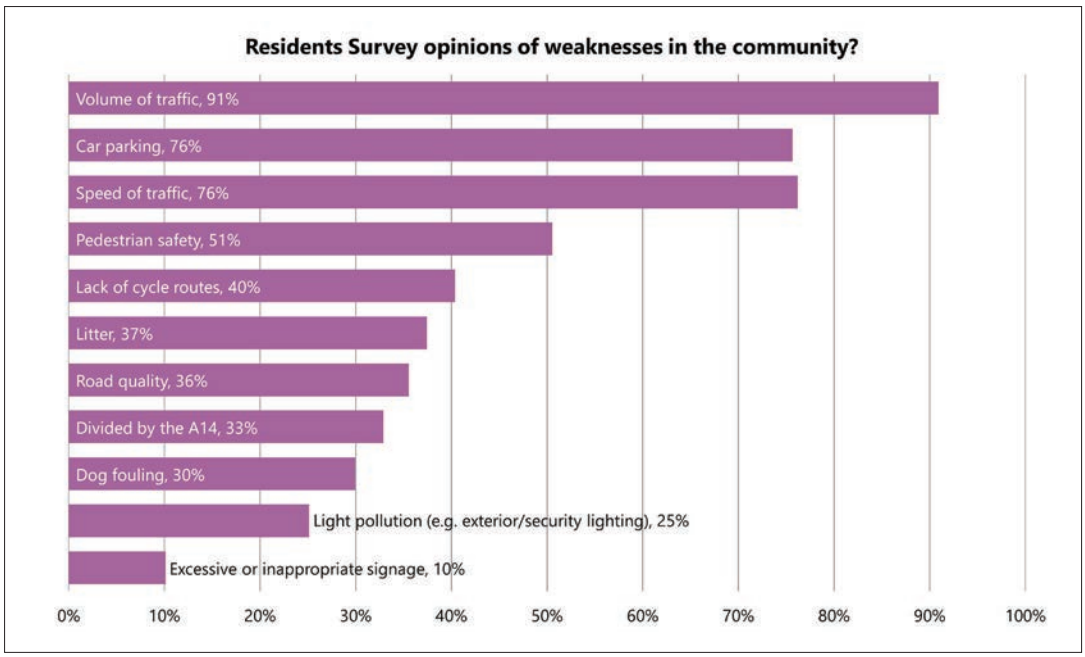
12.4 The proximity of the A14 has a major impact on the environment of the village, and on the quality of life for residents. High Street and Lower Street, in particular, are used as a rat-run by drivers seeking to avoid delays at the A12/A14 Copdock Interchange by diverting through the village. Stationary traffic queues extensively alongside homes in the village centre, especially around the junction of High Street and Lower Street. This is even worse when the A12 or A14 are blocked by accidents or breakdowns, or other repeating issues causing congestion such as during Orwell Bridge closure.

12.5 Sproughton village is normally protected by a weight restriction order to reduce the impact of HGVs on communities here. Since 2013, for their planned overnight maintenance, Highways England have been closing the A14 and diverting all A14 traffic through the village.

12.6 Parking and road safety within the village were significant concerns during every consultation and engagement with residents. There was strong opinion that the volume and speed of traffic through the village should be addressed, along with alternative or supplementary provision for a community car park was included in a planning application for land west of Loraine Way adjacent to the Wildman Pub. However this application was withdrawn in 2022 and therefore an alternate site needs to be identified. The key issues are the sheer volume of traffic at peak time and the speed that vehicles enter and leave the village on the High Street and Loraine Way. A local group has been set up to conduct a Community Speed Watch programme.

HIGHWAY MAINTENANCE

Suffolk
Footpath
Gipping River Path
Bramford 1 mile



Public Transport

12.7 Across the parish there is a satisfactory level of bus services that provide opportunities to access central Ipswich and the railway station. The Wolsey Grange development will result in enhanced services in that area of the parish. In future, the provision of bus services is likely to continue to be subject to fluctuation and change. Given that services are provided on a commercial basis, there is little that the town planning process can do to support services.

Cycling

12.8 Despite the proximity of Sproughton village to the urban area of Ipswich there are no dedicated cycle routes to link the two. This is also the case along Hadleigh Road, whereas there is a cycle lane along London Road. Opportunities to improve linkages along the route of the River Gipping were lost when the Sproughton Enterprise Park development was approved but unfortunately only an incomplete cycle path was specified as part of the planning permission.

Walking

12.9 The number of pedestrian routes within the built-up areas of the parish are relatively good, albeit that some pavements are narrow and there are no dedicated crossing points on busy roads. The path beside the High Street is narrow and poorly protected from the type of traffic that uses it. There is a demand for improved paths and crossings, including:

- a new path along the southern side of Sproughton Road between the Millennium Green and junction 54 of the A14
- a new crossing of the B1113 in the vicinity of the Wild Man Public House
- a safe crossing point or points on Hadleigh Road to provide links between Collinsons and Elton Park and Chantry Park

Public Rights of Way Network

12.10 The parish has a network of 22 public rights of way linking various parts of the village and parish. The current network is illustrated on Map 11. In the Neighbourhood Plan Residents' Questionnaire, 83% of the respondents said that public footpaths were considered a positive feature of our community. Residents are also keen to improve the network and safety of footways and cycleways, including road crossings, as well as seeking improved links to destinations beyond the Neighbourhood Plan Area.

12.11 Access to the local countryside contributes to the residents' health and well-being in terms of both mental and physical health. The paths are generally in good condition and waymarked but use of parish roads is sometimes necessary to complete a circular walk.

12.12 Measures to improve and extend the existing network of public rights of way will be supported if their value as biodiversity corridors is recognised and protected and efforts are made to enhance biodiversity as part of the proposal.

POLICY SPTN 20 - PUBLIC RIGHTS OF WAY

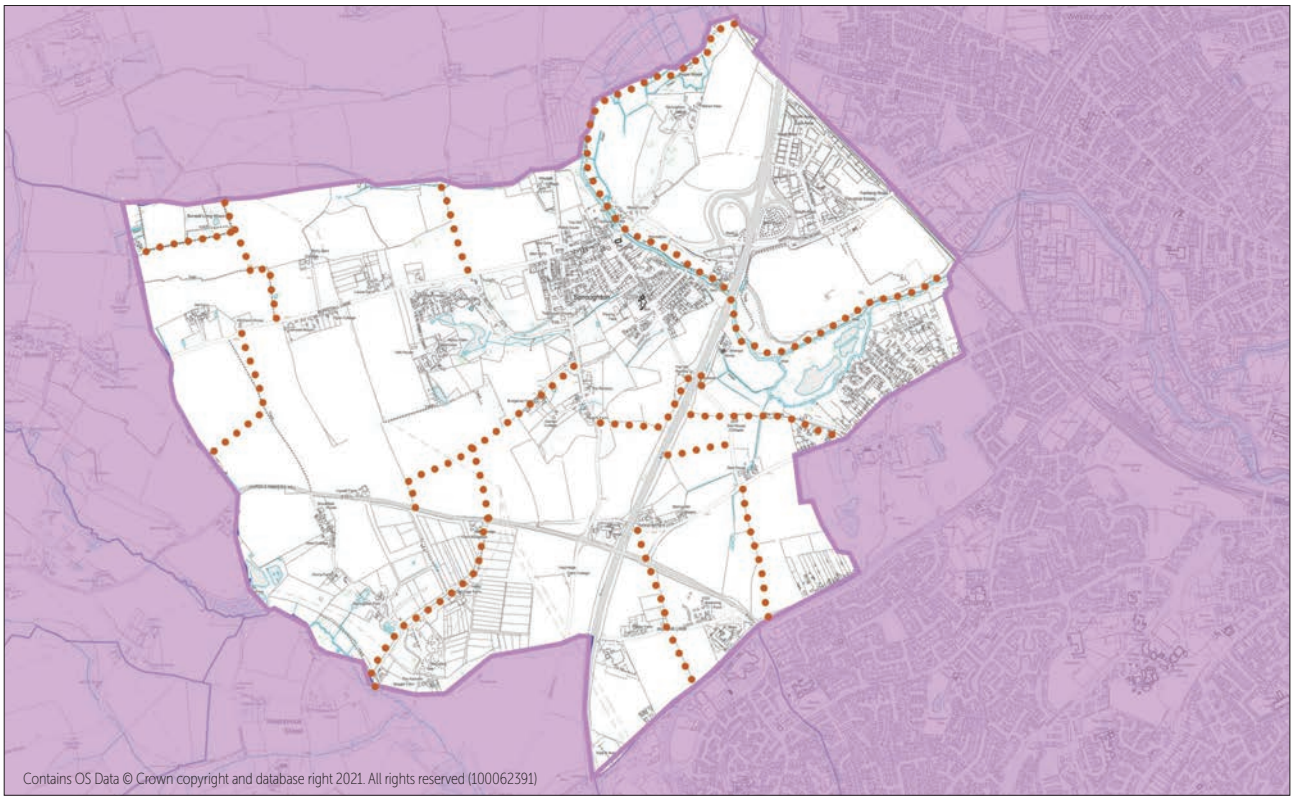
Measures to improve and extend the existing network of public rights of way will be supported if

i) existing or new public rights of way are connected with neighbouring parishes to extend and develop the public rights of way with the Gipping Valley

ii) they lead to development of new bridleways to support the local equestrian community with the local and neighbouring parishes

iii) their value as biodiversity/wildlife corridors is recognised and protected and efforts are made to enhance biodiversity as part of the proposal

iv) comprehensive signage is provided to encourage community and visitor use of the public rights of way within the parish

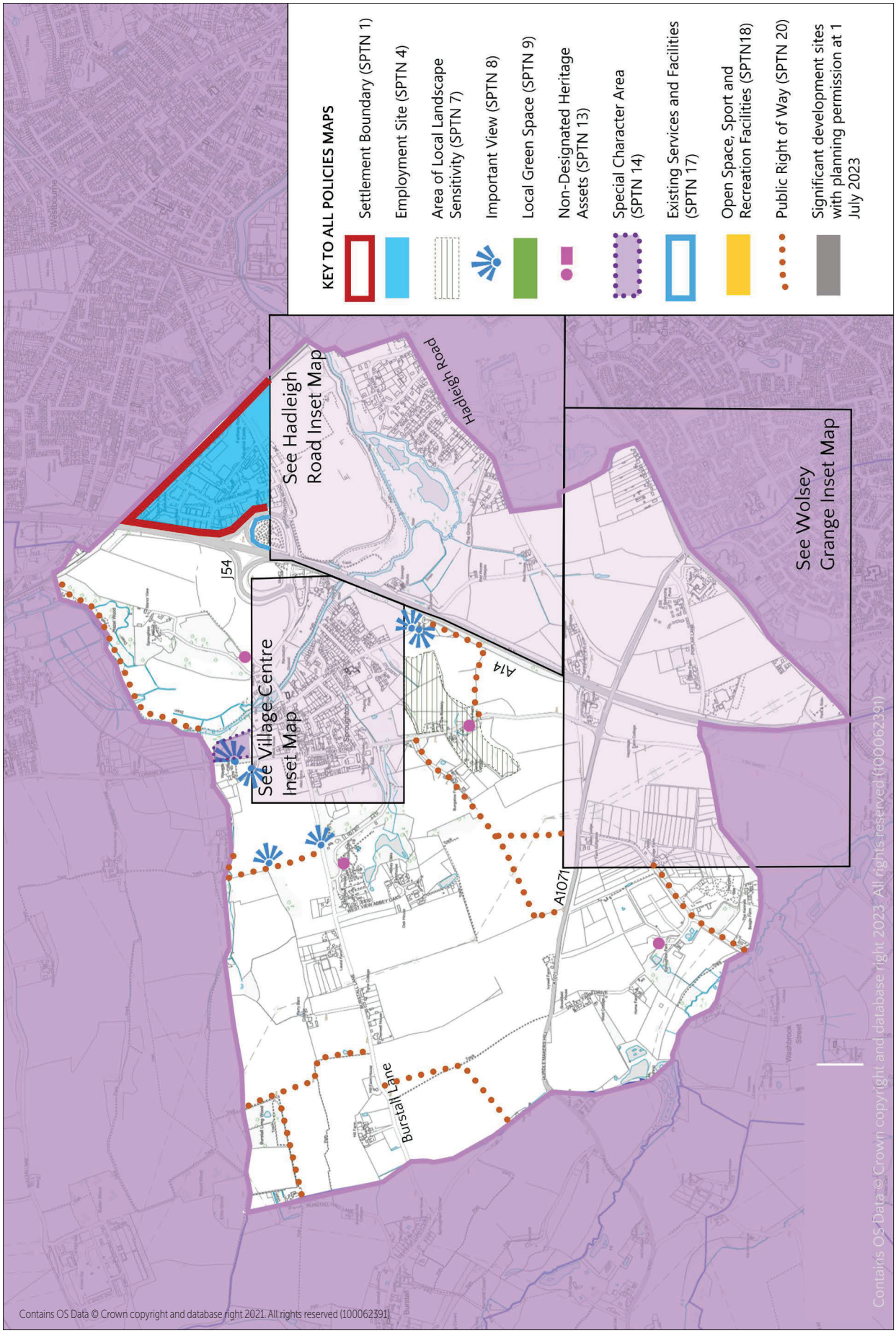


Map 11 - Public Rights of Way

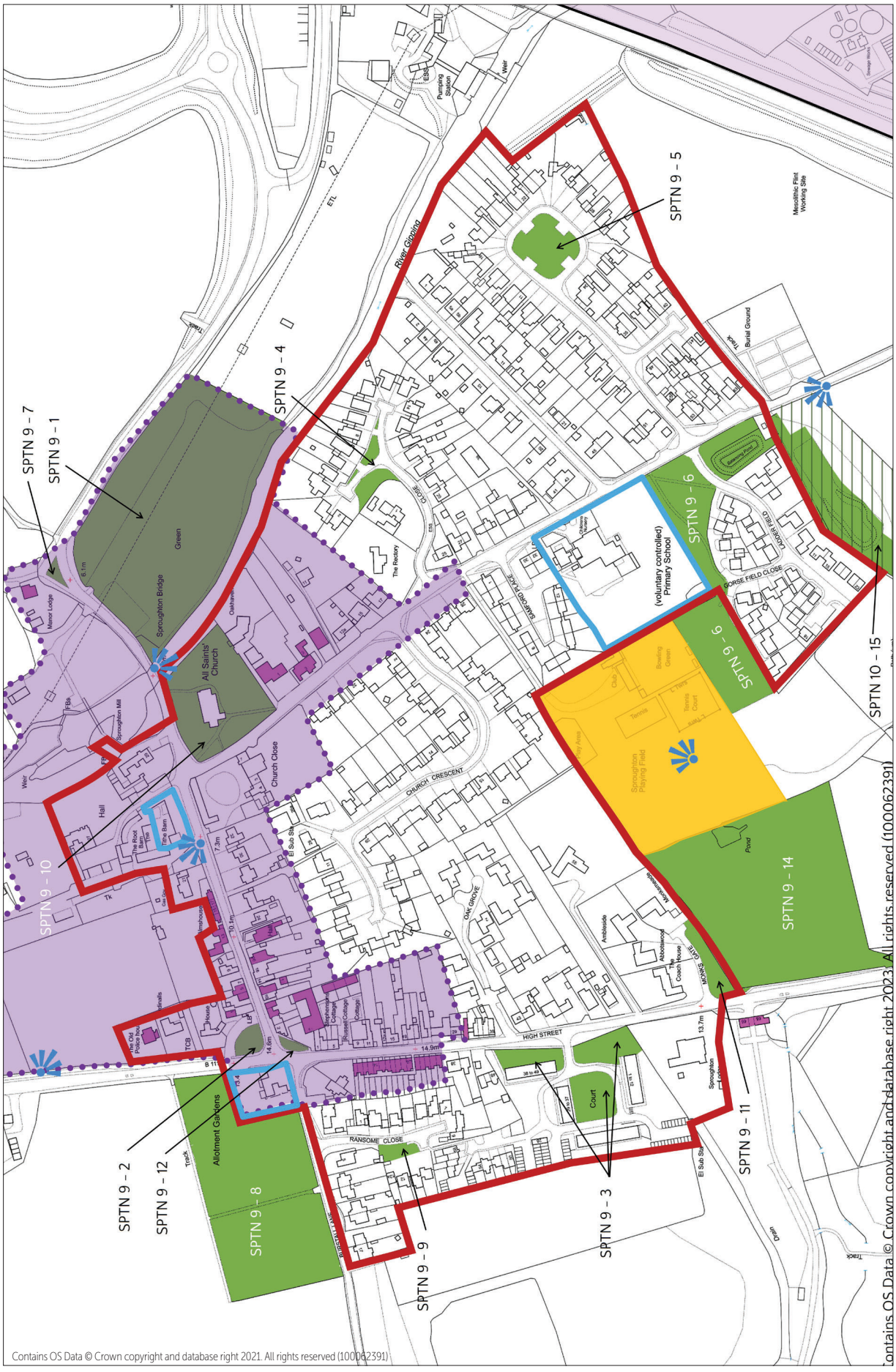
Community Action 3 - Public rights of way

1. Improve existing public rights of way, bridleways etc.
2. Identification and recognition of new public rights of way & bridleways to create and extend the links throughout the parish to the wider networks.
3. Community involvement in the recognition and development of 1) & 2).
4. Communication to the community of recreational use of the PRoW network throughout the parish.

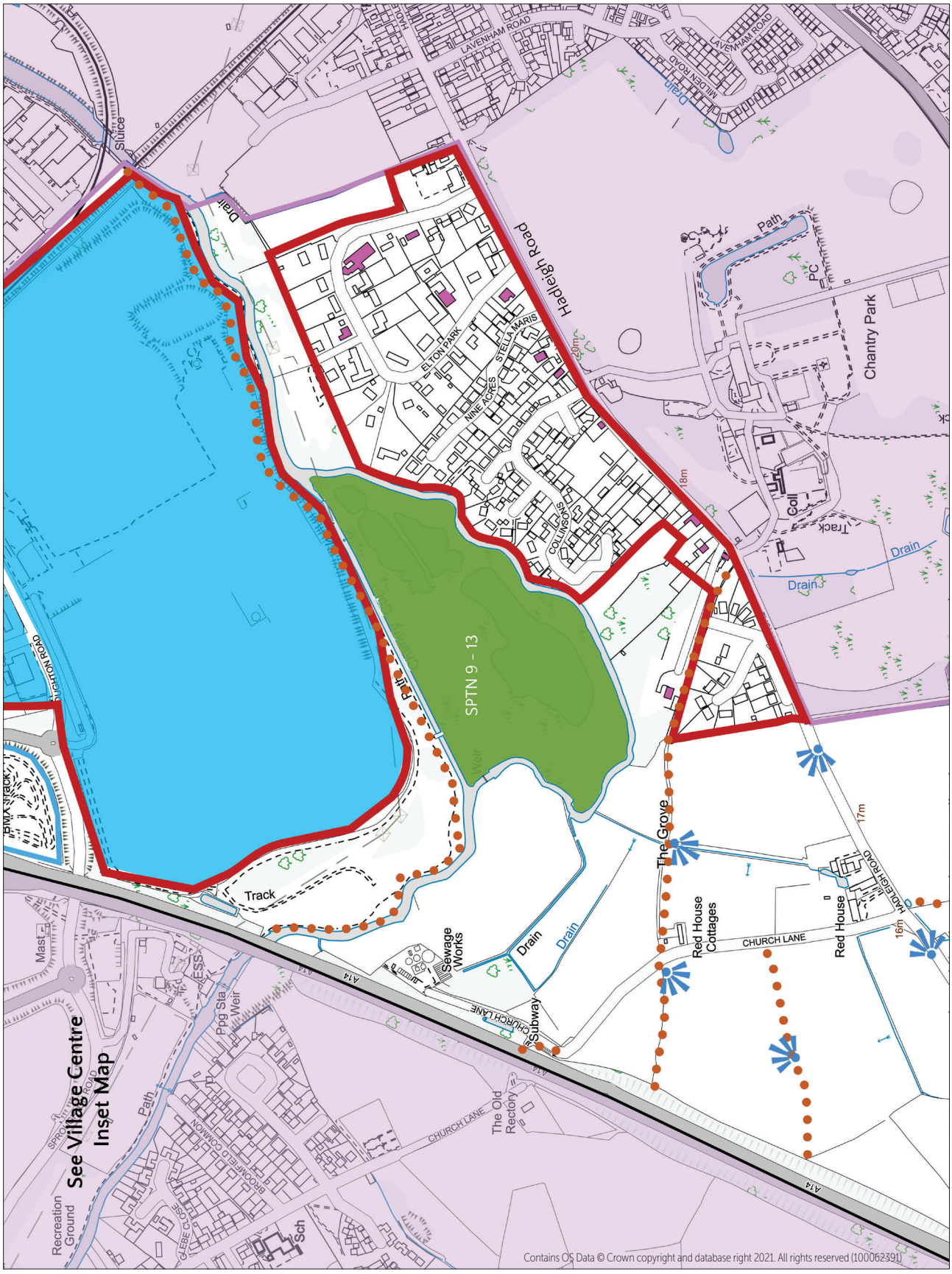
PARISH WIDE POLICIES MAP



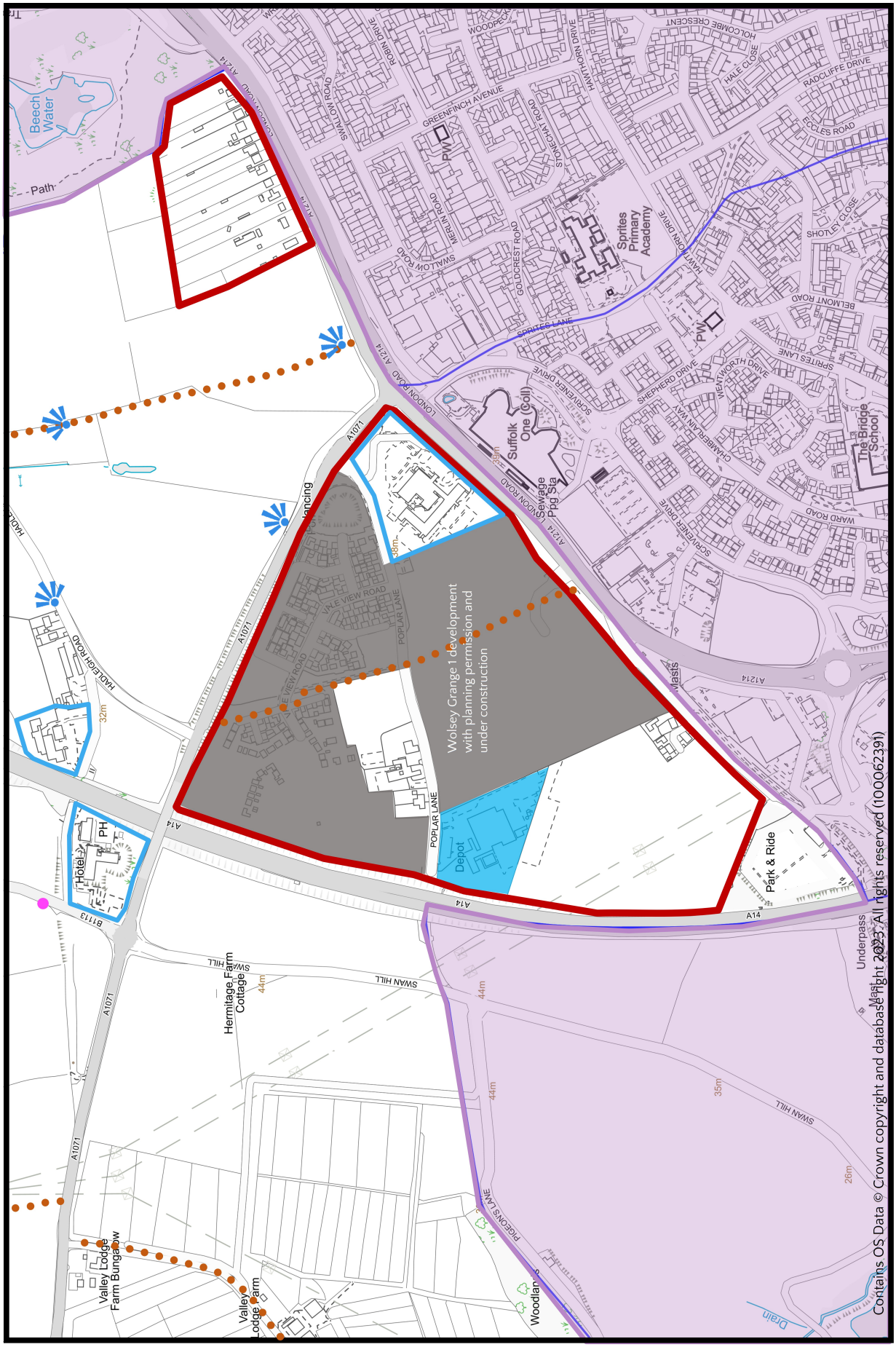
VILLAGE CENTRE INSET MAP



HADLEIGH ROAD INSET MAP



WOLSEY GRANGE INSET MAP



POLICIES MAP

APPENDIX 1 - LISTED BUILDINGS

The information in this appendix is correct at the time of writing the Plan. Up to date information on heritage assets should always be sought from Historic England or other reliable sources of information.

Source: Historic England National Heritage List - https://historicengland.org.uk/listing/the-list

Grade II*

Church of All Saints

Grade II

Sproughton Manor

Sproughton Hall

Barn about 50 metres southwest of Sproughton Hall – Root Barn

Tithe Barn

2 and 4, Lower Street

Prync's Lodge

Walnut Cottage

Mill

Mill House

The Wild Man Public House

Barn circa 20 metres southeast of Red House

Poplar Farmhouse

Lower House and the Stores

Red House Farm

Springvale

1-4, Church Close

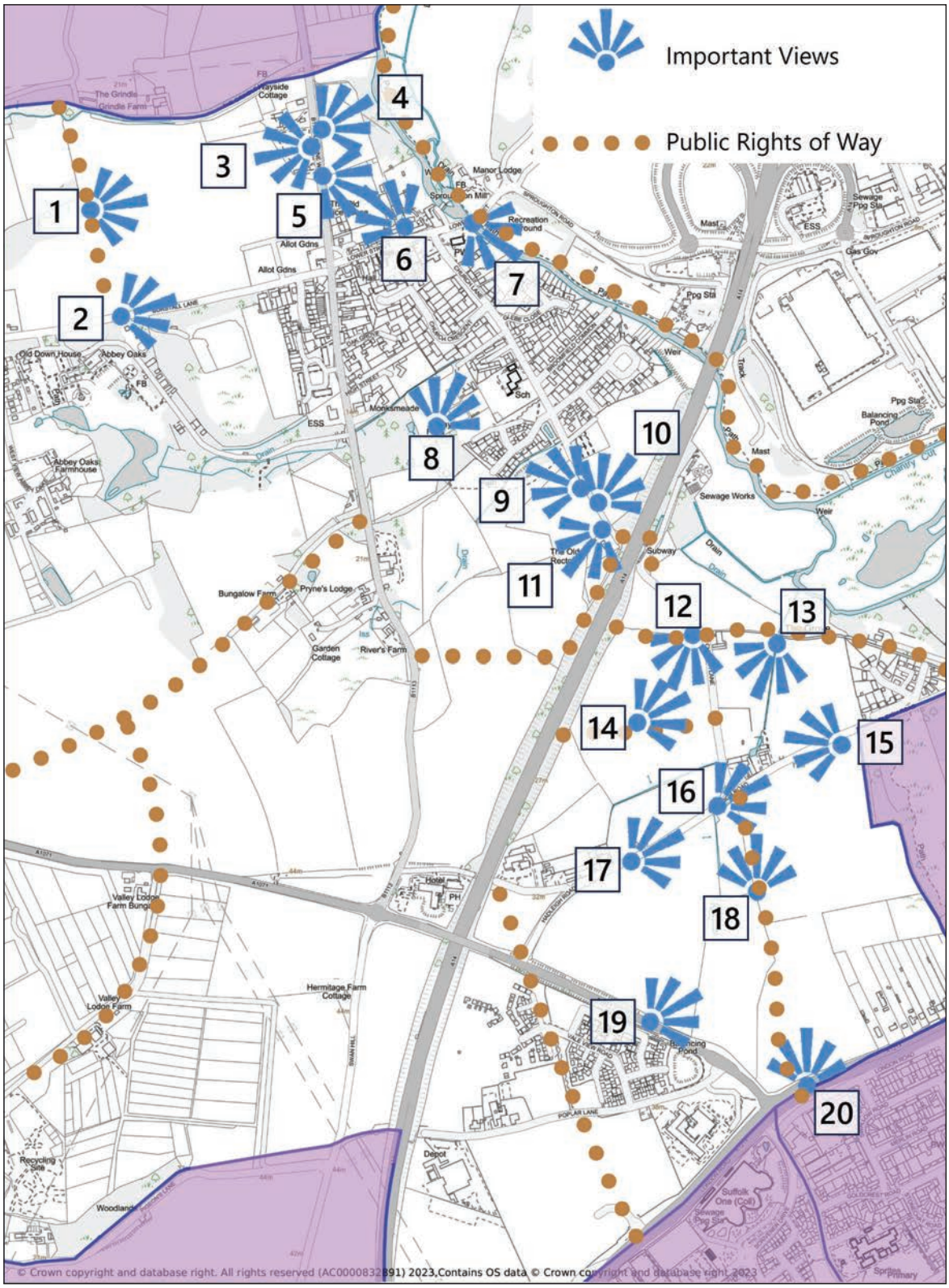
APPENDIX 2 - LANDSCAPE CHARACTER

Source: Sproughton Landscape Appraisal - Alison Farmer Associates. February 2021

Type	Key Characteristics
Rolling Valley Farmlands	• Gentle valley sides with some complex and steep slopes • Deep well drained loamy soils • Organic pattern of fields smaller than on the plateaux • Distinct areas of regular field patterns • A scattering of landscape parks • Small ancient woodlands on the valley fringes • Sunken lanes • Towns and villages with distinctive mediaeval cores and late mediaeval churches • Industrial activity and manufacture, continuing in the Gipping valley • Large, often moated, houses
Ancient Plateau Claylands	• Dissected Boulder Clay plateau • Organic pattern of field enclosures • Straight boundaries where influence of privately owned estates is strongest • Enclosed former greens and commons • Parklands • WWII airfields • Villages with dispersed hamlets and farmsteads • Timber framed buildings • Distinctive estate cottages • Ancient semi-natural woodland
Plateau Farmlands	• Plateaux of medium soils with a mix of 'ancient' and 'planned' countryside • Plateaux of land between river valleys • Loamy soils amenable to arable farming • Irrigated crops • Sinuous lanes and hedge lines • Substantial elements of planned landscape • Plantation woodland • Parkland and planting of exotic trees
Valley Meadowlands	• Flat valley floor grasslands on silty and peat soils • Flat landscapes of alluvium or peat on valley floors • Grassland divided by a network of wet ditches • Occasional Carr woodland and plantations of poplar • Occasional small reedbeds • Unsettled • Cattle grazed fields • Fields converted to arable production
Rolling Estate Farmlands	• A valley side landscape of deep loams, with parklands plantations and ancient woodlands • Gently sloping valley sides and plateau fringes • Generally deep loamy soils • An organic pattern of fields modified by later realignment. • Important foci for early settlement • Coverts and plantations with some ancient woodlands • Landscape parks with a core of wood pasture • Location for mineral workings and related activity, especially in the Gipping valley

APPENDIX 3 - IMPORTANT VIEWS

This appendix was added to the Plan post-examination at the request of the Neighbourhood Plan Examiner that "It would also be helpful to number the views on the maps and bring together the evidence in one place with those numbers." It reproduces the descriptions and photographs, where available, of the identified views in the "Sproughton Neighbourhood Plan: Landscape Appraisal Final Report - February 2021" and the "Land at Red House, Chantry Vale, Sproughton: Landscape Appraisal - September 2019". Both documents are available to view on the Neighbourhood Plan Pages of the Parish Council website.



View 1 - Public footpath north of Burstall Lane

In views from the public right of way north of Burstall Lane there are elevated views east across the Gipping Valley where the village is seen to nestle down within the valley backed by the slopes associated with Sproughton Manor. Ipswich is seen in the far distance although the white cube of the distribution building on the former Sugar Beet Factory site appears large and imposing. From this elevated footpath there are also open views northeast towards Bramford village and its church tower with Ipswich seen in the far distance.

View 2 - Burstall Lane looking east

The approach from the west along Burstall lane is also rural, defined by the narrowness of the lane, flanked by a grass embankment and mature trees/woodland. The road extends down the valley sides, affording views across arable farmland to the edge of the village with the wooded slopes of parkland associated with Sproughton Manor forming a backdrop. To the south the white mass of the warehouse on the former sugar beet factory site is visible against the sky. Development first occurs to the south of the road, but it is set back and not immediately evident. The gateway occurs at the junction with Ransome Close prior to reaching the Wild Man Pub and T-junction with the B1113.

Views 3 to 5 - Northern Approach

When approaching from the north along Lorraine Way the valley setting of Sproughton is evident as a result of the valley floor pastures to the east set within rising land of the valley sides to the east and west. Development along the road is intermittent and rural in character. Through gaps in the hedgerow there are views across the meadows to the church tower and historic buildings of the Tithe Barn and Sproughton Hall which form a distinctive group. The approach is rural in character and a sense of arrival is not reached until just beyond the Old Police House where the Wild Man pub and village green are reached at the staggered crossroad junction.

View 6 - From Tithe Barn towards Lorraine Way

The Landscape Appraisal identifies this as an important view but does not describe it in any detail. However, it can best be described as a view across the open meadows on the northern edge of the village.

View 7 - Eastern Approach

From the east the approach is from within the valley floor. Vegetation along the road and along the river screens views into the village. On reaching Lower Street the road bends sharply to the left. The small green and mature oak at the entrance to Sproughton Lodge is distinctive. Sproughton bridge marks the gateway into the settlement with views opening up to the church and Lower Street beyond.

View 8 - From Playing Field towards the Settlement

The Landscape Appraisal identifies this as an important view but does not describe in any detail. However, it can best be described as a view towards the Grade II* All Saints Church tower.

Views 9 to 11 - From Church Lane towards east and west

The Landscape Appraisal identifies these important views but does not describe it.

Views 12 to 20 - Chantry Vale

There are also distinctive views from Chantry Vale. Whilst these do not relate so closely to the village of Sproughton, (due to its position within the valley and the presence of the A14c which passes through the valley on an embankment), they are particularly valuable in providing a setting and approach to Ipswich. Here there are elevated views across the vale as one approaches Ipswich along the Hadleigh Road. The historic cluster of red brick buildings associated with Red House Farm form a focal point within the undulating valley sides and the pattern of mature trees and hedgerows gives a mature and established character. There are views to Ipswich, but these appear distant. New development on elevated slopes above the Vale appear on the skyline.

The Chantry Vale Views were also assessed in the Red House, Chantry Vale, Sproughton: Landscape Appraisal and described as follows:

View 13 - Red House from the north

The buildings of Red House are seen set within the lower folds of the landscape at the confluence of the two tributary valleys. Set amongst trees and surrounded by arable fields, the central position of these buildings means they are [sic] within the vale landscape and contribute to the local distinctiveness of place.

View 13

View 14 - From Public Footpath north-east towards Sproughton Enterprise Park

Vegetation within the valley floor filters views to the north and places distance between the site and the existing Ipswich fringes which are visible on the opposite side of the Gipping. In the case of the High Bay Distribution Unit, its scale, colour and simplicity mean that it does not read as part of the built urban fringe and its light colour recedes against a sky backdrop.

Views 15 to 17 - Chantry Vale

Key approach routes into Ipswich in the vicinity of Chantry Vale include the A1071 and Hadleigh Road. The A1071 lies along the southern boundary of the site on the highest land which forms the ridge between the Gipping and Belstead valleys. This route is fringed to the south by the Wolsey Grange 1 development and existing urban edge of Ipswich. Whilst there is some vegetation along the road and limited footpaths, the route has a generally urban character. Its relatively straight alignment and level gradient reinforce this perception.
The gateway to Ipswich is reached just before the junction into Wolsey Grange 1.

View 15

In contrast the character of Hadleigh Road is quite different. This route has a sinuous form and varied gradient as it traverses the Rolling Valley Farmland and tributary valley to the Gipping. It is fringed by hedgerows and trees and arable fields with a variety of vistas into the wider surrounding countryside. As such the route affords a rural approach to Ipswich, the gateway to the town being reached at the junction with Larchwood Close. As noted in para 2.10 above [of the Red House, Chantry Vale, Sproughton: Landscape Appraisal] Hadleigh Road was identified by Babergh District Council as 'beautiful natural approach to the west of Ipswich'. Similarly, the Settlement Sensitivity Assessment noted that Hadleigh Road and the adjoining open fields offer one of the most attractive approaches into Ipswich.

View 16

View 17

View 18 - Towards Red House Farm
Once beyond the 35M contour of the land begins to flatten off. From here views to the wider landscape are more restricted, although the sense of a wider rural landscape can still be perceived.

View 19 - Chantry Vale
From the existing urban edge along the A1071, and in the vicinity of Wolsey Grange 1, there are elevated views across chantry Vale towards Ipswich seen in the distance on the other side of the Gipping. The gentle folds of the landscape are an important component of the rural foreground views. The High Bay Distribution Unit appears out of scale with the landscape, but it's light colour and simple form mean that in many lighting conditions it does not stand out against the sky and the expanse of foreground landscape retains its intact rural character.

View 20 - Chantry Vale
From the mid to upper slopes there are extensive long-distance views to the wider agricultural landscapes. The A14 is not evident in these views and the vale is perceived as part of unbroken countryside stretching beyond the fringes of Ipswich.

View 18

View 19

View 20

APPENDIX 4 - DEVELOPMENT DESIGN CHECKLIST

Source: Sproughton Design Codes – AECOM. March 2021

1. Street grid and layout:

1.1 Do the new points of access and street layout have regard for all users of the development; in particular pedestrians, cyclists and those with disabilities?
1.2 What are the essential characteristics of the existing street pattern? Are these reflected in the proposal?
1.3 How will the new design or extension integrate with the existing street arrangement?
1.4 Are the new points of access appropriate in terms of patterns of movement?
1.5 Do the points of access conform to the statutory technical requirements?

2. Local green spaces, views and character:

2.1 What are the particular characteristics of this area which have been taken into account in the design, i.e., what are the landscape qualities of the area?
2.2 Does the proposal maintain or enhance any identified views or views in general?
2.3 How does the proposal affect the trees on or adjacent to the site?
2.4 Has the proposal been considered within its wider physical context?
2.5 Has the impact on the landscape quality of the area been taken into account?
2.6 Does the proposal preserve and enhance the local wildlife?
2.7 Has the proposal considered the creation of green corridors to benefit biodiversity?
2.8 In rural locations, has the impact of the development on the tranquility of the area been fully considered?
2.9 How does the proposal affect the character of a rural location?
2.10 How does the proposal impact on existing views which are important to the area and how are these views incorporated in the design?
2.11 Can any new views be created?
2.12 Is there adequate amenity space for the development?
2.13 Does the new development respect and enhance existing amenity space?
2.14 Have opportunities for enhancing existing amenity spaces been explored?
2.15 Will any communal amenity space be created? If so, how this will be used by the new owners and how will it be managed?

3. Gateway and access features:

3.1 What is the arrival point, how is it designed?
3.2 Does the proposal maintain or enhance the existing gaps between settlements?
3.3 Does the proposal affect or change the setting of a listed building or listed landscape?
3.4 Is the landscaping to be hard or soft?

4. Building's layout and grouping:

4.1 What are the typical groupings of buildings?
4.2 How have the existing groupings been reflected in the proposal?
4.3 Are proposed groups of buildings offering variety and texture to the townscape?
4.4 What effect would the proposal have on the streetscape?
4.5 Does the proposal maintain the character of dwelling clusters stemming from the main road?
4.6 Does the proposal overlook any adjacent properties or gardens? How is this mitigated?

5. Building line and boundary treatment:

5.1 What are the characteristics of the building line?
5.2 How has the building line been respected in the proposals?
5.3 Has the appropriateness of the boundary treatments been considered in the context of the site?

6. Building heights and roofline:

6.1 What are the characteristics of the roofline?
6.2 Have the proposals paid careful attention to height, form, massing and scale?
6.3 If a higher-than-average building(s) is proposed, what would be the reason for making the development higher?

7. Household extensions:

7.1 Does the proposed design respect the character of the area and the immediate neighbourhood, and does it have an adverse impact on neighbouring properties in relation to privacy, overbearing or overshadowing impact?
7.2 Is the roof form of the extension appropriate to the original dwelling (considering angle of pitch)?
7.3 Do the proposed materials match those of the existing dwelling?
7.4 In the case of side extensions, does it retain important gaps within the street scene and avoid a 'terracing effect'?
7.5 Are there any proposed dormer roof extensions set within the roof slope?
7.6 Does the proposed extension respond to the existing pattern of window and door openings?
7.7 Is the side extension set back from the front of the house?

8. Building materials and surface treatment:

8.1 What is the distinctive material in the area, if any?
8.2 Does the proposed material harmonise with the local materials?
8.3 Does the proposal use high-quality materials?
8.4 Have the details of the windows, doors, eaves and roof details been addressed in the context of the overall design?
8.5 Do the new proposed materials respect or enhance the existing area or adversely change its character?

9. Car parking solutions:

9.1 What parking solutions have been considered?
9.2 Are the car spaces located and arranged in a way that is not dominant or detrimental to the sense of place?
9.3 Has planting been considered to soften the presence of cars?
9.4 Does the proposed car parking compromise the amenity of adjoining properties?
9.5 Have the needs of wheelchair users been considered?

10. Architectural details and design:

10.1 If the proposal is within an historic area, how are the characteristics reflected in the design?
10.2 Does the proposal harmonise with the adjacent properties?
10.3 Does the proposal respect the height, massing and general proportions of adjacent buildings and take cues from materials and other physical characteristics?
10.4 Does the proposal maintain or enhance the existing landscape features?
10.5 Has the local architectural character and precedent been demonstrated in the proposals?
10.6 If the proposal is a contemporary design, are the details and materials of a sufficiently high enough quality and does it relate specifically to the architectural characteristics and scale of the site?

APPENDIX 5 - SUPPORTING DOCUMENTS

The documents below provide the main evidence that have been used to support the policies in the Neighbourhood Plan. Where appropriate, and as required by the Neighbourhood Plan policies, they should be referred to in planning applications in the Neighbourhood Area.

1. Sproughton Neighbourhood Plan - Landscape Appraisal, Alison Farmer Associates - **February 2021**
2. Sproughton, Site Assessment, AECOM - **May 2021**
3. Sproughton, Design Guidelines, AECOM - **March 2021**
4. Sproughton, Housing Needs Assessment, AECOM - **October 2020**
5. Sproughton, Neighbourhood Plan Consultation Questionnaire, Results -**September 2020**
6. Sproughton School Neighbourhood Plan Survey - **October 2020**
7. Sproughton School Survey results - **November 2020**
8. Sproughton parish Listed Buildings - **November 2020**
9. Sproughton parish Non-Designated Heritage Assets - **May 2022**
10. Sproughton parish Green Spaces - **August 2022**
11. Sproughton parish Special Character Area Appraisal - **April 2023**
12. Land at Red House Farm, Chantry Vale, Sproughton: Landscape Appraisal Alison Farmer Associates LTD - **September 2019**
13. Babergh and Mid Suffolk District Councils - Environment Concept Statements JLP Allocation Sites - LUC - **August 2021**
14. Technical housing standards - nationally described space standards - https://www.gov.uk/government/publications/technical-housing-standards-nationally-described-space-standard
15. Assessing Landscape Value outside national designations. https://www.landscapeinstitute.org/publication/tgn-02-21-assessing-landscape-value-outside-national-designations/
16. Appeal by Hopkins Homes Limited -PROOF OF EVIDENCE of Roy M Lewis BA (Hons), MA (Arch Cons), MRTPI, IHBC on Heritage Proposed residential development of forty-nine dwellings with new vehicular access from Bramford Road (B1113), associated parking, landscaping and open space on land on the east side of, Bramford Road, Sproughton, Suffolk

All these documents can be found either on the Sproughton Neighbourhood Plan or are accessible via the Babergh District Council website and are in the public domain. http://sproughton.onesuffolk.net/neighbourhood-plan/reference-documents/

GLOSSARY

NB: for purposes of this document the Glossary clarifies the terms.

Affordable housing: Affordable Housing is defined by the Government in the NPPF as:

Affordable housing: housing for sale or rent, for those whose needs are not met by the market (including housing that provides a subsidised route to home ownership and/or is for essential local workers); and which complies with one or more of the following definitions:

a) **Affordable housing for rent** meets all of the following conditions:

(a) the rent is set in accordance with the Government's rent policy for Social Rent or Affordable Rent, or is at least 20% below local market rents (including service charges where applicable);

(b) the landlord is a registered provider, except where it is included as part of a Build to Rent scheme (in which case the landlord need not be a registered provider); and

(c) it includes provisions to remain at an affordable price for future eligible households, or for the subsidy to be recycled for alternative affordable housing provision. For Build to Rent schemes affordable housing for rent is expected to be the normal form of affordable housing provision (and, in this context, is known as Affordable Private Rent).

b) **Starter homes:** is as specified in Sections 2 and 3 of the Housing and Planning Act 2016 and any secondary legislation made under these sections. The definition of a starter home should reflect the meaning set out in statute and any such secondary legislation at the time of plan-preparation or decision-making. Where secondary legislation has the effect of limiting a household's eligibility to purchase a starter home to those with a particular maximum level of household income, those restrictions should be used.

c) **Discounted market sales housing** is that sold at a discount of at least 20% below local market value. Eligibility is determined with regard to local incomes and local house prices. Provisions should be in place to ensure housing remains at a discount for future eligible households.

d) **Other affordable routes to home ownership** are housing provided for sale that provides a route to ownership for those who could not achieve home ownership through the market. It includes shared ownership, relevant equity loans, other low-cost homes for sale (at a price equivalent to at least 20% below local market value) and rent to buy (which includes a period of intermediate rent). Where public grant funding is provided, there should be provisions for the homes to remain at an affordable price for future eligible households, or for any receipts to be recycled for alternative affordable housing provision or refunded to Government or the relevant authority specified in the funding agreement."

Archaeological interest: There will be archaeological interest in a heritage asset if it holds, or potentially may hold, evidence of past human activity worthy of expert investigation at some point. Heritage assets with archaeological interest are the primary source of evidence about the substance and evolution of places, and of the people and cultures that made them.

Best and most versatile agricultural land: Land in grades 1, 2 and 3a of the Agricultural Land Classification.

Biodiversity: Describes the range and variety of living organisms within an ecosystem. It can include all living organisms, plants, animals, fungi, and bacteria and is often used to indicate the richness or number of species in an area. Such an area can be defined at diverse levels across the globe or be limited to a local area such as a parish.

Biodiversity action plan: A strategy prepared for a local area aimed at conserving biological diversity.

Buildings of local interest: Locally important building valued for its contribution to the local scene or for local historical situations but not meriting listed status.

Community facilities: For the purposes of this Plan, these are defined as meeting places, places of worship, recreation and play areas. Conservation (for heritage policy): The process of maintaining and managing change to a heritage asset in a way that sustains and, where appropriate, enhances its significance.

Conservation (for heritage policy): The process of maintaining and managing change to a heritage asset in a way that sustains and, where appropriate, enhances its significance.

Community infrastructure levy: A levy allowing local authorities to raise funds from owners or developers of land undertaking new building projects in their area.

Core village: A core village is defined in the emerging Joint Local Plan as one providing services and facilities for their own residents and for those that live in smaller surrounding villages and rural settlements in the hinterland around them that often overlap.

Development plan: This includes adopted Local Plans and neighbourhood plans as defined in section 38 of the Planning and Compulsory Purchase Act 2004.

Enterprise zone: An enterprise zone is a geographic area that has been granted special tax breaks, regulatory exemptions or other public assistance in order to encourage private economic development and job creation.

Green infrastructure: A network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities.

Habitat: The natural home of an animal or plant often designated as an area of nature conservation interest.

Heritage asset: A term that includes designated heritage assets (e.g., listed buildings, world heritage sites, conservation areas, scheduled monuments, protected wreck sites, registered parks and gardens and battlefields) and non-designated assets identified by the local planning authority. Non-designated heritage assets include sites of archaeological interest, buildings, structures or features of local heritage interest listed by, or fulfilling criteria for listing by, the local planning authority. (Including Local Listing and assets identified in the Special Character Areas).

Hinterland village: Defined in the Babergh Core Strategy 2014 as villages that tend to be small, with very limited facilities and so are dependent on nearby larger villages or urban areas for many of their everyday needs.

Historic environment: All aspects of the environment resulting from the interaction between people and places through time, including all surviving physical remains of past human activity, whether visible, buried or submerged, and landscaped and planted or managed flora.

Historic landscape: defines the historic landscape of the parish and its heritage, inclusive of the heritage assets to be considered in conjunction with significant buildings, registered listed buildings and the historic heritage landscape.

Infrastructure: The basic physical and organisational structures and facilities (e.g., buildings, roads, and power supplies) necessary for development to take place.

International, national, and locally designated sites of importance for biodiversity: All international sites (Special Areas of Conservation, Special Protection Areas, and Ramsar sites), national sites (Sites of Special Scientific Interest) and locally designated sites including Local Wildlife Sites.

Local planning authority: The public authority whose duty it is to carry out specific planning functions for a particular area which in this case is Babergh District council.

Local Plan: The plan for the future development of the local area, drawn up by the local planning authority in consultation with the community.

Neighbourhood Plan: A plan prepared by a parish council or Neighbourhood Forum for a particular neighbourhood area (made under the Planning and Compulsory Purchase Act 2004).

Joint Local Plan (JLP): The plan for the future development of the local area, drawn up by co-operating local planning authorities in consultation with the community.

Open space: All open space of public value, including not just land, but also areas of water (such as rivers, canals, lakes, and reservoirs) which offer important opportunities for sport and recreation and can act as a visual amenity.

PRoW - Public rights of way: A public right of way is a right by which the public can pass along linear routes over land at all times. Although the land may be owned by a private individual, the public have a legal right across that land along a specific route. Public rights of way are all highways in law, but the term 'public rights of way' is generally used to cover more minor highways.

Footpath: A footpath is a highway over which the public has a right of way on foot only.

Bridleway: A bridleway is a highway over which the public has a right of way on foot, horseback and on a pedal cycle (including mountain-bikes). There may also be a right to drive animals along a bridleway.

Restricted byway: A restricted byway is a highway over which the public is entitled to travel on foot, horseback and with non-mechanically propelled vehicles (such as pedal cycles and horse-drawn vehicles). There may also be a right to drive animals along a restricted byway.

RAMSAR: The Ramsar Convention takes a broad approach in determining the wetlands which come under its aegis. Under the text of the Convention (Article 1.1), wetlands are defined as: *"areas of marsh, fen, peatland or water, whether natural or artificial, permanent or temporary, with water that is static or flowing, fresh, brackish or salt, including areas of marine water the depth of which at low tide does not exceed six metres". In addition, for the purpose of protecting coherent sites, the Article 2.1 provides that wetlands to be included in the Ramsar List of internationally important wetlands: "may incorporate riparian and coastal zones adjacent to the wetlands, and islands or bodies of marine water deeper than six metres at low tide lying within the wetlands"*. The convention was signed in the Iranian city of Ramsar.

Renewable and low carbon energy: Includes energy for heating and cooling as well as generating electricity. Renewable energy covers those energy flows that occur naturally and repeatedly in the environment - from the wind, the fall of water, the movement of the oceans, from the sun and also from biomass and deep geothermal heat. Low carbon technologies are those that can help reduce emissions (compared to conventional use of fossil fuels).

Rural exception sites for affordable housing: Sites for affordable housing development in rural locations where market housing would not normally be acceptable because of planning policy constraints. Homes can be brought forward on these sites only if there is a proven unmet local need for affordable housing and a legal planning agreement is in place to ensure that the homes will always remain affordable, will be for people in housing need and prioritised for those with a strong local connection to the parish.

Setting of a heritage asset: The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral.

Settlement Boundary: A line defined on the Policies Map, which reflects the main built-up areas of the settlement and includes sites allocated in the Plan for development. In general, there is a presumption in favour of development within the Settlement Boundary. Land and buildings outside Settlement Boundary are usually considered to be open countryside where development would be regulated with stricter planning policies.

Significance (for heritage policy): The value of a heritage asset to this and future generations because of its heritage interest. That interest may be archaeological, architectural, artistic, or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting and sense of place.

Site of special scientific interest: Sites designated by Natural England under the Wildlife and Countryside Act 1981.

Strategic environmental assessment: A procedure (set out in the Environmental Assessment of Plans and Programmes Regulations 2004) which requires the formal environmental assessment of certain plans and programmes which are likely to have significant effects on the environment.

Storey: Homes within Sproughton parish range from 1 to 3 storey's, the majority are 2 storey. For details on maximum slab to ridge heights for 1 and 2 storey ridge heights please refer to AECOM's Design Guidance and Codes document.

Suffolk RAMS: Suffolk Coast Recreational Disturbance Avoidance and Mitigation Strategy (RAMS)

Use classes: The Town and Country Planning (Use Classes) Order 1987 (as amended) puts uses of land and buildings into various categories known as 'Use Classes'.

Wildlife corridor: A wildlife corridor is a link of wildlife habitat, generally native vegetation, which joints two or more larger areas of similar wildlife habitat, Corridors are critical for the maintenance of ecological processes including allowing for the movement of animals and the continuation of viable populations of plants and animals.

Zone of influence (ZOI): is the area where increased residential development will result in likely significant effects. As set out in the strategy, evidence shows that there is a 13 km Zone of Influence (ZOI) around the relevant Habitat Sites in the Suffolk Coast area (this includes East Suffolk, Ipswich Borough and Babergh and Mid Suffolk Council areas).

Errata

The Rookery: As described on OS and historic maps also known as Sproughton House.

Alison Farmer - Landscape Appraisal: Paragraph 4.8.3 mentions Sproughton Manor as being the named Distinct Character area. Sproughton Manor is not correct, Sproughton House also known as The Rookery is the correct name.

SPROUGHTON
NEIGHBOURHOOD PLAN

NORWICH TO TILBURY

EN020027

Joint Local Impact Report

Appendix 15 (Botesdale and Rickinghall Neighbourhood Plan, 2020)

Suffolk County Council [redacted]

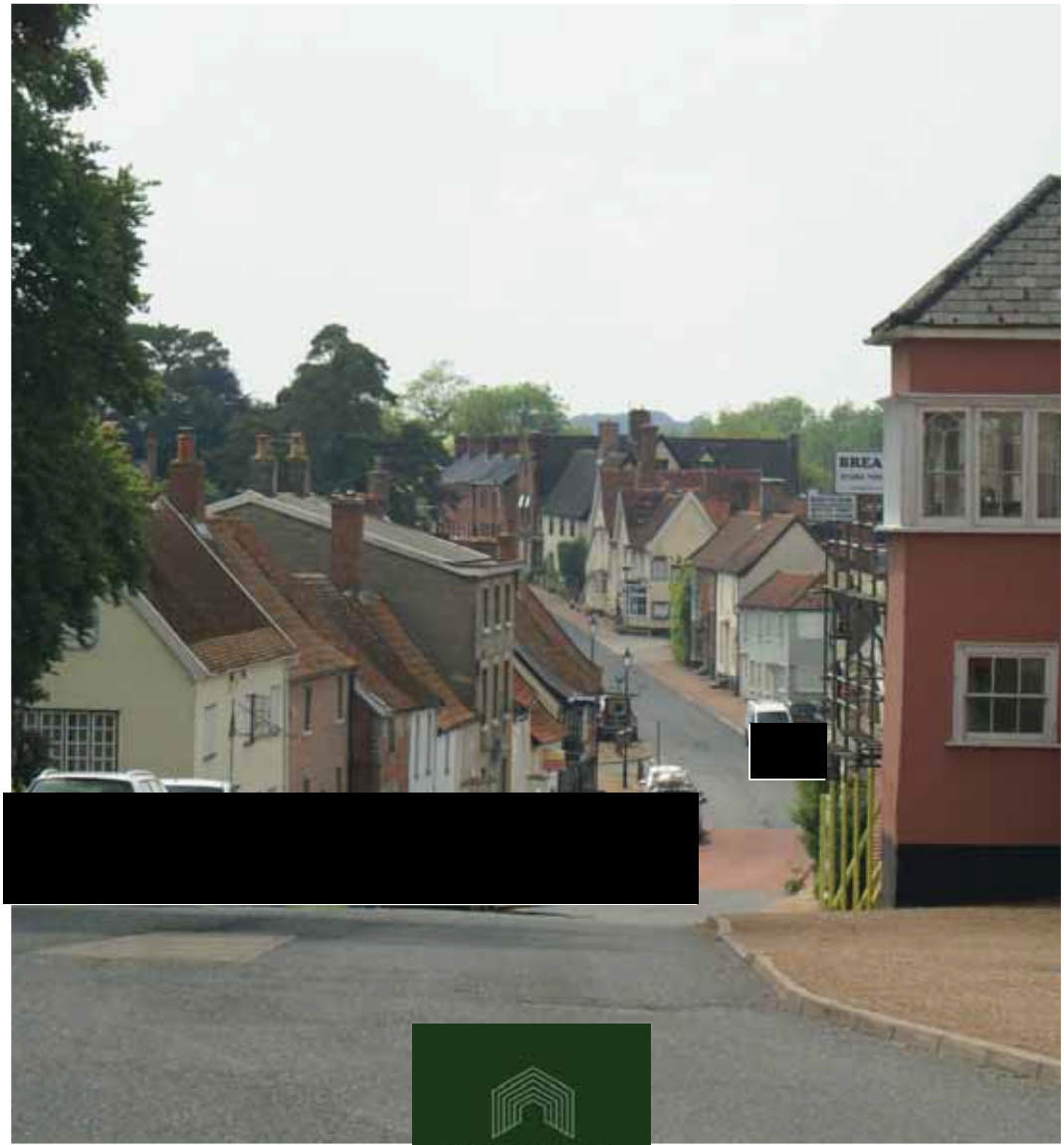
Babergh District Council [redacted]

Mid Suffolk District Council [redacted]

BOTESDALE & RICKINGHALL

NEIGHBOURHOOD PLAN

2017-2036



BOTESDALE & RICKINGHALL NEIGHBOURHOOD PLAN

MADE PLAN

JANUARY 2020

Prepared by Botesdale and Rickinghall Parish Councils

FOREWORD

The Botesdale and Rickinghall Neighbourhood Plan ("The Plan") aims to protect and enhance the treasured quality of life that the villages offer for the benefit of their existing and future communities and to provide for sustainable growth.

The Plan, valid until 2036, forms a legally-binding foundation of the Planning Process, bringing increased planning control to our villages, and as such it has to be written in terms that are meaningful to the planners at Mid Suffolk District Council (MSDC). This is the layman's summary.

The Plan:

- is based on an understanding of our villages as they are today, and how we'd like them to be in the future, by:
  - asking the villages' residents (Household, Business and Youth surveys)
  - analysing the current and projected population and related housing needs
  - describing and evaluating the surrounding landscape
- describes the villages and the way of life they make possible by:
  - identifying precious views, green spaces, characterful buildings
  - listing services such as the surgery, schools and associated clubs
- enables a partnership with MSDC in playing our part in solving the housing shortage by:
  - identifying sufficient sites for new homes appropriate to our designation in the MSDC planning strategy and the local environment constraints
  - demonstrating compliance with Planning rules that are set at Government and Council levels and
  - cementing our role in the planning process enabling us to protect, maintain, and enhance valued features

The concerns and solutions that have been discussed are embodied in this document in the following format:

1. Vision
   - a short statement describing our outlook for the villages in the year 2036
2. Objectives
   - what needs to be done to achieve the Vision
3. Planning Policies
   - the focus of MSDC planners, these are the local rules by which we the villagers expect planning applications to be determined
4. Community Actions
   - identified tasks that villagers can undertake themselves to improve village life

The Neighbourhood Plan, was made (adopted) by Mid Suffolk District Council in January 2020 and becomes part of the Development Plan for the designated area and decisions on planning applications will need to be made in accordance with the Plan unless there are material considerations that justify a different decision being made.

The Plan is a "living document" that will be reviewed from time to time to monitor its effectiveness, allowing for modifications according to changing circumstances.

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INTRODUCTION

1.1 The Localism Act 2011 introduced new rights and powers to allow local communities to shape new development in their community by preparing a Neighbourhood Development Plan, which can establish local planning policies for the development and use of land in the neighbourhood. This document is a Neighbourhood Development Plan (the Plan) as defined in the Act and has been prepared by a Steering Group established jointly by the Parish Councils of Botesdale, Rickinghall Inferior and Rickinghall Superior, who are the qualifying bodies as defined by the Localism Act 2011. In support of the Steering Group, a Neighbourhood Plan Forum of interested residents was also established in order to act as a "support network" for the work undertaken by the Steering Group.

1.2 The Plan focuses on local planning related matters and provides the village with greater opportunities than ever before to influence change and development within our area, based upon a fair and democratic consultation process supported by Mid Suffolk District Council and the Parish Councils.

1.3 The Plan has been prepared in the context of the current status of the Mid Suffolk Local Plan. At the time of preparation, the adopted local plan documents for the Neighbourhood Plan Area were the Mid Suffolk Local Plan (1998), the Mid Suffolk Core Strategy (2008) and the Mid Suffolk Core Strategy Focused Review (2012). These documents are collectively referred to as "the local plan" in this document. In 2015 Mid Suffolk District Council announced their intention to produce a new Joint Local Plan (the emerging local plan) with Babergh District Council that would provide a planning framework for the management of growth across the two districts to 2036. In July 2019 a "Preferred Options" Joint

Local Plan consultation document was published, confirming that the new local plan would not be adopted before the Neighbourhood Plan is "made" by the District Council. As such, the Neighbourhood Plan has been prepared to conform with the policies in the adopted local plan documents, as explained in chapter five, while having regard to the status and content of the emerging local plan.

1.4 There will undoubtedly be pressures from house building and local development over time and this Plan contains our collective response to managing such pressures in the villages which, together with the emerging local plan, will guide possible new building, its location and its design. Opportunities for appropriate development and investment will be considered in a fair and balanced manner, each case on its own planning merits having regard to the policies of the Neighbourhood Plan, the adopted local plan and the National Planning Policy Framework.

1.5 The Plan also ensures that the unique characteristics and landscape setting of the villages will be maintained as well as enabling the protection and improvement of vital services and facilities.

1.6 The document is structured to provide a thread that identifies the background to the Plan, the information that has been gathered to inform the policies and then a Vision, Objectives and the planning policies. In addition to the planning policies, the Neighbourhood Plan contains Community Actions which, although they do not form part of the development plan, identify local initiatives that address issues and

concerns raised during the community engagement. The community actions are identified separately from the planning policies to avoid confusion.

Why a Neighbourhood Plan for Botesdale and Rickinghall?

1.7 In October 2016, three villagers, J Broadbent, S Coe and R Parry discussed the need for a Neighbourhood Plan for Botesdale and Rickinghall, in the light of recent changes to the planning laws. Earlier in 2016 Mid Suffolk District Council had announced that they no longer had five years supply of available housing land in the District and that the policies that directed where new housing should be built were deemed to be out-of-date. Aware of new planning applications for housing coming forward for Rickinghall, the three were concerned that the new developments should fit in with our historic setting and meet the needs of local people. S Coe attended two Rickinghall and one Botesdale Parish Council meetings to canvas support for creating a Neighbourhood Plan covering the three parishes.

1.8 With support from members of the Parish Councils, J Broadbent, S Coe & W Sargeant arranged a general meeting for 18 January 2017, and notices were put out to every household in the three parishes at the end of November, by enclosing a leaflet for distribution with the Parish Magazine.

1.9 The initial open meeting was well attended with over 75 people and at the follow up meeting in February, nine volunteers stepped forward to form a steering group for the Neighbourhood Plan to be created.

The steering group includes members of Botesdale and Rickinghall Inferior & Superior Parish Councils and has the full backing of the Parish Councils, with the Parish Clerk providing administrative support.

Steering Group Members

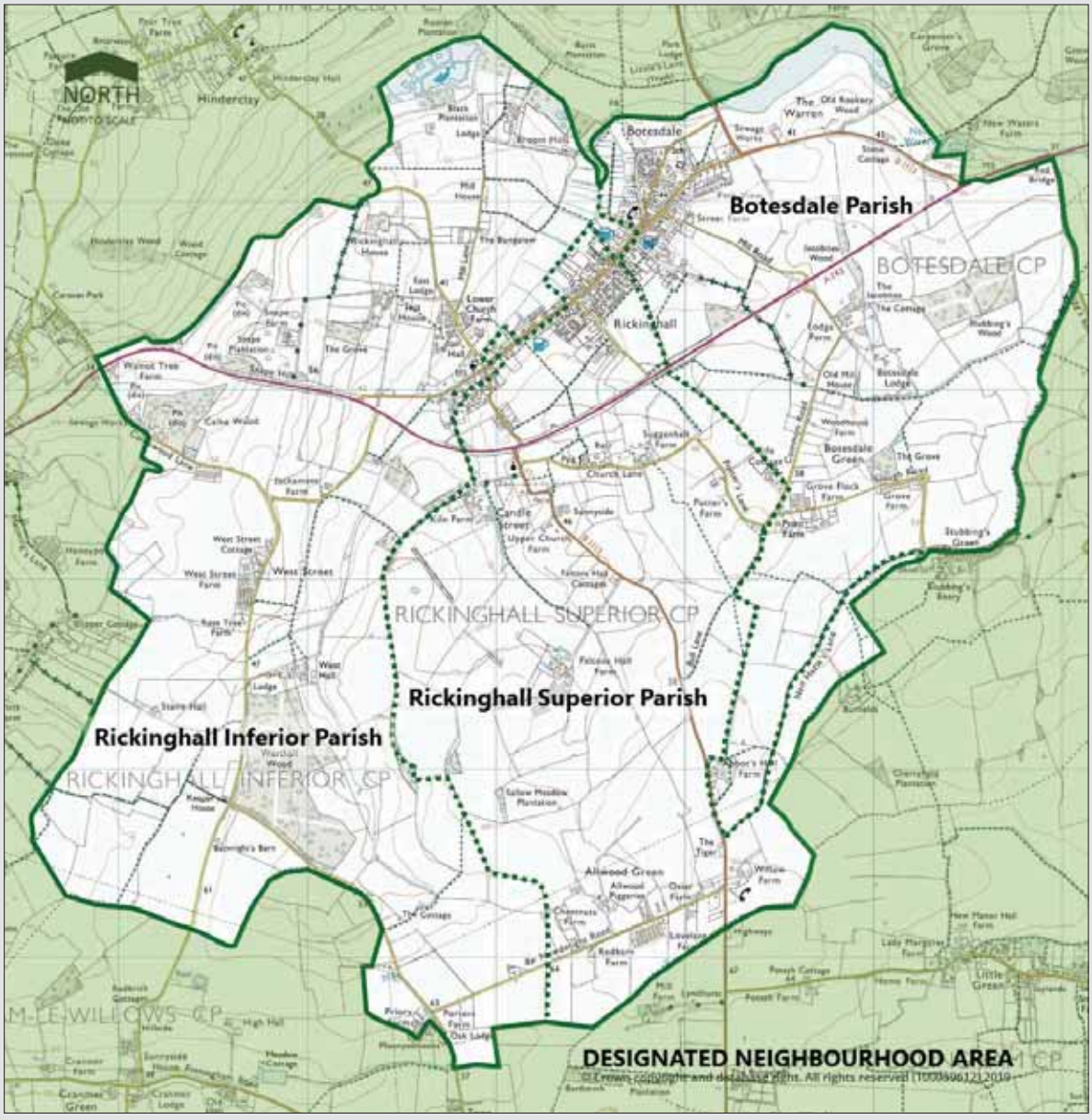
Jo Broadbent
Sue Coe
Jordan Fox
Clive Matthews
Diana Maywhort
Phil Schofield
Desmond Bavington-Lowe
William Sargeant
(Botesdale Parish Council)
Robin Brown
(Rickinghall Parish Council)

The Steering Group was supported by Ian Poole of Places4People Planning Consultancy

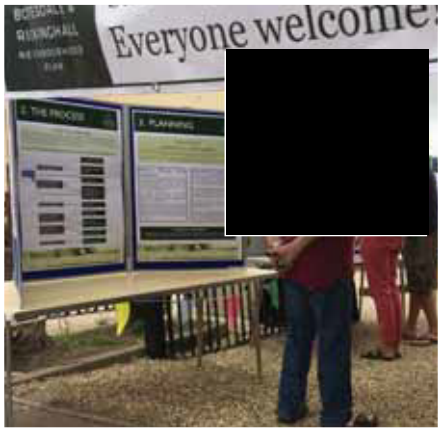
2. THE PROCESS

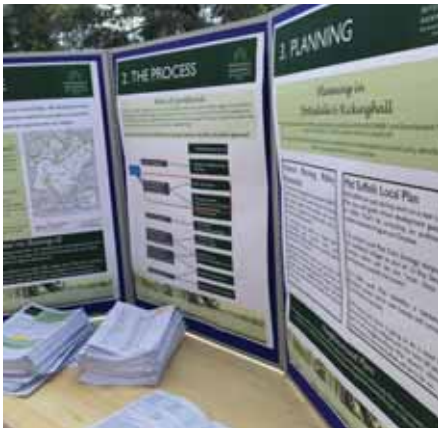
2.1 The Neighbourhood Plan Area was designated in May 2017 by Mid Suffolk District Council. It covers the whole of the parishes of Botesdale, Rickinghall Inferior and Rickinghall Superior, as illustrated on the map below.

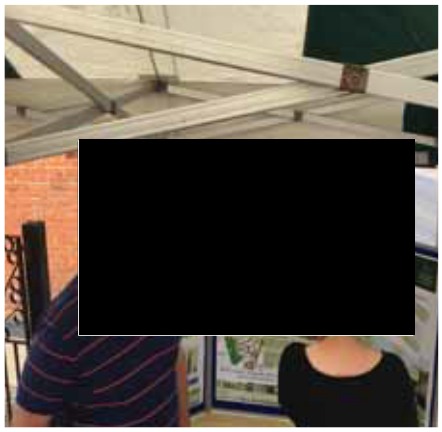
2.2 The Plan covers the period from 2017 to 2036, the end date being chosen to coincide with that of the emerging Joint Local Plan. It has been developed through extensive community consultation and is based on sound research and evidence.



MAP 1 - THE DESIGNATED NEIGHBOURHOOD PLAN AREA







2.3 The key stages in the preparation of the Neighbourhood Plan to date are listed below.

- January 2017 – Open Public Meeting to identify how the community could influence housing development in the villages. Forum established to prepare a Neighbourhood Plan;
- February 2017 – Second meeting to focus on establishing the Forum membership, the membership of the Steering Group and the geography to be covered by the Plan;
- March 2017 – Application made to Mid Suffolk District Council to designate the parishes of Botesdale, Rickinghall Inferior and Rickinghall Superior as a Neighbourhood Area for the purposes of preparing a Neighbourhood Plan;
- May 2017 – Mid Suffolk District Council designated the Neighbourhood Area;
- July 2017 – Drop-in Consultation Event held at The Bell Inn yard in The Street;
- July 2017 – Household, Business and Youth Surveys;
- October 2017 – Potential Housing sites assessed by AECOM consultants as part of the government Neighbourhood Plan support package;
- February 2018 – Landscape Appraisal undertaken by Alison Farmer Associates;
- May 2018 – Design Guidance produced by AECOM consultants as part of the government Neighbourhood Plan support package.
- November / December 2018 – Formal Pre-Submission consultation on Draft Plan;
- January 2019 – Submission of Plan to Mid Suffolk District Council
- February/March 2019 – Formal Submission consultation by Mid Suffolk District Council
- April- August 2019 – Examination by independent Examiner
- November 2019 – Referendum

3. BOTESDALE AND RICKINGHALL - HISTORY AND NOW

3.1 The Parishes of Botesdale, Rickinghall Inferior and Rickinghall Superior are orientated north south and reflect the early division of land to take advantage of landscape resources including the wetland landscape of the river valleys in the north and the plateau landscapes to the south which were suitable for animal grazing on commons and greens. The area also had a number of valuable raw materials including the quarrying of marl used as a soil improver and extraction of sand and gravel as well as the cutting of peat where it accumulated on the valley floor.

3.2 The separate villages of Botesdale, Rickinghall Inferior and Rickinghall Superior have their origins as separate agricultural communities and were mainly involved in the growing of hemp. Proximity to the large linen market in Diss made this the primary local industry.

3.3 In the medieval period Botesdale was a hamlet of Redgrave, located a few miles to the north. Botesdale developed when the medieval market every Thursday was granted by charter in 1227 by King Henry III.

3.4 Originally three settlements, Botesdale, Rickinghall Inferior and Rickinghall Superior all had their own churches – Chapel of Ease otherwise known as St. Botolph's Chapel, St.Mary's Inferior and St. Mary's Superior respectively. The St. Botolph's Chapel was built in 1338 and then renovated and changed to a chantry chapel in the late 15th century. When chantry chapels were abolished in the 1540s it became a school and a house was added on for the schoolmaster. In 1884, it was restored to use as a chapel of ease to Redgrave. It is a grade II* listed building. The churches in Rickinghall Inferior and Superior are both named St Mary's and are Grade I listed. Rickinghall Superior church is located outside of the main Botesdale/ Rickinghall settlement located to the south on slightly higher land and in association with the hamlet now known as Candle Street.

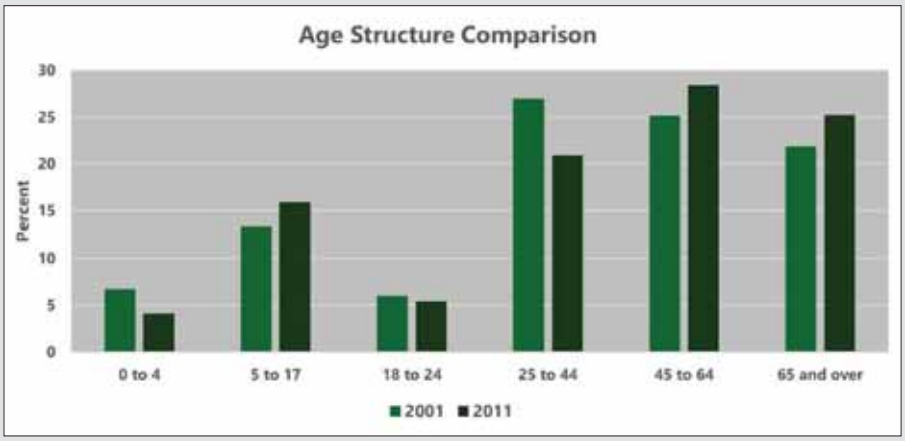
3.5 In the 17th century the main road passing through the settlements had become a toll road from Scole to Bury St Edmunds. Coaching houses such as the Bell Inn developed along The Street and the octagonal Tollgate House at the northern end of Botesdale reflects this history today.

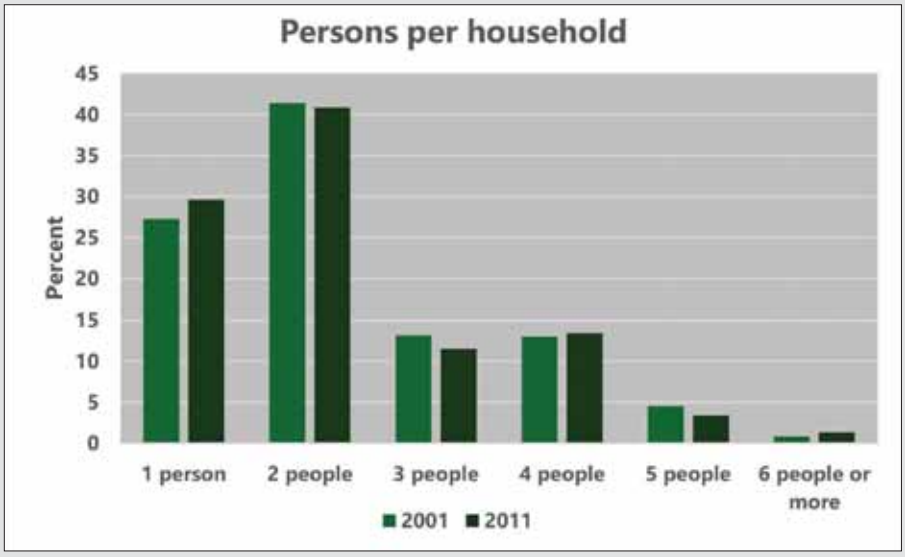
3.6 Over time, new development along the main street has occurred such that it is now not possible to distinguish between the three settlements. The form and character of the settlements has altered very little in the 20th century. Where development has occurred, it has comprised infill sites and a number of cul-de-sac housing estates in the latter part of the 20th century and early 21st century. A further recent change to the settlement was the construction of the A143 bypass to the south of the village in 1995 which removed through traffic but also severed a number of historic lanes.

Population and Housing Characteristics

3.7 The 2011 Census population of the combined parishes was 2,073 an increase of 14% since the 2001 Census. By comparison, the population of Mid Suffolk district grew by 11% in the same period. The main areas of change in the village occurred in the number of those over 45 years of age where there had been a significant increase while the proportion of the population aged 25 to 44 dropped from 27% to 21%. In 2015 it was estimated that the population of the villages was 2,119. The villages have a proportionately older population than is typical for England; there are far fewer 20-34 year olds than average for England (11.0% compared to 20.3%) and far more 55-89 year olds (39.5% compared to 27.3%).

3.8 Future population projections indicate that by 2036 the population of Mid Suffolk is expected to increase by 15%. There are no population projections at a local level but applying the age-specific Mid-Suffolk projections to the villages suggests that the numbers of those aged under 25 and those of working age will fall slightly, whilst numbers over 65s will increase by over 80%. This will potentially have huge implications on the type of housing that will be required in the village as well as the provision of services and facilities for this sector of the population.





3.9 The average number of people per household in 2011 was 2.24 compared with 2.33 in 2001. This means that, because of the fall in the household size, 60 additional homes would be needed just to house the same population as in 2001. Nearly 30% of houses in the villages are only occupied by one person, compared with 25% across Mid Suffolk.

Other key population facts about Botesdale and Rickinghall:

- Ethnic diversity is low, with only 1.8% of residents of non-White ethnicities and only 3.2% of children attending St Botolph's CEVC Primary in 2015/6 not having English as a first language.

- There is variation in the socio-economic status of residents of the area. Whilst the area is in general relatively affluent, pockets of disadvantage do exist: data from St Botolph's CEVC Primary shows that around 22% of pupils are eligible for free school meals / Pupil Premium (proxy measures of childhood disadvantage).

- Whilst the villages score relatively highly on most of the national measures of relative affluence (covering income, education, employment and health), the area is most deprived in relation to
  i) barriers to Housing and Services; and
  ii) the Living Environment.

- Social trend data suggests that most residents can be classified as either "Householders living in inexpensive homes in village communities" (58%) or "Well-off owners in rural locations enjoying the benefits of country life" (38%).

- The proportion of residents in bad or very bad health is 4.8% (83), and 6.9% of residents (144) report that their health affects their day to day activities a lot. This is slightly lower than average for England, but the proportion of residents providing unpaid care is higher – 11.3% (235) compared to 10.3% across England as a whole.

- The most common occupations are in professional, managerial and self-employed roles, and the proportion in these employment categories is higher in the villages than is typical for England as a whole. Numbers of non-workers and long-term unemployment are low.

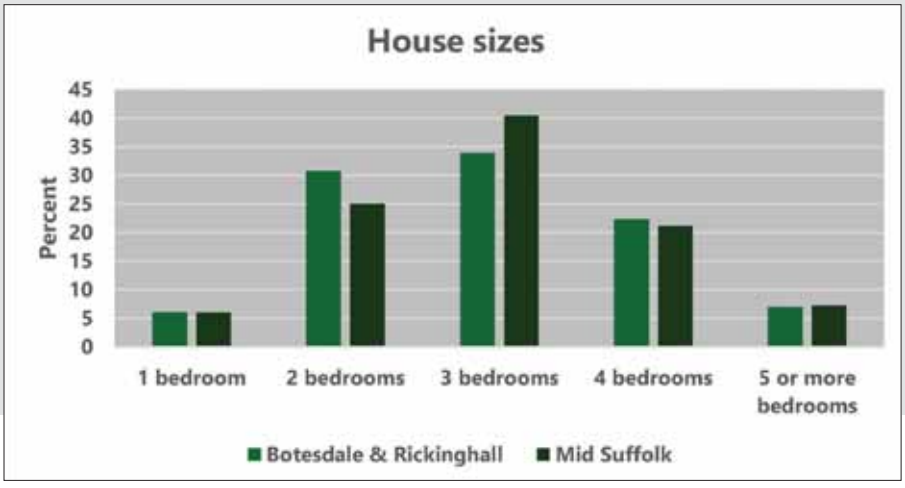
- Around one third (35%) of adults are educated to at least degree or higher NVQ level, and around one tenth have no qualifications. This is similar to the pattern across England.

3.10 In terms of house sizes, the villages have a higher proportion of one and two bedroomed homes (37%) when compared with Mid Suffolk (31%). However, only one third of the homes have three bedrooms compared with 40% across the district, although this still represents the biggest proportion of homes in the villages.

3.11 The Census results also reveal that 50% of the homes with four or more bedrooms have only one or two people living in them whereas 1.5% of households are defined as living in overcrowded homes (ie not enough bedrooms for the number of people in the home).

3.12 Between 2001 and 2016, 175 new homes were completed in the villages, averaging between 11 and 12 a year.

3.13 In 2011, 948 residents were in employment of which 17% worked mainly at home. Of those travelling to work, most had a journey of between 5 and 10 kilometres although nearly 30% travelled over 20 kilometres to work. Not surprisingly, 85% of those in work travelled by car and only just over 1% went by bus. This is reflected in the high levels of car ownership in the villages with nearly half the homes having at least two cars. In contrast, 11% of households did not have a car which, in a rural area with poor bus services, can lead to isolation.



MAP 2 - EXTRACT FROM SUFFOLK LANDSCAPE CHARACTER APPRAISAL

Landscape setting

3.14 The Suffolk County Landscape Character Assessment defines landscape character types. Four types are relevant to the Neighbourhood Plan area and are illustrated on the map below. They include:

- Wooded valley meadowland and fen
- Rolling valley farmlands and furze
- Ancient plateau claylands
- Plateau claylands

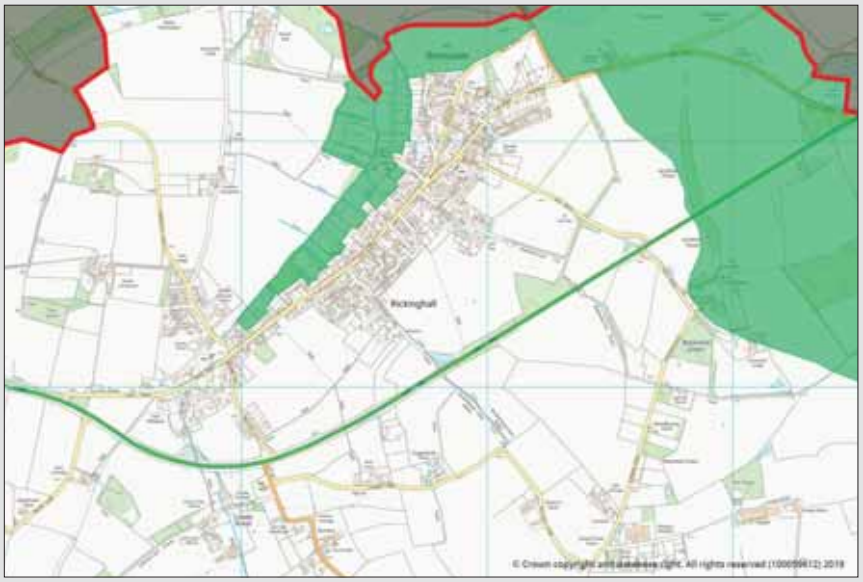
3.15 In 2011 a local character assessment was undertaken in relation to The Little Ouse Headwaters Project which aims to restore, conserve and promote the enjoyment of the wildlife and landscape of the Little Ouse Valley. The study area included the Neighbourhood Plan area and the assessment utilised the existing classification set out in the Suffolk County Landscape Character Assessment and further developed the descriptions providing a greater level of detail regarding local character and management initiatives. These guidelines have been taken into account in setting policies for the location and form of development in this Plan. During the preparation of this Neighbourhood Plan, a Landscape Appraisal was commissioned to provide a robust understanding of the character and qualities of the Neighbourhood Plan Area. The Appraisal forms an evidence document in support of the policies and proposals in the Plan.

Special Landscape Area

3.16 Land to the north of the settlement within the river valley and including Redgrave Park landscape is designated a Special Landscape Area (SLA). This is a local designation reflecting attractive combinations of landscape elements. Although the original assessment, which leads to this area being designated, is not available, the following types of landscape are known to be included:

- River valleys which still possess traditional grazing meadows with their hedgerows, dykes, and associated flora and fauna;
- Areas of breckland including remaining heathland, and the characteristic lines of belts of Scots Pine;
- Historic parklands and gardens;
- Other areas of countryside where undulating topography and natural vegetation, particularly broadleaved woodland, combine to produce an area of special landscape quality and character

In the context of Botesdale and Rickinghall, the SLA to the north and northeast of the village comprises a river valley with traditional grazing meadows and the area of Redgrave Park, which was remodelled by Capability Brown in the 18th century.


MAP 3 - THE LOCAL PLAN SPECIAL LANDSCAPE AREA

The Built-Up Area

3.17 The main built-up area of the villages is focused on what was previously the A143 until the villages were bypassed in 1995. Now known as The Street, it stretches for nearly 1½ miles from the first property in Bury Road to the last property in Diss Road. In contrast, the village only extends to around ¼ mile along the roads leading from The Street. The key focal points are associated with the churches and market place. There is a clear hierarchy of spaces within the settlement. Around the market place the buildings are of higher status, often three storeys, and help to define the space. Similarly, around the churches the churchyards and associated mature trees give a strong sense of place. Along the main street the road is relatively wide with properties facing onto The Street either directly or slightly set back with small front gardens. Extending off the main street and frequently at right angles are rural lanes which are comparatively narrow, often with grass verges or banks. Houses face directly onto the lanes particularly close to the main street but further away become more spaced out and set back.

3.18 Traditionally the settlements have occupied the lower valley slopes overlooking the floodplain to the north. The valley sides on which the settlement sits are incised by minor streams creating notable undulations of small stream valleys and intervening ridges. These variations in topography are notable when travelling along The Street and combined with changes in built form and focal points ensures it has several distinct characters. Rural lanes often occur along the small tributary valleys to the south such that development is often located in these gentle dips in topography. Rarely has any development extended beyond the 43 metres contour.

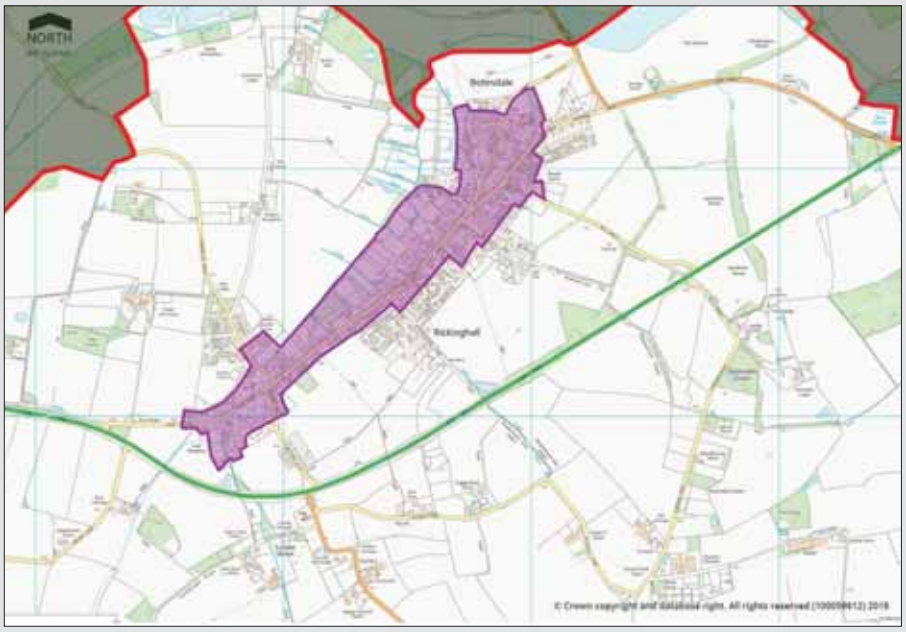
3.19 Development in the latter half of the 20th century and early 21st century has departed from this traditional pattern in two significant ways. Firstly, in terms of its location on higher land extending onto the upper valley slopes and plateau and secondly the introduction of cul-de-sac layouts which are uncharacteristic. This type of development has resulted in a change to the gateways and sense of arrival in the village, a blurring of the clear hierarchy of lanes and built form and a loss of the landscape setting which helps define the settlement and ensures it nestles into the Suffolk countryside. Despite this the historic pattern and characteristics of the settlement remain tangible but nonetheless vulnerable to further unsympathetic development.

3.20 In addition to the main built-up area, there are small outlying clusters of housing around the parishes, including those at Candle Street and Allwood Green, Rickinghall.

Conservation Area

3.21 The villages are noted for their intactness and concentration of listed buildings and a Conservation Area was designated in 1973, the boundary of which includes almost all of the built-up area as illustrated below. A Conservation Area Appraisal was published in 2009 and notes:

- The Suffolk County Historic Environment Record lists over 70 sites of archaeological interest from all periods in the parishes of Botesdale and Rickinghall.
- The three parishes comprising Botesdale and the Rickinghalls contain 101 listed buildings the majority of which are within the conservation area.
- Many of the unlisted buildings in Botesdale and Rickinghall are also of traditional form and grouping, and although not up to “listing” quality as individual buildings, still have interest for their visual impact. They could perhaps form the basis of a Local List.
- The linear nature of Botesdale and the Rickinghalls allows numerous pockets of trees to punctuate the settlement along The Street.
- Views of the countryside are important and can be glimpsed through many gaps between the buildings along The Street. This is particularly true to the north where immediately adjoining the village, the Waveney valley is designated as a Special Landscape Area.



MAP 4 - THE CONSERVATION AREA

MAP 5 - ZONE 2 AND ZONE 3 HIGH FLOOD RISK AREA

Flood Risk

3.22 The stream to the north of the main street is surrounded by an area designated as being of Zone 2 and Zone 3 high flood risk (as identified on Map 5) and, as such, has defined a flood plain of ditches as the stream makes its way north towards the Little Ouse / Waveney rivers. The presence of this flood risk area will both restrict the type of development that can take place in this area as well as requiring the careful design and planning of new development to ensure that the flooding situation is not made any worse. The majority of the parishes are within (fluvial) flood zone 1, although there are areas within flood zones 2 and 3 where watercourses drain the parishes into the River Little Ouse to the north.

3.23 The parishes are prone to surface water flooding in isolated areas due to unmaintained watercourse, blockages of structures etc, but most predicted flooding risk within the parishes is due to significant rainfall events and surface water running off from the higher land to the south east and flowing down the roads to the land on the north western side of the villages to areas with a large number of open watercourses.

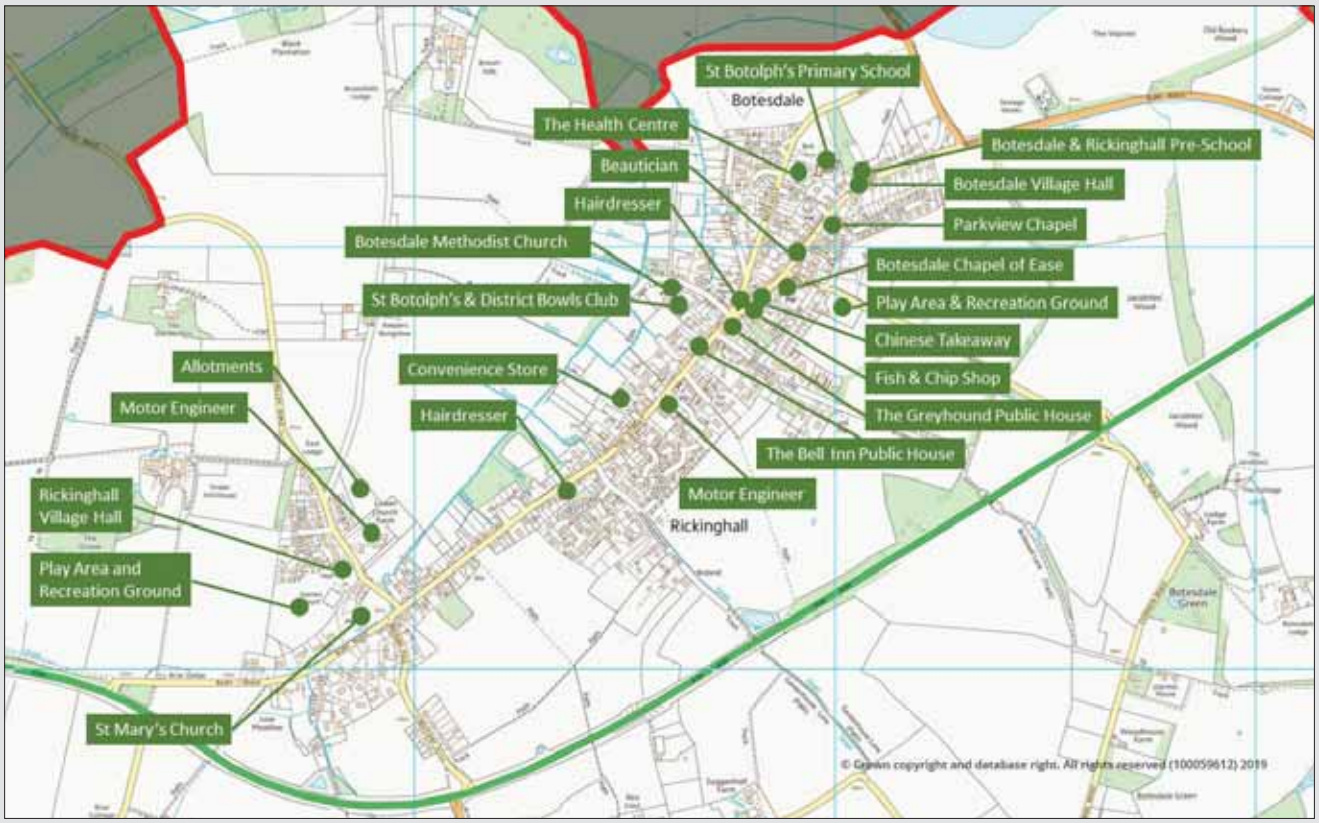
3.24 There have been a number of recorded occasions where surface water incidents have led to the main road through the parishes becoming impassable for periods of time.

Services and facilities

3.25 The villages are fortunate to have a good range of services and facilities within the built-up area.

These include

- Village halls
- A Primary School
- Health Centre
- Shops
- Pubs
- Sports pitch
- Bowling Green
- Play areas
- Community Bus
- Skate Park
- Multi-Use Games Area (MUGA)



MAP 6 - LOCATION OF SERVICES AND FACILITIES

4. CURRENT ISSUES

4.1 The Household Survey asked a number of questions to identify residents' views about the villages and their future. Over 300 people responded to the survey and the summary of the results has been published on the Neighbourhood Plan website. The subject area responses have informed the content of the Neighbourhood Plan; the key messages arising from the survey are:

- The majority felt there was a need for a few more houses, with wide support for affordable housing;
- The main reason supported for new housing was to enable young people to remain in the community;
- Increased provision is required to meet the needs of 11 to 16-year olds;
- There was support for a local / community café;
- Most respondents had lived in the villages for over ten years;
- Of the households that responded, just under 50% of those residents were over 60;
- Most wanted housing to be in small development of between six and ten homes;
- The main concerns about the effect of new housing was the impact on access and safety resulting from more traffic;
- There was support for an increase in the frequency of bus services to Diss and Bury St Edmunds;
- A cycle path to Diss and a footpath to Wortham through Redgrave Park would be supported;
- Most people support the protection of hedgerows, mature trees and the open views across fields and woods, with a clear wish to maintain the rural nature of the villages;
- Protecting the environment should take priority over meeting housing needs;
- The villages need more shops including a permanent post office;
- The majority of people responding to the survey didn't work or were retired; and
- There was support for more small businesses in the villages and to increase local employment opportunities.

4.2 While the majority of work in preparing the Neighbourhood Plan was being undertaken, Mid Suffolk District Council did not have a five-years' supply of available housing land, as required by government policy. This meant that the housing policies of the Core Strategy were considered out-of-date and could not be taken into account in determining planning applications for new housing development. As a consequence, there have been a number of planning permissions for new housing developments in the village that are contrary to the adopted local plan. However, in July 2018, Mid Suffolk's Annual Monitoring Report was published that indicated that there was at least 6.4 years supply as at 1 April 2018, although a September 2018 appeal decision at Woolpit concluded that there was only a 3.4 years supply. The Neighbourhood Plan provides the opportunity to put an up-to-date planning framework in place ahead of Mid Suffolk getting the new Joint Local Plan adopted.

4.3 The Neighbourhood Plan Steering Group undertook a "SWOT" (strengths, weaknesses, opportunities and threats) analysis of the village when preparing the Plan. It was tested with the community at the Drop-in event in July 2017 and the final analysis is included below.

Strengths:

- Good sense of community
- Good local amenities – school, health centre, pubs, shops
- Active villages
- Desirable place to live
- Good bypass
- Low crime rate
- Easy access to the countryside/coast
- Good links to local towns
- Good railway links
- Good climate

Opportunities:

- Provide more affordable housing
- Increase leisure facilities
- Attract new people
- New finance for infrastructure
- More power to affect decision making

Weaknesses:

- Current designation as Key Service Centre means expectation to take housing growth
- Too many people want to live here – shortage of property, expensive
- Retail closing
- Limited employment opportunities
- Limited bus services

Threats:

- Inappropriate development
- Negative change to character of villages
- Overloading amenities and infrastructure
- Loss of open space
- Too much traffic on roads
- Local authority overrides or Government changes legislation
- Lack of up-to-date Local Plan

5. PLANNING POLICY CONTEXT

National Planning Policy Framework

5.1 The National Planning Policy Framework (NPPF) sets out the Government's high-level planning policies which must be taken into account in the preparation of development plan documents and when deciding planning applications. In July 2018 the Government published a Revised NPPF that was to be used straight away for the purposes of making decisions on planning applications. However, for planning policy documents including Neighbourhood Plans, a "transition period" was introduced that would require all Neighbourhood Plans submitted to the local planning authority before 24 January 2019 to be examined against the 2012 NPPF. This Neighbourhood Plan has been prepared with the intent of being submitted to Mid Suffolk District Council before 24 January 2019. The Framework sets out a presumption in favour of sustainable development.

Paragraph 14 of the 2012 NPPF states:

> "At the heart of the National Planning Policy Framework is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision-taking.
>
> For plan-making this means that:
> - local planning authorities should positively seek opportunities to meet the development needs of their area;
> - Local Plans should meet objectively assessed needs, with sufficient flexibility to adapt to rapid change, unless:
>   - any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole; or
>   - specific policies in this Framework indicate development should be restricted."

5.2 The 2012 NPPF requires that communities preparing Neighbourhood Plans should:

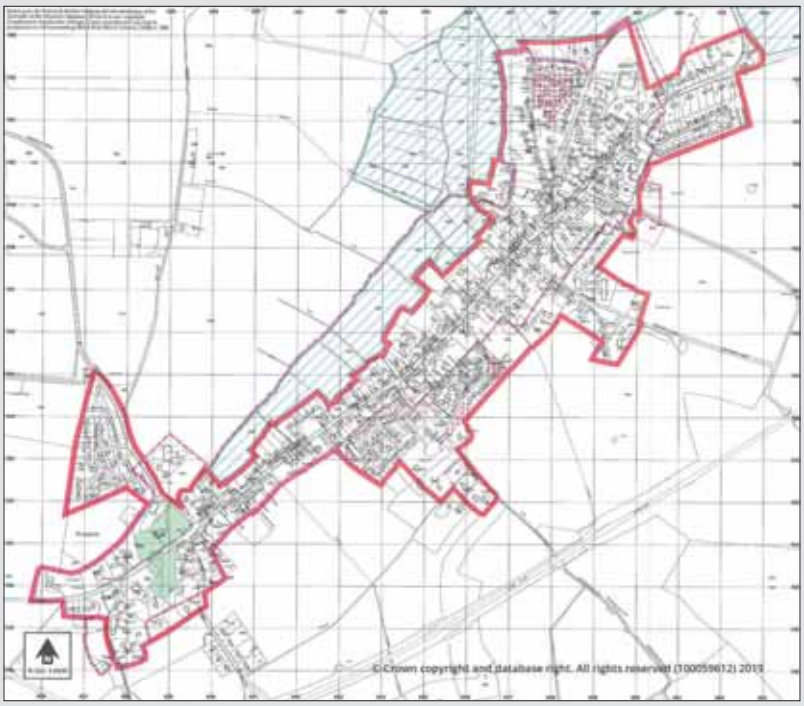
- develop plans that support the strategic development needs set out in Local Plans, including policies for housing and economic development;
- plan positively to support local development, shaping and directing development in their area that is outside the strategic elements of the Local Plan

Mid Suffolk Local Plan

5.3 At a more local level, the development plan comprises:

- the saved policies of the Mid Suffolk Local Plan 1998;
- Mid Suffolk Core Strategy 2008; and
- Mid Suffolk Core Strategy Focused Review 2012

5.4 The 1998 Local Plan defines a Settlement Boundary for the villages which remains in force at the time of preparing the Neighbourhood Plan and is illustrated below.



MAP 7 - 1998 LOCAL PLAN SETTLEMENT BOUNDARY (INDICATED BY RED LINE)

5.5 A number of the planning policies in the 1998 Local Plan remain in force some 20 years later as they have yet to be replaced by a more up-to-date local plan.

5.6 In 2008 the Mid Suffolk Core Strategy was adopted. This contains the high-level planning strategy for the district, primarily identifying the amount and distribution of growth in the district up to 2031. The Core Strategy designates the villages as a Key Service Centre along with eleven other large villages across the district. Key Service Centres are those settlements that have a good range of services and facilities and are expected to be the main focus for development outside the Mid Suffolk towns.

5.7 Some elements of the Core Strategy were superseded by the Core Strategy Focused Review in 2012. In particular, the Focused Review updated the amount of new housing to be built across the district. It identified that at least 750 homes would be built across all Key Service Centres between 2011 and 2031, of which 300 were expected to be built on previously developed (brownfield) sites. Up to April 2017 350 of these homes had been built.

5.8 Early in 2015 the District Council announced their intention to produce a new Joint Local Plan with Babergh District Council that would provide a planning framework for the management of growth across the districts to 2036. In August 2017 a consultation document was published that identified a number of options for the content of the Plan including the strategy for the location of growth across the districts. It was proposed that the Key Service Centres designation would be replaced by Core Villages and a range of options were put forward for the potential amount of housing growth that would be distributed to those Core Villages. Possible amendments to the Settlement Boundary for Botesdale and Rickinghall were also consulted on.

5.9 In July 2019 the Preferred Options Draft Joint Local Plan was published for consultation. However, given the early stages of the preparation of the Joint Local Plan and the fact that it was published during the examination of this Plan, its proposals for the villages has not been taken into account in the final Neighbourhood Plan.

6. THE PLAN

6.1 The Plan focuses on four themes, namely:

- Historic and Natural Environment
- Housing
- Jobs, Services and Facilities
- Transport and Travel

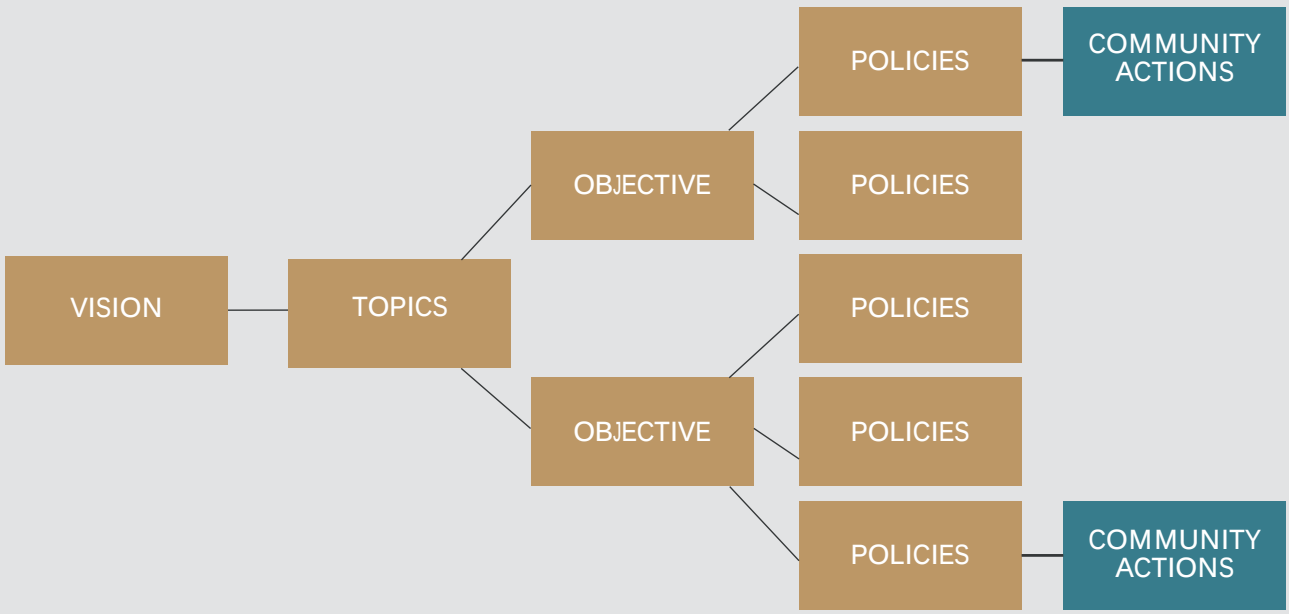
6.2 These themes form the foundation for the content of the Plan and distinct chapters cover policies and aspirations for each theme. Within each chapter there is a reminder of the relevant objectives, a summary of what the evidence showed, with further discussion culminating in planning policies and, where appropriate, community actions and projects.

6.3 The Neighbourhood Plan contains planning policies that form part of the statutory development plan which will be used for determining planning applications in the parishes. In addition to the planning policies, community actions are included in the Plan. It must be emphasised at the outset that community actions do not form part of the "statutory" Neighbourhood Plan but are included for completeness to identify other areas of improvement and change that residents have identified during the preparation of the Plan. The planning policies appear in boxes numbered B&R1, B&R2 etc and distinctly different boxes define the non-statutory community actions.

Sustainable Development

6.4 There is no legal requirement for a Neighbourhood Plan to be accompanied by a sustainability appraisal. However, those preparing the plan must demonstrate how it contributes to achieving sustainable development. The 2012 NPPF defines three dimensions of sustainable development (economic, social and environmental) and there is a need for the planning system, including Neighbourhood Plans, to perform the following roles:

- an economic role – contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure;
- a social role – supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of



present and future generations; and by creating a high-quality built environment, with accessible local services that reflect the community's needs and support its health, social and cultural well-being; and

- an environmental role – contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy.

6.5 In some limited circumstances, where a Neighbourhood Plan is likely to have significant environmental impacts, it may require a strategic environmental assessment. Draft Neighbourhood Plan proposals are therefore assessed to determine whether the plan is likely to have significant environmental impacts. Mid Suffolk District Council managed this process as part of their duty to support the preparation of Neighbourhood Plans. A screening opinion of the draft Plan was undertaken and concluded that neither a Strategic Environmental Assessment or a Habitats Regulations Assessment would be required.

7. VISION AND OBJECTIVES

7.1 The vision and objectives for the Neighbourhood Plan have been prepared taking into consideration the outcomes of community engagement referred to earlier in this Plan as well as the evidence collected from published data, surveys and assessments. They also take account of the need to prepare a Neighbourhood Plan that conforms with the strategic policies of the local plan. The Vision sets out the over-arching approach to how the future development of Botesdale and Rickinghall will be delivered through the Neighbourhood Plan. This is amplified through the definition of Objectives for particular topic areas that have guided the identification of both planning policies and community actions contained in the Plan. The planning policies in the Neighbourhood Plan do not repeat the policies in local plans or the National Planning Policy Framework but supplement them by adding local detail or addressing locally specific matters.

7.2 Botesdale and Rickinghall is a thriving community where the historic and natural environment have shaped the form and nature of the built environment. Our Vision of the villages in 2036 seeks to maintain the high environmental qualities while acknowledging that further housing and population growth will be necessary provided it is supported by the expansion of the essential infrastructure and services.

VISION

In 2036 Botesdale and Rickinghall will have **maintained its significant** historic built and natural environment while accommodating sustainable growth that meets the needs of the Parishes and their hinterland and ensures that appropriate levels of infrastructure and services are retained and improved.

Objectives

7.4 The Objectives of the Plan have been developed as a result of the information gathered during the preparation of the Plan. Each Objective has informed and guided the content of the Planning Policies and Community Actions that follow.

Historic and Natural Environment Objectives

1. Conserve and enhance the heritage assets of Botesdale and Rickinghall.
2. Protect and improve the features which contribute to historic character.
3. Maintain the villages' rural setting.
4. Protect the important green spaces, woodland, wildlife, countryside and public rights of way.
5. Protect important views and links to the wider countryside.
6. Promote the inclusion of native planting in and **around existing and new** developments.

Housing and Development Objectives

7. Ensure that the amount of new housing growth in Botesdale and Rickinghall, collectively a Core Village, is appropriate and of a scale that the local infrastructure can support.
8. Deliver housing that is tailored to the needs of local residents, and **specifically includes affordable housing provision.**
9. Ensure all development is of a high-quality design, eco-friendly and of a scale and nature that reinforces local character.
10. Deliver development that is permeable by pedestrians and cyclists and has improved access to rights of way in and around the villages.

Jobs, Services and Facilities Objectives

11. Protect and improve the **range of existing community** facilities and services.

12. Ensure that the broadband and mobile connectivity throughout the Plan Area meets the domestic, social and business needs of the community.

13. Support small-scale business creation and retention.

Transport and Travel Objectives

14. Support and encourage safe and sustainable transport, including walking, cycling and public transport.

15. Improve bus services to enable access to services, secondary and tertiary education and employment.

8. PLANNING STRATEGY

8.1 As noted above, the planning policy framework for Mid Suffolk is currently evolving from that which is set out in the Mid Suffolk Local Plan (1998), the Core Strategy (2008) and the Core Strategy Focused Review (2012) into a new Joint Local Plan for Babergh and Mid Suffolk districts. The Joint Local Plan is at such an early stage that there is no specific content or policy guidance by which the Neighbourhood Plan can be prepared. However, we do know that the villages are together expected to be designated as a Core Village because of the level of services and facilities available. As such, it is anticipated that further growth will take place in the villages over the period covered by the Neighbourhood Plan.

8.2 A fundamental premise of the Plan is to support sustainable growth of the villages without having an irreversible impact on the historic and natural environment of the area. The villages have been the location of a level of growth over previous years. Given the level of services and facilities in the villages the emerging planning strategy in the Local Plan anticipates a continued level of growth in order to support the local services and to reduce the pressure for growth on smaller settlements where the facilities do not exist. However, it is essential that the growth is focused on the existing built-up area of the village where there is a close relationship with existing services and facilities. The Plan does, however, recognise that the presence of the conservation area and numerous heritage assets requires that development will need to be carefully designed and located to minimise impact on these designations. Similarly, the landscape setting of the village has been demonstrated to be sensitive to development and will need to be taken into account.

8.3 The Neighbourhood Plan provides for 200 new homes in the period 2017 to 2036 with a commensurate growth in the capacity of essential services and facilities that will meet the needs of residents and businesses living and operating in the Plan Area. The detail as to how these homes will be delivered is set out in the Housing section of the Plan.

8.4 A Settlement Boundary is defined for the main built-up areas of the villages in order to manage the location of future development and to protect the countryside that surrounds the built-up area for its own sake. The boundary is based on that contained in the 1998 Local Plan, but it has been reviewed to reflect changes during that 20-year period and opportunities for new development that will arise during the next 20 years. In order to manage the potential impacts of growth, new development will be focused within the Settlement Boundary. This will ensure that the undeveloped rural countryside is preserved and remains largely undeveloped. There may be situations where it is necessary for development to take place outside the Settlement Boundary, but this will be limited to that which is essential for the operation of agriculture, horticulture, forestry, outdoor recreation and other uses that need to be located in the countryside. However, this approach does not restrict the conversion of agricultural buildings to residential uses where proposals meet the government regulations and local planning policies for such conversions.

Policy B&R 1 – Spatial Strategy

In the period 2017 to 2036 the Neighbourhood Plan area will accommodate development commensurate with the villages' designation as a Key Service Centre in the local plan settlement hierarchy. New development will be focused within the defined Settlement Boundary as identified on the Policies Map, through sites allocated in this Plan, as identified on the Policies Map, or in the form of small-scale windfall developments.

Unless specifically identified elsewhere in the Plan, development outside the Settlement Boundary will only be allowed for that which is essential for the operation of agriculture, horticulture, forestry, outdoor recreation and other exceptional uses for which it can satisfactorily be demonstrated that it needs to be located there or meets the requirements of other development plan policies.

9. HOUSING

Objectives:

7. Ensure that the amount of new housing growth in Botesdale and Rickinghall, collectively a Core Village, is appropriate and of a scale that the local infrastructure can support.

8. Deliver housing that is tailored to the needs of local residents, and specifically includes affordable housing provision.

9. Ensure all development is of a high-quality design, eco-friendly and of a scale and nature that reinforces local character.

10. Deliver development that is permeable by pedestrians and cyclists and has improved access to rights of way in and around the villages.

9.1 A key role of the Neighbourhood Plan is to identify the amount of new housing to be provided during the period covered by the Plan and to identify where it will be located. Emerging government guidance, published at the time of preparing this Plan, proposed requiring the strategic planning policies of local plans to identify the number of new homes that needed to be planned for in Neighbourhood Plans. The Joint Local Plan was not sufficiently advanced enough at the time of the preparation of this Neighbourhood Plan to be able to confirm the number of new homes that would be needed. The Mid Suffolk Core Strategy Focused Review (2012) allocates growth of 750 homes across all Key Service Centres between 2011 and 2027. Extrapolating that strategy to 2036 (in the absence of any other guidance from the District) gives a further 450 homes in Key Services Centres. At 1 April 2018, 411 homes had been built in Key Service Centres since 2011 and a further 2,693 homes had been permitted on sites capable of accommodating ten or more homes that had not been completed.

9.2 The 2018 NPPF identifies a new methodology for how a local housing need assessment should be undertaken and requires local planning authorities to identify the amount of growth Neighbourhood Plans should plan for. In the absence of a confirmed growth figure being provided by Mid Suffolk, we have undertaken an assessment based on the government proposal, as follows:

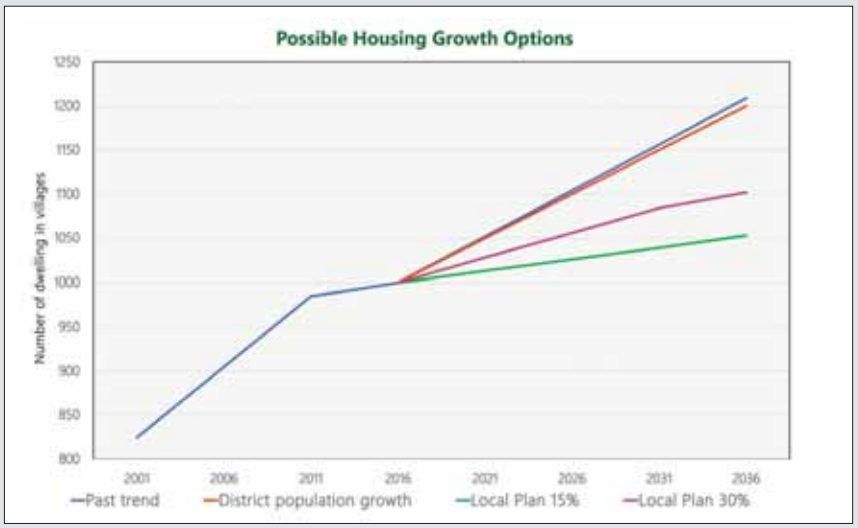
a)	Projected Mid Suffolk housing growth 2017-2036	8,000
b)	Annual average growth	421 dwellings per annum
c)	Adjustment for market signals *	b / 1.22
d)	Adjusted annual requirement	514
e)	Total requirement 2017 – 2036 (19 years) (d * 19)	9,766
f)	Planning permissions at 1 April 2017	3,100
g)	Additional houses required 2017 – 2036 (e-f)	6,670 #

** Based on comparison of median house prices to median workplace earnings*
 # Rounded

9.3 The August 2017 Joint Local Plan consultation proposed a range of growth across Core Villages of between 15% and 30% of the housing requirement (6,670). That would be between 1,000 and 2,000 homes. We have applied this figure to the distribution options based upon the proportion of the population in the villages compared with the total of all proposed Mid Suffolk Core Villages. Botesdale and Rickinghall's total population represents 5.27% of the total population of the Core Villages as proposed in August 2017. This calculation suggests that the residual requirement for the Neighbourhood Plan, as at 1 April 2017, was between 53 and 105 homes in the period to 2036.

9.4 However, without taking environmental and infrastructure constraints into account, this level of growth might not be sufficient to meet the potential population growth identified in Chapter 3 above. Based on the 2011 household sizes, this growth would require some 200 additional homes. The July 2019 Joint Local Plan Preferred Options consultation identified a minimum need of 294 homes for the Neighbourhood Plan Area between 2018 and 2036. However, given the early stages of the preparation of the Joint Local Plan, the Neighbourhood Plan has not sought to meet this requirement. Once the Joint Local Plan is adopted, it may be appropriate to review the Neighbourhood Plan to bring it up-to-date.

9.5 Furthermore, a continuation of past completion rates would require



209 homes to be built during the Neighbourhood Plan period.

9.6 On the basis of the above calculations and having regard to the landscape character, historic environment and environmental constraints, the Neighbourhood Plan makes provision for the construction of 200 new homes between 2017 and 2036. The new homes will be delivered through the following approach.

1. The construction of planning consents that had not been completed as at 1 April 2017;
2. The allocation of specific sites each capable of delivering 10 or more homes; and
3. An allowance for "windfall"* sites of less than 10 homes that will come forward during the Neighbourhood Plan period.

9.7 As at 1 April 2017 there were planning permissions for 14 new homes in the villages that had not been completed. This leaves a residual requirement for 186 new homes to be provided for in the Neighbourhood Plan. Policy B&R 2 identifies how these new homes will be provided during the period 2017 to 2036.

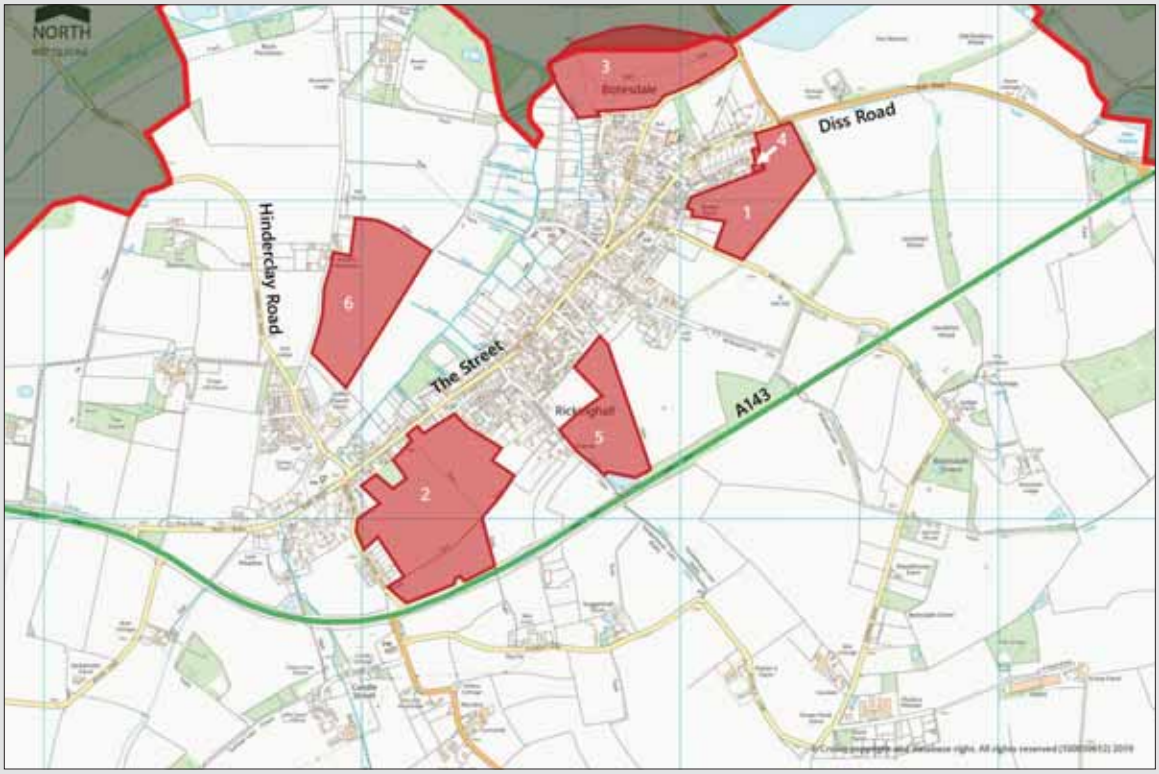
9.8 Late in 2017 the Steering Group sought assistance from the Government Neighbourhood Plan support programme for technical assistance in assessing sites for their suitability for housing development. AECOM consultants were appointed to undertake an independent and objective assessment of the sites that had been identified as potential candidates for housing in the Neighbourhood Plan. These included sites from the Neighbourhood Plan Call for Sites process and sites emerging from the Joint Local Plan supporting evidence, such as the 2017 Strategic Housing and Employment Land Availability Assessment (SHELAA). However, the AECOM Assessment did not consider sites that had already been rejected by Mid Suffolk's SHELAA.

**Windfall sites are those developments of under 10 dwellings that are not allocated in the Plan but come forward on sites within the Settlement Boundary.*

9.9 Six sites were considered by AECOM, as identified in the table below.

Site Ref.	Site Source	Site Address	Land type
1	SHELAA	Land south of Diss Road and north of Mill Road	Greenfield
2	SHELAA	Land between The Street and A143	Greenfield
3	SHELAA	Land north of Back Hills	Greenfield
4	SHELAA	Land east of Park View	Previously developed land and greenfield
5	Call for Sites	Additional site North of Garden House Lane	Greenfield
6	Call for Sites	Lane Field	Greenfield

The sites are identified on the map below.
The AECOM Site Assessment report is available to view on the Neighbourhood Plan Website



MAP 8 - POTENTIAL HOUSING SITES ASSESSED BY AECOM

9.10 The Assessment concluded that Site 1 (South of Diss Road) was the most sustainable and deliverable site but that the development should be more closely related to Diss Road as it would be proportionate with the current existing built up area of the settlement. However, the Assessment did not take account of the presence of Anglian Water's Water Recycling Centre west of the site off Diss Road. Because of the potential odour issues from the plant, Anglian Water no longer generally support development within a 400 metres radius of the Centre without detailed odour assessments to identify the risk of smells impacting on the amenity of residents.

9.11 In order to meet the housing requirements, five large sites (with a capacity of ten or more homes) are allocated for development. These sites have been identified due to their advanced stage in the planning process and are therefore capable of being delivered during the plan period, subject to market conditions. It is not necessary to identify any addional sites to meet the identified housing requirement for the Neighbourhood Plan. The allocated sites are referred to in Policy B&R 2 and, individually in Policies B&R 3 to B&R 7 that follow.

9.12 At 1 April 2017 14 new homes on "windfall" sites of under 10 dwellings had been granted planning consent but had not been built. These are detailed in Appendix 1 of the Plan. Since 1 April 2017 further permissions on small sites (under 10 dwellings per site) have also been granted, amounting to an additional 13 dwellings. When added to the allocations in Policy B&R 2, it is expected that 200 new homes will be built on sites already identified during the Neighbourhood Plan period, comprising:

- Site allocations in Policy B&R 2 171
- Small sites with planning permission but not built at 1 April 2017 14
- Planning permissions on small sites since 1 April 2017 13

Policy B&R 2 – Housing Development

This Plan provides for a minimum of 200 dwellings to be developed in the Neighbourhood Plan area between 2017 and 2036. This growth will be met through:

i) the allocation of the following sites for 10 or more new homes:
   a) Land at Back Hills (3.09 hectares - 40 homes) (Policy B&R 3);
   b) Land north of Garden House Lane (1.59 hectares – 42 homes) (Policy B&R 4);
   c) Land east of Rectory Hill (0.52 hectares – 10 homes) (Policy B&R 5);
   d) Land to The Rear of Willowmere, Garden House Lane (0.99 hectares – 10 homes) (Policy B&R 6); and
   e) South of Diss Road (3.53 hectares – 69 dwellings) (Policy B&R 7)

as indicated on the Policies Map; and

ii) small "windfall" sites of under 10 dwellings that come forward within the Settlement Boundary during the plan period and not identified elsewhere in the Plan.

Land at Back Hills

9.13 This site, which is located adjacent to Botesdale Primary School, has an area of 3.09 hectares and was granted outline planning permission in July 2018 for 40 dwellings with associated improvements to public footpaths, creation of public open space and transfer of an area of land to the Parish Council. Use of this land is to be split between the Pre-School / Primary School and for a wildlife wood to be managed by "BARWOODS" (Botesdale and Rickinghall Community Woodlands Project), as illustrated on the Site Concept below.

9.14 This allocation conforms with the planning application. Vehicle access to the site will be from the B1113 Hall Lane but it is important that pedestrian links are also provided to The Street to ensure that the development is integrated into the village. The site is dissected by a public footpath and it is essential that the development improves the width and quality of the link from the site onto The Street.

Policy B&R 3 – Land at Back Hills

A site of 3.09 hectares south of Back Hills and as shown on Map 9 is allocated for:

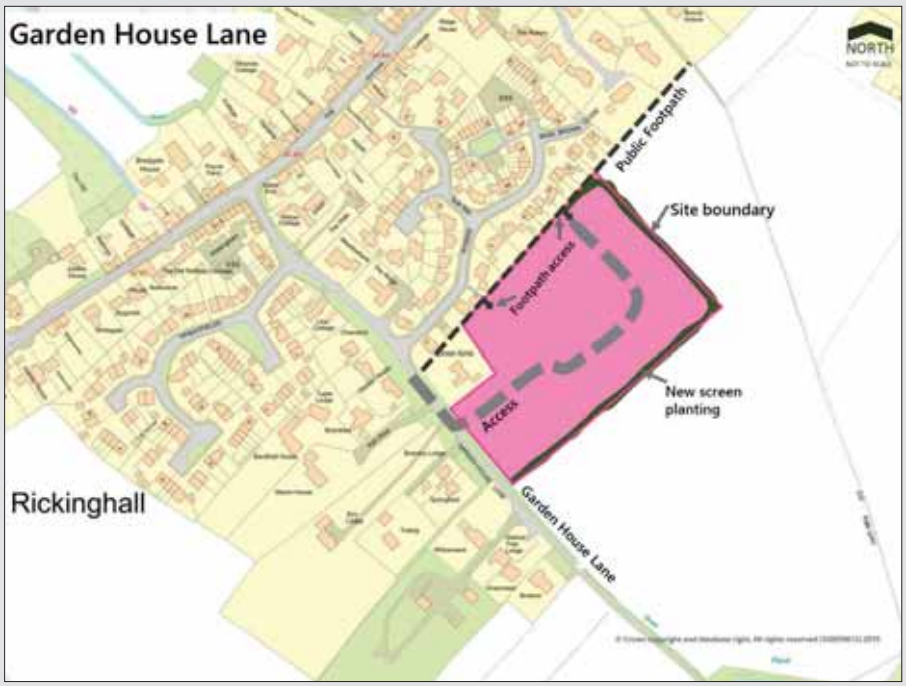
a) approximately 40 dwellings comprising a mix of single and two storey dwellings and including 35% affordable housing;
b) public open space including an area of community woodland;
c) use by the pre-school and primary school to provide a woodland classroom; and
d) the retention and improvement of the existing public footpath to provide an improved link to The Street.

MAP 9 - BACK HILLS SITE CONCEPT PLAN

Land north of Garden House Lane

9.15 This site is located to the north of Garden House Lane and south of Ryders Way. The site is separated from Ryders Way by a public footpath but does not have any defined boundaries on the south-east and north-east sides of the site. An outline planning application for up to 42 houses was approved by Mid Suffolk District Council in November 2018. The application contained no detail other than for the improvement of the vehicular access from Garden House Lane, but the illustrative layout identified links to the public footpath and a new hedgerow boundary on the south-east and north-east sides of the site. The Committee decided to grant planning permission subject to the applicant entering into a Section 106 Planning Obligation for the provision of 35% affordable housing and a contribution of £6,000 towards bus stop improvements. At the time of the preparation of this Neighbourhood Plan the permission had not been issued by the District Council.

9.16 Given the decision in principle to approve the development of this site, the Neighbourhood Plan allocates it for housing. However, it is essential that the development pays particular attention to the setting of the site and its extension into the open countryside. It will be essential that substantive screening is provided along the new boundaries that comprises native trees and hedgerows. Furthermore, given the distance of the site from the nearest play areas (over 1 kilometre to Rickinghall Playground and nearly 800 metres to Botesdale Playground) the detailed proposal for the site should make provision for play in accordance with the Fields in Trust guidance for the Provision of Play reproduced in Appendix 2.



MAP 10 - GARDEN HOUSE LANE SITE CONCEPT PLAN

Policy B&R 4 – Land north of Garden House Lane

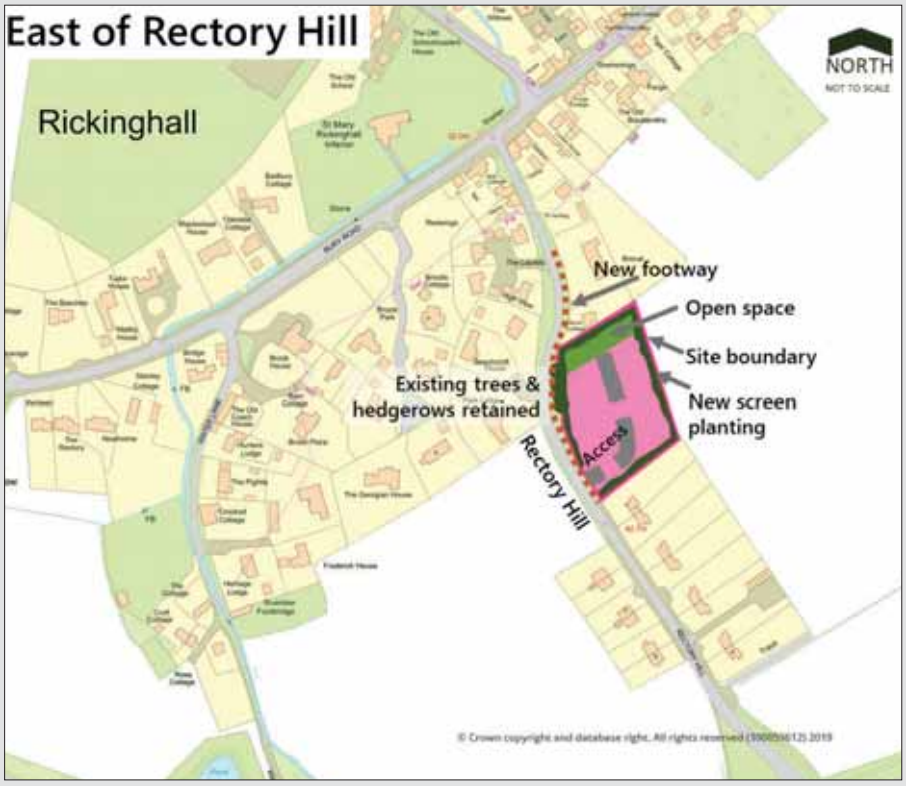
A site of 1.59 hectares north of Garden House Lane and as shown on Map 10 is allocated for approximately 42 dwellings including 35% affordable housing.

The development of the site must make provision for:

- direct links to adjoining public rights of way network;
- a new and substantive tree and hedgerow screen using native species on the south-east and north-east boundaries of the site; and
- play provision in accordance with the Fields in Trust recommended benchmark guidelines.

Land east of Rectory Hill

9.17 This small site is located south of Mount Cottage and fronts onto Rectory Hill. An outline planning application for ten two-storey homes was approved by Mid Suffolk District Council in February 2018. A specific condition of the approval limited the total floorspace of the ten new dwellings to a maximum 1,000 square metres in order that the proposal kept within the government's lower threshold whereby affordable housing would not be required as part of the development. Given the planning decision and that development has yet to commence, the Neighbourhood Plan allocates it for housing. However, it is essential that the development pays particular attention to the setting of the site and its relationship with neighbouring homes. The site is currently screened from Rectory Hill by a substantial hedgerow and it is essential that only the minimum amount of hedgerow required to create a safe vehicle access to the site is removed. It is also essential that new and substantive planting is provided along the boundaries of the site. This should be formed from native species of trees and hedgerows.



MAP 11 - EAST OF RECTORY HILL SITE CONCEPT

Policy B&R 5 – Land east of Rectory Hill

A site of 0.59 hectares East of Rectory Hill and as shown on Map 11 is allocated for approximately 10 dwellings.

The development of the site must:

- make provision for a new and substantive tree and hedgerow screen using native species on the boundaries of the site; and
- only remove the absolute minimum hedgerow on the Rectory Hill frontage to provide a safe vehicle access to the site; and
- provide a new footpath along Rectory Hill highway verge from the site frontage to a point just north of the entrance to The Laurels.

Land to the rear of Willowmere, Garden House Lane

9.18 An outline planning application for ten homes was approved by Mid Suffolk District Council in January 2018. Due to development viability issues, the approval included a legal agreement for a commuted sum for affordable housing in lieu of constructing affordable housing on-site.

9.19 The site is already well screened by existing hedgerows and trees, but it will be essential that this remains and is reinforced in order to reduce the impact of the development on the countryside to the south and west of the site.

MAP 12 - REAR OF WILLOWMERE, GARDEN HOUSE LANE SITE CONCEPT PLAN

Policy B&R 6 – Land to the rear of Willowmere, Garden House Lane

A site of 0.99 hectares rear of Willowmere, Garden House Lane and as shown on Map 12 is allocated for approximately 10 dwellings including, subject to development viability, 35% affordable housing.

The development of the site must retain the existing trees and hedgerows that form the boundary of the site and make provision to reinforce this with new planting using native species in order to reduce the impact of the development on the surrounding open countryside.

The development must also provide a connection to the adjoining public footpath at the south-west corner of the site.

Land south of Diss Road

9.20 This large site that fronts onto Diss Road wraps around the south of Park View towards Chapel Lane. An outline planning application for the construction of up to 69 homes was submitted to Mid Suffolk in June 2017. In July 2018, Mid Suffolk District Council approved the development which included a Section 106 Planning Agreement to provide 35% affordable homes and the provision, management and maintenance of open space.

Policy B&R 7 – Land south of Diss Road

A site of 3.53 hectares south of Diss Road and as shown on Map 13 is allocated for:

a) Approximately 69 dwellings including 35% affordable housing; and
b) Public open space including children's play provision in accordance with the Fields in Trust recommended benchmark guidelines.

The development of the site must provide a footpath and cyclepath link to Chapel Lane and screen planting using native species to the boundary between the site and both Park View and Mill Road.

MAP 13 - SOUTH OF DISS ROAD SITE CONCEPT PLAN

Affordable Housing

9.21 The latest published government figures identify that the median house prices in Mid Suffolk are 9.8 times the median gross annual earnings of residents. This is having a huge impact on the ability of people to buy housing, especially those on lower incomes. Affordable housing provides a potential accommodation solution for those that need to live in the villages but are unable to access open market price housing. The adopted Local Plan policy for affordable housing requires new developments on sites of over ten houses to provide up to 35% of the total as housing that meets the "affordable" definition (see Glossary).

9.22 Granting planning permission on an exceptional basis for affordable housing on land next to but outside the defined Settlement Boundary is one way to provide affordable housing which will continue to meet local needs. Where a "rural exception" site is proposed for development, it must be demonstrated that there is an identified local need in the villages and their hinterland and that the site is suitable to meet that local need. In exceptional circumstances, it may be appropriate to permit an element of open market housing to facilitate the delivery of the affordable housing. This is in accordance with paragraph 54 of the 2012 NPPF which states that local authorities should consider whether this approach would help provide additional affordable housing. The exceptional circumstances, where a small number

of market homes will be permitted could include, for example, where there is insufficient government grant available and it is demonstrated, through financial appraisal, that the open market housing is essential to enable the delivery of the affordable housing. In these cases, the applicant would need to demonstrate, to the satisfaction of the District Council, that the inclusion of open market housing is the minimum necessary to enable the delivery of the affordable housing and is not being developed to generate uplift in land values for the landowner. This could be demonstrated through the provision of affordability/profitability modelling data. Where an element of open market housing is proposed as part of an affordable housing exception site, it should be sympathetic to the form and character of the settlement and in accordance with local needs. Local needs can vary, and it could be that smaller market homes are required to meet the needs of first-time buyers or people wishing to downsize to a smaller home. This would need to be established at the time in consultation with the District Council's Housing Service.

Policy B&R 8 – Affordable Housing on Rural Exception Sites

Proposals for the development of small-scale affordable housing schemes on rural exception sites outside the Settlement Boundary, where housing would not normally be permitted by other policies, will be supported where there is a proven local need and provided that:

i. secure arrangements are made to ensure that initial and subsequent occupation of the dwellings can be restricted to those having an identified local need for affordable housing through the use of appropriate safeguards, including conditions or legal obligations;
ii. the housing is for people that are in housing need because they are unable to buy or rent properties in the villages at open-market prices;
iii. the housing is offered, in the first instance, to people with a demonstrated local connection as identified in paragraph 4.4 of the Mid Suffolk Choice Based Lettings Scheme 2016.

These restrictions should be delivered through a legal agreement attached to the planning consent for the housing. Applications for such development will be considered in relation to the appearance and character of the surrounding area, the potential impact on residential amenity and highway safety.

To be acceptable, proposals should demonstrate that a local need exists which cannot otherwise be met by applying normal planning policy for the provision of affordable homes in association with market housing. Any application for affordable housing in respect of this policy should be accompanied by a detailed need and the accommodation proposed should contribute to meeting this proven need.

In exceptional circumstances, a small number of market homes will be permitted where it can be demonstrated:

a) that no other means of funding the construction of the affordable homes is available; and
b) the market housing is subsidiary to the affordable housing element of the proposal and the amount of market housing required is, as demonstrated through a viability assessment, the minimum required to deliver the affordable housing.

Where sites for affordable housing in the countryside are brought forward with an element of market housing, both housing tenures should be built to the same design standards and contribute towards the character of the area.

9.23 One option for securing affordable housing that remains available for the local community for all time is through the establishment of a Community Land Trust (CLT). These are a form of community-led housing, set up and run by local people to develop and manage homes as well as other assets. CLTs act as long-term stewards of housing, ensuring that it remains genuinely affordable, based on what people actually earn in their area, not just for now but for every future occupier.

SOURCE: NATIONAL COMMUNITY LAND TRUST NETWORK

Community Action 1 – Community Land Trust

The Parish Councils will explore the establishment of a Community Land Trust for Botesdale and Rickinghall with a main aim of delivering, and securing for the long term, affordable housing that meets the needs of residents that need it.

Housing Mix

9.24 The preparation of the Neighbourhood Plan has identified a comparative shortfall of three-bedroomed homes in the villages when compared with Mid Suffolk as a whole. This is despite the wider shortfall of one and two bedroomed dwellings across the Ipswich Strategic Housing Market Area. Three bedroomed homes make a significant contribution to meeting the needs of young families and therefore helps maintain a balanced population able to support local facilities and services. It is recognised that to bring the proportion of three-bedroomed homes up to the Mid Suffolk rate would require a significant number of the new homes planned to be of this size. It is expected that, unless the particular circumstances of the development dictate otherwise, such as meeting an identified affordable housing requirement on a site, the highest proportion of new homes on a proposed development of ten or more homes should be three-bedroomed properties.

Policy B&R 9 – Housing Mix

In all housing developments of ten or more homes, there shall be an emphasis on providing a higher proportion of three-bedroomed homes within the scheme, unless it can be demonstrated that the particular circumstances relating to the tenure of the housing dictate otherwise or where such provision is demonstrated to not be in accordance with the latest available housing needs information for the Plan area.

Lifetime Homes

9.25 The projected significant increase in the proportion of elderly residents in the villages has potential ramifications on the ability of the housing stock to adapt to people's needs. It is therefore essential that opportunities are taken to address the needs of an ageing population in the design of new homes and compliance with the standards of the Lifetime Homes initiative helps to ensure that properties are appropriate for older persons' needs while ensuring that they are also suitable for other types of occupiers such as first-time buyers. The Lifetime Homes (LTH) standard is a set of 16 design criteria that provide a model for building accessible and adaptable homes and 'seeks to enable 'general needs' housing to provide, either from the outset or through simple and cost-effective adaptation, design solutions that meet the existing and changing needs of diverse households.'

9.26 It is acknowledged that there is a cost to developers in complying with LTH standards and therefore increases the cost of development. The Department for Communities and Local Government Housing Standards Review in 2013 produced evidence that compliance with the LTH, taking into account the extra-over costs of compliance, the additional space required and the extra administrative costs, were £1,930 for a two-bed apartment, £2,600 for a two-bed house and £2,019 for a three-bed house. The average house price across all sizes in the villages in 2015 was approximately £250,000 and therefore this extra cost represents just 1.0% of the sale price of all properties so is not considered likely to impact significantly on viability.

The Lifetime Homes standard is a set of 16 design criteria that provide a model for building accessible and adaptable homes, such as:

- Approaches to dwellings from parking (distance, gradients and widths)
- Entrances, internal doorways and hallways
- Entrance level living space with the potential for bed-space
- Stairs and potential through-floor lifts in dwellings
- Potential for fitting hoists
- Glazing and window handle heights

9.27 In 2015, national standards were brought in for the design of residential properties and the needs of users. As such, it is not possible for the Neighbourhood Plan to require certain minimum provision in its policies. Nevertheless, proposals to exceed the minimum standards and deliver housing to Lifetime Homes standards will be strongly supported.

Community Action 2 – Delivering homes to meet the needs of all occupants

Otherwise acceptable proposals for dwellings are particularly encouraged to meet Part M4(2) and M4(3) of the Building Regulations.

Housing Space Standards

9.28 It is recognised that many new developments are perceived to provide inadequate amounts of internal space for the day to day needs of occupants. In March 2015, the Government introduced a 'Nationally Described Space Standard' (or National Standard for short). This sets out more detailed minimum standards than the previous Design and Quality Standards (2007) that applied solely to affordable housing. The March 2015 standards encourage provision of enough space in homes to ensure that they can be used flexibly by a range of residents. The standards also aim to ensure that sufficient storage can be integrated into dwelling units. It is emphasised that these standards are expressed as minimum space standards.

The current standard requires that:

a. the dwelling provides at least the gross internal floor area and built-in storage area set out in the summary table;
b. a dwelling with two or more bedspaces has at least one double (or twin) bedroom;
c. in order to provide one bedspace, a single bedroom has a floor area of at least 7.5m^2 and is at least 2.15m wide;
d. in order to provide two bedspaces, a double (or twin bedroom) has a floor area of at least 11.5m^2;
e. one double (or twin bedroom) is at least 2.75m wide and every other double (or twin) bedroom is at least 2.55m wide;
f. any area with a headroom of less than 1.5m is not counted within the Gross Internal Area unless used solely for storage (if the area under the stairs is to be used for storage, assume a general floor area of 1m^2 within the Gross Internal Area);
g. any other area that is used solely for storage and has a headroom of 900- 1500mm (such as under eaves) is counted at 50% of its floor area, and any area lower than 900mm is not counted at all;
h. a built-in wardrobe counts towards the Gross Internal Area and bedroom floor area requirements, but should not reduce the effective width of the room below the minimum widths set out above. The built-in area in excess of 0.72m^2 in a double bedroom and 0.36m^2 in a single bedroom counts towards the built-in

storage requirement; and

i. the minimum floor to ceiling height is 2.3m for at least 75% of the Gross Internal Area.

Policy B&R 10 – Measures for New Housing Development

All new dwellings shall achieve appropriate internal space through adherence to the latest Nationally Described Space Standards. Dwellings should also make adequate provision for the covered storage of all wheelie bins and cycles, in accordance with the adopted cycle parking standards.

A SUMMARY TABLE IS PROVIDED BELOW

Number of bedrooms (b)	Number of bed spaces (persons)	1 storey dwellings m^2	2 storey dwellings m^2	3 storey dwellings m^2	Built-in storage m^2
1b	1p	39 (37)[2]			1.0
	2p	50	58		1.5
2b	3p	61	70		2.0
	4p	70	79		
3b	4p	74	84	90	2.5
	5p	86	93	99	
	6p	95	102	108	
4b	5p	90	97	103	3.0
	6p	99	106	112	
	7p	108	115	121	
	8p	117	124	130	
5b	6p	103	110	116	3.5
	7p	112	119	125	
	8p	121	128	134	
6b	7p	116	123	129	4.0
	8p	125	132	138	

10. HISTORIC AND NATURAL ENVIRONMENT

Objectives

1. Conserve and enhance the heritage assets of Botesdale and Rickinghall.
2. Protect and improve the features which contribute to historic character.
3. Maintain the villages' rural setting.
4. Protect the important green spaces, woodland and countryside.
5. Protect important views and links to the wider countryside.
6. Promote the inclusion of native planting in and around existing and new developments.

The Landscape

10.1 During the preparation of this Neighbourhood Plan a Landscape Character Appraisal was commissioned to identify the important aspects and elements of the landscape in and around the built-up areas that should be protected from the impacts of development. The Appraisal is available to view as part of the Neighbourhood Plan Evidence base.

10.2 The Appraisal noted:

- The form and fabric of the settlement which has altered little since the 19th Century with evidence of its agricultural origins and turnpike route influences remaining apparent;
- The linear form of settlement on the lower valley slopes between the 30m and 43m contour lines with strong linear street pattern and hierarchy of routes;
- The distinctive orientation and relationship of buildings to The Street;
- The use of coloured render and brick buildings and detailing typical of Suffolk vernacular results in a strong uniformity and visual cohesiveness to the village;
- Village edges are predominately indented and organic in character;
- Late 20th century housing is small scale and on the whole well integrated;
- Key built and natural landmarks reinforce sense of place and orientation within the landscape;
- Views out of the settlement and towards the settlement from surrounding areas reveal its location on the lower valleysides with distinctive groups of woodland on the skyline;
- The topography, stream valley and peat floodplain form a unique and defining rural context and setting to the settlement.
- Exceptional historical intactness evident in the unity of building material and styles and group value of listed buildings, buildings of special character, and natural features which have shaped the history of the village and are easily 'read' within the present-day village/landscape.

It also recommended that the following should be avoided:

- Development which rises up the valley slopes and especially above the 43m contour;
- Development which extends below the 30m contour onto the lower valley sides/valley floor landscapes;
- Use of inappropriate building materials and building forms;
- Urban and engineered road layouts which do not reflect the existing hierarchy of routes;
- Cul-de-sac road layouts;
- High density and abrupt urban edges;
- Positioning new development behind existing rural lanes such that there is a poor relationship between historic routes and new development;
- Potential loss of key views to surrounding landmarks affecting visual and physical connectivity between the village and wider landscape;
- Loss of hedgerows and woodland;
- Loss of meadows close to the rivers and conversion to arable use.

Area of Local Landscape Sensitivity

10.3 Land to the north and northeast of the village has been designated in the development plan since the mid-1980's as a Special Landscape Area (as explained in paragraph 3.16). It comprises a river valley with traditional grazing meadows and the area of Redgrave designed parkland. Given the uncertainty about the prospect of the SLA being retained in the Joint Local Plan and the importance of this high-quality landscape in the Neighbourhood Plan area, a new local designation, the Area of Local Landscape Sensitivity (ALLS), is made in the Plan reflecting the boundary of the traditional SLA boundary. The ALLS designation does not, in itself, stop development taking place but it does ensure that any development within the area should be designed to be in harmony with the special characteristics of the area. It is noted that a Water Recycling Centre is located within the Area of Local Landscape Sensitivity and that this has been the case since the original Special Landscape Area designation in the 1980s. It is not intended that the policy would prevent essential or other operational development from being supported, but the expectation is that any such development would be designed to ensure that the quality of the landscape would not be compromised.

10.4 There are a number of important natural and wildlife features and habitats across the Neighbourhood Plan Area which, although not of national and regional significance, are important to the maintenance of the biodiversity of Botesdale and Rickinghall. It is important that these are mapped and recorded in order that they can be protected from damage by development.

Such a map could record:

- natural and semi-natural features, historic hedgerows/ponds/woods;
- an Ancient/Veteran Tree Audit throughout the parishes;
- a secondary audit of significant trees within the built-up area of the three parishes (with the aim of aiding the consideration of tree work applications)
- building in an ongoing survey of flora and fauna to maintain and improve knowledge with the use of amateur naturalists/volunteers.

The project would have secondary aims:

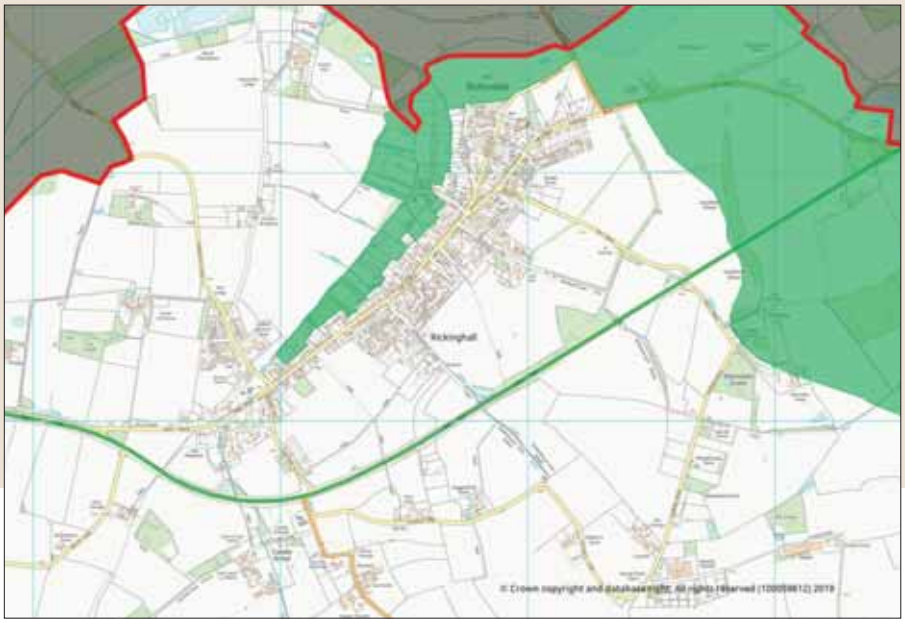
- to identify features that might be restored
- to consider how to improve network links/corridors for wildlife
- to identify Biodiversity Priority Species – those that are declining
- to promote nature-friendly farming

Support organisations would include Botesdale and Rickinghall Community Woodlands Project (Barwoods), the Woodland Trust, the Farming & Wildlife Advisory Group, the Countryside Stewardship Programme and the Suffolk County Council Biodiversity Team.

Policy B&R 11 – Area of Local Landscape Sensitivity

Development proposals in the Area of Local Landscape Sensitivity, as identified on the Policies Map, will be permitted only where they:

- protect or enhance the special landscape qualities of the area, identified in the Landscape Appraisal: and
- are designed and sited so as to harmonise with the landscape setting.



MAP 14 - AREA OF LOCAL LANDSCAPE SENSITIVITY

Community Action 3 – Natural and Wildlife Features and Habitats recording

The Parish Councils will support and encourage the preparation of a map of locally important natural and wildlife features for use in informing the Parish Councils responses to consultations on future planning applications.

Local Green Spaces

10.5 There are a number of important open areas within the villages that not only make important contributions to the character and setting of the built environment, but also play important roles in providing space for recreation.

10.6 Paragraph 76 of the 2012 NPPF states that "neighbourhood plans should be able to identify for special protection green areas of particular importance to them. By designating land as Local Green Space local communities will be able to rule out new development other than in very special circumstances." Paragraph 77 states that the designation should only be used:

- 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.

It is recognised that the designation of Local Green Spaces (LGS) should not be used simply to block development.

10.7 Background work undertaken during the preparation of this Neighbourhood Plan has identified a number of sites that qualify for designation as Local Green Spaces. A separate Local Green Space Appraisal document is available that demonstrates how spaces meet the criteria in paragraph 77 of the 2012 NPPF and those that do are identified in Policy B&R 12 below. The identification of these spaces means that development on them is restricted to that which is essential to these sites, such as that required for utility service providers such as telecommunications equipment.

Policy B&R 12 – Local Green Spaces

The following Local Green Spaces are designated in this Plan and identified on the Policies Map.

1 The Horse Pond or Watering Triangle
2 Wood next to Primary School
3 Botesdale Knoll
4 Fen Lane and verges towards Broomhills
5 The Marl Pits
6 Millers Orchard, off Mill Road, Botesdale
7 Hedge and Verge, between Warren's Lane and Seven Bells, The Street, Botesdale
8 Grass Verge adjoining and opposite Parkview Chapel, Botesdale
9 Grass Verge by Chapel of Ease, Crown Hill, Botesdale
10 Grass Verges by Toll House, Diss Road, Botesdale
11 Low Meadow, Rickinghall
12 Wherry Land, Rickinghall
13 Northfield Wood, off Mill Lane, Rickinghall
14 Green space by the Chestnuts, formerly Accommodation Meadow, Rickinghall
15 Rickinghall Superior Triangle, Rickinghall
16 Ryders Way Green Space, Rickinghall
17 Snape Hill, Rickinghall
18 Hinderclay Road grass verges, Rickinghall
19 Hedges and grass verges on Rectory Hill, Rickinghall
20 Green verge outside Rickinghall Street, Rickinghall
21 Front of Jubilee House, The Street
22 Junction of Rectory Hill and A143
23 Churchyard, St Mary's Church, Rickinghall Inferior
24 The graveyard St Mary's Church, Rickinghall Superior
25 Wheatfields amenity space
26 Allotments off Mill Lane, Rickinghall
27 Churchyard of Chapel of Ease Botesdale

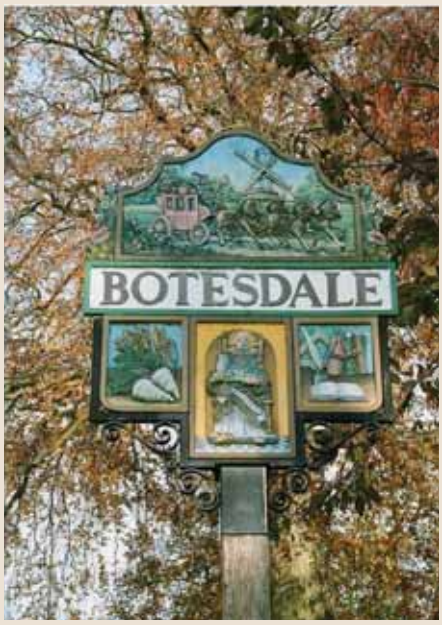
Development on these sites will only be permitted in very special circumstances. Permitted development rights, including the operational requirements of infrastructure providers, are not affected by this designation.

The Built Environment

10.8 As already identified in this Plan, the historic built environment of the villages is of particular importance. As well as the Conservation Area Appraisal, a separate built character appraisal has been undertaken by the Steering Group that has prepared the Plan.

10.9 The 2012 NPPF explains that the significance of a non-designated heritage asset should be taken into account in the determination of any planning application. A balanced judgment will be needed having regard to the scale of any harm or loss and the significance of the asset. We have identified a large number of buildings that are of local significance and which, while not yet formally identified as 'Local Heritage Assets', make a significant contribution to the historic environment and may be worthy of being protected as Local Heritage Assets. We will pursue their registration with the District Council.

In the meantime, we have identified them in Appendix 3 as buildings of local significance. The buildings are identified on the Policies Map.



Policy B&R 13 – Local Heritage Assets

The retention and protection of local heritage assets and buildings of local significance, including buildings, structures, features and gardens of local interest must be appropriately secured.

Proposals for any works that would lead to the loss of or substantial harm to a local heritage asset or a building of local significance should be supported by an appropriate analysis of the significance of the asset to enable a balanced judgement to be made having regard to the scale of any harm or loss and the significance of the heritage asset.
Appendix 3 identifies properties and structures of local significance which are also identified on the Policies Map.

Policy B&R 14 – Protection of Heritage Assets

To ensure the conservation and enhancement of the villages' heritage assets, proposals must:

a. preserve or enhance the significance of the heritage assets of the villages, their setting and the wider built environment, including views into, within and out of the conservation area as identified on the Policies Map;
b. retain buildings and spaces, the loss of which would cause harm to the character or appearance of the conservation area;
c. contribute to the villages local distinctiveness, built form and scale of its heritage assets, as described in the Landscape Character Appraisal, Built Environment Character Appraisal and the Botesdale and Rickinghall Conservation Area Appraisal, through the use of appropriate design and materials;
d. be of an appropriate scale, form, height, massing, alignment and detailed design which respects the area's character, appearance and its setting;
e. demonstrate a clear understanding of the significance of the asset and of the wider context in which the heritage asset sits, alongside an assessment of the potential impact of the development on the heritage asset and its context; and
f. provide clear justification, through the submission of a heritage statement, for any works that would lead to harm to a heritage asset yet be of wider substantial public benefit.

Proposals will not be supported where the harm caused as a result of the impact of a proposed scheme is not justified by the public benefits that would be provided.

Where a planning proposal affects a heritage asset it must be accompanied by a Heritage Statement identifying, as a minimum, the significance of the asset, the development proposal and an assessment of the impact of the proposal on heritage assets. The level of detail of the Heritage Statement should be proportionate to the importance of the asset, the works proposed and sufficient to understand the potential impact of the proposal on its significance and/or setting.

10.10 A Conservation Area Appraisal was undertaken by the District Council in 2011 and identified factors which detracted from the area, as follows:

- There are a few infill houses along The Street where asymmetric modern windows and inappropriate concrete roof tiles have been used and the bricks are not exactly within the local vernacular. These could perhaps be improved by overpainting the brickwork in a traditional colour.
- Elsewhere the original mix of render and brick has been obscured by the similar overpainting (and sometimes rendering) of buildings that would not be out of place stripped back to their original local brick finish.
- The under-grounding of utility supply lines at the western end of the villages would greatly improve the appearance of the villages overall.

10.11 The Neighbourhood Plan Steering Group prepared a Historic Character Assessment of the villages as part of the preparation of the Neighbourhood Plan. The final report forms a separate document in the evidence base for the Plan, but it did identify key character areas in the Plan Area as identified on the map to the right.

The character areas identified are:

Landscape:

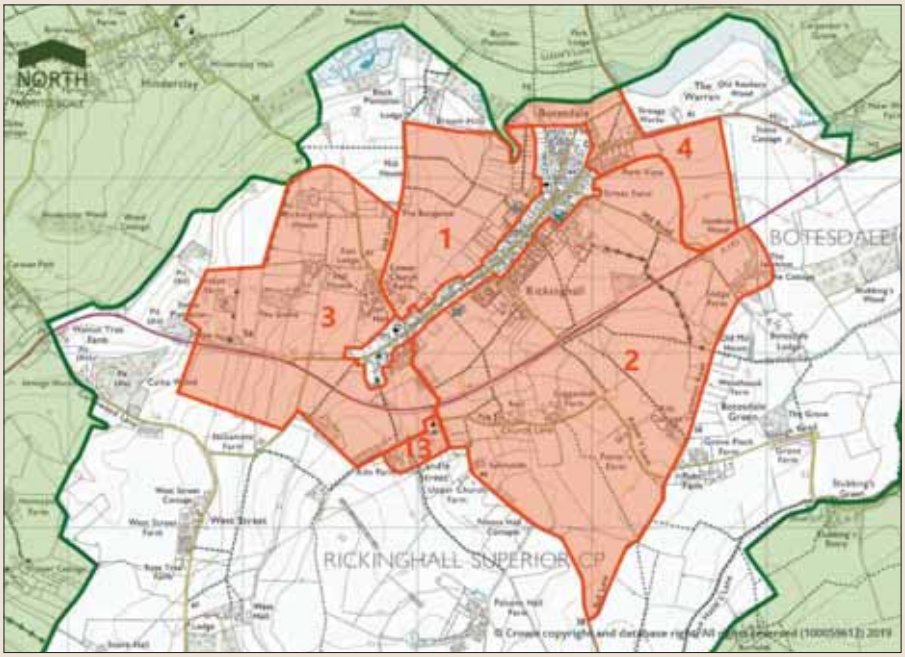
1. Botesdale and Rickinghall Fen
2. Botesdale and Rickinghall Uplands
3. Western approaches to Rickinghall
4. Eastern approaches to Botesdale

Botesdale

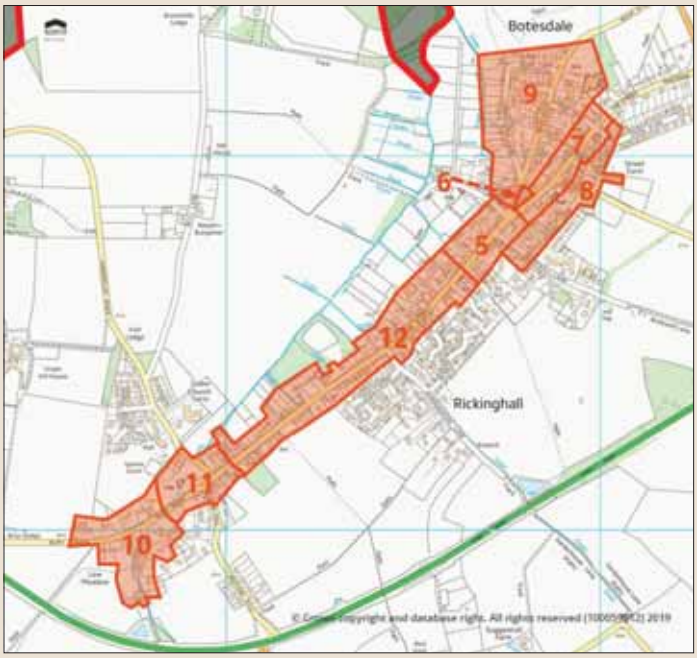
5. Market Place
6. Chandlers Lane
7. Crown Hill, The Street and Diss Road
8. Chapel Lane, Bridewell Lane and Mill Road
9. Back Hills and Cherry Tree Lane

Rickinghall

10. Bury Road and Water Lane
11. Church and Village Centre
12. The Street
13. Candle Street



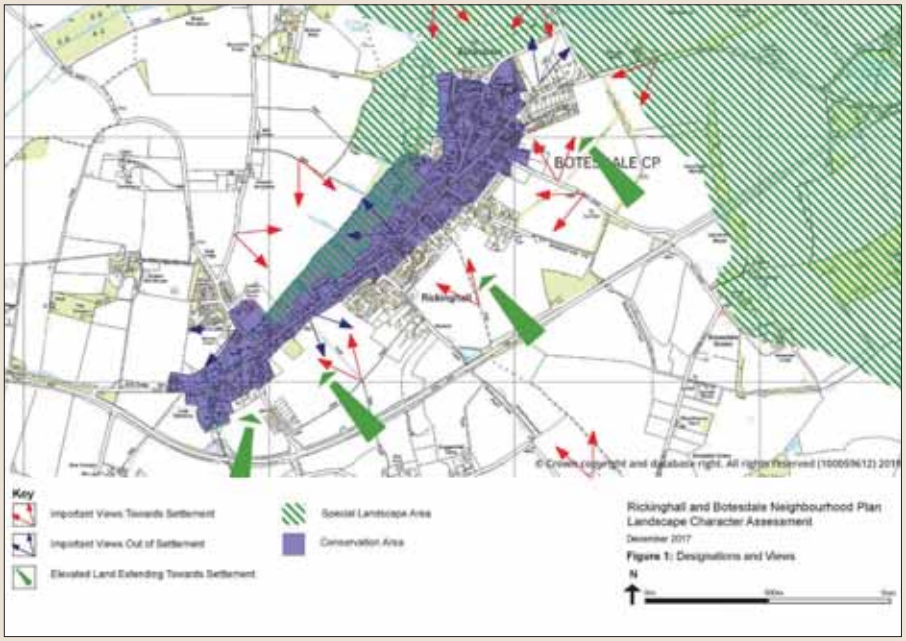
MAP 15 - HISTORIC CHARACTER ASSESSMENT AREA



MAP 16 - HISTORIC CHARACTER ASSESSMENT AREA

10.12 The 2012 NPPF makes it clear in paragraph 56 that 'good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people'. New development should achieve a high-quality design that enhances the unique characteristics of the villages and ensures a better quality of life for residents. Unsympathetic and poorly designed development, especially within the conservation area and/or in the vicinity of a heritage asset and/or in an important landscape area can have a significant detrimental impact on the area. While it would not be appropriate to rigidly copy the architectural styles and designs of the village, the Plan does seek to ensure that new development is of high quality and has regard to its surroundings. As such, when considering the design of new buildings or extensions to existing, developers must ensure proposals:

1. start with an assessment of the value of retaining what is there;
2. relate to the geography and history of the place and lie of the land;
3. are informed by the significance of the site and/or existing buildings so that its character and identity will be appropriate to its use and context
4. sit happily in the pattern of existing development and the routes through and around it
5. respect important views
6. respect the scale of neighbouring buildings
7. use materials and building methods which are at least as high quality as those used in existing buildings
8. create new views and juxtapositions which add to the variety and texture of the setting



MAP 17 - LANDSCAPE CHARACTER ASSESSMENT – DESIGNATIONS AND VIEWS

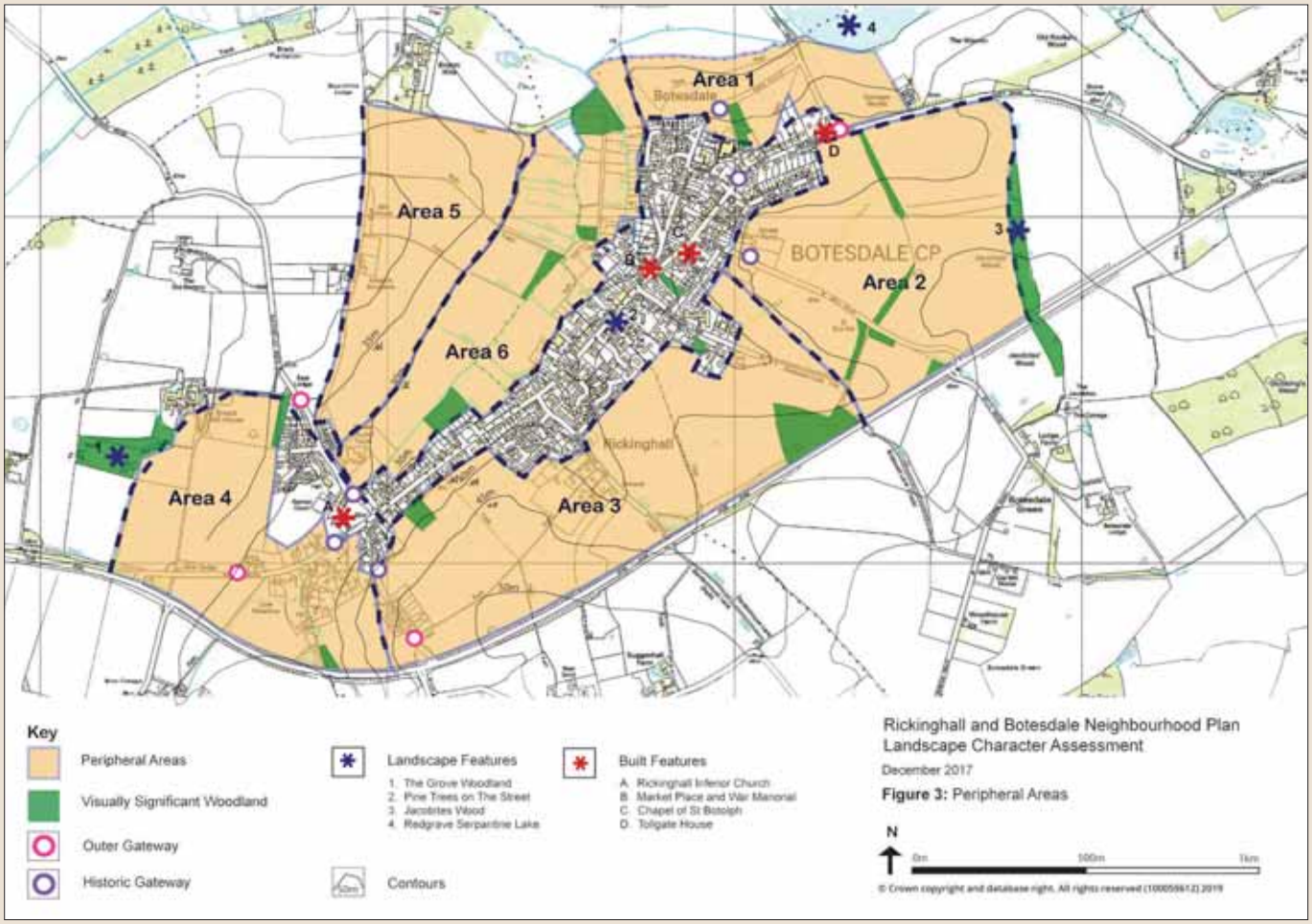
10.13 The Landscape Character Assessment identified important views into and out of the built-up area of the village. Development that does not have regard to its potential impact on these views could have significant and detrimental impact on the setting of the village. Views are critical in defining and reinforcing sense of place and local distinctiveness, connecting places where people live with the wider environment, providing opportunities to appreciate special qualities and connecting to local landmarks which can aid orientation.

10.14 Because the village is located primarily on the lower valley slopes many of the views are constrained. Nevertheless, from the rising land to the north and higher slopes above the settlement there are some elevated views to parts of the settlement with a backdrop of higher land or trees.

10.15 The Appraisal also identified key features which contribute to sense of place and orientation. They include the following:

- Redgrave Park lake;
- Jacobites' Wood;
- Tollgate House (Grade II);
- Market place and war memorial;
- Chapel of St Botolph, Botesdale (Grade II*)
- Pine trees on The Street;
- St Mary's Lower Church, Rickinghall Inferior;
- The Grove woodland;
- St Mary's Upper Church, Rickinghall Superior;

Most of these features are identified on map 18 and it is essential that they are protected from any harmful impact when proposals for new development are considered.



MAP 18 - LANDSCAPE CHARACTER ASSESSMENT – PERIPHERAL AREAS

Policy B&R 15 – Design Considerations

Proposals for new development must reflect the local character in the Neighbourhood Plan area and create and contribute to a high quality, safe and sustainable environment. Planning applications should, as appropriate to the proposal, demonstrate how they satisfy the requirements of the Development Design Checklist in Appendix 4 of this Plan and, as appropriate to the proposal:

a. recognise and address the key features, characteristics, landscape/building character, local distinctiveness and special qualities of the area and/or building as identified in the Character Assessment and, where necessary, prepare a landscape character appraisal to demonstrate this;
b. maintain or create the villages' sense of place and/or local character avoiding, where possible, cul-de-sac developments which do not reflect the lane hierarchy and form of the settlement;
c. not involve the loss of gardens and important open, green or landscaped areas which make a positive contribution to the character and appearance of that part of the village;
d. incorporate sustainable design and construction measures and energy efficiency measures including, where feasible, ground/air source heat pumps, solar panels and grey / rainwater harvesting;
e. taking mitigation measures into account, not affect adversely:
    i. any historic character, architectural or archaeological heritage assets of the site and its surroundings, including those locally identified heritage assets listed in Appendix 3 and subject to Policy B&R 13;
    ii. important landscape characteristics including trees and ancient hedgerows and other prominent topographical features as set out in the Character Assessment;
    iii. identified important views into, out of or within the village as identified on the Policies Map;
    iv. sites, habitats, species and features of ecological interest;
    v. the amenities of adjacent areas by reason of noise, smell, vibration, overlooking, overshadowing, loss of light, other pollution (including light pollution), or volume or type of vehicular activity generated; and/or residential amenity;
f. not locate sensitive development where its users and nearby residents would be significantly and adversely affected by noise, smell, vibration, or other forms of pollution from existing sources, unless adequate and appropriate mitigation can be implemented;
g. produce designs that respect the character, scale, height, density of the locality;
h. produce designs, in accordance with standards, that maintain or enhance the safety of the highway network ensuring that all vehicle parking is provided in accordance with adopted guidance and designed to be integrated into the development without creating an environment dominated by vehicles and seek always to ensure satisfactory permeability through new housing areas, connecting any new development into the heart of the existing settlement;
i. wherever possible ensure that development faces onto existing lanes retaining the rural character and creates cross streets or new back streets in keeping with the settlement's hierarchy of routes;
j. not result in water run-off that would add-to or create surface water flooding.
k. incorporate 'Dementia Friendly Design Principles' in the design of open space and public areas.

10.16 Rickinghall was the family home of a famous historian and archaeologist, Basil Brown. He was born in Bucklesham near Ipswich, but his family moved to Church Farm, Rickinghall when he was a few months old in 1888/9 and he moved from there to Cambria in The Street, Rickinghall in 1935. He lived in that house until his death in 1977. Basil Brown's love for the history and archaeology of Suffolk and his dedication to the local community went through his whole life. He broke new ground in local archaeology discovering roman roads, villas, kilns, a Neolithic causeway camp and most well-known, being the lead excavator to discover (most likely) the tomb of Raedwald at Sutton Hoo. He was self-taught, a dedicated astronomer and involved many local children in local archaeology. Two plaques to Basil Brown exist in Rickinghall Inferior Church.

10.17 In a number of larger towns, such as Ipswich and Bury St Edmunds, Blue Plaques have been installed to link the current building with important people of the past. Given his significance, it is considered that a local Blue Plaque should, if the owners agree, be fixed to his former property in The Street. In addition, it might also be appropriate to identify other properties in the villages with strong associations with people or organisations and an open competition would be organised to design the plaques with local artists / potters commissioned to make the plaques.

Community Action 4 – Blue Plaque Scheme

The feasibility of creating a Blue Plaque scheme in the villages will be investigated that will:

i) seek to identify people and their associated buildings that should be recognised;
ii) identify ways of funding the project;
iii) get property owners' consent to having a plaque;
iv) encourage local people to design the plaques; and
v) use local artists/potters to manufacture the plaques.

10.18 Given the extensive and significant history that is evident in Botesdale and Rickinghall, it would be appropriate to share this history for the benefit of residents and visitors alike. One method of sharing the information would be through the careful design and positioning of information points around the villages. Such positions could include Rickinghall Inferior and Rickinghall Superior churchyards that could contain information about the church, the guild halls and the Rickinghall Superior "camping ground" (camping was an early type of football played in medieval times). Botesdale Market Place would also be a good location for an information board, explaining the importance of the medieval market and giving information about the War Memorial. It would be appropriate for the information boards to be specially designed and made by local artists / craftspeople.

Community Action 5 – Local History Information Boards

Opportunities for providing history information boards, designed and made by local artists / craftspeople, to be located in the Rickinghall churchyards and Botesdale Market Place will be explored.

10.19 Associated with the provision of the information boards is the potential to identify a local village archive and/or museum building that could provide a useful and important resource for local schools and the wider community, as well as visitors to the area. The building could house:

- maps (eg Enclosure Award, Tithe Map)
- photos – both original & copies: hard copies & digital
- books on local history
- copies of Census returns etc.
- a table and chairs for study purposes
- shelves for files, books etc.
- a laptop/computer for showing digital photos and for listening to oral histories.

It would need to be big enough to store artefacts – such as coins, Roman pottery etc. donated by villagers.

Community Action 6 - Archive / Museum Facility

Opportunities for the provision of a dedicated building or room for the retention and display of village archives and finds will be explored.

11. JOBS, SERVICES AND FACILITIES

Objectives:

11. Protect and improve the range of existing community facilities and services

12. Ensure that the broadband and mobile connectivity throughout the Plan Area meets the domestic, social and business needs of the community.

13. Support small-scale business creation and retention.

11.1 Evidence gathered demonstrates a high level of out-commuting for work. At the same time, according to the 2011 Census, over 500 people work in the Neighbourhood Plan Area. Many of these work from home but there are also businesses and services that attract people to travel into the parishes for work.

11.2 The gradual erosion of business premises in rural areas can have a significant detrimental impact on the sustainability of villages and their ability to support services and facilities. Without a range of jobs there is a risk that those in employment will move out and the villages will become dormitory settlements. It is therefore important that existing employment opportunities are protected and given the opportunity to expand if they're not having a detrimental impact on the environment or infrastructure, including roads.

11.3 There is a large number of businesses in the Plan Area that provide a range of employment opportunities. One of the main concentrations of jobs can be found at Rickinghall Business Centre on Finningham Road. These former agricultural buildings have been converted to provide units for a number of small businesses and provide employment opportunities for residents from the local area. The site is identified for retention as a business park.

11.4 The Neighbourhood Plan supports the creation of new jobs where such development wouldn't have a detrimental impact on the character of the area, the local road network and the amenity of residents living near the site or on the access route to the site. It is envisaged that employment premises would remain small in terms of the size of the premises and the number of people employed on the site. Opportunities exist in more sustainable locations elsewhere for the provision of large premises, such as at Eye Airfield, Shepherd's Grove near Stanton and at Diss.

Policy B&R 16 – Retention of Existing Employment Sites

Proposals for non-employment uses on sites and premises currently or last used for such purposes and that are expected to have an adverse effect on employment generation, will only be permitted where one or more of the following criteria has been met (as appropriate to the site/ premises and location):

a. there is a sufficient supply of alternative and suitable employment land available to meet local employment job growth requirements;
b. evidence can be provided that genuine attempts have been made to sell/let the site in its current use, and that no suitable and viable alternative employment uses can be found or are likely to be found in the foreseeable future;
c. the existing use has created over-riding environmental problems (e.g. noise, odours or traffic) and permitting an alternative use would be a substantial environmental benefit that would outweigh the loss of an employment site;
d. an alternative use or mix of uses would assist in urban regeneration and offer greater community or sustainability benefits that would outweigh the loss of the employment site;
e. it is for an employment related support facility such as employment training / education, workplace creche or café;

The retention and intensification of employment uses at Rickinghall Business Centre on Finningham Road, as identified on the Policies Map, will be supported provided that proposals do not have a detrimental impact on the local landscape character, the amenity of residents or will generate unacceptable levels of vehicular traffic on local roads.

11.5 Some of the farms in the area have also expanded with the development of large-scale barn buildings for storage and chicken sheds and there is some scope for further commercial development in these areas. However, where new commercial development is proposed it is important that buildings reflect the rural and agricultural building styles typically found in the area. Care is also required to ensure new buildings are not seen breaking the skyline which can make them appear visually intrusive. Wherever possible care should be taken to ensure they are back clothed by vegetation. Buildings tend to be arranged along the main routes and have a loose arrangement where the wider landscape flows between building groups. This low density and loose arrangement should be retained.

Policy B&R 17 – New businesses and employment

Proposals for new business development will be supported where sites are located within the settlement boundary identified on the Policies Map, and outside the settlement boundary where:

a) it is located on land designated in the development plan for business uses; or it
b) relates to small scale leisure or tourism activities, or other forms of commercial/employment-related development or agriculture related development of a scale and nature appropriate to a countryside location and that can satisfactorily demonstrate a need to be located outside the settlement boundary.

Where possible, business developments should be sited in existing buildings or on areas of previously developed land and be of a size and scale that do not adversely affect the character, highways, infrastructure, residential amenity and environment of the Neighbourhood Plan area, including the important characteristics identified in the Landscape Character Appraisal and the Historic Character Appraisal.

Policy B&R 18 – Farm Diversification

Applications for new employment uses of redundant traditional farm buildings and other rural buildings will be supported, providing it has been demonstrated that they are no longer viable or needed for farming. Re-use for economic development purposes is preferred, but proposals which harm the rural economy will not be supported.

Village Services and Facilities

11.6 Community facilities and services in the villages make an important contribution towards maintaining the health and wellbeing, social, educational, spiritual, recreational, leisure and cultural needs of residents, and in reducing the need to travel. At the time of the preparation of this Plan there was a good range of services and facilities in the villages, including:

- A Co-op foodstore;
- Other small shops;
- Two public houses
- Churches and Chapels
- Motor traders;
- Beauticians and hairdressers;
- A pre-school and primary school;
- Children's Breakfast / After School Club
- Health centre;
- Takeaway food outlets;
- Two community centres;
- Allotments;
- Playing fields;
- Regular bus service to Bury St Edmunds and Diss and school service to Hartismere High School;
- Community Transport service run by the Rickinghall and Botesdale Good Neighbour Scheme;
- Bowls club

The retention of these facilities and services is therefore essential to the livelihood of the villages and helps reduce rural isolation and social exclusion. Botesdale & Rickinghall Parish Councils will support West Suffolk CCG in ensuring suitable and sustainable provision of Primary Healthcare services for the residents of Botesdale and Rickinghall.

11.7 It is therefore vital that services and facilities are protected and enhanced for the use of current and future residents. However, it is recognised that demands change over time and it would be unreasonable to require the retention of facilities if there is no longer a proven need or demand for them. In such circumstances it might be appropriate for those uses to be lost where specific criteria can be met.

11.8 In some instances, the loss of a service might have a significant detrimental impact on the settlement and its sustainability. The 'Assets of Community Value' / 'Community Right to Bid' scheme was introduced by the Government in the Localism Act 2011 and came into force in September 2012. The aim of the Right is to give community groups time to make realistic bids to buy land or buildings that are of importance to the local community when they come up for sale. Under the Community Right to Bid, community groups are able to nominate non-residential buildings or land within their communities as 'assets of community value' which cannot be sold without the community group being given the opportunity to put together a bid to purchase the asset. A building or other land is an asset of community value if its main use has recently been or is presently used to further the social wellbeing or social interests of the local community and could do so in the future. The Localism Act states that 'social interests' include cultural, recreational and sporting interests. It may be appropriate during the lifetime of the Neighbourhood Plan to seek to get the District Council to designate land or buildings as Assets of Community Value.

Policy B&R 19 – Protecting existing services and facilities

Proposals that would result in the loss of valued facilities or services which support a local community (or premises last used for such purposes) will only be permitted where:

a. it can be demonstrated that the current use is not economically viable nor likely to become viable. Where appropriate, supporting financial evidence should be provided including any efforts to advertise the premises for sale for a minimum of 12 months; and
b. it can be demonstrated, through evidenced research, that there is no local demand for the use and that the building/site is not needed for any alternative social, community or leisure use; or
c. alternative facilities and services are available, or replacement provision is made, of at least equivalent standard, in a location that is accessible to the community it serves with good access by public transport or by cycling or walking.

Community Action 7 – Assets of Community Value

The Parish Councils will seek to have Assets of Community Value designated where they meet the government criteria and are of importance to the village.

11.9 The Neighbourhood Plan's Household and Youth surveys raised the immediate demand for more sports and leisure facilities for children and younger people. A multi-use building and outdoor multi-sports area / outdoor gym would provide additional facilities to meet immediate demand, and, with the potential for a further 200 additional homes in Botesdale and Rickinghall over the next 20 years and further growth in the smaller villages nearby, there will be increasing demand for such facilities.

These could include:

- dedicated child and youth facilities;
- venues for dance, gymnasium, multi-sport facility, outdoor gym & yoga;
- youth/children's clubs;
- occasional cinema screenings;
- music practice;
- post-office room;
- additional play spaces;
- archive / village history display room, meeting room and café.

The Neighbourhood Plan provides the opportunity to start the process of making additional provision, perhaps as part of a development or as a separate initiative.

Community Action 8 – Additional Community Facilities

The Parish Councils will seek to identify suitable land for a purpose-built multi-use building for additional facilities for community use. This will be in parallel with initiating further consultation with the local community regarding:

- how to develop the proposed building and the associated multi-sports / play area;
- negotiation with builders over and above the use of the Community Infrastructure Levy; and
- the challenge of funding the ongoing maintenance of the new facilities.

11.10 The loss of the Post Office serving Botesdale and Rickinghall has had a detrimental impact on those that rely on it for their needs. Innovative approaches to providing postal services exist in a number of communities and it is important that options are explored for our community. One possible approach might be for a "roving postmaster" to open at set times in existing or new facilities or shops/pubs in the village.

11.11 In terms of child education provision, the local catchment schools are St Botolph's Primary School in Botesdale and Hartismere Secondary School in Eye. In 2017 the County Council noted that the housing development that was being proposed in the village would mean that there were no surplus spaces available in the Primary School. There are, it is understood, no plans to provide an additional primary school in the villages but the children forecast to arise from the development planned in this Neighbourhood Plan can be accommodated in the existing school premises through improvements and expansion.

Community Action 9 – Post Office Counter Services

The Parish Councils will explore innovative opportunities for the provision of Post Office counter services in the villages.

11.12 The preparation of this Neighbourhood Plan has identified a need for "wrap around care" facility where children can go before school and at the end of the day, thereby giving opportunities for greater social inclusion and for play and other activities for children as well as flexibility of care for all parents. The location of such a facility needs careful consideration and needs to be located close to the Primary School.

Community Action 10 – After School Club

The Parish Councils will seek to work with the Primary School , the Botesdale After School Club and other organisations to identify suitable premises for provision of a self - contained building to accommodate the expansion of need for wrap around care as the local population increases.

Sport and Recreation Facilities

11.13 Opportunities for participating in exercise are important to the health of residents and reducing pressures on the health service. The Neighbourhood Plan can play an important role in making sure that there are sufficient and adequate services in the villages to meet the needs of current and future residents. Currently, sports pitches at Rickinghall Village Hall provide a full-size football pitch, a five-a-side pitch and two tennis courts for the combined villages.

11.14 At the other end of Rickinghall is a Bowling Green run and managed by St Botolph's & District Bowls Club. As the population of the village grows there is likely to be a demand for further facilities, either an expansion of the existing or totally new provision. However, it is also important to safeguard what we already have, and existing facilities will be protected from being lost unless there are demonstrable reasons for their loss.

Policy B&R 20 – Open Space, Sport and Recreation Facilities

Proposals for the provision, enhancement and/or expansion of amenity, sport or recreation open space or facilities and as shown on the Inset Maps will be permitted subject to compliance with other Policies in this and other adopted Local Plans. Development which will result in the loss of existing amenity, sport or recreation open space or facilities will not be allowed unless:

a. it can be demonstrated that the space or facility is surplus to requirement against the local planning authority's standards for the particular location, and the proposed loss will not result in a likely shortfall during the plan period; or
b. replacement for the space or facilities lost is made available, of at least equivalent quantity and quality, and in a suitable location to meet the needs of users of the existing space or facility.

Any replacement provision should take account of the needs of the settlement where the development is taking place, and the current standards of open space and sports facility provision adopted by the local planning authority.

Where necessary to the acceptability of the development, the local planning authority will require developers of new housing, office, retail and other commercial and mixed development to provide open space including play areas, formal sport/recreation areas, amenity areas and where appropriate, indoor sports facilities or to provide land and a financial contribution towards the cost and maintenance of existing or new facilities, as appropriate. These facilities will be secured through the use of conditions and/or planning obligations.

Clubhouses, pavilions, car parking and ancillary facilities must be of a high standard of design. The location of such facilities must be well related and sensitive to the topography, character and uses of the surrounding area, particularly when located in or close to residential areas. Proposals which give rise to intrusive floodlighting will not be permitted.

12. TRANSPORT AND TRAVEL

Objectives

14. Support and encourage safe and sustainable transport including walking, cycling and public transport.

15. Improve bus services to enable access to services, secondary and tertiary education and employment

Public Transport

12.1 The villages are fortunate to have been by-passed in the 1990s. That has meant that Bury Road, The Street and Diss Road do not have to suffer the impact of both the large volumes and size of vehicles passing through the village as they travel along the A143. The proximity of the A143 does mean that the village has good road access to both Diss (15 minutes) and Bury St Edmunds (30 minutes) while the other employment centres of Stowmarket and Thetford are also 30 minutes' drive away.

12.2 In terms of public transport, the options are limited to the bus service to Diss and Bury St Edmunds operated by Simonds Coach Services that were originally based in Botesdale prior to their relocation to Diss. The service runs weekdays and on Saturdays with eight services to Diss and seven to Bury St Edmunds on weekdays with a much-reduced service on Saturdays. A school bus service operates from the villages to Hartismere High School in Eye during term times.

Public Rights of Way

12.3 There is a good network of public rights of way in and around the Neighbourhood Plan Area that provide opportunities for getting around the village as well as reaching out into the wider countryside. It is important that these routes are maintained and enhanced where possible. New development may provide the possibility to extend the network and this will be explored where appropriate.

PUBLIC RIGHTS OF WAY NETWORK IN VICINITY OF MAIN SETTLEMENT

Policy B&R 21 – Public Rights of Way

Development which would adversely affect the character or result in the loss of existing or proposed rights of way, will not be permitted unless alternative provision or diversions can be arranged which are at least as attractive, safe and convenient for public use. This will apply to rights of way for pedestrian, cyclist, or horse rider use. Improvements and additions to such rights of way shall be delivered as an integral part of new development to enable new or improved links to be created within the settlement, between settlements and/or providing access to the countryside or green infrastructure sites as appropriate.

12.4 There are opportunities around the villages for increasing the number of paths available through the designation of what are known as "permissive paths" – paths where the landowner allows people to walk, cycle and/or ride horses without the route ever being formally designated a public right of way. During the lifetime of this Plan opportunities to deliver such paths will be explored.

Community Action 11 – Permissive Paths

The Parish Councils will seek to work with landowners to establish permissive paths where people can walk, cycle and/or ride horses on the basis that the path is not a formally designated public right of way.

12.5 The Suffolk Cycling Strategy sets the vision to "increase the number of people cycling in Suffolk, firmly establishing it as a normal form of transport for everyone". There are opportunities to explore whether the creation of safe cycle routes from Botesdale and Rickinghall to surrounding villages such as Redgrave, Burgate and Hinderclay could be established, perhaps connecting to green lanes that could allow safe cycle access further afield to, for example, Diss or Thornham. Circular leisure routes could also potentially be created starting and finishing in the villages.

Community Action 12 – Safe Cycle Routes

The Parish Councils will seek to work with the County Highways Department and neighbouring Parish Councils to establish a network of safe and waymarked cycle routes connecting the villages and further afield to settlements such as Diss and Thornham.

Traffic Management

12.6 Within the historic centre of the village work was completed to reduce the impact of the car after the A143 bypass was completed. However, the car is still dominant in places along The Street which detracts from the special qualities of the historic buildings and spaces. Clutter from litter bins, signs, notices and A-boards is also a problem in places.

Community Action 13 – Street Clutter

We will seek to find ways of improving the quality of the High Street environment through the reduction of unnecessary clutter.

13. MONITORING AND DELIVERY

13.1 The Parish Councils will review, at regular intervals, the policies laid out in this Plan in order to check whether they are being applied as intended and whether overall the Plan is as effective as intended.

13.2 We also understand that the new Joint Local Plan might require a review of the Neighbourhood Plan to make sure it is still compliant with any new Strategic Policies, although the Plan has been prepared in consultation with the Planning Officers at the District Council to ensure such compliance.

13.3 The preparation of the Neighbourhood Plan enables the Parish Councils to access 25% of the Community Infrastructure Levy that is payable by developers to the district council on eligible housing developments that are granted consent after the Plan is adopted. This is an increase on the 15% received by parishes without a Neighbourhood Plan. The preparation of this Neighbourhood Plan has helped to identify priorities for the expenditure of these receipts, but the Parish Councils will need to prepare an Infrastructure Delivery Plan to demonstrate to Mid Suffolk District Council that the money will be spent on improving facilities, based on a set of well-defined principles, such as:

- benefitting those in the community who are demonstrably under-served;
- having no adverse effect on the environment
- promoting the health, wellbeing, social and cultural life of residents.

Community Action 14 – Community Infrastructure Levy Delivery Plan

The Parish Councils will work together to coordinate the preparation of an Infrastructure Delivery Plan that has regard to the projects and requirements arising from the content of this Neighbourhood Plan. The Delivery Plan will be reviewed on an annual basis.

APPENDIX 1 – RESIDENTIAL PLANNING CONSENTS

Sites with Planning Consent for Housing where development was not complete at 1 April 2017

Address	Number
Land to The Rear of Osmond House, The Street, Botesdale	3
Lodge Farm, Mill Road, Botesdale	1
Land associated with Hollyclose/Dudley Orves Dental Surgery, The Drift, Botesdale	1
Jubilee House, The Street, Rickinghall Inferior	3
Chenderit, Garden House Lane, Rickinghall Superior	3
Land Adj. Gable End, The Street, Rickinghall Superior	1
The Walk, Garden House Lane, Rickinghall Superior	1
The White Horse Inn, The Street, Rickinghall	1
TOTAL	14

APPENDIX 2 – FIELDS IN TRUST RECOMMENDED BENCHMARK GUIDELINES – FORMAL OUTDOOR SPACE

Open space typology	QUANTITY GUIDELINE1 (hectares per 1,000 population)	WALKING GUIDELINE (walking distance: metres from dwellings)	QUALITY GUIDELINE
Playing pitches	1.20	1,200m	Quality appropriate to the intended level of performance, designed to appropriate technical standards. • Located where they are of most value to the community to be served. • Sufficiently diverse recreational use for the whole community. • Appropriately landscaped. • Maintained safely and to the highest possible condition with available finance. • Positively managed taking account of the need for repair and replacement over time as necessary. • Provision of appropriate ancillary facilities and equipment. • Provision of footpaths. • Designed so as to be free of the fear of harm or crime. • Local authorities can set their own quality benchmark standards for playing pitches, taking into account the level of play, topography, necessary safety margins and optimal orientation2 . • Local authorities can set their own quality benchmark standards for play areas using the Children's Play Council's Quality Assessment Tool.
All outdoor sports	1.60	1,200m	
Equipped/ designated play areas	0.25	LAPs – 100m LEAPs – 400m NEAPs – 1,000m	
Other outdoor provision (MUGAs and skateboard parks)	0.30	700m	

1 Quantity guidelines should not be interpreted as either a maximum or minimum level of provision; rather they are benchmark standards that can be adjusted to take account of local circumstances.

2 Technical standards produced by Sport England, national governing sporting bodies or professional or trade organisations, such as the Institute of Groundsmanship and the Sports and Play Construction Association can prove helpful.It is recommended that Equipped/ Designated Play Spaces be promoted in the form of:

- Local Areas for Play (LAPs) aimed at very young children;
- Locally Equipped Areas for Play (LEAPs) aimed at children who can go out to play independently; and
- Neighbourhood Equipped Areas for Play (NEAPs) aimed at older children.

These can be complemented by other facilities including Multi Use Games Areas (MUGAs) and skateboard parks etc.

APPENDIX 3 – BUILDINGS OF LOCAL SIGNIFICANCE

The following buildings, which are not listed buildings, have been identified as being of local significance during the preparation of the Botesdale and Rickinghall Historic Character Assessment. Development proposals should have regard to the character and importance of these buildings and the designation of these as Local Heritage Assets will be pursued.

Botesdale, Fen Lane
1. The Old School House
2. Methodist Chapel

Botesdale, Common Road
3. Woodhouse Farm
4. Point Farm

Botesdale, Mill Road South
5. The Cottage (next to Jacobites)
6. Lodge Farmhouse

Botesdale, The Street
7. The Old Congregational Chapel
8. Market House
9. The Mill House
10. Crown Hill House
11. Bank House Cottage
12. Bank House
13. Mowbray House
14. Priory Cottage
15. Saffron Croft
16. Sunnyholme
17. Dove Cottage/Rambler Cottage
18. Little Botolph
19. Langley House
20. Virginia Cottage

Botesdale, Chapel Lane
21. Pond House
22. Street Farm Barn
23. Old Gas House

Botesdale, Bridewell Lane
24. Fir Tree Cottage

Botesdale, Back Hills
25. Red House
26. Stable Cottage
27. Candlemakers (Chandler's Lane)
28. Rose Cottage
29. Holly Tree Cottage
30. Back Hills Cottage
31. Bird Song /Ecclepechan Cottage
32. White Cottage
33. Alcira
34. Ivy House,

Botesdale, Cherry Tree Lane
35. Cherry Tree House
36. Corner Cottage
37. Walnut Tree House
38. Spring Meadows
39. Walnut Tree Farm
40. Lone Pine

Rickinghall, Gardenhouse Lane
41. Willow Cottage
42. Lilac Cottage

Rickinghall, Bury Road
43. Briar Lodge
44. The Old Vicarage
45. Tudor House

Rickinghall, Water Lane
46. The Old Coach House
47. Riverslea

Rickinghall, Rectory Hill
48. Hanby
49. Corner Cottage
50. Church Rise

Rickinghall, The Street
51. Wall Cottage
52. Breklaw
53. Oakdene
54. Bell Cottage
55. Rossendale Cottage
56. Linden House
57. Shemmings
58. The Old Post Office
59. Lamorna Cottage
60. Benrosa
61. Green Cottage
62. The Old Bakery
63. North View
64. Daisy Cottage
65. Chestnut View
66. Glenfield
67. Church Farm Barn/Mill Stream Cottage
68. Hazel Cottage
69. Baylees
70. Rose Cottage
71. Vine Cottage
72. Margaret Cottage
73. Cob Tree Cottage
74. Tudor Oak
75. Hunnypot
76. Tudor Cottage
77. 1 and 2 Maltings Cottages
78. Beam Cottage
79. Red House
80. Honeysuckle Cottage
81. Inglenook Cottage
82. 1 and 2 Pound Farm
83. Redholme
84. Holme Cottage
85. Bothwell House
86. Cambria
87. Oakdene
88. Lion House/Lion Cottage
89. Marsden Terrace
90. Maypole Barn
91. Walnut Tree Place
92. Old Post House
93. Cloister Cottage
94. Kent House
95. Prospect House
96. Pavilion House

Rickinghall, Candle Street
97. 1 and 2 Kiln Farm Cottages
98. Summer Barn
99. September Barn

Rickinghall, Hinderclay Road
100. The Old Rectory
101. East Lodge

APPENDIX 4 – DEVELOPMENT DESIGN CHECKLIST

This checklist is to be used by those proposing new development in the Neighbourhood Plan Area

Does the development proposal:

1 Integrate with existing paths, streets, circulation networks and patterns of activity
2 Reinforce or enhance the established village character of streets, squares and other spaces
3 Respect the rural character of views and gaps
4 Harmonise and enhance existing settlement in terms of physical form, architecture and land use
5 Relate well to local topography and landscape features, including prominent ridge lines and long distance views
6 Reflect, respect and reinforce local architecture and historic distinctiveness
7 Retain and incorporate important existing features into the development
8 Respect surrounding buildings in terms of scale, height, form and massing
9 Adopt contextually appropriate materials and details
10 Provide adequate open space for the development in terms of both quantity and quality
11 Incorporate necessary services and drainage infrastructure without causing unacceptable harm to retained features
12 Ensure all components e.g. buildings, landscapes, access routes, parking and open space are well related to each other
13 Make sufficient provision for sustainable waste management (including facilities for kerbside collection, waste separation and minimisation where appropriate) without adverse impact on the street scene, the local landscape or the amenities of neighbours
14 Positively integrate energy efficient technologies
Street Grid and Layout
15 Does it favour accessibility and permeability over cul-de- sac models? If not, the Design and Access Statement should state why.
16 Do the new points of access and street layout have regard for all users of the development; in particular pedestrians, cyclists and those with disabilities?
17 Are the essential characteristics of the existing street pattern reflected in the proposal?
18 Does the Design and Access Statement identify how the new design or extension integrates with the existing street arrangement?
19 Are the new points of access appropriate in terms of patterns of movement?
20 Do the points of access conform to the statutory technical requirements?
Local Green Spaces, Rural Views and Character
21 Does the Design and Access Statement identify the particular characteristics of this area which have been taken into account in the design?
22 Does the proposal maintain or enhance any views identified in the Neighbourhood Plan or views in general?

23 How does the proposal impact on existing views which are important to the area and how are these views incorporated in the design?
24 Can any new views be created?
25 Does the Design and Access Statement state how the proposal affects the trees on or adjacent to the site?
26 Does the Design and Access Statement state how the proposal considers the site in the widest context?
27 Has the impact on the landscape quality of the area been taken into account?
28 In rural locations has the impact of the development on the tranquillity of the area been fully considered?
29 How does the proposal affect the character of a rural location?
30 Is there adequate amenity space for the development?
31 Does the new development respect and enhance existing amenity space?
32 Have opportunities for enhancing existing amenity spaces been explored?
33 Will any communal amenity space be created? If so, how this will be used by the new owners and how will it be managed?
Gateway and Access Features
34 What is the arrival point, how is it designed?
35 Does the proposal maintain or enhance the existing gaps between villages?
36 Does the proposal affect or change the setting of a listed building?
37 Is the landscaping to be hard or soft?
Buildings Layout and Grouping
38 What are the typical groupings of buildings?
39 How have the existing groupings been reflected in the proposal?
40 Are proposed groups of buildings offering variety and texture to the townscape?
41 What effect would the proposal have on the streetscape?
42 Does the proposal maintain the pattern of development emanating from the principal route through Rickinghall and Botesdale?
43 Does the proposal overlook any adjacent properties or gardens? How is this mitigated?
Building Line and Boundary Treatment
44 What are the characteristics of the building line?
45 How has the building line been respected in the proposals?
Building Heights and Roofline
46 What are the characteristics of the roofline?

47 Have the proposals paid careful attention to height, form, massing and scale?
48 If a higher than average building(s) is proposed, what would be the reason for making the development higher?
49 Would a higher development improve the scale of the overall area?
50 Is the choice of materials, unit size and colour tone appropriate to Rickinghall and Botesdale?
Corner Buildings
51 Are the buildings in block corners designed to have windows addressing both sides of the corner?
52 Have blank walls been avoided?
53 Are landscape and boundary treatments enhancing the corner of a block?
Building Materials and Surface Treatment
54 What is the distinctive material in the area, if any?
55 Does the proposed material harmonise with the local material?
56 Does the proposal use high quality materials?
57 Have the details of the windows, doors, eaves and roof details been addressed in the context of the overall design?
58 Does the new proposed materials respect or enhance the existing area or adversely change its character?
Car Parking Solutions
59 What parking solutions have been considered?
60 Are the car spaces located and arranged in a way that is not dominant or detrimental to the sense of place?
61 Has planting been considered to soften the presence of cars?
62 Does the proposed car parking compromise the amenity of adjoining properties?
Architectural Details and Contemporary Design
63 Does the proposal harmonise with the adjacent properties? This means that it follows the height, massing and general proportions of adjacent buildings.
64 If a proposal is an extension, is it subsidiary to the existing property so as not to compromise its character?

65 Does the proposal maintain or enhance the existing landscape features?
66 Has the local architectural character and precedent been demonstrated in the proposals?
67 If the proposal is a contemporary design, are the details and materials of a sufficiently high quality and does it relate specifically to the architectural characteristics and scale of the site?
68 Are the standards of Lifetime Homes adhered to?
Sustainability, Eco Design, Waste and Services
69 What effect will services have on the scheme as a whole?
70 Can the effect of services be integrated at the planning design stage, or mitigated if harmful?
71 Has the lighting scheme been designed to avoid light pollution?
72 Has adequate provision been made for discreet bin storage, waste separation and relevant recycling facilities?
73 Has the location of the bin storage facilities been considered relative to the travel distance from the collection vehicle?
74 Has the impact of the design and location of the bin storage facilities been considered in the context of the whole development?
75 Could additional measures, such as landscaping be used to help integrate the bin storage facilities into the development?
76 Has any provision been made for the need to enlarge the bin storage in the future without adversely affecting the development in other ways?
77 Have all aspects of security been fully considered and integrated into the design of the building and open spaces? For standalone elements (e.g. external bin areas, cycle storage, etc.) materials and treatment should be of equal quality, durability and appearance as for the main building.
78 The use of energy saving/efficient technologies (e.g. solar panels, green roofs, water harvesting, heat pumps, waste collection, etc.), should be integrally designed to complement the building and not as bolt-ons after construction.

GLOSSARY

Affordable housing: The 2012 NPPF defines affordable housing as "Social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market. Eligibility is determined with regard to local incomes and local house prices. The 2018 NPPF expands on the definition and includes affordable housing for rent, starter homes, discounted market sales housing and other means of providing routes to ownership for those who could not achieve home ownership through the market.

Archaeological interest: There will be archaeological interest in a heritage asset if it holds, or potentially may hold, evidence of past human activity worthy of expert investigation at some point. Heritage assets with archaeological interest are the primary source of evidence about the substance and evolution of places, and of the people and cultures that made them.

Barriers to Housing and Services: Measures the physical and financial accessibility of housing and local services. The indicators fall into two sub-domains – 'geographical barriers' which relate to the physical proximity of local services, and 'wider barriers' which includes issues relating to access to housing such as affordability.

Best and most versatile agricultural land: Land in grades 1, 2 and 3a of the Agricultural Land Classification.

Biodiversity: Describes the range and variety of living organisms within an ecosystem. It can include all living organisms, plants, animals, fungi and bacteria and is often used to indicate the richness or number of species in an area. Such an area can be defined at different levels across the globe or be limited to a local area such as a parish.

Buildings of local interest: Locally important building valued for its contribution to the local scene or for local historical situations but not meriting listed status.

Botesdale & Rickinghall: Refers to the parishes of Botesdale, Rickinghall Inferior and Rickinghall Superior.

Conservation (for heritage policy): The process of maintaining and managing change to a heritage asset in a way that sustains and, where appropriate, enhances its significance.

Community Infrastructure Levy: A levy allowing local authorities to raise funds from owners or developers of land undertaking new building projects in their area.

Development Plan: This includes adopted Local Plans and Neighbourhood Plans as defined in section 38 of the Planning and Compulsory Purchase Act 2004.

Green infrastructure: A network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities.

Habitat: The natural home of an animal or plant often designated as an area of nature conservation interest.
Heritage asset: A term that includes designated heritage assets (e.g. listed buildings, world heritage sites, conservation areas, scheduled monuments, protected wreck sites, registered parks and gardens and battlefields) and non-designated assets identified by the local planning authority. Non-designated heritage assets include sites of archaeological interest, buildings, structures or features of local heritage interest listed by, or fulfilling criteria for listing by, the local planning authority.

Hinterland Village: Defined in the Babergh Core Strategy 2014 as villages that tend to be small, with very limited facilities and so are dependent on nearby larger villages or urban areas for many of their everyday needs.

Historic environment: All aspects of the environment resulting from the interaction between people and places through time, including all surviving physical remains of past human activity, whether visible, buried or submerged, and landscaped and planted or managed flora.

Infrastructure: The basic physical and organisational structures and facilities (e.g. buildings, roads and power supplies) necessary for development to take place.

International, national and locally designated sites of importance for biodiversity: All international sites (Special Areas of Conservation, Special Protection Areas, and Ramsar sites), national sites (Sites of Special Scientific Interest) and locally designated sites including Local Wildlife Sites.

Living Environment Deprivation: Measures the quality of the local environment. The indicators fall into two sub-domains. The 'indoors' living environment measures the quality of housing, while the 'outdoors' living environment contains measures of air quality and road traffic accidents.

Local planning authority: The public authority whose duty it is to carry

out specific planning functions for a particular area which in this case is Mid Suffolk District Council.

Local Plan: The plan for the future development of the local area, drawn up by the local planning authority in consultation with the community.

Neighbourhood Plans: A plan prepared by a Parish Council or Neighbourhood Forum for a particular neighbourhood area (made under the Planning and Compulsory Purchase Act 2004).

Open space: All open space of public value, including not just land, but also areas of water (such as rivers, canals, lakes and reservoirs) which offer important opportunities for sport and recreation and can act as a visual amenity.

Renewable and low carbon energy: Includes energy for heating and cooling as well as generating electricity. Renewable energy covers those energy flows that occur naturally and repeatedly in the environment – from the wind, the fall of water, the movement of the oceans, from the sun and also from biomass and deep geothermal heat. Low carbon technologies are those that can help reduce emissions (compared to conventional use of fossil fuels).

Rural exception sites for affordable housing: Sites for affordable housing development in rural locations where market housing would not normally be acceptable because of planning policy constraints. Homes can be brought forward on these sites only if there is a proven unmet local need for affordable housing and a legal planning agreement is in place to ensure that the homes will always remain affordable, will be for people in housing need and prioritised for those with a strong local connection to the parish.

Setting of a heritage asset: The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral.

Settlement Boundary: These are defined in the Mid Suffolk Local Plan 1998 and the policies in the Mid Suffolk Core Strategy 2008 also refers to them. They are a planning term that do not necessarily include all buildings within the boundary.

Significance (for heritage policy): The value of a heritage asset to this and future generations because of its heritage interest. That interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting.

Site of Special Scientific Interest: Sites designated by Natural England under the Wildlife and Countryside Act 1981.

Strategic Environmental Assessment: A procedure (set out in the Environmental Assessment of Plans and Programmes Regulations 2004) which requires the formal environmental assessment of certain plans and programmes which are likely to have significant effects on the environment.

Use Classes: The Town and Country Planning (Use Classes) Order 1987 (as amended) puts uses of land and buildings into various categories known as 'Use Classes'.

Wildlife corridor: A wildlife corridor is a link of wildlife habitat, generally native vegetation, which joins two or more larger areas of similar wildlife habitat, Corridors are critical for the maintenance of ecological processes including allowing for the movement of animals and the continuation of viable populations of plants and animals.

KEY TO POLICIES MAP AND INSET MAPS

- Settlement Boundary (B&R1 B&R2)
- Housing Site (B&R3, B&R4, B&R5, B&R6, B&R7)
- Existing Employment Site (B&R 16)
- Conservation Area (B&R 14)
- Local Heritage Assets (B&R13, B&R14)
- Local Green Space (B&R12)
- Area of Local Landscape Sensitivity (B&R11)
- Sport and Recreation Facilities (B&R20)
- Important Views (B&R 14, B&R15)
- Important Woodland (B&R 15)
- Plan Area Boundary

SEE INSET MAPS FOR MORE DETAIL IN THIS AREA

B&R 11

BOTESDALE CP

RICKINGHALL SUPERIOR CP

RICKINGHALL INFERIOR CP

M-LE-WILLOWS CP

GISLINGHAM CP

Botesdale

Hinderclay

Allwood Green

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KEY TO POLICIES MAP AND INSET MAPS

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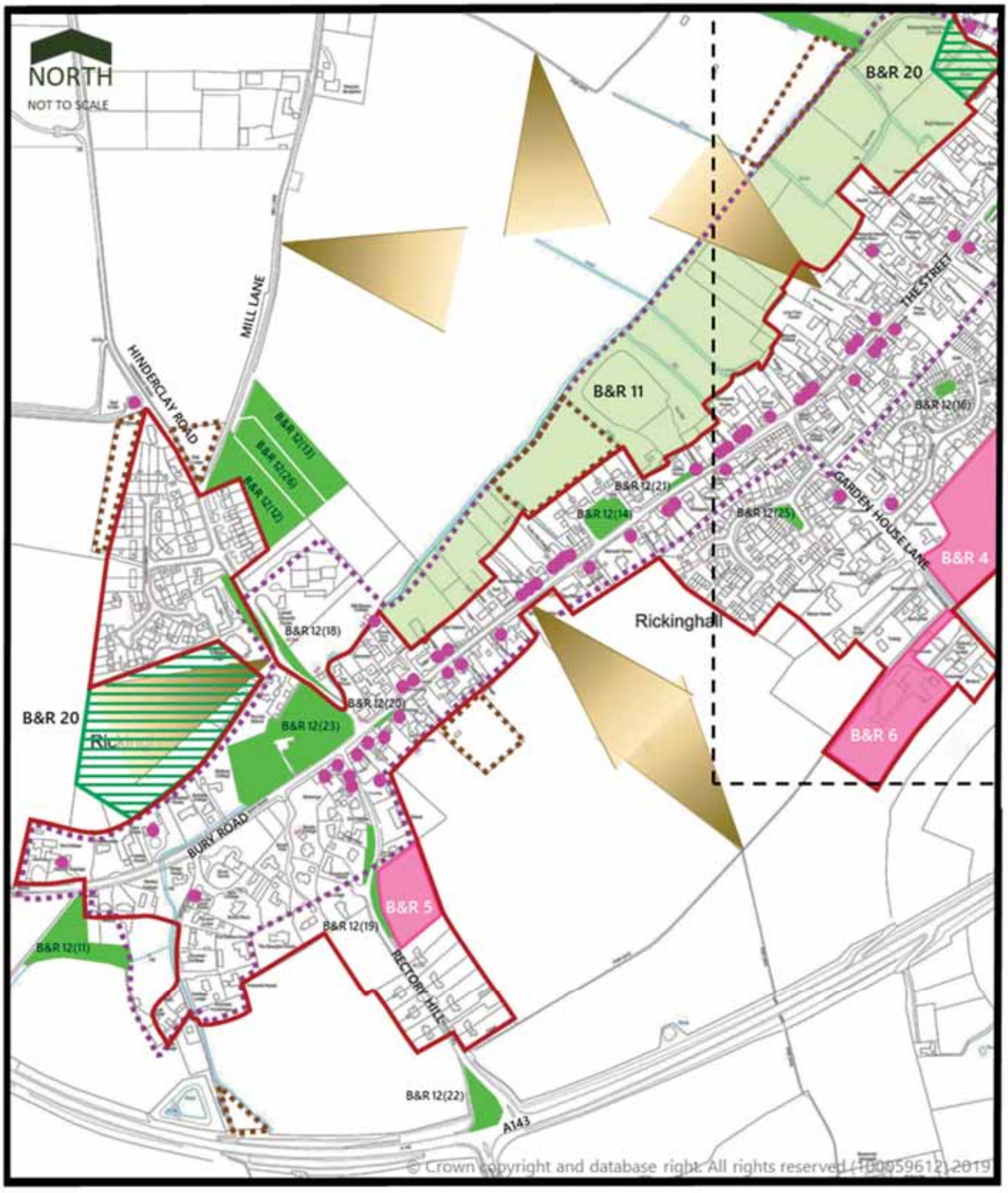
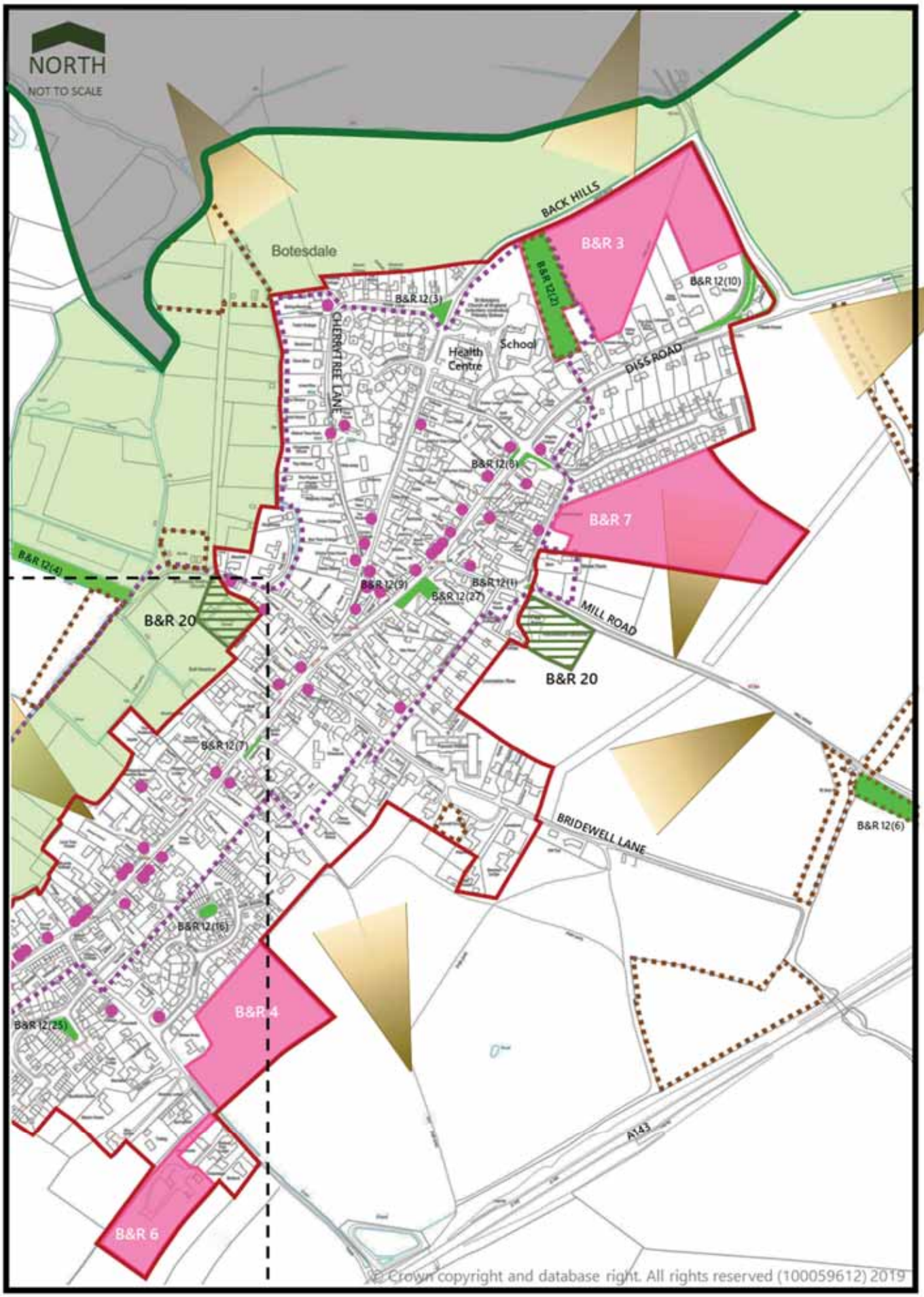
- Local Green Space (B&R12)
- Area of Local Landscape Sensitivity (B&R11)
- Sport and Recreation Facilities (B&R20)
- Important Views (B&R 14, B&R15)
- Important Woodland (B&R 15)
- Plan Area Boundary

INSET MAP - WEST



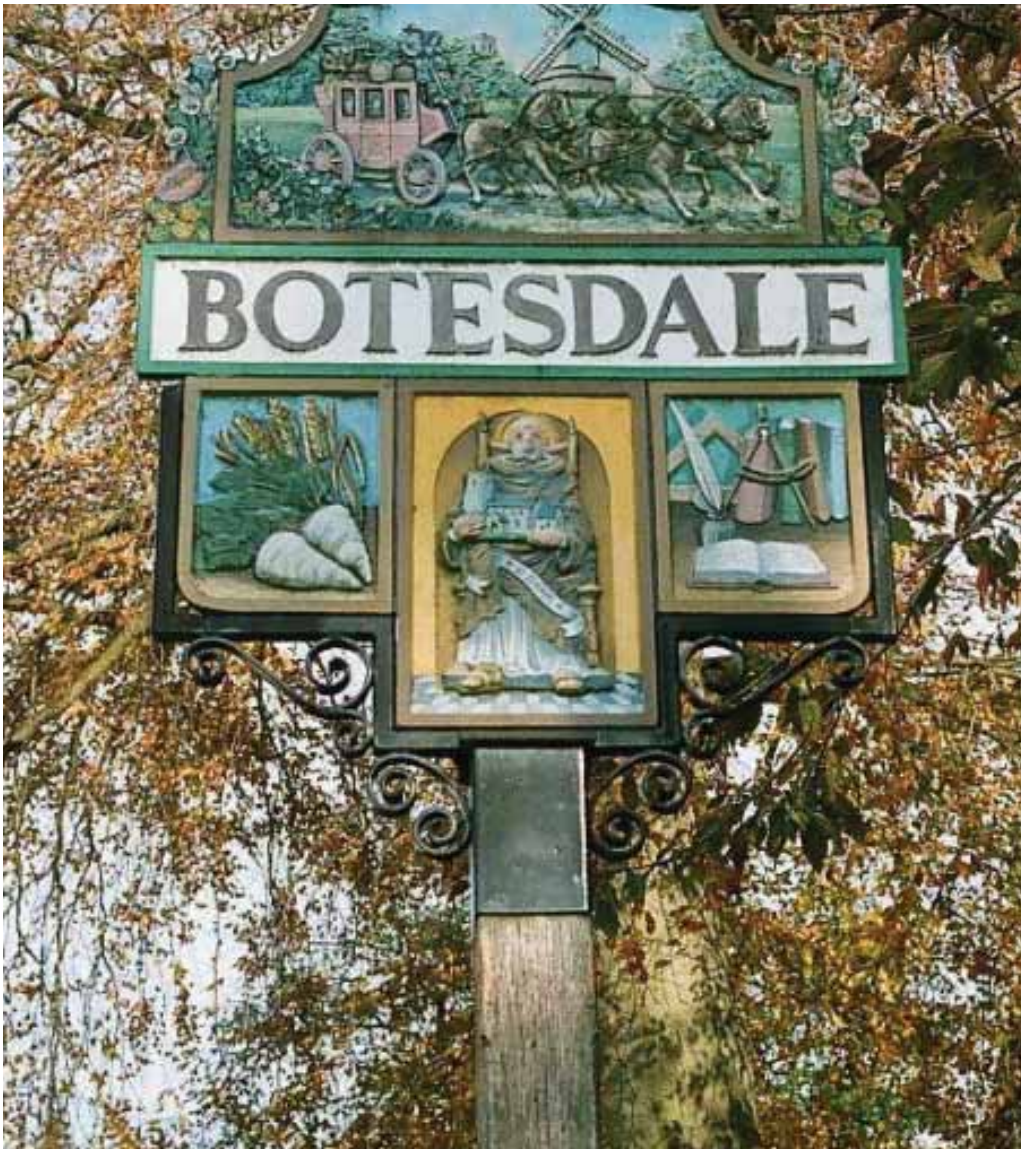
INSET MAP - EAST



BOTESDALE &
RICKINGHALL

NEIGHBOURHOOD PLAN

2017-2036



MADE PLAN

JANUARY 2020

Prepared by Botesdale and Rickinghall Parish Councils

NORWICH TO TILBURY

EN020027

Joint Local Impact Report

Appendix 16 (Diss and District Neighbourhood Plan, 2023)

Suffolk County Council [redacted]

Babergh District Council [redacted]

Mid Suffolk District Council [redacted]

Diss & District Neighbourhood Plan 2021 - 2038

Adopted version, October 2023

www.ddnp.info

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DISS & DISTRICT NEIGHBOURHOOD PLAN

2021 - 2038

ADOPTED VERSION

October 2023

DISS & DISTRICT NEIGHBOURHOOD PLAN 2021-2038

October 2023

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PREFACE

Neighbourhood Planning was introduced in the Localism Act of 2011. Since then, more than 200 community groups throughout our two counties have taken the decision to create their own neighbourhood plan. It takes a lot of effort and dedication to create such a plan but surprisingly few who started have given up along the way. Some take longer than others but of those who have persisted, 43 in Norfolk and 40 in Suffolk now have their neighbourhood plan adopted and playing a part in determining planning applications in their area.

Although there had been a significant period of preparation, work on the *Diss & District Neighbourhood Plan* began in earnest when the plan area, covering seven parishes and straddling the county boundary, was designated by the district councils in August 2017. By then, a DDNP Steering Group had been formed, made up of two or three representatives from the seven member parishes. It has met nearly every month since then and has overseen every stage of the Plan's development.

At the referendum stage in September 2023, the Plan received clear majority support from the communities it serves. In the following month it was formally adopted at meetings of the South Norfolk and Mid Suffolk District Councils and became one of the statutory documents that guide those two local planning authorities with their planning decisions in the area. The future role of the Steering Group is to make sure the DDNP is kept up to date in whatever ways are necessary to reflect the changing times and the will of the community.

Present members of the DDNP Steering Group are:

CHAIRMAN David Burn

DISS Simon Olander and Eric Taylor

BURSTON & SHIMPLING Alison Wakeham

ROYDON Paul Curson, Jane Jennifer and Trevor Ault

SCOLE Graham Moore, Dola Ward and Corinne Moore

BROME & OAKLEY Roger Broughton and Tom Pace

PALGRAVE Rebecca Dingle

STUSTON Steve Leigh

ACKNOWLEDGEMENTS

A venture like the *Diss and District Neighbourhood Plan* would get nowhere without input and support from a wide range of people, every one of whom deserves our thanks and gratitude. The Steering Group would first like to thank the many businesses and members of the communities in the Plan area who manoeuvred us in the direction they wanted the Plan to go. Their participation in the surveys and consultations has been invaluable. Thank you.

We would also like to acknowledge the wealth of support we have had from the clerks and officers of the parent town council and the participating, parish councils and parish meeting, on whose behalf we carried out the work.

Our thanks and appreciation are also extended to the members of the working group: Brian Falk, Richard Pither and Tim Holt-Wilson for the time and expertise they put into researching the wealth of information included in the asset assessment reports on Key Views, Local Green Space and Non-designated Heritage Assets. We are also grateful to George Waterman, who has shared his social media expertise with us and helped with publicity. Thank you also to Hugh and Sian Bunbury for their help with aspects of design.

Throughout, we have benefitted greatly from the help and advice of officers from South Norfolk Council and Mid Suffolk District Council. Many thanks.

Over the years that a neighbourhood plan is in preparation, the membership of its steering group inevitably changes but the contribution of its former members remains embedded in the Plan. For the parts they played, many grateful thanks go to Deborah Sarson, Mike Bootman, Ursula Halton, Dave Poulter, Neil Weston, Roger Greenacre, David Goldson and Sharon Cousins-Clarke.

The expertise of Louise Cornell and Mark Thompson of Collective Community Planning, our consultants, has been indispensable. They have been a pleasure to work with and very much deserve our warmest thanks.

Finally, our project manager, Stephanie Ayden, has done her absolute best, often against the odds, to manage consultations, surveys, much of our publicity, the website and general admin – a role that she has frequently likened to nailing jelly to the ceiling. Even so, quite a lot of it must have stuck, because she seems to get us there in the end. Thanks for everything Stephanie.

David Burn

on behalf of the DDNP Steering Group

DOCUMENTS LIBRARY

Many documents are created during the making of a Neighbourhood Plan. Some are ephemeral but others endure as a record of work done or provide supporting evidence and a source of reference for when the time comes for the Plan to be reviewed. Those documents that have been selected for 'the library' are listed below. They can all be accessed at **https://ddnp.info/submission-documents**

- **Diss & District Neighbourhood Plan Regulation 15 Submission Draft**
- **Statement of Basic Conditions**
- **Consultation Statement**
- **Evidence Base**

TECHNICAL SUPPORT REPORTS by AECOM:

- **Housing Needs Assessment (HNA)**
- **Site Options Assessment (SOA) Part 1**
  Site Options Assessment (SOA) Part 2
  Site Options Assessment (SOA) Consolidated Report
- **Strategic and Environmental Assessment (SEA)**
- **Habitat Regulations assessment (HRA)**
- **Diss & District Design Code (DDDC)**

PARISH ALLOCATION & ASSET MAPS:

- **Diss**
- **Brome& Oakley**
- **Burston & Shimpling**
- **Palgrave**
- **Roydon**
- **Scole**
- **Stuston**

ASSET ASSESSMENT REPORTS:

- **Local Green Spaces Assessment Report**
- **Key Views Assessment Report**
- **Non-Designated Heritage Assets Assessment Report**

All these documents and others relating to the DDNP can also be accessed in the neighbourhood planning section of **South Norfolk** and **Mid Suffolk** websites.

GLOSSARY OF ABBREVIATIONS

AECOM A multi-faceted, multinational American company contracted by **Locality** to provide technical support to neighbourhood planning groups. The name is an acronym formed from the initial letters of 'architecture, engineering, construction, operations, management'. The technical assistance commonly includes the creation of supporting documents that must accompany the submission of the Plan itself. These include the SOA, HRA and SEA, about which further information can be found against their entries in this glossary.

CIL **Community Infrastructure Levy**
A charge that can be imposed on certain types of development by LPAs; an important source of funding to provide the new or extra infrastructure that the added pressure resulting from development may require. [**more info**]

CLLP **Claylands Living Landscape Project**
A Norfolk Wildlife Trust initiative. [**more info**]

DDDC ***Diss & District Design Code***
A document prepared by AECOM for the DDNP that forms part of the suite of supporting documents submitted to the LPAs for Examination. All of them can be accessed on **www.ddnp.info/submission-documents**

DDNP ***Diss & District Neighbourhood Plan***

DNIS ***Diss Network Improvement Strategy***
Norfolk County Council, April 2020. [**more info**]

GNLP ***Greater Norwich Local Plan*** **(emerging)**
[**more info**]

HNA ***Housing Needs Assessment***
A document prepared by AECOM for the DDNP that forms part of the suite of supporting documents submitted to the LPAs for Examination. All of them can be accessed on **www.ddnp.info/submission-documents**

HRA ***Habitats Regulations Assessment***
A document prepared by AECOM for the DDNP that forms part of the suite of supporting documents submitted to the LPAs for Examination. All of them can be accessed on **www.ddnp.info/submission-documents**

JCS ***Joint Core Strategy*** **(2011, as amended 2014) for Broadland, Norwich and South Norfolk**
[**more info**]

JLP ***Babergh & Mid Suffolk District Councils Joint Local Plan*** **(emerging)**
[**more info**]

LGS **Local Green Space**
Areas of special value to the community that can be protected from development by receiving this designation in a Local Plan or a Neighbourhood

Plan. Paragraph 102 of the NPPF places constraints on designation, depending on closeness to the community, size and the extent to which the space is be demonstrably special and hold a particular local significance..

LLFA **Lead Local Flood Authority**
[more info]

LPA **Local Planning Authority**
Defined in the NPPF as 'the public authority whose duty it is to carry out specific planning functions for a particular area'. The LPAs covering the DDNP area are South Norfolk Council and Mid Suffolk District Council

LCWIP ***Local Cycling and Walking Infrastructure Plan***
Norfolk County Council is working in partnership with all district and borough councils to create a Local Cycling and Walking Infrastructure Plan (LCWIP) for Norfolk. The Norfolk LCWIP builds on plans already completed for Great Yarmouth, King's Lynn and Greater Norwich.
Suffolk County Council produced a **draft LCWIP** last year and several of the local authorities now have them in preparation.
[See here for government guidance on their preparation.]

MSCS ***Mid Suffolk Core Strategy***
It was first adopted as part of the district's Development Plan **in 2008**; an amendment **in 2012** had no effect on the settlement hierarchy or the settlement boundaries.

MSDC **Mid Suffolk District Council**

MSLP ***Mid Suffolk Local Plan*** ***(1998)***
Long overdue for review, this plan [**see here for the original**] will soon be superseded by the JLP. An **alteration in 2006** affected the affordable housing policies, and other original policies have been superseded by the MSCS.

NDHA **Non-Designated Heritage Asset**
These are buildings, sites, monuments, places or areas identified as having sufficient significance to be worthy of consideration when planning decisions are made but either have not been considered or do not meet the criteria for statutory designation (listing) by Historic England.

NGA **Next Generation Access**
A communications technology expression to describe new or improved networks that will allow much improved quality and speed. I(t seems to be most often used to refer to some fibre optic networks.

NMWCS **Norfolk Minerals and Waste Core Strategy**
in ***Norfolk Minerals and Waste Development Framework***, Norfolk County Council 2011

NPPF ***National Planning Policy Framework***
See here for a concise explanation of what it is and what it does. First introduced in 2012 it has now been revised three times, the latest being in **July 2021**.

PPG ***Planning Practice Guidance***
This is a **web-based resource** that supplements the NPPF. It adds a vast amount of detail and is presented under an A to Z list of category headings

SEA ***Strategic Environmental Assessment***
A document prepared by AECOM for the DDNP that forms part of the suite of supporting documents submitted to the LPAs for Examination. All of them can be accessed on **www.ddnp.info/submission-documents**

SNC **South Norfolk Council**

SNLP ***South Norfolk Local Plan***
Strictly, this should include the 2011 JCS but this has been referred to separately using those initials throughout this DDNP document. The use of SNLP, in the present context, is intended to include the ***Site Specific Allocations and Policies*** document and the ***Development Management Policies*** document, both of which were adopted in October 2015 [**more info**]

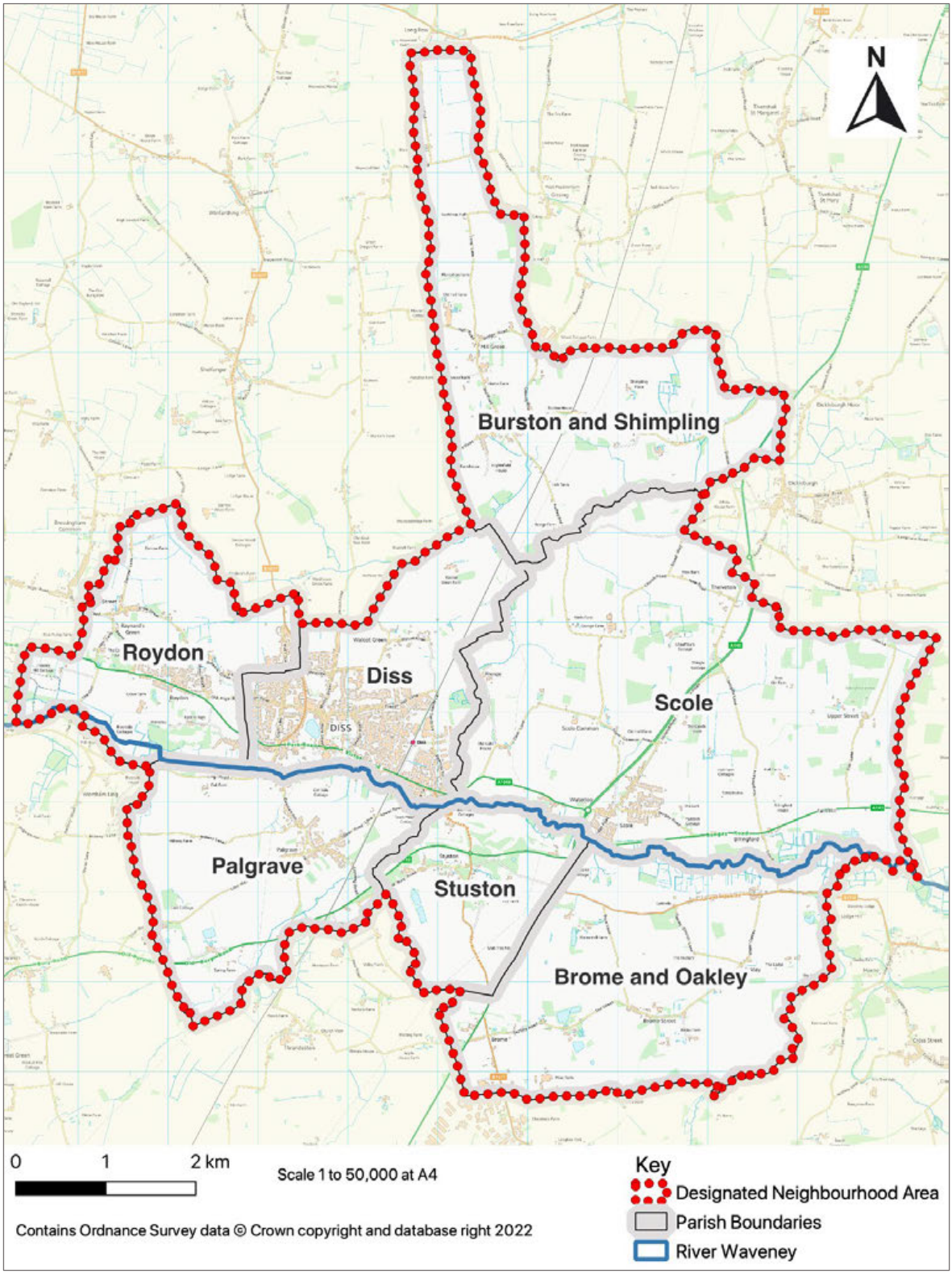
SOA ***Site Options and Assessment***
A document prepared by AECOM for the DDNP that forms part of the suite of supporting documents submitted to the LPAs for Examination. All of them can be accessed on **www.ddnp.info/submission-documents**

SPD **Supplementary Planning Document**
An SPD expands on matters included in the Local Plan; it does not have the statutory status of a Local Plan policy but it is a material consideration in decision making and can form part of the Local Development Framework. It is used to build on policies in the Local Plan and give guidance on how they can be applied.

SuDS **Sustainable Drainage System**
These are natural approaches to controlling drainage from developments. The aim is to slow run-off from an area and hold it if necessary before allowing its slow release. The longer a volume can be retained, the more chance there is of contained pollutants being broken down by natural processes.

TPO **Tree Preservation Order**
A written order administered by an LPA that can be used to protect trees that are felt to be a particular amenity benefit to the community. It can be applied to a single tree or a number of trees in a defined area. The order protect the trees from any level of damage without the LPA's permission.

VCHAP ***Village Clusters Housing Allocation Plan*** **(emerging)**
5.5% of the housing growth in the GNLP area has been assigned to the village clusters in South Norfolk. Allowing for homes already built out and sites with extant planning permission, more sites to accommodate a minimum of 1,200 homes need to be allocated. This is being addressed by South Norfolk Council's VCHAP, which is expected to come into force in 2023. [**more info**]



MAP 1 The Diss & District Neighbourhood Plan area comprises seven parishes and is thought to be one of the most complex plans to be undertaken in the country.

1 INTRODUCTION

1 The creation of the Diss & District Neighbourhood Plan (DDNP or 'the Plan') is a joint project involving Diss Town Council and the surrounding parish councils of Roydon, Burston & Shimpling, and Scole in South Norfolk, and Palgrave, Stuston and Brome & Oakley in Mid Suffolk.

2 The Plan area is split into two by the county boundary between Norfolk and Suffolk, which is demarcated by the environmentally important River Waveney. It therefore lies within the administrative areas of both South Norfolk Council (SNC) and Mid Suffolk District Council (MSDC), which are the Local Planning Authorities (LPA).

3 The partnership of seven parishes was formed in July 2017 on the basis that Diss is regarded as the commercial, cultural and leisure hub, not only for the residents of the town but also for those living in its surrounding parishes. All seven parishes benefit from its facilities and take a keen interest in its plans for the town centre, housing, leisure and employment.

4 The parishes of Heywood, Wortham & Burgate and Thrandeston were also invited to join the Plan but declined.

5 A joint plan ensures that policies such as those in relation to housing, walking and cycling routes and green corridors are considered across a wider area. This ensures a greater and more coordinated impact than if each individual parish were to create its own plan. Housing growth will generally be expected to focus on the more sustainable locations such as Diss first and foremost as well as those villages with day-to-day services.

6 The planning period for the DDNP will be 2021-2038.

7 Map 1 on the facing page shows the designated area for the Plan. Diss parish consists largely of the urban settlement, whilst the surrounding parishes are generally rural with small villages and some scattered development and farm buildings.

SUMMARY OF KEY SETTLEMENTS

FIGURE 1 The weekly market in Diss dates from 1135

DISS

8 Diss is a market town mentioned as a Royal Manor in the Domesday Book. The market dates from 1135 and a Charter for the 'Great Annual Fair' was granted in 1195. The fair was held by the bridge crossing the River Waveney at Fair Green for 700 years until 1872.

9 The 13th to 16th centuries saw the rise of the wool and linen trade and merchants used their wealth to build fine houses, warehouse and guild halls. They also built and added to the parish church.

10 This prosperity was consolidated in the 16th and 17th centuries and many of the town centre buildings survive from this period, although some were lost in a fire in Mere Street in 1640. Some fine Georgian houses and cottages were built in the 18th and 19th centuries, mostly of brick, compared with the timber framing of their predecessors. The arrival of the railway in the 19th century led to the growth of industries and housing along Victoria Road, and helped the town to prosper without affecting the centre.

11 The central core comprises the Market Place, St Mary's Church, Market Hill, the Corn Hall, St Nicholas Street and a network of alleys, passages and shopping courtyards clustered around what is probably the original hub of the town. This area is known today as the Diss Heritage Triangle. It forms a part of the main shopping area, which extends southwards to the A1066.

12 Many famous people have lived or been connected to Diss, which is borne out by the number of streets named after them. Sir John Betjeman thought that Diss was "the perfect English Country town", but one that was better appreciated if you walk about it, rather than just drive through it.

13 The town is located in the Waveney Valley on the Norfolk/Suffolk border in South Norfolk. It is connected by the A140, A1066 and regular rail services on the Norwich to London railway line. It has a wide selection of shops ranging from small local businesses to large superstores, meaning it not only serves its residents but the surrounding rural catchment.

14 The town centre has a mixture of attractions including Georgian and Edwardian buildings, a public park, the Mere, auction rooms, the Diss Corn Hall Theatre and Arts Centre, plus a broad range of cafes, restaurants, pubs and a marketplace with a regular Friday market.

15 Norfolk County Council's Norfolk Market Town Centre Report (2019)1 found that Diss has 160 town centre retail and business units. Most town centre units are comparison retailers, which include clothing and charity shops. Vacant units have reduced in the town centre by seven units since 2018, and in 2019 four vacant units were recorded. This evidence is of course somewhat outdated now, particularly given the impact of Covid-19, the true effects of which on the 'high street' we are yet to fully see.

16 Diss is identified as a Main Town in the Joint Core Strategy for Broadland, Norwich and South Norfolk (JCS) and in the emerging Greater Norwich Local Plan (GNLP)

17 The town offers a wide range of services and facilities; it is therefore seen as suitable for significant housing and employment growth. As well as a good range of shops and facilities in the town centre, there is a concentration of commercial and industrial businesses to the east of the town (located either side of the railway), with further land allocated for expansion.

18 Further afield, some three miles from the town, near Eye, is the Mid Suffolk Business Park, which also offers significant employment opportunities. This falls just outside the DDNP area.

19 The town is located to the north west of the junction of the A140 and A143 and is on the main Norwich-Ipswich-London rail line. It is therefore well located for new development. There are vehicular pressures on the A1066 Victoria Road and B1077 Denmark Street as they pass through the town. Traffic congestion, especially at key junctions such as the Morrisons A1066 roundabout, is considered a barrier to growth. The roundabout on the road going into Morrisons is also important to the development of land to the south of Park Road, for which there is an ambition to develop a new 'Waveney Quarter' of the town with leisure facilities and green open space.

20 The growth of housing along Frenze Hall Lane, a road that is single track in two places, has also led to congestion issues as it is a major route for those travelling into the town or to the schools from the east, and also those travelling west to the railway station or commuting in the Eye/Ipswich/Norwich direction.

21 Diss has an attractive historic town centre within an extensive Conservation Area, that extends to Sunnyside at the north and Park Road to the south. The historic core of Diss is formed by the Market Place, Market Hill, and St Nicholas Street and the town includes an exceptional concentration of listed buildings.

22 Several open green spaces are located within the town, including the Mere and adjacent park, as well as private open land that contributes significantly to the town's character.

23 The South Norfolk Local Plan (SNLP) and emerging GNLP seek to avoid the coalescence of Diss with the nearby villages, particularly Roydon to the west, where the settlement boundary of Diss crosses the parish boundary into Roydon. As such, the scope for expansion of the town is seen to be constrained.

[1] Norfolk Market Town Centre Report (2019)

SOUTH NORFOLK VILLAGES

Roydon, Scole and Burston & Shimpling

24 Both Roydon and Scole have been designated Service Villages in the JCS and are therefore able to accommodate small scale growth through site allocations, and infill. The village of Burston (in the civic parish of Burston & Shimpling) is designated as an 'Other Village' and so suitable for small-scale development only. Shimpling is considered a smaller rural community within the countryside, where development is not usually permitted, apart from agreed exceptions such as affordable housing meeting a specific local need.

ROYDON

25 The main settlements in the parish are concentrated in several distinct areas. There is the main village of Roydon, focused around the High Road, and the nearby hamlet of Snow Street. For the purposes of development, certain parts of east Roydon are included within the settlement boundary of Diss; namely those parts of Roydon parish to the west of Shelfanger Road and north of Factory Lane and, in addition, Tottington Lane west of Fair Green.

26 The parish also contains clusters of housing around Brewers Green, Baynards Green and along Roydon Fen track.

27 Roydon village is located on the A1066 overlooking the Waveney Valley. It comprises several residential estates to the north of the road built over a period of decades during the second half of the 20th century, and a ribbon of development, started in 1930, along its south side. To the east, Factory Lane, containing a single row of bungalows and some of the earliest council houses built in Roydon, leads to Quaker Wood (the Diss Community Woodland Project). The surrounding fields and Quaker Wood help to separate Roydon from the developed area of Diss.

28 Elsewhere, the village is surrounded by open farmland affording attractive views from Swamp Lane and Baynards Lane across to Snow Street, from Darrow Lane across a shallow valley to the north and east, and across the larger Waveney Valley to the south (including the Roydon Fen Nature Reserve). Settlement is of a linear nature along Snow Street, Baynards Lane and Hall Lane. These combine to create an attractive environment, where trees are integral to the setting of the dwellings. Roydon has a fine abundance of Grade II listed houses, the majority of which are in Snow Street, with others to be found in Baynards Lane, Hall Lane and Brewers Green.

29 Roydon's only Grade I listed building is its church, St Remigius. The church building dates from the 1100s with many changes through the ages. It has one of the distinctive round towers that are to be found in Norfolk with an octagonal top added in the 1800s to replace an earlier top. Pevsner remarks on its particularly good north porch with flushwork panelling.

30 The A1066 provides Roydon with a direct east-west link to Diss and other settlements along the Waveney Valley. Old High Road provides a further link to the centre of Diss via Roydon Road. The B1077 Shelfanger Road links northward to Shelfanger and Attleborough.

31 The village contains a range of facilities including a primary school, service station with a well-stocked shop, village hall and pub with restaurant. The late 19th century primary school now boasts a substantial 21st century extension. Roydon benefited in 1988 from the building of its Village Hall, which is fully utilised. The timber-framed 16th century White Hart pub with restaurant is well supported by the local community.

SCOLE

32 The parish of Scole is one of the largest parishes in Norfolk by area. The village itself is located in the south of the parish on the northern edge of the Waveney Valley. It is centred around the junction of the former Roman roads that became the A140 and A143. Scole contains extensive frontage development to the north, east and south of this junction backed by several large housing estates.

33 Relatively little development is located on the western side of the former A140, except for some limited frontage development along The Street and Norwich Road. A small, 18-home estate has recently been built on the west side of Norwich Road, opposite St. Andrew's Church. The area around the junction of Bungay Road, Norwich Road and the Street forms the village core and includes a variety of buildings of considerable historical significance.

34 Approximately half of the village consists of relatively modern dwellings of, which many are detached, and the village is characterised by several open spaces near the centre, some of, which afford views over the surrounding countryside.

35 The A140 and A143, which both bypass the village, provide direct links to Norwich and Ipswich and to towns along the Waveney Valley. The somewhat congested A1066 to the west of the village links Scole to Diss railway station, around 2.5km from the village.

36 The settlement has a range of social and community facilities including a primary school, shop, playing fields and a small community centre. The village has the benefit of mains sewerage although this will need surveying to ensure capacity exists to support any medium to large scale housing development.

BURSTON & SHIMPLING

37 The separate parishes of Burston & Shimpling were merged in 1935 and include the outlying hamlets of Audley End and Mill Green.

38 St. George's Church in Shimpling is the only remaining Grade I listed building. The Burston Strike School was founded as a consequence of a school strike and became the centre of the longest running strike in British history. It is now a museum and community building. Although the village has seen some growth in the last 20 years, it still retains a very rural character. Its Conservation Area, designated in 1994, which centres on the two village greens.

39 Development is focused around the Diss Road/Rectory Road crossroads, where there is St. Mary's Church and the Burston Crown Public House. Burston Primary School and large playing field, with a popular BMX track, are nearby on Crown Green. The Space wellbeing centre is in Mill Green.

MID SUFFOLK VILLAGES

Palgrave, Stuston and Brome & Oakley

40 The Mid Suffolk *Core Strategy* (MSCS) defines Palgrave as one of 26 'Secondary Villages' in the settlement hierarchy. Brome and Oakley (now within the single civic parish, Brome & Oakley) and Stuston are not listed in the settlement hierarchy and as such are designated as 'Countryside Villages'.

41 The emerging Babergh and Mid Suffolk *Joint Local Plan* for 2018 to 2037 (JLP) had identified Brome, Palgrave, and Stuston as Hinterland Villages. Oakley was identified as a Hamlet. Together, these villages were expected to deliver 64 homes over the Plan period. With the strategic policies in the JLP relating to the settlement hierarchy and housing requirement figures now deferred to Part 2 (expected to be adopted in 2025), this means that the housing requirement figure should be treated as indicative only.

PALGRAVE

42 Palgrave is located south of Diss, just inside the Mid Suffolk District boundary. The settlement consists of primarily 20th century residential development with several listed buildings mainly located around the triangular green to the north of the Parish Church of Saint Peter.

43 The Green is the core of the settlement and the Conservation Area. The landscape in Palgrave and the immediate surrounding area is characterised primarily as Ancient Plateau Claylands, as identified in the *Suffolk Landscape Character Assessment*,[2] with a band that wraps around from the north to the east and the south characterised as Rolling Valley Farmlands and Furze. Palgrave lies within the Protected Habitats Mitigation Zone.

STUSTON

44 Stuston is located west of the A140, south-east of Diss and close to the south bank of the River Waveney, which divides the Plan area between Norfolk and Suffolk. The linear settlement pattern is concentrated along the Old Bury Road and consists primarily of heritage buildings, with a small amount of 20th century residential development.

45 A large area of the parish is dominated by Stuston Common, covering some 70 hectares. The northern part of the Common is occupied by Diss Golf Club's course.

46 The landscape in Stuston and the immediate surrounding area is characterised primarily as Rolling Valley Farmlands and Furze with the western aspect of the settlement characterised as Rolling Valley Claylands.

[2] https://suffolklandscape.org.uk

BROME & OAKLEY

47 Brome is located to the north and east of Eye Airfield.

48 The settlement consists of primarily linear 20th century residential development along Rectory Road, with a number of dispersed individual listed buildings and a small cluster of listed buildings in Brome Street.

49 The landscape in Brome and the immediate surrounding area is characterised as Rolling Valley Claylands.

50 Oakley is classified as a Hamlet Village. Upper Oakley consists of a series of dispersed residential buildings continuing east from Brome Street, and Lower Oakley is a linear development alongside the B1118 and adjacent to the River Waveney. It has a number of listed buildings, including the Grade II* listed Poplar Farmhouse.

2 WHAT IS NEIGHBOURHOOD PLANNING?

2.1 Overview of Neighbourhood Planning

51 Neighbourhood Planning was introduced in the Localism Act 2011. It is an important and powerful tool that gives communities, through their parish councils, statutory powers to develop a shared vision and shape how their community develops and changes over the years.

52 The DDNP will be a document that sets out local planning policies for the Plan area and these will be taken into account to decide whether planning applications are approved or not, alongside the adopted policies of South Norfolk Council (SNC) and Mid Suffolk District Council (MSDC). It is a community document, that is created by local people who know and love the area.

53 The Plan has to support the delivery of the 'strategic policies' contained in the *Local Plans* of the two Local Planning Authorities (LPA), SNC and MSDC. This includes the scale of housing growth for the area and the distribution of that housing growth.

54 The LPAs have provided indicative housing numbers that the DDNP should accommodate. Most of the housing growth will be in Diss with some in the villages, though not all of the villages. This is discussed further in Section 7.

55 A neighbourhood plan can include 'non-strategic policies', such as the mix of housing needed, design principles for new development, conserving and enhancing the natural and historic environment, and protecting local green spaces from development. It can also allocate land for the indicative housing growth, or it can leave that to the LPAs.

56 The DDNP is allocating a number of sites for housing so that there is more local control over where new development is built.

57 Once a neighbourhood plan has been brought into force, following consultation with residents and a local referendum, it becomes part of the statutory development plan for the parish and will be used by the LPAs in the determination of all relevant planning applications in the neighbourhood plan area.

2.2 The Process of Developing this Neighbourhood Development Plan

58 The Plan area is shown in Map 1**.** It was designated in August 2017 following a consultation by SNC and MSDC.

59 The seven member parishes of the DDNP agreed to the formation of a steering group to be responsible for the creation of the Plan. As far as was possible, it was made up of two members of the community from each parish, plus a substitute member and was supplemented, as required, by others or local experts by invitation. The DDNP Steering Group was responsible for gathering evidence, consultation, publicity, procurement of consultants, project management and generally overseeing the Plan's development. For formal administrative efficiency the Steering Group recognises South Norfolk Council as the lead local authority and Diss Town Council as the qualifying body and lead parish council.

60 Working on behalf of the community and the town and parish councils, the Steering Group has prepared this Plan, which will shape and influence future growth across the area. The key stages in developing the Plan included:

- Apply to the LPAs to designate the Plan area
- Collect evidence and determine initial ideas
- Undertake a Housing Needs Assessment and Design Guide for the Plan area
- Identify issues and options for addressing them
- Undertake a 'call for sites' that could be allocated in the Plan
- Assess potential sites against a range of objective criteria
- Consult the community and local stakeholders on issues and options (including sites) for the Plan
- Prepare a pre-submission draft Plan
- Screen the draft Plan for environmental impacts
- Undertake a full assessment of environmental impacts, including on designated wildlife sites
- Consult on the pre-submission draft Plan and Environmental Report
- Revise the draft to produce a submission draft of the Plan
- Submit the draft Plan to the LPAs for further consultation and independent examination and revise it if required
- LPAs organise a community referendum
- If approved by a majority, the Plan is made (adopted)

61 A broad range of evidence has been reviewed to determine the issues and develop policies for the Plan that will ensure the area grows in a way that meets the aims of the Plan and, in particular, respects the needs of current and future residents.

62 The policies contained within it will influence the design, location and type of new homes being delivered, as well as guiding infrastructure improvements that are delivered alongside growth so as to maximise community benefit.

2.3 Monitoring and Review

63 The Diss and District Neighbourhood Development Plan has been designed to operate within the context provided by the development plan in both South Norfolk and Mid Suffolk. This will assist in ensuring a close relationship between planning policies in the two local authority areas and the planning policies in this Plan.

64 The Plan is a response to the needs and aspirations of the local community as they are currently understood. However, it is acknowledged that current challenges and concerns are likely to change over the Plan period (to 2038). In its capacity as the qualifying body, the Town Council is responsible for maintaining and periodically revisiting the Plan to ensure its continued relevance and to monitor delivery. In conjunction with the parish councils in the neighbourhood area it will monitor the effectiveness of the Plan mainly through an assessment of the way in which its policies are applied locally through the development management process and at appeal. If it becomes clear that certain policies need revising the Town Council and the parish councils will assess the need for a partial review of the Plan.

65 Any neighbourhood plan operates within the wider context provided by national planning policy and local planning policy. The Town Council will monitor and assess the implications of any changes to national or local planning policy on the Plan throughout the Plan period. Where necessary it will consider the need for a partial review of the Plan.

66 The eventual adoption of the Greater Norwich Local Plan could bring forward important changes to local planning policy. In this context the Town Council will assess the need or otherwise for a full or partial review of the neighbourhood plan within six months of the adoption of that Plan.

3 INVOLVING THE COMMUNITY

67 Engaging the wider community in development of the Plan has been a key focus.

68 In June 2017, Diss Town Council (as the 'qualifying body') submitted a Neighbourhood Area application to South Norfolk Council (SNC) and Mid Suffolk District Council (MSDC) to define the boundary of the Diss & District Neighbourhood Plan (DDNP) area. A period of consultation ran from 16 June to 31 July 2017, with both local authorities confirming designation of the area on 23 August 2017.

69 The first public consultation, in the form of a survey delivered to every household, around 8,000, in the area, in early 2018. The key issues and themes emerging from this initial consultation were:

- The congestion on the A1066 and traffic generally, but in particular regular delays for commuters and train station users, together with the lack of footpaths and safe cycle routes.
- The need to ensure the area included the right housing to meet local need.
- The need to support growing businesses.
- The need to ensure the sustainability and attractiveness of Diss town centre for visitors and shoppers.
- The need for each parish to retain its own character and sense of place.
- The integration of high quality, reliable digital communications
- The provision of modern medical facilities, community activities, arts and culture, sports and leisure to local communities
- The preservation of an area rich in natural features, ecology, archaeology, culture, history and heritage.

70 A more recent consultation in the summer of 2020 focused on identifying the key issues the Plan should tackle, such as supporting ecology and Diss town centre. The consultation also explored potential policies for the Plan, such as a strategic gap or 'green wedge' between Roydon village and Diss to avoid their coalescence. It also gave a range of options for some policy matters. These included options for affording some protection to valued areas by designating them as Local Green Space and also suggesting various sites that could be allocated for new housing.

71 Given the impact of the Coronavirus pandemic on the ability to engage with local communities face-to-face, the DDNP Steering Group had to rely on a questionnaire, available both online and in printed format. It was extensively promoted, and had an excellent response, with around 1,000 completed surveys. This was followed up later in the year with a second questionnaire focussing on additional housing sites and Local Green Spaces that had been suggested in the earlier consultation. This second survey had 530 responses.

72 A full account of consultation activities, the key points and how these were considered by the Steering Group throughout the process is set out in the *Consultation Statement*, which is one of the documents submitted with the Plan.

4 VISION AND AIMS

4.1 THE DDNP'S VISION STATEMENT AND TEN AIMS:

The vision of the *Diss & District Neighbourhood Plan* is to maintain a vibrant community around a thriving market town.

THE TEN AIMS FOR THE PLAN ARE:

1	**Sustainable Growth** Allocate the required housing growth in sustainable locations across the neighbourhood plan area, ensuring that it is the right mix to meet the needs of current and future residents
2	**Design and Character** Ensure that new buildings, especially housing, are designed to a high standard and have a positive impact on the Diss and the villages, retaining the individuality of each community within the Neighbourhood Plan Area
3	**Growth and Infrastructure** Align growth with the required infrastructure and make sure future development will deliver the infrastructure needed for our communities and businesses
4	**Ecology and habitat** Make a positive impact on ecology and ensure everyone across the Plan area has an opportunity to enjoy and support local wildlife
5	**Transport and Traffic** Help people choose sustainable ways of getting around in the Neighbourhood Plan Area
6	**Sports and Leisure** Ensure adequate sports and leisure facilities for the whole community are provided
7	**Digital Connectivity** Provide digital connectivity that supports and benefits all businesses and homes across the Area
8	**Diss Town Centre** Enhance the Diss town centre experience for residents and visitors.
9	**Community Character** Protect and preserve those special qualities and features that are valued by the community.
10	**Addressing local climate change issues** Ensure that the need to address climate change runs through all aspects of the Plan.

4.2 How the policies will deliver the Plan

DDNP Aims and Policies	Aim 1: Sustainable Growth	Aim 2: Design & Character	Aim 3: Growth & Infrastructure	Aim 4: Ecology & Habitat	Aim 5: Transport & Traffic
Policy 1: Scale and Location of Housing Growth	✓		✓		✓
Policy 2: Regeneration of Waveney Quarter (new)	✓	✓			
Policy 3: Diss Business Park (new)			✓		
Policy 4: Housing Mix	✓				
Policy 5: Affordable Housing	✓				
Policy 6: Design		✓		✓	
Policy 7: Surface Water Management (new)				✓	
Policy 8: Green Corridors			✓	✓	
Policy 9: Road Traffic Improvements			✓		
Policy 10: Walking and Cycling Networks			✓		✓
Policy 11: Diss Leisure Centre			✓		✓
Policy 12: Broadband			✓		
Policy 13: Funding and delivery of infrastructure			✓		✓
Policy 14: Strategic Gap between Diss/ Roydon village					
Policy 15: Local Green Space				✓	
Policy 16: Protection of local views					
Policy 17: Heritage Assets		✓			

TABLE 1 How the individual planning policies will support Aims 1 to 5 of the DDNP

[…continued in Table 2, overleaf]

DDNP Aims and Policies	Aim 6: Sport & Leisure	Aim 7: Digital Connectivity	Aim 8: Diss Town Centre	Aim 9: Community Character	Aim 10: Addressing local climate change issues
Policy 1: Scale and Location of Housing Growth				✓	✓
Policy 2: Regeneration of Waveney Quarter (new)				✓	
Policy 3: Diss Business Park (new)					
Policy 4: Housing Mix				✓	
Policy 5: Affordable Housing					
Policy 6: Design				✓	✓
Policy 7: Surface Water Management (new)					✓
Policy 8: Green Corridors			✓		✓
Policy 9: Road Traffic Improvements					
Policy 10: Walking and Cycling Networks	✓		✓		✓
Policy 11: Diss Leisure Centre	✓				
Policy 12: Broadband		✓			✓
Policy 13: Funding and delivery of infrastructure					
Policy 14: Strategic Gap between Diss/ Roydon village				✓	
Policy 15: Local Green Space	✓		✓	✓	✓
Policy 16: Protection of local views			✓	✓	
Policy 17: Heritage Assets				✓	

TABLE 2 How the individual planning policies will support aims 6 to 10 of the DDNP

DDNP Aims and Community Actions	Aim 1: Sustainable Growth	Aim 2: Design & Character	Aim 3: Growth & Infrastructure	Aim 4: Ecology & Habitat	Aim 5: Transport & Traffic	Aim 6: Sport & Leisure	Aim 7: Digital Connectivity	Aim 8: Diss Town Centre	Aim 9: Community Character	Aim 10: Addressing local climate change issues
Community Action 1: Affordable housing cascade alignment	✓									
Community Action 2: Maintenance of Drainage Ditches				✓						✓
Community Action 3: Village Traffic Speeds					✓					
Community Action 4: Routine Maintenance of Walking and Cycling Routes					✓	✓				
Community Action 5: Town Centre Action Plan		✓						✓	✓	
Community Action 6: Diss Heritage Triangle		✓						✓	✓	

TABLE 3 Some of the policies are not strictly 'planning' related. Nevertheless, it was felt that they were important enough to include in the plan and be called 'COMMUNITY ACTIONS'

4.3 RESPONDING TO CLIMATE CHANGE

73 The *National Planning Policy Framework* (NPPF) sets out that plans should take a proactive approach to mitigating and adapting to climate change, taking into account the long-term implications for flood risk, water supply, biodiversity and landscapes, and the risk of overheating from rising temperatures, in line with the objectives and provisions of the Climate Change Act 2008.

74 This is a key priority that has been woven into many of the DDNP policies. For example:

- **Aim 10** is to ensure that the need to address climate change runs through all aspects of the Plan.
- **Policy 6: Design** encourages new homes to be designed to high standards of energy efficiency. Policy 6 also discourages the use of external lighting and street lighting. These will reduce energy consumption, which should reduce CO_2 emissions.
- The assessment of allocation sites in **Policy 1** included consideration of sustainable access to services, such as by walking, and insofar as this will reduce car use, this will result in lower CO_2 emissions compared to less sustainable sites.
- **Policy 8** will help to deliver significant improvements to green infrastructure across the DDNP area. This will support the health and resilience of wildlife, which is essential in maintaining and enhancing its ability to provide the wealth of ecosystem services, such as water retention and climate regulation, which we rely on. Green infrastructure is also vital to human health and wellbeing and a crucial element of adapting to climate change.
- **Policy 10** supports the shift towards a low carbon economy, aiming to deliver an improved walking and cycling network that will encourage people to walk and cycle more and use their cars less often, thereby reducing CO_2 emissions.
- **Policy 12** promotes improved broadband, making it easier for people to work from home and reduce their travel needs, such as for business meetings.

5 POLICY CONTEXT

5.1 LOCAL PLANS

75 The Local Planning Authorities (LPA), South Norfolk Council (SNC) and Mid Suffolk District Council (MSDC) have *Local Plans* in place and are in the process of developing new ones. The *Local Plans* comprise strategic policies such as the housing requirement and how that will be distributed around the districts, site allocations for where new housing should go, and detailed development management policies on matters considered as part of individual planning applications, such impacts as residential amenity and design.

76 The policies in a neighbourhood plan must be in general conformity with the strategic policies in the *Local Plans*; it is not allowed to have its own strategic policies. The *Local Plans* also contain non-strategic policies for the whole of South Norfolk and Mid Suffolk. This emerging neighbourhood plan contains some non-strategic policies for Diss and District itself specifically, which will apply when planning applications are determined.

5.2 THE NATIONAL PLANNING POLICY FRAMEWORK

77 The *National Planning Policy Framework* (NPPF)[3] also sets out a large number of planning policies and principles, such as how heritage assets need to be protected, how the impacts of traffic should be considered, the management of flood risk, the need for developments to deliver gains for the natural environment.

78 There is no need for a neighbourhood plan to repeat or copy the planning policy framework contained within the *Local Plans* and the NPPF. The supporting text around the policies in the following sections tries to explain this for each policy area. However, where there are policy details missing that are important for our neighbourhood area, or where it was felt that a slightly different non-strategic policy is needed, then new policies have been developed for the *Diss and District Neighbourhood Plan*.

79 Some of the policies in the following sections are not strictly 'planning' related. Nevertheless, it was felt that they were important enough to include in the Plan and be called 'COMMUNITY ACTIONS', being something that the local community and parish councils and town council will lead on.

80 The policies are intended to meet the vision and aims set out earlier. They are aimed at guiding decision makers and applicants to achieve high standards of development in the right places. Development proposals should have regard to all the planning policies in this Plan, and of course those in the *Local Plans*.

81 To have more local control over the planning process and particularly where new development should take place, the Plan has allocated a number of sites for housing and other development, rather than leaving the allocations to the LPAs.

[3] National Policy Planning Framework

6 DELIVERING GROWTH

6.1 INTRODUCTION

82 Chapter 5 of the National Planning Policy Framework (NPPF) requires plans to ensure a significant increase in the supply of new homes. Also, neighbourhood plans should use the indicative housing requirement provided by the Local Planning Authority (LPA), which needs to be seen as a minimum number of homes to be delivered in the plan period.

83 For Diss (including part of Roydon) the LPA has provided an indicative housing growth figure of 400 new homes. The proposed Greater Norwich Local Plan (GNLP) allocation of the Frontier Agriculture site on Sandy Lane for 150 homes addresses a substantial part of this growth figure. Another element of this is fulfilled by recent permissions, including 60 homes on land south of The Thatcher's Needle[4]. The DDNP will meet the remaining overall housing requirement for 190 homes. In addition to this there are existing housing commitments, totalling 122 new homes, in the South Norfolk Local Plan (SNLP) that have not yet been delivered and will need to be carried forward to the DDNP. This gives a total deliverable housing requirement for the DDNP in Diss (including part of Roydon) of 312.

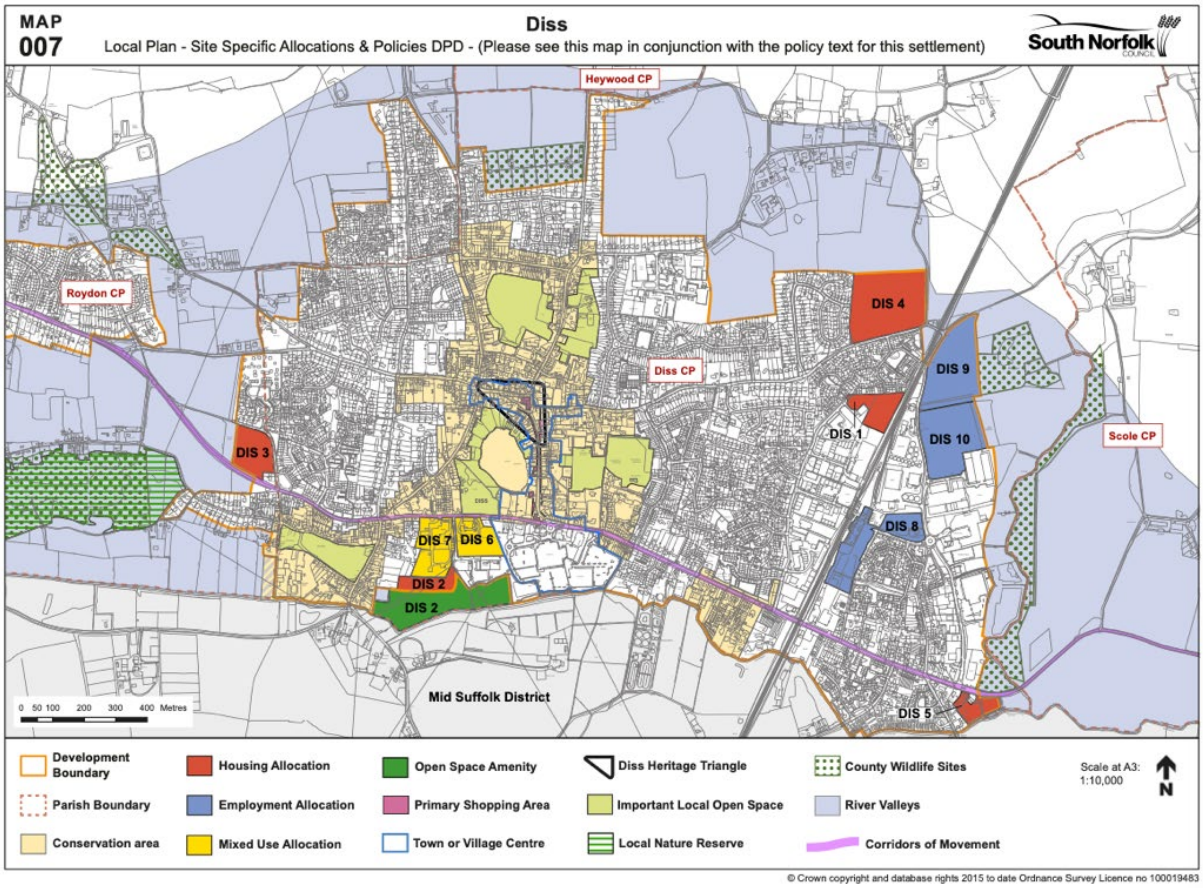
84 The South Norfolk villages of Burston, Scole and Roydon have been provided with an indicative housing growth figure of at least 25 new homes each by South Norfolk Council (SNC). The Regulation 18 stage of the emerging South Norfolk Village Clusters Housing Allocation Plan (VCHAP) confirms that the DDNP will provide site allocations to meet this requirement.

85 The emerging Babergh & Mid Suffolk Joint Local Plan (JLP) (November 2020) set out minimum housing requirement for the Suffolk part of the neighbourhood area of 64 new homes (within the parishes of Brome & Oakley, Palgrave and Stuston). Planning permission for 49 houses had been granted at the JLP's base date (1 April 2018), which left a requirement for 15 dwellings to be allocated across the three parishes. Following the JLP examination hearings, it was agreed that the housing requirement figure (64 dwellings in total) should now be treated as 'indicative' only. Between 1 April 2018 and 1 April 2021 (the neighbourhood plan start date) Mid Suffolk granted planning permission for a further 22 new dwellings on various sites across these parishes, of, which 10 have been completed. A further six new dwellings have been approved since April 2021, of, which one is already complete. This leaves a new existing commitment of 17 dwellings.

86 The indicative housing growth requirements across the DDNP area to 2038 are given in the table on the following page:

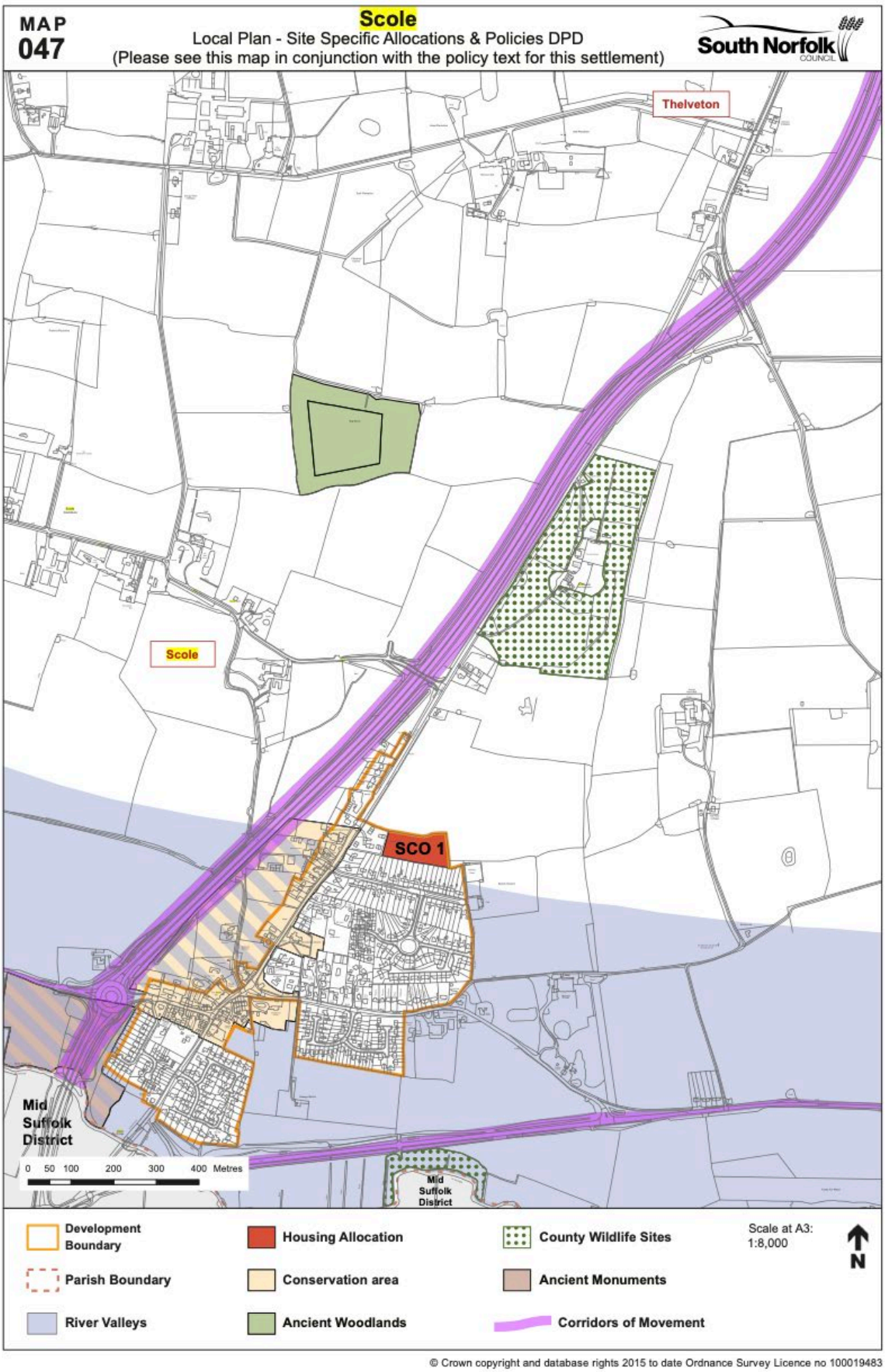
4 The permission on land behind The Thatcher's Needle is Use Class C3 for a total of 73 units. The GNLP assumes 13 homes on this site as part of existing commitments, therefore, the net additional housing for this site is 60 for the purposes of DDNP.

Parish	New Housing Requirement	Existing commitments to be carried forward	Total housing commitment for DDNP
Diss (including part of Roydon village)	190	122	312
Roydon	25	0	25
Scole	25	15	40
Burston & Shimpling	25	0	25
Brome & Oakley, Palgrave and Stuston	15	17	32
Total	280	**154**	**434**



MAP 2 Allocations in Diss as set out in the existing South Norfolk Local Plan (SNLP)

87 The current SNLP identifies existing commitments for 137 new homes. This includes DIS1, DIS2, DIS3 and DIS7 in Diss plus DIS9, which is an employment allocation; and SCO1 in Scole (see Maps 2 and 3, above and on the following page). These allocations will not feature in the GNLP or VCHAP. The DDNP is required to meet these housing numbers, either by carrying forward the allocations or identifying alternative sites for the growth.



MAP 3 Allocation in Scole as set out in the SNLP

6.2 Delivering Housing Requirements

88 The NPPF and *Local Plans* provide a steer on where to locate new housing. The NPPF highlights the need to allocate land with the least environmental or amenity value. Elsewhere there is strong support for brownfield land for housing within settlements, and support for having due regard to the intrinsic character and beauty of the countryside. There is also support for development in locations that have good access to local amenities and services using sustainable transport. The NPPF focuses on the need to promote sustainable development in rural areas, requiring housing to be located where it will enhance or maintain the vitality of rural communities.

89 The 2015 SNLP Policy DM 1.3 requires development to be located sustainably and aims to restrict development in the open countryside. Policy CS2 in Mid Suffolk's 2008 *Core Strategy* (MSCS) does the same. The DDNP strategy for allocating sites has aimed to do this, allocating sites principally adjacent to or within the existing settlements.

90 Potential sites were put forward either to the LPAs during the development of their Local Plans, or directly to the DDNP Steering Group during the Summer 2020 consultation. These were all independently assessed by AECOM as part of the national support framework for neighbourhood plans. Overall, 77 sites have been assessed across the DDNP area as part of three separate *Site Options and Assessment* (SOA) Reports. This assessment work captures all known sites being promoted up to November 2021, with each SOA building on the previous, updating assessments for individual sites where additional or new evidence had emerged or been promoted by the landowner.

91 The SOA reports use a range of criteria to assess the potential sites, such as flood risk, relationship to existing settlement, and access to services. A traffic light system was used such that green indicated no issues, amber indicated some constraints that could be mitigated, whilst red indicated that the site would be undeliverable.

92 These assessments were considered and the better site options were consulted upon during the summer and autumn of 2020. The results of the SOA and consultations led to the preferred sites being identified and subject to a *Strategic Environmental Assessment* (SEA) of reasonable alternatives prior to allocation. This is detailed in the SEA Report.

93 As set out in Section 6.1, the DDNP is required to allocate a minimum of 434 new homes over the plan period up to 2038.

94 In some areas, Diss, Scole and Brome, the new allocations will deliver more than the quantum of development required, though only marginally, by 50 more in total. This 'over-allocation' provides a useful buffer to ensure delivery of new housing remains on track, and also helps to meet specific local need for housing, as evidenced in the *Housing Needs Assessment* (HNA).

95 Policy 1, below, sets out the spatial distribution of housing growth across the DDNP, with each of these set out in detail in Sections 6.3 to 6.11. The allocations are also identified on the *Parish Allocation and Asset Maps*, which are available in the submission documents library[5] for each parish in the Plan area.

96 There is an expectation that meaningful engagement will take place with the community prior to a formal planning application being submitted to the LPA for each of the DDNP housing allocations.

[5] www.ddnp.info/submission documents

POLICY 1 – Scale and Location of Housing Growth

The plan is making the following 14 housing allocations across the DDNP area:

ALLOCATION SITE & POLICY NO.	LOCATION	NUMBER OF HOMES
DDNP1	Land east of Shelfanger Road and west of Heywood Road, Diss (Including part of Roydon parish)	180
DDNP2	Site of derelict Victorian Infant School, the Causeway, Diss	10
DDNP3	Land west of Nelson Road and east of Station Road, Diss	25
DDNP4	Land north of Nelson Road, Diss	43
DDNP5	Land off Denmark Lane, Diss (including part of Roydon parish)	42
DDNP6	Land north of Vince's Road, Diss	35
DDNP7	Land south of Roydon Primary School, Roydon	25
DDNP8	Land west of Gissing Road, Burston	25
DDNP9	Flowerdew Meadow, Norwich Road, Scole	25
DDNP10	Land east of Norwich Road, Scole	50
DDNP11	Former Scole Engineering Site, Scole	6
DDNP12	Land north-west of Ivy House, Brome	9
DDNP13	Land south of B1118, Lower Oakley	3
DDNP14	Land off Park Road, Diss	10

Subtotals

DISS	345
ROYDON	25
SCOLE	81
BURSTON & SHIMPLING	25
BROME & OAKLEY	12
TOTAL	**488**

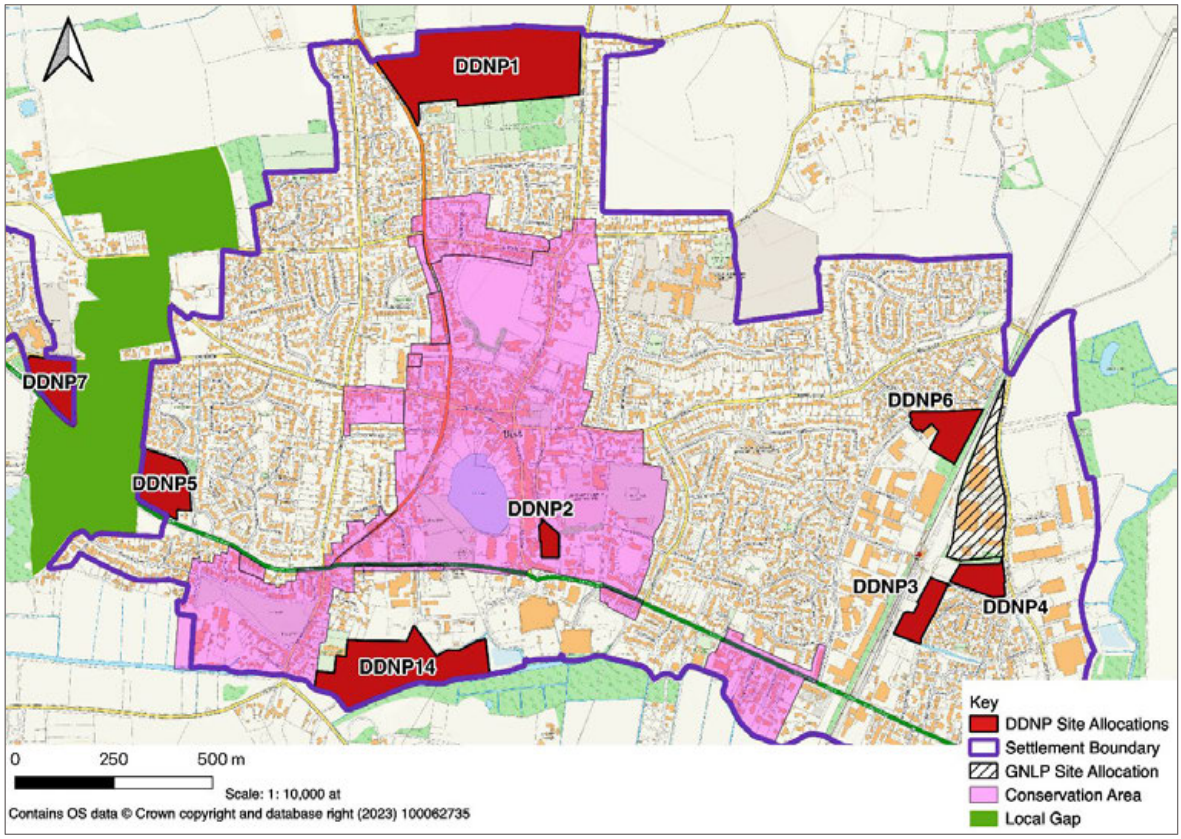
These should be delivered in accordance with the allocation policies set out in sub-sections 6.3 to 6.10

6.3 ALLOCATIONS IN DISS (INCLUDING PART OF ROYDON PARISH)[6]

97 The overall strategy is to deliver growth in Diss in the most sustainable locations. There is a focus on sites that are within, close to or well connected to the town centre and link with other policy areas, including a new walking/cycle network and green corridors, whilst protecting the heritage value of the town centre.

98 A number of allocations are on brownfield land, are within the settlement boundary or have already had the principle of development established.

99 There will be a particular focus on good design of new homes to ensure a strong cohesive link with the historic character of the nearby Conservation Area. The area will become a focal point for recreation, walking and cycling as it will include improved links to and from surrounding villages.



MAP 4 Site allocations in Diss

[6] The developed area of the town extends beyond the boundary of Diss parish in a few places on its western edge and takes in parts of Roydon parish. For planning purposes, the local planning authorities recognise a settlement boundary drawn around the urbanised area, regardless of whether it crosses a parish boundary.

DDNP1

Land east of Shelfanger Road and west of Heywood Road

FIGURE 2 This is a concept drawing of the allocation, provided by Scott Properties the promoter

100 This allocation is well related to the current character and form of the built-up area of Diss. It will also facilitate an increase in the size of the Cemetery and delivery of a link road from Shelfanger Road to Heywood Road to alleviate some traffic pressure in Diss town centre. The site area is 8.4 ha.

101 The SOA rates this site as Amber, meaning the site may be appropriate for allocation if certain issues can be resolved or constraints mitigated. It identifies that it is located adjacent to a County Wildlife Site and within the Waveney Valley landscape area, which means development will need to be designed sensitively. Boundary trees and hedgerow should be protected for their ecological value. Some wider traffic mitigation measures may be required to alleviate additional traffic pressure on Shelfhanger Road and the surrounding area. Enhancement to the sewerage and water supply network will be required.

102 The allocation was supported by just over 50% of respondents to the issues and options consultation in Summer 2020.

103 A development of this scale has an opportunity to support delivery of low carbon infrastructure (for example, a ground source heat network; or solar PV with battery storage) and high standards of sustainable design and construction. The final part of the policy addresses this matter. The national position on sustainable buildings is likely to change significantly within the Plan period as the government alters the Building Regulations to improve the efficiency and carbon neutrality of new buildings. The policy provides both the

opportunity and support for innovation in building techniques and practice.

104 Criterion e) of the policy requires the development to include pedestrian and cycle connections that link to the existing network without the need to utilise the new link road. For example, a connection of this type could use a link via Farthing Close at the south-west and at an appropriate point onto Heywood Road on the eastern side of the site. Criterion f) sets out requirements both for parking within the main residential elements of the site and to keep the new link road free of parked cars. This is essential as the link will become an important strategic east/west route around the town.

105 Figure 2 is a concept drawing for the site provided by Scott Properties in September 2021. This is indicative and subject to change but provides an illustration of how the development might be laid out. It includes an area that will be gifted to Diss Town Council for an extension to the cemetery.

POLICY DDNP1

The Plan allocates the site for residential development to accommodate approximately 180 homes subject to the following criteria:

a) The delivery of a coordinated approach to design, layout, landscaping, infrastructure provision across the site and its coordination through a master plan;

b) The design and layout of the development should safeguard the high-pressure pipeline located adjacent to the northern boundary of the site;

c) The preparation of a Transport Assessment for the site;

d) The provision of a link road to connect Heywood Road and Shelfanger Road;

e) The design and layout of the development should include pedestrian and cycle connections that link to the existing network in the town without the need to utilise the new link road;

f) The design and layout of the development should ensure that off-road parking provision to the most up-to-date standards is made within the site and that measures are incorporated to discourage parking along the new link road;

g) The design of the site should deliver biodiversity net gain that includes habitat enhancement or creation to link with the nearby green corridors identified in Policy 8 and the adjacent Diss Cemetery County Wildlife Site;

h) Development proposals on the site that incorporate sustainable and/or innovative design and construction principles to achieve net zero carbon emissions and realise sustainability improvements over and above those set by Building Regulations will be particularly supported.

DDNP2

Site of derelict Victorian Infant School, the Causeway, Diss

106 This is a brownfield site within Diss town centre. The former infant school situated on the Causeway has been empty since the mid-1980s. It was known as the 'Council School' and remembered for its outside toilets. It started transferring pupils to the new school on Fitzwalter Road in the mid-1970s and finally closed in the mid-1980s. The building is not listed but is of some heritage value, with the building identified as having significant character in the Diss Conservation Area Appraisal. It is currently derelict; part of the boundary wall has collapsed, and it has been subject to vandalism and graffiti. The site area is 0.4 ha.

107 The SOA rates this site as amber, which means that it may be appropriate for allocation if certain issues can be resolved or constraints mitigated. It is a brownfield site, with the derelict school building of some heritage merit, although not listed, some mitigation with respect to this and surrounding heritage assets will be required to ensure the development is sensitive to the historic character of the area.

108 Inclusion of the site for housing was supported by 71% of respondents to the DDNP survey in November 2020.

POLICY DDNP2

The Plan allocates the site for residential development to accommodate approximately 10 homes, subject to the following criteria:

a) The old school building is one of townscape significance that should be retained and incorporated into the design and layout of the development unless clear evidence is provided that demonstrates this is not feasible or viable;

b) The design of the development will need to ensure adequate space for on-site parking and amenity space;

c) Highway access will need to be secured onto Chapel Street with adequate width for two-way traffic and maintaining the existing footway/cycleway. Any impact on community facilities will need to be mitigated; and

d) The development will need to be sensitive to the historic character of the area.

DDNP3

Land west of Nelson Road and east of Station Road, Diss

109 This brownfield site was allocated for employment use in 2015 as part of the current SNLP but has not yet been developed. The promoter is now suggesting the site for residential use due to its proximity to Diss railway station. This has been agreed with South Norfolk Council and the employment allocation has not been carried forward as part of the emerging GNLP.

110 The site lies just east of the railway line and is surrounded by existing industrial development to the north and the south, with residential development to the east. It is within the settlement boundary, is near a range of services and employment opportunities and has good transport links, including mainline train services to Norwich and London. The site area is 0.94 ha.

111 The development of this site will need careful attention to detail and will need to take account of its proximity to the railway and its former uses. It will also need to respond positively to opportunities that exist to enhance its accessibility. Given past uses there may be some contaminated land, and careful mitigation would be necessary to manage noise from the rail line and adjoining industrial uses. Surface water flood risk is an issue on the southern part of the site and the sewerage and surface water networks would need to be upgraded. The site is highly accessible and there would be no impact on designated heritage assets. Mitigation may be required for the nearby County Wildlife Site. Criterion b) of the policy sets out the need for a road connection between Nelson Road and the railway station. This will enable a one-way bus service to utilise the connection of Nelson Road and Station Road. Its delivery will need agreement from Greater Anglia, which operates services to and from the station. Criterion c) comments about the need for landscaping to be an integral part of the development of the site. This will help to ensure adequate amenity for residents in the proposed houses given the proximity of industrial units (to the south) and the railway (to the east).

112 This allocation was supported by 61% of respondents to the DDNP issues and options consultation in July 2020. Some concerns were raised by residents about the site being adjacent to the railway and fuel depot. The design of the development and its landscaping will need to reflect this to ensure adequate amenity for future residents.

POLICY DDNP3

The Plan allocates the site for residential development to accommodate approximately 25 homes, subject to the following criteria:

a) The delivery of walking and cycling links to Diss railway station;

b) The delivery of a road connection from Nelson Road to the railway station forecourt;

c) The provision of appropriate landscaping along the site boundary;

d) The appropriate management of contamination on the site;

e) **The delivery of a contribution towards the protection and enhancement of green infrastructure along Frenze Beck, including enhancement of the County Wildlife Site and adjacent land currently used for informal access;**

f) **The incorporation of the opportunity to improve surface water run-off rates, particularly in the creation of new site access and egress points; and**

g) **Policy CS16 (or any successor policy) of the *Norfolk Minerals and Waste Core Strategy* (NMWCS) applies, as this site is underlain by safeguarded mineral resources.**

DDNP4

Land north of Nelson Road, Diss

113 This site was allocated for employment uses in the SNLP and is currently subject to a planning application (2020/0478) for the erection of an extra care facility containing 77 apartments. This application was approved by SNC on 25 February 2021. Whilst this is commercial development, it is Use Class C2 (residential institutions) and therefore is considered to meet a residential need. The equivalent number of dwellings we can equate to this is 43, a ratio of 1/1.8, in accordance with national *Planning Practice Guidance* (Paragraph 035 Reference ID: 68-035-2019722) and paragraph 11 of the *Housing Delivery Test Measurement Rule Book* (MHCLG, July 2018).

114 This site was not included in the SOA as it has been subject to a planning application and is considered to be committed development.

POLICY DDNP4

This 2.89 ha site is allocated for C2 use residential development of 77 extra-care apartments.

DDNP5

Land off Denmark Lane, Diss

115 The site was allocated (Ref DIS3) in 2015 as part of the current SNLP but has not yet been developed. The principle of development is accepted, and it is expected that development will take place within the DDNP timeframe, which mirrors that of the GNLP. The site area is 1.6 ha.

116 The SOA rates this greenfield site as amber, which means it is appropriate for allocation if certain issues can be resolved or constraints mitigated. Although in the parish of Roydon, the site is located within the settlement of Diss, at a reasonable distance from shops and services. The site is small enough not to threaten coalescence between Diss and Roydon,

but it will be on the edge of the strategic gap identified within the DDNP. For this reason, and to protect the landscape value of the gap, a landscape buffer will be required along the western boundary of the site. The site is also just over 150m from an identified Green Corridor and well-used pedestrian and cycle route from Roydon to Diss.

117 The policy continues with the approach taken on this site in Policy DIS 3 of the *South Norfolk Local Plan Site Specific Allocations and Policies Document*. It updates that policy by taking account of proposed identification of a Gap between Roydon and Diss. Criteria c) and d) set out specific requirements for landscaping. Criterion d) comments specifically about the need for a landscape belt along the western boundary of the site. This should be addressed in the round in the wider context of the overall Landscape Management Plan. However, it is expected that it would be the 10 metres as set out in the Local Plan policy.

118 Given its proximity to site allocation DDNP7 in Roydon village, there could be cumulative impacts on traffic along the A1066 between Diss and Roydon when this site is delivered. The stretch of the A1066 between Diss and Roydon is currently 40mph. The opportunity to extend the 30mph speed limit should be considered when this site comes forward for development.

POLICY DDNP5

The Plan allocates the site for residential development, to accommodate approximately 42 homes, subject to the following criteria:

- **a) Appropriate highway and footway accesses are created onto Denmark Lane;**
- **b) The layout of the site should be designed to result in a self-contained development that acknowledges the designation of a Local Gap between Diss and Roydon to the immediate west of the site;**
- **c) The submission of a Landscape Management Plan with planning applications to demonstrate how the design responds to the site's location on the edge of village, and ensure impacts on the wider landscape are minimised;**
- **d) The provision of a landscape belt along the western boundary of the site;**
- **e) The delivery of appropriate contributions to local community facilities;**
- **f) The provision of open amenity play space on site;**
- **g) The design and layout of the site incorporates opportunities to improve surface water run-off rates, particularly in the creation of new site access and egress points;**
- **h) Any street lighting should respond positively to the contents of Policy 6: Design of this Plan; and**
- **i) The design and layout of the site responds positively to**

Policy CS16 (or any successor policy) of the *Norfolk Minerals and Waste Core Strategy* (NMWCS), as this site is underlain by safeguarded mineral resources.

DDNP6

Land north of Vince's Road, Diss

119 This greenfield site is located to the north east of the town, within the settlement boundary and adjacent to the railway line. It is currently allocated in the *South Norfolk Local Plan Site Specific Allocations and Policies Document* (Ref DIS1) for 35 homes, and although not yet developed, a planning application has now been submitted for the development of the site. The site area is 1.18 ha.

120 The policy sets out a series of criteria to influence and shape the development of the site. They include the delivery of appropriate landscaping along the boundary to Vince's Road employment area and that the development of the site should respond positively to the findings of an arboricultural impact assessment and retain any trees identified as having amenity or ecological value. It is also important that the design and layout of the site responds positively to the *Diss & District Design Code*.

121 Vehicular access in the policy is required from Prince William Way, onto Frenze Hall Lane, as it was in the SNLP allocation. This is to avoid further mixing of residential and industrial traffic, and to prevent further pressure on the junction of Vince's Road and Victoria Road. This junction already receives a considerable volume of traffic from the concentration of dwellings and commercial/industrial units that are currently served by it. It is currently a real challenge to exit Vince's Road, particularly during peak traffic hours. The Highway Authority are working on a potential improvement scheme, which is identified in the *Diss Network Improvement Strategy* (DNIS)[7], that will improve congestion at this junction, but the scheme is not sufficiently advanced at the point of writing DDNP. Without significant improvement at this junction, the access for DDNP7 must remain onto Prince William Way/Frenze Hall Lane.

POLICY DDNP6

The Plan allocates the site for residential development to accommodate approximately 35 homes, subject to the following criteria:

a) The delivery of a vehicular access to Frenze Hall Lane through Prince William Way;

b) The delivery of appropriate landscaping along the boundary to Vince's Road employment area;

c) The delivery of the site should respond positively to the findings of an arboricultural impact assessment and retain

[7] Diss Network Improvement Strategy (2020)

any trees identified as having amenity or ecological value;

d) The connection of the site with green infrastructure along Frenze Beck, including to the County Wildlife Site and adjacent land;

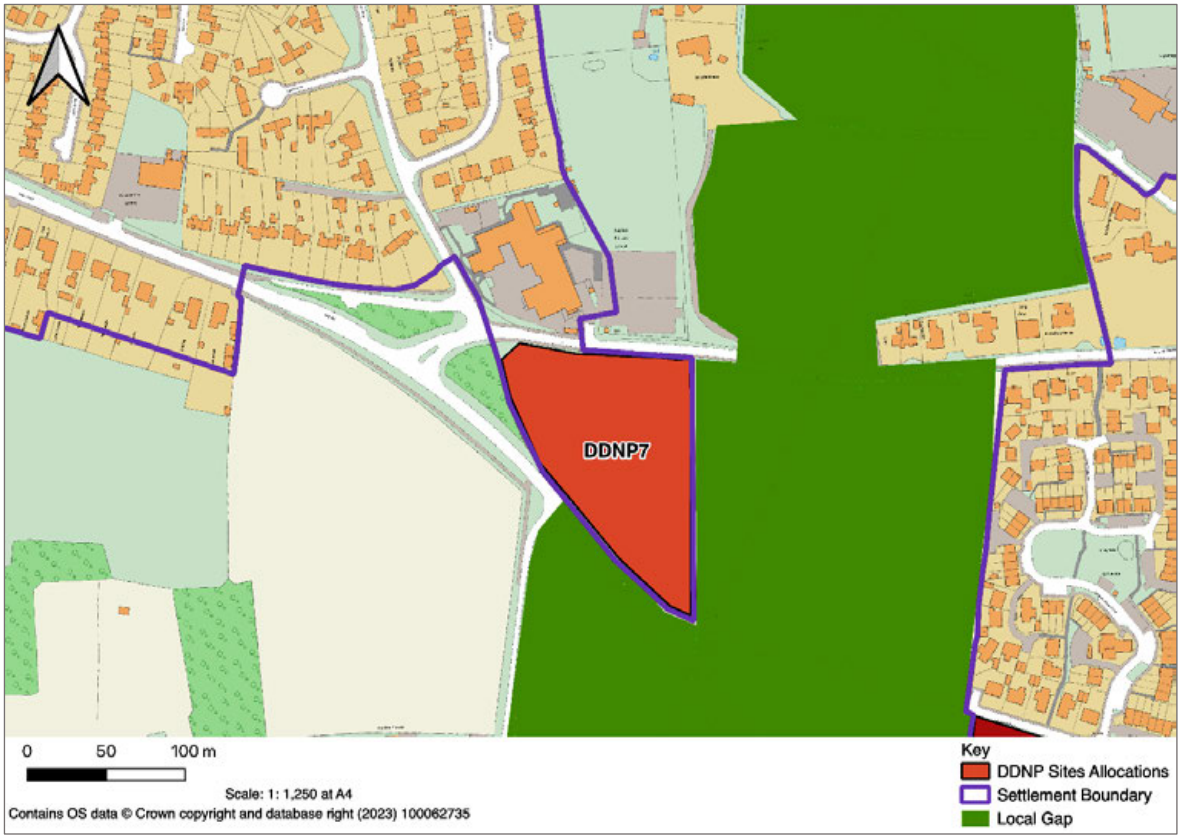
e) The design and layout of the site, including the incorporation of private gardens, should respond positively to the *Diss & District Design Code*; and

f) The development of the site should incorporate wastewater infrastructure capacity appropriate for the number of dwellings on it.

6.4 Allocations in Roydon Village

DDNP7

Land south of Roydon Primary School, Roydon



Map 5 Allocation in Roydon village

122 This site is currently utilised as agricultural land. It is well located, south of Roydon Primary School and with good access to local amenities including the shop, garage, village hall, pub and bus stop. Development in this location will further erode the gap between the village of Roydon and the built-up area of Diss, which includes part of Roydon parish. The gap is considered in some detail in Section 8.1. The site area is 1.25 ha.

123 The SOA rates this site as amber, which means the site may be appropriate for allocation if certain issues can be resolved or constraints mitigated. It is within close proximity to a few services in Roydon, though the north-eastern part is closer to Diss services. There is currently no access to the site, but it has road frontage on one side. The site is at medium risk of surface water flooding, which will require mitigation. The site is part of a larger field, without a boundary to the east. There are views of the urban edge of Diss and therefore has high sensitivity to visual amenity. There are views across the site from the Old High Road across the River Waveney Valley and to the south-east and as set out above, development of the site would reduce the gap between Roydon and Diss and lead to a threat of coalescence. Landscape impact will need to be mitigated.

124 In November 2020 we consulted on five potential sites for housing development in Roydon. This site received the most support from residents and from a suitability perspective has the fewest constraints.

125 Directly to the south of the site is a well-used pedestrian and cycle route between Roydon and Diss. Informally, this is known as Roydon Loke. It is a section of the disused, old A1066/Denmark Lane. Roydon Loke forms part of Roydon's ecological network (see **Appendix A**, Ecological Network Basemap) and is maintained by Roydon Parish Council volunteers, with the consent of the Highway Authority.

126 Given its proximity to site allocation DDNP5 off Denmark Lane in Diss (including part of Roydon), there could be cumulative impacts on traffic along the A1066 between Diss and Roydon when this site is delivered. The stretch of the A1066 between Diss and Roydon is currently 40mph. The opportunity to extend the 30mph speed limit should be considered when this site comes forward for development.

127 Policy DDNP7 sets out important guidance about the way in, which the site should be developed. Criterion a) comments about the need for a safe access. In developing this part of the proposal developers should consider the implications of the morning and afternoon school traffic peaks on the use of the highway network. Criterion b) refers to the need for the development of the site to respect the Plan's designation of a Local Gap between Roydon and Diss to the immediate east of the allocated site. The policy includes several criteria on landscaping. This is an important issue given the relationship of the site to the wider countryside. Criterion d) comments specifically about the need for a landscape belt along the western boundary of the site. This should be addressed in the round in the wider context of the overall Landscape Management Plan. However, it is expected that it would be around 10 metres deep to take account of the proposed Gap and to correspond to the approach taken in Policy DDNP5 on land off Denmark Lane in Diss to the east of the proposed Gap. Finally, the sixth criterion comments about the need for pedestrian and cycle access to Roydon Loke. This should be addressed in a sensitive fashion given the Green Corridor status of the Loke.

POLICY DDNP7

The Plan allocates the site for residential development to accommodate approximately 25 new homes, subject to the following criteria:

a) An appropriate highway access is created onto Old High Road;

b) The layout of the site should be arranged to result in a self-contained development that acknowledges the designation of a Local Gap between Diss and Roydon to the immediate east of the site;

c) The submission of a Landscape Management Plan within, which planning applications should demonstrate how the design and layout responds to the site's location on the edge of the village and ensure impacts on the wider landscape are minimised;

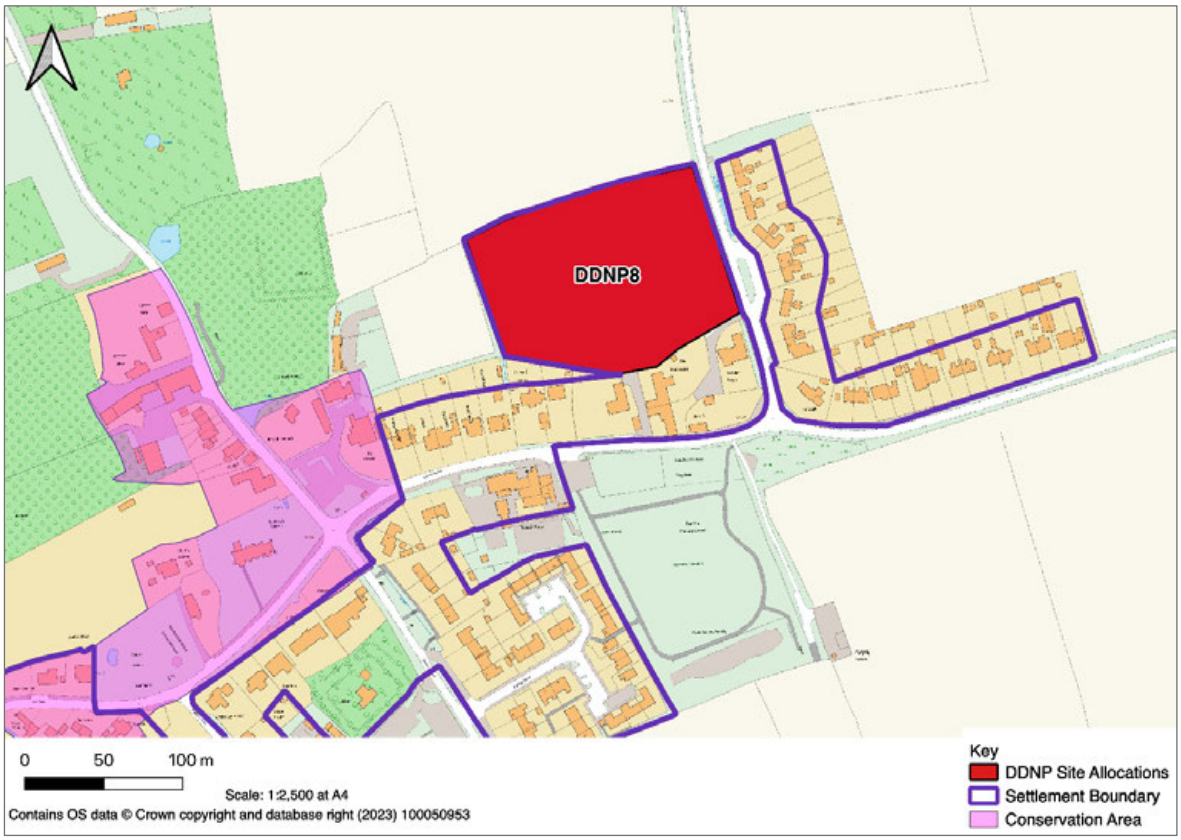
d) **The provision of a landscape belt along the eastern boundary of the site;**

e) **The existing trees and hedgerow along the boundaries of the site are retained and enhanced;**

f) **The provision of pedestrian and cycle access to Roydon Loke; and**

g) **Any street lighting should respond positively to the contents of Policy 6: Design of this Plan.**

6.5 Allocation in Burston



Map 6 Allocation in Burston

DDNP8

Land west of Gissing Road, Burston

128 This is a large greenfield site adjacent to the built-up area of the village, within close proximity of the school.

129 The site is screened on three sides by mature trees and hedgerow and runs adjacent to a green corridor identified in Policy 8. It therefore provides an opportunity to enhance the corridor through habitat creation and improvement, and expectation is that a proportion of the site will be devoted to new open green space. The site area is 1.54 ha.

130 The SOA rates this site as amber, which means the site may be appropriate for allocation if certain issues can be resolved or constraints mitigated. The site is adjacent to the settlement boundary and housing on the opposite side of the road. It is well related to services and character of the village. Initial highway evidence has highlighted concerns that there are potential access constraints on site, but these could be overcome through development. Also, subject to suitable footpath provision, any potential impact on the functioning of local roads could be reasonably mitigated. There are no concerns over contamination ground stability, loss of high-quality agricultural land, loss of open space nor ecology. Other constraints include possible impact to listed building and conservation area. Anglian Water has advised of major constraints to provision of sewerage infrastructure and substantial off-site sewerage will be required to connect foul water.

131 In the consultation on Issues and Options for the DDNP this site was the second most supported by residents, with just under 50% supporting its allocation within the Plan.

POLICY DDNP8

The Plan allocates the site for residential development to accommodate approximately 25 homes, subject to the following criteria:

a) The delivery of new open green space, which includes habitat improvement and creation, that specifically enhances the function of the adjacent green corridor;

b) The public footpath running along the northern boundary of the site is retained;

c) Wastewater infrastructure capacity should be confirmed prior to development taking place;

d) The incorporation of appropriate landscaping to retain the integrity of Manor House Farm; and

e) To provide a mix of homes that includes some single-storey.

6.6 Allocations in Scole

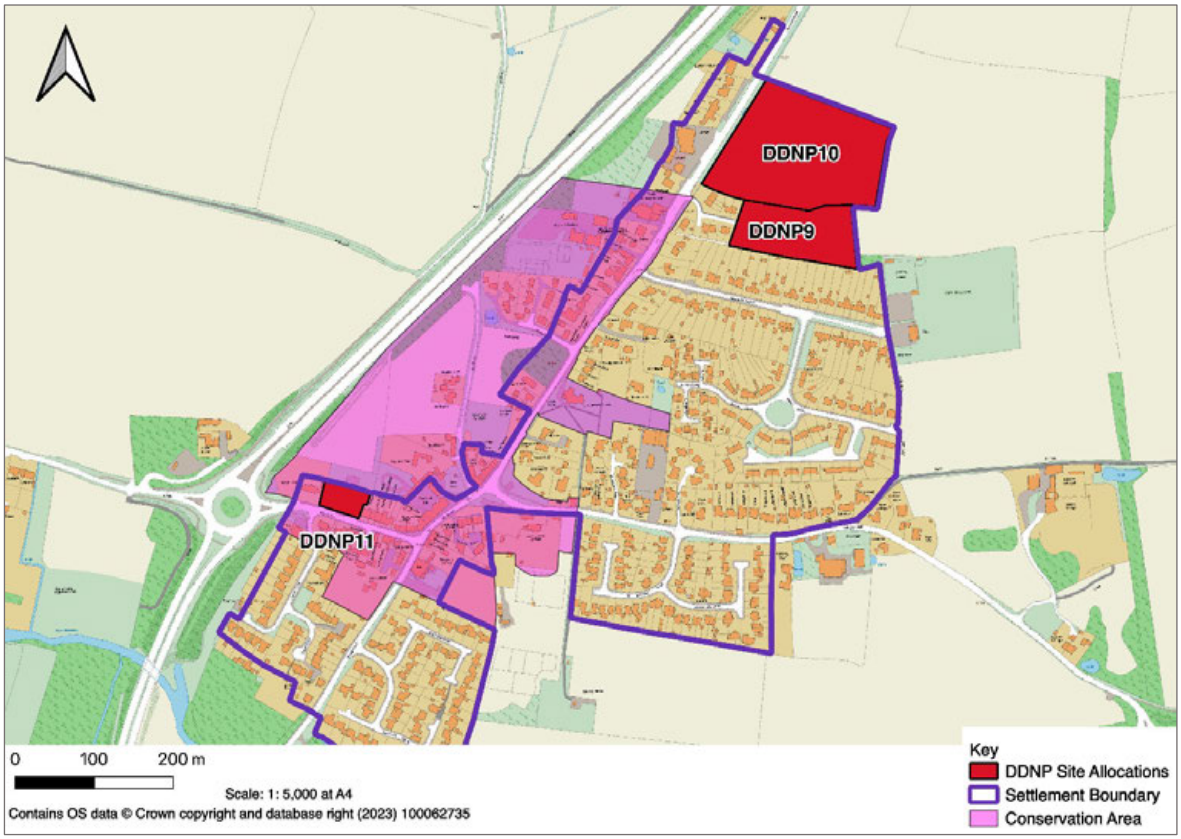
DDNP9

Flowerdew Meadow, Scole

132 This site could be seen as an extension to an adjacent, recent development for 11 homes.

133 Part of the site is already allocated in the SNLP (Ref SCO1) for 15 dwellings. This allocation carries that site forward, but to deliver 25 new dwellings at a slightly higher density that is reflective of the local character.

134 This is a large greenfield site that is well related to services and character of the village. Input from highways has indicated that there are potential access constraints, but these could be overcome through development. There are no concerns over contamination, ground stability, loss of open space or landscape character. There are several constraints, but these may be possible to mitigate. The site area is 1 ha.



Map 7 Allocations in Scole

135 This site was supported by almost 70% of respondents to the Issues and Options consultation in June 2020.

136 Preference is for vehicular access to be achieved through the adjacent allocation DDNP10, which will address community concerns about the impact the development may have on existing residents of adjacent housing. The vehicular access road through adjacent housing is fairly narrow and has an unadopted status nearest the boundary with DDNP9. Should this not be feasible, due to timings of the allocations coming forward or

otherwise, expectation is that provision will be made for a vehicular link between the two allocations and a Construction Management Plan that sets out how impacts on existing residents will be minimised during the construction phase.

POLICY DDNP9

The Plan allocates the site for residential development to accommodate approximately 25 new homes, subject to the following criteria:

a) Vehicular access onto Norwich Road will be delivered through the allocated site DDNP10, unless satisfactorily demonstrated this is unfeasible. Where this is the case, vehicular access should be provided to the boundary with DDNP10 (land east of Norwich Road), which enables connectivity between the two sites; and

b) A Construction Management Plan is required as part of the planning application to demonstrate how the impacts of construction traffic on existing residents of Flowerdew Meadow will be mitigated.

DDNP10

Land east of Norwich Road, Scole

137 This site is adjacent to the existing settlement boundary of Scole, within close proximity to the primary school and other village services. It will extend the existing built-up area northwards along Norwich Road. The site area is 2.6 ha.

138 Originally a much larger site, 5.2ha in size, was promoted by the landowner for 130 new homes. The SOA found this to be suitable for growth, subject to mitigation in relation to noise, heritage, and surface water.

139 The SOA rates this site as amber, which means that the site may be appropriate for allocation if certain issues can be resolved, or constraints mitigated. Due to the proximity of the A140 traffic noise is audible on the site. So, subject to a noise impact assessment, attenuation measures may be required. Also, the site is at medium risk of surface water flooding and mitigation is required if developed. The site is adjacent to a Grade II listed building. It contains no identifiable landscape features. It is suitable subject to establishing an appropriate access and mitigation with respect to heritage, noise, surface water flooding.

140 Development of 50 homes at DDNP10 will support delivery of highway infrastructure that is important to the community, including a new crossing point for the school and traffic calming measures along Norwich Road. The site will also enable vehicular traffic to access DDNP9 without going through an existing residential area.

141 The level of development being delivered here will result in additional Community Infrastructure Levy funding, which the community would like to use to fund a new

accessible footway/cycle link between Scole and Diss. This is identified as link M on the Walking and Cycling Network (Policy 10, Map 19).

142 During the issues and options consultation in November 2020 the larger version of this site, for 130 homes, was supported by 30% of respondents.

POLICY DDNP10

The Plan allocates the site for residential development to accommodate approximately 50 new homes, subject to the following criteria:

a) The incorporation of a heritage statement within the application details that sets out how the development will mitigate any impacts on nearby listed buildings, including High House;

b) The preparation of a noise impact assessment and the implementation of any required noise attenuation measures;

c) The delivery of traffic calming measures along Norwich Road, including a new pedestrian crossing point to the primary school; and

d) The provision of vehicular access to the site boundary with DDNP9 (Flowerdew Meadow), which enables connectivity between the two sites.

DDNP11

Former Scole Engineering Site, Diss Road, Scole

143 This site is located close to the village centre, adjacent to the Conservation Area. It is a brownfield site, currently the location of a garage and vehicle repair business, which intends to relocate to a smaller site. It is surrounded by other residential dwelling, some historic in their character, others more modern. The site area is 0.2 ha.

144 This site was not considered in the SOA as has been subject to a planning application and is considered to be committed development.

145 In 2020 outline permission (application ref. 2020/1236) was granted for demolition of the existing garage workshop buildings and construction of 6 dwellings.

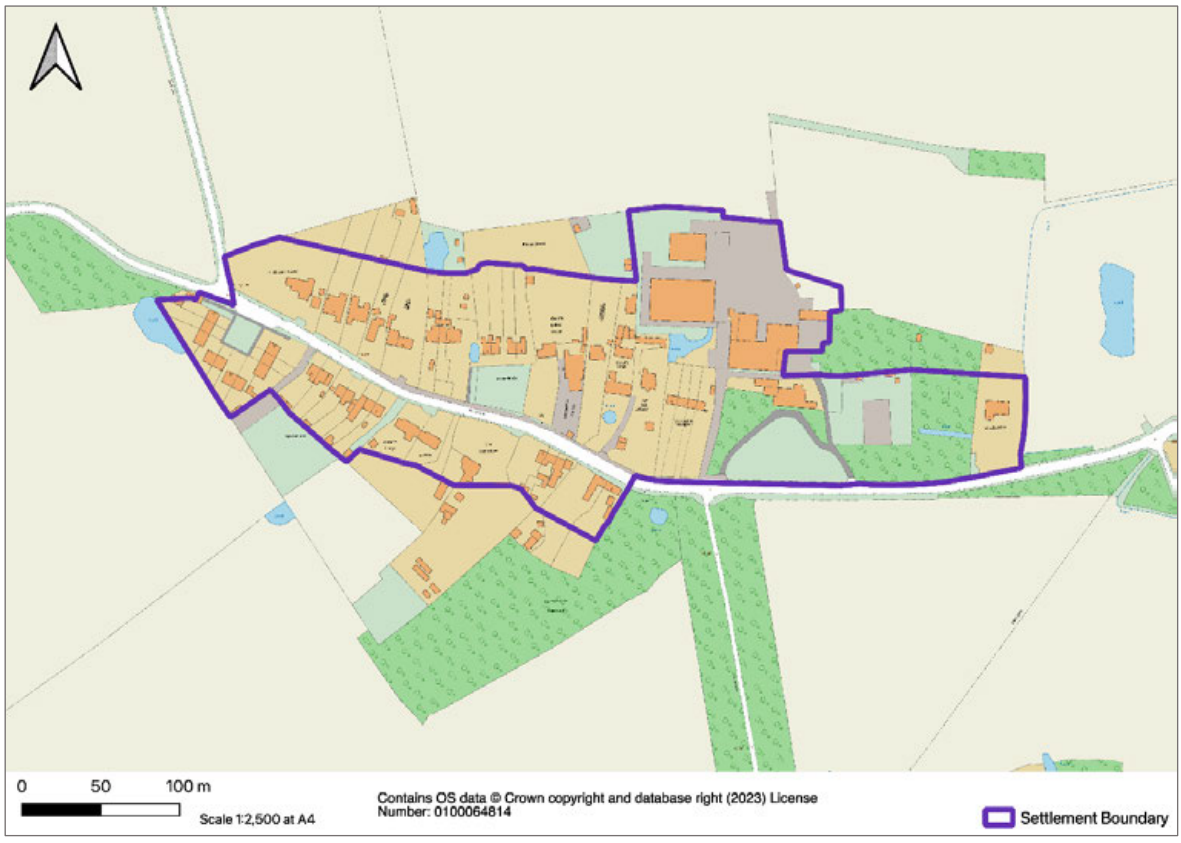
POLICY DDNP11

The Plan allocates the site for residential development to accommodate approximately 6 homes.

6.7 Allocations in Brome & Oakley

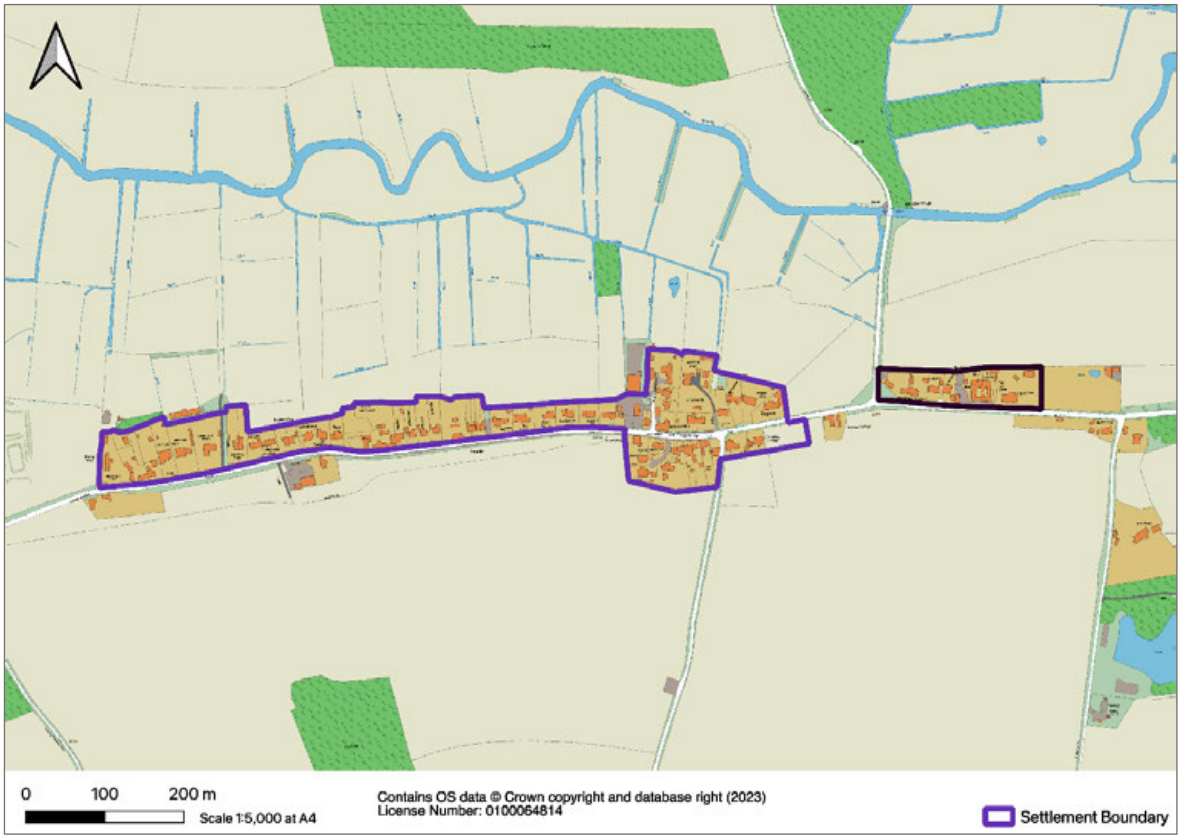
146 The DDNP makes two allocations in Brome & Oakley. The Plan also reintroduces settlement boundaries, which were removed in 2008 when the Mid Suffolk's Core Strategy (MSCS) was adopted. The boundaries broadly align with those presented in the Regulation 19 version of the JLP, which has since been split into two parts. Part 1 will contain all strategic policies and development management policies, with current settlement boundaries saved from the adopted MSCS. In the case of Brome and Oakley this effectively leaves them without settlement boundaries and the DDNP may therefore recreate them.

147 The new allocations lie within the defined settlement boundaries shown on Maps 8 and 9 and in the *Parish Allocation and Asset Maps*. The two settlement areas are 1.5 km apart. Historically they were the villages within the separate parishes of Brome and Oakley, which were officially merged in 1982 to form a single civil parish. Anything outside of the defined settlement boundaries is considered countryside.



Map 8 The settlement boundary in Brome

[Map 9 is on the next page…]



Map 9 The settlement boundary in Oakley

DDNP12

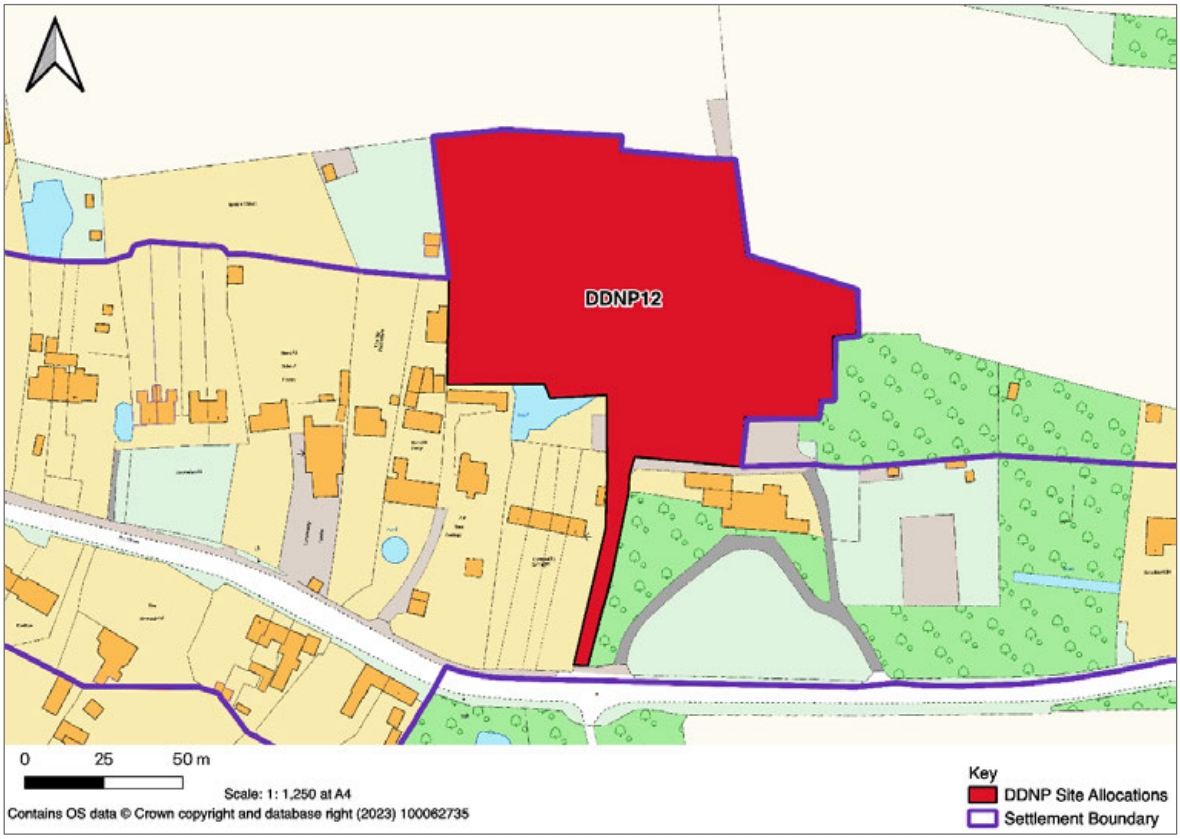
Land north-west of Ivy House, Brome

148 This site currently consists of a redundant farmyard and farm buildings. There is an existing planning application on the site for conversion of one of the barns into a dwelling. This is included within the allocation with a view to the site being developed/designed as a whole rather than individual units. The site area is 0.61 ha.

149 The SOA rates this site as amber, which means the site may be appropriate for allocation if certain issues can be resolved or constraints mitigated. The site is at medium risk of surface water flooding and therefore mitigation would be required if developed. Although the site is adjacent to the settlement, it is not close to local services. Any development would need to be sympathetic to nearby heritage assets.

150 Of the four potential sites in Brome & Oakley put to public consultation in November, this received the greatest support, with just under 40% of respondents supporting its inclusion in the Plan. Of the concerns raised, the most common was related to the potential impact on nearby historic buildings.

151 The sites allocated in Brome & Oakley are not likely to have a significant impact on capacity at the catchment schools. as they are each under 10 dwellings. Suffolk County Council indicates that the emerging JLP growth has already been accounted for and both primary and secondary schools are forecast to exceed 95% capacity. Two schools will need to expand to accommodate this, which is in existing infrastructure plans.



MAP 10 Allocation in Brome

POLICY DDNP12

The Plan allocates the site for residential development to accommodate approximately 9 homes, subject to the following criteria:

a) **A safe highway access can be established onto The Street or Upper Oakley;**

b) **The design of the site is sensitive and in keeping with nearby heritage assets;**

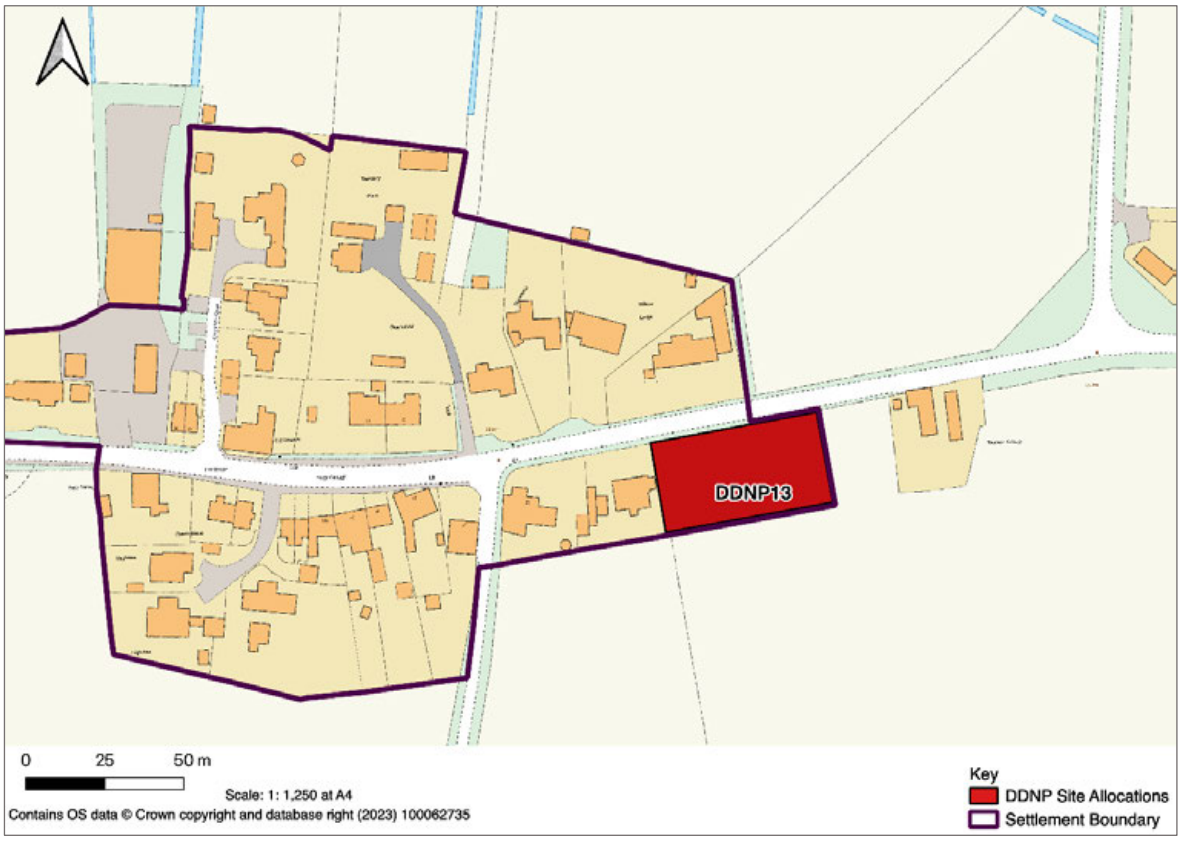
c) **The size of the site may make it difficult to deliver biodiversity net gain onsite. Where this is the case, creation or improvement to habitat in the green corridors identified in Policy 5 can be delivered;**

d) **A heritage statement should be included that sets out how the development will mitigate any impacts on nearby listed buildings, including but not limited to Ivy House, Cornwallis Cottages, The Old Post Office, the Magnolias and 1 and 2 the Street, which are located within the vicinity of the site; and**

e) **A programme of archaeological investigation should be secured prior to development commencing, given the potential recorded in the Historic Environment Record.**

DDNP13

Land south of the B1118, Lower Oakley



Map 11 Allocation in Oakley

152 This site is next to the built-up area of Oakley and had been included in the submission version of the JLP, where it was shown as an allocation for 5 homes. During Examination, however, consideration of the settlement hierarchy and site allocations was deferred to a future date, thus leaving the DDNP free to create this allocation and the settlement boundary in the meantime. The site area is0.15 ha.

153 The SOA rates this site as amber, which means it may be appropriate for allocation if certain issues can be resolved or constraints mitigated. The site is gently sloping and forms part of the rolling valley landscape, it is adjacent to existing development, including the Grade II listed Weaver's Cottage. Development would need to be subject to sympathetic design, minimising the impact on the heritage asset and its setting. The policy sets out guidance about the way in, which the site should be developed to take account of the existing pattern of development in the village.

POLICY DDNP13

The Plan allocates the site for residential development, to accommodate approximately 3 homes, subject to the following criteria:

a) A heritage statement should be included that sets out how the

development will mitigate any impacts on the nearby Grade II listed Weaver's Cottage;

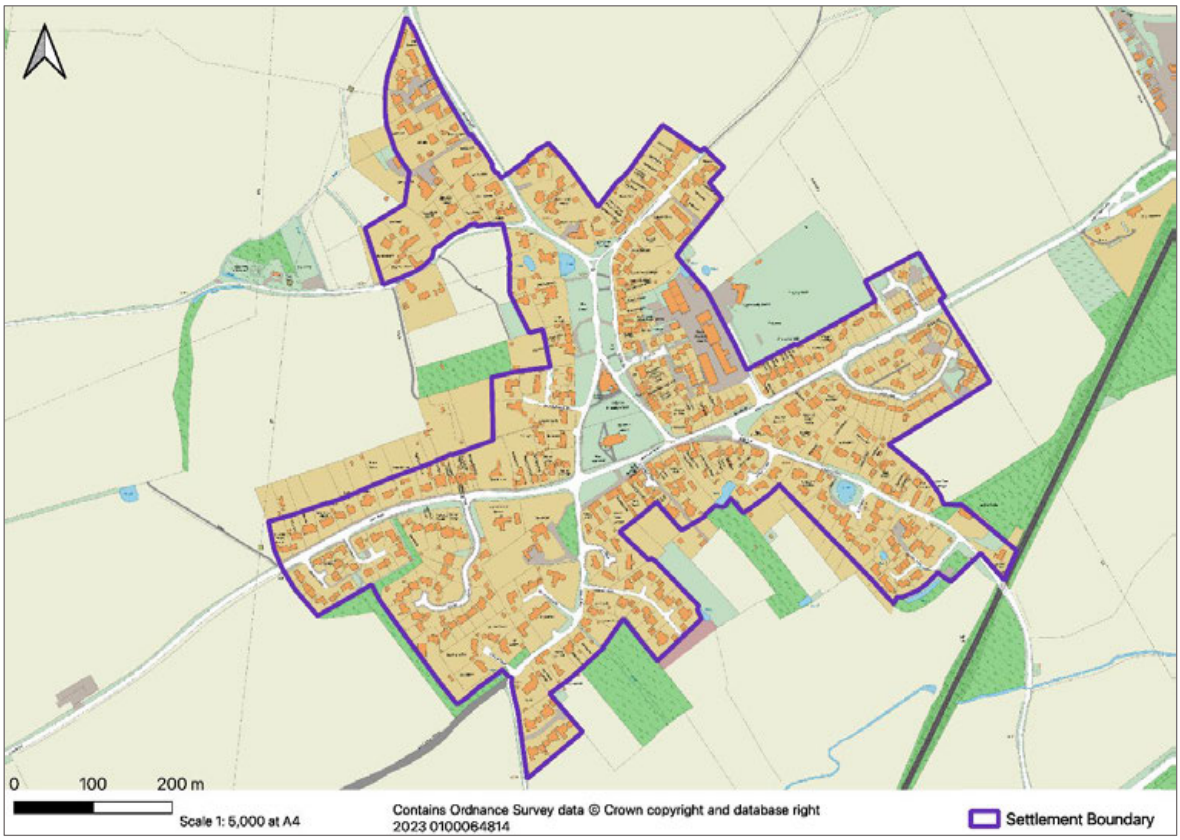
b) A programme of archaeological investigation should be secured prior to development commencing to take account of the potential of the site recorded in the Historic Environment Record;

c) The site should be arranged in a linear fashion with the properties fronting onto the B1118; and

d) The provision of satisfactory access into the site.

6.8 ALLOCATIONS IN PALGRAVE

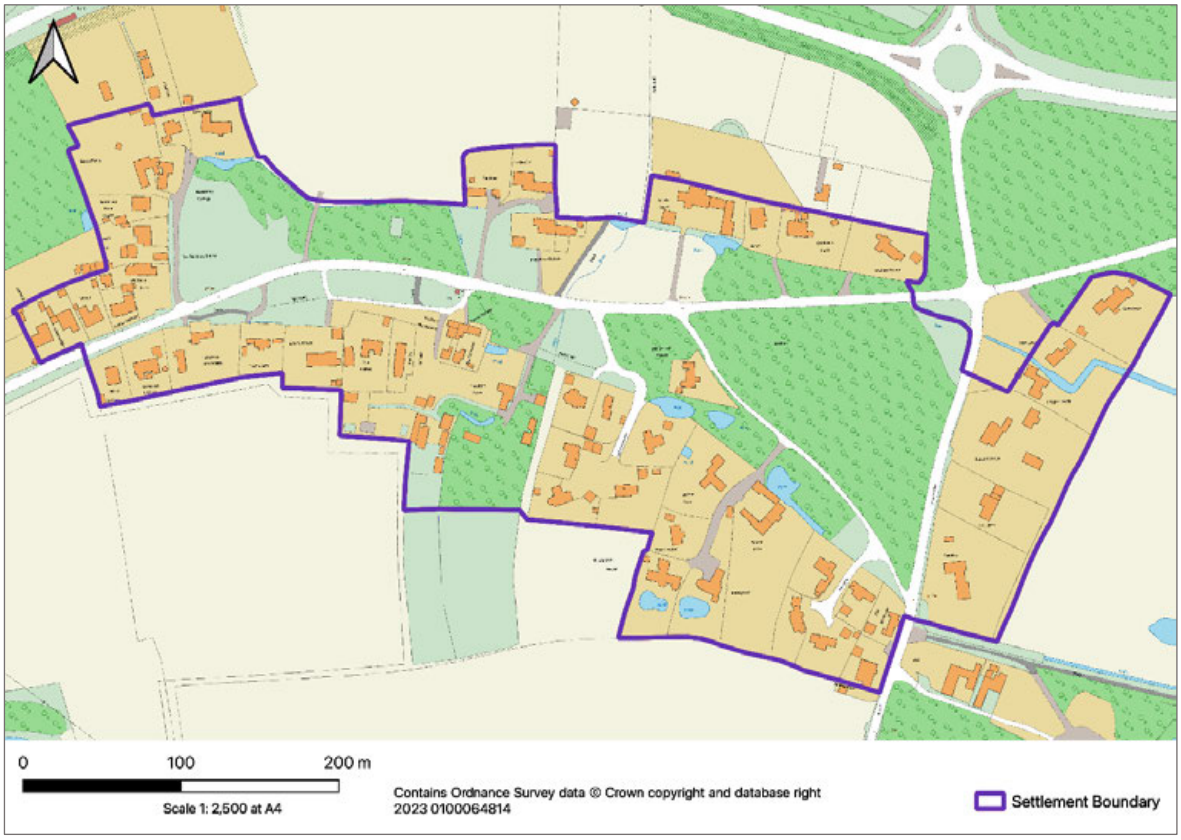
154 The DDNP is not making any allocations in Palgrave but does revise the current settlement boundary defined in the MSLP. The settlement boundary defined in Map 12 reflects recent development and aligns with the boundary presented in the Regulation 19 version of the JLP. The JLP has since been proposed to be split into two parts; the settlement boundaries shown in Part 1 will be those used in the 1998 MSLP, as amended by the 2008 MSCS. The later proposed JLP Part 2 will review existing settlement boundaries.



Map 12 The settlement boundary in Palgrave

6.9 Allocations in Stuston

155 The DDNP is not making any allocations in Stuston but does reintroduce the settlement boundary that was removed in 2008 when the MSCS was adopted. The boundary shown in Map 13 aligns with the one presented in the Regulation 19 version of the JLP, which has since been proposed to be split into two parts. Part 1 is proposed to contain the majority of strategic policies and development management policies, with current settlement boundaries saved from the 1998 MSLP, as amended by the 2008 MSCS. This would effectively leave Stuston without a settlement boundary but the DDNP can reintroduce one that will serve until all Mid Suffolk's settlement boundaries are reviewed in Part 2 of the JLP.



Map 13 The settlement boundary in Stuston

6.10 Regeneration of the Waveney Quarter, Diss

156 An essential element of the Plan is to promote regeneration of the south side of Park Road, establishing a new 'Waveney Quarter' along the River Waveney. The vision is to enhance the attractiveness of both this area and the town centre, creating a multifunctional green space that connects the town with the river valley.

157 Development in this area will include improved green infrastructure, leisure facilities and some enabling housing development.

158 There will be a new riverside walk and enhanced connectivity from the Diss Park and Mere. It is also the preferred location for the new and improved Diss Leisure Centre.

159 Regeneration of this area of Diss is a longstanding ambition that is yet to be realised, despite previous allocations. A strong case for leisure and retail, in this central location, rather than housing, remains. There are relatively few alternative sites to accommodate these uses in a way that enables a thriving market town – a key element of the vision for this Neighbourhood Plan. The principle of development in this location is already established as the allocations have been brought forward from the SNLP.

POLICY 2 – Regeneration of the Waveney Quarter

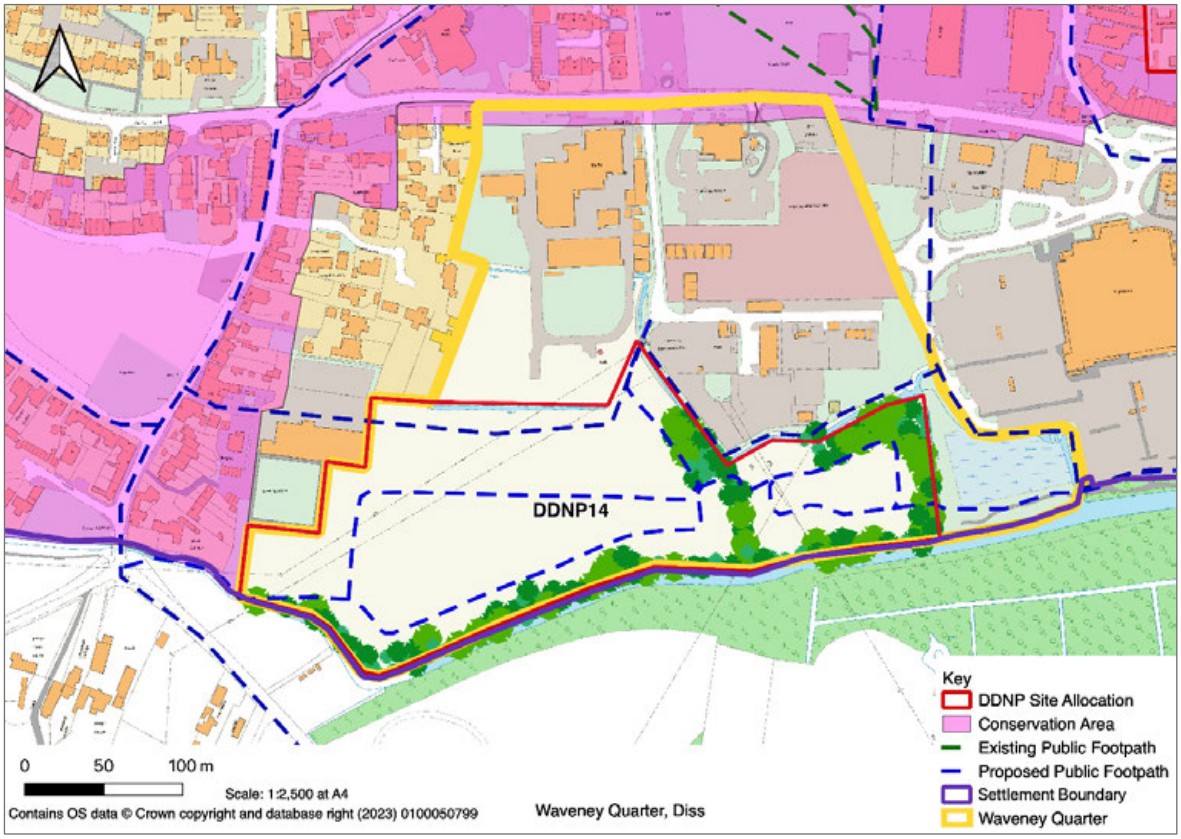
Proposals for development within the Waveney Quarter of Diss should contribute towards it becoming a focal point for leisure and recreation. The growth of leisure and community facilities in this area is promoted.

a) **Given its proximity to the River Waveney corridor opportunities should be taken to enhance biodiversity and strengthen ecological networks. Development proposals should incorporate creative and innovative design solutions which respond positively to the area's location near to the riverside and Conservation Area.**

b) **As appropriate to their scale, nature and location, development proposals should strengthen connectivity between this area and the town centre and incorporate opportunities to enhance the permeability of pedestrian and cycle links within the Waveney Quarter. As appropriate to their scale, nature and location, development proposals should integrate well with the surrounding network of pedestrian and cycle links.**

c) **Residential development that is sensitive in scale and design to the area will be supported.**

d) **This area is underlain by safeguarded mineral resources therefore Policy CS16 (or any successor policy) of the Norfolk Minerals and Waste Core Strategy (NMWCS) applies to planning proposals.**



Map 14 Waveney Quarter – allocation south of Park Road

160 Presently, a single site is allocated to support regeneration of the Waveney Quarter:

DDNP14

Land off Park Road, Diss

161 The allocation comprises a site allocated in the SNLP. The principle of development is already accepted, and it is expected that development will take place within the DDNP timeframe, which mirrors that of the emerging GNLP. The site area is 4.6 ha.

162 This allocation is central to the vision for this part of Diss, with the key focus on improving amenity, green space and links with the river valley. Its development is a key component of enhancing the leisure offer in Diss and creating a more attractive link between the town and the river valley.

163 A certain amount of enabling housing growth is considered acceptable, though more may be accommodated subject to sensitive design and layout being achieved that takes account of the proximity to the River Waveney and Conservation Area.

164 The site is located on the A1066 Park Road, the main east-west road through Diss. Pedestrian access across Park Road to/from the town centre on the existing crossing needs improvement, as crossing safely can be difficult due to the volume of traffic.

POLICY DDNP14

The Plan allocates the site for leisure, open space and residential development, accommodating approximately 10 homes, subject to the following criteria:

a) The design of the scheme should be sensitive to the adjacent Conservation Area and River Waveney, and any built development element should be delivered at a safe distance away from the river corridor taking account of its flooding profile;

b) The scheme should deliver an area of open space and habitat improvement for local wildlife that enhances the function of the adjacent green corridor and provides a buffer for the river corridor;

c) The scheme should facilitate the provision of a riverside walk to join the existing riverside walk that currently runs past the two existing supermarkets off the A1066 and connects to 'The Lows' leading to Palgrave;

d) The scheme should expand provision of the footways/cycleways across the site frontage;

e) Any new homes should be within Flood Zone 1 (taking into account reprofiling of the site), should be well related to existing development and closely related to each other. In addition, they should be sensitively designed and sited to reflect their position in the river valley and their proximity to the Conservation Area;

f) Development proposals should incorporate opportunities to improve surface water run-off rates, particularly in the creation of new site access and egress points;

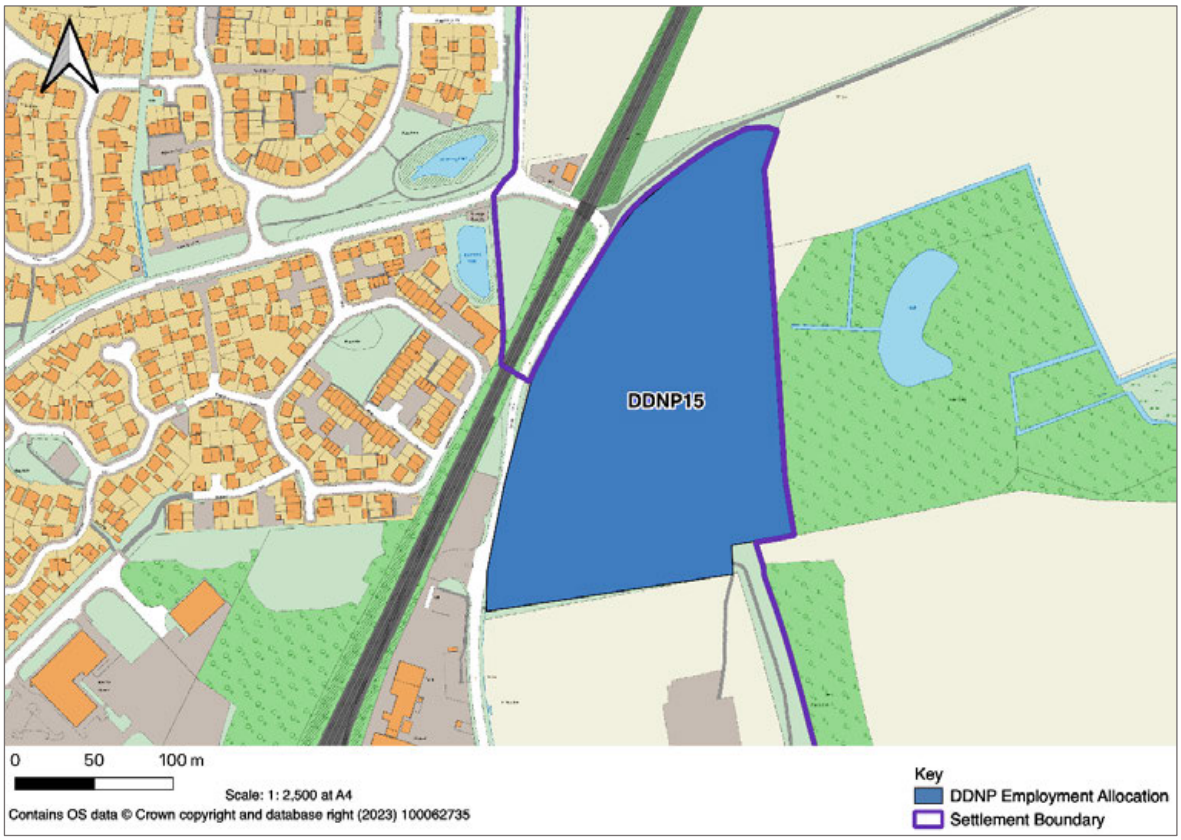
g) The scheme should incorporate wastewater infrastructure capacity appropriate for the mix and scale of buildings and their uses on the site;

h) The scheme should incorporate measures to mitigate against noise emissions from the adjacent electricity substation; and

i) Policy CS16 (or any successor policy) of the *Norfolk Minerals and Waste Core Strategy* (NMWCS) applies, as this site is underlain by safeguarded mineral resources.

6.11 EMPLOYMENT GROWTH

165 There is a concentration of commercial and industrial businesses to the east of the Diss town centre, located either side of the railway line. There is a wide range of employers.



Map 15 Employment allocation north of Diss Business Park

166 This employment allocation is brought forward from the SNLP. The land is yet to be developed but the principle has been accepted and it is expected that development will take place within the DDNP timeframe. The site area is 4.22 ha.

DDNP15

Land at Sandy Lane (north of Diss Business Park), Diss

POLICY DDNP15

The Plan allocates the site for employment development, subject to the following criteria:

a) Development is restricted to use Classes B2 and B8;

b) The development of the overall site should provide walking and cycling links along the western boundary of the site in accordance with the DDNP cycle network (Map 18), to enhance footway and cycle links to the town centre and railway centre;

c) **The development of the overall site should take account of the constraints caused by a gas pipeline within the northern part of the site;**

d) **The development of the overall site should provide appropriate landscaping to the eastern boundary and retain trees along the northern and southern boundaries of the site;**

e) **The development of the overall site should protect the adjacent County Wildlife Site to the east from unacceptable impacts by implementing an effective ecological buffer;**

f) **The development of the overall site should contribute towards protection and enhancement of green infrastructure, in particular that along Frenze Beck, including enhancement of the County Wildlife Site and adjacent land currently used for informal access. All green infrastructure should be integrated with that of surrounding sites;**

g) **Wastewater infrastructure capacity should be confirmed before any development takes place;**

h) **Policy CS16 (or any successor policy) of the *Norfolk Minerals and Waste Core Strategy* (NMWCS), as this site is underlain by safeguarded mineral resources.**

Diss Business Park, Hopper Way, Diss

167 Diss Business Park is located a short distance from the town centre, near to the railway station. It was allocated in the SNLP and has mostly been developed. It includes the Diss Business Hub, which provides meeting and conference facilities as well as office space for small businesses.

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MAP 16 Diss Business Park

POLICY 3 - Diss Business Park

As appropriate to their scale, nature and location, development or redevelopment proposals at Diss Business Park should comply with the following matters:

a) Development is restricted to uses B2 (General Industry), B8 (Storage and Distribution), E(g) (Offices, Research and Development and Industrial Processes) and other appropriate employment related development;

b) Any development proposals will need to take a coordinated approach to the delivery of footway/cycle infrastructure with the adjacent DDNP15 employment allocation;

c) Protect and enhance the function of the nearby Green Corridor (see Map 17) and Frenze Beck County Wildlife Site,

demonstrating how any significant harm to wildlife using this will be mitigated to accord with Policy 8: Green Corridors and Biodiversity Enhancement.

d) Policy CS16 (or any successor policy) of the Norfolk Minerals and Waste Core Strategy (NMWCS), as this site is underlain by safeguarded mineral resources.

6.12 Housing Mix

168 Paragraph 62 of the NPPF requires plans to have policies that meet the housing needs of different demographic groups, such as older people, people with disabilities, self-builders, people wishing to rent and families.

169 Policy 4 in the *Joint Core Strategy* for Broadland, Norwich and South Norfolk (JCS) requires developments to comprise a mix of housing to meet the needs of the area. Policy 3.1 of the SNLP sets out that, "All housing proposals should help contribute to a range of dwelling type and bed spaces to meet the requirements of different households, as identified through the current Strategic Housing Market Assessment."

170 Policy CS9 in the MSCS requires proposals to provide a mix of housing to meet different needs.

171 Looking at the evidence shown in the HNA, it suggests that the housing profile of the Plan area is different from that in much of South Norfolk and Mid Suffolk, with proportionately more terrace properties and flats, many of these situated in Diss.

172 The age profile is broadly similar to that of South Norfolk, though there is a slightly higher proportion of older people, and this is increasing over time. By 2036, people aged over 65 will be the single largest group in South Norfolk and Mid Suffolk. The existing housing stock of smaller dwellings would appear to cater well for this, enabling older people to downsize their homes if they so wish. On the other hand, there is a large and increasing proportion of families with non-dependent children, which could indicate difficulties experienced by younger people in buying locally or remaining in the area, which perhaps indicates a need for additional smaller dwellings to help younger adults get on the housing ladder.

173 Analysis completed as part of the HNA indicates that the housing stock could usefully include proportionately fewer properties with two bedrooms and four or more bedrooms, and more properties with one bedroom or three bedrooms.

174 There is also a significant need for many new homes to be available to rent to cater for new households. National policy and legislation also aim to support people wishing to build their own home.

175 Further analysis is provided in the *Evidence Base* that accompanies this Plan. Earlier consultations found strong support across the area for a housing mix policy to meet local need as reflected in the HNA, including homes for rent and support for self-builders.

POLICY 4 - Housing Mix

As appropriate to their size and location, residential development proposals should provide a mix of housing types and sizes or show that they are meeting specific housing needs. In particular, proposals should demonstrate that they are:

a) Supporting the need for one and three bedroomed homes;

b) Helping to meet the needs of an ageing population by including housing that is suitable for older people; and

c) Providing housing that is suitable for younger people.

d) Support the need for smaller 2- and 3-bedroomed homes that are adaptable (built to optional M4(2) standards), to meet the needs of the ageing population, without excluding the needs of the younger buyers and families.

e) Support the need for private rent housing.

f) Delivering a proportion of serviced dwelling plots available for sale to self-builders or custom builders, which comply with other policies in the development plan.

Proposals for major residential developments should provide 5% self or custom build properties on-site through the provision of serviced plots unless such an approach would not be viable or practicable. Once the serviced plots are available for development, they should be marketed for this purpose for a period of not less than 12 months.

176 Although a mix of housing as set out in Policy 4 will be expected, it is recognised that with building conversions it might not be possible to meet the size requirements as it could be constrained by the existing building fabric. Furthermore, some proposals will primarily aim to provide for a particular housing need rather than a mix. All proposals should have due regard to the latest HNA. The policy has been carefully prepared to bring forward appropriate house types. Criterion c) is an important element of the policy. It will assist younger people in their ambition to have a home of their own. This part of the policy applies to all housing on an application site taken as a whole, including both open-market and affordable housing combined. This will apply unless a different mix is fully justified on the grounds of viability or evidence of local housing need.

6.13 AFFORDABLE HOUSING

177 The NPPF and the PPG set out a national policy approach to affordable housing, including the need to increase the availability of affordable homes to buy, such as discounted open-market houses. Policy 4 in the JCS sets out the affordable housing requirements for housing proposals, whereby the percentage varies according to the size of the development. It also sets out a tenure split of approximately 85% social rented and 15% intermediate/shared ownership tenures. The emerging GNLP requires 33% of major residential developments to be for affordable homes, and has no set tenure split.

178 The JLP and the MSLP 2006 Alteration set out that a contribution of 35% affordable housing will be required on sites of ten or more dwellings or 0.5ha or more. Proposals for new affordable housing will be expected to have regard to the mix and type of housing needs identified in the most relevant district needs assessment evidence.

179 Rural Exception Sites, which are small sites used for affordable housing in perpetuity where sites would not normally be used for housing, such as outside of the settlement boundary, are also covered in the NPPF. Policy DM3.2 in the SNLP sets out criteria for supporting affordable housing on Rural Exception Sites to meet local need. The MSLP 2006 Alteration also covers Rural Exception Sites.

180 There is currently a new government strategy for 'First Homes', which are only available to people buying their first home, with a minimum discount of 30% below full market value. After the discount is applied the initial sale price must not exceed £250,000. First Homes will be subject to legal restrictions ensuring discount is retained for future occupants and to stop the allowance of renting or sub-letting. There is a national requirement that First Homes make up 25% of affordable housing provision on development sites.

181 The HNA indicates that the affordable housing, which comes forward as a percentage of the larger allocated sites, should focus on Social Rent tenure, but there is also a need for more Shared Ownership provision.

182 The overall affordable housing requirement is a strategic policy as the affordable housing need extends beyond Diss and District, and so needs to be covered by the local plans.

183 Given the wider policy framework, the DDNP does not need a separate policy on Rural Exception Sites as this is adequately covered in the local plans and NPPF. The local plans will also cover the percentage requirement of affordable housing as part of larger residential developments. It would be useful to have a policy that reflects local need as shown in the HNA where this is different to the need across the districts. This can then be used by South Norfolk and Mid Suffolk Council when negotiating with developers. There is a high level of support for this approach across the DDNP area.

184 The comparison of tenures within the district council areas as a whole and those in the DDNP area strongly suggests that homes in Diss and surrounding villages are less affordable than those throughout the wider area, with local affordability expected to worsen. This is a particular issue for those on lower incomes who are priced out of any form of home of their own, even Affordable Rent properties. Future rental provision should therefore focus on Social Rent where possible. For those on average incomes,

gaining access to affordable home ownership through discounted homes will likely need a greater discount compared to the wider area.

185 The evidence also suggests that the affordable housing need is generally for smaller dwellings of three bedrooms or less as with the districts as a whole, but there is a much higher need for affordable one-bedroom properties compared to the district average.

186 Realistically, most of the new affordable homes will be delivered in Diss. South Norfolk Council will use a 'cascade' such that people who live locally or with a local connection get first refusal. This only applies to housing for rent, not affordable routes to ownership such as those discounted off the market value. Any homes left will then be offered more widely across the district.

187 However, the convention is that until the homes have been offered to people elsewhere in South Norfolk, they will not be offered to people in the neighbouring Mid Suffolk parishes as they are in a different district, despite being close and being part of the same Neighbourhood Plan. There is local support for having a policy that encourages South Norfolk Council to include the Mid Suffolk parishes in its cascade. This, however, is not strictly a planning issue and so this is reflected in COMMUNITY ACTION 1.

POLICY 5 - Affordable Housing

Proposals for residential development should provide affordable houses in accordance with the strategic policy approach in the relevant local planning authority area and reflect the information in the most up-to-date Housing Needs Assessment. Where it is both practicable and commercially viable to do so, future affordable housing provision should:

a) have a focus on social rented housing; and

b) include the provision of smaller dwellings including one-bedroomed dwellings.

188 Policy 4 of the Plan has been carefully worded to ensure that it takes account of potential viability and practical issues, and to ensure that the mix of affordable homes, tenure and size takes account of the most up-to-date information available.

189 The housing number or site area threshold that triggers the need for affordable housing to be provided is set out in national planning policy and guidance, and the proportion of homes that need to be provided as affordable homes, once this is triggered, is currently contained in the local plan, and so there is no need to have anything on those aspects in a DDNP policy.

190 However, the HNA is useful evidence reflecting local need and this can be used when deciding on the type of affordable housing needed on any site.

COMMUNITY ACTION 1 - Affordable Housing Cascade

The DDNP supports the inclusion of the Mid Suffolk parishes of Brome & Oakley, Palgrave and Stuston in South Norfolk Council's affordable housing cascade when this is next reviewed by South Norfolk Council.

191 It is recommended that cascade criteria used by South Norfolk Council when providing affordable housing for rent to people is reviewed as follows:

People who apply for affordable housing to rent in Diss are prioritised (by South Norfolk Council) according to a cascade system. If this included the Mid Suffolk parishes it could look like this:

- ***Residents of Diss who have lived in Diss for a total of at least 3 of the last 10 years;***
- ***Former residents of Diss who lived in Diss for at least 3 of the last 10 years;***
- ***Residents of Diss who have lived in Diss or the adjacent parishes for the last 3 years or more;***
- ***People working in Diss and who have done so for the last year or more for at least 10 hours each week;***
- ***Residents of the adjacent parishes who have lived in one or more of those parishes (or Diss) for the last 3 years or more;***
- ***Residents of Diss who have lived in Diss for less than 3 years;***
- ***Residents of the adjacent parishes who have lived in those parishes (or Diss) for less than 3 years;***
- ***Residents of the Mid Suffolk parishes of Palgrave, Stuston and Brome & Oakley;***
- ***Other residents of South Norfolk;***
- ***Any other person.***

192 Where affordable housing provision is made under the DDNP in a parish other than Diss, then the same conditions of preference shall apply as above with regard to that parish, i.e. the word 'Diss' is replaced, for example, by 'Roydon'.

193 This, however, will be a decision in due course for South Norfolk Council, which will need to come to a view bearing in mind many other considerations.

6.14 DESIGN

FIGURE 3 AECOM's Design Code document (DDDC) produced for the DDNP. It is one of the many submission documents that are available to view on www.ddnp.info.

194 Chapter 12 of the NPPF requires plans to have design policies that have community support and pick up the defining characteristics and historic character of the area. Design covers not just appearance but how a place functions. National policy encourages innovative design with high levels of sustainability. Housing density is a key part of design. Paragraphs 124 and 125 of the NPPF discourage low densities as a poor use of land, but densities also need to be in keeping with the local character, and so this is often a balance.

195 Policy 2 of the JCS promotes high quality design, including having due regard to the use of traditional materials, the setting, historic character, and landscape. Policy CS3 of the MSCS also covers this. Policy DM3.8 of the SNLP includes a number of design considerations, including sustainable access, internal space standards, complementing and integrating with the local area, high quality, locally distinctive, master planning for large developments, respecting local landscape, reducing crime and anti-social behaviour, landscaping and retaining important existing natural features, and providing parking spaces that do not dominate the street scene.

196 Important as these are, they are quite general considerations. Good design will vary between places because of the different local characters, and so it is important to consider the local context. SNC has its own detailed Design Codes in its 2012 *Place*

Making Guide,[8], which is a Supplementary Planning Document (SPD). This has a whole section on the key characteristics of Diss, as well as traditional designs and materials used in South Norfolk.

197 The DDNP area has a considerable history. This area around the Waveney Valley was one of the first to be settled and by Roman times it had been extensively settled, a general trend, which continued onward from the early mediaeval period. The area, therefore, has a large number of listed buildings, as well as wider key areas such as the conservations areas in Diss, Palgrave and Scole and Burston. Listed buildings and the Conservation Areas already have protection, whilst identifying Non-Designated Heritage Assets (NDHA) is covered in Section 12: Protection Policy – Historic Environment. Design will need to be especially sympathetic in the vicinity of heritage assets.

198 Good design is, however, about far more than preserving our history. The *Diss & District Design Code* (DDDC) has been developed by AECOM for the DDNP. It describes the character and design of the area, both historic and more modern, and its variety across the area. It also sets out how good design can preserve and enhance the local character and how it functions. So, whilst Diss is characterised as a compact market town, especially towards the town centre, the rural part of the Plan area is peaceful in its character, with a pattern of small villages set within the agricultural landscape. Future development in the villages could erode this character if not planned and designed sensitively.

199 The DDDC will be a valuable tool in securing context-driven, high-quality developments. The immediate context is important. Understanding the features of a site and its setting is essential. For example, the village green in Burston has a very distinctive character, as do the Conservation Areas mentioned earlier. Development in and around such places will need to avoid harming the character.

200 The philosophy behind the guidelines is that new development, as well as modifications to the existing built environment, should not be viewed in isolation.

201 It is not only about buildings, but how streets, spaces and buildings work together to create a place that people want to live in, visit and care for. When dealing with small infill and building alterations, design must be informed by the wider context, considering not only the immediate neighbouring buildings but also the townscape and landscape of the wider locality.

202 The local pattern of streets and spaces, building traditions, materials and ecology should all help to determine the character and identity of a development, recognising that new building technologies are capable of delivering acceptable built forms and may sometimes be more efficient.

203 The consultations revealed a degree of concern with the loss of dark skies with more street lighting as housing developments have been delivered. The NPPF states that planning policies and conditions should “limit the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes and nature conservation”. This is supported by National Planning Policy Guidance on Light Pollution, which explains how light pollution considerations should be applied in planning decision-taking.

[8] South Norfolk Place Making Guide

204 Diss town centre, with its streetlighting and night-time economy falls into one of the brightest categories, with light effects spilling out beyond the settlement. Some parts of Brome & Oakley, Burston & Shimpling, Palgrave and Stuston, which are much more rural in their character, have some of the darkest skies.

205 Darkness at night is one of the key characteristics that distinguish rural and urban areas. Security lights, floodlights and street lights all break into darkness and create a veil of light across the night sky. There is increasing awareness of the impact that light pollution can have on wildlife.

206 At consultation, over 90% of people supported protecting intrinsically dark landscapes with only 4% saying they did not support such a policy. A design policy was also strongly supported, as was the need for the housing density to be sympathetic to the immediate context.

207 During the consultations there was support for housing densities on new development in the villages reflecting the more rural open nature, so not being too dense and urban.

POLICY 6 – Design

Development proposals should demonstrate high-quality design and respond positively to the Diss & District Design Code. High quality design is defined by:

a) Being sensitive to defining local characteristics and materials, reinforcing local distinctiveness. Planning applications will be expected to demonstrate an understanding of local design character and density, drawing on the latest design codes. For major developments expected to have a significant impact on the townscape or landscape, this should be in the form of site-specific design codes and masterplans;

b) Delivering demonstrable net biodiversity gain to meet statutory requirements and, where appropriate, linkages to Green Corridors (Policy 8);

c) Ensuring good quality and safe access for people walking and cycling, including creating safe linkages to existing walking and cycling networks and provision of safe and secure cycle storage, in accordance with adopted cycle parking standards;

d) Avoiding external lighting (including street lighting) in or adjacent to areas of intrinsically dark landscapes. Where any proposed external lighting cannot be avoided it must be justified as having over-riding benefits and designed and operated so as to minimize any adverse impact on dark skies, landscape and wildlife. Likely light spill from within buildings will be minimized through good design;

e) Residential developments having a housing density that makes an efficient use of land whilst responding sensitively and sympathetically to the local character in the immediate area, with this being especially important on the edges of the villages and the transition to open countryside;

f) Housing density outside of Diss should aim to achieve 25 dwellings per hectare, which is in keeping with the prevailing rural character of the area, unless it can be demonstrated that this significantly harms viability or is at odds with the local character of the immediate area.

g) All new development should demonstrate that it is minimizing energy consumption by means of layout, orientation, massing and landscaping; and

h) In all cases, an exceptional standard of design will weigh significantly in favour of proposals, especially in terms of high standards of energy efficiency.

In addition to the general contents of this policy, high quality design would include securing high-density residential development in and around Diss town centre.

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208 Proposals should have full regard to the DDDC specifically and SNC's *Place Making Guide* generally, as well as any national design guides and other guidance such as the national *Manual for Streets* [9] and 'Secured by Design' police initiative[10].

209 Site specific design codes for major development will be proportionate to the size of the site and should be drawn up through community engagement. They should not be too specific, so they should not specify suppliers for example, and the code should be used to set broad parameters for the site with a focus on place-making rather than architectural features.

210 Intrinsically dark landscapes are those entirely, or largely, uninterrupted by artificial light. For the purpose of the DDNP, an intrinsically dark landscape is considered to be those areas where prevailing light is below 0.5 Nw/cm^2/sr, as shown in the *Evidence Base*

211 It is of prime importance that new development relates well to the landscape setting and character of the existing settlement, and in particular the immediate area around the development. Analysis of current housing density in the area shows how widely it varies. The Census built-up-area reports data[11] suggest that Stuston has a very low density of around 4 dwellings per hectare, Scole and Burston are around 11, whilst Diss is higher. The densities in the rural villages are indeed very low, and development with such low densities would likely not meet the national requirement to make the best use of land. A

[9] Manual for Streets

[10] Secured by Design

[11] These are all likely to be slight under-estimates because of the way the boundaries around the built-up-areas are drawn

compromise that delivers a higher density is needed, but not so high as to be out-of-keeping with the location. Design is critical and should allow dwellings to be comfortably accommodated, appropriate to their scale and setting.

212 Section 7.4 shows the walking and cycling network for the area, much of, which still needs to be implemented through targeted improvements. Developments will, where reasonable, be expected to ensure safe access to this network and implement parts of it (see also Policy 10: Walking and Cycling Network). Consideration of the Green Infrastructure Network and its delivery is covered by Policy 8.

Design is a wide-ranging concept, and includes many other considerations, such as: avoiding settlements joining up (often called coalescence) and retaining key important views. These have been covered separately in other policies within this Plan

7 GROWTH AND INFRASTRUCTURE POLICIES

213 The housing growth set out in Section 6 will need to be delivered in a way that is sustainable. Up to a point this needs to be considered for each site, such as the creation of habitat on site, and providing access for pedestrians and cyclists (see Policy 6: Design). Policy 1: Scale and Location of Housing Growth also sets out some site-specific improvements, such as the link road for site 1a north of the cemetery in Diss. However, there is also a need to consider the sites in combination and in a wider context. For example, the benefits of providing localised improvements for cycling will be limited if cycling in the wider area is seen as too dangerous because of the poor quality of the infrastructure.

214 Infrastructure in this sense can be green or habitat infrastructure to support the natural environment, community or cultural infrastructure, and physical infrastructure such as roads, cycle routes and foul water facilities. Some of these will need to be improved to ensure they have the capacity to cope with the planned growth (such as foul water facilities), whilst others will need to be improved to make the growth more sustainable, such as improvements to green infrastructure and cycle routes.

215 The community is also concerned about the erosion of green space. Local Green Spaces (LGS) are designated in Policy 15 and the *Local Plans* have green space requirements for new developments.

216 To deliver and support the growth plans outlined within this section the following new and improved infrastructure will be required.

Transport	• Measures to help reduce vehicle speeds through the villages • Improved walking and cycling infrastructure, especially as part of the identified network • Improved road infrastructure and capacity, especially on the A1066 through Diss such as the Morrisons junction • Improvements where necessary to adjacent Public Rights of Way
Community facilities	• Improved leisure provision, situated within easy walking distance of Diss town centre and with sufficient vehicle parking space
Green infrastructure	• Improvements to designated Local Green Spaces; and • New habitat to achieve a net gain in biodiversity and develop Green Corridors
Digital	• Better broadband

217 Policy DM1.2 in the *South Norfolk Local Plan* (SNLP) covers the need for development to provide the necessary infrastructure. Policy CS 6 of the *Mid Suffolk Core Strategy* (MSCS) covers services and infrastructure, including schools and libraries.

218 Some specific infrastructure requirements, such as for new open space and affordable housing as integral parts of new developments, are adequately covered in the local plans.

219 Other infrastructure providers, especially those needing to plan for the required capacity, such as the Local Education Authority, the Local Highway Authority and Anglian Water, will respond through the plan-making process and during planning applications, setting out whether proposed development sites, individually and as a whole, have adequate highway access and capacity, school places, or foul water capacity. Such considerations are often strategic matters rather than just local and so take account of growth and change over a wider area than the DDNP.

220 Infrastructure considerations will be built into the DDNP where this can add value. To make the Plan more sustainable, environmentally and socially, the infrastructure needs set out in on the previous page have been identified. The development of Green Corridors had the strongest level of support out of all the policy proposals in earlier consultations.

221 When this Plan is made (adopted), the parish councils will see their proportion of monies from the Community Infrastructure Levy (CIL) increase from 15% to 25%. In addition to infrastructure being important for planning decisions, the town and parish councils will be guided by the following policies when deciding how to invest their own Infrastructure Levy monies.

7.1 Flood and Water Management

222 Flooding can cause serious damage and have significant impacts for homeowners and businesses. By thinking about flood risk early, it may be possible to avoid it, manage it more efficiently or in a way that adds value to the natural environment and biodiversity.

223 The River Waveney, which runs through the Plan area, is a key feature of both the landscape and water management. Flood Zones[12] show the fluvial flood risk in Diss is associated with the River Waveney that flows to the south of the town. Flood risk is greatest to the south, following the river, and to the east. A number of properties between Rose Lane and Stuston Road are shown to be within Flood Zone 3[13]. Further properties to the north of Ling Road, south of Victoria Road, in the vicinity of Rose Lane, London Road/Whitehorse Street junction are within Flood Zone 2.

224 Mapping shows that the town is at risk from surface water. However, it is mostly confined to gardens and the road network as well as the floodplain of the existing watercourse. There is significant flooding risk to property from overland flow routes originating from the vicinity of Mount Street and extending in a south-east direction towards Victoria Street and then the River Waveney. The Norfolk Local Flood Risk Management Strategy identifies 90 properties at risk of surface water flooding in Diss and 20 in Scole.

225 The Lead Local Flooding Authorities (LLFA) in the area are the county councils and they are required to keep records of flooding incidents. According to LLFA datasets of flooding reports to private property (gardens, driveways and homes) extending from 2011 to present day, there are 41 records of internal flooding and 44 records of external flooding in the Plan area, as follows:

- Brome & Oakley: 1 record of internal flooding, 5 records of external flooding
- Burston & Shimpling: 15 records of internal flooding, 9 records of external flooding
- Diss: 12 records of internal flooding, 12 records of external flooding
- Palgrave: 1 record of internal flooding, 5 records of external flooding
- Roydon: 2 records of internal flooding, 5 records of external flooding
- Scole: 10 records of internal flooding, 7 records of external flooding
- Stuston: 1 record of external flooding

226 In December 2020 there was an exceptionally high amount of rainfall, leading to widespread flooding and devastating impacts on people, homes and communities in the DDNP area. Residents report that these floods were the second worst in memory, after the floods of 1968.

227 There is real concern from residents that with climate change predictions estimating 30% more rainfall, and for this to fall in extreme events, these flooding incidents will become more common and damaging.

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[12] There are three flood zones as defined by the Environment Agency (EA): Flood Zones 1, 2 and 3. These areas have been defined following a national modelling project for the EA and are regularly updated using recorded flood extents and local detailed modelling. The zones are based on the likelihood of an area flooding, with Flood Zone 1 areas least likely to flood and Flood Zone 3 areas most likely to flood.

[13] Areas within Flood Zone 3 have been shown to be at a 1% or greater probability of flooding from rivers or 0.5% or greater probability of flooding from the sea.

228 Strategic policy in the NPPF and local plans seeks to minimise development in areas at risk from flooding, and reduce the risk of flooding associated with development, both on the development site and elsewhere. The DDNP aims to strengthen the recognition of local flood issues and ensure these are adequately considered in future planning proposals. The DDNP seeks to ensure Sustainable Drainage Systems (SuDS) are incorporated as both an effective way of reducing runoff rates and delivering wider biodiversity, water and public amenity benefits.

229 Drainage systems can contribute towards sustainable development and improve places where people live and work. Approaches to manage surface water that take account of water quantity, quality, biodiversity and amenity are collectively known as SuDS. Traditionally piped drainage networks convey water much more quickly than natural processes. Flooding can occur when housing and other development such as paving increases the volume and speed of run-off. SuDS seek to manage rainfall in a similar way to natural processes, by using the landscape to control the flow and volume of surface water, prevent or reduce pollution downstream of development and promote recharging of groundwater. Natural vegetation, including trees, in SuDS helps attenuate flows, traps silts and pollutants and promotes infiltration.

230 Policy 7 focuses on maximising the use of natural SuDS features, which manage flood risk but also provide benefits such as enhancing public open space, contributing to the character of an area, and providing wildlife habitat. SuDS schemes that consist of underground plastic/concrete boxes to store rainwater, although recognised to reduce flood risk by releasing rainwater more slowly will not deliver the additional benefits.

231 The DDNP requires that any future development (or redevelopment) proposals show there is no increased flood risk from an existing flood source and mitigation measures are implemented to address surface water arising within the development site. It is recommended that applicants submitting planning proposals refer to guidance provided by the LLFA.

232 With regard to surface water flooding the expectation is that development will:

- Not increase flood risk to the site or wider area from fluvial, surface water, groundwater, sewers or artificial sources;
- Have a neutral or positive impact on surface water drainage;
- Demonstrate engagement with relevant agencies and seek to incorporate appropriate mitigation measures to manage flood risk and reduce surface water run-off to the development and wider area such as:
    - Inclusion of appropriate measures to address any identified risk of flooding (in the following order of priority – assess, avoid, manage and mitigate flood risk).
    - Where appropriate undertake sequential and/or exception tests.
    - Locate only compatible development in areas at risk of flooding, considering the proposed vulnerability of land use.
    - Inclusion of appropriate allowances for climate change.
    - Inclusion of SuDS with an appropriate discharge location.
    - Priority use of source control SuDS such as permeable surfaces, rainwater

harvesting and storage or green roofs and walls.

- To mitigate against the creation of additional impermeable surfaces, attenuation of greenfield (or for redevelopment sites as close to greenfield as possible) surface water runoff rates and runoff volumes within the development site boundary.
- Provide clear maintenance and management proposals of structures within the development, including SuDS elements, riparian ownership of ordinary watercourses or culverts, and their associated funding mechanisms.

233 A number of DDNP site allocations fall within or adjacent to the Internal Drainage District of the Waveney, Lower Yare and Lothingland Internal Drainage Board. This means that the Board's Byelaws apply. Where surface water discharge is proposed to a watercourse within the Internal Drainage District then the proposed development will require land drainage consent.

POLICY 7 – Surface Water Management

Development proposals should be designed to manage flood risk effectively and not increase, and wherever possible reduce, the overall level of flood risk both to the site and elsewhere, with solutions appropriate to the low-lying nature of the area. Proposals specifically to improve surface water drainage, such as works to reinstate an effective drainage scheme, will be supported.

Any new development or significant alteration of an existing building should be accompanied by a proportionate assessment that gives and appropriate consideration to all sources of flooding and proposed surface water drainage.

Proposals should incorporate Sustainable Drainage Systems (SuDS) that are appropriate to the scale and nature of the development and designed to be an integral part of the green infrastructure. These may include:

a) Attenuation ponds;

b) Planting;

c) Introduction of permeable driveways or parking areas;

d) Rainwater harvesting and storage features;

e) Green roofs.

To mitigate against the creation of additional impermeable surfaces, there should be attenuation of greenfield (or for redevelopment sites as close to greenfield as possible) surface water runoff rates and runoff volumes within the development site boundary. These measures will be required unless the developer can provide justification to demonstrate that it is neither practicable nor feasible within the constraints or configuration of the site.

234 Watercourses, including drainage channels both piped/culverted and open ditches play a key role in water and flood management. Good maintenance and care are important to sustain or improve their functionality. Both Norfolk and Suffolk County Council have guidance[14] for riparian owners, with whom the town and parish councils will aim to work proactively.

COMMUNITY ACTION 2 - Maintenance of Drainage Ditches

The town and parish councils will work proactively with riparian owners, landowners and statutory agencies, such as the Lead Local Flood Authority, to ensure that watercourses are properly maintained with a view to ensuring that they continue to play their role in the management of water and flood risk.

[14] Norfolk and Suffolk Guidance links for riparian owners

7.2 GREEN INFRASTRUCTURE

235 Green infrastructure encompasses multi-functioning green spaces that can meet a wide range of social, economic and environmental needs. For example, greenspace can function as wildlife habitat, a public open space or flood storage facility. It is usually defined as a network of green corridors that include natural greenspaces such as woodland and ponds, man-made managed greenspaces like parks and gardens, as well as their connections, which could include footways, waterways and hedgerows.

236 Individually, these core sites or greenspaces are insufficient for protecting species and eco-systems but linking them together can establish a functioning Green Infrastructure Network.

237 Green infrastructure also has a key role in improving quality of life for communities and investment in such can provide important benefits, including improving the health and wellbeing of local people. The importance of this to residents was highlighted during the issues and options consultation, when many comments were received about the personal and community benefit of having access to wildlife and green spaces. Furthermore, 817 people (95% of respondents) indicated that they felt the Plan should have a policy requiring development to improve areas for wildlife, including creation of new areas.

238 The *Greater Norwich Green Infrastructure Strategy*[15], produced to support the *Joint Core Strategy* for Broadland, Norwich and South Norfolk (JCS) identifies two strategic green infrastructure corridors that centre on Diss, the East Diss Corridor and Mulbarton – Diss Corridor. The DDNP identifies local green corridors that link with the strategic network.

239 The Environment Act 2021 and Chapter 15 of the *National Planning Policy Framework* (NPPF) afford considerable support for protecting and enhancing key landscapes and areas of value in terms of biodiversity. Paragraph 174 sets out that planning policies should minimise impacts on and provide net gains for biodiversity, including by the establishing of coherent ecological networks. Furthermore, paragraphs 98 -103 cover protecting existing green open spaces and creation of new ones.

240 Policy 1 of the JCS supports habitat conservation and creation, as well as open green spaces. Policy DM 1.4 in the SNLP reflects the NPPF in terms of conservation and enhancement of the natural environment, including biodiversity net gain. Policy CS5 in the MSCS is similar.

241 Policy DM 4.4 in the SNLP protects nature conservation designated sites as well as having a requirement for positive ecological gain from development and support for the creation of Green Infrastructure Networks. Policy CS5 in the MSCS has a similar approach.

242 Although there are no national or European designated wildlife sites within the DDNP area, there are 21 County Wildlife Sites, distributed throughout it. They include a range of different habitat types, one of which, Roydon Fen, is also designated a Local Nature Reserve. Roydon Fen is situated on the edge of the Waveney Valley, part of a chain of fens that are strung like jewels along the Norfolk and Suffolk border. The reserve is

[15] Greater Norwich Development Partnership, *Green Infrastructure Strategy – A proposed vision for connecting people places and nature* (2007) https://www.greaternorwichgrowth.org.uk/dmsdocument/109

tucked away down a small lane within a mile or so of Diss, offering a sense of the wildness and extensive wetland. Like all valley fens Roydon Fen is incredibly wet most of the year, with spring-fed, deep peat soils permanently water-logged. Walking trails, including a boardwalk, run through the fen.

243 There are also designated ancient woodlands in Scole parish, some of which are locally identified as County Wildlife Sites and are some of the most important in the county. Ancient woods are areas of woodland that have persisted since 1600 in England and Wales. They are relatively undisturbed by human development. As a result, they are unique and complex communities of plants, fungi, insects and other microorganisms.

244 Added to this there are patches of priority habitat, with deciduous woodland and floodplain grazing marsh featuring strongly within the area of the Plan. Equally important for wildlife are the hedgerows, ponds, meadows and veteran trees that are so characteristic, and an integral part of the landscape in the Diss and District area. These are really important for and support a wide range of wildlife, including declining meadow wildflowers, butterflies and bats.

245 In terms of managed greenspaces, the Mere and surrounding park is a key focal point, but each community has its own important play spaces, churchyards and allotments that are socially important.

246 Public rights of way and The Angles Way long distance path effectively provide green links between some of these natural attractions, including Roydon Fen.

247 The most special of the green spaces across the Plan area are identified in Section 9 where they are protected by their designation as Local Green Space (LGS). This includes a good number of natural and managed green spaces that are particularly important to the local community but is certainly not all of them.

248 Identifying green corridors for the DDNP has included a desktop survey of local information, including the mapping of natural and managed greenspaces, priority habitat, hedgerow, rivers, streams and footpaths. This 'basemap' is shown in Appendix A. The mapping has been supplemented by local knowledge and verification. As the Plan area lies within the scope of the proposed *Claylands Living Landscape* project, there has also been input from ecologists at Norfolk Wildlife Trust. This project aims to enhance the management of existing wildlife habitats, increase the extent of habitat including grasslands, woodlands and hedgerows; and encourage the more sensitive management of farmland, thereby creating a more joined up Green Infrastructure Network, as well as encouraging more sensitive management of farmland. To achieve this the Norfolk Wildlife Trust is working closely with community groups and landowners to raise awareness of wildlife and encourage active participation.

249 The Green Corridors shown on Map 17 link the key blocks of habitat in the Diss and District area, identifying where there is likely to be best opportunity for improving ecological connectivity. Further work to determine the condition of existing habitat and engagement with the local community and landowners to identify the exact location and nature of improvements will take place over the course of the Plan period and beyond. In this respect the mapped corridors are indicative, as it may be that the best opportunities to improve or create habitat arise adjacent to or just outside of the corridors.

250 In terms of how they should be considered in the planning process, however, the corridors identified in Map 1 should be considered a focus for protection and enhancement as set out in Policy 8 unless formal updates are provided as part of monitoring or reviewing this Neighbourhood Plan. Note that the corridors shown in Map 17 do not all stop at the DDNP boundary because ecological connectivity does not accord with administrative boundaries. Policy 8, however, relates specifically to the DDNP area.

251 In pursing the measures in the first part of the policy there will be a key focus on working with local landowners. The third part of the policy sets out the implications for developers to mitigate against unacceptable harm being caused to the identified green corridors. Harm is likely to be caused by the introduction of barriers, such as housing, roads, hard landscaping and artificial lighting, or the re-direction of water sources or water courses. The fourth part of the policy comments about opportunities to enhance habitat opportunities. In relation to the provision for local wildlife, examples may include incorporating bird boxes, swift bricks and bat boxes into structures and natural features. In relation to promoting the freedom of movement of wildlife through development sites examples may include incorporating hedgehog highway gaps in barriers between gardens. Where necessary, planning applications should be accompanied by an ecology report that demonstrates how habitat opportunities will be maximised and retained.

POLICY 8 – Green Corridors and Biodiversity Enhancement

The Plan identifies the management, enhancement, and creation of wildlife habitats within the green corridors identified in Map 17 as a key priority. They will be a focal point for local conservation to create a more joined up Green Infrastructure Network and where possible increased public access, helping people to experience wildlife first-hand.

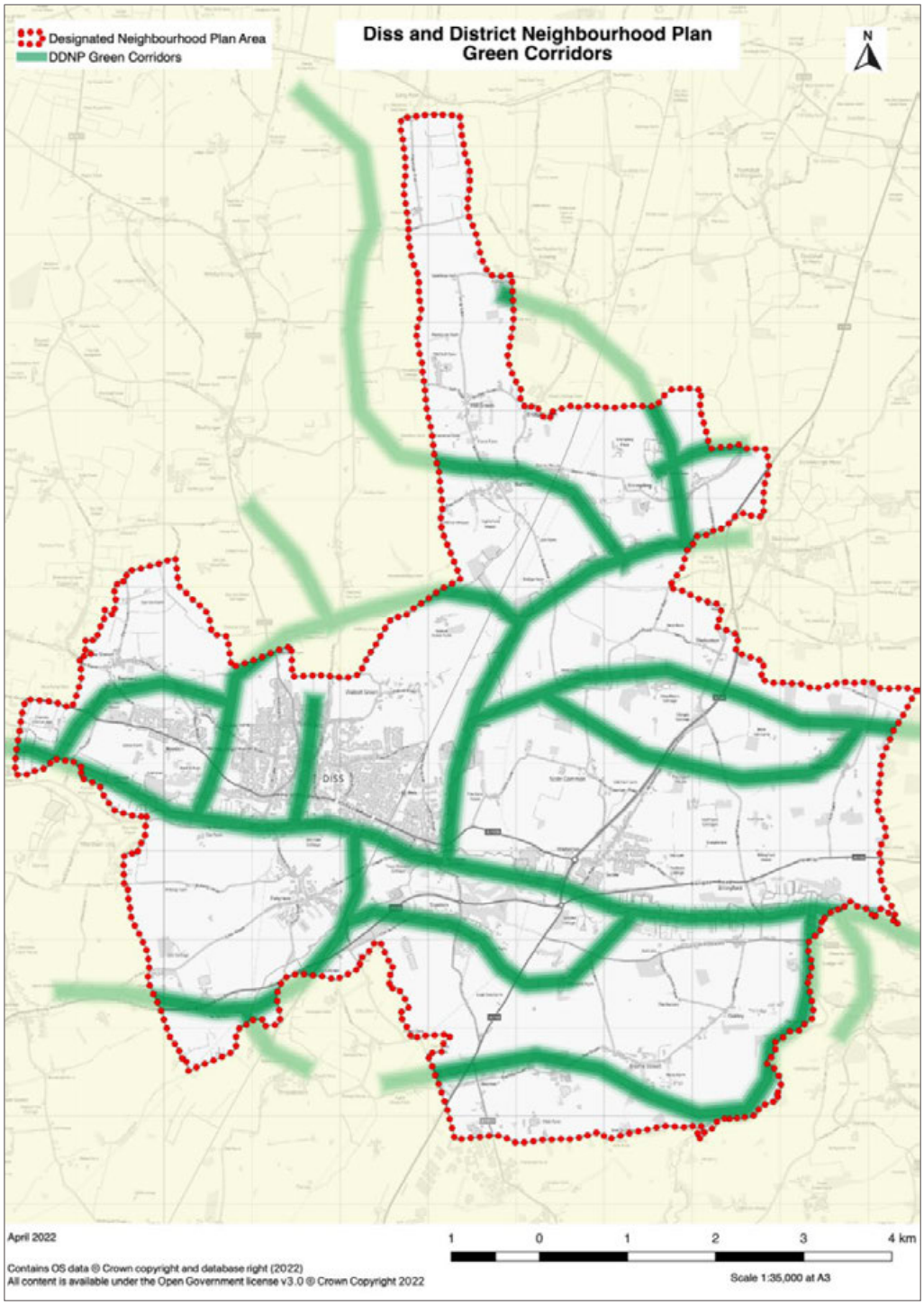
Development proposals should respond positively to the identified green corridors (shown in Map 17). Proposals for new development within or adjacent to a green corridor should deliver measurable net gains in biodiversity in accordance with national or local policy requirements or deliver qualitative improvement to the corridor relating to the quality of habitat or its ability to facilitate movement of fauna or flora.

Proposals in the vicinity of green corridors should maintain, and where practicable enhance, the function of the corridor and demonstrate how they will mitigate any unacceptable harm to wildlife in the corridor concerned.

Development proposals should maximise habitat opportunities to make provision for local wildlife and to promote the freedom of movement of wildlife through development sites. Existing natural features within development sites should be retained wherever practicable.

252 Policy 8 aligns with national requirements set out in the Environment Act (2021), which requires biodiversity net gain to be achieved through the planning process. Until national

requirements and guidance on measuring biodiversity net gain is released, the latest Defra Biodiversity Metric should be used to assess changes in biodiversity value brought on by development or changes in land management. This is a habitat-based approach to determining a proxy biodiversity value and determining if the policy target of 10% gain has been delivered. Focus should be on creating greater ecological connectivity, linking habitat created as part of development with existing wildlife corridors or nature-rich sites and preventing fragmented habitats. Corridors of native habitat joined together provide opportunity for wildlife to move and are more resilient to a changing climate.



MAP 17 The 13 green corridors link the key blocks of habitat in the Plan area

7.3 TRAFFIC

253 The impact of traffic is a cause for concern across the neighbourhood plan area. In the rural villages and along some country lanes speeding is a common issue that affects quality of life and people's perception of safety. Rat-running is also an issue on certain streets in the villages, with people aiming to avoid busier roads through Diss. These issues will impact upon people's travel choices and may put some people off walking or cycling, is the opposite of what we want to encourage, see Section 7.4 for further information on this. Some of the villages have community speedwatch or vehicle activated signs to help slow traffic, which have met with varying success.

254 In Diss, road traffic congestion is an issue within the town centre and along the A1066. Traffic modelling for Norfolk County Council's *Diss Network Improvement Strategy* (DNIS)[16] shows that this will increase as a result of housing growth. This is a significant cause of concern, particularly where the historic character of Diss may be compromised, as it already has been in some areas including Victoria Road. This has been a key factor in determining the growth strategy for the Neighbourhood Plan as a whole. Consideration has been given not only to where housing will be delivered but the scale of growth on each site. The modelling showed that an additional 300 new homes in Diss town centre will result in a 1% increase in traffic at peak times. Whereas, large scale growth (2,000 homes modelled) to either the north or south of the town, even if it were to provide a link road, would significantly worsen traffic conditions within the town. Our approach has been to distribute growth more evenly across the town as a whole, making use of brownfield sites in the town centre where possible. See Section 6 for further details on the housing site allocations.

255 A series of measures to improve traffic flow through Diss are identified in the DNIS. This includes improvements to the A1066 Morrisons Roundabout Junction, which is currently the most constrained junction. These improvements are very much needed to support the planned growth in the DDNP and surrounding area. It is anticipated that improvements will be delivered through County Council infrastructure funding or Parish Partnership Funding, with remaining schemes delivered through associated growth. There is an expectation that given the historic nature of Diss, road traffic measures and engineering solutions will be designed sensitively to fit with their surroundings.

256 Most of the traffic on the roads in Diss is in some way related to the town. The DNIS includes the results of a recent study using automatic traffic counters placed at key radial routes, which indicated that 17% of traffic is travelling through Diss to get elsewhere. This shows that through traffic is not a particular issue and therefore investment in a link road to either the north or south of the town would not represent good value for money.

257 In terms of other constraints, a study undertaken in the last five years by Diss Town Council does not indicate that public car parking is a particular issue. Similarly, analysis of road traffic collisions has not identified road safety to be a particular concern, though there are areas of the town where interventions could be considered.

[16] Diss Network Improvement Strategy (2020)

258 Chapter 9 of the NPPF is concerned with managing the impact of development on the operational efficiency of the transport network. Paragraph 105 promotes development that recognises the need to limit the need to travel. Paragraph 108 discusses the quality of parking and its bearing on safety and security. Policy DM 3.11 of the SNLP generally reflects national policy and there is no need for the DDNP to repeat this.

POLICY 9 – Road Traffic Improvements

Road traffic measures, especially those delivered within or adjacent to the historic core of Diss, should be sensitively designed so that they are sympathetic to the historic nature of the town and its Conservation Area status.

259 Policy 1: Scale and Location of Housing Growth sets out that a new link road will be required as part of the large development north of the Cemetery. More modest highway infrastructure improvements are likely to be required for other sites to improve or deliver access.

COMMUNITY ACTION 3 - Village Traffic Speeds

The rural parishes will in principle support actions by others, and carry out their own actions, to reduce speeding through the villages, for example by implementing vehicle activated signs or village gateway schemes. Funding to support this activity may derive from Community Infrastructure Levy or through the Parish Partnerships initiative.

7.4 WALKING AND CYCLING NETWORK

260 Diss is a fairly compact market town, which means the town centre is easily accessible by walking or cycling for most residents, including those living in nearby villages such as Roydon. Most of the urban area of Diss is accessible within a 25-minute walk for those living within the town. The existing circulation of footpaths and cycleways added to the location of public open spaces within Diss, also creates interest for residents and visitors.

261 The walking infrastructure overall is of a good standard and at the time of the 2011 census 17% of people indicated that they walked to work. Cycle infrastructure within Diss is also of a good standard and 6% of people cycle to work. The urban area of Diss is accessible within a 10-minute cycle, and Roydon, Brome and Scole are accessible within a 15-minute cycle. The Sustrans National Cycle Route 30 passes the outskirts of Diss, including an on-road link to the Railway Station. The route connects cyclists with Thetford, Diss and Harleston. There is also a shared pedestrian/cycle link along the A1066 in parts, which allows for off road cycling.

262 There is significant opportunity to increase walking and cycling across the neighbourhood plan area, and indeed a third of Diss residents indicate that they travel less than 2km to work. There are, however, barriers to walking and cycling, such as busy roads, lack of signage and a conflict with traffic at some junctions. The car remains the dominant mode of travel within the Plan area, which in turn increases traffic and congestion.

263 There is an ongoing trend for people to work from home due to the Coronavirus pandemic, and therefore many residents are now making use of their local shops and services on a more regular basis. This includes those services in neighbouring communities. The popularity of cycling has also risen sharply and nationally the government is promoting improvements to cycle infrastructure to support this.

264 Chapter 9 of the NPPF promotes sustainable transport, including making walking and cycling access integral to design of new development. Policy 2 in the JCS refers to design that incorporates and prioritises walking and cycling access and Policy 6 also supports improved walking and cycling and access to public transport. The SNLP Policy DM3.10 supports sustainable transport, including integrating with local sustainable transport networks. There are various local strategies that support the aims of the DDNP, including Suffolk County Council's Green Access Strategy, which sets out the Council's commitment to enhancing public rights of way, including new linkages and upgrading routes.

265 In 2017 the Government published its first *Cycling and Walking Investment Strategy*[17], setting out the ambition for walking and cycling to be natural choices for shorter journeys or as part of a longer journey. It encouraged local authorities to develop their own *Local Cycling and Walking Infrastructure Plan* (LCWIP) and provided technical guidance on how to do so.[18] Realising this will take sustained investment in cycling and walking infrastructure, and partnership working to build local commitment. In response to this, local authorities including Norfolk and Suffolk County Councils (in partnership with the

[17] Cycling and Walking Investment Strategy (2017)

[18] Government guidance for preparing Local Cycling and Walking Infrastructure Plans (LCWIP)

district councils) are developing LCWIPs, with the purpose of creating a cycling and walking network. The DDNP will contribute towards these plans.

266 Residents are ambitious about improving walking and cycling links within the DDNP area to support accessibility and promote healthier lifestyles. A new walking and cycling network (see Maps 18 and 19) that is safe and efficient will be developed over the plan period. As well as delivering key improvements within Diss town centre, the network will enhance connectivity between communities, link key services and employment locations and encourage more people to walk and cycle for essential trips. The network has been developed based on feedback received from almost 1,000 residents across the plan area. This includes responses received to questions about links from Diss into the surrounding villages. Significant investment is required to deliver improvements to the network. This will be a key focus for investment derived from housing growth that is delivered within the plan area. Policy 10 sets out these ambitions in a policy format. Sources of funding will include direct contributions from developers as part of on/off-site highway works and the Community Infrastructure Levy. Opportunities to secure other funding will be sought to complement these sources.

267 A new Riverside Link, is envisaged south of Park Road in Diss. This will become an integral part of the walking and cycling network connecting nearby villages and enhancing recreational links with the town. The link is an important part of regenerating the south side of the town; it will be delivered as part of the regeneration of the Waveney Quarter and allocation DDNP14.

268 The improvements listed in Map 18 to be delivered in Diss town centre were largely taken from the DNIS. They were prioritised as part of a consultation activity in summer 2020, with all respondents to a survey asked to identify their top five priorities. 622 individuals from across the Plan area fed into this prioritisation exercise, providing good evidence of public opinion. 52% of respondents also agreed that Diss town centre needed to be more pedestrian friendly, making it easier and more pleasant to walk around.

269 In alignment with Policy 8 on Green Corridors, there will be a focus on creating a greener walking and cycling network. Depending on the route and feasibility of different options, this may involve adjacent habitat creation, tree planting, hedgerows and planting of wildflowers. This will not only have wellbeing benefits for people walking and cycling but enable these routes to become corridors for wildlife such as small mammals and birds.

270 During the consultation exercises a key theme to emerge was around maintenance of existing footways, footpaths and cycleways. Common issues include overgrown hedges, impassable and boggy paths during winter months and poor signage making it difficult to navigate.

POLICY 10 – Walking and Cycling Network

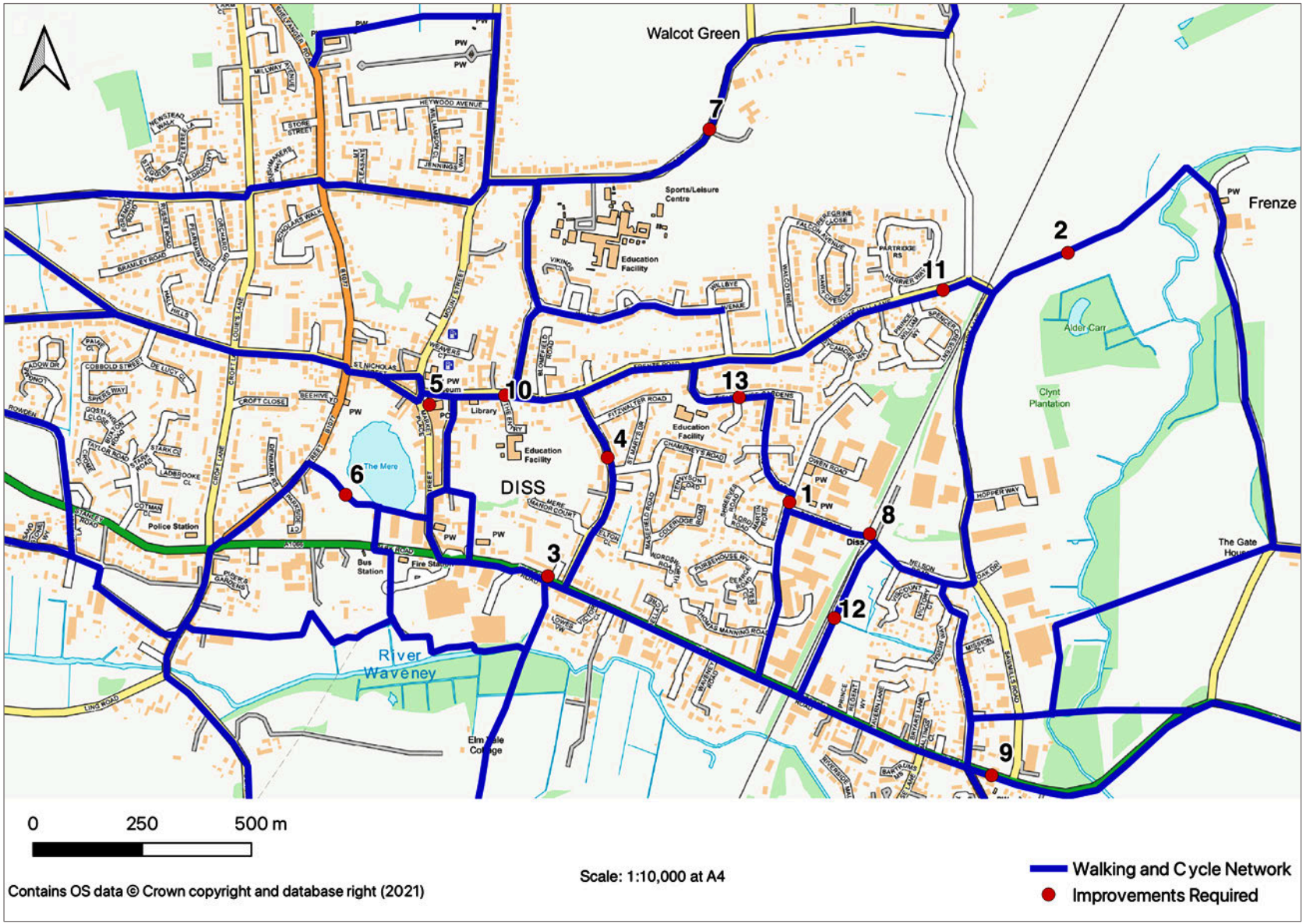
The Plan supports improvements to the network of walking and cycling infrastructure as identified in Maps 18 and 19.

New cycle infrastructure should be high-quality, safe and designed in accordance with latest government guidance, including Cycle Infrastructure Design (LTN 1/20) or future versions of the Design document.

The delivery of safe off-road walking/cycle routes as part of development proposals will be supported.

COMMUNITY ACTION 4 - Care of Walking and Cycle Routes

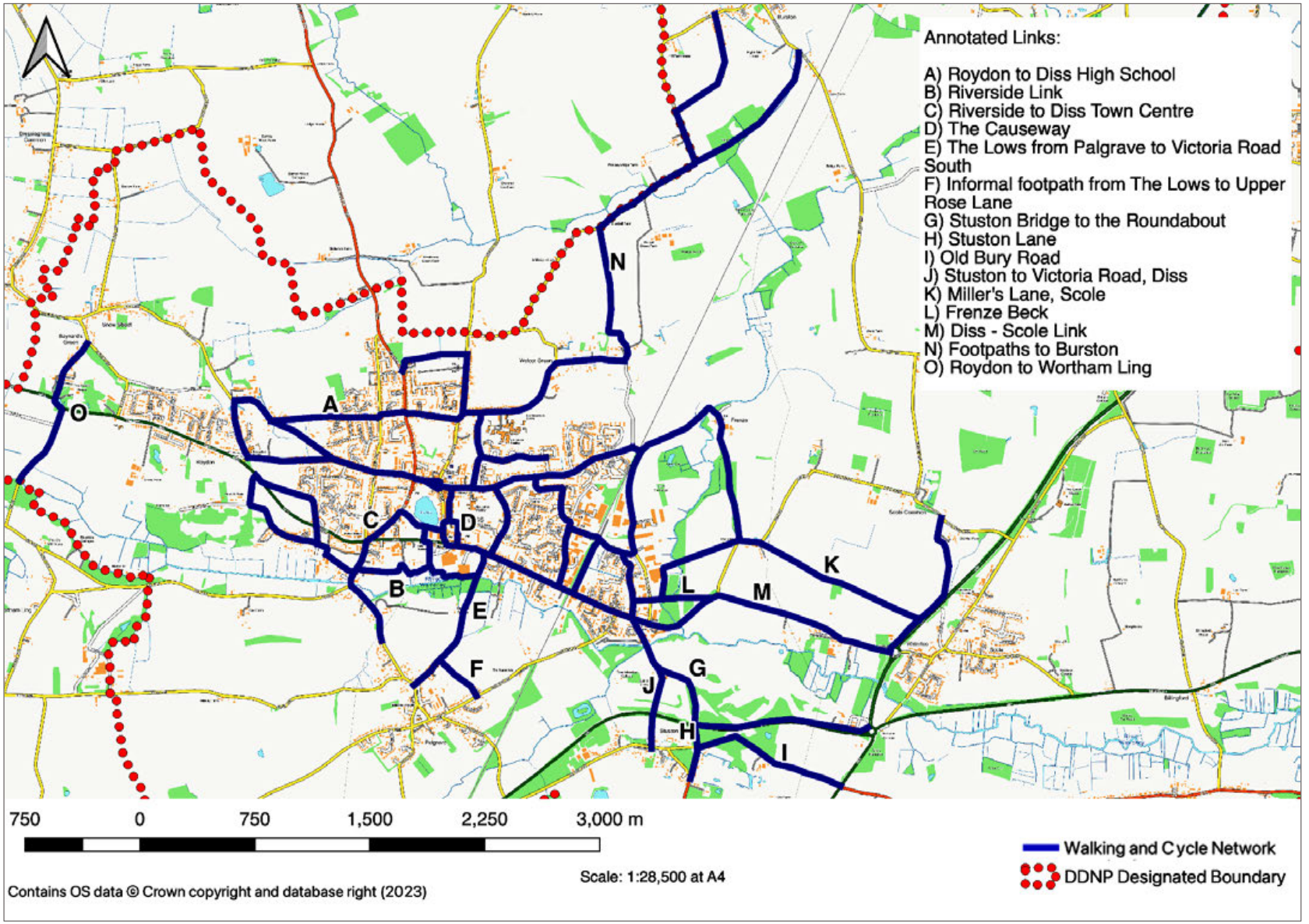
The Parish Councils will work with other agencies to ensure effective management of the walking and cycling network, in particular coordinating regularly cutting back vegetation where it infringes on the width of paths.



MAP 18 Walking and cycling network routes, and improvements, Diss [Key to numbers is on the following page]

1	A new crossing point (Toucan/Tiger Crossing) to improve access to the Railway Station at Vince's Road;
2	Improve the track from the railway bridge that runs past Frenze Hall and comes out at Diss Business Centre, to make it suitable for cyclists;
3	Continuation of the existing shared-use cycleway from Diss Leisure Centre to connect with the pedestrian crossing opposite Diss Methodist Church;
4	Improved cycle route from the junction of Skelton Road and Frenze Road, connecting with the A1066;
5	Improvements to wayfinding, general signage and cycle parking in Diss Town Centre;
6	Explore options for opening up the route to cyclists from Mere's Mouth, along Madgetts Walk and through the Park, to Denmark Street;
7	Create a new walking/cycling network linking to paths at Walcot Green;
8	New cycle parking and signage at the Railway Station;
9	Extend the shared-use cycleway from Sawmills Road to the junction of Mission Road with the A1066;
10	New on or off route cycle lane at the beginning of the junction with The Entry to Walcot Rise;
11	Extend the shared-use cycleway past Prince William Way until the junction of Frenze Hall Lane and Walcot Green;
12	New signage and advisory cycle route along Station Road to improve access to the Railway Station;
13	Widening the existing footpath and wayfinding signs at Field House Gardens

TABLE 4 Detail of improvements needed on the network sections marked on Map 18



MAP 19 Rural walking/cycling networks [Table 4 on the following page gives notes on the lettered elements of the network]

A	**Roydon *to Diss High School*** – A direct route from the main housing area of Roydon to Diss High School.
B	**Riverside Link** – New route with huge amenity potential to be delivered as part of allocation DDNP15.
C	**Riverside to Diss Town Centre** – Most of this is already in place – existing piece of riverside path (needs improvement for dual use) – Morrisons access road – the bottlebank link to Victoria Road – then widen short piece of pavement to existing A1066 crossing – then widen existing paths through the park to Mere's Mouth.
D	**The Causeway** – An existing dual use path that links Victoria Road (north and south side extension) to the town centre. Needs upgrading and removal of barrier on cycleway.
E	**The Lows from Palgrave to Victoria Road South** – An existing dual use path that links Victoria Road (north and south side extension) to the town centre. Needs upgrading and removal of barrier on cycleway.
F	**Informal Footpath from The Lows to Upper Rose Lane** – To be registered as a footpath.
G	**Stuston Bridge to the Roundabout** – Considerable public support for a new footpath/cycleway.
H	**Stuston Lane** – Resident support for a footway, especially from School Lane to Rectory Lane to support community use of church.
I	**Old Bury Road** – A popular walking and cycling route. Improvements needed at the crossing point of the A140 to enable safe cycle crossing.
J	**Stuston to Victoria Road, Diss** – From Stuston village, crosses A143 to cottages by Golf Club. Unsatisfactory verge needs surfaced pavement from Golf Club to Stuston Bridge to enable safe approach to the town.
K	**Miller's Lane, Scole** – Existing footpath (and rough cycleway) from Scole to Diss Business Centre.
L	**Frenze Beck** – Possible options for a new footpath via Frenze Beck to connect with either Millers Lane or alternative route to proposed F3.
M	**Proposed Diss to Scole footway/cycleway along the A1066** – A new route to be created in the field alongside the A1066, very well supported to replace existing roadside path.
N	**Footpaths to Burston** – Possible options for a new footpath via Frenze Beck to connect with either Millers Lane or alternative route to proposed F3.
O	**Roydon to Wortham Ling** – The route between Hall Lane and Doit Lane is currently unsafe to use. There needs to be a footway/cycleway created on the south side of the A1066 (possibly across the corner of the field) to connect the two roads. A reduction in the speed limit on the A1066 from 50 mph to 30 mph is needed here.

TABLE 5 Notes, including required improvements to parts of the rural walking/cycling networks indicated on Map 19

7.5 Diss Leisure Centre

271 The current Diss Leisure Centre on the A1066 Victoria Road dates back to the old open-air swimming lido. It was taken over by SNC in 1974 and a roof added to the pool in the 1980s. It remains predominantly a wet-facilities centre today. The size of the site has constrained the expansion of other facilities, and although located near to Diss town centre, limited parking has affected its usage.

272 The *Greater Norwich Indoor Sports Facilities Strategy* (2014)[19] identifies that to meet the demand and requirements of the sports users, improvements are needed to current leisure provision in the Diss area. This includes provision of a four-court sports hall and artificial grass pitch. The last major investment in the leisure centre was around five years ago, with modest investment made more recently to improve the changing rooms.

273 South Norfolk Council has recently indicated that it will be refurbishing the existing Leisure Centre site and will look at other sites in the town to deliver additional leisure services. This policy concentrates on the potential delivery of those services on other sites.

274 The NPPF requires that *Local Plans* define a list of the main uses suitable for town centre location – the 'main town centre uses'. These are defined as including: leisure and entertainment facilities, and the more intensive sport and recreation uses such as health and fitness centres.

275 The JCS provides for the major expansion of town centre uses in or adjacent to the town centre and the strengthening of the town centre's smaller scale non-food and leisure provisions. Policy DM 2.4 (Location of the 'main town centre uses') in the SNLP supports the delivery of new leisure facilities in, or with good sustainable access to, town centres. Diss town centre is defined on the policies map in the SNLP.

276 A key objective of the DDNP is to maintain and improve the vitality of the town centre. The attractiveness and vitality of town centres depends on the mix of uses within them, and leisure is a key one. The DDNP therefore strongly supports the delivery of additional leisure facilities in or with good access to the town centre.

277 Earlier consultation suggested that the main considerations for local people were avoiding land protected for nature conservation, preferably using brownfield land, ample parking and with good access for people wanting to walk or cycle. The first two of these are perhaps already covered by national and local policy.

278 Policy 11 on the following page sets out a general approach to the delivery of additional leisure facilities. Diss Town Council will work with South Norfolk Council to assess possible sites within the context of the overall strategy set by this Plan.

[19] Greater Norwich Indoor Sports Facilities Strategy (2014)

POLICY 11 – Diss Leisure Centre

Proposals for the delivery of an additional leisure facility in Diss will be supported, subject to the following criteria:

a) It would provide good access for people choosing to walk or cycle; and

b) It would accommodate the vehicle parking needs for the floorspace and activities proposed.

7.6 DIGITAL

279 The NPPF sets out that advanced, high quality and reliable communications infrastructure is essential for economic growth and social wellbeing, and that planning policies and decisions should support the expansion of electronic communications networks, including full fibre broadband connections. Plans should also prioritise full fibre connections to existing and new developments.

280 The *Evidence Base* shows that a relatively high proportion of people work from home, so could be more likely to use local services or those in neighbouring communities, and rely on good technological infrastructure. The number of people working from home, at least some of the time, is likely to increase, with this perhaps accelerating following the Coronavirus pandemic. Improved Broadband will support people working from home as well as reduce the need to travel.

281 Consultations found considerable support for more investment in technology such as Broadband, and 85% of people in the earlier consultations supported improved Broadband speeds as part of new developments.

282 Independent of planning matters, there are other projects aiming to improve broadband. Better Broadband for Norfolk and Suffolk are multi-million-pound partnerships, transforming broadband speeds across the county by installing high-speed fibre optic networks. It is funded through Norfolk County Council, British Telecom and the Department of Culture, Media and Sport via Broadband Delivery UK. There is also additional support from the New Anglia Local Enterprise Partnership and five of Norfolk's district councils. Locally, Parish Councils are also involved in Broadband for the Rural North (B4RN), with this recently installed in Burston Shimpling.

POLICY 12 – Broadband

Development proposals should incorporate broadband infrastructure. Major residential developments and all employment developments should provide fibre-to-the-premises for high connection speeds. For smaller schemes, fibre-to-the-premises should be provided where practicable. Where this is not practicable, the provision of broadband speeds of more than 24Mbps should be delivered.

7.7 FUNDING OF INFRASTRUCTURE

283 The growth in housing that the DDNP will help to deliver over the coming years will trigger the need for infrastructure because of capacity issues, such as highway junction improvements to tackle congestion. It will also trigger the need for infrastructure to make the Plan more sustainable, such as green spaces and habitat improvements.

284 Some infrastructure improvements will be directly linked to particular site allocations, and it is likely that the development will need to provide that infrastructure. Such improvements are included in the site allocation policies.

285 Other infrastructure improvements will be more strategic and linked to the growth considered overall, so not site specific. Mostly, this will be the responsibility of the Local Planning Authorities (LPA) rather than the DDNP, and the funding will come from a whole range of sources, including CIL. Local authorities, the health service and utilities bodies all have access to other funding sources for strategic infrastructure, and it is often a competitive process as to how the funding is allocated.

POLICY 13 – Funding and Delivery of Infrastructure

Major development proposals should demonstrate the way in which they can be satisfactorily accommodated within the capacity of existing infrastructure or that they provide or contribute towards the enhancement of the relevant infrastructure. Development proposals that would have an unacceptable impact on the capacity or the effective operation of existing infrastructure will not be supported.

286 The 25% of Community Infrastructure Levy that will come to the parishes (including Diss Town) involved in the DDNP (once the plan is adopted or 'made') can be used to fund local infrastructure projects. This does not exclude contributing to the delivery of strategic infrastructure, if that is a priority of the community. Neighbourhood plans have a key role in setting out project action plans for use of local CIL funding. Furthermore, project funding bids (whether for local or strategic infrastructure) are greatly enhanced by evidence of community support.

287 Funding from the CIL provided to Diss Town Council and the other parish councils will, where appropriate, be used on projects that either support and make the overall level of planned growth in the Plan more sustainable, or that are otherwise identified as community priorities. This will include, but is not limited to, the following matters:

- further developing the Green Corridors including habitat enhancement;
- the delivery of a new leisure centre for Diss;
- the regeneration of the Waveney Quarter, south of Park Road in Diss;
- the development of priority projects on the walking and cycling network; and
- the implantation of traffic calming in the villages.'

288 With regard to Policy 13, major development, such as that of ten dwellings or more, will be expected to submit a narrative with the planning application that sets out the impact

on infrastructure, including any capacity constraints, and how any unacceptable impacts will be mitigated. This can be included within the Planning Statement or as a separate report or a series of separate reports. Evidence should be used, proportionate to the scale of the proposal. For this purpose infrastructure includes, but is not restricted to, sewage disposal and highways.

289 In some cases, the growth proposed, either overall or on a particular site, will not be possible without improvements in infrastructure, particularly utility provision, and development may therefore need to be delayed until improvements are made.

7.8 RENEWAL OF DISS TOWN CENTRE

FIGURE 4 Diss town centre is very popular, especially for shopping. However, retail has been undergoing change for some time and the progression of internet shopping, accelerated by the Covid-19 restrictions, risks more empty shops.

290 Diss has a wide selection of shops ranging from small local businesses to large superstores, meaning it not only serves its residents but the surrounding rural catchment. The town centre has a mixture of attractions including Georgian and Edwardian buildings, a public park, the Mere, auction rooms, the Diss Corn Hall arts venue, and a marketplace with a regular Friday market.

291 The 2019 *Norfolk Market Town Centre Report*[20] found that Diss has 160 town centre retail and business units. Most town centre units are comparison retailers, which include clothing and charity shops. Vacant units have reduced in the town centre by 7 units since 2018; in 2019, 4 vacant units were recorded. This of course does not take into account the impact of the Coronavirus pandemic, the full impact of which is yet to be determined.

292 There is an attractive historic town centre within an extensive Conservation Area, that extends to Sunnyside at the north and Park Road to the south. The historic core of Diss is formed by the Market Place, Market Hill, and St Nicholas Street and the town includes an exceptional concentration of listed buildings. A number of open spaces are located within the heart of the town, including the Mere and adjacent park, as well as private open land that contributes significantly to the character of the town.

[20] Norfolk Market Town Centre Report (2019)

293 The area to the south of Park Road, along the River Waveney, is currently underused and there is significant potential to regenerate this area, making it a focal point for leisure and recreation, improving links between the town centre and the attractive Waveney Valley. (See Policy 2: Regeneration of the Waveney Quarter).

294 Diss town centre is very popular, especially for shopping. However, retail has been undergoing change for some time and the progression of internet shopping, accelerated by the Covid-19 restrictions, risks more empty shops. Policies DM2.4 and 2.5 in the 2016 SNLP cover support for town centres and controlling and managing any change of use. There are also policies in the NPPF on enhancing town centres. Furthermore, many changes of use are either not considered to be development or are allowed by permitted development rights.

295 A recent study[21] for the emerging *Greater Norwich Local Plan* (GNLP) indicated that there was a need for more convenience retail within Diss town centre. There are currently three supermarkets within Diss: Aldi in the town centre and Morrisons and Tesco on the edge of the town.

FIGURE 5 The DDNP includes a policy designed to make the town centre more pedestrian friendly

296 Whilst town centre uses are covered by overarching local and national planning policies, the DDNP needs to support the vitality of the town centre in other ways. This includes managing road congestion caused by the planned growth. Road traffic congestion is an issue within Diss town centre and on the A1066; this could be exacerbated through housing development. Not all of this can be mitigated through highway improvements and so care is needed when deciding where growth goes and the scale of growth. The evidence seems to suggest that the Morrisons junction is over-capacity at the moment and will get worse with the planned growth and would require layout modification to improve its reliability and reduce the queuing (see Policy 9: Road traffic improvements).

[21] Greater Norwich Town Centres and Retail Study Update (December 2020)

297 Diss is a fairly compact market town meaning that its town centre is easily accessible by walking or cycling. The DDNP includes a walking and cycling network to help people get around and to the town centre without using a car (see Policy 10: Walking and Cycling Network).

298 Protecting town centre Local Green Space (see Policy 15) and Non-Designated Heritage Assets (see Policy 17) will also be important, as will supporting the Heritage Triangle.

299 The DDNP *Evidence Base* indicates that collisions involving pedestrians are concentrated mostly in the centre of the town. This concentration of collisions is consistent with there being a larger concentration of pedestrians in the area. If the DDNP is successful in encouraging more people to use and visit the town centre, and in particular to walk or cycle, it will be necessary to improve the walking and cycling environment, including making it safer and with less traffic conflict. It has therefore been decided that the DDNP will have a policy on making the town centre more pedestrian friendly.

300 This policy was put to local people in the earlier consultations. A majority of respondents (53%) were in favour of this (or 60% of those expressing a preference[22]), whilst 40% were against. This is perhaps not a clear-cut matter and will require close working with the community and businesses as well as key stakeholders such as the Local Highway Authority.

FIGURE 6 The value of amenity green space to a community's well-being is well known. Diss Park, between the south-west bank of the Mere and Park Road, is a well used feature of the central part of the town

[22] Excluding those with no opinion

COMMUNITY ACTION 5 - Town Centre Action Plan

The town council will lead on the development of an area action plan for the town centre with the aim of making it more pedestrian friendly and promoting its vitality. The Town Council's Strategy Plan includes a variety of objectives in line with this, for example improving cleanliness of the streets, improving the water quality of the Mere, attracting more footfall to the town centre by increasing market activity.

8 PROTECTION POLICY - PREVENTING COALESCENCE

THE GAP BETWEEN DISS AND ROYDON

301 Retaining the local identity of the different communities in the DDNP area is important.

302 Over the last few years, the gap between the village of Roydon and the built-up area of Diss (which includes part of Roydon parish) has narrowed, mainly due to the expansion of Diss. If this continues in the long term the boundaries will become increasingly blurred and there may be continuous development from Diss into the main village centre of Roydon.

303 This is something that local residents would like to avoid. During consultation (1) on issues and options for the Plan, 80% of people who responded to the survey indicated that they strongly agreed that it was important to protect the gap so as to:

- Protect the setting and separate identity of each;
- Retain the openness and character of the land between the two places.

304 Many comments were received about the importance of retaining the gap:

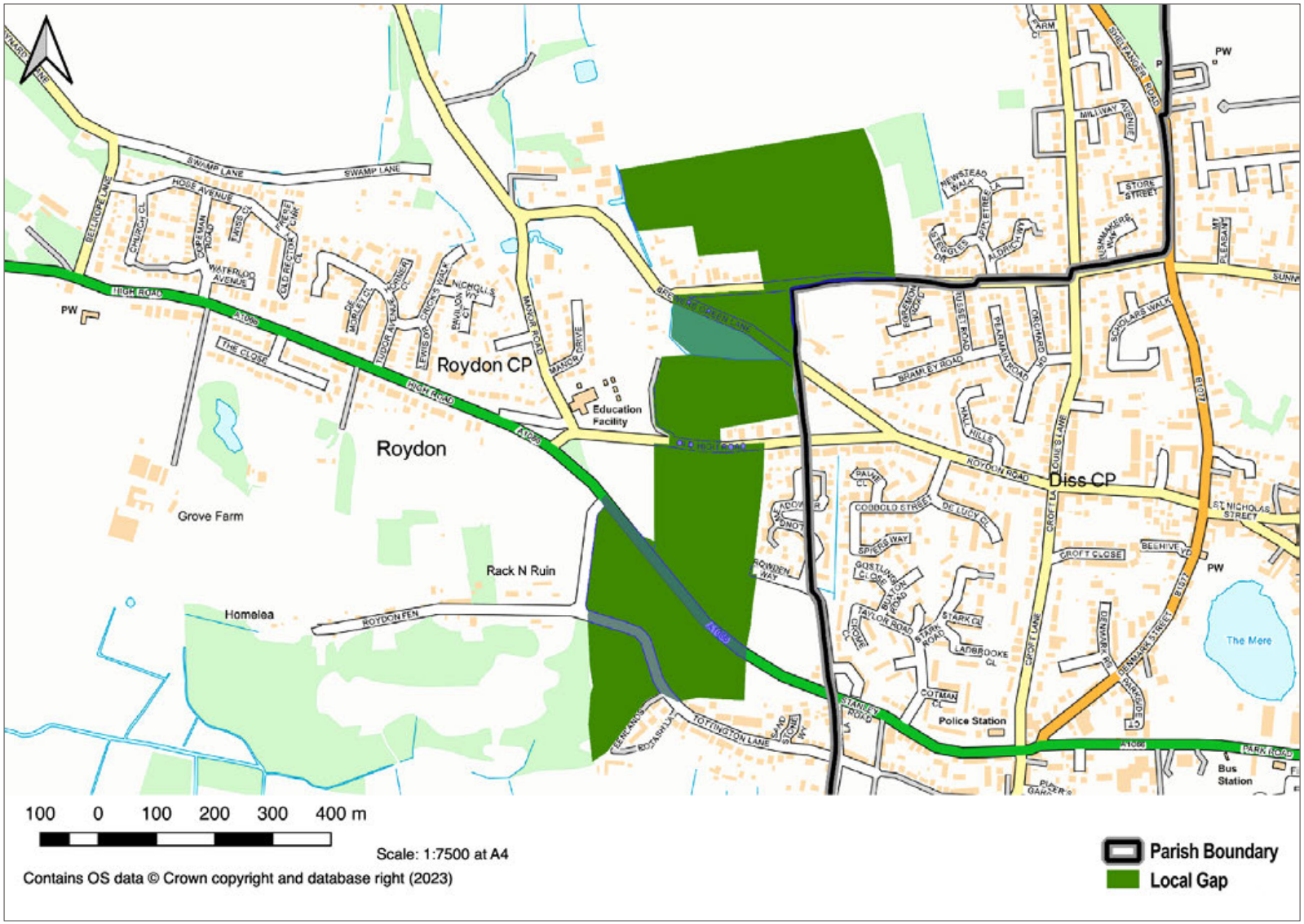
- "I agree that it is essential to have protected open areas for the recreational, physical and emotional benefits to the residents of both areas. The suggested protected areas are well chosen and are a valued source of nature and wildlife that is so important to physical and mental wellbeing."
- "Open countryside is needed as a buffer to provide green lungs for local residents, to enhance the landscape, to safeguard space between different communities and protect the settings of village and town."

305 There is also very strong feeling from residents of Roydon that the parish should be kept whole, despite some properties abutting the built-up area of Diss. Many residents living adjacent to Diss continue to have a strong 'Roydon' identity.

306 The designation of a strategic gap between Diss and Roydon will not prevent future development needs from being met. The *Site Options and Assessment* (SOA) report that accompanies the DDNP highlights the level of interest in future development from local landowners. Of those sites assessed, whilst some fall within the designated gap, many do not.

POLICY 14 – Local Gap between Diss and Roydon

The area of separation identified in Map 20 between the built-up areas of Diss and Roydon village will be retained. Development proposals that would unacceptably detract from the open character of the Local Gap or reduce the separation between Diss and Roydon will not be supported.



Map 20 The designated Local Gap separating allocated and presently developed areas of Diss and Roydon

9 PROTECTION POLICY - LOCAL GREEN SPACE

FIGURE 7 Roydon's Snow Street allotments, a highly valued asset in the community

307 The *National Planning Policy Framework* (NPPF) sets out that areas of land that are demonstrably special to the local community may be protected against development through designation as Local Green Space (LGS). These are often found within the built-up area and contribute to the character of a settlement. They can vary in size, shape, location, ownership and use.

308 The designation should only be used where:

- The green space is reasonably close to the community it serves;
- The green space is demonstrably special to the community and holds a particular local significance, for example because of its beauty, historic significance, recreational value, tranquillity or richness of its wildlife;
- The green space concerned is local in character and is not an extensive tract of land.

309 A robust process has been followed to determine which green spaces across the DDNP area should be designated. A working group of residents from each parish was used to identify potential sites for designation. These were then mapped, visited and evidence gathered as to their current use, history, importance locally and special qualities.

310 Potential sites were reviewed to determine if, at a glance, they met the national criteria, with all those that did or may do put to consultation. Residents were asked to what extent they agreed that the green spaces put forward in their community were special to them, and if they had any specific comments as to why they are special. A benchmark of 80% of residents agreeing or strongly agreeing that the spaces were special to them was used as a guide to determine which of those consulted upon should be designated.

311 Any landowners affected by LGS designation were specifically contacted to make them aware of the potential implications and given the opportunity to provide their views. Though LGS can be designated without the express consent of the landowner, their views

were considered through this process, and are captured in the *Consultation Statement*. Nor is it necessary for LGS to be publicly accessible or in public ownership.

312 The DDNP designates 50 LGSs across the Plan area, these are identified in Maps 21-27. They are important not only for the wildlife they support, but provide significant quality of life benefits to residents, for example through encouraging recreation.

313 Many of these contribute to the distinctiveness of their local community, making it an attractive place to live. Support for the designation each of the LGSs can be found in the *Local Green Space Assessment Report* on the DDNP website**.** Justification for the scope and content of Policy 15 is given in Appendix B.

POLICY 15 – Local Green Space

The areas shown in Maps 21 to 27 are designated as Local Green Space for special protection. These will be protected from inappropriate development in accordance with Green Belt Policy, except for the following deviations:

New buildings are inappropriate development, with the only exceptions to this:

a) Buildings for forestry or agriculture where the Local Green Space is used for commercial woodland or farmland;

b) The provision of appropriate facilities in connection with the existing use of land where the facilities preserve the openness of the Local Green Space and do not conflict with the reasons for designation that make it special to the community, such as for recreation or ecology;

c) The extension or alteration of a building if it does not impact on the openness or the reasons for designation that make Local Green Space special to the community; or

d) The replacement of a building provided the new building is in the same use and not materially larger than the one it replaces.

Other appropriate development includes:

e) Engineering operations that are temporary, small-scale and result in full restoration;

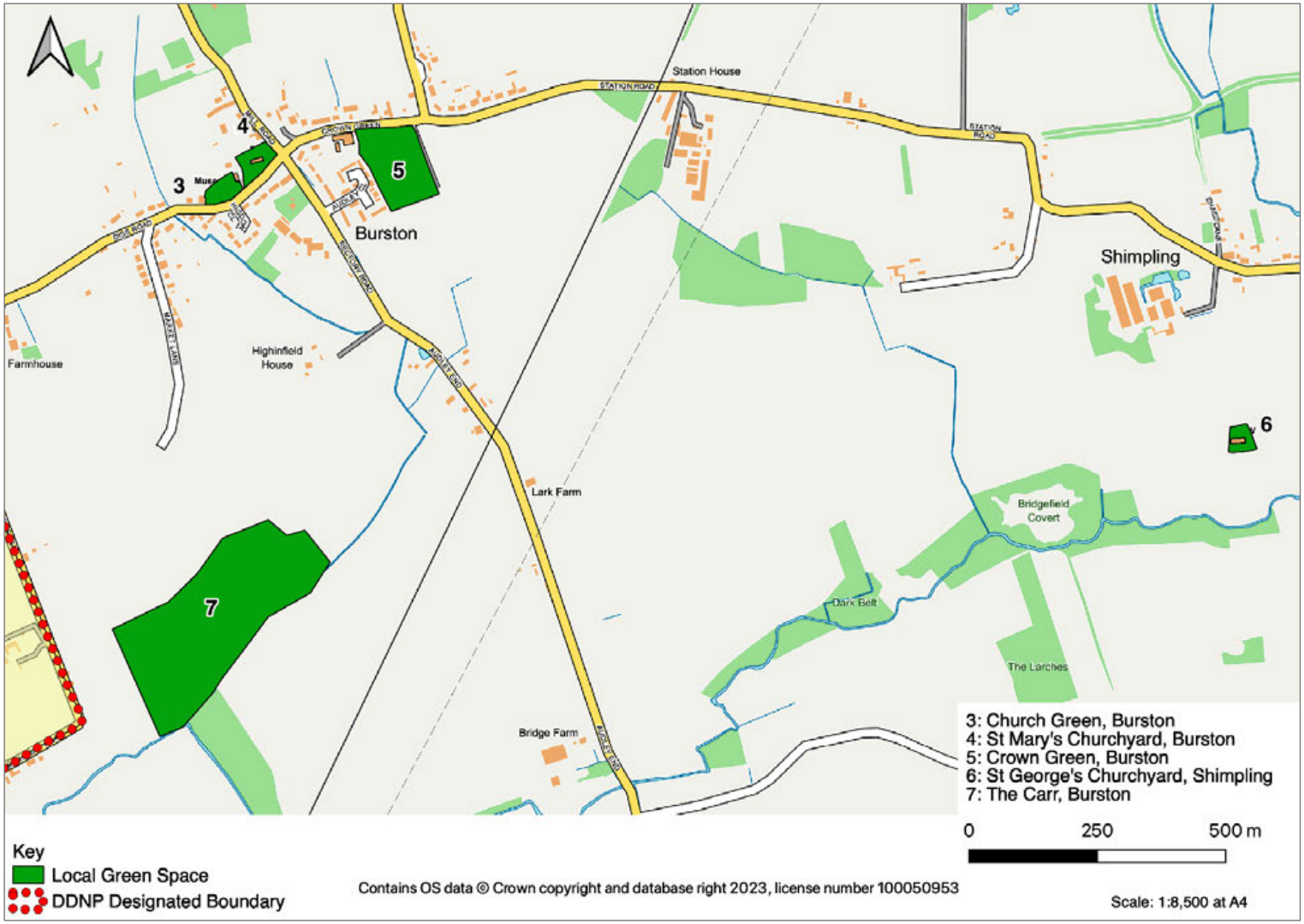
f) The re-use of buildings provided that the buildings are of permanent and substantial construction; or

g) Material changes in the use of land where it would not undermine the reasons for designation that make it special to the community.

BROME & OAKLEY LGSS

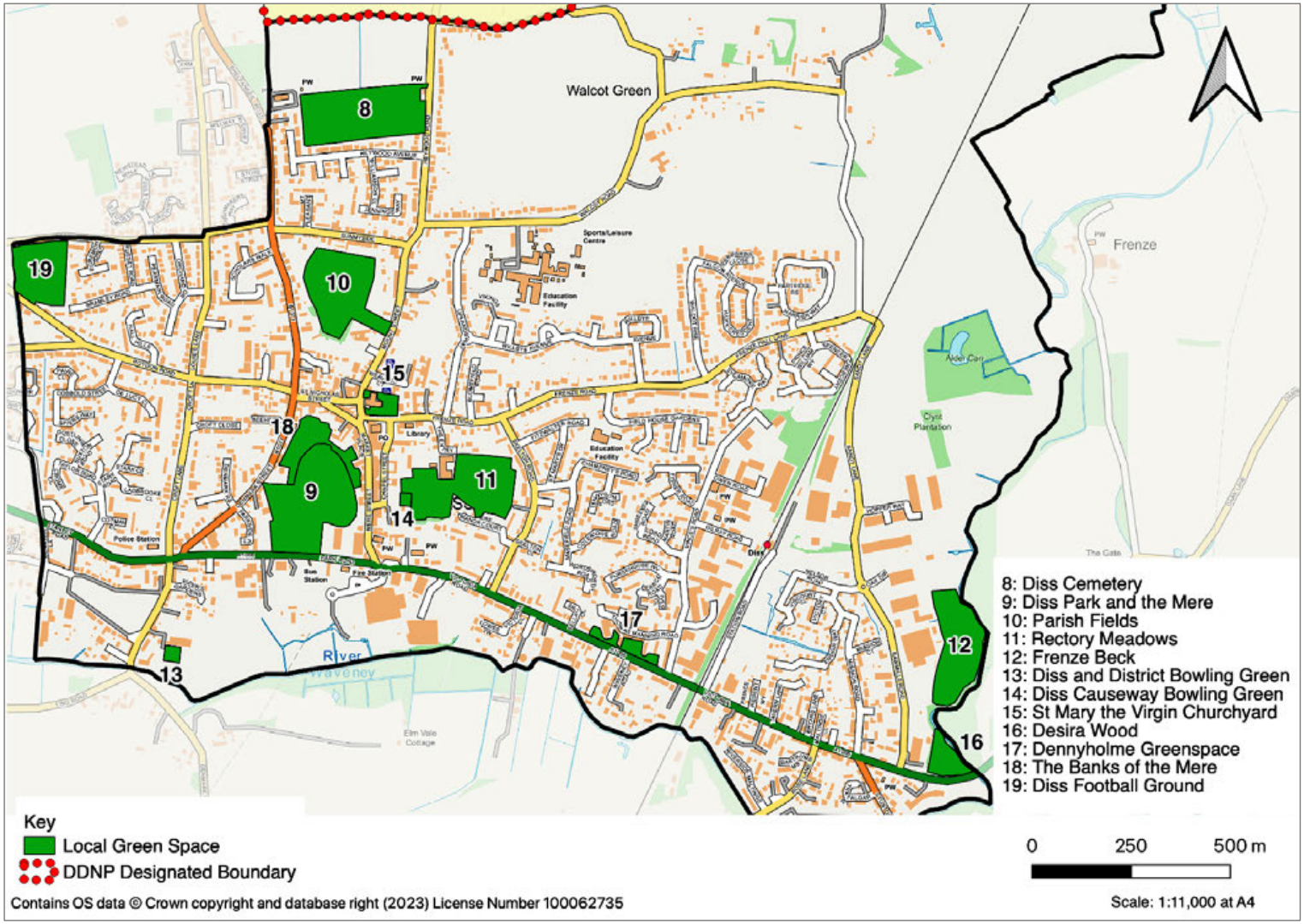
MAP 21 Designated Local Green Space in Brome & Oakley

BURSTON & SHIMPLING LGSS



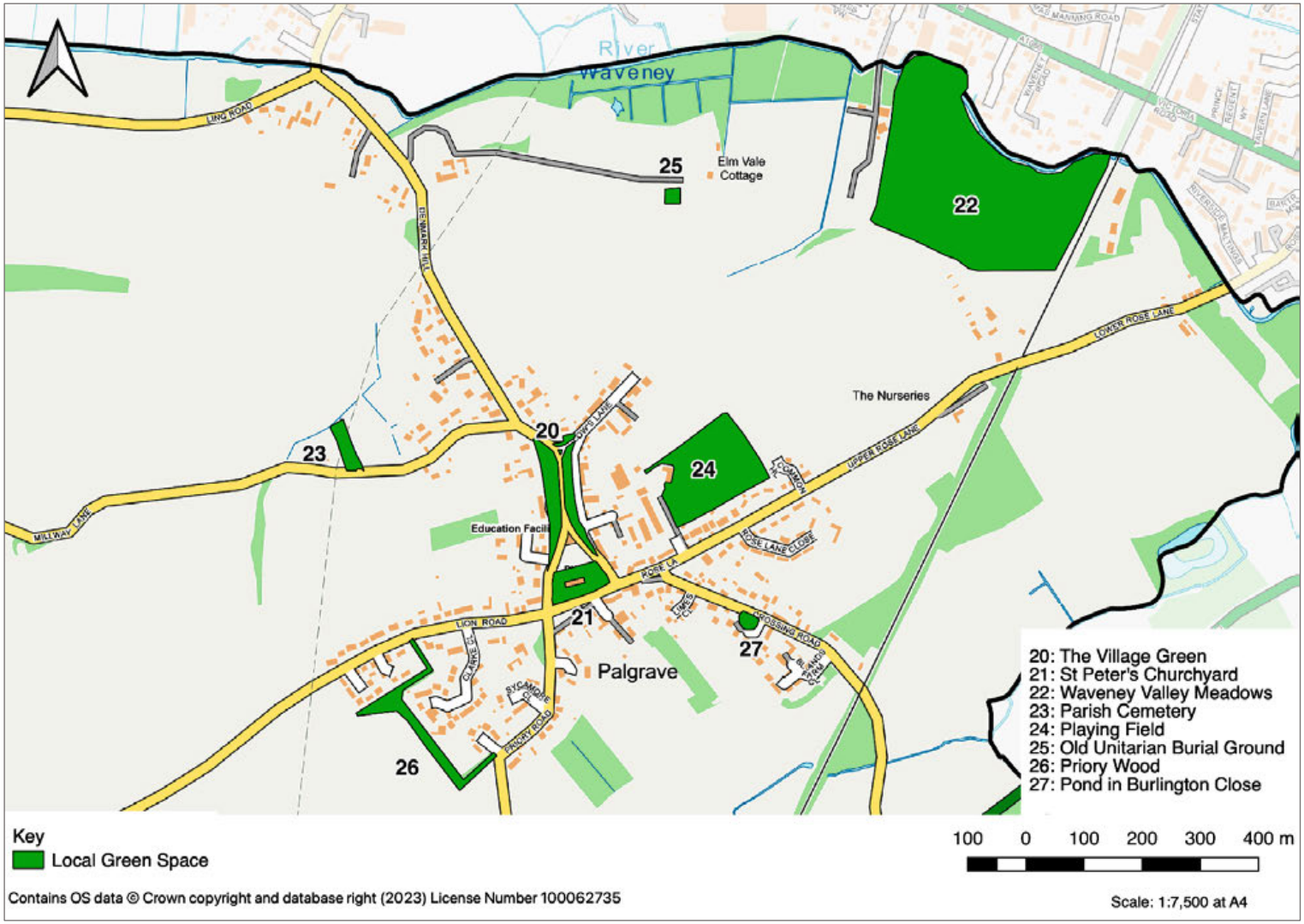
MAP 22 Designated Local Green Space in Burston & Shimpling

DISS LGSS



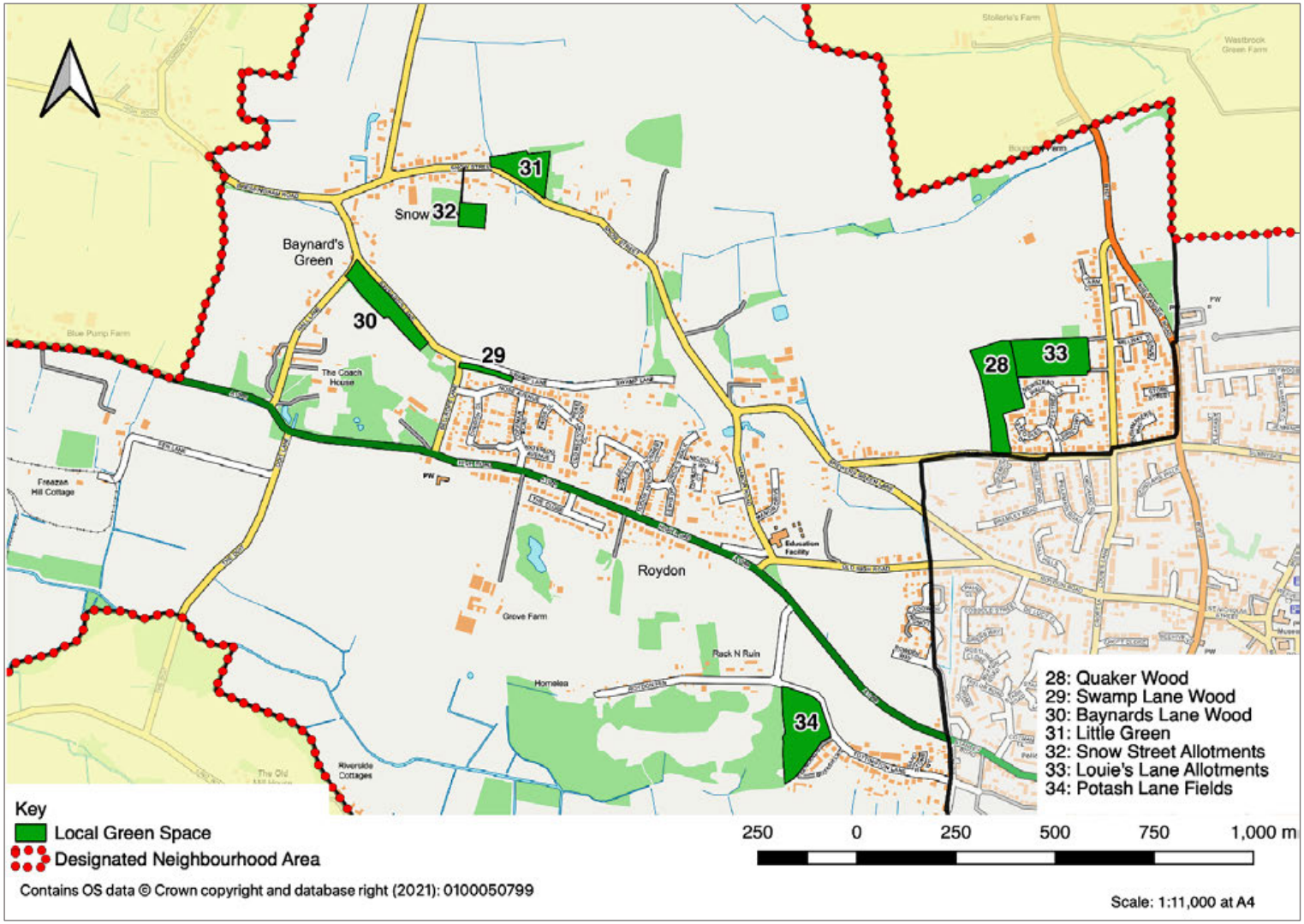
MAP 23 Designated Local Green Space in Diss

PALGRAVE LGSS



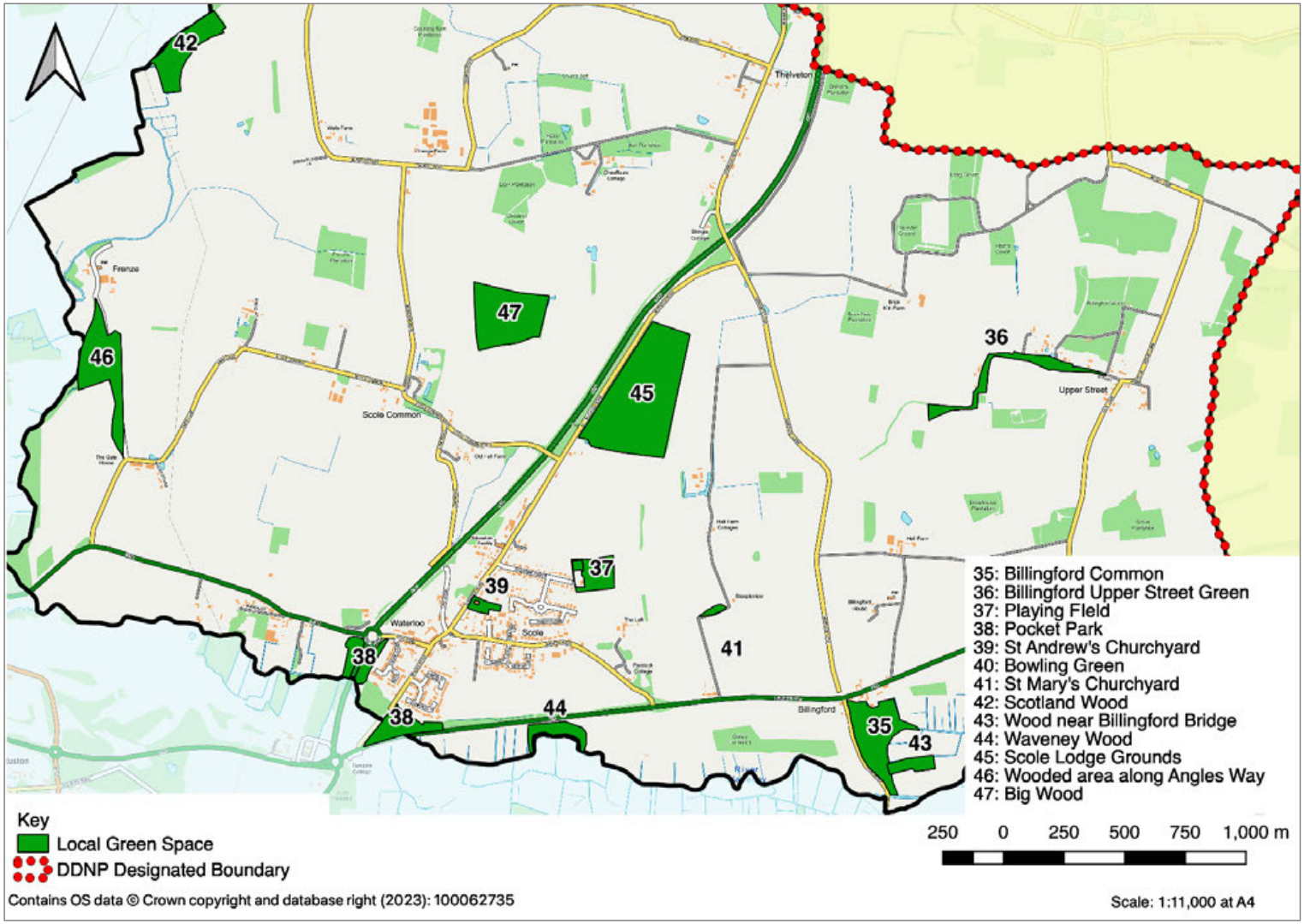
MAP 24 Designated Local Green Space in Palgrave

ROYDON LGSS



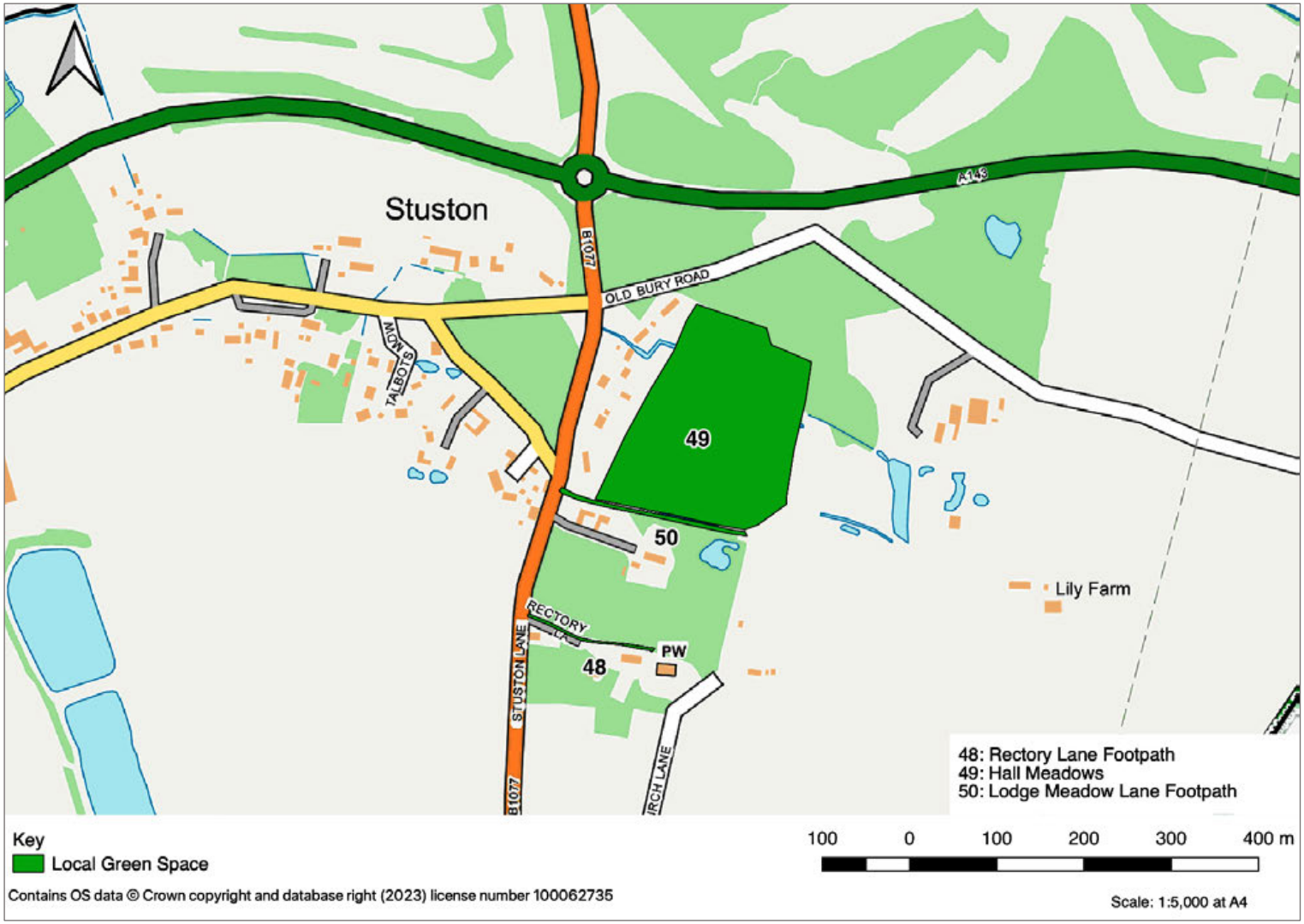
MAP 25 Designated Local Green Space in Roydon

SCOLE LGSs



MAP 26 Designated Local Green Space in Scole

STUSTON LGS



MAP 27 Designated Local Green Space in Stuston

10 PROTECTION POLICY - KEY VIEWS

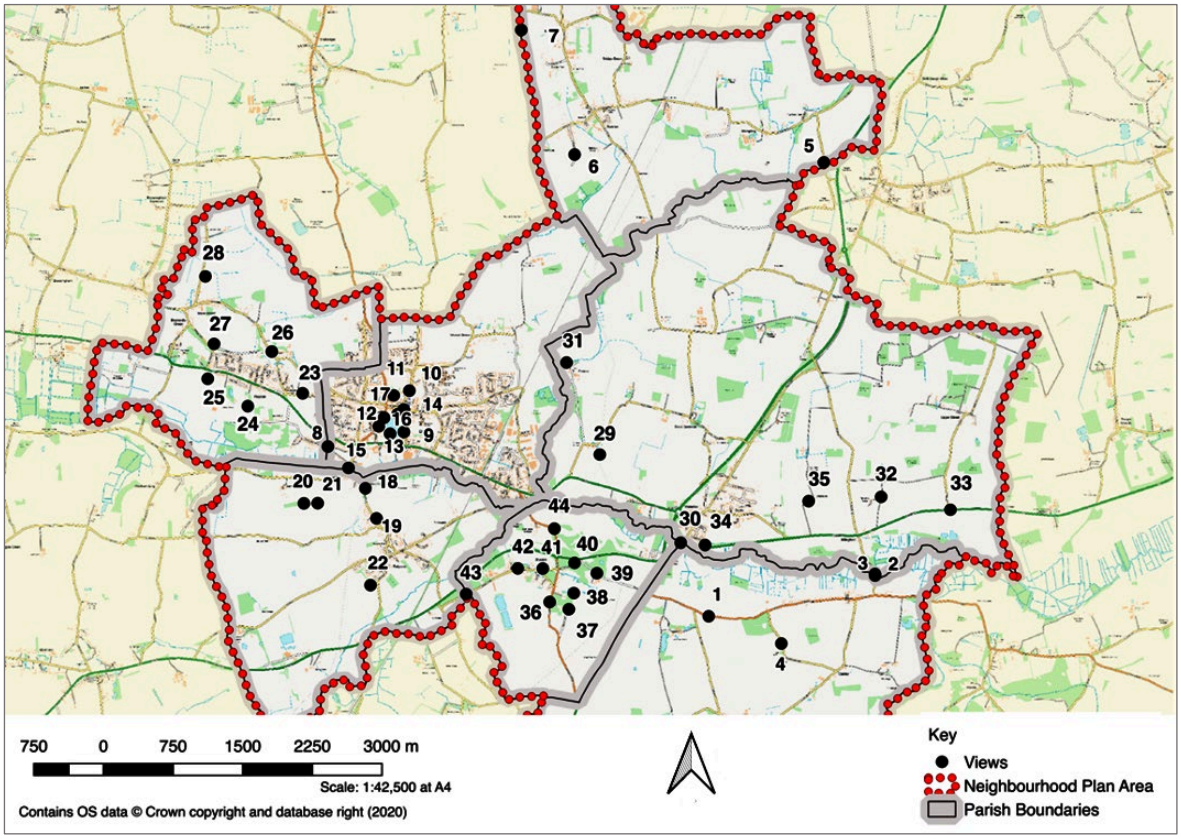
FIGURE 8 A view from Market Lane in Burston, one of 44 views valued by the local community

314 The NPPF indicates that planning policies and decisions should protect and enhance valued landscapes, recognising the intrinsic character and beauty of the countryside. There are some specific views and vistas within the DDNP area that are of particular importance to the local community.

315 A working group of residents from each parish identified specific views they felt were important. Wider opinions from the local community were sought as part of the 'Issues and Options' consultation in July/August 2020. Suggestions for other important local views were also sought as part of the consultation. These were reviewed by the working groups and subject to additional community consultation. Some of the key views identified by residents in Diss are within the Conservation Area. It is noted that these will already have some protection.

316 Overall, the DDNP seeks to protect 44 public views for future enjoyment. The intention is not to stop development within these views, but to ensure that their distinct character is retained. Within the views afforded protection through Policy 16, development that is overly intrusive or prominent will not be supported locally. Any proposals within these views will need to demonstrate that they are sited, designed and of a scale that does not significantly harm them.

317 Supporting evidence, including illustrations, for all the views are given in the *Key Views Assessment Report* on the DDNP website.

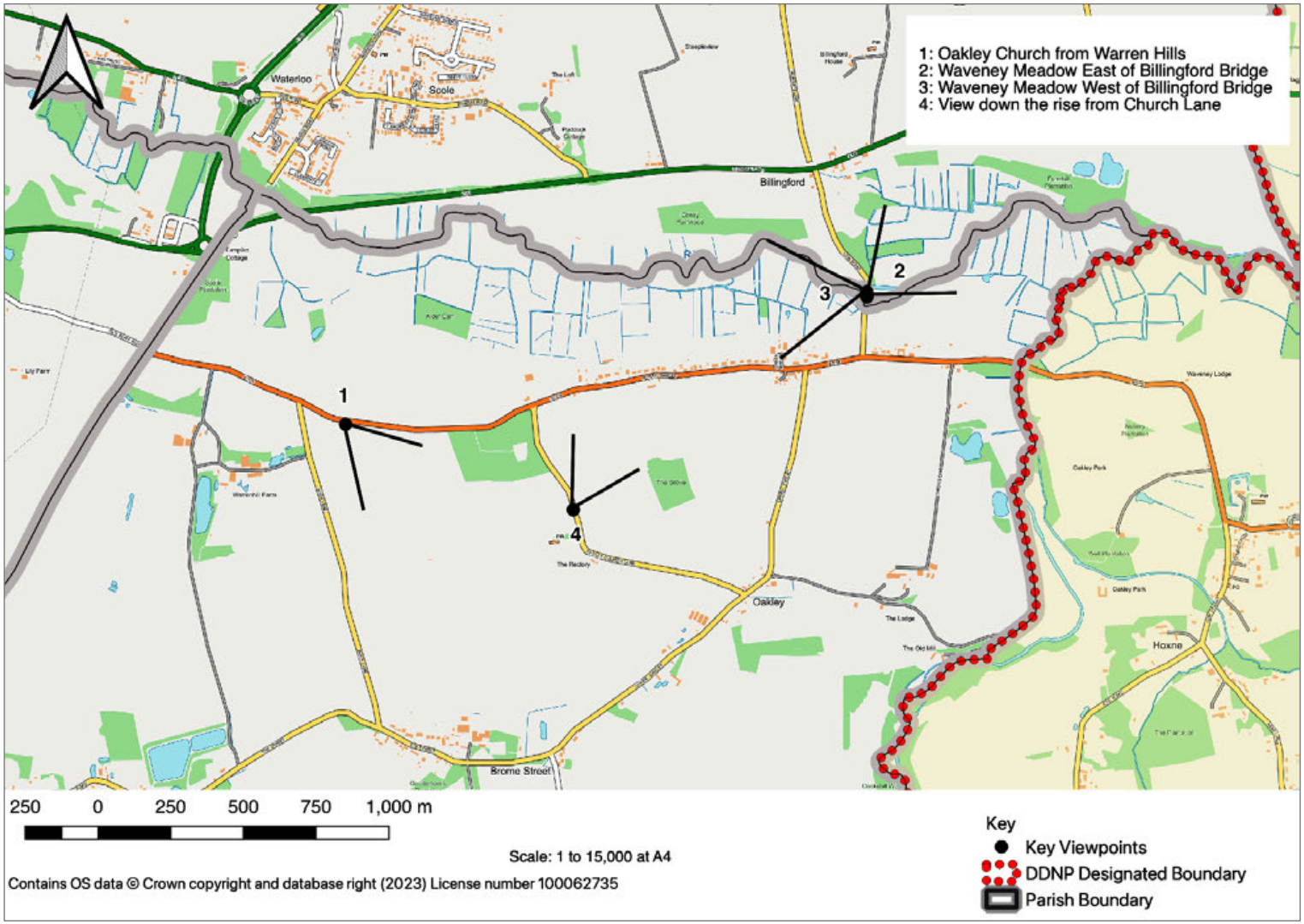


MAP 28 Key Views in the DDNP area

POLICY 16 - Protection of Key Views

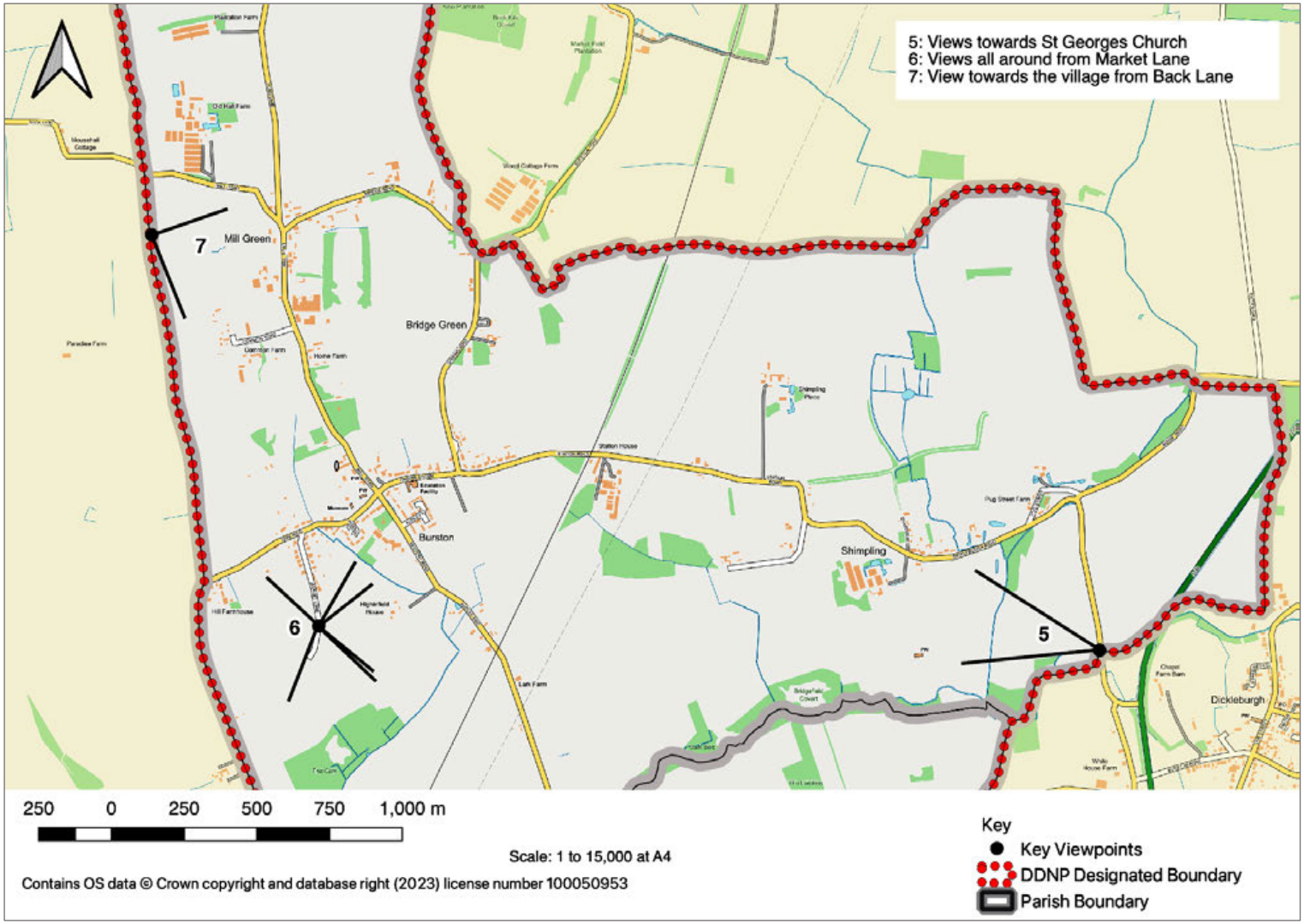
The views identified in Maps 29 to 35 and described in the DDNP Key Views Assessment Report are important public local views in the Diss and District area.

Development proposals should demonstrate that they are sited and designed to be of a form and scale that avoids or mitigates unacceptable harm to the identified key views. Development proposals that would unacceptably harm the identified key views will not be supported.



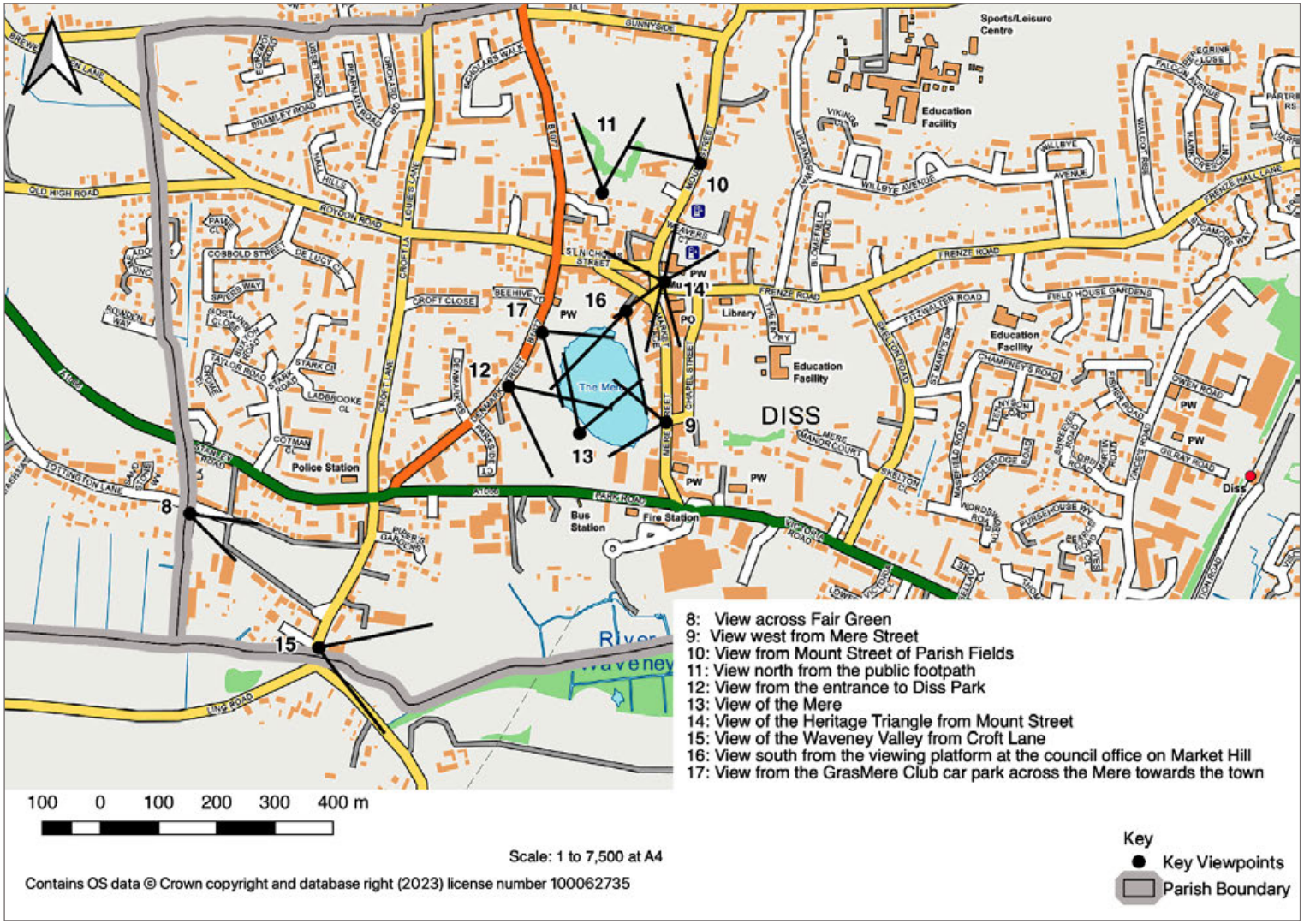
MAP 29 Key views in Brome & Oakley

BURSTON & SHIMPLING KVS



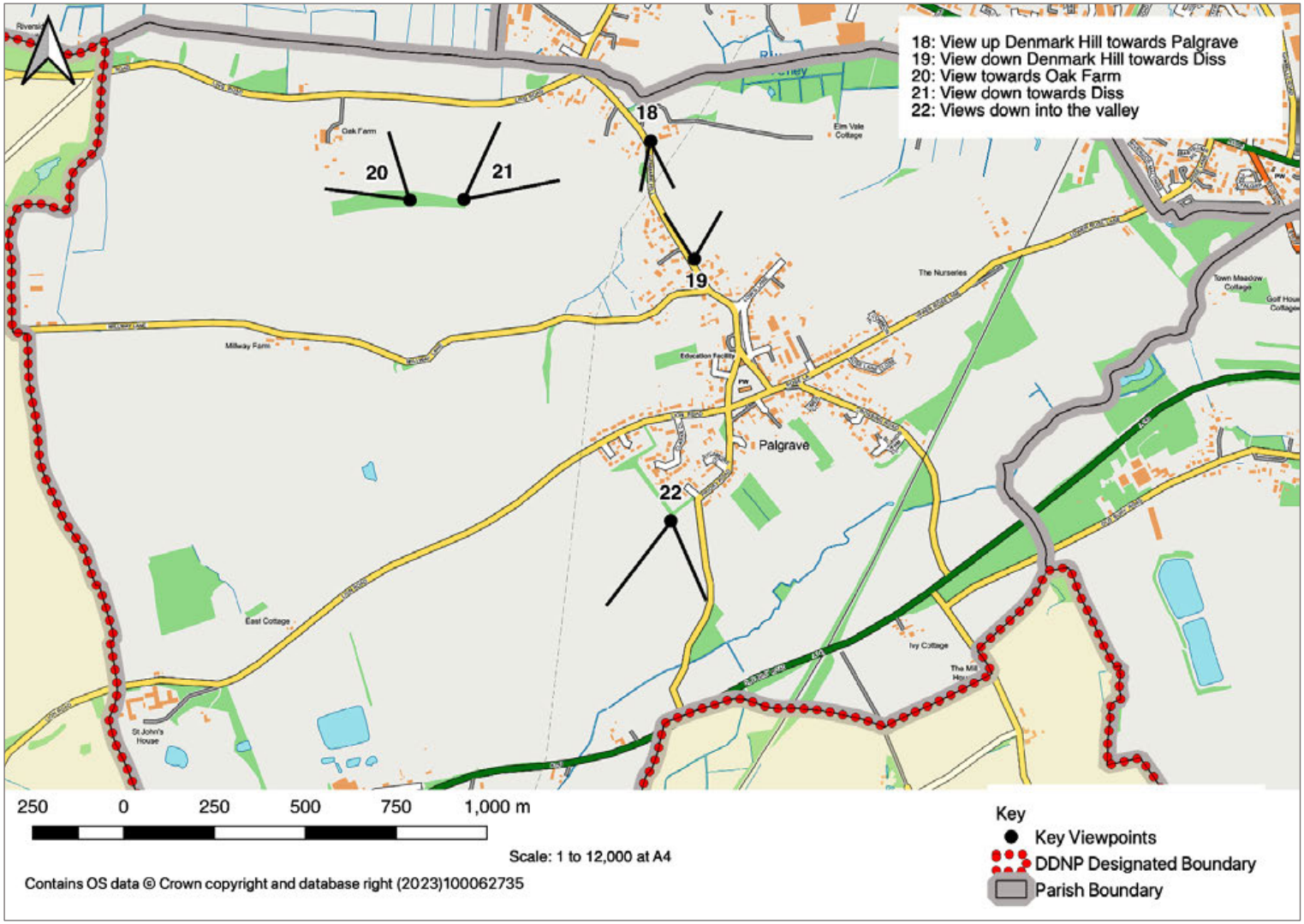
MAP 30 Key views in Burston & Shimpling

Diss KVs



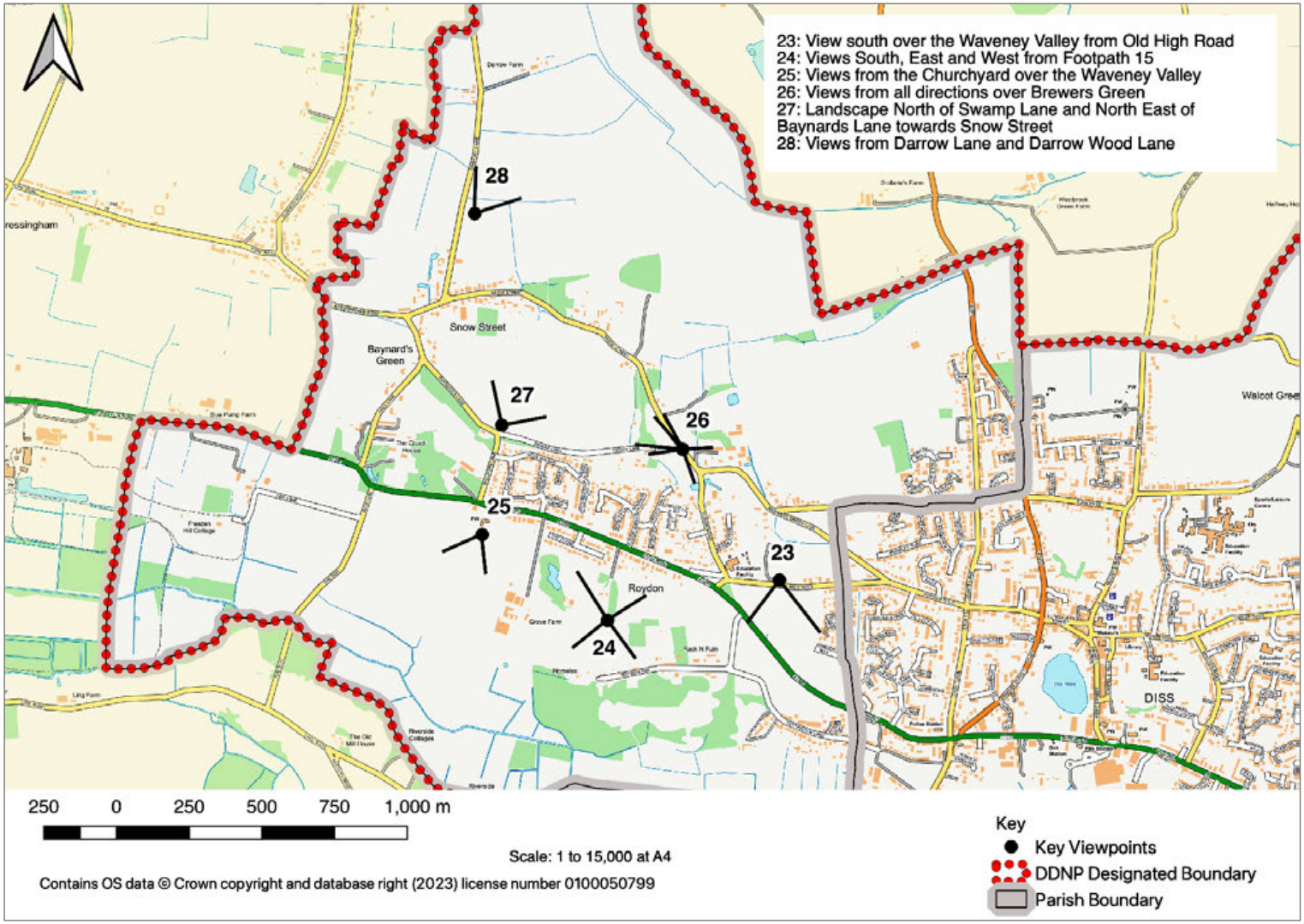
Map 31 Key views in Diss

PALGRAVE KVS



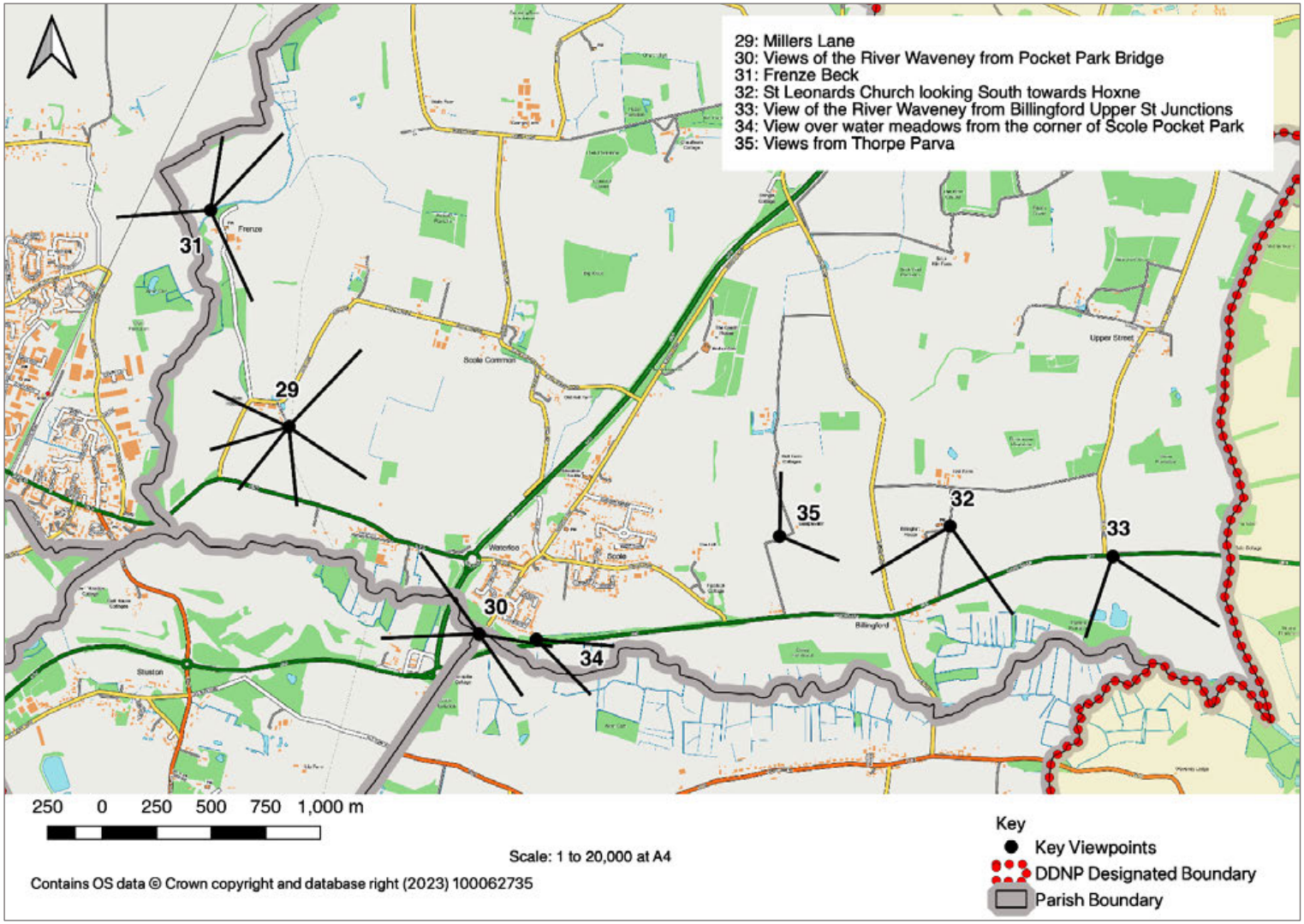
MAP 32 Key views in Palgrave

ROYDON KVS



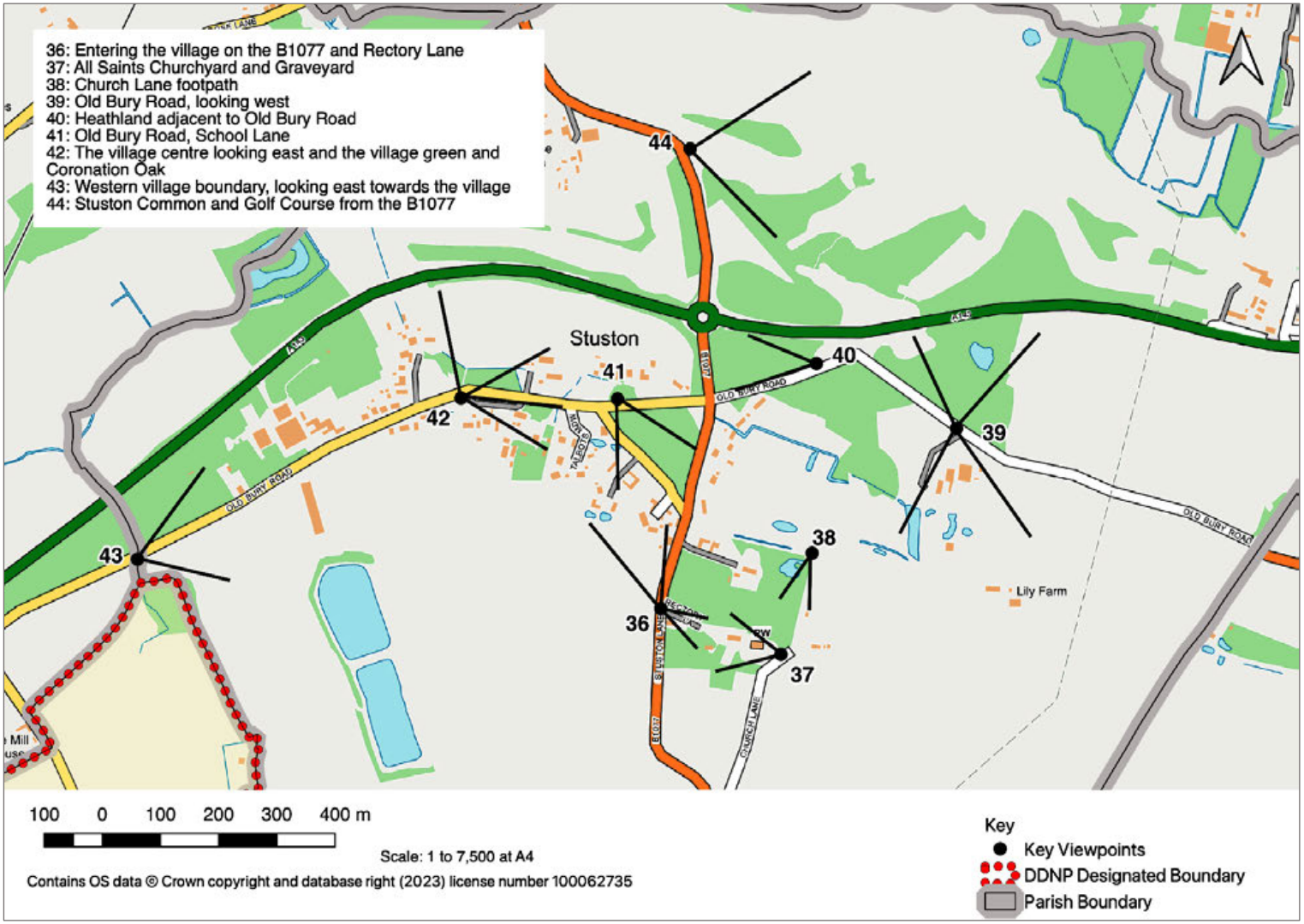
MAP 33 Key views in Roydon

SCOLE KVS



MAP 34 Key views in Scole

STUSTON KVS



MAP 35 Key views in Stuston

11 PROTECTION POLICY - HISTORIC ENVIRONMENT

318 This area around the Waveney Valley attracted early settlement and by Roman times this had become more extensive, a general trend that continued into and beyond the early medieval period. As a result, the DDNP area is one of historical significance and many important heritage features remain today. Some of these are protected in Conservation Areas, which have been designated in Diss, Burston, Palgrave and Scole. There are also over 350 listed buildings across the area, including seven Grade I, which are of particular note, and one scheduled monument, the Scole Roman Settlement.

319 There are also many historical features that are of local note and significance. The Plan identifies 37 Non-Designated Heritage Assets (NDHA) of local importance. Their location is shown in Maps 36 to 41 and they are listed after each map. Further evidence of their heritage significance is given in the *NDHA Assessment Report* on the DDNP website.

DISS

FIGURE 9 The area known as the Heritage Triangle is the traditional centre of Diss. Formed by St Nicholas Street, Market Hill and Market Place, it is bounded by the Corn Hall in the west, St Mary's Church in the east with Diss Museum and Market to the south.

320 Historically, Diss has been an important focal point for the area. In the Domesday Book the town is noted as a royal manor, and by the end of the 12th century, its commercial

importance was firmly established. The market dates from 1135 and a charter for the great annual fair was granted in 1195. Diss enjoyed good communication in all directions, in particular the river crossing at Denmark Bridge, while the rising ground north of the Mere was clear of the flood plain, and had a good supply of water.

321 The area known as the Heritage Triangle is the traditional centre of Diss. Formed by St Nicholas Street, Market Hill and Market Place, it is bounded by the Corn Hall in the west, St Mary's Church in the east with Diss Museum and Market to the south.

322 Today its period buildings include many diverse and independent shops and businesses. The Conservation Area includes this historic core, but also important spaces at Fair Green, the Mere and Park, Rectory Meadows and the Parish Fields. You can catch glimpses of the Mere through archways and openings in the centre, but it is the unparalleled panoramic view from the park, over the Mere to the church tower and beyond, that is renowned.

323 Over time, the Mere has been used as a water supply, wash tub, a drain and venue for various sporting or recreational activities. It has not only determined the shape of the town but helped ensure the survival of Betjeman's perfect market town. Betjeman is a poet with strong connections to Diss.

324 The *Diss Conservation Area Appraisal*[23] reports that most buildings appear to be in good condition. One identified of particular concern is the Old Infant School in The Causeway. This site has been allocated for housing, up to 10 dwellings, in the DDNP, with Policy DDNP2, outlining the aspiration for the building to be retained and incorporated into the design and layout of the development.

COMMUNITY ACTION 6 - Diss Heritage Triangle

Diss Town Council will engage with the Corn Hall Trust, local businesses and other interested parties to promote and enhance the special character and commercial attractiveness of the Heritage Triangle within the core of the town centre.

SCOLE

325 Scole is the largest parish in South Norfolk, and whilst it comprises five historic settlements, the historic core of the village, which is designated a Conservation Area,[24] developed on the original Roman road (the Pye Road) to Venta Icenorum (near Norwich). Diss by Verve, (formerly The Scole Inn), which is Grade I Listed, still dominates the centre with the Church of St Andrew to the north set above the street.

326 One of the housing allocations in Scole, on the Engineering Site, is adjacent to the Conservation Area. The layout and design of this development will need to be sensitively designed to consider potential impacts on the Conservation Area.

[23] Diss Conservation Area Character Appraisal and Management Plan (2012)

[24] Scole Conservation Area Appraisal and Management Plan (2017)

327 Directly to the south-west of the Conservation Area lies Villa Faustini, Scole Roman Settlement, which is designated a Scheduled Monument. This appears to be a major roadside settlement or small town. Remains cover an area of some 35 acres, and finds indicate occupation throughout the Roman period. Modern buildings and roads now cover half of the settlement, and some of the areas subject to agricultural activity have been badly damaged. Excavation indicates that Roman occupation was not limited to the roadside, but that the settlement stretched back either side of the road, and potentially onto both sides of the River Waveney. Various finds of archaeological importance, mainly from excavations in advance of the A140 bypass construction, evidence the area's significance[25].

PALGRAVE

328 Palgrave sits on slightly higher ground between the southern bank of the River Waveney that here forms the county boundary and a tributary joining the river. The Suffolk Historic Environment Record lists over 20 sites of archaeological interest from all periods, including some crop marks and ring ditches, reflecting its agricultural importance. There are 41 listed buildings, half of which fall within a Conservation Area in the village centre.

329 The older buildings are predominantly domestic in scale, a few having former commercial uses, and mostly timber framed and plastered with pantile roofs. The Grade I listed Church of St Peter provides the exception with flint rubble walls and pantile roof. It is mostly 15th Century and perpendicular in style. Another building of note is the Grade II* former Guildhall, opposite the church, now called Brackendale. This is timber framed and plastered with some exposed timbers and a jettied first floor.

BURSTON & SHIMPLING

330 Burston Conservation Area was designated in 1994 and is focused around the historic core of the village around the Church of St Mary, the village green and the Burston Strike School. The Strike School, built in 1917, is the site of the longest recorded strike in England's history. It is Grade II* listed and of national significance to the trade union and labour movements. The school teachers Kitty Higdon and her husband Tom came to Burston in 1911 to take charge of the school. She was a fully qualified teacher whilst he worked as her assistant. Following conflict with the School Managers, in April 1914 sixty-six of the seventy-two children of Burston School, supported by their parents, went on strike. A nationwide fund enabled a second school building, the Strike School to be completed in 1917 with this situated between the green and the Church. Until 1939 two schools existed in the village, the Strike School and the Council School. The Strike School, is now a museum covering the background and history of the strike and a commemorative rally is held on the green each September.

[25] Norfolk Historic Environment Record, Number 1007

ROYDON

331 The parish of Roydon has a long history and certainly was well established by the time of the Normal Conquest, its population, land ownership and productive resources being extensively detailed in the Domesday Book of 1086. A significant prehistoric site found to the north of Sandstone Way dates to the Iron Age. Here, the cropmark of a ring ditch was noted on an aerial photograph in 1977. Partial excavation of the feature recovered Neolithic flint tools and fragments of Iron Age pottery, and the site was interpreted as an Iron Age defended settlement[26].

STUSTON

332 Stuston is a small parish of about 190 properties in the very North of Suffolk that relies on Diss as its community "hub".

333 The village lies just inside the Suffolk County Boundary on the South side of the Waveney valley and is at the intersection of two ancient routes, the A143 from the medieval capital of East Anglia – Bury St Edmunds, and an even older North – South route from Colchester to Norwich – a roman road now identified as the A140.

334 Most of the village lies within a "Common Enclosure" meaning that it would require the signature of the Secretary of State to permit any development within the defined area.

335 The natural features are that it is located on glacial deposits from the last ice age, which have left a number of small ponds or "pingo's" through the centre of the village. This also means that surface water drainage through the village is somewhat problematical.

[26] Norfolk Historic Environment Record, Number 12834

NON-DESIGNATED HERITAGE ASSETS

FIGURE 10 Mediaeval moated site of Bush Hall, Roydon

336 The Government's *Planning Practice Guidance* (PPG) recognises that there are buildings, monuments, sites, places, areas or landscapes identified as having a degree of significance meriting consideration in planning decisions but are not formally designated heritage assets. In some areas local authorities keep a local list of Non-Designated Heritage Assets (NDHA), incorporating those identified by neighbourhood planning bodies. Paragraph 203 of the *National Planning Policy Framework* (NPPF) determines that the effect of an application on the significance of an NDHA should be taken into account in determining the application.

337 NDHAs should be identified against a clear set of consistent criteria. A comprehensive review by the working group of designated heritage assets, Conservation Area Appraisals and the Historic Environment Record was undertaken before considering whether there were other assets of heritage value worth identifying in the Plan. Each community developed a list of important buildings and historic features and, making use of local knowledge and the Historic Environment Record, researched these to find out more about their history. These were then put to residents as part of the Issues and Options Consultation; respondents were asked if the assets put forward were important to them. All the historic assets that achieved 80% 'strongly agree' or 'agree' to this question were subsequently assessed in accordance with Historic England's guidance on Local Heritage Listing, using the commonly applied selection criteria. Those determined to have historic significance are identified as NDHAs. Their locations are shown in the maps on the following pages and there is a brief description of them beneath each one. They receive protection in accordance with Policy 17, below. As well as individual assets, some historic groupings of assets that constitute a sense of place have been identified.

POLICY 17 - Non-Designated Heritage Assets

The character, integrity and appearance of existing historic assets will be protected and where possible enhanced.

The Non-Designated Heritage Assets listed on Maps 36 to 41 have considerable local significance. Development proposals should avoid harm to these heritage assets and have regard to their character, important features, setting and relationship with surrounding buildings or uses. Any development proposals that affect these assets or their setting will need to demonstrate that they do not harm, or have minimised harm, to the significance of the asset, and should make clear the public benefits that the proposal would deliver so that any harm to the asset's significance or setting can be weighed against the benefits.

Any planning or listed building consent application for works to a non-designated heritage asset should be supported by a Heritage Statement. This will describe the significance of the asset, the works being proposed and why, and how the significance of the asset will be affected by those proposals, along with any mitigation measures.

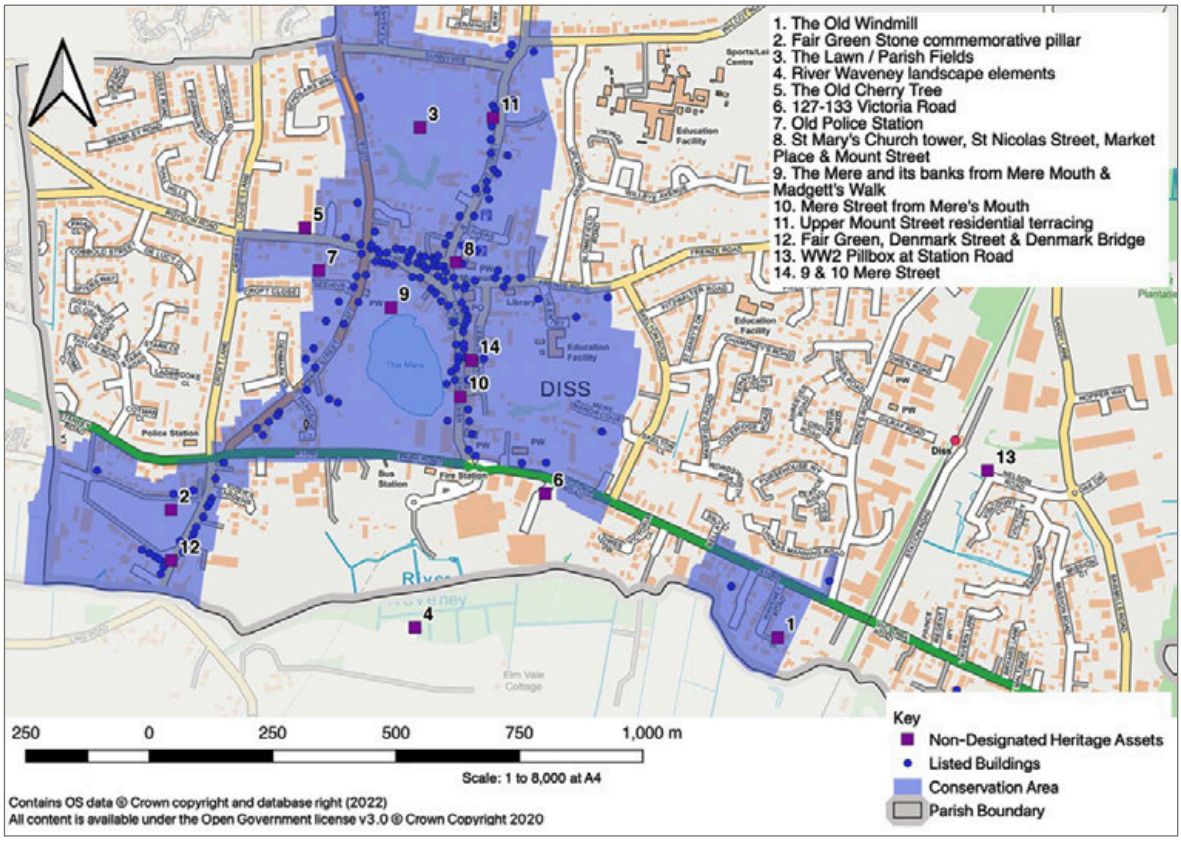
Proposals for works to or adjacent to Non-Designated Heritage Assets should demonstrate that consideration has been given to preserving:

a) **The heritage asset and its distinctive historic features;**

b) **The positive elements of its setting that contribute to the asset's historic significance;**

c) **The contribution that the asset and its setting makes to the character of the local area.**

Diss NDHAs



Map 36 NDHAs in Diss

NDHA1 The Old Windmill

Early 19th century windmill converted to house in 1972. Claimed locally to date from 1771, but no record prior to 1817. Possibly used to power a Yarn Mill at Lincoln, Victoria Road.

NDHA2 Fair green stone commemorative pillar

Commemoration stone of Fair held on Green for 800 years. Last fair held in 1985, but visiting entertainment/circus fairs since.

NDHA3 Parish Fields aka **The Lawn**

A private park created in the late 18th century for The Cedars (Listed building 79) opposite on Mount Street. Originally accessed by entrance flank walls mirroring those surrounding The Cedars. The only example of a detached private park in Norfolk. Designated as Local Green Space but requires more stringent further statutory protection and possible incorporation into publicly owned open space.

NDHA4 River Waveney landscape elements

Land adjacent to the River Waveney, long identified as available for a new Waveney Quarter but as yet undesignated. Forms, together with lands in Palgrave, an essential and integral central element of the Waveney valley.

NDHA5 The Old Cherry Tree 8 Roydon Road

Formerly public house. 19th century brick facing conceals remains of 17th century three-cell building.

NDHA6 127-133 Victoria Road

Grand 19th century terrace with central arch constructed like triumphal arch. Ends arranged with main elevation facing sides. Centre is Chesterfield House, with central doorway and window in pilastered surrounds.

NDHA7 Old Police Station 9.9A-11 Roydon Road

Former police station with open porch and Tuscan colonette, two gabled sections of irregular length, one with rounded first floor window above a flat bay window, the other with a tripartite window with segmented pediment to central light. Converted to housing 1996, said to retain cell doors and original tiled walls.

NDHA8 St Mary's church tower at junction of St Nicolas Street, Market Place and Mount Street

This group of buildings, the approach south down Mount Street, east down the narrows of St Nicholas Street and north from the Market are the iconic defining images of Diss and a core heritage asset.

NDHA9 The Mere and its banks from Mere Mouth and Madgetts walk

This significant vista is the setting of the full expanse of the Mere and its landscaped banks that were used for drying woven cloth, primarily linen from the noted Diss weaving sheds, in 17th-19th century. The banks were sometimes known as 'The Clynt' and with its old town background forms a significant vista.

NDHA10 Mere street from Mere's mouth

From Diss sign north, traditional 17th and 18th century mix of buildings, some disfigured with modern shop fronts, but forming traditional historic 'High Street' group of activity and structures.

NDHA11 Upper Mount Street residential terracing

Traditional 17th and 18th century cottage buildings and rectory, grouped on the road and embankment.

NDHA12 Fair Green, Denmark Street and Denmark Bridge

Grouping of 17th & 18th century buildings, most listed at junction of Denmark Street, Denmark Bridge and Fair Green East side.

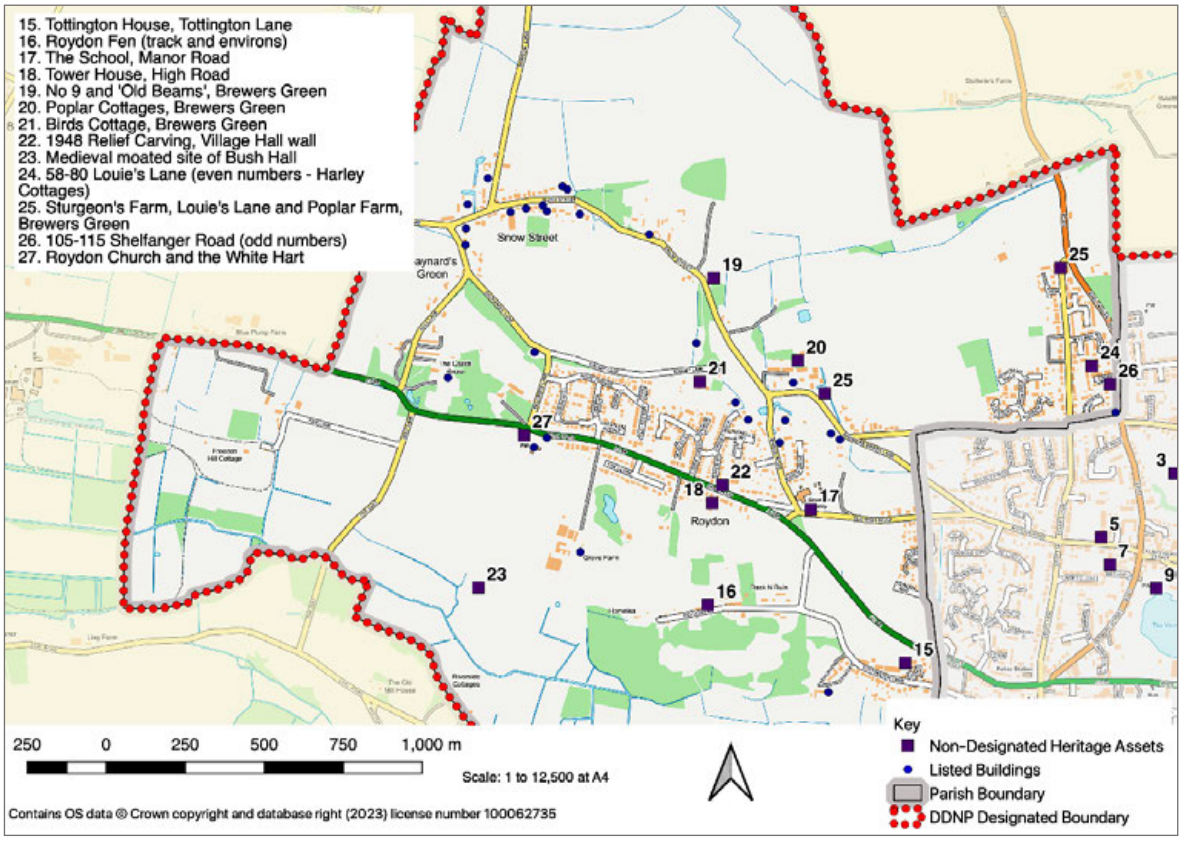
NDHA13 WW2 Pillbox at Station Road

Standard polygonal pillbox south of railway station, now bricked up. Preserved as memorial to Home Guard in 1995. This casement is of type FW3/22. During WW2, these bunkers were used for the defence of the UK against possible enemy invasion. They were built in 1940 and into 1941.

NDHA14 Numbers 9 and 10 Mere Street

An integral part of the terrace, which contains numbers 11 and 12, both of which are listed.

ROYDON NDHAS



MAP 37 NDHAs in Roydon

NDHA15 Tottington House, Tottington Lane

Used to be the mill house. Much older than the houses around it. The postmill itself was built in 1797 and demolished in 1883.

NDHA16 Roydon Fen (Track and Environs)

An aspect of the cultural heritage and importance of Roydon Fen track is the link between the properties and historical land uses. The first row of houses, from number 1 to 9, were used by workers for the flint and gravel extraction to the north. They were probably built around the turn of the 18th and 19th centuries, shown on the Bryant map of 1826.

NDHA17 The School, Manor Road

This is stylistically unusual, part 1896.

NDHA18 Tower House, High Road

Built in 1930 as a water tower to supply water to homes in Roydon, the tank coming from Diss railway station. It continued as a water tower until 1960 when it was converted into a residence and offered for rent.

NDHA19 No 9 and Old Beams, Brewers Green

Former farm workers' cottages, little altered and probably early or pre-19th century.

NDHA20 Poplar Cottages, Brewers Green

Mid to late 19th century clay lump cottages, also known as the Barracks. Probably built as farm stables and cart lodges and later converted to domestic use.

NDHA21 Birds Cottage, Brewers Green

A small cottage on the edge of the common where, in living memory, the milkmaid for Pheasantry Farm lived.

NDHA22 1948 Relief Carving on wall of village hall

Made from oolitic limestone, depicting coconut palm trees and a boar, it represents the materials of brush and mat making. Made in 1948 by David Kindersley, moved in 1997 from the Aldrich's Brush and Mat Factory in Factory Lane, Roydon, after being in storage since the factory's demolition in 1972.

NDHA23 Medieval Moated Site of Bush Hall

excavations before 1942 found medieval sherds and half a Roman white-ware beaker.

NDHA24 50-80 Louie's Lane (even numbers, Harley Cottages)

Patterned brick-faced Victorian terraces, built in 1886

NDHA25 Sturgeons Farm, Louie's Lane, and Poplar Farm, Brewers Green

Early 20th century Arts and Crafts buildings with tiled upper levels by architect and South Norfolk MP Arthur Soames. Created after he split up a large farm with Poplar Farm and Sturgeons Farm being two of the farmhouses.

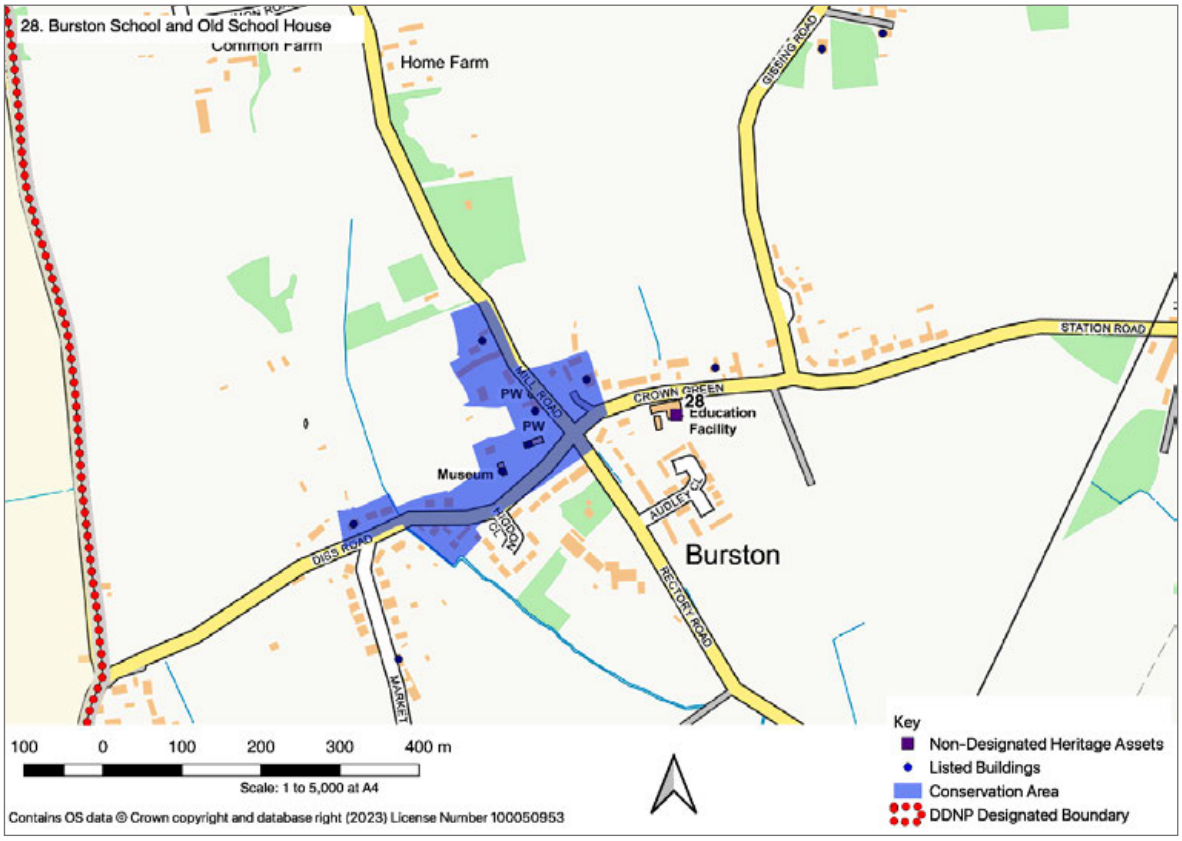
NDHA26 105-115 Shelfanger Road (odd numbers)

Run of terrace, Roydon Villas, with 105 being distinctive with a recessed corner entrance, a shop converted into a house, and 113 The Old Mill House, behind which is its mill tower, (115), restored as a dwelling.

NDHA27 Roydon Church and White Hart

Grouping of church, churchyard and public house (The White Hart) off highway with broad vista across the Waveney Valley to the south.

BURSTON NDHA

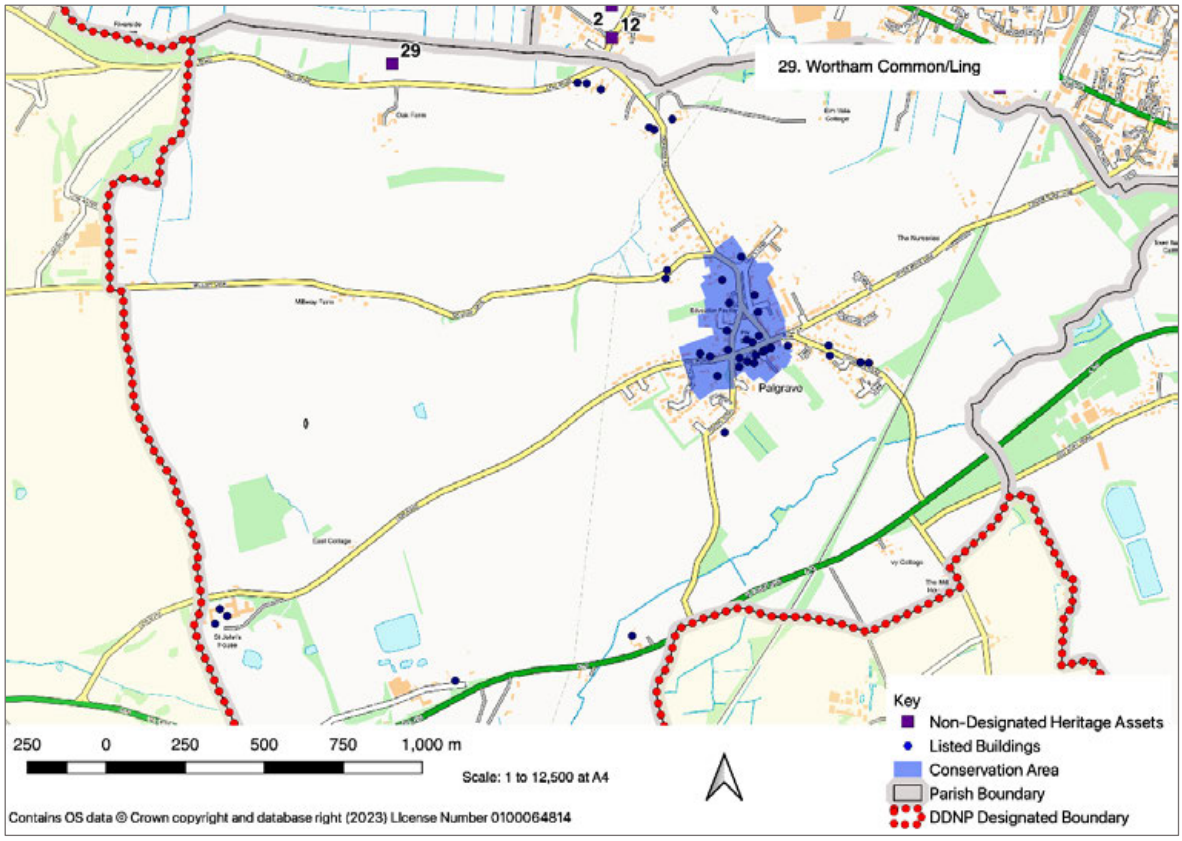


MAP 38 NDHA in Burston

NDHA28 School and Old School House

The house is *circa* 1875 in red and black brick. The headmistress was evicted from the house, provoking the long Burston School strike of 1914. Highly significant, especially in trade union history.

PALGRAVE NDHA

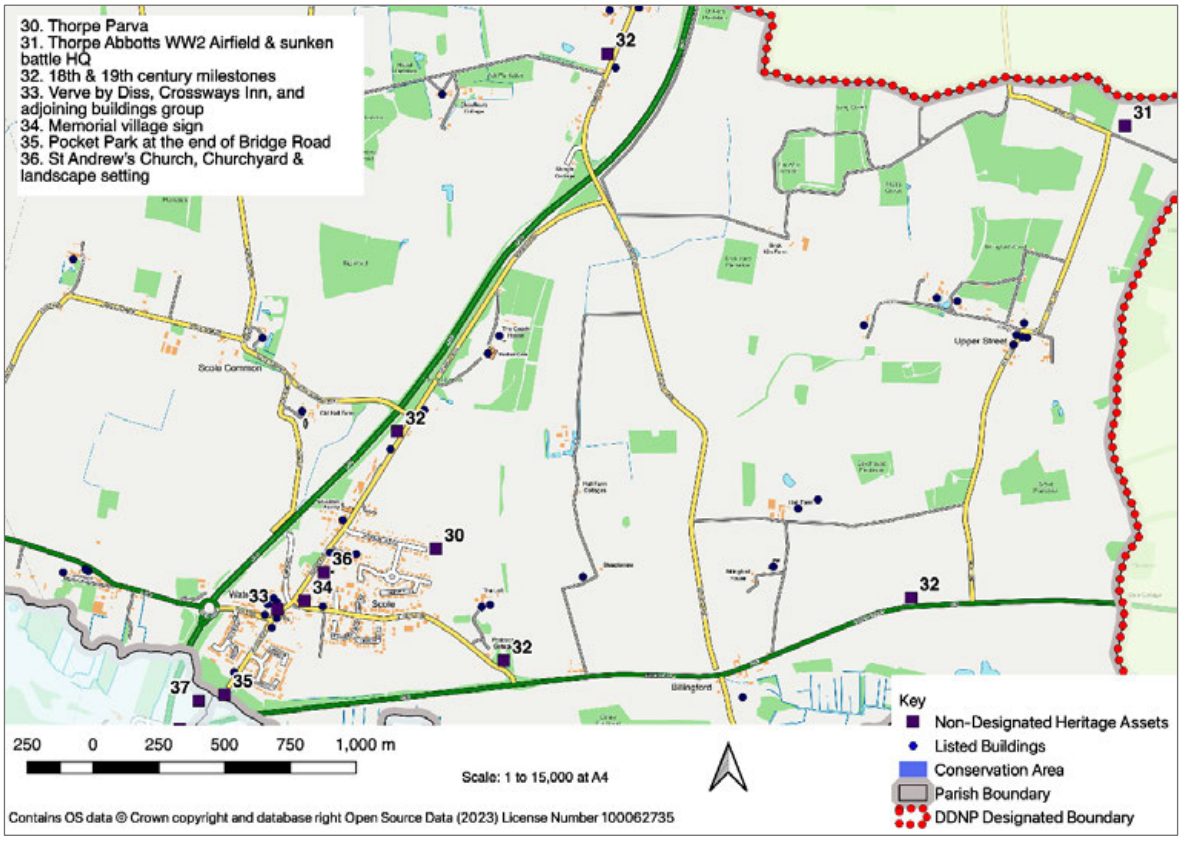


MAP 39 NDHA in Palgrave

NDHA29 Wortham Common/Ling

Undeveloped and untended land running south of the River Waveney, part of extensive area of varying depth running the full 'Palgrave length' of the River Waveney from Ling Road northwards.

SCOLE NDHAS



Map 40 NDHAs in Scole

NDHA30 Thorpe Parva

Mentioned in Doomsday book, remnants moated wall and remaining church tower converted to dovecot.

NDHA31 Thorpe Abbots WWII Airfield and sunken battle HQ

Headquarters of US Army Air Force 100th Bombing Group, World War II. Control tower and adjacent buildings remaining with Pickett Hamilton 3 man 'pressure' Fort consisting of two retractable interlocking precast pipes. Museum and Memorial to the 'Bloody 100th'.

NDHA32 18th and 19th century milestone markers

Two of the 14 remaining 18th century milestones of the 1768-69 Norwich to Scole Turnpike, 'disturnpiked' in 1874, and two of the remaining milestones on the Beccles to Scole Road, possibly an extension of the Yarmouth to Blythburgh turnpike.

NDHA33 Verve by Diss, Crossways Inn, and adjoining building group; 1655-1800

This is the historic centre of Scole with 1655 Norwich Turnpike Hostelry and 16th century inn at the junction of Norwich Road and The Street**.**

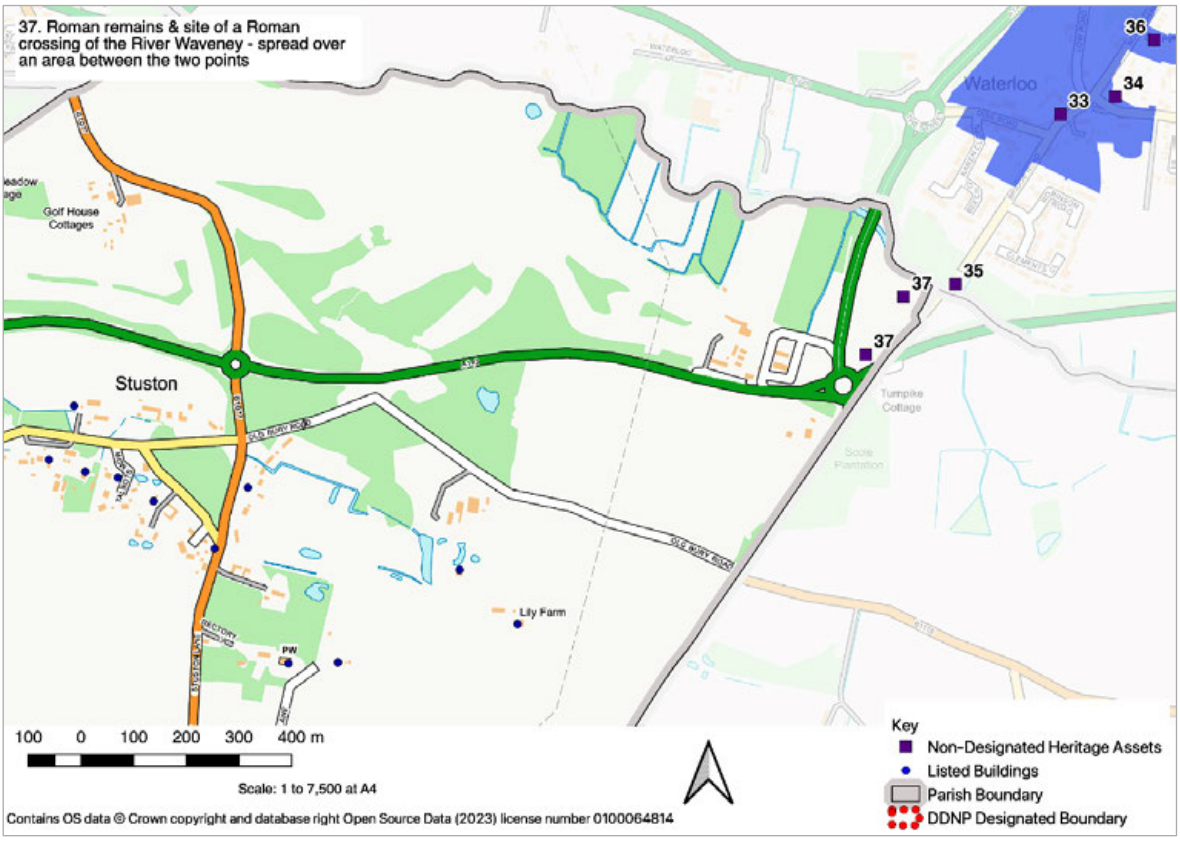
NDHA34 Memorial and village sign in landscape setting

Juxtaposition of sign, memorial and setting provides a focus with historic meaning.

NDHA35 Pocket Park at end of Bridge Road
Historically important as location of original ford crossing and likely centre of Roman settlement.

NDHA36 St **Andrews Church, churchyard and landscaping**
Church and trees with surrounding graveyard raised above street level form strong sense of place and setting.

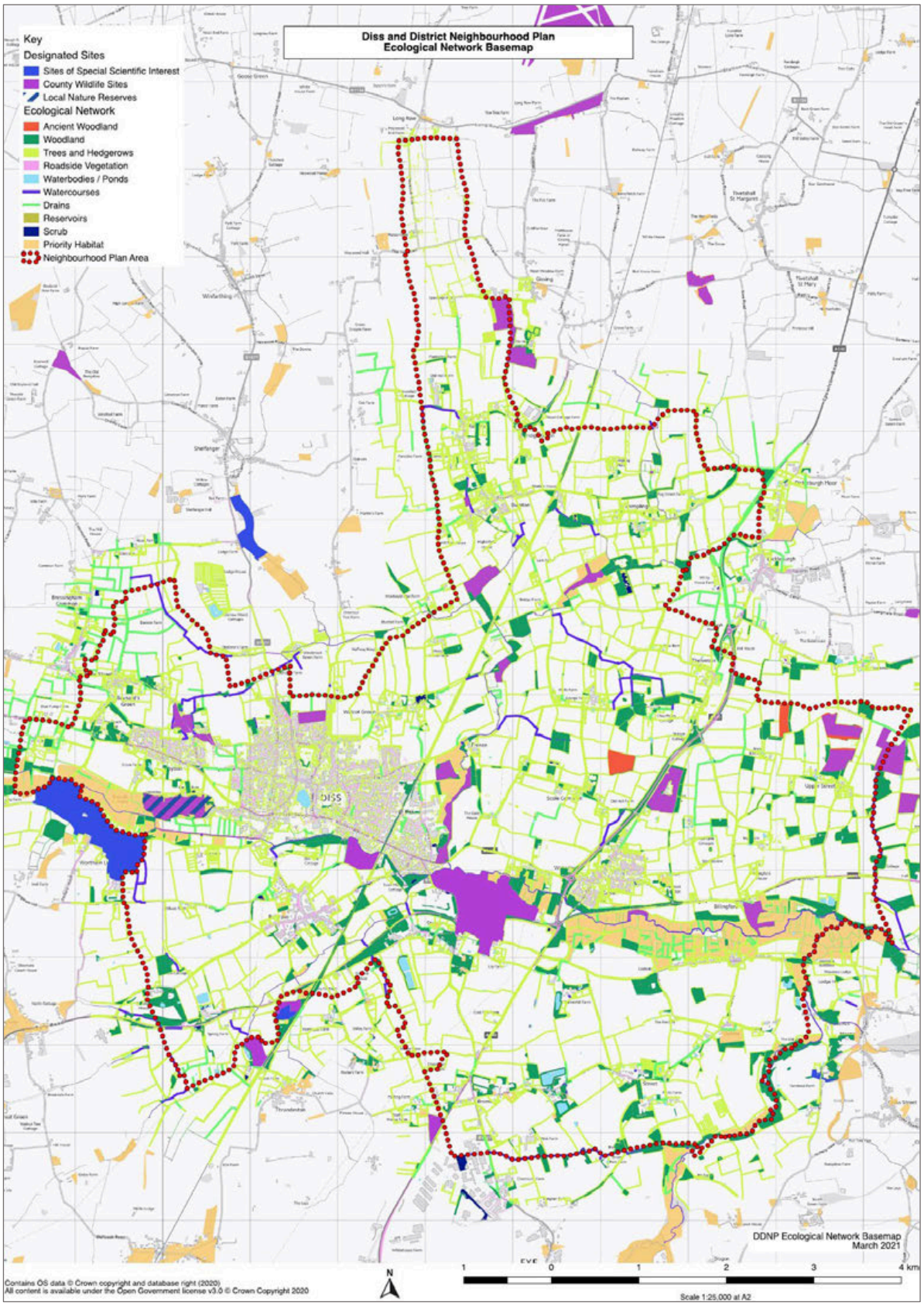
STUSTON NDHA



Map 41 NDHA in Stuston

NDHA37 Roman remains and site of a Roman river crossing
Evidence of foundations to a Roman camp, bridge or ford. Site of a Roman road crossing the River Waveney and Villa Faustini.

APPENDIX A – ECOLOGICAL NETWORK BASEMAP



MAP 42 Ecological Network Basemap; for more information see paragraph 248 on p.84

APPENDIX B - LOCAL GREEN SPACE POLICY WORDING

338 Since the legal challenge, appeal and High Court Judgement in 2020 against Norton St Philip's Neighbourhood Plan, qualifying bodies, Local Planning Authorities and Examiners have shown caution in relation to Local Green Space (LGS) policy wording. Indeed, it is common practice currently for LGS policy to simply list the spaces being designated. We believe this is a misinterpretation of the judgement and this Appendix sets out clear justification for the DDNP LGS policy wording and its deviation from national policy.

339 Paragraph 103 of the *National Planning Policy Framework* (NPPF) sets out that, "Policies for managing development within a Local Green Space should be consistent with those for Green Belts." This at least implies that LGS designations require a policy for managing development, rather than just a list of those designations. This seems likely as:

- First, it refers to LGS 'policy' for managing development. Policy should set out how decisions should be made when determining a planning application. A list of LGSs does not do this as it does not guide the decision maker, simply informing them which sites are LGSs.
- Second, Para 103 implies that LGS policy is a separate entity to national green belt policy.
- Third, development affecting an LGS cannot be determined using green belt policy; green belt policy applies only to green belt, not to LGSs. An attempt to use green belt policy is likely to be unlawful and challengeable.
- Fourth, the NPPF does not contain policy for LGSs, so without a policy in the NP, there would be no policy and therefore in effect no mechanism for managing development within each LGS.

340 Regarding Lochailort Investments Limited v. Mendip District Council and Norton St Philip Parish Council, [2020] EWCA Civ 1259, this found that LGS policy needs to be consistent with Green Belt policy and that any departure needs to be explained in a reasoned way. According to that judgement, *"The ordinary meaning of "consistent" is "agreeing or according in substance or form; congruous, compatible". What this means, in my judgment, is that national planning policy provides that policies for managing land within an LGS should be substantially the same as policies for managing development within the Green Belt."*

341 The neighbourhood plan needs to have 'due regard' to this requirement. 'Due regard' does not mean LGS policy has to conform to the requirement in every respect, but any departure will nevertheless need to be fully justified and explained. The judgements support this, explaining that, "*provided the departure from the NPPF is explained, there may be divergence between LGS policies in a neighbourhood plan and national Green Belt policy."*

342 It is therefore necessary to assess green belt policy in the NPPF to identify its features and requirements.

343 National Green Belt policy at para 137 explains that openness and permanence are essential characteristics of Green Belt and that is why it is designated - to preserve its openness and permanence. This is the purpose. The designation of LGS aims to protect smaller parcels of land for a variety of purposes that are in addition to their openness,

such as its ecology, recreational value or history as set out as examples in the NPPF.

344 These must (NPPF para. 101) be capable of enduring beyond the plan period; this is a lower bar than needing to be permanent. It can endure beyond the plan period as long as there is not undue pressure for needed housing on those parcels of land, either by virtue of allocations for meeting local housing need being provided in the neighbourhood plan, or there being other land available to meet any unmet need. Another threat to the capability to endure would be a long list of different types of development that could be appropriate or acceptable.

345 The judgement in the case of R (Samuel Smith Old Brewery (Tadcaster) and others) v North Yorkshire County Council [2020] UKSC 3, found that openness is not just a spatial or volumetric concept, but a visual one such that visual impact is a key matter. This is likely to be a particular matter of relevance for Local Green Spaces given that they tend to be small and so any development will have a visual impact.

346 The NPPF sets out that local planning authorities should plan positively to enhance their beneficial use.

347 Green Belt policy sets out that inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances. It goes on to say that 'very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations.

348 New buildings are considered to be inappropriate in Green Belt. There are some exceptions to this. Green Belt policy sets out a list of development that is not inappropriate, such as in-fill in villages, and affordable housing. Certain other forms of development are also not inappropriate in the Green Belt provided they preserve its openness and do not conflict with the purposes of including land within it. This includes mineral extraction and local transport infrastructure. These examples might still not be permitted if they would result in harm as para 148 says, *"When considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt."*

349 There are many exceptions listed at paras. 149 and 150 of the NPPF. As Green Belt areas are large, it is plausible that many such developments could take place within the Green Belt without undermining its overall openness and permanence, or resulting in only minor harm. This is not the case for LGSs, which cannot be extensive tracts of land. This means that even small-scale development risks undermining the purpose of designation and having an immediate and harmful visual impact. A LGS policy that would simply refer to the list of Green Belt exceptions in the NPPF could undermine the designation process as this large number of exceptions would suggest that the designation is not capable of enduring beyond the plan period. LGS policy therefore needs to consider each in turn, and with the aim of limiting the number.

350 The table on the following two pages reviews each element of the DDNP LGS policy and provides justification for the diversion from Green Belt policy. In particular, the table justifies diversion from Green Belt policy with respect to what is considered an exception to inappropriate development, for example in-fill or minerals extraction.

LGS Policy	Justification for deviation from Green Belt Policy
New buildings are inappropriate development with the only exceptions to this: a) Buildings for forestry or agriculture where the Local Green Space is used for commercial woodland or farmland. b) The provision of appropriate facilities in connection with the existing use of land where the facilities preserve the openness of the Local Green Space and do not conflict with the reasons for designation that make it special to the community, such as for recreation or ecology. c) The extension or alteration of a building if it does not impact on the openness or the reasons for designation that make the Local Green Space special to the community. d) The replacement of a building provided the new building is in the same use and not materially larger than the one it replaces.	Para 149 (of the NPPF) sets out that the construction of new buildings is inappropriate apart from identified exceptions (listed a-g below). A number of these exceptions could undermine the openness of LGS or impact upon their reasons for designation - a) Buildings for agriculture or forestry; **this is a reasonable exception** for LGS policy where land is commercial woodland or farmland as it may otherwise hinder someone's business. b) Provision of appropriate facilities; **this is a reasonable exception** for LGS if such development could support the ongoing use and help to make the LGS capable of enduring. c) Extension or alteration of a building provided it does not result in disproportionate additions over and above the size of the original building; **this is a reasonable exception** for LGS where it does not impact upon its openness or reasons for designation. d) Replacement of a building, provided it is the same use and not materially larger; **this is a reasonable exception** for LGS. e) Limited infill in villages; **This is not a reasonable exception** for LGS. Openness is not just a spatial concept, it is also visual, as determined by the Supreme Court. Any infill on small LGS designations will seriously undermine their openness and their reasons for designation. f) Limited affordable housing for local community needs; **This is not a reasonable exception** for LGS. Any affordable housing on small LGS designations will seriously undermine their openness and their reasons for designation. g) Limited infilling or the partial or complete redevelopment of previously developed land, whether redundant or in continuing use; **this is not a reasonable exception** for LGS. It is unlikely that LGS will be brownfield when identified in accordance with Para 101, and infilling and complete redevelopment is likely to fully undermine the designation of the LGS.

Other appropriate development includes: a) Engineering operations that are temporary, small-scale and result in full restoration; or b) The re-use of buildings provided that the buildings are of permanent and substantial construction; or c) Material changes in the use of land where it would not undermine the reasons for designation that make it special to the community.	Para 150 sets out that certain other forms of development are also not inappropriate provided they preserve the openness of Green Belt and do not conflict with the purpose (listed a-f). A number of these exceptions could undermine the openness of LGS or impact upon their reasons for designation - a) Mineral extraction; **This is not a reasonable exception**. Though highly unlikely to apply in any LGS, but nevertheless the quarry would be so large and the operations so long term that it would not enable the LGS to endure beyond the plan period. b) Engineering operations; **This is a reasonable exception.** LGS policy could allow for this if temporary, small-scale and restored fully c) Local transport infrastructure; T**his is not applicable** as it specifically requires a Green Belt location d) Re-use of buildings; **This is a reasonable exception.** e) Material changes in the use of land (such as changes of use for outdoor sport or recreation, or for cemeteries and burial grounds); **This is a reasonable exception.** LGSs are designated for reasons related to their specific use or quality, such as recreation or ecology. Change of use could be supported in LGS policy as long as the new use would not undermine the reason for designation that makes it special to the community. f) Development, including buildings, brought forward under Community Right to Buy or Neighborhood Development Order; **this would not apply** as the community is designating the land as LGS so as to keep it open and protect its special qualities.

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DISS & DISTRICT NEIGHBOURHOOD PLAN

August 2023

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NORWICH TO TILBURY

EN020027

Joint Local Impact Report

Appendix 17 (Mendlesham Neighbourhood Plan, 2022)

Suffolk County Council [redacted]

Babergh District Council [redacted]

Mid Suffolk District Council [redacted]

Parish Of Mendlesham Neighbourhood Development Plan 2018 - 2037

Version 4.8.2

[Referendum Version]

Revised Autumn 2022

Parish Of Mendlesham

Neighbourhood Development Plan

2018 - 2037

Version 4.8.2

[Referendum Version]

Autumn 2022

The Mendlesham Neighbourhood Development Plan Executive Summary

Mendlesham is a long established Suffolk village whose history can be traced back to 1086. The local area has always been identified with farming and still today the parish of Mendlesham is predominantly an agricultural area. It is a classic Suffolk landscape, relatively flat with many fields, small tracts of woodland and river tributaries.

While Mendlesham and the small hamlets of Mendlesham Green and Tan Office have seen limited housing growth over the years the area has changed very little and it remains peaceful and quiet.

Local residents accept that Mendlesham village and the parish in general needs to grow but they are keen to preserve the rural image and not have the area transformed by inappropriate development.

The original agreed objectives were;

- To protect and enhance the rural and historic qualities of the neighbourhood/parish while encouraging the right kind of growth to deliver employment, housing (a range of) and community services which meet the needs of the local people.
- To develop and sustain the key service centre status of the neighbourhood/parish by encouraging development that supports a range of employment, services and housing; meeting the needs of local people while protecting and enhancing the quality of the local environment.
- To develop a vibrant and prosperous neighbourhood by encouraging development that supports a range of businesses, services and housing; meeting the needs of local people while protecting and enhancing the quality of the local environment.

The Mendlesham Neighbourhood Plan sets out clear guidance on future, appropriate, housing development, safeguarding the surrounding environment and the maintenance of its valuable key services (particularly the school, health centre, church, shop and post office).

To this end the Mendlesham Neighbourhood Plan contains eleven local policies which, together with those adopted nationally and locally, will be used to determine proposals for new development in the Mendlesham Neighbourhood Area.

These policies are;

MP1 - Housing [amended]

MP2 - Access to affordable housing

MP3 - Provision of affordable housing
MP4 - Business
MP5 - Historic environment [amended]
MP6 - Building design [amended]
MP7 - High speed broadband
MP8 - Green areas [amended]
MP9 - Local green spaces [amended]
MP10 - Open spaces
MP11 - Paths and bridleways.

[amended] indicates that the policy has been changed from the original policy in the made plan.

Your attention is drawn to Supporting Document SD03 which contains the detailed evidence and reasoning for each of the main objectives and also to Supporting Document SD11, section 3 (Proposed new policies list) that shows the justification for the production of each new policy.

This document, the Mendlesham Neighbourhood Development Plan, has a number of Supporting Documents that provide essential detail to support and clarify the work that was involved in its production. The full list of these Supporting Documents is shown in Section 8, Appendix 2, Supporting Documents.

In June 2017 Mendlesham Parish agreed to update the Mendlesham Neighbourhood Plan to introduce a development site allocations policy. The revised policy (MP1) was needed to give clear guidance as to where further development should take place and also to avoid uncertainty arising from recent ministerial statements and policy changes.

Mid Suffolk District Council (with Babergh District Council) are preparing a Joint Local Plan. Some references are made to the Draft Joint Local Plan in this document. Following a meeting between the District Councils and the Inspectors in December 2021, the Plan will now be split into two parts, with Part 1 anticipated to be adopted in late 2022. The dwelling numbers, which for now should be treated as ‘indicative only’ have been included in order to keep pace with current expected levels of demand. Additionally, the draft Joint Local Plan settlement hierarchy changed the designation of Mendlesham from a Key Service Centre to a Core Village, and it designated Mendlesham Green as a Hamlet.

The start and end dates of this Neighbourhood Plan have also been changed (from 2018 to 2037) to keep it in line with the revised Joint Local Plan (when it is formally adopted).

There are a considerable number of documents provided that give an in depth assessment of the Parish of Mendlesham and the reasoning behind the production of this latest version of the Neighbourhood Development Plan. The documents are identified below and grouped according to their function. New and amended documents subsequent to the made plan are also identified ([New} and [Amended].

Main Documents

- Mendlesham Neighbourhood Development Plan Modification Draft
- Modification Statement
- Basic Conditions Statement
- SD11 NPPF, local and proposed policies [Amended]

Application to designate a Neighbourhood Development Plan Area

- SD15 Application to designate a Neighbourhood Area
- SD16 Publication of application to designate a Neighbourhood area
- SD17 Map of Mendlesham Neighbourhood Area
- SD18 MSDC approval of Mendlesham Neighbourhood Area

General information about the Parish of Mendlesham

- SD01 Mendlesham Parish Profile
- SD02 Mendlesham Housing Needs Survey (2018) - Executive Summary [Amended]
- SD03 Mendlesham Issues, Objectives and Evidence
- SD12 History of the parish
- SD13 Parish location and facilities
- SD14 Domesday survey of Suffolk (1986)
- SD19 Landscape and visual assessment of Mendlesham [Amended]
- SD21 Mendlesham baseline data

Residents Consultation

- SD04 Mendlesham questionnaires
  a. Household questionnaire form
  b. Youth questionnaire form
  c. Business questionnaire form
  d. Additional short questionnaire
- SD05 Mendlesham Household questionnaire response analysis
- SD06 Mendlesham Household questionnaire analysis - Q42
- SD07 Mendlesham Youth questionnaire response analysis
- SD08 Mendlesham Business questionnaire response analysis
- SD09 Mendlesham Additional Short questionnaire analysis
- SD10 Statement of Consultation [Amended]
- SD23 Local residents consultation - October 2017 [New]
- SD31 Residents Survey 2020: Station Fields [New]

Assessments of the Parish of Mendlesham

- SD20 Strategic Environmental Analysis [Amended]
- SD20a Strategic Environmental Analysis - Non-Technical Summary [Amended]
- SD24 Site allocations analysis - November 2017 [New]
- SD25 Traffic report [New]
- SD26 Historic Environment report [New]
- SD27 Strategic Flood Risk Assessment report [New]
- SD28 Habitats Regulation Assessment report [New]
- SD29 Windfall Development report [New]
- SD30 Heritage Assessment of Potential Growth Sites [New]

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1. VISION AND OBJECTIVES

Vision

1.1. The project to develop a Neighbourhood Plan for Mendlesham began in December 2012 when Mendlesham Parish Council agreed to set up a committee of residents and Parish Councillors to lead the work.

1.2. One of the initial phases was to agree and gain acceptance for the designated Neighbourhood Area. The application, map and acceptance are contained in our supporting evidence files;

- Application to designate a Neighbourhood Area (Supporting Document SD15)
- Publication of application to designate a Neighbourhood Area (Supporting Document SD16)
- MSDC approval of Neighbourhood Area designation (Supporting Document SD18)
- Map of Mendlesham Neighbourhood Area designation (Supporting Document SD17).

1.3. The subsequent meetings, consultations and events that have taken place and are still scheduled to take place are described in supporting document “Neighbourhood Plan - Statement of consultation” Supporting Document SD10).

1.4. Our vision for Mendlesham was initially defined at the inauguration of the Neighbourhood Plan Committee on 24 January 2013 (Supporting Document SD16 refers). Three major objectives were identified;

- To protect and enhance the rural and historic qualities of the neighbourhood/parish while encouraging the right kind of growth to deliver employment, housing (a range of) and community services which meet the needs of the local people.
- To develop and sustain the key service centre (now Core Village) status of the neighbourhood/parish by encouraging development that supports a range of employment, services and housing; meeting the needs of local people while protecting and enhancing the quality of the local environment.
- To develop a vibrant and prosperous neighbourhood by encouraging development that supports a range of businesses, services and housing; meeting the needs of local people while protecting and enhancing the quality of the local environment.

1.5. Those original three major objectives were distilled from the following aims that had been collected from various dialogues with local residents; these were,

- We want to make the parish of Mendlesham an even better place to be, now and for future generations.
- We want to create our own Neighbourhood Plan because while we support the need for local growth we want a say in the design of what is built and where.
- We want to contribute to the debate on how many homes may be built at any one time as it is important to the vast majority of residents that the rural setting of Mendlesham village is maintained.
- Having our own Neighbourhood Plan allows us to define our future, to say where we would like new houses and businesses to be sited and what they should look like.
- We want to work with our local authority, Mid Suffolk District Council (MSDC), to ensure that our Neighbourhood Plan conforms with and complements national planning policy and MSDC's local policies.
- We want developers to refer to our Neighbourhood Plan and consult with our local community before new developments are defined. This will give all local residents an opportunity to comment when there is still genuine scope to make changes to proposals.
- We want to protect and enhance the rural and historic qualities of our parish.
- We want to develop and sustain the Core Village (previously Key Service Centre) status of Mendlesham village by encouraging development that supports a range of employment, services and housing that meet the needs of local people while at the same time protecting and enhancing the quality of the local environment.

1.6. The discussions with residents and businesses identified ten issues as key to the future of Mendlesham, which were;

- Housing,
- Employment,
- Future Development,
- Transport,
- Local environment,
- Education,
- Recreation,
- Communications,
- Local business, and
- Community facilities.

1.7. Using these headings further information was then sought from residents and businesses via the questionnaires distributed in February 2014. The individual issues, the objectives we set and the evidence we gained is set out in detail in Supporting Document SD03, "Mendlesham Issues, Objectives and Evidence".

1.8. Following on from this initial identification of the three major objectives the Mendlesham Neighbourhood Planning Committee embarked on a project to

consult with its residents to identify clearly what their thoughts and aspirations were for the future growth of Mendlesham.

1.9. Supporting Document SD10, Statement of consultation, gives the detail of what consultations were made with local residents and businesses, how these consultations were achieved and the overall timetable of events. The project began in December 2012 with the inaugural committee meeting, the first major consultation using both online and paper questionnaires was carried out in February 2014 with a supplementary questionnaire being deployed in August 2014.

1.10. Consultation has continued throughout the project by meeting with various groups (e.g. the church congregation, schoolchildren and members of the various social groups in and around Mendlesham Village). The Committee operated a stall at the annual May Fayre in Mendlesham Village for 3 years giving further opportunity for local residents to discuss the emerging Neighbourhood Plan and register any comment they wished to make.

1.11. The Mendlesham Neighbourhood Plan Committee has been in regular contact with MSDC and its officers have provided considerable advice and guidance over the preparation of the original and the updating of the Neighbourhood Plan.

1.12. Several versions of the original Mendlesham Neighbourhood Plan were produced and at each stage opportunity given to both local residents and MSDC to make comment. These comments were then formally assessed and, where necessary, changes made to the plan. Consultation was also made with local residents and external “interested parties” in December 2015 prior to submitting the Mendlesham Neighbourhood Plan to MSDC under part 5 of the Neighbourhood Planning Regulations.

1.13. In June 2017 Mendlesham Parish Council agreed to produce an update of the Mendlesham Neighbourhood Plan to introduce a development site allocations policy. Mid Suffolk District Council was notified of this intention and indicated that such a change would be subject to a further formal examination followed by a local referendum.

Objectives

1.14. In producing the Neighbourhood Plan we developed (following consultation with our local residents) those original three broad objectives (Section 1.1 of this document) into a series of more specific objectives (categorised as social, environmental and business and economic) for the future. These detailed objectives are shown in the three tables below.

1.15. Additionally, in these tables below, we show the linkage between our policies and which objectives they will address.

No.	Social objectives	New Policies that address
SO1	To embrace change and the development of new homes at a steady, sustainable pace of growth, that will be for the long term benefit of the whole community.	MP1, MP9, MP10, MP11
SO2	To see our parish and its community grow and flourish whilst maintaining the rural village image and not grow so much that Mendlesham village becomes a town.	MP1, MP4, MP5, MP6, MP8, MP9, MP10, MP11
SO3	To protect and grow the current services and facilities in the village.	MP1, MP2, MP3, MP4, MP7
SO4	To enable the population to grow and become more balanced in terms of age.	MP1, MP2, MP3, MP4, MP7

No.	Environmental objectives	New Policies that address
EO1	To have a high quality natural environment, adaptable to climate change, with reduced carbon dependence and protection for important wildlife interests.	MP4, MP7, MP11
EO2	To enhance access to the open countryside.	MP11
EO3	To protect the rural characteristics of the parish.	MP1, MP5, MP6, MP8, MP9, MP10, MP11
EO4	To maintain our existing rural views. (See section 6, “Visually important open space”.)	MP1, MP5, MP8, MP9, MP10, MP11
EO5	To keep as much of our local agricultural land as possible for agriculture.	MP1
EO6	To enhance the rural character of the parish through new community environmental planting projects, additional footpaths, cycle routes and bridleways.	MP9, MP10, MP11

EO7	To have distinctive and flourishing settlements that exhibit community vitality.	MP1, MP4, MP5, MP6, MP11

No.	Business and economic objectives	New Policies that address
BO1	To maintain and expand our existing services (particularly the Community Primary School, the Mendlesham Health Centre, Post Office and General Stores).	MP1
BO2	To support the diversification of suitable redundant agricultural, brownfield and previously used sites.	MP4
BO3	To make the parish an appealing location for small businesses and entrepreneurs by supporting suitable development sites for business start ups; expanding the local economy including local employment opportunities.	MP1, MP4, MP7
BO4	To become a sustainable, thriving and prosperous community that supports a high quality of life for all its residents.	MP4, MP7, MP8, MP9, MP10, MP11

1.16. The detailed justification for each of the policies is given in supporting document SD11 “NPPF and Local Policies”, section 3, “Proposed new policies list”.

Our vision of Mendlesham in 2037

1.17. In many ways we don’t expect to see a significant amount of change.

- The conservation area at the centre of Mendlesham village will be the same and St. Mary’s Church will still be the dominant point of the village.
- New homes will have been built but they will be blended into the edge of the village with careful landscaping.
- The school will be bigger and the Community Centre will be a busy social hub for all residents, not just the sports players.
- A wider range of sports (including cricket and tennis) will be available locally.
- The network of paths in and around the village will be well used and well maintained. The local walking group will be flourishing.
- The Health Centre will be offering a wider range of community facilities (possibly dentistry and podiatry).
- The pub and shop will still be open.
- The post office or at least some local postal facilities will still be available.

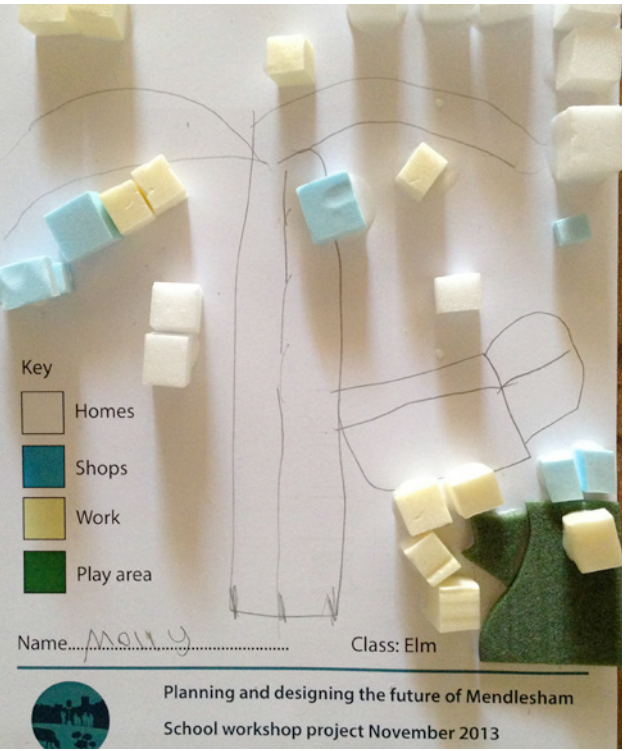
- Mendlesham Green will have had some minor growth and a new Scout Hut may be available to support the youth of the parish.
- More residents will be able to work from home either full or part time and we will see an increased number of small start-up businesses that operate from local homes and some small local business units.
- High speed broadband will be available to all properties in the parish and there will also be improved levels of mobile telephone coverage.
- There will be far greater usage of renewable energy and water conservation measures.
- All of our local farmland will still be fully utilised.
- We will continue to see good support in maintaining our parish and its facilities from local residents.

Parallel projects

1.18. Today, in addition to the production of the Neighbourhood Plan, Mendlesham Parish Council has identified, and is working on, a number of local projects that will support the developments in the local area.

1.19. These are;

- monitoring and managing repairs, maintenance and improvements to the Community Centre and also identifying sources of funding for these works,
- lobbying for a completion of the work to bring high speed broadband to the whole of the parish,
- monitoring local paths and bridleways with recommendations for repair and improvements when opportunities are presented,
- monitoring the effects of new development on existing health services, education services and local transport links,
- Assessing the need for further works required to improve the playing fields in Mendlesham village,
- Monitoring traffic flows in and around Mendlesham village and examining ways of lessening their impact on the local environment.


Key
Homes
Shops
Work
Play area
Name.....
Class: Elm
Planning and designing the future of Mendlesham
School workshop project November 2013

2. The Mendlesham Neighbourhood Plan Area

Introduction

2.1. A map of the Mendlesham Neighbourhood Plan Area is shown in Figure 2.1 on the following page. A full Parish Profile is supplied as supporting Document SD01.

2.2. The Mendlesham Neighbourhood Area was approved by Mid Suffolk District Council at its Executive Committee meeting on 17 June 2013. The Mendlesham Neighbourhood Area has exactly the same boundary as the Parish of Mendlesham.

2.3. Mendlesham is a rural parish in the Hartismere Hundred and is part of the administrative district of Mid–Suffolk. Its neighbouring parishes are, Cotton, Gipping, Stonham Parva, Thwaite, and Wetheringsett, (all rural communities) and Stowupland (another Core Village).

2.4. Mendlesham is about 6 miles North of Stowmarket which abuts the A14 trunk road. Mendlesham village is about 1 mile West of the A140 the main trunk road that runs between Ipswich and Norwich.

2.5. The Parish of Mendlesham consists of:

- Mendlesham village, the location of parish services and many community assets. Mendlesham village is now identified by Mid Suffolk District Council in its Draft Joint Local Plan as a Core VIllage.
- Mendlesham Green, (now classed as a Hamlet in the Draft Joint Local Plan) with no services, other than being on the bus routes, is located to the south.
- Tan Office, a historical settlement with no services is also located to the South and close geographically, but with no direct access, to the A140.
- Wash Lane and Hobbies Lane, two settlements with no services, to the South and West of Mendlesham village,
- Buces Hill, Mendlesham, a small development of barn conversions.
- A scattering of farms and houses in rural/isolated locations.

2.6. The parish has a large grain store, bus, coach and HGV depot, nursery and warehousing in the centre of the parish, all located in Old Station Road to the South of Mendlesham village. HGV, bus and coach traffic have two routes for access to the A140 and A14 trunk roads one of which goes through the centre of Mendlesham village.

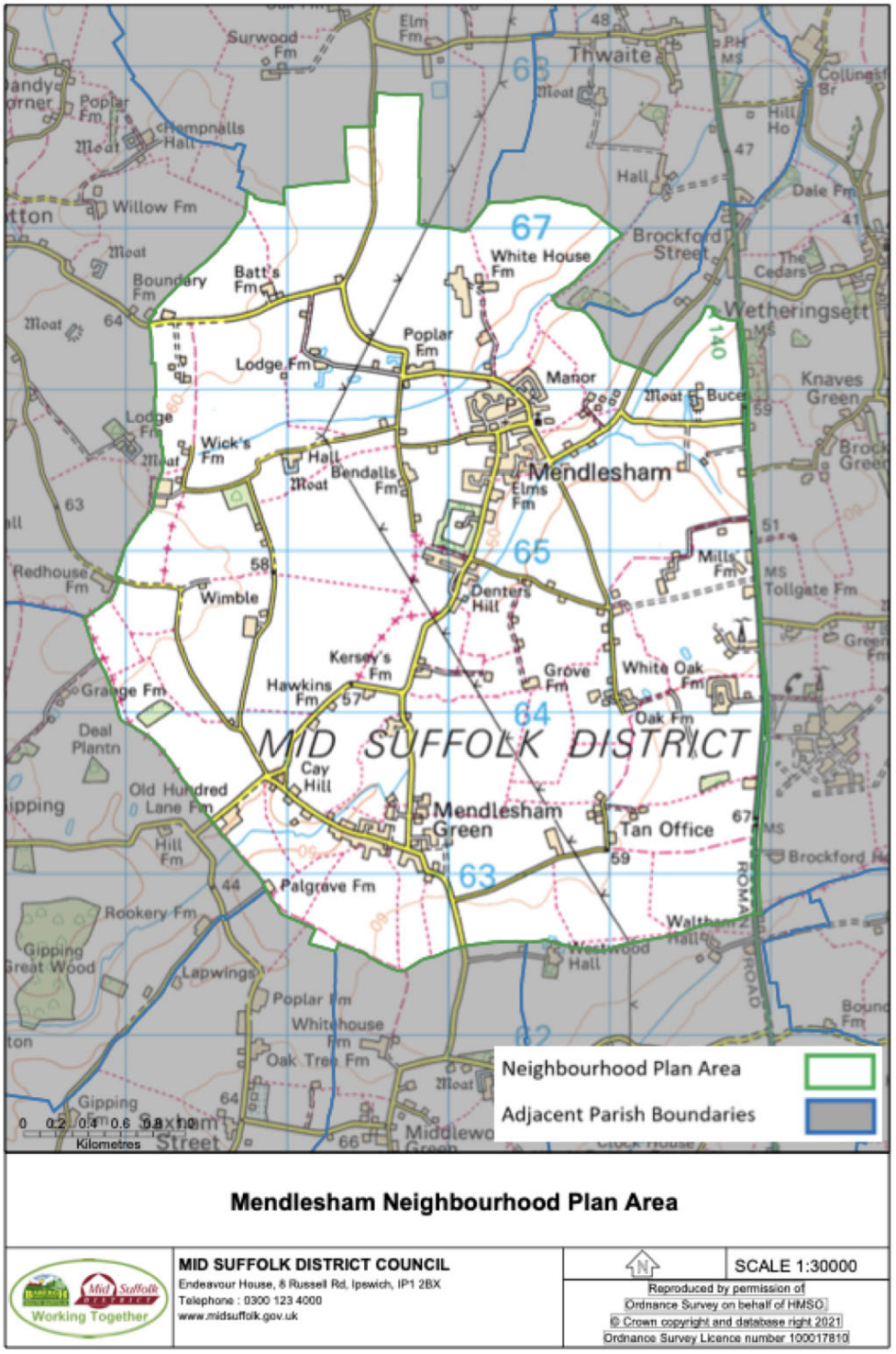


Figure 2.1 - Map of the Parish

Baseline data

2.7. The detailed description of the parish, its services, population and environmental situation is contained in supporting document “Parish location and facilities” (Supporting Document SD13) and also in “Mendlesham baseline data” (Supporting document SD21).

2.8. The history of Mendlesham is detailed in Supporting Document SD12. A “Domesday survey” was carried out in 1986 and helps in identifying the situation of Mendlesham at that time (Supporting Document SD14).

Major issues and the views of residents and businesses

2.9. One of our first tasks in the project to produce a Neighbourhood Plan was to identify the major issues that residents and businesses felt were challenging them.

2.10. These were compiled from discussions with residents and businesses over previous years and presented to them during the early days of the project. The details of these issues (plus the evidence and perceived objectives) are shown in Supporting Document SD03 “Mendlesham issues, objectives and evidence”.

2.11. Three questionnaires were distributed to all residents and businesses in early 2014 and a further short questionnaire in August 2014. The forms that were used and the analysis of the results received are contained in the following Supporting Documents;

- SD04a - Household questionnaire form
- SD04b - Youth questionnaire form
- SD04c - Business questionnaire form
- SD04d - Additional short questionnaire form
- SD05 - Mendlesham Household questionnaire response analysis
- SD06 - Mendlesham household questionnaire analysis - Q42
- SD07 - Mendlesham Youth questionnaire response analysis
- SD08 - Mendlesham Business questionnaire analysis
- SD09 - Mendlesham Additional short questionnaire analysis.

Proposals maps and Community Asset maps

2.12. There are two proposal maps (figs. 2.2 and 2.3) and two Community Asset maps (figs. 2.4 and 2.5) that show, firstly, the parish of Mendlesham with its main residential areas and local facilities, and secondly, Mendlesham village with its local facilities and also including major community assets such as the community centre, playing fields, Mendlesham’s woodland, health and education establishments.

Figure 2.2 contains the Proposal Map of the Mendlesham Village Development Sites.

Figure 2.3 contains the Proposal Map of the Mendlesham Green Development Site.

Figure 2.4 contains the Community Assets map for the Parish of Mendlesham.

Figure 2.5 contains the Community Assets map for Mendlesham village.

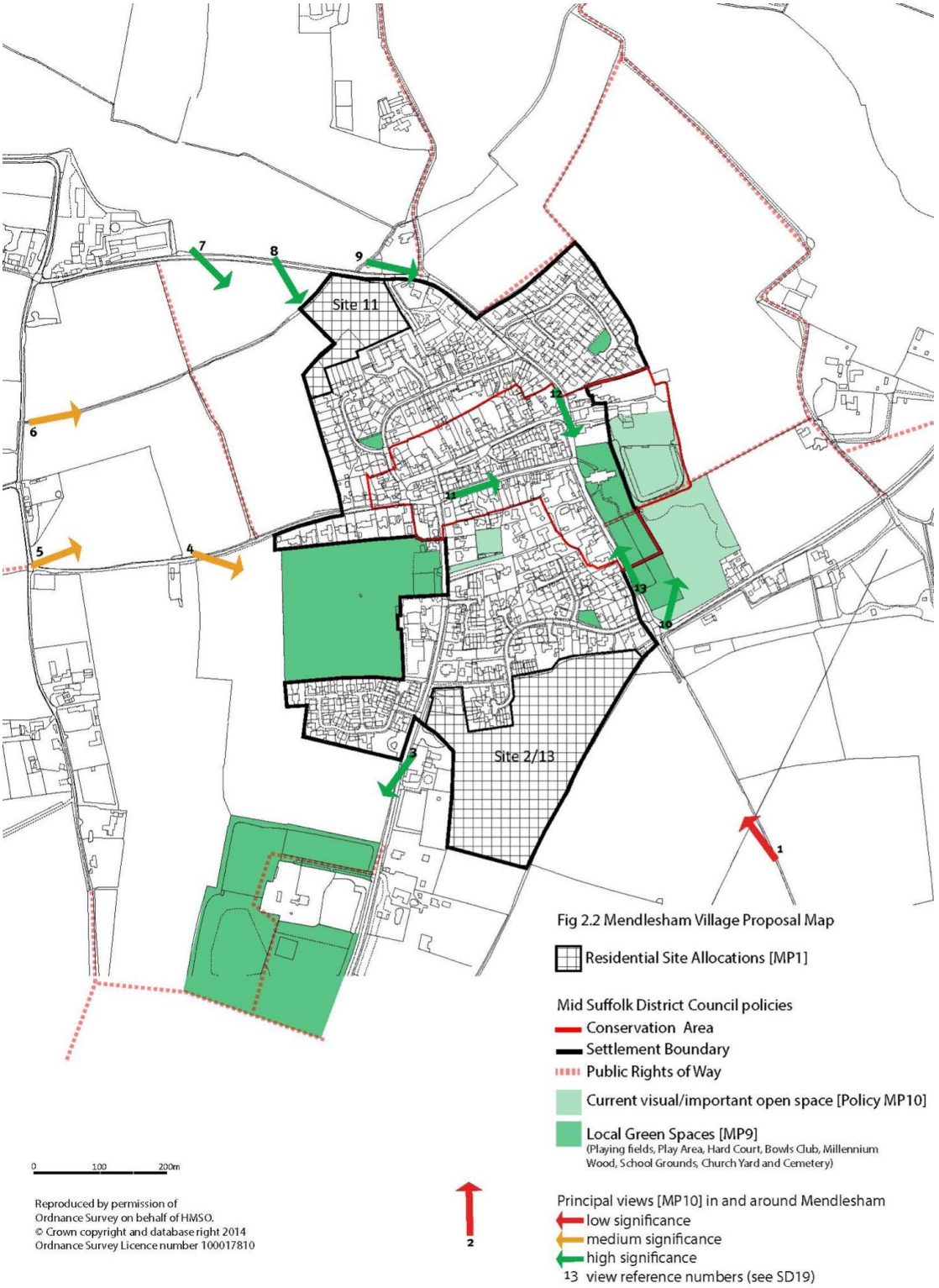


Figure 2.2 - Mendlesham Village Proposal Map

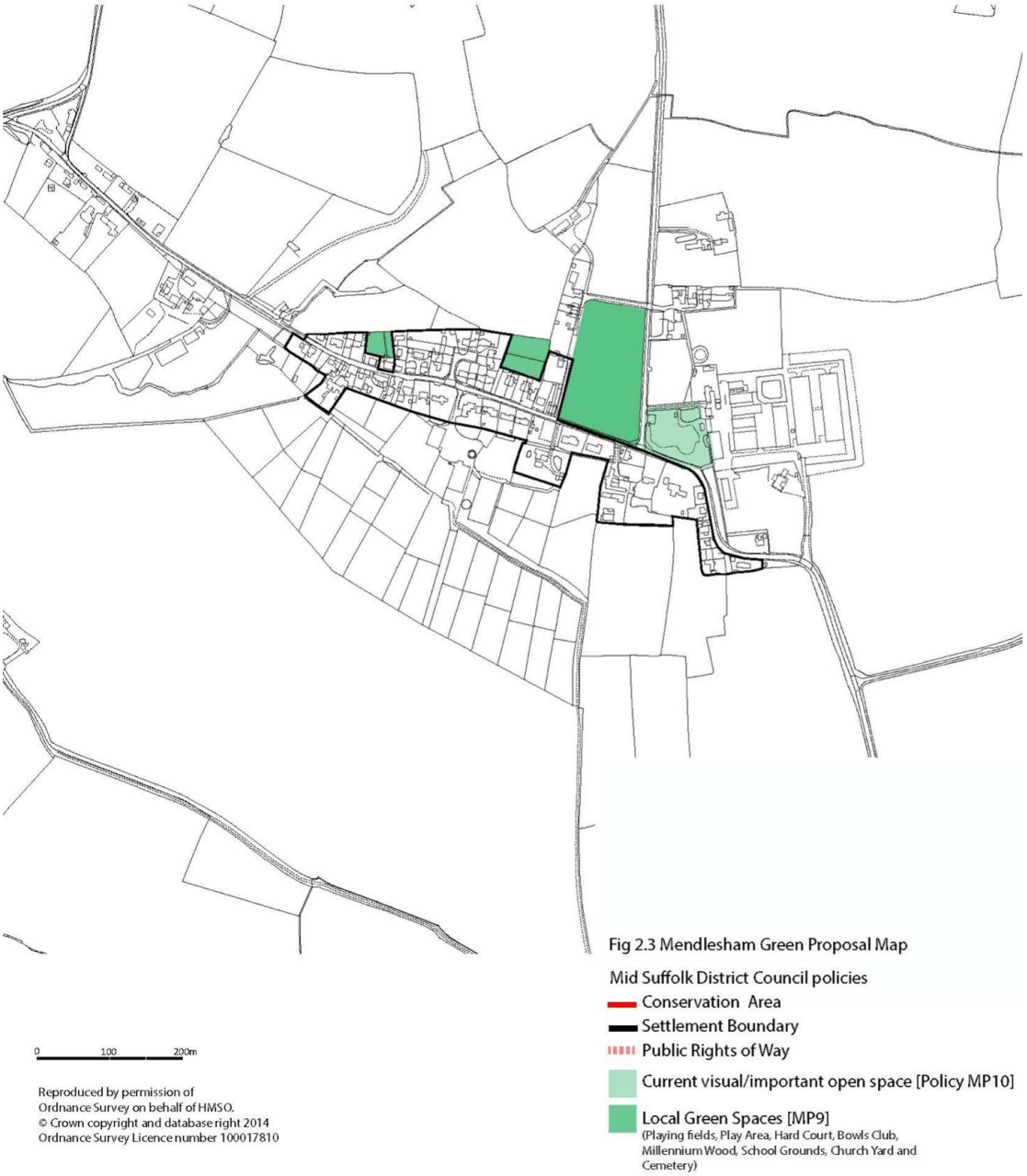


Figure 2.3 - Mendlesham Green Proposal Map

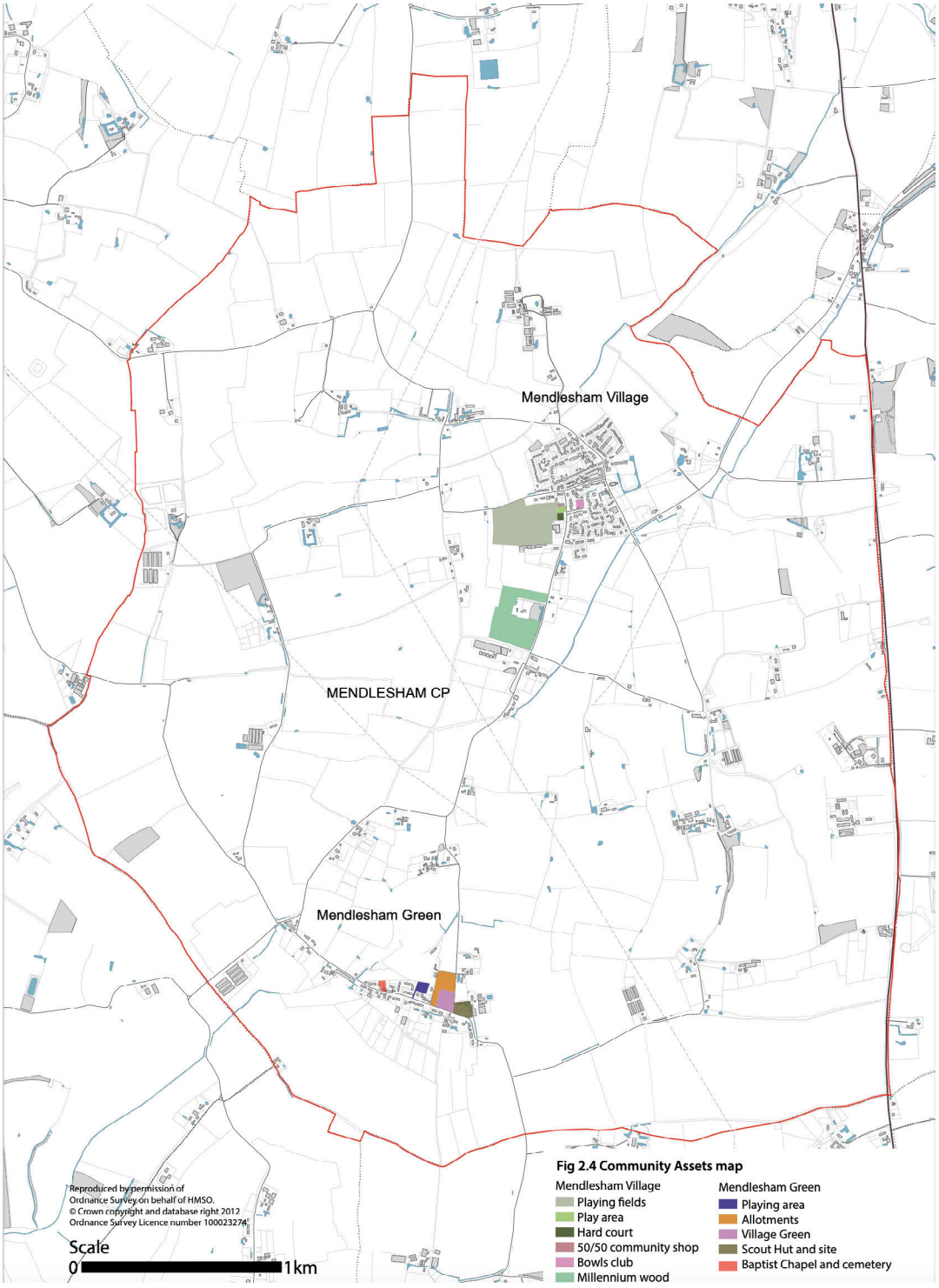


Figure 2.4 - Parish Community Assets Map

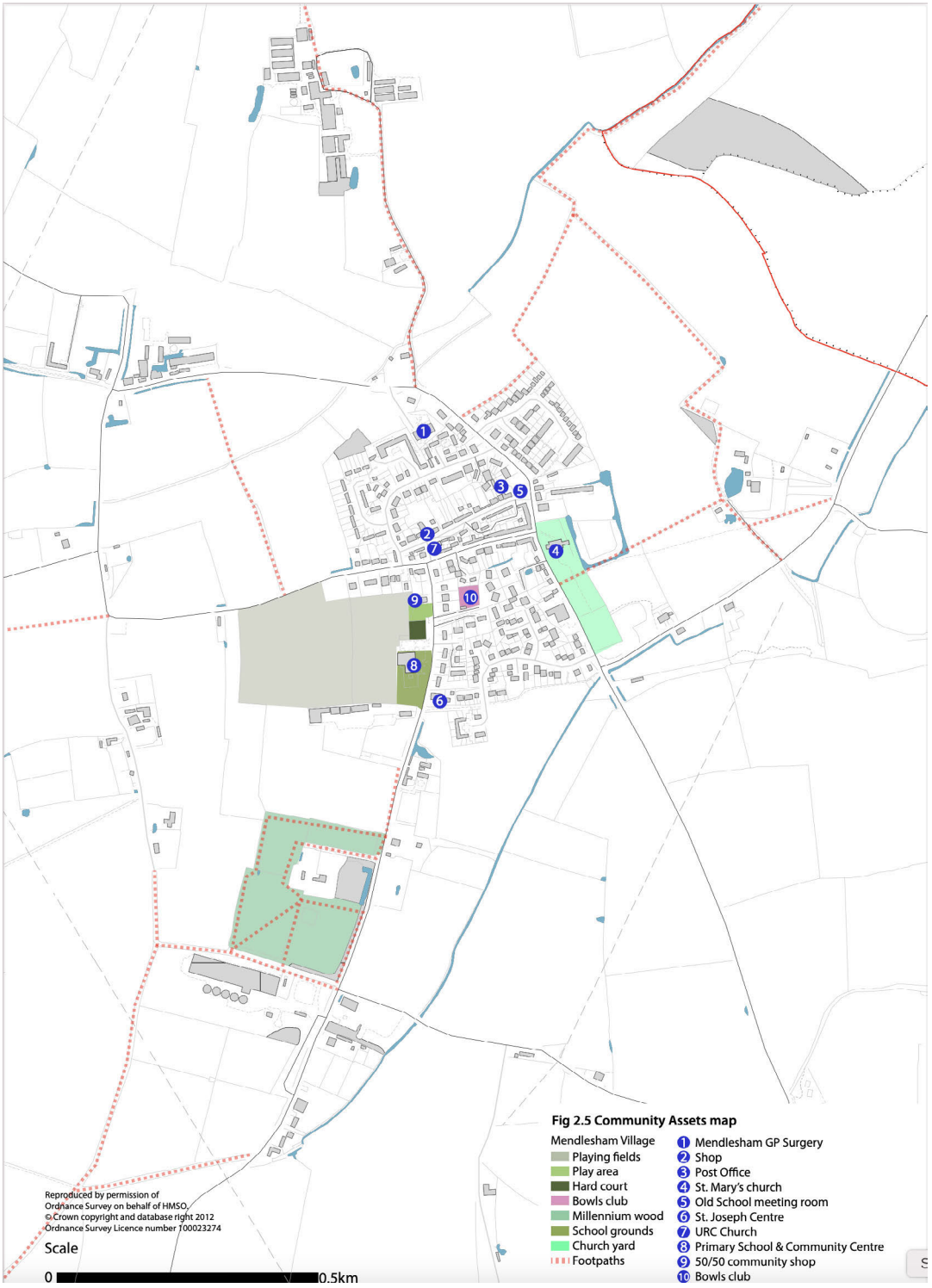


Figure 2.5 - Mendlesham Village Community Assets Map

Challenges

2.13. The main challenge facing the parish is future development and there are two areas that need to be carefully considered, firstly Mendlesham village and, secondly, the outlying settlements of Mendlesham Green, Tan Office and other small collections of dwellings.

2.14. Challenges - Mendlesham village;

- Over the past four decades, Mendlesham village has expanded into the surrounding agricultural land to meet its requirements for growth.
- Figure 2.6 shows where and when significant growth occurred in and around Mendlesham village.
- Mendlesham village represents the most sustainable location for new development in the parish given the location of key services within it.
- The challenge is providing guidance through policy to ensure the right type, density, location and size of development for the village is delivered.
- Three significant stages of growth are recorded, each one spread over a number of years.
    - the area around Ducksen Road had 51 properties built between 1950 and 1970,
    - the area around Mayfield Way had 44 properties built between 1965 and 1975,
    - the area around Glebe Way had 65 properties built between 1983 and 2000,
    - In 2017 work began to develop 56 properties on the old railway station goods yard (previously referred to as the G&R site and now known as Station Fields).
- The above figures are an excellent guide to the rate of increase in property numbers that have been experienced and successfully dealt with in the growth of the village.

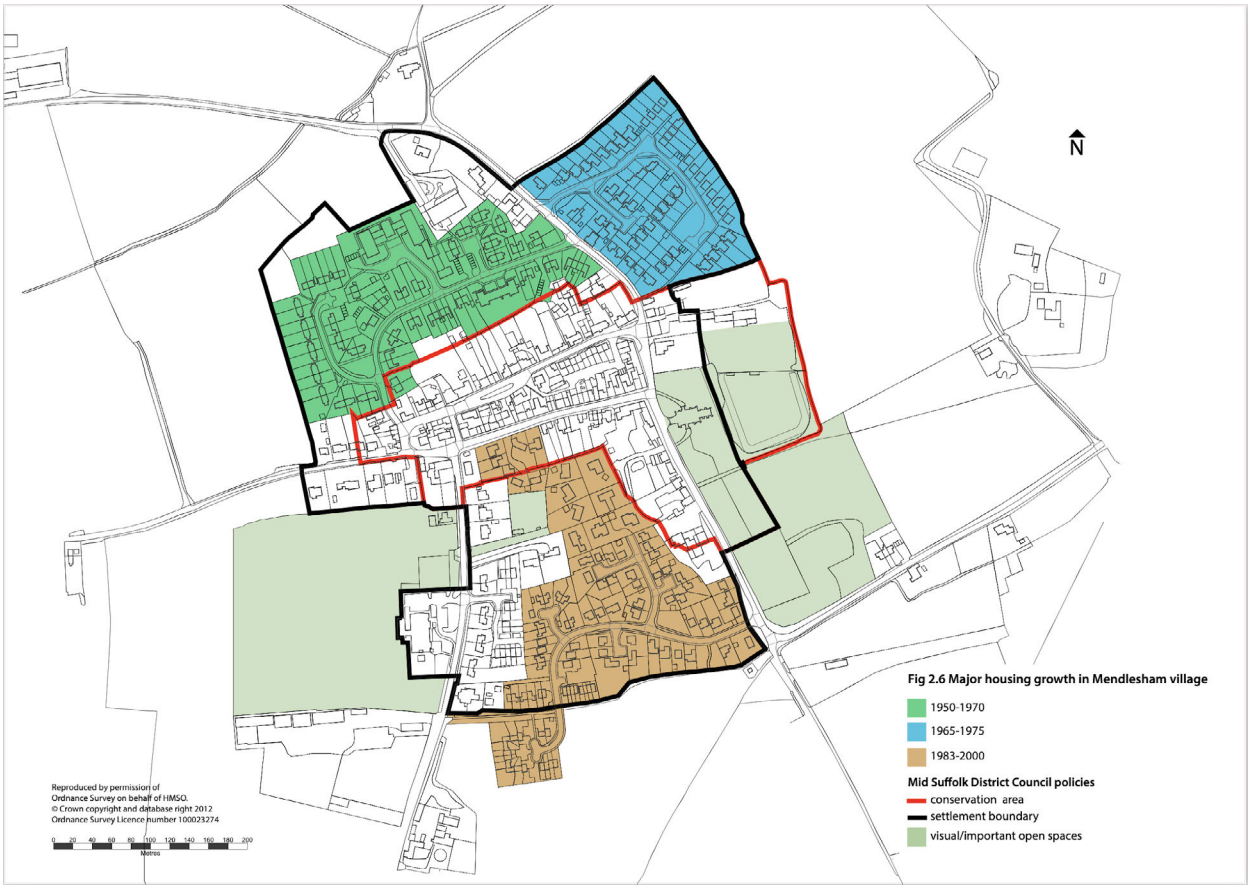


Figure 2.6 - Major Housing Growth in Mendlesham Village

2.15 Challenges - Mendlesham Green, Tan Office and other settlements;

- In the vast majority of cases, any new development in these areas has been small, with residential infill and conversions being typically the main development type.
- Only Mendlesham Green is specifically identified in the Draft Joint Local Plan (as a Hamlet village) The other settlements are not specifically identified and as such development opportunities are scarce and likely limited to just a few dwellings.
- The challenge is to encourage the right type of development alongside opportunities for sustainable rural businesses which are sympathetic to, and relate to, the rural context of the parish.

Strengths, Weaknesses, Opportunities and Threats

2.16. Our surveys and discussions with local residents and meetings with Mid Suffolk District Council have identified the following strengths. opportunities, weaknesses and threats to the parish.

Strengths of the Parish	Opportunities for the Parish
Mendlesham village is designated as a Core Village Centre by Mid Suffolk District Council and is the local services centre for the surrounding area. Mendlesham village has a range of key services including a GP surgery and health centre, a growing primary school, shop, public house and post office. There are daily bus services (not Sundays) to Ipswich, Stowmarket, Diss and the surrounding villages. There is a strong community spirit with local groups and clubs. Mendlesham is a rural parish which has been largely unspoilt by inappropriate development. Mendlesham village has an attractive village centre with its historical church (St. Mary's) and conservation area. There is a good green infrastructure of footpaths, community wood and playing fields. Mendlesham is a connected parish; Norwich via the A140, Ipswich, Bury St Edmunds and Cambridge via the A14; London via Stowmarket railway station. Norwich, Southend and Stansted airports are all within easy reach. A diverse range of local businesses and employers are based within the parish (Supporting Document SD08 refers). Mendlesham Airfield (directly adjacent to the parish) has been identified as a growth area for B8 use. There is strong support for the production of Mendlesham's Neighbourhood Plan at both a Parish, and District Council level. Mendlesham has been a leader within MSDC in doing this work and MSDC has provided good support and guidance to assist it.	There are expansion opportunities for the existing health centre, transport connections, retail and businesses which serve not only the parish but the surrounding communities. There is a good mix of retail and other businesses which serve not only the parish but the surrounding communities, The village school (Mendlesham Primary School) has recently increased capacity to accommodate the expanded primary school age population of Mendlesham. The ability of the existing health centre to expand and take more patients. Mendlesham's Core Village status and the associated planning policy hierarchy in favour of limited development (retail, employment and housing allocations). There are good existing community open spaces, leisure facilities and social provision for the community. The Localism Act 2011 - e.g. ability to register the currently unused public buildings as Community Assets. 25% funding from the Community Infrastructure Levy (CIL). Redevelopment of redundant farms, businesses and agricultural buildings.

Weaknesses within the Parish	Threats to the Parish
There is a lack of diversity in the mix of existing housing stock for families and older people (Supporting Document SD01, page 29 refers). Some residents have a negative local perception of new development (Supporting Document SD05, pages 4 and 5 and Supporting Document SD06 page 2 refer). The Community centre facility (shared with Mendlesham Primary School) is in need of modernisation and investment. There is pressure on the local transport network through the village caused by HGV's, coaches and lack of parking. The lack of superfast broadband across the whole parish may deter potential businesses from relocating to the parish (Supporting Document SD13 refers). There may be insufficient places in Mendlesham Primary School to accommodate more families with children of school age. It is recognised that Mendlesham village needs to grow to both meet the demand for new housing in the parish and support and sustain the existing services and community facilities in the parish. Under the current local plan policies, Mendlesham village has reached its capacity for new growth having only small infill sites remaining within the existing settlement boundary. The key challenge for Mendlesham is to provide a framework of policies that provide guidance to steer the future growth of the parish; meeting the requirements of residents, businesses and services.	Non-phased, large scale development that is not well designed or appropriate to the context of the village may remove the rural village image and risk changing Mendlesham into a town. Such development may also place undue strain on local services, in particular health and education. Greenfield and brownfield land development pressure by landowners in prematurity of completed Neighbourhood Plan. Development growth achieved prior to the completion of the Neighbourhood Plan. Planning application pressure for sites outside Mendlesham village boundary not ideal for residential growth (unsustainable locations). Lack of appropriate housing for single people, growing families and older people. Viability for the development of smaller sites. Loss of local facilities affecting the Core Village status of the village. Increasing traffic levels affecting the residential amenity in and around the Conservation area. Non-adoption of the Neighbourhood Plan.

Capacity of local services

2.17. As Mendlesham grows it is important that our local services and in particular the Health Centre and Mendlesham Primary School are able to keep pace with the increase in numbers arising from new developments.

2.18. Service capacity is not something that is in the control of the Parish Council however it is important that this capacity is monitored to ensure that such local services are not significantly degraded or unable to deliver to the local community. The Parish Council fully supports Ipswich & East Suffolk CCG in ensuring suitable and sustainable provision of Primary Healthcare services for the residents of Mendlesham.

2.19. Mendlesham Health Centre has said that 100 new homes could lead to 400 new patients registering at the Centre, which it could cope with. However the Centre covers not just Mendlesham but also a number of its surrounding parishes and new development in those surrounding parishes also needs to be considered. The Centre has plans to increase the number of treatment rooms within the next year or so.

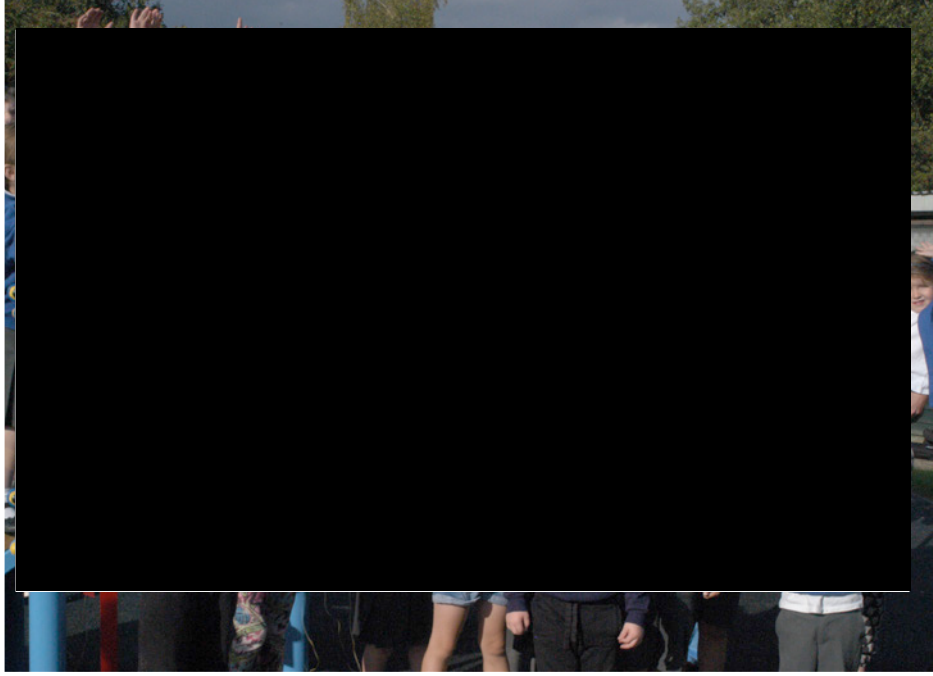
2.20. Mendlesham Primary School has just opened an additional classroom to cope with the growth caused by the countywide move from a 3 tier to a 2 tier system of schooling. At September 2015 the school was almost at capacity; As at April 2016 only a very limited number of places were available. In

2019 the school opened a 5th classroom to cope with the increase in the village population. Capacity for additional pupils varies by year group. As at September 2022 there are limited places available.

2.21. The John Milton Academy Trust, of which the school is a founding member, also opened a Specialist Educational Needs unit attached to the school in 2021. Applications for these places is through the “EHCP process"

2.22. In the long term school numbers in the countryside areas (such as Mendlesham) are predicted to fall slightly, however the big factor affecting school capacity is the speed and size of local developments. Mendlesham has an expected growth of 161 new dwellings over the period 2018 - 2037 and this is almost certain to lead to a steady growth in the local school population. The growth in new dwellings in surrounding parishes also needs to be factored in as some of that growth will also have an impact on Mendlesham Primary School numbers.

2.23. We would also expect any major development application to show consideration to the effects of the application on local health and education services and propose ways to mitigate those effects.



26A

3. Housing

Our housing requirements

3.1. The housing requirements for the Parish of Mendlesham are no different from the vast majority of rural settlements which struggle to balance the housing needs for a range of population groups who have a wide range of varying needs.

3.2. At 17.2% the number of people over 65 (240) is slightly higher than the national average of 16.3%. As is the number of single pensioner households (80) 13.2% which is slightly higher than the national average of 12.4%. [Source: ACRE Rural evidence project, November 2013].

3.3. The results from the parish Household questionnaire (February 2014) set out the likely demand as follows. 62 responses said that they may want to move in the next 5 years, of these;

- 19 would require a house
- 11 would require a flat/maisonette
- 9 would require a bungalow
- 20 said it's too early to say
- 3 specified another option (Chalet bungalow, sheltered housing and an annex).

3.4. Of the 62 responses 26 wanted to move within Mendlesham and 22 said it was too early to make a decision.

3.5. Additionally the 62 respondents identified the likely number of bedrooms required;

- 7 would require a 1 bedroom property
- 16 would require a 2 bedroom property
- 12 would require a 3 bedroom property
- 1 would require a 4 bedroom property
- 26 said it was too early to say

3.6. The figures for social rented accommodation (86, 14,3%) housing in the parish and private rented accommodation (56, 9.3%) are both lower than the national averages of 17.7% and 15.4% respectively.

3.7. In late 2017 the Parish Council updated its information base by commissioning a survey of the local need for affordable housing. The survey was carried out by Community Action Suffolk and its Executive Summary & Key Findings report is attached as Supporting Document SD02. The key finding was that 22 households identified a need for 33 family members (people with a family connection) wishing to live in or return to Mendlesham.

Types of housing

3.8. Currently young people and growing families have problems locating suitable properties within the Parish of Mendlesham. The 2011 census shows that a high proportion (46.1%) of properties are detached (over double the national average). [Page 29 of the supporting document SD01 "Mendlesham Parish Profile" refers.] Smaller, terraced, properties account for only 16.7% of

housing stock. Positive steps need to be taken to introduce more property for individuals and small families.

3.9. The types of tenure required by local people responding to the parish questionnaire included:

- 17 people wanted an affordable/rented property
- 3 people wanted a shared ownership (part rent / part buy) property
- 15 people wanted an open market purchase property
- 4 people wanted a private rented property
- 22 people said it was too early to say
- 1 person specified another option (self build).

3.10. In the parish Household questionnaire (Q.42, February 2014) 38 respondents (13.24%) cited the need for affordable housing in the parish.

Housing Objectives

3.11. Proposals for new housing in Mendlesham must ensure that the new homes are well integrated with the existing built village settlement. This integration could be achieved by a number of means including:

- good connections – short and direct routes for pedestrians and cyclists connecting to the village and the existing network of connections,
- good quality design that responds to the character of Mendlesham,
- provision of new facilities that can be shared with adjacent areas – e.g. open space – so connecting new and old together,
- provision of a good mix of housing types.

3.12. We want to;

- ensure that the mix of housing meets the balance of housing required by the parish,
- ensure that any new development is integrated into the Mendlesham village,
- spread new development across several small development sites and not have just one large estate,
- provide a range of different housing types across all tenures,
- provide a mix of dwelling types and sizes that responds to the local context. Schemes of uniform type and size will not be acceptable.

Supporting Documents SD01 (Mendlesham Parish Profile, page 29), SD02 (Mendlesham Housing Survey [2018]) and SD03 (Mendlesham Issues, Objectives and Evidence) provide evidence of need.

Quantifying growth

3.13. It should be noted that the current consultation on the Draft Joint Local Plan changes the classification of Mendlesham village to a Core Village (previously designated as a Key Service Centre).

3.14. Alongside the change of designation comes an increased level of expectation for future dwelling numbers.

3.15. Residents have concerns about how many homes may be built in a defined period as there is concern that growth may not be controlled and local services may struggle to deal with the surge in population.

3.16. Mendlesham village is one of 13 Core Villages within Mid Suffolk. As at 1 April 2018 Mendlesham Parish had 644 dwellings. Some new developments are in

the pipeline and as at November 2019, 56 dwellings were completed at the G&R Warehouse site, Old Station Road [now known as Station Fields].

3.17. Currently within the Draft Joint Local Plan Mid Suffolk District Council has set a growth estimate for the 13 Core Villages to deliver a combined increase of 2,699 dwellings over a 19 year period starting 1 April 2018 . Mendlesham has been given an individual (now indicative) target of a minimum of 161 new dwellings for the period 2018 - 2037.

3.18. One of the major concerns with any increase is the capacity of existing local services, particularly the local health centre and Mendlesham Primary School, and local highways to be able to meet the increased demand. [Ref. Section 2, Capacity of local services.]

3.19. Growth in Mendlesham village over the last 65 years has been steady and, largely, took place in 3 distinct phases across three sites (Ducksen Road, Glebe Way and Mayfield Way). (Figure 2.6 refers.)

- 1950 - 1970: 51 new properties
- 1965 - 1975: 44 new properties
- 1983 - 2000: 65 new properties

3.20. These were all (apart from one small affordable housing development) built within the existing settlement boundary; small, insignificant amounts of growth also took place across the wider parish. These figures show a growth over that 65 year period of just under 64%, approximately 1% per annum.

3.21. Residents expressed a clear preference for the development of a number of small sites around Mendlesham village rather than having just one large estate (Supporting Document SD05, Q's 14 and 16 and also Supporting Document SD09 refers). Residents preference is for sites of circa 10-20 dwellings; however it is difficult, albeit impossible, to put a preferred maximum number of dwellings in any one development. Each proposal will need to be judged upon its merits identifying clearly what benefits it will bring to the village.

Location of growth

3.22. The growth of the parish has seen almost all new development clustering around Mendlesham village (the Core Village).

3.23. The key growth vision for the Parish of Mendlesham is to ensure that Mendlesham village retains its status as a Core Village and also its character as a compact rural village. This leads to a preference that new housing will be mostly clustered around the existing settlement boundary of Mendlesham village. We want residents in the new homes to feel integrated with the existing community and enjoy easy access to the major facilities in the village. Dispersing new housing development across a range of sites, or carefully phasing developments on larger sites, directly adjacent to Mendlesham village will help ensure that these sites are of a size that avoids dominating the local area.

3.24. Following consultations by Mid Suffolk District Council on its latest SHELAA (Strategic Housing and Economic Land Availability Assessments) in 2017 and 2019, eight potential future development sites were identified from the SHELAA and five by Mendlesham Parish Council.

3.25. Mendlesham Parish Council consulted with its residents in October 2017 (Supporting Document SD23, “Local residents consultation - October 2017” refers) regarding the Draft Joint Local Plan and one site (Site 2/13, adjacent to Old Station Road) was clearly identified as the preferred site (see Figure 2.2) for further future development. This site offers the opportunity to remove some of the traffic flow that passes through the centre of the village and its conservation area.

3.26. Further discussions with Mid Suffolk District Council took place and it was agreed to commission an external, professional review, of all potential development sites around the parish. AECOM was appointed to carry out this work (funded by a grant from Locality) and its Site Assessment Final Report (March 2019) is attached as Supporting Document SD24.

3.27. Of the 13 potential sites, six were identified as not acceptable and two were not assessed as they were already under development. Of the remainder, two sites (Land South of Glebe Way and Land North East of Chapel Road) were identified (numbers 2/13 and 3) as acceptable but both have issues with flooding. (Note: Site 2/13 is shown on Figure 2.2).

3.28. It should be noted that a development site adjacent to Chapel Road (for 20 dwellings) was originally rejected within this Neighbourhood Plan. However following an appeal (October 2020) it was granted outline planning permission and is now included in our Capacity Assessment Table as a Commitment.

Heritage assessment of potential growth sites

3.29. Each of the potential growth sites within the parish were examined to determine whether they would have a significant effect on local heritage assets. The “Heritage Assessment of Potential Growth Sites” report refers (Supporting Document SD30).

Flood risk assessment

3.30. The flooding issues raised by AECOM in its report led to the Parish Council commissioning a further report to identify the risks involved with potential local flooding and how these risks might be mitigated. The report was commissioned from JBA Consulting and is attached as Supporting Document SD27 (Strategic Flood Risk Assessment report).

3.31. The conclusions of the JBA Consulting report is that two sites (numbers 2 and 13) would be suitable for future development. The identified flooding issues can be mitigated. The presence of Elms Farm also requires measures to be provided to protect it from adjacent development.

Habitat screening

3.32. In accordance with the “Conservation of Habitats and Species Regulations 2017 (as amended) a “Habitats Regulations Screening Determination" report (Supporting Document SD28) is provided. Natural England was also consulted and its response is contained within Supporting Document SD28.

Traffic movements

3.33. Over the past few years there has been increasing concern over the volume of traffic using the local narrow country roads and also that passing through Mendlesham village. With the continued level of development locally it was agreed to undertake a traffic movements census in early 2019.

3.34. The census was carried out to identify traffic volumes and the local routes that were most used. A locality grant enabled the Parish Council to purchase specialist equipment to identify the number of vehicles passing specific points within the parish. Additionally data was acquired from Suffolk County Council Highways Department which had also carried out some traffic measurements in the local area. The “Traffic Analysis report” is attached as Supporting Document SD25.

3.35. The major findings in the report were that

- There are over a thousand vehicle movements every weekday which mostly involve travel in and around Mendlesham village.
- The two busiest sites are those that form the heart of the Mendlesham Conservation Area (Front Street and Old Market Street).
- Traffic movements are almost constant with only a short break in the middle of the night.
- It seems highly unlikely that anything could be done within the conservation area to improve existing vehicle movements.
- New developments (including those from neighbouring parishes) will lead to increased traffic movements.

3.36. The data from this report shows that the large majority of traffic is routed through Mendlesham village and through the conservation area. The ideal solution to this problem is to provide a link to the South of the village between Old Station Road and Church Road. This could be accommodated within the land identified for possible future development to the South of Glebe Way (sites 2 and 13).

3.37. This solution would also mean that the large majority of traffic emanating from the new site would have no need to travel through the heart of Mendlesham village to reach the A140 and the A14 (including journeys to Stowupland and Stowmarket).

Windfall development

3.38. Every year there are instances of isolated unplanned development around the Parish. A report was produced to identify the history of these unplanned developments by year over the past 10 years. That report is attached as Supporting Document SD29, Windfall Development. The report shows that over the past 8 years, since 2011, 23 unplanned new developments were completed (an average of 2.8 per year). Accordingly we have factored in a figure of 2 dwellings per year for our calculations on new developments over the years 2018 to 2037 (19 years; 38 new dwellings.)

Phasing of development

3.39. There is concern that the speed of growth may overwhelm local services and not give them sufficient time to adjust to the increased levels of use. The current planned development period is for years 2018 to 2037 and the Parish Council and local residents want a steady introduction of new dwellings across that period. Accordingly two time periods have been identified.

3.40. The first phase of development takes in three of the identified sites and the second phase identifies a further three. It should be noted that site 11 is two separate parcels of land in differing ownership but being developed jointly. These sites are as follows [see maps, Figures 2,2 and 2.3];

Phase 1 - 2018 - 2022

- Land to the West of Old Station Road, formerly known as the G.R. Warehousing site (now completed and known as Station Fields). 56 dwellings of which 6 are affordable.
  [See map Figure 2.2.]
- Land to the North West of Mason Court, known as Old Engine Meadow. 18 dwellings.
  [See map Figure 2.2 - Site 11.]
- Land to the West of Mason Court and adjacent to Horsefair Close. 10 dwellings (all to be affordable)
  [See map Figure 2.2 - Site 11.]

Phase 2 - 2022 - 2036

- Land to the South of the Ropers Farm estate, South of Glebe Way. [SHELAA reference SS0065]. Up to 75 dwellings.
  [See map, Figure 2.2 - Site 2/13]]
- Land to the East of the Mendlesham Road at Mendlesham Green. Up to 10 affordable or rented dwellings.
  [Previously known as Site 12. Now to be explored as a rural exception site by the Parish Council

3.41. All of these developments will contribute to steady growth within the parish of Mendlesham over the next 19 years. To this program needs to be added the effects of windfall development that maintains a steady average of around 2 dwellings per annum.

3.42. The assessment of the suitability of each of these sites is shown in Supporting Document SD24, “AECOM Site Assessment report”.

Sustainable development

3.43. Where proposals come forward for development that is not directly adjacent to Mendlesham village they will need to demonstrate clearly that they can be considered as sustainable development.

3.44. Sustainable development for Mendlesham involves;

- having regard to the relevant sections of National Planning Policy Framework (2021) - identifying land for homes,
- new dwellings designed to be appropriate and sympathetic to the area they are to be part of,
- new dwellings with good access and parking facilities,
- carefully siting new dwellings to provide their residents with easy access to local public transport facilities,
- new dwellings to have a minimal environmental impact in terms of resources usage, particularly renewable energy and water

- good use will be made of planting to soften the edges of developments and blend them into the local area,
- easy access to local services (particularly health and education), preferably that can be accessed on foot.

3.45. Any new site should identify any flooding risks associated with the site and provide detailed arrangements for dealing with them.

3.46. The effects of additional traffic from any proposed new site will be taken into account. Residents and the Parish Council do not want any significant increase to the level of traffic movements through the centre of Mendlesham Village and its Conservation area.

3.47. As a rural location access to work and required services often involves significant journeys and inefficient transport usage. We want to minimise our use of resources and where possible use resources that are replaceable and not degradable.

Development outside the settlement boundary

3.48. Within the existing settlement boundary of Mendlesham village there is not enough land available to meet our current growth target of at least 161 dwellings over the next 19 years (until 2037). In order to meet this target the village will need to grow outside the settlement boundary. '[NOTE: All settlement boundaries will be reviewed by the MSDC when work begins on Part 2 of the emerging Joint Local Plan].'

3.49. Within the Draft Joint Local Plan Mendlesham Green is defined as a Hamlet with a settlement boundary and will be expected to support some minimal development.

3.50. The draft Joint Local Plan (Nov. 2020) also directed new development to the Ipswich Fringe, Market Towns and Core Villages, and to a more limited extent Hinterland Villages and Hamlets. Any other development, in the countryside and countryside settlements will be treated as windfall.

Managing growth

3.51. A managed approach to new development in and around the village will be crucial to meet the local demand for new homes while controlling the growth rate to a sustainable level and ensuring that local key services (health and education) are able to provide the capacity for increased demand.

3.52. We need to ensure that the parish grows at a rate that is;

- proportionate in scale, providing a suitable mix of housing for the needs of the parish,
- sustainable both in itself and in terms of its impact on the parish as a whole,
- supportable in that any growth does not put undue strain on the key services (particularly health, education and local transport links) that are delivered within the Mendlesham area,
- deliverable in terms of viability, size and speed of construction rate as required for the parish.

3.53. Over the next 19 years we want to see a steady increase (in line with our growth target minimum contained in Policy MP1) in the number of new homes in and around Mendlesham village.

Affordable housing

3.54. In late 2017 the Parish Council commissioned a survey of the local need for affordable housing. The survey was carried out by Community Action Suffolk and its Executive Summary & Key Findings report is attached as Supporting Document SD02. The key finding was that 22 households identified a need for 33 family members (people with a family connection) wishing to live in or return to Mendlesham.

3.55. Mendlesham's stock of affordable housing has reduced considerably in recent years but this has not been matched by a reduction in demand. Over the past 30 years or so Mendlesham village has seen its availability of affordable housing reduced from 131 units to 86, a reduction of over 34%.

3.56. MSDC guidance on affordable housing is currently contained within its policy document "Alteration to the Mid Suffolk Local Plan - Policies for affordable housing".

Overall capacity assessment

3.57. The Mid Suffolk District Council assessment of the number of new properties (161) to be built within Mendlesham is identified in the Mid Suffolk SHELAA report available at pages 203 to 206. https://www.midsuffolk.gov.uk/assets/Strategic-Planning/Current-Evidence-Base/SHELAA2020/BMSDC-Joint-SHELAA-Report-Oct-2020.pdf

3.58. The number of new dwellings estimated for delivery up 2037 is shown in the following table. Growth is measured from a base of 644 homes as at 1 April 2018.

Planning reference	Site address	No. of dwellings
OUTSTANDING COMMITMENTS	**At 1 April 2018**	
M/4242/16/OUT	Old Engine Meadow, NW of Mason Court	28
M/058/11/FUL	Land at The Cedars, Mendlesham Green	1
M/4305/11/FUL	Land adjacent Acorns, Wash Lane	1
M/1220/13/FUL	Cherrygate Farm, Norwich Road	0
M/3184/11/FUL	Barn at Oak Farm, Oak Farm Lane	2
M/1149/16/FUL	Land at Poplar Cottage, Oak Farm Lane	0
M/0509/16/PRN	Tollgate Farm Barn, Norwich Road	1
M/2211/16/REM	GR Warehousing site, Old Station Road	43
M/4670/16/OUT	Land adjacent to Willow House, Mill Road	3
M/0712/17/OUT	Land adjacent Jasmine Cottage, Hobbies Lane	1
DC/17/02241/PRN	Elms Farm, Old Station Road	1
DC/17/03572/FUL	Latin Hall, Brockford Road	2
M/0366/17/OUT	Land adjacent to 17 Brockford Road	2
DC/17/06103/FUL	Champaignes Toft, Hoggars Road	1
EXISTING COMMITMENTS		
DC/18/03147/OUT	Land South of Glebe Way	28
DC/19/05915/OUT	Land North East of Chapel Road	20
SITE ALLOCATIONS		
	Land South of Glebe Way (the remainder of the site)	47
WINDFALL	2018 - 2037	
	Windfall developments (Estimate @ 2 p.a.)	38
EXCEPTION SITES		
	Mendlesham Green	10
	GRAND TOTAL	229

Policy - MP1 [Housing]

This Plan provides for a minimum total of 161 new homes over the plan period 2018-2037.

Any significant increase to this figure will need to demonstrate clearly that the existing local services and infrastructure will be able to cope or, if not, then appropriate measures will be provided as part of the development proposals.

The identified growth will be met through:

- *the implementation of planning permissions not completed at 1 April 2018;*
- *the site allocations made in this plan; and*
- *small 'windfall sites' or infill plots within the identified settlement boundaries at Mendlesham Village and Mendlesham Green that come forward during the plan but which are not identified here.*

The settlement boundaries for Mendlesham Village and Mendlesham Green are identified on the Proposal Maps (Figures 2.2 and 2.3).

Proposals for development located outside of the identified settlement boundaries will only be permitted where they are in accordance with National and District level policies (including relevant policies in this plan).

Across all development proposals, support will be given for the delivery of 2 and 3 bedroomed houses that can be adapted to meet the needs of an ageing population without excluding the needs of younger buyers and families.

Residents have a preference for incremental growth of small developments of 20 dwellings or less unless it can be demonstrated that a greater number will deliver a significant and demonstrable benefit.

Any proposal(s) for new development at or adjoining a gateway access to the village should allow for buildings to be set back from the highway and provide a suitable native hedging and planting scheme on all visible edges to blend the development into the adjoining countryside.

All new developments should include tree-lined streets unless in specific cases there are clear justifiable and compelling reasons why this would be inappropriate.

Site allocations

1. *Land North West of Mason Court, (known as Old Engine Meadow): minimum 18 dwellings. [Part of Site 11 identified on the Proposal Map (Figure 2.2]*

    - *This site will be supported for housing development provided it is combined with the site allocation below (Land to the West of Mason Court*
    - *As an edge of village settlement and gateway site from Cotton Road, this development will require appropriate landscaping and screening along its boundaries.*
    - *Existing mature trees and hedging along the western, northern and eastern boundaries should be retained and enhanced to protect the rural approach and view to the village from Chapel Road.*
    - *Vehicle access to this site from Ducksen Road will not be allowed because of insufficient space and pedestrian risk.*
    - *The provision of a pathway and cycle track via Ducksen Road will be supported.*
    - *The recommendations set out in the SFRA Part 2 should be factored into any forthcoming reserved matters application.*
2. *Land to the West of Mason Court and adjacent to Horsefair Close. Minimum 10 dwellings (all to be affordable). [Part of Site 11 identified on the Proposals Map (Figure 2.2)]*
    - *This site will be supported for development provided it is combined with the site allocation on Land North West of Mason Court (known as Old Engine Meadow).*
    - *The existing mature trees and hedging along the western boundary, should be protected and enhanced.*
    - *The recommendations of the SFRA Part 2 should be factored into any forthcoming reserved matters application.*
3. *Land South of Glebe Way (and South of the Ropers Farm Estate). Approximately 75 dwellings (including an agreed percentage of affordable housing). [Site 2/13 identified on the Proposals Map (Figure 2.2)*

    NOTE: This whole site is the only one possessing the unique ability to protect the historic heart of Mendlesham Village by diverting a significant amount of existing and future local traffic away from the Conservation Area.

    - *A Heritage Impact Assessment should be provided.*
    - *Sufficient green space and screening will be provided to protect and enhance the setting of Elms Farm (Grade II*) to the west of the site.*
    - *The River Dove along the East of the site is in Flood Zone 3. To enhance and protect the rural environment and view from Oak*

Farm Lane it will be provided with a protective buffer zone, appropriately planted with native species along the whole stretch of the river on site.

- *Landscaping will be installed on the eastern edge of the site to ensure that it blends in with the surrounding landscape.*
- *The existing rural footpath along the north of the site will be retained and a wide buffer zone will be maintained to protect the rural amenity of the residents of Glebe Way.*
- *The affordable housing should be distributed around the sites so that it is not concentrated in one block.*
- *The development should include a link road between Old Station Road and Church Road (via Glebe Way.)*
- *The recommendation set out in the SFRA Part2 should be factored into any forthcoming reserved matters application.*
- *Contributions towards education, healthcare, and additional household waste recycling provision will be sought.*

Policy - MP2 [Access to Affordable Housing]

Normally any affordable housing within the parish should be available, in the first instance, to people who can demonstrate local connections (such as family origin or current residency) in accordance with Mid Suffolk District Council's Local Connection Criteria.

All new affordable housing in Mendlesham will normally be allocated to people with a strong local connection to the parish whose needs are not met by open market housing. In this context a strong local connection means a person or persons:

- *Who has lived in the parish for two of the last three years and is currently a resident, or*
- *Who has lived in the parish for at least three years or whose parents or children are currently living in the parish and have five years continuous residence there, or*
- *Who work in the parish and need to live close to their work.*

Where such a person or persons cannot be found, affordable dwellings may be occupied by persons (and their dependants) of an adjoining parish who meet the above criteria or by nominees that are eligible for housing from the Babergh/Mid Suffolk area.

Policy - MP3 [Provision of Affordable Housing]

All major residential development shall be expected to provide affordable housing on site in accordance with District policy. The mix of affordable homes shall be determined with regard to District and Parish needs and be provided in small groups or clusters distributed throughout the site.

In exceptional circumstances where it can be demonstrated that the level of affordable housing sought would make a development unviable in light of changing market conditions, individual site circumstances and development costs, a revised mix of affordable house types and tenures and a lower level of affordable housing provision may be sought. The off-site provision of affordable dwellings will only be permitted where the provision of additional affordable dwellings, or the improvement or a better use of existing housing stock would contribute to the creation of a mixed and balanced community.

If it is conclusively demonstrated that it is not possible or appropriate to build affordable homes onsite or offsite, a financial contribution will be secured through a planning obligation towards the future provision of affordable housing, which should be of 'broadly equivalent value' to that which would have been provided onsite.

MENDLESHAM

4. Business - the rural economy

Mendlesham businesses

4.1. As a small village in rural Suffolk, Mendlesham can be considered typical of many such communities in England. To the outside observer or dormitory worker commuting on a daily basis to London, Ipswich, Bury St Edmunds, Norwich and all locations between, it would appear that Mendlesham Village consists of a convenience store (including a Post Office), a fish and chip shop, a hairdressers, a pub and surrounding housing. Its main community facilities consist of a beautiful Grade 1 listed church, health centre, school and community centre. All indicating the perfect location for a commuter or retiree looking for a place to locate in rural Suffolk.

4.2. The Mendlesham Domesday Survey (Supporting Document SD14) produced in 1986 paints a more vibrant picture of two pubs and six shops and even a coach station in the centre of the village. However, employment was stated as “Employment within the village is very small. The number of full-time farm workers employed is less than 10 - probably only 6. Other workers commute to Stowmarket, Ipswich, Bury St.Edmunds, London and to other localities.” Separately two motor mechanics, a furniture maker, two builders, two haulage contractors, a decorator, a plumber, a chimney sweep, a milkman and an author and publisher were also identified.

4.3. In 2014 we identified 75 businesses (VAT and Non VAT registered) in the parish of Mendlesham employing many more people than ever before.

4.4. The Business Survey for the Mendlesham Neighbourhood Plan (Supporting Document SD08) elicited 29 formal responses of the following classifications:

- 5, creative and cultural
- 1, entertainment,
- 1, manufacturing,
- 2, education and health,
- 2, tradesperson,
- 1, construction,
- 3, design,
- 10, farming,
- 7, retail,
- 2, transportation and storage.

4.5. 20 businesses were home based, 25 were based in the Parish of Mendlesham and 4 were based outside of the Parish of Mendlesham.

4.6. The DEFRA report “Rural Businesses (first published 29 January 2015) identified a growing country wide trend in business development. It states that “There are more businesses per head of population in predominantly rural areas than in predominantly urban areas, reflecting there being more smaller businesses in rural areas.” However, it goes on to state “Since 2008,

business start-ups per head of population have been higher in predominantly urban areas than in predominantly rural areas." and indicating that growth in 2012 was static.

4.7. In 2018/19 there were 550,000 businesses registered in rural areas, accounting for 23 per cent of all registered businesses in England. (Source: ONS Rural Business Statistics).

4.8. In 2017 there were 44 registered business start-ups per 10,000 population in *predominantly rural* areas compared with 54 per 10,000 population in *predominantly urban* areas *(excluding London)*.

4.9. Mendlesham with a population of 1,407 would expect to have in the region of 52 businesses registered for VAT with around 5+ (VAT registered) startup per year. Currently we believe that Mendlesham is below this national average of VAT registered businesses.

Premises

4.10. The changing nature of business means that over time individual businesses will need to relocate to keep pace with their growth and profitability. The history of Mendlesham has shown a conversion of business premises into homes such as A.F. Braybrooke & Son coach station being turned into Braybrook Close for homes. The Post Office, Front Street Shop, Garage and now also the Fleece Public House all turned into homes in living memory. Others, such as Cuttings Shop, on the corner of Front Street and Chapel Road, have been subject to a variety of conversions, currently it is used by a local Estate Agent.

4.11. The Maltings, Brian Palmer Haulage, and Galloways Coaches are all located in Old Station Road, giving them HGV and PSV access to the A14 and A140 without necessarily going through Mendlesham village.

4.12. All of which demonstrates that the Parish has recognised the importance of new development and changes of use whilst protecting and enhancing, where possible, the enjoyment of the area by the residents.

4.13. The responses to the Neighbourhood Plan survey (Supporting Document SD05) recognised that brownfield sites need to be repurposed as a priority, either for housing or business, in line with Government recommendations. Furthermore the survey recognised the importance of business in maintaining a vibrant village.

4.14. Currently the Parish has no incubator units for startup business, consequently many new Mendlesham businesses are likely to be started from home. It is important that, without affecting the amenity of other local residents, home businesses are encouraged possibly even with mixed housing developments thus bringing new business into the community and encouraging long term sustainability.

4.15. Mendlesham has benefitted from the introduction of high Speed Broadband between 2015 and 2017. All new dwellings are able to be connected to this service.

4.16. Growth of small businesses in and around Mendlesham will provide new local employment opportunities and reduce the need for distance commuting. We want to support a flexible environment where businesses may start and grow. We are not looking for large commercial developments as they would not fit in with the rural environment but we will support people to develop small businesses that will form part of the growth of the parish and maintain its sustainability.

Policy - MP4 [Business]

Proposals to develop small business hubs within the parish will be supported where they do not compromise the rural setting or adversely affect neighbour amenity.

Change of use from residential to business will be supported for suitable developments within the wider parish where they provide additional work opportunities and do not compromise the rural setting or adversely affect neighbour amenity.

5. Design

The character of Mendlesham Village

5.1. Mendlesham village has developed periodically over the past 50 years. Figure 2.6 shows where and when significant growth occurred in and around Mendlesham village.

5.2. The village core remains relatively unspoilt. The village has a wide range of house types and styles from the very old houses in Front Street and Old Market Street through to the modern estates in Glebe Way and Mayfield Way. It is its older buildings that define much of the character of this long established village and it is this character that the large majority of residents wish to preserve and be used to influence any new potential growth.

5.3. At the heart of the village is the Conservation Area, centred on Front Street, Old Market Street and Church Road; it is this area that identifies Mendlesham's character and history while providing a clear reference point for any new development to follow.

Historic environment

5.4. The residents surveys gave strong support to the importance of living within a rural and historic environment.

5.5. Mendlesham has a rich built heritage; within the Conservation Area is the Grade I listed Church of St. Mary and 22 Grade II listed buildings. Outside of the Conservation Area are the Grade II* listed Elms Farmhouse and 21 other Grade II listed buildings.

5.6. Mendlesham Conservation Area was first designated in 1972. It covers the historical core of Mendlesham Village following Market Street, Front Street, Chapel Road and Church Road, where the majority of the historic buildings are to be found, including the church. More information about the Conservation Area can be found in the "Mendlesham Conservation Area Appraisal" (Supporting Document SD22) and also the "Historic Environment report (Supporting Document SD26)".

5.7. The community considers that protecting and enhancing the character and appearance of all buildings of architectural and historic interest and their settings is paramount to preserve the character of the area.

5.8. Suffolk County Council manages the Historic Environment Record for the county. Non-designated archaeological heritage assets are managed through the National Planning Policy Framework. Suffolk County Council Archaeological Service advises that there should be early consultation of the Historic Environment Record and assessment of the archaeological potential of the area at an appropriate stage in the design of new developments, in order that the requirements of the National Planning policy Framework, and Core Strategy Objective SO 4 of Mid Suffolk District Council Core Strategy Development Plan Document (2008) are met.

5.9. Policy MP5, refers to designated heritage assets. A heritage asset is defined in the National Planning Policy Framework as a building, monument, site, place, area or landscape identified as having a degree of significance meriting

consideration in planning decisions because of its heritage interest. These include those assets identified by the local planning authority and shown on their local list.

Policy - MP5 [Historic environment]

Any designated heritage assets in the Parish and their settings, will be conserved and enhanced for their historic significance and their importance with particular regard to their local distinctiveness, character and sense of place.

A detailed proposal should be put forward for all new developments (with 10 or more dwellings) identifying any potential increases in traffic levels and what mitigating measures will be put in place to minimise any adverse effects.

Any proposal for development requiring planning permission which would generate additional traffic needing to access the Conservation Area must provide a transport assessment giving expected traffic volumes emanating from the proposed development and include any necessary mitigation measures to minimise any adverse effects.

Any new housing or business development that is within the Conservation Area or the setting of any designated heritage asset will be supported provided it does not have an adverse impact upon the significance of the heritage asset.

All new development should demonstrate a clear understanding of the rural context of Mendlesham and the importance of maintaining its village environment. Developments will provide appropriate levels of landscaping, boundary and screening planting to ensure that they blend in with the existing environment. Supporting Document SD19 ("Landscape and Visual Assessment of Mendlesham") provides examples of the important features of the village that need to be maintained.

Design principles

5.10. The Mendlesham Neighbourhood Plan is aimed at ensuring that all development is of high quality and sustainable while maintaining and enhancing the character and local distinctiveness of the parish. Any new development should be carefully considered to ensure that good place-making is at the heart of any proposals.

Site context

5.11. All new development proposals need careful consideration and have a full understanding of the relationship between the site and the surrounding context.

Infill development

5.12. Limited opportunities still exist within Mendlesham village to build on small vacant sites or infill plots which offer no community, amenity, visual or landscape value.

Materials

5.13. Typical of most Suffolk villages, Mendlesham contains a wide mix of traditional building materials from brick and render through to slate and tile roofs. It is important to protect this historical legacy, facing and roof materials should be selected from the range of regional materials characteristic of mid-Suffolk. This means using those materials present on pre-20th century buildings as seen throughout the parish.

5.14. Many of the older buildings in Mendlesham have been rendered, indicating a commonality through a more uniform finish. That said, the local red brick features in many applications from chimney stacks to brick plinths on many rendered timber-framed buildings, but also on some older timber-framed buildings. The soft 'Suffolk Red' brick also features on a number of unlisted Victorian cottages, although many have been painted over. Another local brick, the 'Suffolk White' is also present on a number of cottages, but flint only occurs on the Church, one short terrace and a few outbuildings.

5.15. The prevalent roofing material is clay plaintile or pantile, some the black glazed variety more common in the north of Suffolk. Slate can be found on some of the Victorian cottages. Modern infill buildings generally respect the local vernacular using render and red brick, again often painted over. Most of the infill has plaintile or pantile roofs, although some of the latter are concrete.

5.16. The traditional range of materials used locally includes red stock bricks, white gault bricks, smooth rendering, black or white painted horizontal weatherboarding, plain clay tiles, clay pantiles, slates and thatch.

Material use

5.17. It is appropriate to:

- have a range of locally specific facing materials on different houses in a development,
- change materials between parts of a house (apart from feature panels of a different material i.e. false half timbering or hanging tiles),
- change facing material on a house i.e. from one storey to another or to articulate part of the structure,
- pick out construction elements such as lintels or plinths in a different material,
- use materials changes and detailing to help explain the building character.

Environmental considerations

5.18. Developers are expected to show support for the moves towards a more sustainable environment with net zero emissions by 2050. Particular note should be taken of the Government's Environment Act (2021) that seeks to address environmental protection and the delivery of the Government's 25 year Environment Plan.

Policy - MP6 [Building design]

This policy aims to encourage new development to respect and fit in with the built form and character of Mendlesham. New development will be supported where:

- *All building design and materials used shall respond (and be sympathetic to) the local character of Mendlesham, creating a sense of place appropriate to its location and adjacent buildings.*
- *The selection of proposed materials should be directly influenced by the surrounding context of Mendlesham.*
- *All new development should have regard to the latest guidance on sustainable water management, including prevention of water run-off that would add to or create surface water flooding, which can be mitigated by above ground open Sustainable Drainage Systems (SuDS) and to guidance in the current Suffolk Design Guide for Residential Areas.*

Parking standards

5.19. The central core (Conservation Area) of the village is already heavily used by HGV's, coaches and local traffic, with narrow stretches of road, narrow footpaths and large sections being without safe footpath connections to the remainder of the built up area.

5.20. The way in which car parking is designed into new residential development will have a major effect on the quality of the development. The three key principles in designing parking:

- Safe and convenient for users without detracting from the character and quality of a place
- Integrated into the development through suitable design including landscaping; minimising the visual impact of cars.
- Sensitively located and sufficient to serve the local likely need.

5.21. Parking design and provision should be in accordance with the Suffolk Guidance for Parking, 2019.

Broadband provision

5.22. A high proportion of Mendlesham residents use and rely on internet connections and mobile technology. The current provision of internet services in and around the parish has greatly improved in recent years. The Better Broadband for Suffolk programme has deployed a high speed network to much of Mendlesham village and to some of the surrounding area. If the parish is to be attractive to new homeowners and businesses it is vital that a reliable high speed broadband network is in place for all residents.

Policy - MP7 [High speed broadband]

The provision of high speed broadband is seen as essential for all development proposals (dwellings and businesses) in the Parish.

All new dwellings and business buildings shall incorporate a suitable infrastructure to enable high speed broadband.

6. Green areas, open space and views

Open space in Mendlesham

6.1. Mendlesham is a rural community that places great importance on its rural situation and views. It is important that any new development is sympathetic to this type of environment and makes every effort to blend in and not be visually intrusive.

6.2. All proposed open space provided as part of new development should serve a clear purpose and be visually pleasant. The provision of arbitrary pieces of 'public open space' can result in spaces that are divorced from the main pattern of public street spaces, are neither useful nor attractive and quickly become an ongoing maintenance liability.

Protection and enhancement of open spaces with community value

6.3. Green spaces provide physical and mental health and wellbeing benefits gained from access to appropriate outdoor areas, that can encourage social cohesion by acting as a community resource, improve the quality of life for communities and provide visually attractive spaces.

Local green spaces

6.4. Mendlesham already has a wide range of community open spaces; any impact proposed development may have on these spaces will not be supported. The NPPF 2021 (section 8) allows us to designate these areas as "Local Green Space" because of their historical and recreational value.

Policy - MP8 [Green areas]

Proposals for new housing must include a suitable provision of, or contribution towards, functional green areas for local residents (including those with limited mobility) recreational purposes in accordance with the current Mid Suffolk District Council's standards for open space provision.

Such green areas must maintain the rural character of the parish and respect its linkages to the local countryside.

Development proposals will be supported where they provide a net gain in biodiversity in accordance with national policy.

Policy - MP9 [Local green spaces]

The following Local Green Spaces are designated in this Plan and are identified on the Proposals Maps (ref: Section 2 of this document, Figures 2.2 and 2.3 and also in Figures 6.1 to 6.6 and 6.8 to 6.10.

- *Playing fields at Mendlesham village,*
- *Childrens play area at Mendlesham village,*
- *Church graveyards at St. Mary's, Mendlesham,*
- *The Mendlesham Millennium Wood,*
- *Allotments at Mendlesham Green,*
- *Baptist Chapel (ex) cemetery at Mendlesham Green ,*
- *Childrens play area at Mendlesham Green,*
- *Green area at Mayfield Way,*
- *Green area at Horsefair Close,*
- *Green area at Glebe Way.*

Location

6.5. The exact location of each of the Local Green Spaces is shown in the following maps;

- Figure 6.1, Playing fields at Mendlesham Village,
- Figure 6.2, Childrens play area at Mendlesham Village,
- Figure 6.3, Church graveyards at St. Mary's, Mendlesham,
- Figure 6.4, The Mendlesham Millenium Wood,
- Figure 6.5, Allotments at Mendlesham Green,
- Figure 6.6, Baptist Chapel (ex) cemetery and Playing Field at Mendlesham Green,
- Figure 6.8, Green area at Mayfield Way,
- Figure 6.9, Green area at Horsefair Close,
- Figure 6.10, Green area at Glebe Way.

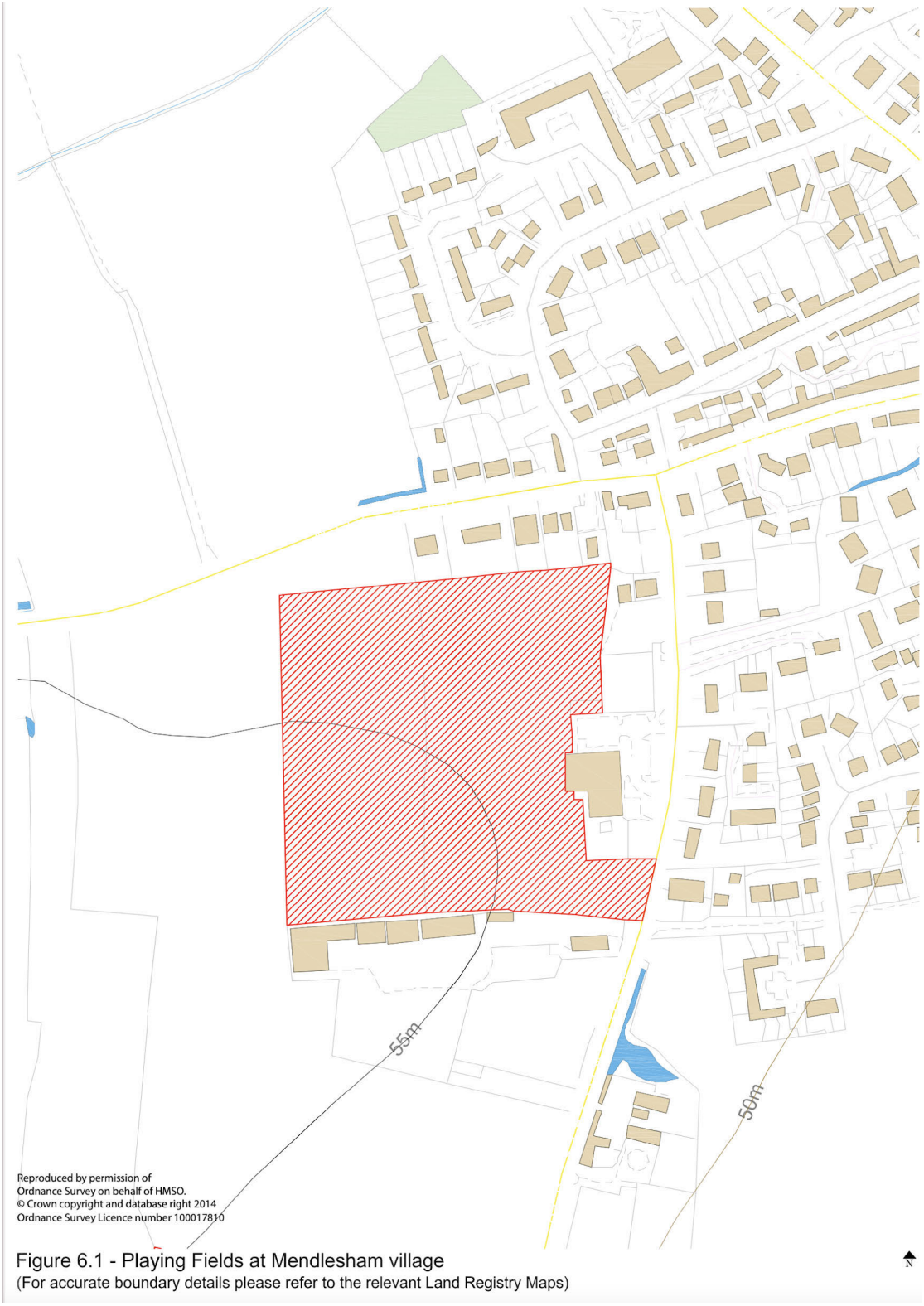


Figure 6.1 - Mendlesham Village Playing Fields

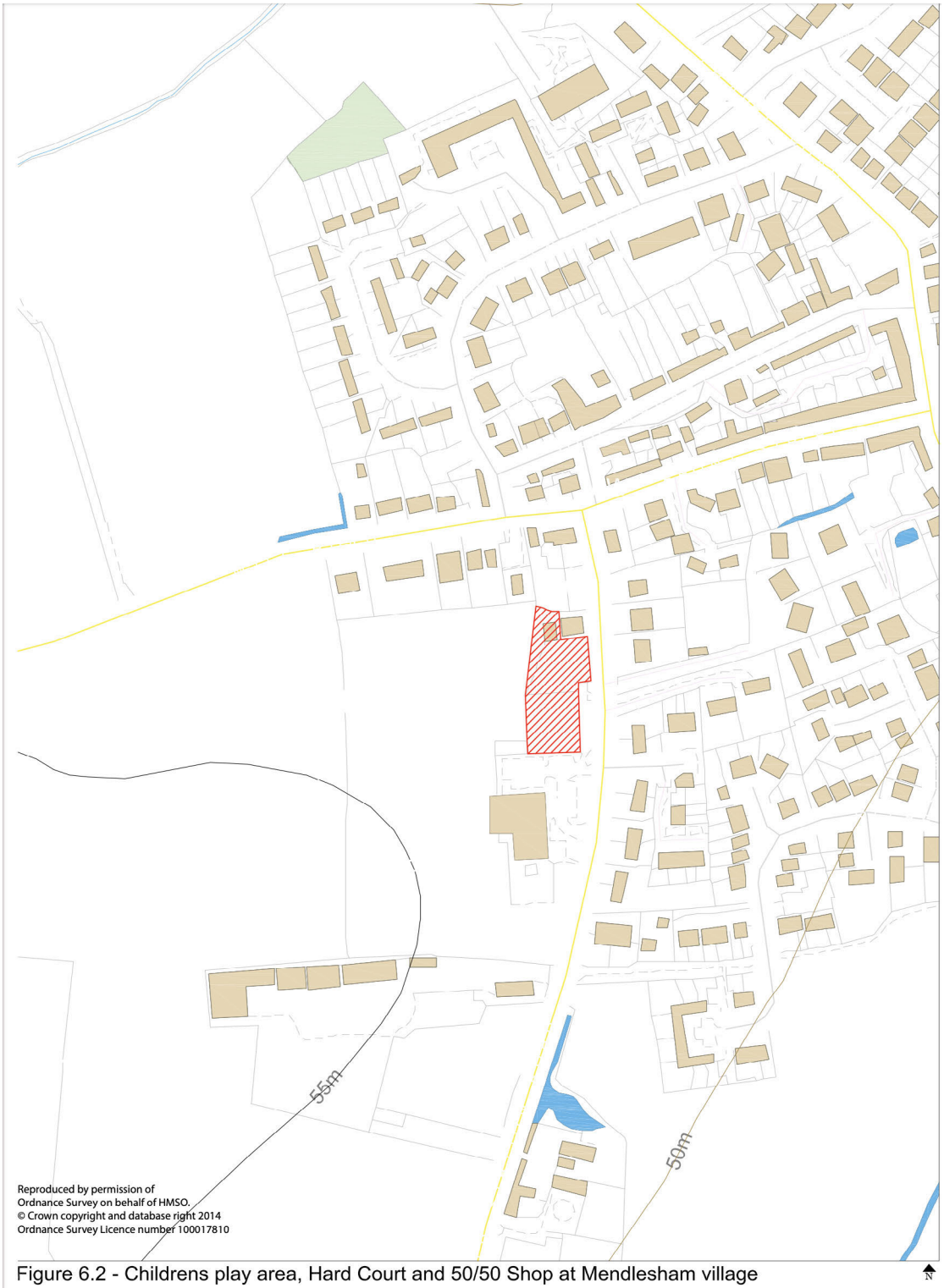


Figure 6.2 - Childrens play area, Hard Court and 50/50 Shop at Mendlesham village
(For accurate boundary details please refer to the relevant Land Registry Maps)

Figure 6.2 - Childrens play area, Hard Court and 50/50 shop

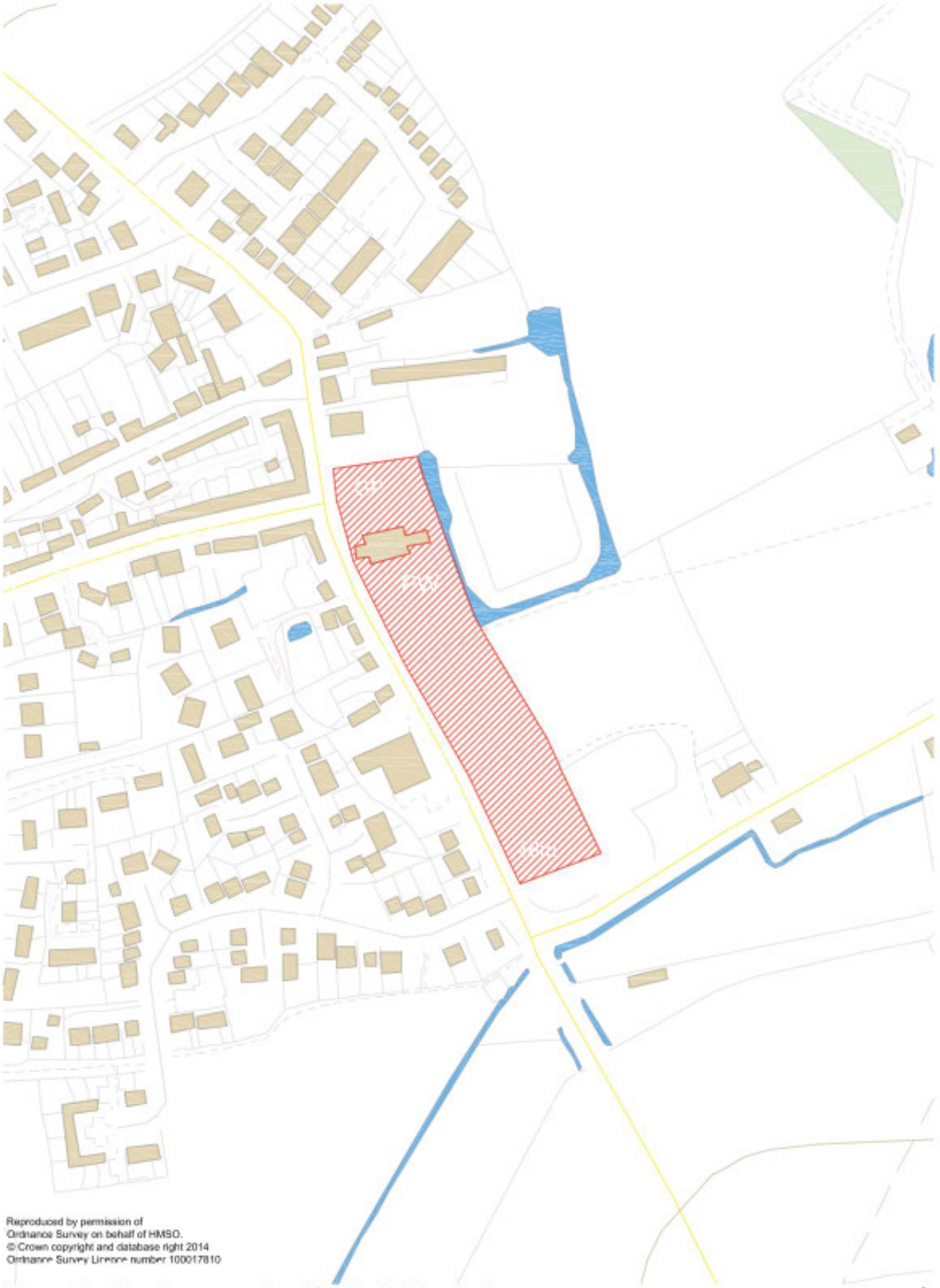


Figure 6.3 - Church Graveyards at St. Mary's, Mendlesham

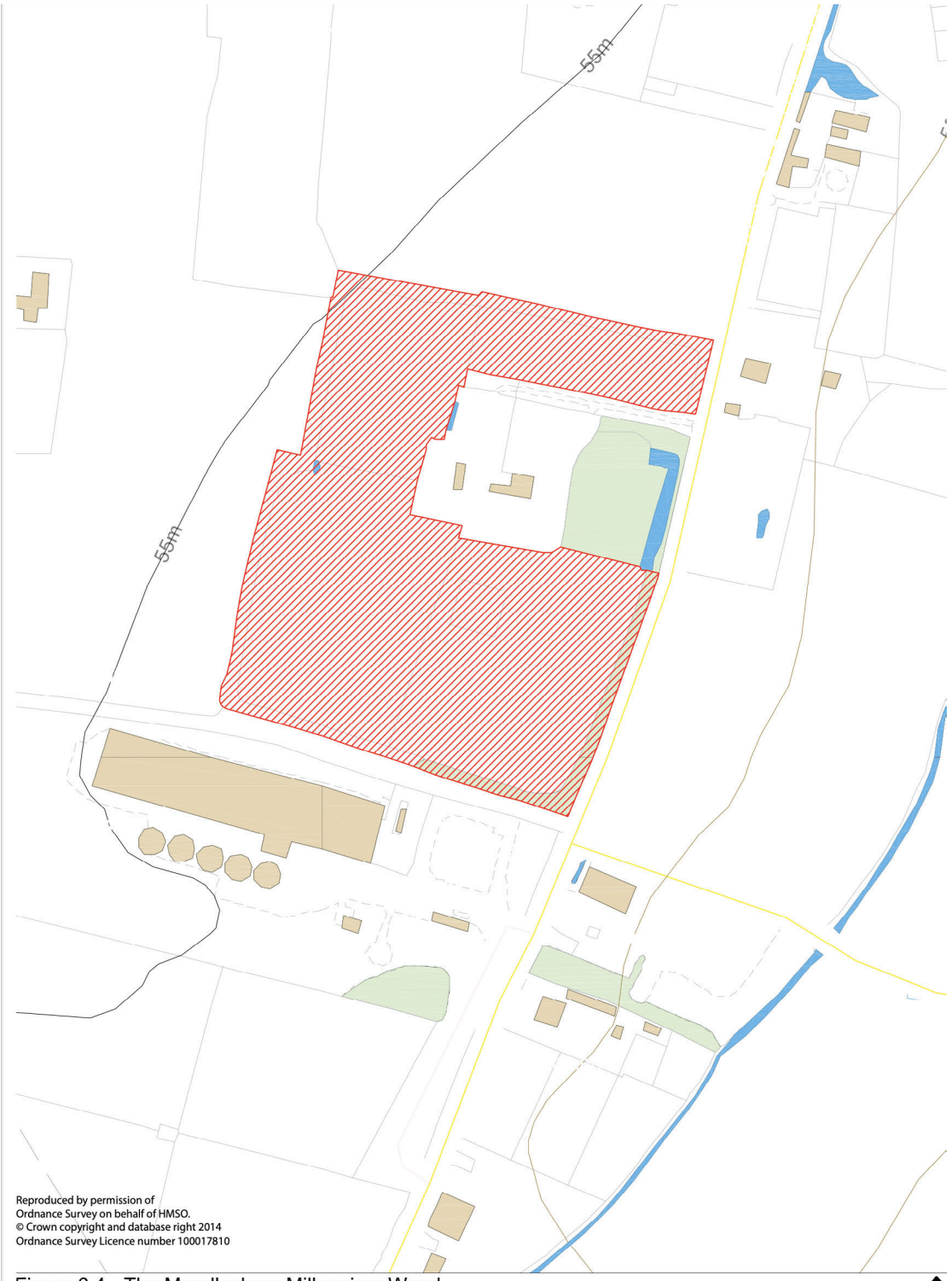


Figure 6.4 - The Mendlesham Millennium Wood
(For accurate boundary details please refer to the relevant Land Registry Maps)

Figure 6.4 - The Mendlesham Millennium Wood

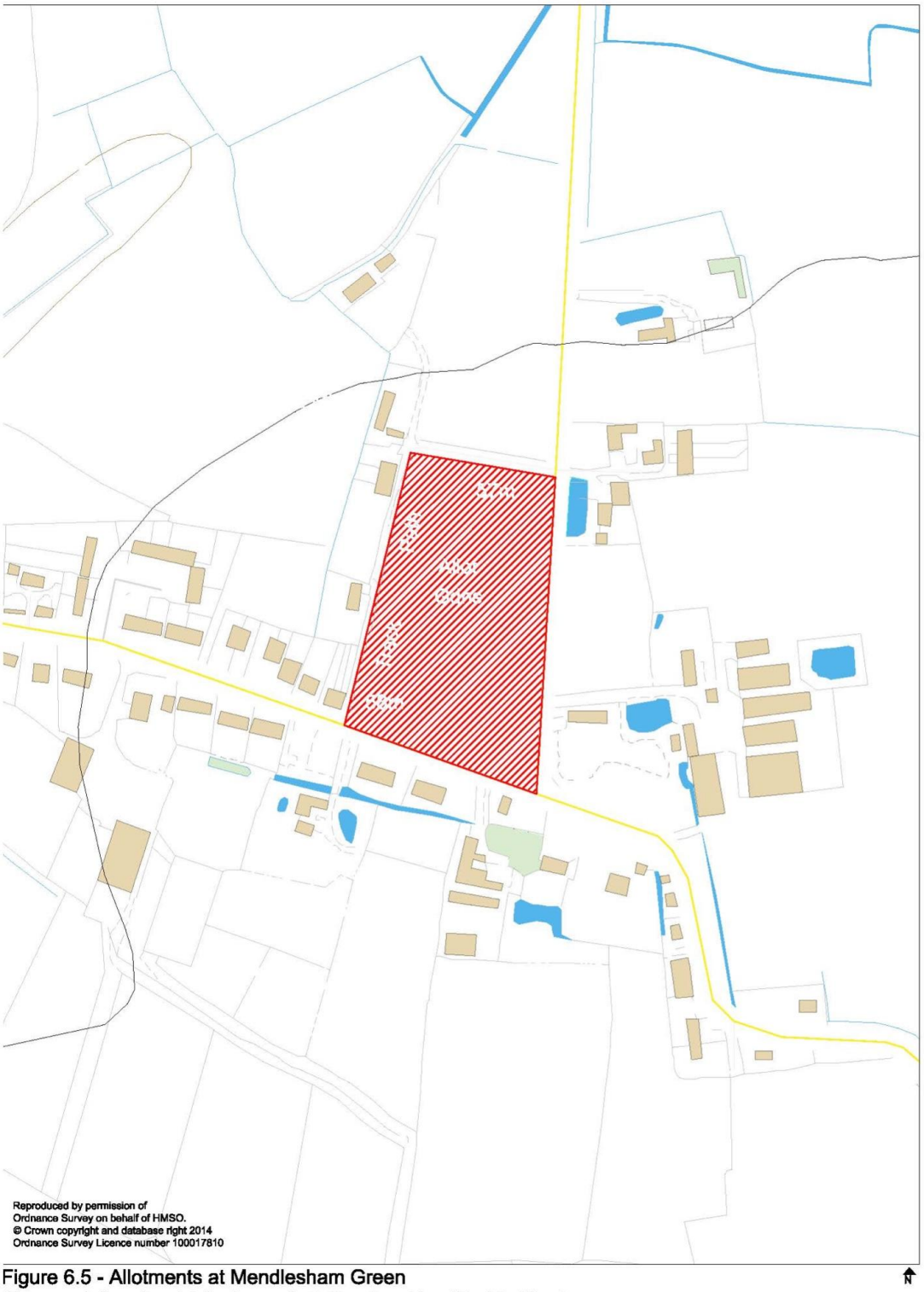


Figure 6.5 - Allotments at Mendlesham Green
(For accurate boundary details please refer to the relevant Land Registry Maps)

Figure 6.5 - Allotments at Mendlesham Green

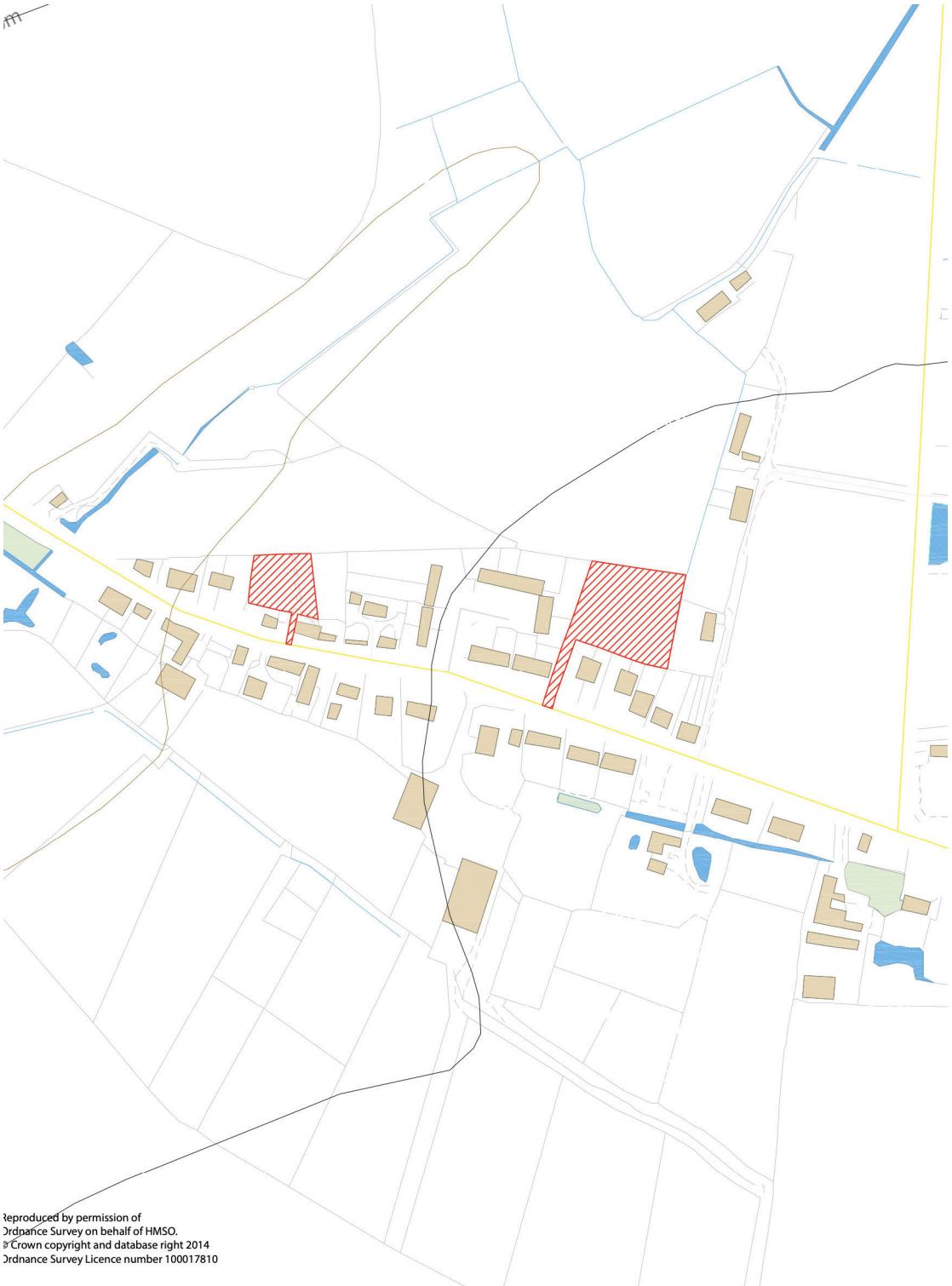


Figure 6.6 - Baptist Chapel (ex) cemetery and Playing Field at Mendlesham Green
(For accurate boundary details please refer to the relevant Land Registry Maps)

Figure 6.6 - Baptist Chapel (ex) Cemetery and Playing Field at Mendlesham Green

Figure 6.8 - Green area at Mayfield Way
(For accurate boundary details please refer to the relevant Land Registry Maps)

Figure 6.8 - Green area at Mayfield Way

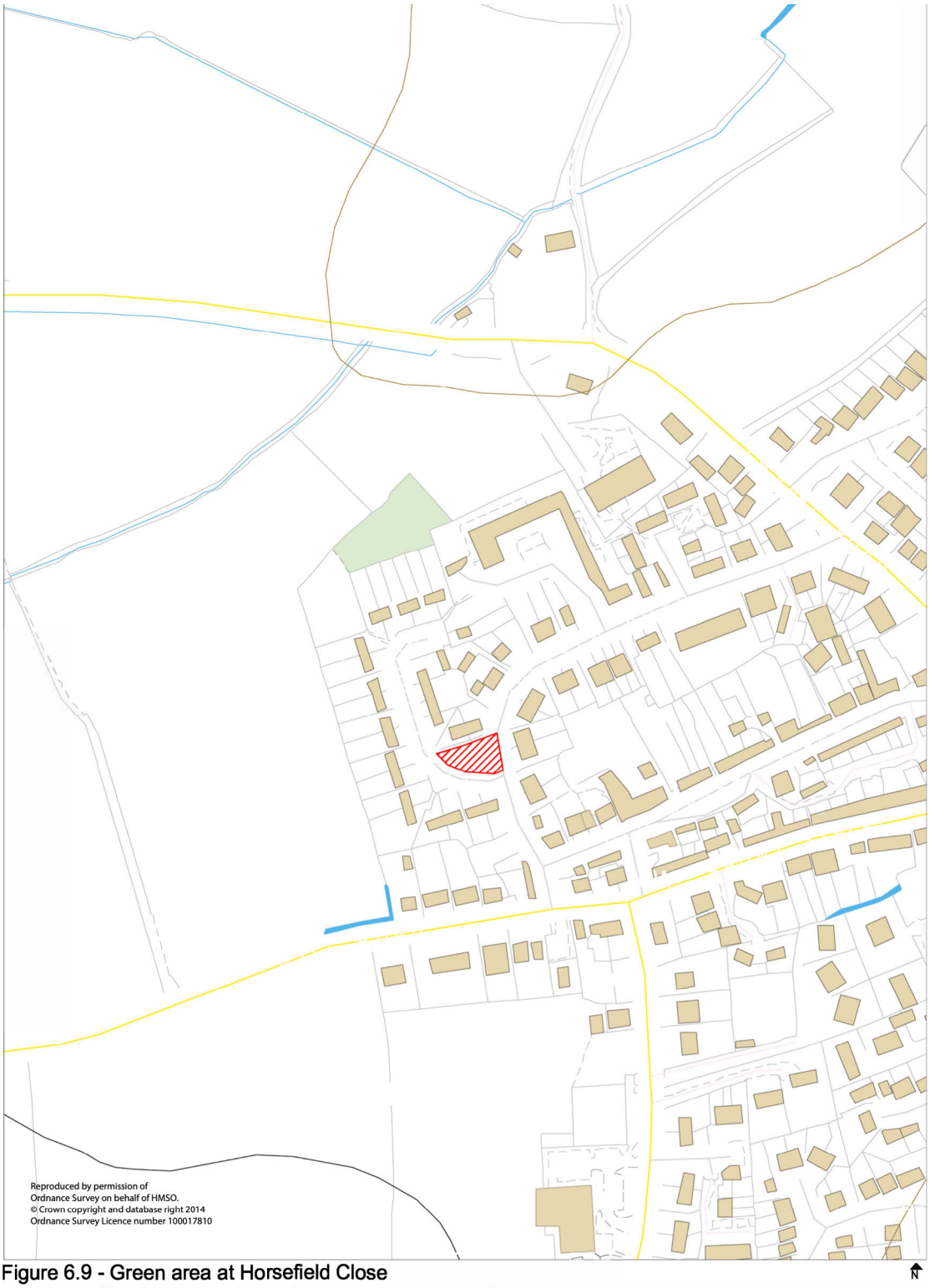


Figure 6.9 - Green area at Horsefield Close
(For accurate boundary details please refer to the relevant Land Registry Maps)

Figure 6.9 - Green area at Horsefair Close

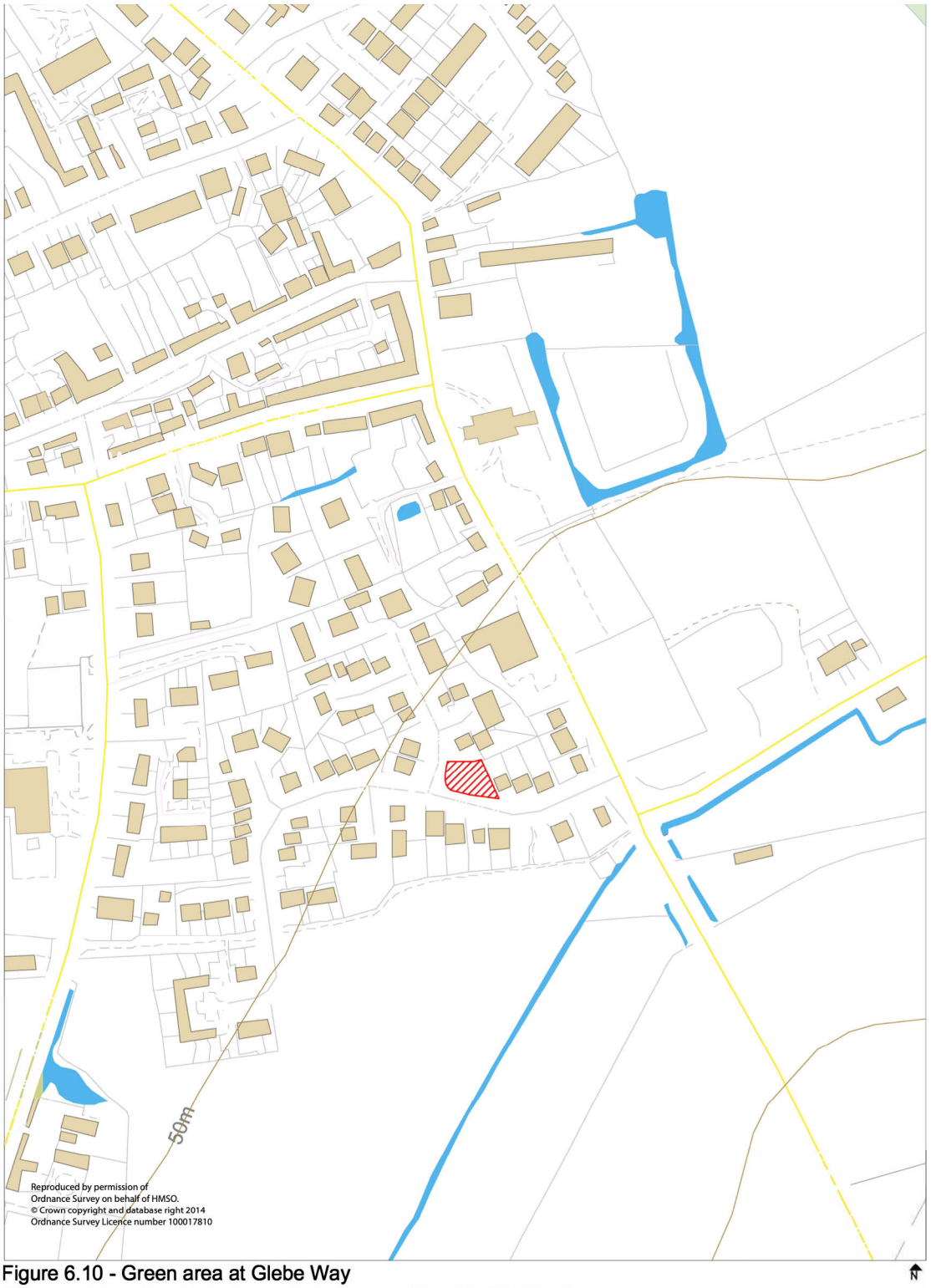


Figure 6.10 - Green area at Glebe Way
(For accurate boundary details please refer to the relevant Land Registry Maps)

Figure 6.10 - Green area at Glebe Way

Key views throughout Mendlesham Village

6.6. The views into, out of and within Mendlesham define the rural character of the village settlement. The importance of landscaping to suitably blend the edge of the village into the rural hinterland is vital to sustain the rural nature of the village.

6.7. Supporting document SD19, “Landscape and Visual Assessment of Mendlesham”, contains panoramic images of all the principal views in and around Mendlesham.

6.8. Figure 6.7 shows the principal views of importance around Mendlesham Village and their visual and amenity value.

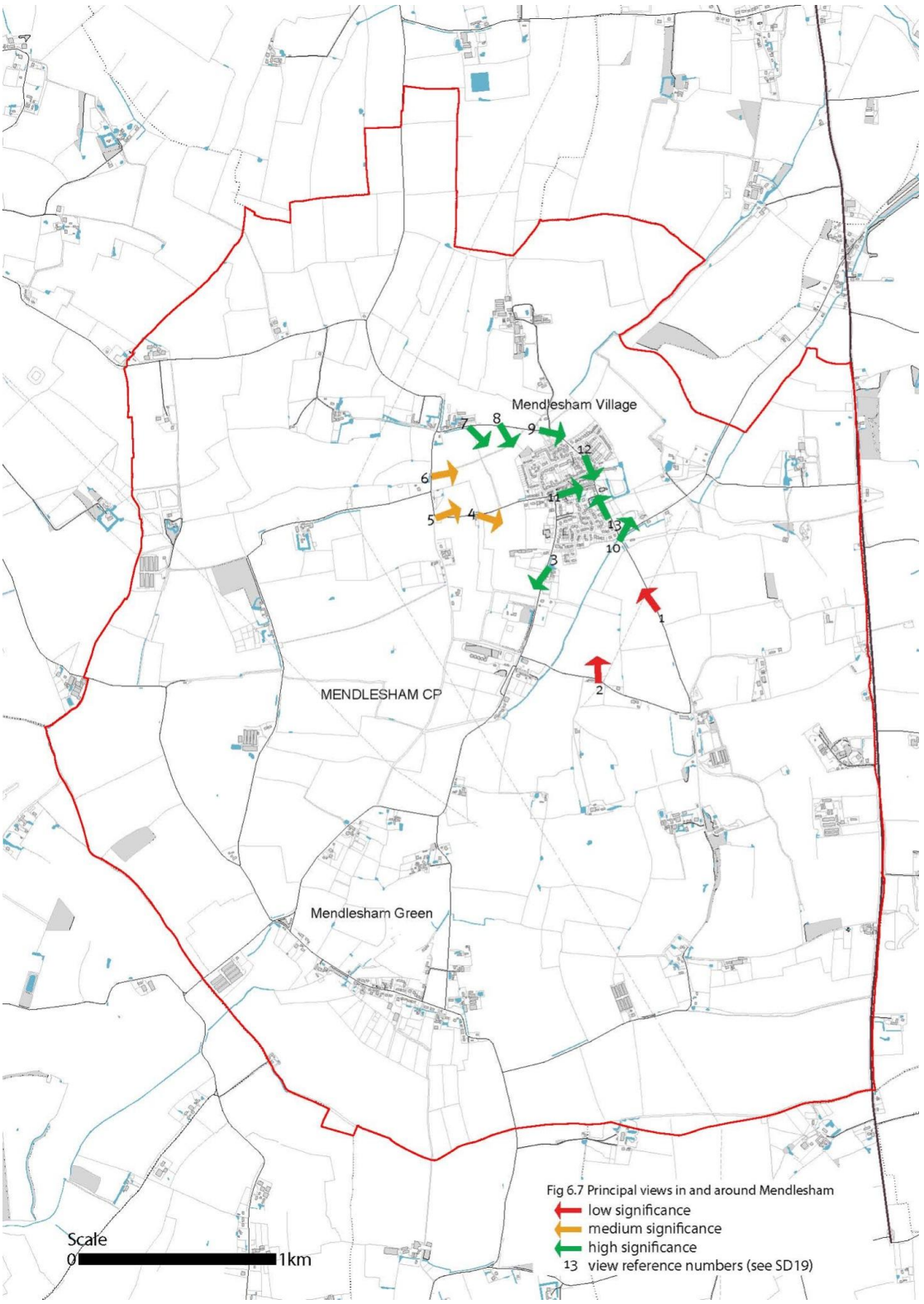


Figure 6.7 - Principal views in and around Mendlesham

6.9. St. Mary's church provides a key landmark for the village, acting as a central navigation point that can be seen from both the village centre and the wider parish. Views to St. Mary's church should be carefully assessed as a key consideration for any future development.

6.10. The location and surroundings of the Mendlesham village Conservation Area need to be taken into account to ensure that its character and appearance are not downgraded by inappropriate development.

6.11. Throughout Mendlesham there is a network of well-used footpaths and bridleways . Mendlesham has its own walking group and there are also a large number of dog owners, horse riders and cyclists that regularly use the network. The network is recognised and maintained by Suffolk County Council.

6.12. According to their context, edges and boundary treatments should be suitably designed to lessen the impact the proposed development may have on countryside views and neighbouring sites. To protect views around the parish, care needs to be taken with the design and specification of site boundaries which form the outside edge to countryside, an edge against a major road, an edge against an open space, or a line of transition between an area of one character and that of a different character.

Retaining visually important open spaces

6.13. The parish relies on Mid Suffolk District Council Local Plan policy SB3. This policy directs that within or abutting settlement boundaries, important open spaces will be protected because of their contribution to the character or the appearance of their surroundings. Mendlesham Parish Council and MSDC will resist development which would have a harmful effect on these identified visually important open spaces because of their contribution, in an undeveloped form, to the distinctiveness of their setting or the character of a settlement or nearby landscape.

6.14. The visually important open spaces throughout Mendlesham Parish are dealt with in detail in supporting document SD19 (Landscape and Visual Assessment of Mendlesham) and also referenced in Figure 6.7 (Principal views in and around Mendlesham).

Policy - MP10 [Open spaces]

Within or abutting settlement boundaries, visually important open spaces will be protected because of their contribution to the character or appearance of their surroundings and their amenity value to the local community.

Where appropriate, development proposals must address the effect they will have on any local identified visually important open spaces and any effect on views of the Conservation Area and demonstrate that they will not significantly affect the views of these spaces. (The Proposal Maps Figures 2.2 and 2.3 and also Figure 6.7 - Principal views in and around Mendlesham refers).

Those visually important open spaces that are also identified as Local Green Spaces in this Plan have an additional level of protection under Policy MP9.

Policy - MP11 [Public Rights of Way and countryside access]

New housing and business developments shall, where possible, encourage usage of, and provide linkage to, the network of existing paths and bridleways in and around Mendlesham.

Development proposals for new housing and business developments shall, where possible, demonstrate that they have maximised opportunities to promote safe walking, cycling, access to community services and the countryside via Public Rights of Way.

Any proposed diversion of a Public Right of Way within a development site should not result in an adverse impact on residential amenity or the safety of the general public.

LLOYDS BANK
Date 17th Sept 2015
Pay Mendlesham Parish Council
Seventeen Thousand Nine Hundred
& Sixty Nine Pounds
£17,969
Mid Suffolk
District Counc

7. Monitoring and delivery

Review

7.1. The Mendlesham Neighbourhood Plan has been developed to assist with the planning of sustainable growth for a period of up to 20 years. A formal review process in consultation with the local community and Local Planning Authorities 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.

7.2. It may be that this policy is reviewed at other times because of changes to relevant local policies, national policies and legislation.

7.3. It is accepted that the Mendlesham Neighbourhood Plan will have changes made to it during its 20 year life, there should not be an expectation that it will be rigidly adhered to, without change, for that period. It must be remembered that the overall objective of the Plan is to assist and support future development not to debar it.

8. APPENDICES

Appendix 1 Key Reference documents

8.1 In compiling the Mendlesham Neighbourhood Plan we used guidance from the following key reference documents.

1. National Planning Policy Framework [NPPF] (2021)
2. Mid Suffolk District Council Local Plan (1998)
3. Mid Suffolk District Council Core Strategy (December 2008)
4. Mid Suffolk District Council Core Strategy Focused Review (December 2012)
5. Babergh and Mid Suffolk Draft Joint Local Plan (November 2020)
6. Rural Businesses (DEFRA) January 2014
   https://www.gov.uk/government/statistics/rural-enterprise

Appendix 2 Supporting documents

8.2 In compiling the Mendlesham Neighbourhood Plan we have produced the following supporting documents that provide detailed information about the parish and the views of its residents and businesses.

SD01 Mendlesham Parish Profile
SD02 Mendlesham Housing Needs Survey (2018) - Executive Summary
SD03 Mendlesham Issues, Objectives and Evidence
SD04 Mendlesham questionnaires
a. Household questionnaire form
b. Youth questionnaire form
c. Business questionnaire form
d. Additional short questionnaire
SD05 Mendlesham Household questionnaire response analysis
SD06 Mendlesham Household questionnaire analysis - Q42
SD07 Mendlesham Youth questionnaire response analysis
SD08 Mendlesham Business questionnaire response analysis
SD09 Mendlesham Additional Short questionnaire analysis
SD10 Statement of Consultation
SD11 NPPF, local and proposed policies
SD12 History of the parish
SD13 Parish location and facilities
SD14 Domesday survey of Suffolk (1986)
SD15 Application to designate a Neighbourhood Area
SD16 Publication of application to designate a Neighbourhood area
SD17 Map of Mendlesham Neighbourhood Area
SD18 MSDC approval of Mendlesham Neighbourhood Area
SD19 Landscape and visual assessment of Mendlesham
SD20 Strategic Environmental Analysis
SD20a Strategic Environmental Analysis - Non-Technical Summary
SD20b Strategic Environmental Analysis - Addendum
SD21 Mendlesham baseline data
SD22 Mendlesham Conservation Area appraisal
SD23 Local residents consultation - October 2017
SD24 Site allocations analysis - November 2017
SD25 Traffic report
SD26 Historic Environment report
SD27 Strategic Flood Risk Assessment report
SD28 Habitats Regulation Assessment report
SD29 Windfall Development report
SD30 Heritage Assessment of Potential Growth Sites
SD31 Residents Survey 2020:Station Fields

Appendix 3 Maps and diagrams referenced within the Neighbourhood Plan

8.3 Following are the maps and diagrams referred to in the Neighbourhood Plan, each one is contained on a separate page.

8.4 Maps and diagrams as supplied;

- Figure 2.1 - Map of the Parish
- Figure 2.2 - Mendlesham Village Proposal Map
- Figure 2.3 - Mendlesham Green Proposal Map
- Figure 2.4 - Community Assets map for the Parish of Mendlesham
- Figure 2.5 - Community Assets for Mendlesham Village
- Figure 2.6 - Major housing growth in Mendlesham Village
- Figure 6.1 - Playing fields at Mendlesham village
- Figure 6.2 - Childrens play area, hard court and 50/50 shop at Mendlesham village
- Figure 6.3 - Church graveyards at St. Mary's, Mendlesham
- Figure 6.4 - The Mendlesham Millennium Wood
- Figure 6.5 - Allotments at Mendlesham Green
- Figure 6.6 - Baptist Chapel (ex) cemetery and playing field at Mendlesham Green
- Figure 6.7 - Principal views in and around Mendlesham Village
- Figure 6.8 - Green area, Mayfield Way, Mendlesham Village
- Figure 6.9 - Green area, Horsefair Close, Mendlesham Village
- Figure 6.10 - Green area, Glebe Way, Mendlesham Village

9. Versions of the Neighbourhood Plan

9.1 The Mendlesham Neighbourhood Plan, version 3.3, was accepted by Mid Suffolk District Council in April 2017 for formal inclusion into its planning policies.

9.2 In June 2017 Mendlesham Parish Council agreed to update the Neighbourhood Plan specifically to introduce a development land allocations policy.

9.3 The main changes included in this revised version are;

- Inclusion of a site allocation list defining where future development is to be sited.
- Inclusion of a Capacity Assessment Table to identify how the minimum target figure for new dwellings (as set in the Joint Local Plan) can be met (and exceeded).
- Changes to Policy MP1 to identify clearly which sites are being selected and what guidelines for development have been set.
- More information on the effects of traffic on the conservation area in Mendlesham Village,
- More detailed and professional assessment of the environment in and around the parish of Mendlesham (site assessment, habitats assessment, traffic flows, flooding issues, strategic environmental assessment).
- General updating of supporting information to remove outdated data.
- Acknowledgement of the changes that the Babergh and Mid Suffolk Joint Local Plan will introduce when it is formally adopted.

10. ACKNOWLEDGEMENTS

10.1 The Mendlesham Neighbourhood Planning Committee acknowledges the help and support it has had in investigating and producing this neighbourhood plan and thanks the following organisations and people for their contributions.

1. The residents and local businesses of the Parish of Mendlesham for their patience, responsiveness and support to the development of the Mendlesham Neighbourhood Development Plan.

2. The Department for Communities and Local Government for its “Supporting Communities” grant towards the cost of investigation and developing the Mendlesham Neighbourhood Development Plan.

3. Mid Suffolk District Council for the continued support and guidance in the preparation of the Mendlesham Neighbourhood Development Plan. In particular we are indebted to Paul Bryant for his continued support and guidance.

4. Mid Suffolk District Councillor Andrew Stringer for his continued support and advice received during the development of the Mendlesham Neighbourhood Development Plan.

5. Community Action Suffolk for the supply of a Mendlesham Parish Profile.

6. The past and present members of the Mendlesham Neighbourhood Planning Committee for giving up their free time over a long period to ensure the Mendlesham Neighbourhood Development Plan was successfully adopted.

7. Gipping Press for its support and guidance in the development and presentation of our Neighbourhood Development Plan.

END OF DOCUMENT

NORWICH TO TILBURY

EN020027

Joint Local Impact Report

Appendix 18 (Needham Market Neighbourhood Plan, 2022)

Suffolk County Council [redacted]

Babergh District Council [redacted]

Mid Suffolk District Council [redacted]

NEEDHAM MARKET TOWN COUNCIL

Needham Market Neighbourhood Plan

THE FUTURE OF OUR TOWN
2020 to 2037

Referendum Version
November 2021

NEEDHAM
MARKET
LE ROY ET L'STAT

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◆ PREFACE

This version of the draft Needham Market Neighbourhood Development Plan (NMNP) has been prepared by the Needham Market Town Council.

The NMNP is a community-led document and its purpose is to provide policies to help guide development in the Parish from 2020 up to 2037. In order to create a Plan that represents the needs and aspirations of residents, the Town Council has drawn upon several sources, including evidence gathered through a programme of events involving the people and businesses of the town and the nearby Parishes since 2014. These include, consultation days held in June and September 2014, March 2015 and March 2019, Business Community Survey in July 2014, Community Engagement questionnaire in March 2019, school events and pop-up High Street Shop and, consultation on a draft plan in August 2015 together with regular updates in the Needham Market newsletter. Other research and analysis from a wide range of national and local sources has also been examined.

This is the **Referendum Version** of the Neighbourhood Plan and it has been amended following the independent examination held in April and May 2021. Prior to the examination, consultation on the Regulation 16 Submission Version of the Neighbourhood Plan took place between 2nd December 2020 and 27th January 2021. This followed the 2nd Pre-Submission Consultation that had taken place between Friday 17th January 2020 and Tuesday 10th March 2020. All responses received during the public consultation exercises were analysed and amendments made to the plan as appropriate.

INTRODUCTION

1.1 The Needham Market Neighbourhood Plan will provide the first ever statutory planning policy document specifically for the Town of Needham Market. Neighbourhood Plans such as this were made possible by powers contained within the 2011 Localism Act which sought to decentralise policy making to the local level and give more powers to communities and the right to shape future development where they live. It complements existing national and local planning policy by providing a specifically local level of detail attained through consultation with the local community and further research.

1.2 The Neighbourhood Plan relates to planning matters (the use and development of land) and has been prepared in accordance with the statutory requirements and processes set out in the Town and Country Planning Act 1990 (as amended by the Localism Act 2011) and the Neighbourhood Planning Regulations 2012 (as amended). The Neighbourhood Plan Period runs from 2020 to 2037. *The period has been extended by one year from 2036 to 2037 so that the new end date now coincides with the emerging district level Joint Local Plan.*
Once the Plan is "made" (adopted), it will be used by Mid Suffolk District Council to help determine planning applications and will form part of the statutory planning framework for the area.

1.3 The Needham Market Neighbourhood Plan (NMNP) is not a mechanism for stopping development - it is there to ensure that development takes place in an appropriate way for the town. In practice, higher level planning documents such as the emerging Babergh and Mid Suffolk Joint Local Plan (BMSJLP) cannot feasibly deal with all of the issues particular to every town and village across the two districts, whereas Neighbourhood Plans can by providing additional details which reflect specific local circumstances and conditions.

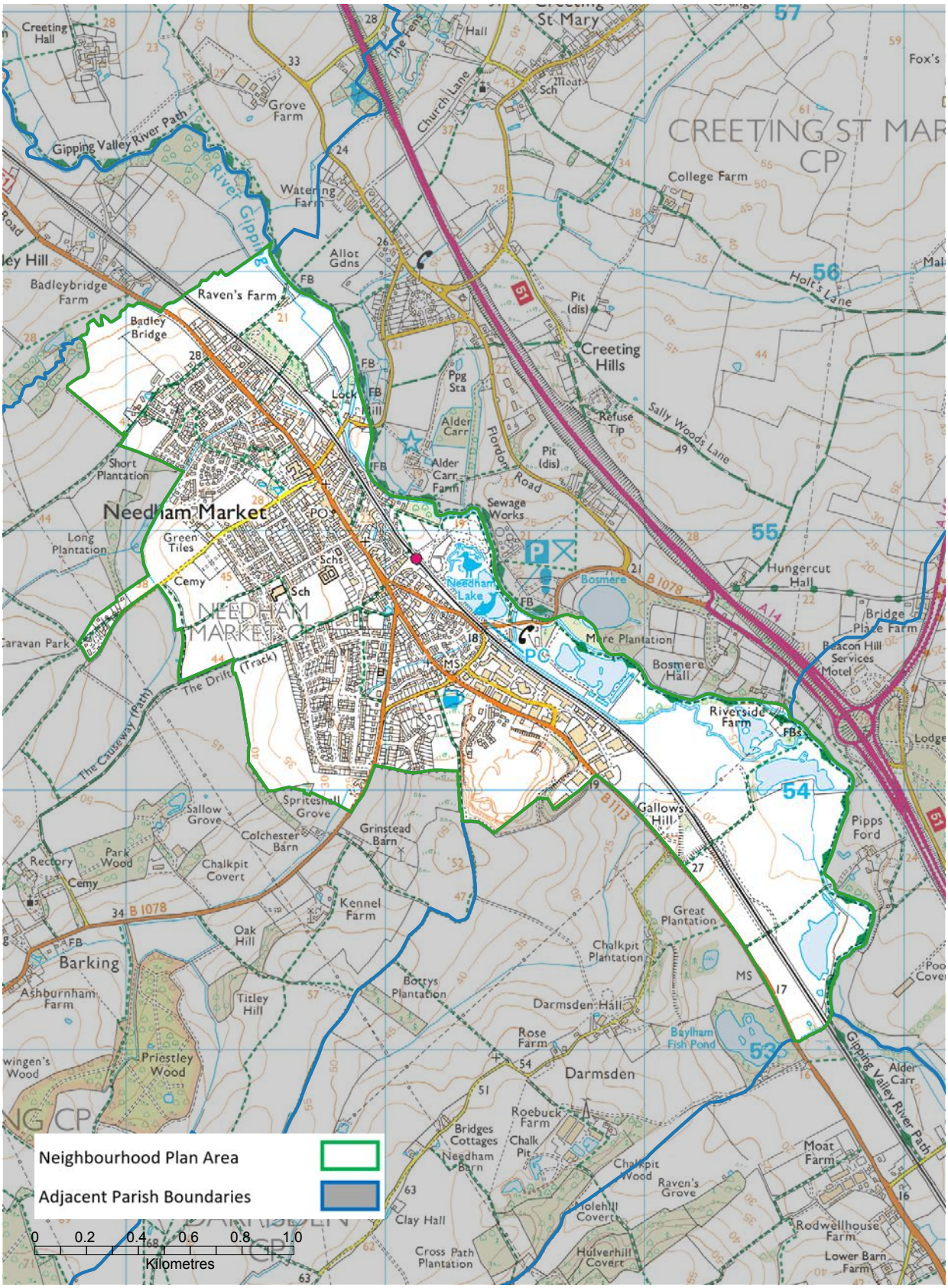
1.4. The NMNP covers the entire town and the Neighbourhood Plan area was formally designated by Mid Suffolk District Council on 27th September 2013 and is shown on Map 1 below.

1.5 This is the referendum Version of the Needham Market Neighbourhood Plan. The second Pre-Consultation draft of the Needham Market Neighbourhood Plan was consulted on between January and March 2020. The first version was prepared and consulted on in August 2015, however the decision was then made by the Town Council in 2016 to suspend further work on that plan due to lack of progress on the Local Plan and a shortage in 5 Year Housing Land Supply across the District resulting in some appeals being allowed and developments to take place.

1.6 In early 2018, work on the Neighbourhood Plan was resurrected and the Town Council, with Central Government funding, instructed AECOM (Master Planning consultants) to produce a feasibility study on the concept of the creation of a relief road, connecting Barking Road with Stowmarket Road. The relief road was intended to form a new development boundary for the town in response to anticipated housing growth and relieving the High Street of additional traffic that will result from that growth. The approach was also intended to provide a strategic plan for new infrastructure (Health, Education etc) commensurate with the demand new housing development generates.

1.7 The draft AECOM report on the Feasibility Study was presented to Town Councillors, representatives from Mid Suffolk District Council and Barking Parish Council (the latter as the projected route of the relief road extends slightly beyond the current Needham Market boundary) in July 2018 and feedback sought. The report was made available for public viewing and a public engagement/consultation event was held in March 2019. The results of those consultation sessions have been accommodated in the final report which will help to influence further reviews of the Neighbourhood Plan.

NEEDHAM MARKET DESIGNATED AREA



Map 1: Needham Market Neighbourhood Area

1.8 In November 2020, Babergh and Mid Suffolk District Councils working together, published the Pre-Submission Version of the Joint Local Plan for consultation. The BMSJLP identifies Needham Market as a market town in the settlement hierarchy but does not identify it for substantial growth and indeed the figure of 512 for the town for the plan period is largely a commitment figure which reflects a high level of unplanned housing developments permitted in the town during the period of shortfall for the 5 year land supply. This Neighbourhood Plan has been prepared in the context of the emerging Local Plan (as well as the adopted development plan) and no new housing allocations are proposed. The final report produced by AECOM which is titled "Development Framework and Design Guidelines" and completed in July 2020, will therefore help to inform future reviews of the Neighbourhood and Local Plans.

1.9 This Neighbourhood Plan was the subject of a second "pre-submission consultation"[1] for the six weeks between 17th January 2020 and 10th March 2020. Local residents, businesses and statutory agencies were given the opportunity to comment upon the draft plan. At the end of the consultation period all comments were collated and considered by the Town Council. The Plan was then amended before being submitted[2] to Mid Suffolk District Council. On submission, the District Council checked the Neighbourhood Plan for conformity with existing national and local planning policies and undertook a further 6-week period of public consultation. The Plan was then sent to an Independent Examiner appointed by the District Council to undertake an examination of the plan. The Examiner's report the Plan was received in May 2021 and recommended that the Neighbourhood Plan should then proceed to referendum. At the referendum every resident of Needham Market who is entitled to vote in elections, will have the opportunity to vote on the following question:

"Do you want Mid Suffolk District Council to use the Neighbourhood Plan for Needham Market town to help it decide planning applications in the neighbourhood area?"

If the Neighbourhood Plan receives over 50% support from those that vote in the referendum, then Mid Suffolk District Council will "make" the Neighbourhood Plan.

1.10 The overarching aim has been to support the development of a Needham Market Neighbourhood Plan which reflects the needs and priorities of the town and its community, within the national, county and district policies that apply, and sets out a positive and sustainable future for the town. The vision is one that seeks to ensure a sustainable, self-contained living town that is healthy, diverse, attractive and economically vibrant for present and future generations of Needham Market.

1.11 The driver for the Neighbourhood Plan was to give residents a voice in the sustainable development of the town, by building a Plan that is inclusive, innovative and bespoke to the needs of the town. The Plan is based on providing the housing and jobs required by the town's local community and preserving unique and positive features that residents' value. It promotes community cohesion and develops a framework for economic, social and environmental sustainability.

[1] REG 14 of the Neighbourhood Plan (General) Regulations 2012.
[2] REG 16 of the Neighbourhood Plan (General) Regulation

NEEDHAM MARKET

A Brief History

2.1 The town of Needham Market has grown up alongside the River Gipping on its western bank in the lea of the river Gipping valley sides. Its earliest traces were found during pre-construction archaeology at the "Needham Maltings" housing development site. This one site showed evidence of Bronze Age funerary circles and ditches associated with Middle Bronze Age land divisions, some limited Roman finds and an Anglo-Saxon settlement from the 7th and 8th Century. The barns and other commercial buildings that lie along the river's edge reflect the Gipping's commercial use as a navigable river until the 1960s. The road which followed the river valley between Ipswich and Stowmarket was also an important local artery serving the needs of industry, agriculture and the local communities.

2.2 The name Needham Market, according to the gazetteer in a reputable Atlas of the British Isles, means "needy homestead with a market". There is no mention of Needham Market in the Domesday Book, but it should be remembered that originally Needham was only a hamlet of Barking and did not become a separate parish until the early part of the 20th century. In old notes relating to the town it is spelt 'Nedeham', 'Nedham' or Neidham' and the first mention of the town under its present name is in 1245.

2.3 It is likely that a hamlet existed before the time the Domesday Book was written, due to its position on the main road to Bury St Edmunds, a very important road at that time, and situated as it is on the river. History shows that Roger Bigot held a portion of the Parish of Barking which included a church. As he did not hold Barking church and as Darmsden was not part of Barking at the time, it is likely that the church mentioned was at Needham. The church is mentioned in the Index Eliensis, a survey of property belonging to the See of Ely in 1277, although this church predates the present building which was probably built in 1460.

2.4 Although there were weaving and wool combing sheds in the town in Church Street and Hawks Mill Street, weaving was not a staple trade in Needham as it was in other towns in Suffolk. The principal trade was wool combing, which was a method of preparing wool for the weavers. This was an important industry before 1660 but the trade was lost and never to return, when Needham was isolated due to the plague in 1663 to 1665. During the plague money was left at Chainhouse and Chainbridge and food was left in return. Rumour has it that the town was deserted, grass grew in the streets and the dead were buried in fields near the Lion Inn and near to Chainbridge at Stowmarket Road. There are no records of the plague in the town and it is not known how many died. What is known is that the houses at the bottom of Bridge Street were 'sick' houses and 'Airing houses' were provided on high ground at Darmsden for those lucky enough to survive.

2.5 In 1245 King Henry III granted a market charter for Needham to Hugh, Bishop of Ely. This market flourished for many years and it is likely that the plague brought it to an end when trade moved to Ipswich and Stowmarket. An attempt was made to revive the market in 1776 but failed. The Annual Fair was held in the main street on the 28th October, the feast of Saints Simon and Jude, this appears to have carried on to some extent until around 1900.

2.6 Samuel Read, the well-known artist, was born in a cottage on the site of the old Town Hall. He was the first artist ever sent out as a War Artist when he was despatched to the Crimea by the Illustrated London News. Edmund Pole of Needham Market was burned at the stake for his religious beliefs in 1558 during the reign of Queen Mary. Mr James Day, a blacksmith in the town, built the Needham Two-Man Safety Cycle from a design by George Scopes, also of Needham Market. It is believed to be the only one in existence. Uvedale Hall is named after the great botanist Samuel Uvedale who built Bosmere Hall and whose son and grandson were both rectors of Barking. Joseph Priestley, the scientist, was the minister at the church, now Christchurch, and he discovered oxygen and invented soda water. It is almost certain there are many more residents of note scattered throughout

the history of this town. Clark's history of Ipswich mentions one; William Alexander, who resided in Needham. He was committed to the County Gaol for promulgating the tenets of the Quakers. Another claim to fame, perhaps best forgotten!

2.7 Manufacturing in the town has included a glue works, a patent manure works, a paper mill, brick making and a mouse trap factory, but the chief employment after the decline of the wool trade was agriculture.

2.8 The town was part of the "Turnpike" system from the early 18th century. The town also benefitted from being located in the River Gipping valley when the Eastern Union Railway routed its line between Ipswich, Stowmarket and Bury St Edmunds (or Norwich) in the 1840s.

2.9 Needham Market has adapted and grown since the 1880s and the maps below present a clearer picture of how the town has developed over time.

2.10 At the town's core lies the High Street which has a gentle "wynd" or bend, just sufficient to ensure a charm that arises from the constantly changing view of so many attractive Listed Buildings. The town's back streets linking to the High Street enjoy the narrowness and intimacy associated with terraces and cottages from the 18th/19th centuries.

2.11 Generally, the use of traditional building methods with timber frame / lime render and plain tile roofs is complimented by some local rat-trap bond brickwork, pantiled roofs and knapped flint walls; including those of the Parish Church of St John the Baptist.

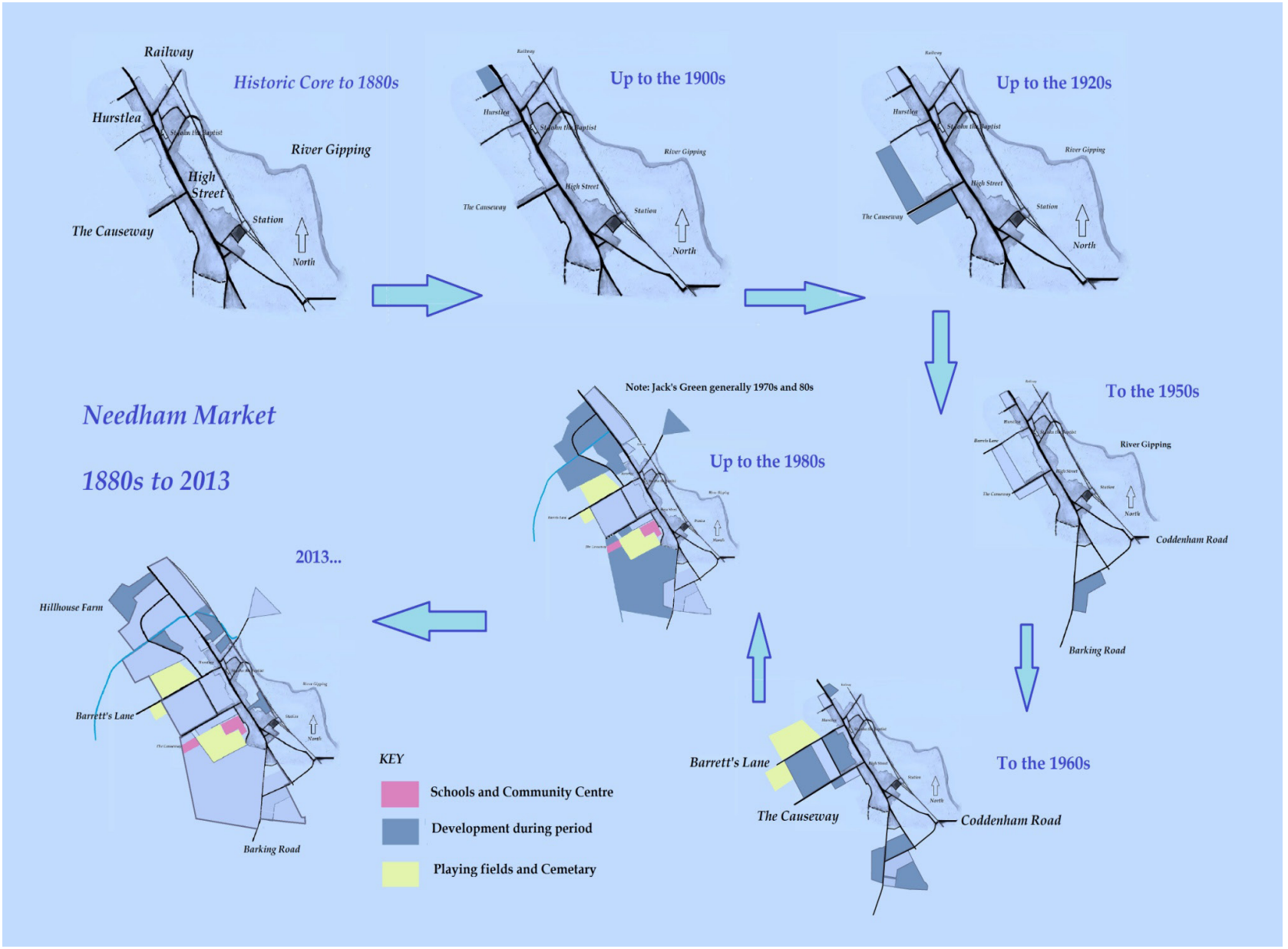
2.12 The river valley is punctuated by much valued ancient woodlands which provide an attractive backdrop to the town and offer pleasant opportunities for walking. The rural nature of the town is emphasised by the scale of the arable farming that surrounds it and accounts for circa 90% of the land uses around the town's boundaries.

2.13 The modern buildings on both sides of the High Street around the car park bear witness to the bombing of the town by German aircraft during the Second World War in 1942; causing the deaths of seven residents, the destruction of several properties including the telephone exchange. There was also considerable damage to both Christchurch (formerly the Congregational Church) and the Modern School.

2.14 The town has its own coat of arms, the Arms of the Earls of Ashburnham, who graciously gave permission for their use. The heraldic description is as follows:

"Gules a fess betweens six mullets argent; crest out of a ducal coronet, or, an ash tree proper; Supporters, to greyhounds sable, their faces, breasts and feat argent, collared and lined".

EVOLUTION OF NEEDHAM MARKET



Needham Market Today

2.15 At the last census in 2011, the population of Needham Market was 4,528 with a 48%:52% split between males and females. 16.4% of the population were under 16 which was lower than both Mid Suffolk and England averages of the same period[3]. 60% of the population were working age adults and 23.6% of the population were aged over 65. This was higher than both the figures for Mid Suffolk (20.1%) and England as a whole (16.3%). Unsurprisingly given these figures approximately 20% (433) households were occupied by a single pensioner which is almost double the Mid Suffolk and England figures.

2.16 The general health of the population is reflected in this age breakdown. 44% of the population was considered to be in very good health – lower than both the Mid Suffolk (47.9%) and England (47.2%). However, the remaining health figures for Good, Fair, Bad and Very Bad, all present a Needham Market population that is healthier than the England average but less healthy than elsewhere in Mid Suffolk.

2.17 In 2011, there were 2,123 occupied households of which 71% were owner occupied. This was lower than Mid Suffolk (75.1%) but higher than the England average (63.3%). The figures for shared ownership, socially rented and privately rented are all higher than the Mid Suffolk average figures but lower than the national averages.

2.18 In 2014[4] the average wages for Mid Suffolk was £26,301 and the average house price was £203,220. Together these paint a picture of a Needham Market population that is healthier and wealthier than then national average but still less healthy and poorer than much of its surrounding local population.

2.19 The more modern elements of the town's development have featured volume house building with varying standards of construction and design. There has been some criticism during the Neighbourhood Plan consultation phase for the way in which the redevelopment of the "Needham Maltings" housing development site has punctured the High Street rather than integrated with the scale and appearance of the typical frontages.

2.20 The growth of the town is illustrated in the maps above which illustrate how Needham Market has grown from its historic core, broadening out across the valley away from the River Gipping.

Environment

2.21 The town centre is a Conservation Area designated in 1970 by East Suffolk Council, and this was extended in 2000 by Mid Suffolk. Mid Suffolk produced a Conservation Area Appraisal for the Conservation Area in 2011. More detail can be found in the policies chapter.

2.22 The importance of the landscape and river valley surrounding the town has been recognised by Mid Suffolk through the Special Landscape Area designation. It is likely that this designation will be replaced in the emerging Babergh and Mid Suffolk Local Plan and therefore value which is attached to this area by the local population is recognised in Policy NM7.

Community Facilities

2.23 As would be expected of a town of its size, Needham Market possesses a range of community facilities including a Medical Practice, recently reconfigured Primary school, community centre, day care, sports pitches and a wide range of clubs and societies.

Employment and Commercial Activity

2.24 The Town centre provides a wide range of shops and services including food retail, restaurant/ cafes, hot food takeaways, public houses, hairdressers, beauty therapy, post office, property businesses and other commercial enterprises such as accountants. Outside of the town centre the main commercial hub of activity is the Lion Barn Industrial Estate which is located to the south of the town and is home to a wide range of manufacturing, automotive, commercial and office-based businesses as well as a gym.

[3] ONS census 2011
[4] LGA website

Public Transport and Access

2.25 The town is located just off the busy A14 trunk road between the port of Felixstowe and the Midlands. It has a railway station and offers regular services to Norwich and London, also Cambridge and the Midlands via Ipswich and Stowmarket and connections to Bury St Edmunds.

2.26 The town is relatively well served by public transport with a range of buses available for journeys to Stowmarket, Ipswich and Bury St Edmunds. There is also an extensive Public Rights of Way network in the town which allows for good walking and cycling access to the countryside including safe access both east and west of the railway line.

Floodrisk

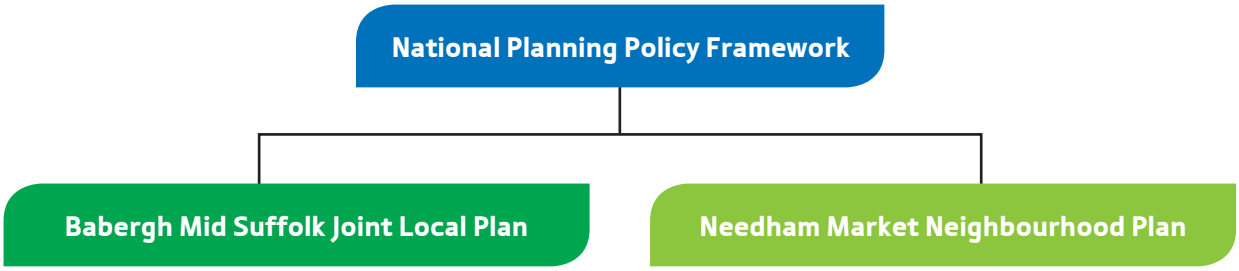
2.27 Given its position within the Gipping Valley, Needham Market is at fluvial flood risk from the River Gipping. The town is predicted to be affected by a number of different flood risks and was subjected to a significant flood event in May 2012, which resulted in a detailed flood risk study by the Environment Agency being undertaken which was published in 2015. The River Gipping is currently being re-modelled by the Environment Agency and the modelling involves simulating the course of the river using computer software. The results of this modelling exercise will be released and is expected to be available late in 2020. There are also two ordinary watercourses; Orchardgate watercourse and Lion Barn drain. Both are classed as Main Rivers within the catchment. The Environment Agency have not modelled these watercourses and the flood risk from these sources currently remains unknown.

◆ NATIONAL & LOCAL CONTEXT

3.1 Development is defined as "the carrying out of building, engineering, mining or other operations in, on, over or under land, or the making of any material change in the use of any buildings or other land".[5] Section 38 of the Planning and Compulsory Purchase Act 2004 emphasises that the planning system continues to be a "plan-led" system and restates the requirement that "determination must be made in accordance with the Plan unless material considerations indicate otherwise".

3.2 The Needham Market Neighbourhood Plan once "made" will form part of the statutory Development Plan for the area and future planning applications for new development will be determined using its policies.

3.3 Currently the statutory development plan for the area consists of the Mid Suffolk Local Plan 1998 (Saved Policies), the Local Plan Alteration 2006, the Core Strategy Development Plan Document 2008 (Saved Policies) and the Core Strategy Focussed Review 2012. Mid Suffolk District Council are in the process of producing a Joint Local Plan with Babergh District Council. The Babergh and Mid Suffolk Joint Local Plan BMSJLP was submitted for examination on 31st March 2021.



3.4 Needham Market is identified as a Market Town in Policy CS1 of the Adopted Core Strategy Development Plan Document 2008 with the expectation that it would be a location where economic development and housing growth would take place in the period 2025/6. Needham Market was identified in the Core Strategy as needing to provide approximately 510 new homes between 2010 and 2025 which was the length of the plan period. A substantial proportion of these (360) were projected to be delivered on brownfield sites within the town.

3.5 A focussed Review of the Core Strategy that was completed in 2012, further reinforced Needham Market's position in the strategic hierarchy and identified a slightly revised figure of 470 new homes across an extended plan period of 15 years from 2012. Approximately 320 homes were identified as being provided on brownfield sites.

3.6 The most recent version of the Emerging Local Plan – the Pre-Submission Version (2020) again defines Needham Market as a market town in the hierarchy with a housing figure of 512 homes. This figure is largely a committed figure with three allocations identified.

3.7 In the context of the production of this Neighbourhood Plan the Emerging Joint Local Plan was initially at the very early stages although it has now been submitted for examination. The requirement is for the Neighbourhood Plan to be generally consistent with the adopted strategic policies – in this case the Core Strategy. However as show above, Needham Market has remained static in the District hierarchy and the housing numbers have also remained relatively consistent.

[5] Town and Country Planning Act 1990 Section 55.

◆ THE STORY SO FAR...

4.1 Gathering an evidence base together provides a sound starting point for the preparation of a Neighbourhood Plan. Many sources of information have been identified and used to produce a comprehensive picture of the town of Needham Market.

These included:

- The Suffolk Observatory – for local statistics on employment, age structure, education and health information.
- A Community profile for Needham Market, © ACRE, OCSI 2013.
- The Census 2011 – for health and wellbeing, car ownership and economic activity.
- Mid Suffolk District Council - for Planning and Conservation Area issues affecting the town. The District Council website also considers flood risk matters and provision of recreation / sport facilities.

4.2 In addition, "The Needham Market Health Check 2004", the town's last extensive appraisal, before the Neighbourhood Plan process began, offered some valuable baseline information and, the following key issues affecting the town were identified as shown below.

Rising average age of resident population	Outreach of health facilities – keeping active – keeping safe – maintaining good mental health
Growth of younger peoples age group	Facilities – education – leisure including sport and informal recreation
Rising House prices	Continuing need for a broad mix of homes across a range of tenures including affordable homes for rent.
Employment opportunities	Encouraging and maintaining business growth
Low crime rates	Maintaining an effective local Police presence

4.3 Since work began on the Neighbourhood Plan in 2013, a programme of events has been used to help offer the Needham Market Neighbourhood Plan to the people and businesses of the town and the nearby Parishes

- First discussion with adjoining parishes and Open Annual Town Meeting 2013.
- Consultation with local groups including Bosmere school parents via Environment Week School Project.
- Publicity through the NM newsletter.
- Evidence base prepared for Town Council – initial findings circulated 4 April 2014.
- First Consultation Open Day 22 June 2014.
- Business Community Survey – High Street focus + industrial areas July 2014.
- Non statutory invitation to allow other agencies involvement - letters sent August 2014.
- Second Consultation Open Day 20 September 2014.
- Popup High Street shop days October 2014.
- Facebook/Twitter presence October 2014.
- Third Consultation Open Day 21 March 2015.
- Regulation 14 Public Consultation – 6 weeks – August 2015.

- Work suspended 2016.
- Public Exhibition on AECOM Feasibility – March 2019.
- Stakeholder Meetings with Mid Suffolk and Suffolk County Council – July 2019.
- Stakeholder Meeting with Barking Parish Council – July 2019.
- 2nd Regulation 14 Consultation – January to March 2020.

Summary of Key Issues Raised

4.4 The key issues raised by participants during the various consultation events were:

- Some new homes will be needed to maintain a healthy flow without swamping the town.
- There is strong opposition to the development of "greenfield" (currently in use for agriculture) land on the fringe of the town before development of "brown field" sites are exhausted.
- It is anticipated several "brown field" sites (areas of land which have been used previously e.g. Needham Market Middle School site) will become available for redevelopment during the plan period NB: The downside of "brown field" redevelopment is it rarely delivers meaningful contribution to improvements in infrastructure and/or public service benefits as developers are often able to make a case for making no or reduced contributions as a result of viability. Additional costs regularly apply to redevelopment of "brown field" sites which don't exist for development of "greenfield" sites (e.g. remediation of land).
- Needham Market Country Practice (GP Surgery and Pharmacy) would be far better located in the core of the town – the current location of the Practice demands the use of a vehicle for many patients causing pressure on grossly inadequate parking facilities.
- The High Street is already very busy and, does it have capacity to cope with extra traffic?
- The High Street is subject to a vehicle weight restriction but, this is often ignored causing disruption and danger to people in the vicinity plus damage to heritage properties.
- The provision of adequate parking for visitors/ customers of High Street businesses is vital to those businesses' prosperity.
- There are significant traffic related areas of concern, notably at Needham Market Country Practice, Barking Road and problems associated with the low railway bridge on Coddenham Road, which provides the only direct link from the town to the A14.
- The impact of 'school' traffic on Quinton Road has led to the rerouting of a bus service to the detriment of bus users (particularly older people and people with young children).
- Access to Needham Market Railway Station is restricted for people who have mobility problems.
- Business and employment opportunities are good provided the industrial/commercial/retail areas of the town remain vibrant and attractive.
- The loss of banking facilities in the town has undermined its offer to businesses, visitors and residents.
- The population is living longer – so there will be an increasing number of older people in the town.
- There is a significant growth in young people forecast in the plan period (to 2037) and additional development of new housing will bring young families to the town.
- Premises which provide facilities for children and young people (e.g. the Scout Hut at the Camping Land and the Internet Cafe in School Street) are at or nearing end of life.
- The general environment of the town is good, and it benefits considerably from the proximity of Needham Lake.

4.5 The Town Health Check undertaken in 2004 provided an opportunity for the Town Council to reassess the issues raised through that process, in the context of the issues raised through the Neighbourhood Plan consultation events and an initial **SWOT** (Strengths, Weaknesses, Opportunities and Threats) analysis was undertaken.

Strengths

- Distinctive buildings in the historic core of the town
- Attractive shopping area
- Good quality environment in the High Street e.g. improved pedestrian safety and public realm improvements
- Good footpath and cycle routes and access to countryside
- Lack of recent greenfield development
- Protection of open spaces
- Broad range of shops and reasonably high occupancy rate
- Low unemployment
- Training opportunities reflecting employers' needs
- Good tourism economy
- Range of cultural and sporting activities
- Low crime
- Ease of movement to and from the town by public transport

Weaknesses

- Limited range of quality tourism accommodation
- Poor national coach service and accessibility
- Conflict between pedestrians and cars at specific locations in the town centre
- Limited disabled parking
- Access to A14 impeded by Coddenham Railway Bridge

Opportunities

- Management and value of the countryside
- Increased job opportunities and expansion of existing companies at Lion Barn Estate
- Better promotion of the town centre (particularly at the Lake)
- Scope for new safe walking and cycling routes; including secure cycle parking

Threats

- Loss of retail floorspace
- Limited range of tourism accommodation
- Inadequate signage to visitor attractions
- Housing affordability
- Frequency of rail services
- Condition of some sport and leisure facilities
- Congestion in the town centre increasing
- Poor public transport connections to surrounding villages

4.6 The issues outlined above provided Needham Market Town Council with some prompts to work towards the establishing of an overarching vision and a set of objectives to refine through debate at the consultation open days and workshops. The outcomes from these discussions produced an updated SWOT assessment which helped shape the vision and identified objectives to deliver that vision.

Strengths

- Quality High Street environment as a Heritage Asset
- Good breadth of services available to the community
- Job available locally and low unemployment compared with national average
- Housing stock in generally good condition
- Attractive rural setting for the town
- Community spirit based on an activity of key community workers and participants

Weaknesses

- Age of buildings housing community groups
- Disconnect between the town and Needham Lake
- Dependency on a few key community workers/participants
- Poor approach to the town from Coddenham Road

Opportunities

- New housing to take place on largely brownfield sites
- Attraction of Needham Lake to tourists and other visitors
- High quality heritage assets in the town
- Opportunities afforded by Community Infrastructure Levy (CIL) to deliver community priorities
- Planning for the future through the Neighbourhood Plan process

Threats

- Prospect of increased traffic in the town centre due to new development
- High Street environment eroded by increased traffic
- Ageing population placing increasing pressure on local health facilities
- Decline of key community workers
- Job losses/relocation of District Council offices away from the town
- Key development sites yielding low community benefits

◆ VISION AND OBJECTIVES

Our Vision for Needham Market to 2037 is:

"To ensure that Needham Market's future growth occurs in a balanced and sustainable way, which preserves and enhances its attractive, historic core, promotes the health and well-being of local people and maintains the community way of life already present in the town. Needham Market will continue to be a self-contained settlement providing the necessary housing and jobs needed by its local residents.

5.1 It is important that any Neighbourhood Plan contains a short and simple vision statement which sums up the community's aim for the future of the town. The Neighbourhood Plan vision is an overarching statement describing what Needham Market should be like at the end of the Plan period i.e. 2037. The vision has been developed with local people who participated at both the Issues and Options Open Days and Town Meetings which emphasised the need to protect, maintain and enhance the current characteristics of the town. It results in a vision statement which captures the overarching spirit and ambition of the local community and the Neighbourhood Plan.

5.2 The vision underpins the objective and policies of the Needham Market Neighbourhood Plan and is referred to throughout the Neighbourhood Plan.

5.3 From the vision flows the different objectives of the Neighbourhood Plan and from there, the policies. The diagram below outlines this relationship.

Structure of the Needham Market Neighbourhood Plan

5: VISION & OBJECTIVES

5.4. The objectives of the Neighbourhood Plan are broad statements of intent. They are there to help deliver the vision and link to the issues that Needham Market is seeking to address. They have been drafted using themes picked up at an early stage and have been refined through the community consultation exercises.

Housing	**Objective 1:** To deliver the new homes expected in the District Council's Local Plan in accordance with the vision of the Neighbourhood Plan.
Employment & Business	**Objective 2:** To provide enough land, buildings and infrastructure to support local economic development and promote local employment opportunities.
Community	**Objective 3:** To maintain the existing level of facilities in the town and to deliver new services to meet the changing needs of residents during the Neighbourhood Plan period.
Natural Historic & Environment	**Objective 4:** To protect and enhance Needham Market's environmental, natural and green assets.
	Objective 5: To preserve and enhance the historic town centre of Needham Market.
Transport	**Objective 6:** To improve connections and services within the town, to prevent the need to travel elsewhere, particularly by car.
	Objective 7: To encourage healthier lifestyles by helping people to enjoy walking and cycling safely.

◆ NEIGHBOURHOOD PLAN POLICIES

6.1 The vision and objectives have provided the framework to develop the policies in the Neighbourhood Plan. Each policy relates to a particular objective under each theme: Housing, Business and Employment, Community, Historic & Natural Environment and Transport.

6.2 The Neighbourhood Plan is first and foremost a land-use document for planning purposes. All policies in the Plan have been derived from a series of consultation events, stakeholder engagement and desk research, which provide the justification and evidence base for their writing.

6.3 The Neighbourhood Plan policies follow the government's guidance, they exist to:

- Set out locally led requirements in advance for new development in the Town.
- Inform and guide decisions on planning applications.
- Ensure that the multitude of individual decisions add up to something coherent for the area as a whole.[6]

6.4 To aid interpretation for decision makers and planning applicants, each policy is accompanied by supporting text, which includes context for the theme, the views of residents, guidelines and reference to strategic plans. This is set out before each of the policies.

Hawks Mill

[6] Tony Burton, Writing Planning Policies, Locality.

New Housing

Objective 1: To deliver the new homes expected in the District Council's Local Plan in accordance with the vision of the Neighbourhood Plan.

6.1.1 The built environment is defined as human-made surroundings that provide the setting for human activity, ranging in scale from buildings to parks'.[7] The Needham Market Neighbourhood Plan seeks to provide a clear and positive framework which will provide the context for the determination of future planning applications in the town. It seeks to raise the bar for the standards of development and plans positively for an improved built environment for the town.

6.1.2 The Plan period of the Needham Market Neighbourhood Development Plan runs to 31st March 2037. The existing adopted Development Plan for the area comprises the Mid Suffolk Local Plan 1998 (Saved Policies), the Local Plan Alteration 2006, the Core Strategy Development Plan Document 2008 (Saved Policies) and the Core Strategy Focussed Review 2012. Mid Suffolk District Council is producing a Joint Local Plan with Babergh District Council - the Babergh and Mid Suffolk Joint Local Plan (BMSJLP). The Pre-Submission (Reg 19) Version was consulted on between November and December 2020 before being submitted for examination in March 2021.

6.1.3 Neighbourhood Plans are required to be in general conformity with the strategic policies contained within the adopted development plan for the area. (See Basic Conditions Statement). This Neighbourhood Plan has been prepared in the context of the MSLP, MSCS and the CSFR, also the emerging BMSJLP insofar as the content of that document is known at the time of preparation of this Plan. Paragraph 67 of the National Planning Policy Framework states that where it is not possible to provide a (housing) requirement figure for a neighbourhood area, the local planning authority should provide an indicative figure, if requested to do so by the neighbourhood planning body. The Pre-Submission Version of the BMSJLP contain a figure of 512 for Needham Market up to 2037. The draft BMSJLP makes three "allocations" as follows:

- Land west of Stowmarket Road – 66 dwellings (planning permission granted under DC/17/05549/OUT)
- Former Needham Market Middle School – 41 dwellings (planning permission granted for 41 affordable units and library under DC/18/04811 on 10th December 2019)
- Former Mid Suffolk District Council Offices – 94 dwellings (with planning permission granted under DC/18/05104 on 10th October 2019)

6.1.4 All three of the allocations now have the benefit of planning permission, two of which are brownfield sites. According to the most up to date monitoring report[8] published by MSDC, at the base date of the plan (1st April 2018), there were existing permissions for a further 311 dwellings yet to be completed. The majority, of these dwellings, were on two sites; the former Chalk Quarry and, at Hill House Lane. Whilst one site has an outline permission and therefore the principle of development of the site for residential development is established, it will require the submission of further reserved matters applications which will need to be approved before construction of the dwellings can begin. Depending upon the timing of the submission of those reserved matters applications, the policies within this Neighbourhood Plan will be able to influence those subsequent applications to a greater or lesser extent depending upon the stage the Plan has reached in the statutory process. If those permissions lapse, within the plan period and fresh outline applications are made, the policies of the Neighbourhood Plan will be used in the determination of those applications and would influence the final developments.

[7] Wikipedia, 16.05.19
[8] Draft BMSJLP SHELAA July 2019

6.1.5 The draft BMSJLP Nov 2020 identifies Needham Market as a Market Town under the emerging Settlement Hierarchy, due to the level of services and facilities which are well provided for in the town. Market Towns are expected to account for 31% of the growth over the BMSJLP plan period which equates to 3,966 dwellings, of which 1,124 are already committed. The preferred spatial strategy focusses on the transport corridors of the A14 and the A12. Whilst Needham Market has a railway station and is located close to the A14, the link between the town and the A14 is considered to be poor and this together with the high level of outstanding commitment, and the lack of planned school provision accounts for the low level of new allocations for the town in the draft BMSJLP. The Town Council endorses this approach. It is not anticipated therefore that Needham Market's position in the settlement hierarchy will change as the emerging plan progresses.

6.1.6 The Town Council acknowledges the desire locally to improve the link between the town and the A14, whether this be through the provision of a new link or a realignment of the Coddenham Road but is also mindful that this may be something of a 'double edged sword', if improved accessibility leads to higher levels of growth in future plans.

6.1.7 The Needham Market Neighbourhood Plan does not anticipate making further allocations for new development given the high levels of outstanding commitment and the level of change that will occur as those commitments and allocations come forward during the plan period. The Neighbourhood Plan policies will instead provide guidance for applications that come forward on the sites identified in the emerging BMSJLP plus any windfall[9] sites that may come forward within the existing built up area boundary (settlement boundary).

6.1.8 Historically, the Mid Suffolk Local Plan and the subsequent plans of the Local Development Framework have recognised the important relationship between Needham Market and nearby Stowmarket. Although there is some interchange of residents for work between the two towns, they have retained a separate identity born from physical separation and planning policy controls. There has been a long term commitment on the part of both Town Councils and the District Council to preventing the two becoming joined up by further development in the gap between the two settlements and this ambition for Needham Market to remain self-contained and provide for the economic and social needs of its residents, is still relevant to this Neighbourhood Plan.

6.1.9 The National Planning Policy Framework advises, at paragraph 105, where large-scale new housing development is to take place it should be focused in locations that are, or can be, made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. Provision should also be made for high quality walking and cycling networks and supporting facilities. Larger developments should be comprehensively planned and phased to ensure that supporting infrastructure is suitably timed to be in place to serve the needs of the emerging development and to prevent piecemeal and poorly designed developments. The Needham Market Neighbourhood Plan supports the delivery of a minimum of 512 homes during the plan period up to 2037 in accordance with requirements of the emerging Babergh Mid Suffolk Joint Local Plan.

AECOM Feasibility Study/Development Guidelines for Future Growth

6.1.10 In considering responses received through early consultation exercises on the draft Neighbourhood Plan, and in particular those concerns raised about traffic in the town centre, the Town Council felt it was appropriate to tentatively explore some options for relieving traffic in the town centre and specifically options around a relief road for the town. It was acknowledged that such a scheme would require considerable funding and therefore consultants AECOM were commissioned by the Town Council under the Ministry of Housing, Communities and Local Government (MHCLG) programme of support for Neighbourhood Plans operated by Locality, to undertake a feasibility study to determine the necessary quantum and potential location of new

[9] Windfall sites are 'sites not specifically identified in the development plan' and include previously developed land that has unexpectedly become available, new dwellings formed through the subdivision of an existing property or small infill plots within the existing built up area boundary.

housing required to fund a relief road. This work took place during 2018/19 and resulted in a draft feasibility report and associated Master Plan which was presented to the public in March 2019. The key headlines from the study indicated that approximately 1400 houses would be required to fund a new road from north of the High Street, with a junction on Stowmarket Road (B1113) to the west of the town with a junction on Barking Road (B1078). For the reasons outlined above, it has not been considered necessary for this Neighbourhood Plan to make new housing allocations.

6.1.11 However the feasibility work is available to inform subsequent reviews of the Neighbourhood Plan and the Local Plan should circumstances change in the future. The Town Council is mindful of the need to plan for the longer term and to anticipate the future growth of Needham Market beyond the current Local Plan allocations. It is possible that this could include strategic growth to the west of the Town as envisaged by the Feasibility Study. The Town Council therefore amended the original commission to include further design guidance on how strategic growth should be planned and designed to create an attractive, sustainable and resilient expansion of Needham Market if this is needed in the future. The revised AECOM report "Development Framework & Design Guidelines for Future Growth at Needham Market" was completed in July 2020 and is intended to assist the Town Council in positively shaping the future of Needham Market and support on-going engagement with residents and other stakeholders on how the Town should grow in the future. The Concept Framework provides a development guideline not a blueprint. Likewise the Design Guidelines provides a development framework and a set of design principles to guide strategic growth at Needham Market should this be appropriate in the future.

Housing Mix

6.1.12 To an extent the town has been historically, physically restrained from growth by the barriers of the railway and river Gipping on one side and the valley sides to the other, however, the town has had an organic growth of new homes over the last thirty years. Evidence from early consultation events indicates there is a perception that the volume of 2/3 bedroom homes built over that period, has outweighed the larger family homes and the balance should be restored, by building more 4/5 bedroom houses. Others have commented that a lack of smaller homes, especially bungalows has meant that there are limited opportunities for older people to 'downsize' to release the stock of larger houses. This tends to suggest that the balance of house sizes may be about right. A developer's choice of house type will depend on the ability to rent or sell it promptly. Whilst larger "luxury" homes may bring a profit premium the developers will know that there are other house styles which will maintain a healthy balance in the market and sell equally quickly. The Neighbourhood Plan enables policy guidance on the mix of house types and the type of tenure. The Ipswich Housing Market Area Strategic Housing Market Assessment, which covers both Babergh and Mid Suffolk was first published in 2017 and has been updated in 2019 provides some strategic level guidance on this subject.

6.1.13 The updated Strategic Housing Market Assessment (SHMA) 2019 provides evidence and context for future housing needs within both districts looking at both open market and affordable sectors balanced against population trends and forecasts. The SHMA (Part 2) identifies the mix of housing required to 2036 in terms of the size and tenure. The SHMA projects that there will continue to be a decline in couple households with children whilst other households will continue to grow. For Mid Suffolk the overall profile of affordable housing appropriate to meet the population over the plan period derived from Local Housing Need is: 12.7% of housing to be Affordable Rented and 10.0% affordable home ownership (of which 5.8% could be Shared Ownership and 4.2% Starter Homes demand rather than requirement 16) reflects the mix of housing that would best address the needs of the local population.

Affordable Housing

6.1.14 The mix of house types discussed above is a subtly different matter from that of the need for affordable housing. The affordability question relates to the ability of local people to be able to purchase or rent property in the property open market. This specifically requires that the relationship between the cost of a mortgage or monthly rental is practical and capable of being paid - without causing distress or hardship to the persons seeking a home. To establish the housing need of residents and their families in the town for future iterations of the Neighbourhood Plan, a more specific Housing Needs Assessment for Needham Market should be undertaken as part of the evidence base for future Neighbourhood Plans.

6.1.15 The housing mix outlined in Policy NM1 below is the stated preference of the community established through consultation exercises and is supplemented by the housing need information gathered by the District Council.

Policy NM1 – Housing Mix – Size, Type and Tenure

All new development proposals should provide a range of housing types to enable the creation of mixed and inclusive communities and to reflect the latest available local housing needs evidence, subject to the location, suitability and viability of the site.

The mix of housing could include:

a) Housing for Older People (to include retirement living housing, supported/sheltered housing, bungalows and/or retirement complexes)

b) Smaller and larger family housing both market and affordable

c) Adaptable, 'life-time' homes[10]

d) Self-build[12]

Design

6.1.16 One of the determinants of whether any new development is successful or not, will be dependent upon how well it is considered to integrate with its surroundings. Matters such as design, impact on local character, layout and scale are the most common issues that will cause a local community concerns about any impending new development. If a community believes it has been involved with and been able to influence the design of a development at an early stage the higher the likelihood that the development will be considered to be acceptable.

6.1.17 Whilst to an extent design and impact on local character are subjective judgments these can be influenced by breaking design elements down into component parts and attempting to address them. Whether a proposed new development is 'in keeping' with what is already there is one of the most common judgments to be made, yet there is often very little evidence or guidance to assist local people in making that judgement.

6.1.18 A key purpose of the Neighbourhood Plan is not only to help influence the designers and proposers of development at an early stage of formulating their proposals but also to help promote an understanding of what elements make up the character of the area and what constitutes good design that respects local character.

6.1.19 To decide whether something is 'in keeping' with the existing development is subjective. In this case the District Council has a Landscape Character Assessment which was completed in 2015 together with Heritage and Sensitivity Assessments (March 2018) of its main settlements. Additionally, there is also a Conservation Area Appraisal which covers the historic core of the town centre which was completed in 2011. This is explored in more detail by **Policy NM8.**

[10] Adaptable Homes - Homes that are built using 16 specific design criteria which allows them to be easily adapted for use by older or disabled people

[12] Housing built by an individual or group of individuals or persons working with or for them, to be occupied by that individual

6.1.20 A key issue raised by residents during early consultation was the desire to ensure that brownfield sites in the town were developed before new greenfield development was permitted. Two of the sites identified in the emerging BMSJLP are brownfield sites including the redevelopment of former office and school buildings close to the town centre. It is recognised brownfield sites can be more expensive to develop and they are often physically constrained however opportunities to improve the overall standard of design in an area should still be taken. Residents wish to see new development that positively contributes to the town's character through sympathetic and visually attractive design.

6.1.21 Considerable emphasis is given to achieving well-designed places in the NPPF. Paragraph 126 describes it as fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development proposals acceptable to communities. Effective engagement between applicants, communities and local planning authorities is essential.

6.1.22 Paragraph 127 of the NPPF states 'Design policies should be developed with local communities so that they reflect local aspirations and are grounded in an understanding and evaluation of each area's defining characteristics.' Neighbourhood Plans can play an important role in identifying the special qualities of an area and how it should be reflected in development. There are also potential benefits to health when considering designs. For example, provision of sufficient green spaces would promote good physical and mental health. Large green spaces should be easily accessible via safe walking and cycling routes and include benches to promote accessibility to all, thereby increasing activity. Measures that prioritise the movement of pedestrians and cyclists, have multiple benefits including reducing congestion, reducing emissions and improving health.

6.1.23 Through the consultation exercises residents expressed some clear preferences in terms of the design of new development particularly in relation to parking and provision for waste and recycling storage to be included. Where development takes place on the edge of the town and where it is close to open countryside landscaping was highlighted as a critical factor in helping to protect the town's rural setting.

Policy NM2 – Securing Good Design and Layout

The detailed design and appearance of new housing shall contribute to the character of the area by reflecting the pattern of development in its surroundings and seek to enhance its quality. New housing developments shall take account of the following:

Layout

a) Proposed densities should be compatible with those prevailing in the immediate locality.

b) The proposed heights of buildings shall be appropriate to the character and appearance of the area.

c) Proposals will avoid over development of a site by ensuring that a residential plot can satisfactorily accommodate the needs of modern dwellings, including the provision of useable private garden space, which where appropriate, can also be accessed externally.

d) Provision shall be made for sufficient external space for refuse and recycling storage.

e) All development proposals shall demonstrate how they have had regard to Secure by Design[13] in minimising the likelihood and fear of crime

Parking

f) Proposals shall have regard to the 'Suffolk Guidance for Parking (updated 2019)' published by Suffolk County Council or any successor document.

g) Where garaging is proposed, it shall be of sufficient dimensions to accommodate an average sized car and provide enough internal space to open the doors.

h) Satisfactory provision shall be made to accommodate the access needs for delivery drivers, including refuse, public transport vehicles, fire and other emergency services.

[13] https://www.securedbydesign.com/guidance/design-guides

Wildlife and Landscaping

i) Proposals shall include features to encourage and attract wildlife, create net gains for biodiversity, create new habitats and enhance and extend existing wildlife corridors.

j) Proposals will retain trees and hedgerows worthy of retention, wherever possible, and minimise their loss by limiting this to essential access requirements.

k) Proposals shall include soft well-landscaped boundary edges where adjacent to open countryside or edge of settlement, which shall connect to existing ecological networks.

l) Proposals shall include appropriate landscaping areas including the use of native species in new planting which benefit pollinator species.

m) Provision shall be made for an appropriate quantity and quality of green spaces, including children's play and recreational areas, to serve the needs of the development in accordance with the latest standards adopted by the District Council, particularly for young families to encourage physical activity.

Sustainability

n) Proposals are encouraged to include features that allow for increased energy efficiency performance and renewable energy provision.

o) Should a development site be located adjacent or close to any footway or cycle route, every opportunity should be taken to secure a connection to them and the design shall ensure integration with the new development.

p) Development design and layout shall prioritise the movement of pedestrians and cyclists, by providing safe, attractive and convenient links within the development and to existing pedestrian and cycle networks

q) Proposals for developments of 10 or more dwellings, where appropriate, shall include the use of Sustainable Drainage Systems (SuDS), which could include wetland and water features which can help reduce Floodrisk whilst offering other benefits such as protecting against pollution, wider amenity/recreational and biodiversity benefits.

r) Accessible electric charging points shall be provided within all new development.

s) Suitable infrastructure capable of allowing superfast broadband connections shall be included.

Landscaping plans will be required for all developments of more than five dwellings which will include details of their future maintenance.

It should be noted that it may not be appropriate for all development proposals to meet every criteria, however this will need to be justified.

Needham Maltings Development

Objective 2: To provide enough land, buildings and infrastructure to support local economic development and promote local employment opportunities

6.2.1 Needham Market has played an important part in the economy of the Gipping River Valley since the river was made navigable through to Stowmarket. Today, it maintains a good supply of industrial and commercial property as part of the A14 corridor provision which lies within and contributes to the strength of the Haven Gateway area and incudes Claydon, Great Blakenham and Needham Market. This corridor accommodates the majority of industrial premises in a combination of business and industrial uses.

6.2.2 An economic needs assessment undertaken by Lichfields on behalf of Babergh and Mid Suffolk in 2017, shows that employment growth has not matched housing/population growth and that there is a high level of out commuting by residents for work. Overall, the Lichfields Sector Needs Assessment shows that Babergh and Mid Suffolk have modest net additional employment land requirements (as indicated by the 2016 release of the EEFM). Combined, the Babergh requirement of 2.9ha and Mid Suffolk's requirement of 9.4ha indicates a total requirement across the area of 12.3 ha. In quantitative terms, there is therefore considered to be more than enough existing identified land to meet baseline objectively assessed need over the plan period, given the modest baseline forecast in both areas.

6.2.3 The emerging BMSJLP Policy SP05 aims to support and encourage sustainable economic growth and ensure a continuous range and diversity of sites and premises which are fit for purpose are available across the Districts and identifies a number of existing strategic employment sites to be protected and their proposed expansion supported in principle. This includes Lion Barn in Needham Market. The policy also supports the principle of the development of net additional employment sites along the strategic transport corridors (A12, A14 and A140) subject to criteria governing highway, parking, layout and design issues. Sites identified under this policy should be retained and their expansion supported where appropriate in scale, character and nature of the locality. These sites will generally be expected to continue to provide for local employment over the plan period.

6.2.4 Business premises within Needham Market cater for a range of business needs. The **Lion Barn Estate** which is to the south east of the town between the railway line and the B1113 and accommodates a number of uses such as food processing, computer supplies, gym and fitness and car and van hire.

6.2.5 With the closure of the Chalk Pits on Ipswich Road in 2017 approximately 27 jobs were lost or relocated from within the Quarry area to other locations - only 4 jobs were lost on cessation of chalk quarrying, however this and the relocation of the Mid Suffolk District Council offices have had a cumulative impact upon the employment base of the town.

Lion Barn Estate

6.2.6 According to the 2011 Census 72.8% of Needham Market's population were economically active with 40% in full time work which was higher than the averages for Suffolk and for England as a whole. Less than 1% of the population was long term unemployed which was significantly lower than the Suffolk and England averages. According to figures from the Suffolk Data Observatory, the levels of qualification within the resident population are on a par with the Suffolk and England averages and the levels of deprivation in the town are low when compared to county and national averages. During 2018 the number of residents not in employment or training were higher than the county and national averages but this has dropped through 2019 and is now below both averages.

6.2.7 Strategic planning policies for the area identify a strong economic corridor based on the A14 trunk road which consists of a number of identified Enterprise Zones. Both the Adopted Core Strategy and the emerging BMSJLP seek to focus new large scale economic development to these specific zones. One Enterprise Zone is identified at Stowmarket Enterprise Park, Gateway 14 at Mill Lane which is on the Needham Market side of the town.

6.2.8 The total employment land allocation within the area is 39.5 ha net, the Enterprise Park, that sits within Gateway 14, will contribute circa 17ha of serviced employment land. The EZ site is also a designated Food Enterprise Zone (FEZ). The total site extends to approximately 52 ha, of which 34 ha is developable land. This is a designated Enterprise Zone site, that will focus upon providing serviced employment land for development focussed upon business, general industrial and storage and distribution uses[14]. Given the strategic emphasis for focussing new economic growth in this area it is unlikely that substantial new employment allocations will be required in Needham Market in this plan period.

6.2.9 The Needham Market Neighbourhood Plan survey of industrial enterprises undertaken in July/ August 2014, identified good maintenance and other management of industrial land as important to continued success, but these were not considered to be a threat to the body of industrial and commercial property, at least in the short to medium term.

6.2.10 Although the Needham Market Neighbourhood Plan is not proposing to allocate further land for industrial/ employment purposes within the Neighbourhood Plan Area, the emphasis is on reinforcing and underpinning the important role of existing employment areas through supporting proposals for development which generate employment opportunities to meet local employment needs in the town – including those from retail.

6.2.11 The development of the Lion Barn Industrial Estate, located to the south of the town off the B1113 Ipswich Road has been ongoing for more than 30 years. The site is a former worked aggregate pit. Current uses consist of light industrial, commercial, logistics and a small element of leisure businesses which reflect the changing demands for types of business accommodation over a long period. Development has been delivered in phases in line with approved planning permissions. Many original occupiers of the initial phases of the development are still in situ and when business units become vacant, they are often quickly reoccupied, sometimes following adaptation for specific business needs. The area of land (12.7 acres) that forms the final phase of the development has been prepared and is currently being marketed by the owner who has retained ownership of the entire development from its commencement.

6.2.12 A significant change to Needham Market's southern boundary was prompted by the Mid Suffolk (Parish Boundaries) Order 2009. The Order came into force in 1st April 2009 and extended the town to include land transferred from Barking Parish. This included the Lion Barn Industrial Estate and the Needham Chalk Quarry. The latter is now subsequently being used by both a substantial local business involved in waste management services and as a current site for residential development (Hopkins Homes – St Georges Park) for 266 dwellings.

6.2.13 There has been a long held ambition to provide a cycleway between Lion Barn Estate and the centre of the town which it is acknowledged is feasible, if there is sufficient highway land to widen the footway on the east side of B1113 Ipswich Road. It is recognised that there are often constraints to improvements of highways, including, insufficient carriageway width and on-street parking for cycle lane installation, narrow footways that cannot be widened due to dwellings being adjacent to the back of footways, insufficient carriageway width to allow footway widening etc. To improve any achievable cycle/footway improvements, developers would be required to provide contributions that are appropriate and proportionate to the development.

[14] From 1st September 2020, the former B1 Business Use has been abolished and a new Commercial, Business and Services Use Class E has been created. Uses formerly within B1 now fall within Class E (c) (iii) – Uses appropriate in a Business Area, Class E (g) (i) – Offices, Class E (g) (ii) – Research and Development and Class E (g) (iii) – Industrial Processes.

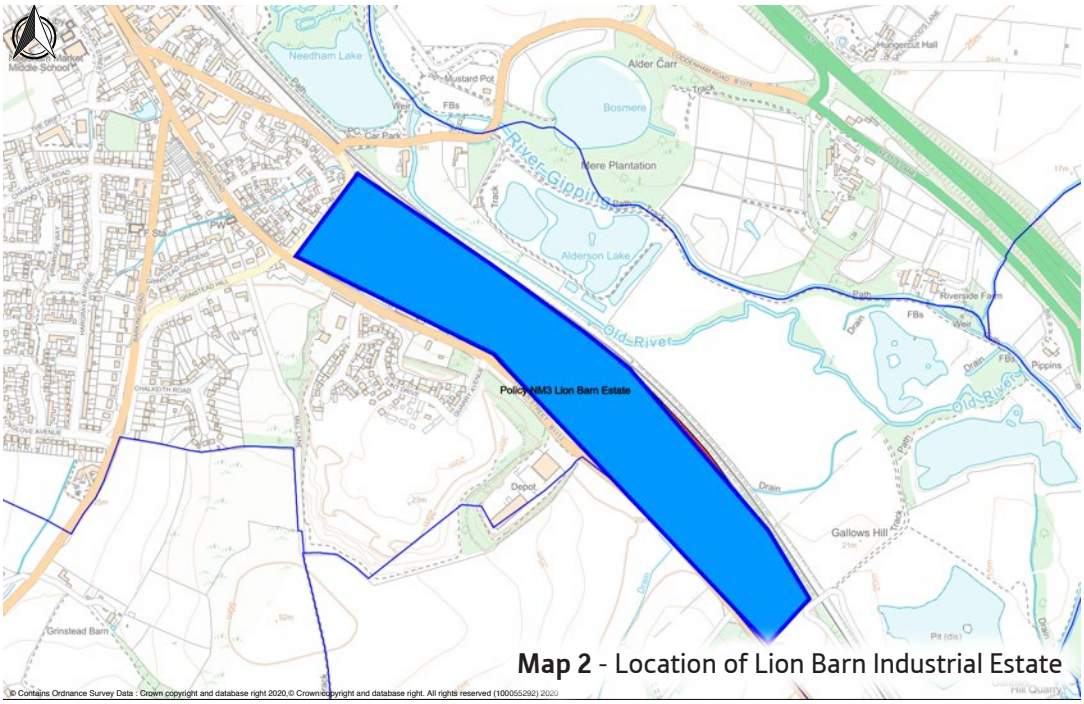
Policy NM3 – Encouraging commercial activity and employment opportunities

Proposals for new business, commercial, service, industrial and employment generating uses (B2, B8, E (g) (i-iii)) will be directed towards the Lion Barn Estate.

New development at Lion Barn Estate, for new land or premises in the use classes (B2, B8, E (g) (i-iii) will be expected to contribute to the construction and enhancement of the cycle path and footpath network linking the Lion Barn Estate and residential areas of the town to ensure the proper integration of new development with the rest of the town and the town centre. Such contributions will be appropriate and proportionate to the development proposed.

The expansion of existing businesses including small scale extensions will be supported provided they do not have a significant adverse impact upon the character of the area, adjoining uses, or the amenity of local residents, either, through their built form, proposed use or traffic generated.

See Map 2



Map 2 - Location of Lion Barn Industrial Estate

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Reinforcing the Commercial Role Needham Market Town Centre

6.2.14 The Business Survey indicated that Needham Market High Street is considered a pleasant and popular place to do business and highlighted the importance of car parking and the link to the Station meaning that the shops and businesses of the Station Yard have also enjoyed a degree of vibrancy. The demise of businesses in either area will be harmful to the appearance and economic fabric of the town. It is recognised that it is not possible to require a business to stay open or indeed to require that other businesses are represented in the Town. However, to ensure that the shop and business owners cannot be drawn away to other "off-centre" premises in the town a policy aimed at preventing the change of use of industrial and commercial premises outside the town's Primary shopping areas is included in the Neighbourhood Plan.

6.2.15 Prior to its closure in 2017, Needham Market was home to Mid Suffolk District Council's main administrative offices. Since 1974, the District Council had been a significant employer in the public service sector, providing 150 jobs in the town. The Council's offices had also been used for community police work and other community focussed activities. The closure of the offices has had an impact on economic well-being the town. Not just in the loss of the Council jobs but also the loss of expenditure from persons eating and spending in the town (particularly at lunchtimes). It has had a detrimental effect on local businesses.

6.2.16 The quality of a high street has an impact on whether people choose to visit an area and affects how long they stay. Needham Market's High Street has a lot of history and character and should be celebrated. To preserve the High Street and drive footfall to independent shops there is a need to retain a diverse mix of shops to make people want to return to the town in the future. This can be achieved by better signage at key areas coming into the town, especially near the Needham Lake area. A survey conducted by Mid Suffolk suggested that only 1% of lake visitors in 2018 visited local shops within the town (600,000 visitors). However, it should be borne in mind that these figures include local residents regularly walking their dog and do not represent a true figure for actual day visitors.

6.2.17 Community consultation revealed there are concerns that parking and traffic restrictions are deterring customers from shopping within the town and more needs to be done to provide enough free car parking for people to visit as the town grows. The need for public toilets was also considered to be important. There are examples of successful schemes which promote the independent high street e.g. Woodbridge. Independent shops rely on offering a specialist or niche product to attract customers. Encouraging new independent shops is a challenge but would add to the attractive character of the town.

Needham Market Town Centre

6.2.18 The emerging BMSJLP seeks to enhance local provision through focussing retail and leisure proposals within existing town centres, with retail uses focussed within primary shopping areas. National newspaper articles[15] highlight the importance of the 'experience economy'. High street shops that had been thriving nationally (prior to the Covid-19 pandemic) are hair and beauty salons, coffee bars, fast-food outlets, health and convenience stores – all are services that cannot be delivered on the internet.

6.2.19 The experiences of the Covid-19 pandemic have shone a renewed spotlight on the role of city and town centres as many long standing and previously successful businesses in the retail, food and drink and service sectors have closed as a result of lack of trade caused by increased working from home. Other services such as beauty and hair salons have also been affected as they were required to remain closed for a longer period. Conversely some more rural village and town centres have prospered as workers who would have commuted long distances e.g. into London or regional centres are no longer doing so and are shopping closer to home.

[15] https://www.theguardian.com/commentisfree/2018/apr/17/high-streets-heart-cities-web https://www.theguardian.com/commentisfree/2018/may/30/britain-high-streets-shops-marks-spencer

6.2.20 In September 2020, the Government introduced changes to the Use Classes Order which abolished the Class A Uses – which includes, retail, financial and professional services, restaurants and cafes, pubs and hot food takeaways. Classes A1-A3 were moved into a new Class E which covers Commercial, Business and Services, whilst Pubs and takeaways were reclassified as 'sui generis' meaning that changes to and from such uses, would always require the benefit of planning permission. The new Class E also includes former B Uses – Offices, Business, Research and Development . Proposals to move uses within a class do not require the benefit of planning permission and therefore proposals to move from offices to retail and vice versa do not require consent. This can have the consequence of undermining the function of the town centre, if offices in out of centre locations change to retail uses and compete with those in the town centre.

6.2.21 There has however been a recognition that in rural areas the loss of village/small town shops to other uses can have a significantly detrimental impact upon the local community. A new Use Class F – Local Community and Learning has been created which specifically reinforces protection for village shops by requiring applications to be submitted where proposals seek to change the use of a small convenience food retail of less than <280sqm, where there is no other similar facility within 1000m.

6.2.22 Through consultation, local residents and businesses have identified that the town centre should particularly encourage shops, financial and professional services, and restaurants and cafes, bars and pubs and hot food takeaway[16].

6.2.23 It is also recognised that the key to underpinning the town centre is to ensure that the town centre functions well as a whole, is an attractive destination for residents and visitors and has a broad range of retail, business and leisure uses rather than being reliant on a single sector. It has therefore been considered necessary to include a policy in the Neighbourhood Plan that specifically encourages retail, leisure, business and food and drink uses to the town centre in order to underpin its vitality and viability.

Needham Market Town Centre

[16] Until 1st September 2020, these were Use Classes A1-A5. However Classes A1-A3 have been abolished and replaced with Class E (a) Retail, E (b) Café and Restaurants, E (c) (i) and (ii) – Financial and Professional Services.

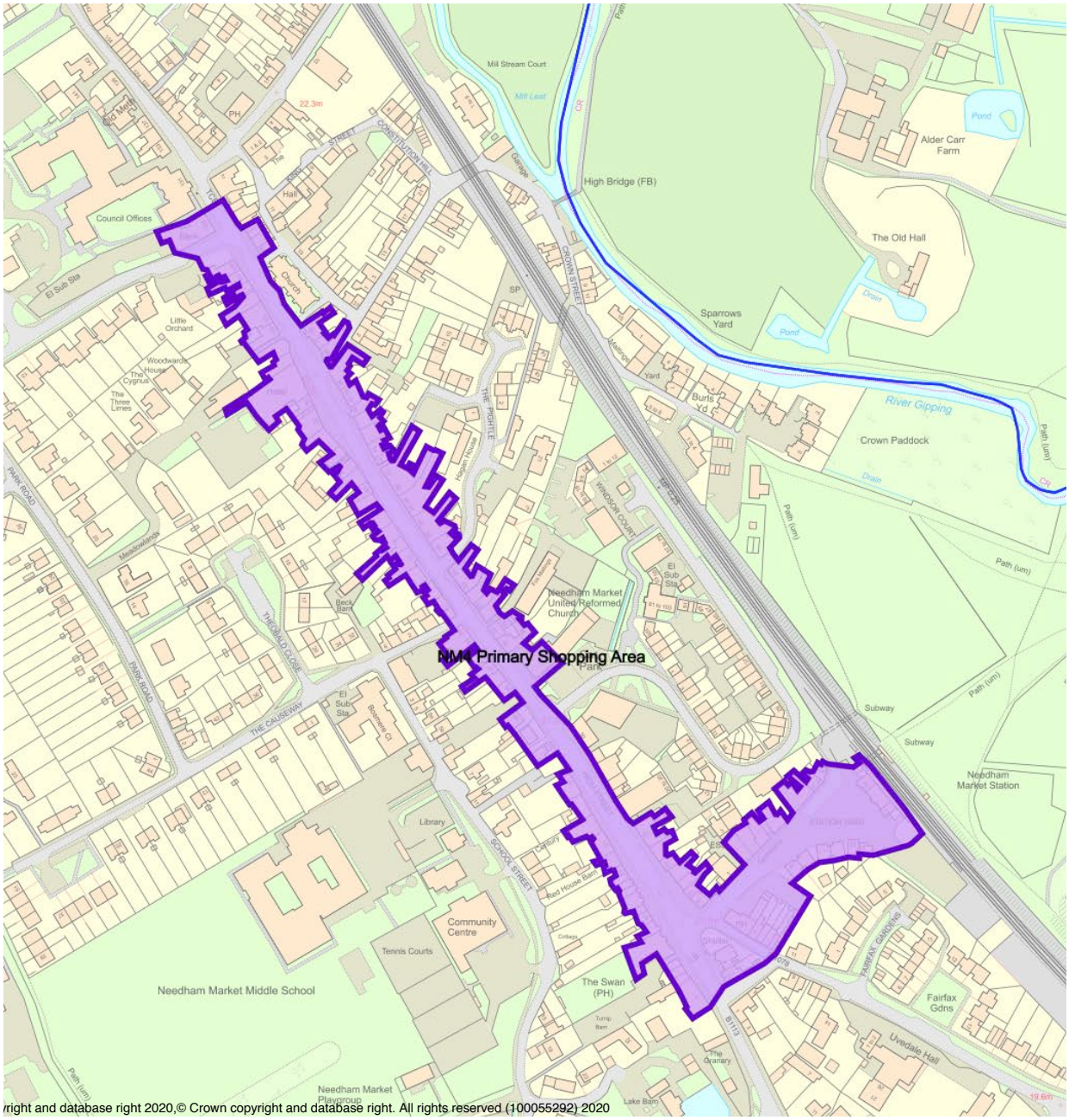
POLICY NM4 – Reinforcing the town centre vitality and viability

In order, to underpin the important function of Needham Market Town centre as a viable and attractive commercial centre, proposals for new retail, leisure, and town centre uses will be supported within the identified Primary Shopping Area as defined on **Map 3.**

Proposals that would involve the change of use of an existing town centre building, to a non-town centre use (B2/B8) within the Primary Shopping Area will be refused.

Outside of the Primary shopping area, development proposals that involve the change of use from Employment Use Class E (g), B2 and B8 into a retail or leisure use will be refused.

Map 3 – Primary Shopping Area



6.2.24 Much of the new housing planned for Needham Market over this plan period has taken place on brownfield sites close to the town centre and there has been considerable redevelopment and reconfiguration taking place in the town centre. The closure of the former Mid Suffolk District Council offices and subsequent planned redevelopment for housing and retail use, the development of the former Middle School for housing and also the redevelopment of a former garage showrooms site in the town centre for housing will all have an impact upon the physical environment of the town centre as well as its vitality and viability.

6.2.25 There are still a number of 'gap' and underused sites in the town centre that could be the subject of proposals for redevelopment during this Neighbourhood Plan period although they are not specifically identified. It is therefore considered appropriate that the Neighbourhood Plan contains a policy that sets out the criteria considered important for the consideration of redevelopment sites.

POLICY NM5 Redevelopment Opportunities in the Town Centre

Proposals for the redevelopment of unused or underused brownfield sites for mixed uses including small retail units, commercial uses, community spaces and housing in the town centre will be supported.

Proposals that add to the range of tourist or visitor attractions or facilities, adding a positive visitor experience will be supported.

Parking provision should be sufficient to cater for the needs of the development and should be safe, discreet, and accessible in accordance with adopted parking guidance and should seek to avoid adverse highway impacts at peak times.

Objective 3: To maintain the existing level of facilities in the town and to deliver new services to meet the changing needs of residents during the Neighbourhood Plan period

Vibrant and Healthy Communities

6.3.1 The overarching social objective of the planning system as set out in the NPPF is to support strong, vibrant and healthy communities by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations with accessible services and open spaces that reflect current and future needs and support the health, social and cultural well-being of communities.

6.3.2 In order to achieve this, planning of new development must go hand in hand with planning for the community services and facilities that need to be in place to support development and meet the needs of residents. This includes transport, education, library provision, green infrastructure, sports facilities, local shops, footways and cycle ways, allotments, fire hydrant provision, health services and a range of cultural facilities. These together are described as 'community infrastructure'. Housing and other development will be expected to contribute towards improving local services and infrastructure through either the payment of a Community Infrastructure Levy (CIL); planning obligations (via a s106 agreement / s278 agreement); or use of a planning condition/s.

6.3.3 Presently Needham Market is relatively well served by community infrastructure. There is a Primary School which now includes pupils up to year 6 following closure of the Middle School in 2015. There is a doctor's surgery, library, dentists, local shops, garages, pubs, takeaway restaurants, a community centre, places of worship, day care facilities, play areas, tennis courts, sports pitches, and a scout hut. However, as the population of the town has continued to increase a number of these services are either at or nearing capacity. Therefore, with at least 512 new houses expected in the town up to 2037 there may be a need for new, improved, or reconfigured facilities.

Education

6.3.4 ***Early Years Care***

Needham Market has Early Years provisions at the Jigsaw Preschool. There is currently a deficit of -26 places[18], however with considerations of other pending applications, the deficit is -36 places. Suffolk County Council have asked for developer contributions towards improving early years provision in response to these applications. SCC owns the Jigsaw site, and therefore can monitor the demand for places and propose expansion if needed. The Council would expect new development to contribute to improving the provision of early years places in the town.

6.3.5 ***Primary Education***

The local primary school, Bosmere CP School, had a total capacity of 315 places but a recent project has increased capacity to 360 places. When taking account of permitted development, once completed there is an expected slight surplus of capacity at the school.

Bosmere Primary School

[17] Term used to describe services required to support mixed and inclusive communities e.g. medical, educational, social and community services
[18] At March 2020

6.3.6 ***Secondary Education***
With regard to secondary school provision, with the closure of Needham Market Middle School, an increased number of young people of secondary school age attend schools outside the town. There is no secondary school provision in the town – local pupils tend to go to Stowmarket or Stowupland High Schools. Suffolk County Council has no plans for new High School provision in the town and this has been confirmed by Mid Suffolk District Council as one of the key reasons why Needham Market has not been allocated further housing growth in the emerging Local Plan. Stowmarket High School caters for pupils aged 11-18 and is currently being rebuilt via the Priority School Building Programme (PSBP) which is led by the Education and Skills Funding Agency. The County Council are expecting a need to expand the school to accommodate some of the expected pupils arising from existing permitted developments once they are complete.

6.3.7 Whenever the prospect of housing growth is discussed, it is inevitable that there will be concerns expressed about how the vital community infrastructure needed to support a viable community will keep pace with the expected population growth. It is essential that thought is given to community infrastructure at an early stage and the needs of the current community, the capacity of existing services and the anticipated needs of new residents are taken account of.

Medical Provision

6.3.8 It is acknowledged that it is a complex subject as there are multiple factors to take into account including the demographics of new patients, the remuneration these patients will bring, the ability to recruit appropriately qualified staff and the development and implementation of new models of care. Needham Market is fortunate in having a full complement of GPs within the 'Country Practice'. Along with a dedicated team of Practice Nurses, reception and administrative staff, the Practice serves over 12,500 patients, of whom about 4500 reside in the town. The 'First Responders' initiative is well supported in Needham Market and trained volunteers provide vital rapid emergency assessment and care.

Needham Market Country Practice

6.3.9 Although historic anticipation of future health care needs for the local and expanding population has not been regarded as a strength by the local community, it is acknowledged that the Clinical Commissioning Group now control all aspects of primary healthcare planning. The Town Council is pleased to note that the CCG welcomes the opportunity to work in partnership with them and other healthcare providers to enhance future healthcare provision. Health and wellbeing encompasses much more than traditional NHS services and we seek to encourage all other aspects, especially within new housing developments. Initiatives that promote exercise should be incorporated at the planning stages. For example, cycle paths and pedestrian walkways, wide enough for mobility scooters, should be well lit and connect any new housing with the High Street.

6.3.10 Statistics from Suffolk Observatory for 2017, show that Needham Market has a slightly higher proportion of residents over the age of 65 (25.6%) than Suffolk as a whole (22.9%). With increasing age comes a higher risk of dementia. In recent years there have been local projects to make shop keepers more aware of the problems faced by dementia sufferers and to encourage shops to become 'dementia friendly'. The Town Council fully supports this and any initiatives which allow dementia sufferers to retain their independence for as long as possible.

6.3.11 There are also private gyms and exercise classes of many types in the local area which encourage healthy lifestyles. These are important additions to any formal health care provision by central government. These factors can increase and reduce demand on resources. The timescales for any new development to be agreed and built out would mean new models of care are likely to already be having an impact on how increased demand is satisfied. Needham Market's position is strengthened by the availability of a wide range of community services, but, in the life of this Neighbourhood Plan, inherent weaknesses in these services may become of significant importance. The NM Country Practice provides high quality services to the residents of NM and beyond but is currently hampered by limited car parking at or near the surgery and the need to expand the premises in which it operates. Any proposals which emerge during the plan period to help resolve this issue would be supported. The Emerging BMSJLP indicates that the cumulative growth of existing commitments and growth planned through the Joint Local Plan, may require an expansion to current healthcare facilities.

Leisure Provision

6.3.12 There are potentially an improving range of sporting pursuits in the town - football, skateboarding, cricket, running, netball - but there is currently nowhere, particularly in colder weather, for youngsters to meet, spend time, relax with their friends and have the support of caring adults, outside their families. Hence, the affiliation to the town of some of the nonsporting youngsters may, over time, diminish and the Town Council acknowledges there are high aspirations from the youth in the town and the town needs to cater for the current and future needs of its youth population, including through encouraging the dual use of school facilities.

6.3.13 In terms of **sports and recreation** provision, Crowley Park is an asset to the community, with its play area and playing fields, used by the Cricket Club and people playing football, either organised by Needham Market Football Club or more informally. The park is being refenced, which will add to its attraction and the Cricket Pavilion is to be rebuilt, possibly to include a cafe and to improve access to the facility by all sectors of the community. A Skate Park Committee is seeking funding to install a Skate Park on Crowley Park and improve the play equipment available for younger children which will add significantly to the facilities available for younger members of the community.

6.3.14 The Needham Market Football Club has recently amalgamated with the Needham Market Phoenix Youth Football Club, thus offering support and services to footballers, irrespective of age and gender. The expanding club offers an academy and has recently opened a cafe, the Hub, at its premises. In addition, the netball courts at Needham Market Community Centre have recently been refurbished to a professional standard.

6.3.15 The Sunday morning Park Run held at Needham Lake is one of the largest in the country, being well attended and relatively longstanding. The annual Raft Race held on the lake brings the community together. Additionally, there is a club that uses the lake for model boats; anglers fish there; walkers use the footpaths; there are picnic tables, play equipment, a nature reserve, a wooded play area and a small climbing wall for children and families. A new Scout Hut is planned on or adjacent to the Camping Land and a new Visitor Information Centre and café facility at Needham Lake is soon to be built by BMSDC.

6.3.16 The precise detail of community infrastructure provision will be determined through the Local Plan process together with the overall housing figure. The current Local Plan policy requires some specific infrastructure from development (e.g. recreation) and developers then pay Community Infrastructure Levy (CIL) to cover other infrastructure requirements. It is rare for the developer to provide the infrastructure themselves. On larger developments the developer would usually make land available for the relevant infrastructure provider.

Play Area at Needham Lake

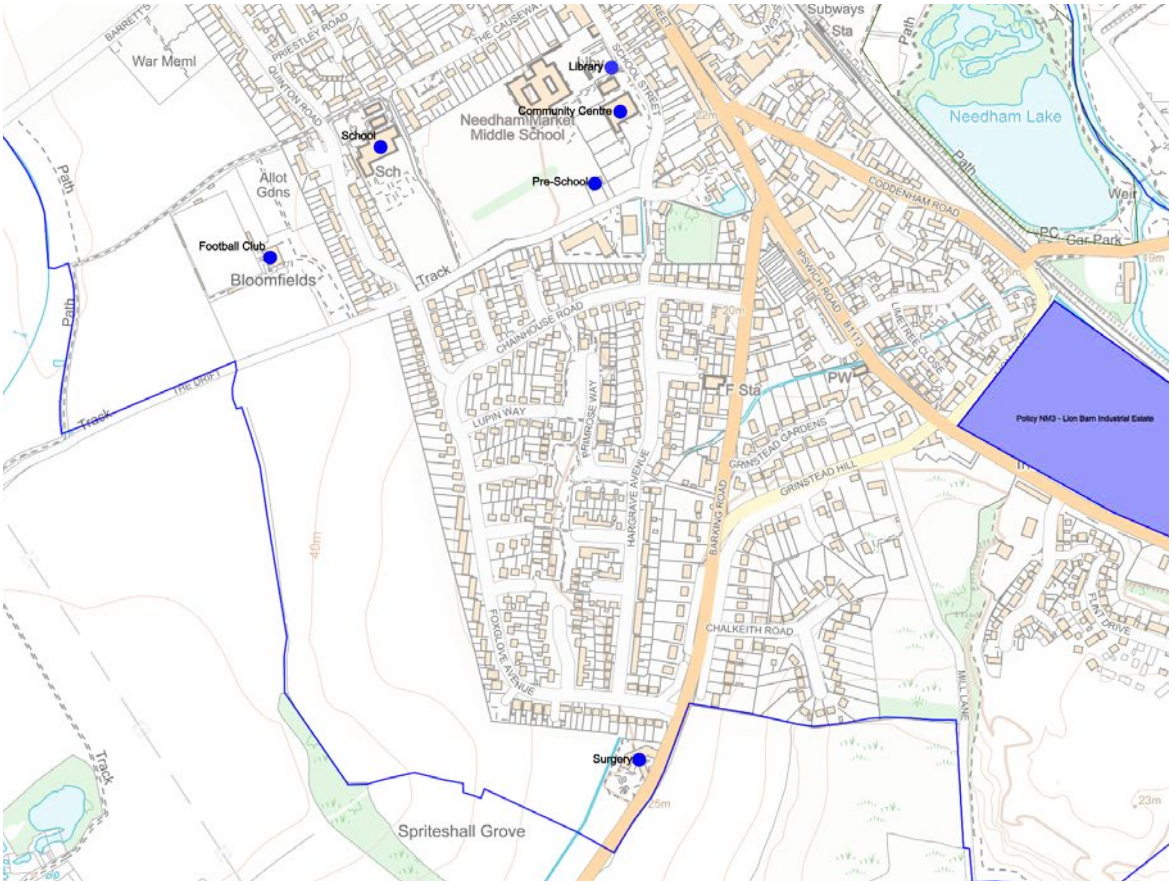
6.3.17 The Neighbourhood Plan can influence provision and there is community support for the shared spaces and shared facilities in order to maximise access. Community Infrastructure provision that provides for useable and adaptable spaces that would suit the needs of a range of potential services providers will be supported. In addition, existing community services will be protected. It is accepted that the needs of service users may change over time and therefore some existing services may no longer be viable later in the Plan period, in their current form. Policy NM6 does not seek to protect unviable services in perpetuity but requires that lack of viability is demonstrated and for alternative configurations of provision to be investigated before alternative proposals are approved.

6.3.18 The BMSJLP identifies existing planning commitments and growth through the Joint Local Plan will result in Stowmarket Household Waste Recycling Centre (HWRC) operating over capacity. Therefore, development in Needham Market will be expected to make contributions towards additional HWRC provision.

Access to community infrastructure

6.3.19 Needham Market has an active Access for All Group which is working hard to garner funding and support to improve accessibility at the Needham Market Railway Station. The Town Council is committed to the principle of extending access to better incorporate accessibility of neighbourhoods, facilities and open spaces to all users across all ages. Access to the Library and Community Centre is along School Street, a narrow road with a pavement on one side only that is not wide enough for prams, buggies, or wheelchairs. Many people access services at the Community Centre and Library by walking in the road, which is difficult and dangerous. Needham Market Library is well used and is due to be rehoused by BMSDC in a refurbished, adjacent historic building. The Community Cafe, which was previously an Internet Cafe and before that a Youth Club, is closing and an extension to the Community Centre is planned in its stead. The Community Centre is a vibrant focus for local activities, with in excess of some 25 regular activities taking place in its precincts. Additionally, there are a further score of groups, some County wide, which hold regular meetings at the Community Centre. Needham Market Town Council Office is adjoined to the Community Centre.

Community Centre



Map 4 -Community Infrastructure

POLICY NM6 – Community Infrastructure

New Community Facilities

Proposals that promote and enhance community services and infrastructure for all sectors of the community will be supported where such schemes are otherwise acceptable. In particular support will be given to proposals that:

a) enable the expansion of the NM Country Practice.
b) support health and social care services.
c) provide new or improved school provision.
d) ensure safe access to community facilities.
e) encourage new community meeting places such as community cafes
f) provide and improve facilities for younger people in the town
g) incorporate natural spaces and green areas for community recreational use.

New development will be expected to provide for necessary community infrastructure commensurate with the scale of the proposed development. These facilities should be clustered together to enable opportunities for shared spaces and promote accessibility.

Existing community facilities

Proposals that would result in the loss of an existing community building or facility will not be supported unless:

a) It can be demonstrated that the need for the building or facility no longer exists or it is no longer viable or
b) It can be demonstrated that suitable alternative provision exists in an equally more accessible location elsewhere within the Town and this would avoid a duplication of facilities or
c) Suitable alternative provision will be delivered by new development.

Natural Environment

Objective 4: To protect and enhance Needham Market's environmental, natural and green assets.

6.4.1 Needham Market is located within the valley of the River Gipping and sits on the south of the river and the railway line. Of the remaining landscape surrounding the urban settlement; north west there is a section characterised as Rolling Valley Claylands, west and south is primarily characterised as Ancient Plateau Claylands with sections of Rolling Valley Farmlands to the south, south-west and further north-east.

6.4.2 The surrounding landscape to the east is defined by the River Gipping and the river floodplain and includes several high quality mill complexes as well as several lake features to the east and west of the river. Beyond the new settlement edges to the north, west and south the landscape is agricultural in character with several historic farmsteads set on rising ground some containing listed buildings.

6.4.3 Needham Market is a small town in a rural area, surrounded by a mix of open agricultural land, managed woodland, and a river ecosystem with green spaces available within the settlement and beyond for a variety of recreational pursuits. There is an excellent network of footpaths, for walkers, which are regularly, used by people walking their dogs and ramblers, from within and outside the area. There are also allotments available to rent and a wide range of sporting and leisure pursuits are available in the town. Clear signage with well-marked routes encourages exercise. The UK charity Mental Health Foundation promotes this idea:

"Access to nature through purpose-built spaces creates a meeting space for all age groups and positively affects their social interaction and cohesion. Living near natural space has been related to crime reduction and increased neighbourliness. Opportunities for socialising and the strengthening of neighbourhood ties are provided by community gardens and club or group green activities. Building communities through participation in local nature activities increases a sense of community pride and strength."

6.4.4 Additionally, the town benefits from established recreational facilities at Crowley Park, the Camping Land and Needham Lake. These green spaces contribute to both the local economy and the wellbeing of the town's residents and are protected in the emerging Local Plan. Community consultation highlighted the value attached to these spaces by local residents and the Town Council is committed to preserving its green spaces for future generations.

River Gipping

6.4.5 Immediately to the east of the town, effectively the other side of the railway tracks, the river Gipping, with its low-lying water meadows and pastures, brings the countryside close by. At the south end of this green corridor, is the Gipping Valley path which provides leisure access to Alder Carr Farm and allows for River walks along the Gipping Valley to Needham Lakes recreation area, making the most of an old flooded gravel pit. The adjoining 'Station Field' is a water meadow designated as a Local Nature Reserve, accessible by footpath from Station Yard, whilst the other areas of the river can be reached via Bridge Street and Hawksmill Street. Needham Lake is well used by local people and people from considerably further afield attracting over half a million visitors a year for a variety of leisure pursuits. It is also a designated Local Nature Reserve (LNR) and is managed by the District Council.

6.4.6 The preservation of the countryside setting for Needham Market comprised of open agricultural land, mature woodland and the attractive River Gipping as connected by the existing footpath links between town and countryside is fundamental to the future of the town of Needham Market. This green infrastructure which is so valuable to the local economy and the wellbeing of the town's existing and future residents, should be retained for future generations.

Map 5 – Needham Lake

Needham Lake

6.4.7 As part of the evidence base underpinning the emerging Local Plan, Mid Suffolk commissioned work on the Landscape and Heritage Sensitivity of several key settlements. The study recognises that the historic environment is sensitive to change and can be severely adversely affected by inappropriate development. It therefore needs to be properly understood before changes are planned, to ensure that it can make a positive contribution to shaping sustainable development, to encourage the creation of communities which reflect and complement the significant historic character of the area within which they live. The assessments have been designed to produce an analysis of the susceptibility of the historic settlements within the Babergh and Mid Suffolk Districts to new development and identifies both areas and settlements which are sensitive, vulnerable or irreplaceable areas and highlight specific heritage assets of particular importance both above and below ground. It also identifies those settlements which are of lower value, which have a greater capacity from a heritage perspective to accommodate development. Needham Market was given an overall medium to low rating which indicates that the settlement can accommodate development in many situations without significant adverse impact on the key aspects that contribute to the significance, special interest and importance of the heritage assets or landscapes affected and that there is some potential for enhancement.

The resulting report published in 2018[19] identifies 4 key views within Needham Market which make important contribution to the significance of the settlement or individually significance assets as follows:

1. View looking north-west up the High Street. This allows an appreciation of the character of the historic built form within the historic built core, and of the historic form of the settlement.
2. View looking south-east up the High Street. This similarly allows an appreciation of the character of the historic built form within the historic built core, and of the historic form of the settlement.
3. Shorter views along Hawkes Mill Street looking west towards the mill complex. This not only highlights the visual prominence of the mill complex, but also the historic character and industry of the river valley.
4. Shorter view along Coddenham Road looking north-west towards the mill complex. This again highlights the character of the river valley and therefore reinforces the character of the historic landscape surrounding Needham Market.

The results of the consultation events indicate that local people value the quality of both the landscape and the townscape in and around Needham Market and therefore it is considered necessary for a policy to be included within the Neighbourhood Plan that seeks to protect both the rural setting of the town as well as the important views into, out of and within the town which are identified in the heritage sensitivity study.

POLICY NM7 - Preserving the town's setting and retention of important views.

The visual scenic value of the landscape and countryside surrounding Needham Market including Needham Lake and the valley of the River Gipping will be protected from development that may adversely affect its character.

Important views into, from and within the town will be protected from inappropriate development. Development that significantly detracts from the following views (shown on **Map 6**), by failing to respect their distinctive characteristics, will not be supported.

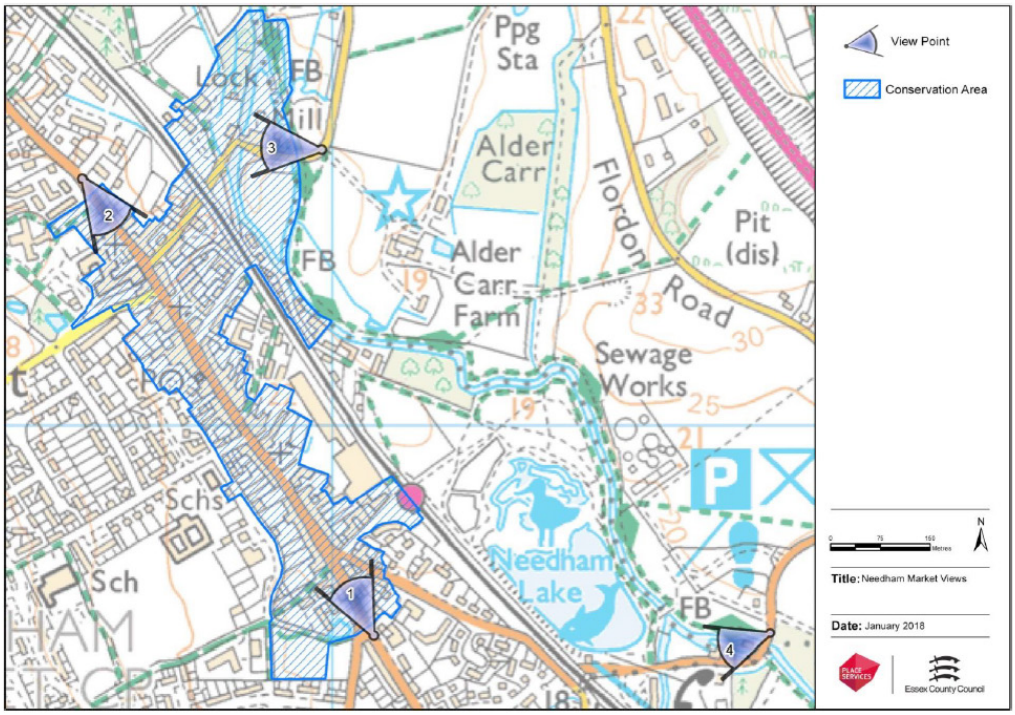
1) View looking north-west up the High Street.

2) View looking south-east up the High Street.

3) Short views along Hawks Mill Street looking west towards the mill complex.

4) Short view along Coddenham Road looking north-west towards the mill complex.

[19] Babergh and Mid Suffolk Heritage and Settlement Sensitivity Assessment Final Report March 2018



Map 6 – Important Views

Historic Environment

Objective 5: To preserve and enhance the historic town centre of Needham Market.

6.4.8 Needham Market is an historic town with some buildings dating back to the Medieval period. The historic core of the settlement is linear in nature and is located along a single main axial street running north-west to south-east. This is the historic road between Bury St. Edmunds and Ipswich, and it is heavily populated with historic buildings, albeit with areas of twentieth century infill. The High Street and close environs are a conservation area designated in 1970. The built form consists of a high number of listed buildings (in excess of 80 out of a town total of 107) and heritage assets mainly focussed within the Conservation Area, inter-dispersed with 20th century development.

6.4.9 A Conservation Area is an area of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance. They were introduced by the 1967 Civic Amenities Act although the main legislation governing their implementation is now contained in the 1990 Planning (Listed Buildings and Conservation Areas) Act which requires the review of existing Conservation Areas as well as allowing for the designation of new ones. Mid Suffolk District Council produced an updated Character Statement underpinning the Conservation Area in 2011.

Historic Needham Market

6.4.10 The quality of the built environment within the historic core/conservation area is reinforced by the number of Grade II* listed buildings. There is only one Grade I Listed building which is **The Parish Church**, St John the Baptist, Grade I, which was built as a chapel of ease to the Parish Church at Barking and built between 1458 and 1500 with many unusual aspects and with its crowning glory, the spectacular hammer beam roof sometimes described as the most unusual and unique in the country.

6.4.11 However, there are a number of Grade II* buildings, which are in good repair and include timber framed houses such as

i) **The Tudor House**, 111 High Street. The brick façade added in the nineteenth century hides a typical fifteenth century timber frame house.
ii) **The Ancient House**, 1-3 King William Street. Built in the late fifteenth century, it was occupied by John Flegg and later by John Gardner, two wealthy clothiers. On the wall of the Ancient House a stone commemorates the Suffolk Show which was held in the town in 1893.
iii) **The Bull Inn,** at 86 High Street, early 16th Century and roughcast rendered with an elaborate dragon post.
iv) **The Limes Hotel,** 99 High Street, formerly Boule House, a high-quality timber framed building built around 1500 with a brick façade added in 1771. It is thought that this was a stopping place for pilgrims on their way to Bury St Edmunds.
v) **93 High Street,** 17th Century with an early 18th Century front in red and white brick

6.4.12 The historic core of the town is susceptible to development along the main road and there has been considerable modern infill between or directly adjacent to the historic built form. Similarly, the Mill complexes to the east of the settlement are susceptible to development that would encircle or obscure. The historic linear core of the town is of high value and contains several gap sites that could be the subject of development proposals in the future and therefore a high standard of design should be required.

6.4.13 Outside of the historic core are two notable high quality listed Mill complexes. Both are large watermills which at one time harnessed the power of the river's flow for grinding corn: Bosmere Mill to the east near Needham Lakes and Hawks Mill at the north end of the town. Both were sited adjacent to locks on the Gipping navigation, remains of which can still be seen despite being converted to sluices by the predecessor to the Environment Agency.

6.4.14 It is acknowledged that the historic core contains unlisted buildings that make a contribution to the character and appearance of the built fabric of the Conservation Area. It has not been possible to identify these and the specific contribution they make, as part of this Neighbourhood Plan however, their importance is recognised and therefore a Community Action Project (**See Chapter 7**) has been identified to compile a List of Non Designated Heritage Assets – which could include unlisted buildings both inside and outside of the Conservation Area – that can inform a review of the Neighbourhood Plan and influence future planning decisions.

Local Vernacular

6.4.15 Needham Market is characterised by lime render and plaintiles, very much in the Suffolk tradition of timber-framed construction, although instances do occur where the frame is exposed. Some of these older buildings now have more recent brick fronts and can only be spotted by their remaining steep plaintile roofs. These often have slate eaves courses, a local detail evolved most probably to cover the brick front, where the roof has been extended.

6.4.16 The more recent buildings of the 19th Century in local soft red or white bricks are more often slate roofed, the brickwork sometimes lost behind a rendered or painted finish. The picture is completed by a scattering of other local materials including red brick built in rat-trap bond, pantile roofs, one thatched roof and a few examples of black weatherboarding on outbuildings and barns. Knapped flint was used on parts of the Church, and also appears unworked in numerous boundary walls in the town, usually with red brick piers and cappings. Flints can also be found as a paving material throughout the town, usually as cobbled aprons to back of pavement areas. At one time the entire High Street was paved in York stone with a cobbled edge strip at the kerb.

6.4.17 Government guidance indicates that planning policies should set out a positive strategy for the conservation and enjoyment of the historic environment, including heritage assets most at risk through neglect, decay or other threats. The Town Council through this Neighbourhood Plan supports the use of statutory conservation powers including enforcement and repairs notices that will endeavour to protect and preserve the condition of the buildings in this important historic town centre.

Signage

6.4.18 The quality and character of places can suffer when advertisements are poorly sited and designed. A separate consent process within the planning system controls the display of advertisements, which are subject to control only in the interests of amenity and public safety, taking account of cumulative impacts.

6.4.19 Where there are redevelopment or new development proposals in the town centre that may require additional or reconfigured signage, care should be taken to ensure that the proposed signage does not detract from the historic character of the conservation area either through its size, design or siting. Where it is proposed to attach signage to a Listed Building, the impact of the signage on the significance of the Listed Building will be taken into account through the determination of the relevant Listed Building consent.

The Conservation Area is shown in **Appendix C**

Policy NM8 –The Historic Town Centre and Conservation Area

Development within the Historic Town Centre and Conservation Area will be supported where they respect the historic fabric and preserve or enhance the character or appearance of the area taking into account the significance of any heritage assets affected, including the contribution made by their setting.

This will be achieved through:

a) Encouraging the preservation of buildings which contribute to the overall character of the Conservation Area.

b) Ensuring that new development is sympathetic to the special qualities and character of the Conservation Area through the use of appropriate, high quality materials.

c) Protecting the setting of the conservation area including views into or out of the area where it contributes to its character and appearance.

Furthermore:

d) Proposals incorporating new below ground building works should be subject to consultation with Suffolk County Council Archaeological Service to determine whether archaeological investigation is required.

e) Where new or reconfigured advertising signage is proposed, consideration should be given to its size, design and siting to ensure that it does not detract from the character and appearance of the Conservation Area.

f) Proposals seeking to enhance the streetscape and public realm through appropriate use of street furniture[20] which preserves and enhances the area will be supported.

[20] *including, but not limited to, high quality lighting, railings, seating, litter bins, bollards, and cycle racks

Transport

6.5.1 Needham Market's general accessibility is enhanced by its location along the A14 trunk road. However, the most direct road link between the key A14 junction and the town along Coddenham Road (B1078) is impeded by a railway bridge which has a height limit of 2.5m and which prevents HGVs and other large vehicles from accessing the town via that route. The risk of the bridge being struck by inappropriate vehicles which could result in bridge damage, road closure and closure of the main railway line between Norwich and London, is high. It is assumed to be one of the reasons why the town has not been identified in the emerging BMSJLP for further new housing growth on top of existing commitments.

6.5.2 Previous versions of this Neighbourhood Plan have articulated a long-term belief in the provision of a link road across the River Gipping Valley would benefit the town of Needham Market. It would:

- Help remove Stowmarket bound HGV traffic from passing through the High Street, in contravention of the existing vehicle weight limit of 7.5 tonnes.
- Take away vibration and traffic carbons from the fabric of the bulk of Listed Buildings in the High Street and the service pipelines that lay under the street.
- Reduce costs, CO2 and emissions from HGVs operating from the Barking / Wattisham Airfield side of town and the Lion Barn Estate.
- Remove the threat to the Norwich to Liverpool Street rail services from bridge strikes at the Coddenham Road Bridge.

6.5.3 Informal costings, for the construction for a new direct road link to the A14 replacing the existing Coddenham route, indicate the cost might lie anywhere between £20 and £30 million and would need support from the Highways Agency and Suffolk County Council. Nevertheless, the Neighbourhood Plan wishes to maintain a long term commitment to further consideration of such an arrangement if major development is to be proposed in subsequent rounds of strategic planning policy making at the District Council level.

6.5.4 The town has a railway station which provides access to London via Ipswich and also to Norwich, Cambridge and Peterborough. Needham Market has the potential be become a significant transport hub, integrating public and private modes of transport including the local and inter-city railway service, the Ipswich to Stowmarket bus service, national and local cycle routes and footpath networks, however it is considered locally that to enable this there needs to be more car parking available at the station which is both accessible and affordable.

6.5.5 Anecdotal evidence from community consultation suggests the volume of traffic in the High Street is increasing coupled with a growing concern that numbers are likely to increase further. Many drivers appear to be exceeding the 30mph speed limit and this results in vibration, noise, fumes and the danger of serious accidents. Many residents and visitors, including the young and elderly, feel nervous about walking in the high street shopping area due to speeding traffic. Parking can also be difficult at particular times, so many people simply go elsewhere. The existing situation will only become more critical when the current permitted growth for the town is completed and the risk of detriment to the economic, social and environmental quality of the town will be harmed. The key priority that will inform future reviews of the Neighbourhood Plan is to obtain empirical evidence on the transport and traffic issues facing the town to test the anecdotal inclination in the form of a comprehensive traffic assessment. This will help to justify much needed financial investment in the transport infrastructure and maintain a solid foundation for any future changes.

6.5.6 Such a survey should monitor speed, volume and weight of traffic and its environmental impact on air quality and the built environment. The principle area of survey should be the High Street, Stowmarket Road, Ipswich Road and Barking Road and Coddenham Road together with their connecting road junctions. Alongside this, there is a need to undertake a detailed public consultation exercise which must gauge public views, adding to the knowledge that has already been built up during previous consultation exercises on this plan. The results of this work would provide a very firm platform to justify expenditure on a range of improvements.

6.5.7 Public consultation undertaken in previous stages of the formulation of this Neighbourhood Plan has indicated three key transport issues:

1) Constructing a major relief road to link the A14/A140 interchange with Ipswich Road.

This would aim to avoid the Coddenham Road railway bridge and the very narrow road junctions at the south eastern end of the town. In this way, congestion in the town would be significantly reduced and vehicular access to Needham Market's growing major industrial areas improved. It is acknowledged that this is an aspiration at present, to be considered if further major development allocations are made to Needham Market in future reviews of Local and Neighbourhood Plans. This Neighbourhood Plan notes that there is no mechanism for delivering this road currently. Suffolk County Council have recognised through the Neighbourhood Plan process, the desire for a link road across the Gipping Valley, related to concerns regarding the low rail bridge and understand the local support for this, although the Council is not committed to this scheme at present.

Coddenham Road Railway Bridge

2. Providing more accessible free car parking to serve the High Street and Railway Station

3. Extending the 20mph speed limit between Barking Road and Stowmarket Road on the roads which serve the main residential areas of the town.

   This would encourage more considerate driving, deliver environmental benefits and support economic growth. Rationalising out-of-date traffic signage and providing new and innovative way markers to places of interest will also boost tourism and visitor spending.

6.5.8 Suffolk County Council have through the Neighbourhood Plan process noted the desire to extend the 20mph zone within the town. The County Council has a set of criteria against which it assesses the suitability of roads to have a 20mph limit applied.

Unless in exceptional circumstances, locations will not be considered for 20mph schemes where any of the following apply:

- they are on A or B class roads;
- they have existing mean speeds above 30 mph;
- there is no significant community support as assessed by the local County Councillor.

Locations will then only be considered for 20 mph limits or zones if two out of three of the following criteria are met:

- current mean speeds are at or below 24 mph;
- there is a depth of residential development and evidence of pedestrian and cyclist movements within the area;
- there is a record of injury accidents (based on police accident data) within the area within the last five years.

6.5.9 The Town Council has explored measures that could alleviate the current situation. These include:

- Ensuring satnavs are up to date and do not continue to show an over rail crossing that was located close to the bridge, but which has been closed for many years.
- A physical device in addition to road signage e.g. overhanging the road that could trigger a noise and/or a visual alarm.
- Realignment of the B1078 Coddenham Road junction with the slip road, which takes traffic onto the A14. HGVs must negotiate a difficult access onto the A14 slip road whereas the B1078 takes them directly towards Needham Market and into conflict with the low bridge.

Objective 6: To improve connections and services within the town, to prevent the need to travel elsewhere, particularly by car

Policy NM9 – Reducing and Managing the Impact of Traffic

Otherwise acceptable development proposals will be supported which promote or introduce measures to minimise the effects of through traffic in the town centre. Support will be given for measures that:

a) reduce the need for traffic from the employment areas, including HGVs to travel through the town centre, and

b) improve accessibility by modes other than the car between the town centre and the employment areas (**See Policy NM3**)

Traffic in the High Street

Access to Public Transport

6.5.10 The town has regular bus services, although these have recently been reduced so that the routes do not give easy access to the services for people living at a distance from the High Street, and disproportionally affects people with limited mobility, who have relied on the now defunct routes for access to services. Similarly, Needham Market Railway Station has good services towards Ipswich – and onwards to London - and Stowmarket - and onwards to Bury St Edmunds, Cambridge and Peterborough, with a change of train making Norwich readily accessible. The Ipswich bound platform at the station is inaccessible for many people with disabilities and difficult for parents and grandparents with young children in prams or buggies. The inaccessibility problem is the subject of a current and well supported local campaign (Access for All – Needham Market Railway Station).

Access to the countryside and walking and cycling

Objective 7: To encourage healthier lifestyles by helping people to enjoy walking and cycling safely.

6.5.11 Additionally, the Town Council will strive to improve routes between the town centre and the countryside, whether through maintaining and expanding existing links or working in partnership with the District Council, developers and the Suffolk County Council Public Rights of Way and Access Team to create new ones. Development that incorporates green spaces and allows easy access to the countryside is actively encouraged. The implications of any proposed developments, or revisions to the town's boundary, will be assessed in light of this policy, ensuring that the town will continue to have ample access to the countryside and woodland. Full consultation with the community will be recommended to ensure that the town grows sympathetically to its rural setting.

6.5.12 Access to the countryside on the west side of the town is also available by several very well used footpaths running parallel up the hill perpendicular to the High Street. These ascend the valley side passing through modern developments to reach the fields along the ridge. One of these is 'The Causeway', a track used for funeral processions up until the 1900's, leading from Needham Market to the burial ground at Barking church. Immediately to the south of the town, this same hillside has been carved out into a chalk pit (currently being developed for housing), one path leading southwards up the hill running along an apparent clifftop.

6.5.13 National Cycle Route 51 is a long-distance cycling route that connects several cities in southern England. It begins in Oxford and passes Milton Keynes, Bury St Edmunds and Ipswich before reaching the coast at Felixstowe. Part of the route runs through the Neighbourhood Plan area as it follows the River Gipping through the town.

Policy NM10 – Encouraging safe walking and cycling

Development should preserve existing Public Rights of Way and where possible enhance Public Rights of Way through the improvement of existing routes, or the creation of new routes and connections.

New footways and cycleways should connect to the town centre to enable easy access to facilities and services, to existing cycleways and should form part of a safe, accessible and coherent network in and around the town.

Proposals for new development should demonstrate how they:

i) promote connections with other parts of the existing cycle and footpath networks; and

ii) contribute to the delivery of public transport connections, clearly marked on-street cycling, and walking facilities for the town, including the provision of cycle parking in the town centre, that favour young families and older people and that offers good access.

7 Community Action Projects

7.1 As expected, during consultation events, the local community identified many projects that fall outside the remit of planning policy. These have been identified as non-planning policy actions called 'community action projects' and are listed below. The Community Action Projects will be taken forward outside the Neighbourhood Plan process. These are included only for topics where relevant and are not an exhaustive list. See **Chapter 8** for more details on implementation of the Plan.

- Achieve full accessibility at Needham Market Railway Station including onto both platforms.
- Improved rail connections.
- Improved Bus Services (routes serving more areas of the town plus increased frequency).
- Improvements to Coddenham Road to mitigate its current misuse by HGVs, plus a strategically planned new direct link to the A14, when conceivable.
- Footpath/cycleway between Lion Barn Estate and the town centre to ensure integration of edge of town development and amenities with the core of the town (e.g. from Lion Barn Estate, Needham Chalk Quarry development and Needham Lake, to the town centre).
- Comprehensive Traffic Survey to inform future plans.
- Housing Needs Assessment to inform future Plans.
- Consultation with and projects to improve facilities for young people in the town.
- Character Appraisal Design Checklist and updated Assessment to inform future plans
- Compilation of list of Non Designated Heritage Assets to inform future plans.

8: IMPLEMENTATION & MONITORING

Implementation

8.1 The Needham Market Neighbourhood Plan has been developed to assist with the planning of sustainable growth across the town for a period up to 2037. The implementation of the Needham Market Neighbourhood Plan will require the co-ordinated input and co-operation of relevant statutory and non-statutory agencies, private sector organisations and the local community.

8.2 Alongside other strategic documents and policies, the Needham Market Neighbourhood Plan is intended to provide a starting point for working together to implement positive physical change in the town.

8.3 The policies in this document shape the way in which development happens within the town of Needham Market. Some of the policies included within the Needham Market Neighbourhood Plan have a delivery element, often a requirement of development or 'planning obligation'. Planning obligations, (often referred to as section 106 agreements) are legal agreements negotiated between the Council and a developer or landowner (usually in the context of a planning application). Planning obligations are typically used to ensure that new developments:

- comply with planning policy - for instance, by requiring affordable housing or public open space to be provided; and
- do not impose undue burdens on existing facilities - for instance, by requiring financial contributions to increase/improve local services such as schools, libraries or transport.

8.4 In order to see delivery realised, it will require Needham Market Town Council and partner organisations to be proactive in getting the best results for the town of Needham Market. Working in partnership with Mid Suffolk District Council and Suffolk County Council will be particularly important regarding strategic matters such as addressing traffic and highway safety issues. Particularly as these have already been highlighted as major issues for future plan reviews.

8.5 The Community Infrastructure Levy (CIL) is a planning charge, introduced by the Planning Act 2008, to help deliver infrastructure to support the development of the area. Mid Suffolk District Council has an adopted CIL Policy in place for the District and once the Neighbourhood Plan is 'made,' Needham Market Town Council will benefit from 25% of the levy revenues arising from development that takes place in Needham Market. This revenue will be used to fund projects contained in the Neighbourhood Plan as well as other community priorities that may be identified during the plan period.

8: IMPLEMENTATION & MONITORING

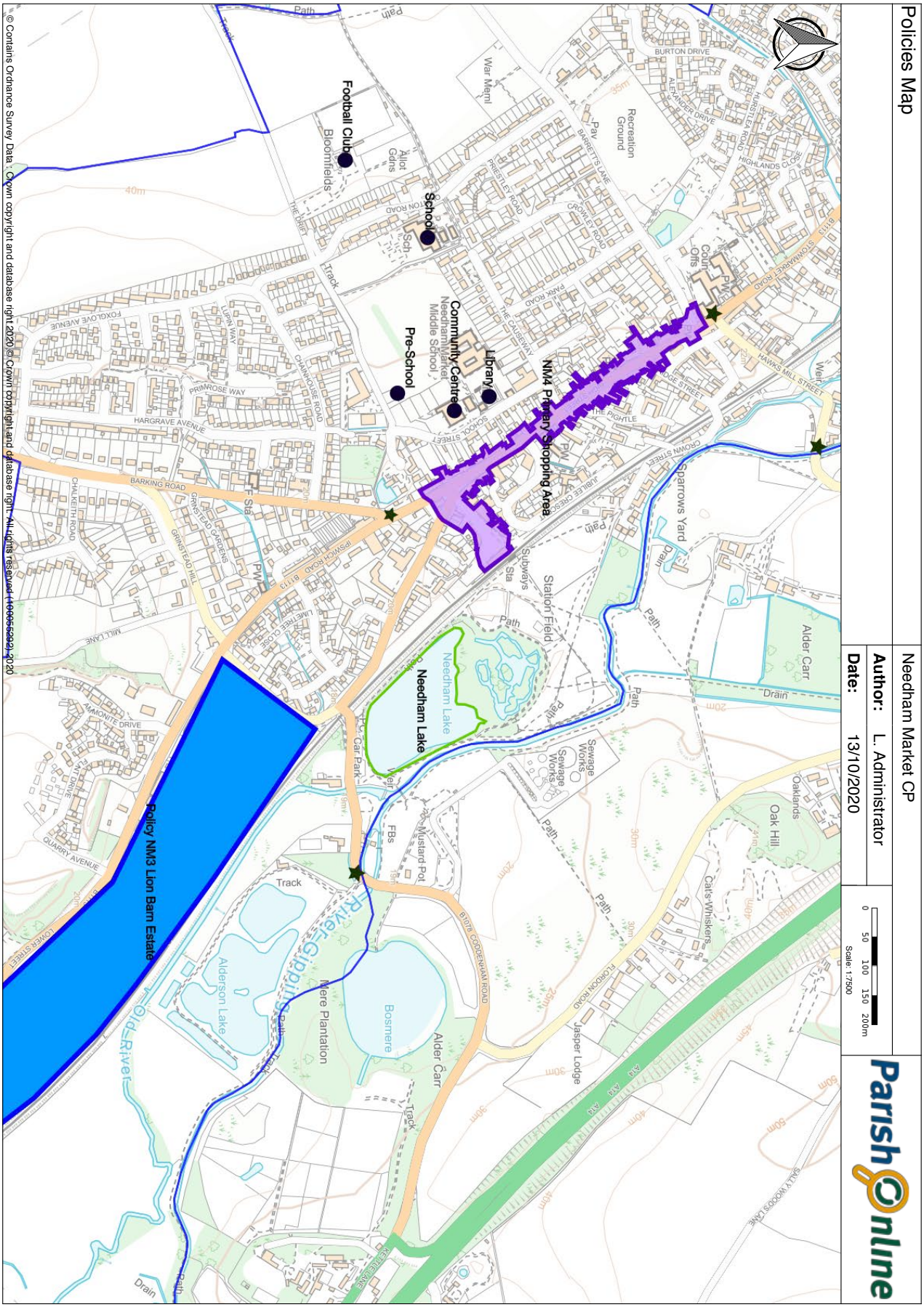
Monitoring

8.6 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 Neighbourhood Plan is still current and remains a positive planning tool to deliver sustainable growth. In order to determine when a review is necessary, the Town Council will monitor development in Needham Market along with local and national planning policy and in the appropriate legislative context. It is anticipated the Needham Market Neighbourhood Plan will require review during its life and that it will be the role of the Town Council to update the Neighbourhood Plan at the appropriate time. It is possible that further development will take place during the Neighbourhood Plan period (2020 – 2037). Some of the first Neighbourhood Plans that were 'made' across the country are now in the process of review and alteration.

8.7 Any review will provide an opportunity to reassess the town's housing and economic markets and to resolve some of the bigger issues surrounding development in and around Needham Market including those relating to traffic in the town centre and access to the A14.

8.8 The Town Council will report annually on the implementation of policies, and the progress made on taking forward the identified Community Action Projects. This will be contained in Town Council meeting Minutes, at the Annual Town Meeting and be available to view on the Town Council website.

Appendix A – Policies Map



Appendix B – Needham Market Town Council

TOWN CLERK

[redacted]

DEPUTY TOWN CLERK

[redacted]

Town Council Office, Community Centre, School Street, Needham Market IP6 8BB

Telephone 01449 722246

E.mail: clerk@needhammarkettc.f9.co.uk

LIST OF TOWN COUNCILLORS:

[redacted]
(Deputy Town Mayor/Chair of Council 2020/21)
[redacted]

[redacted]
S Phillips
(Town Mayor/Chair of Council 2020/21)
[redacted]

COUNTY COUNCILLOR:

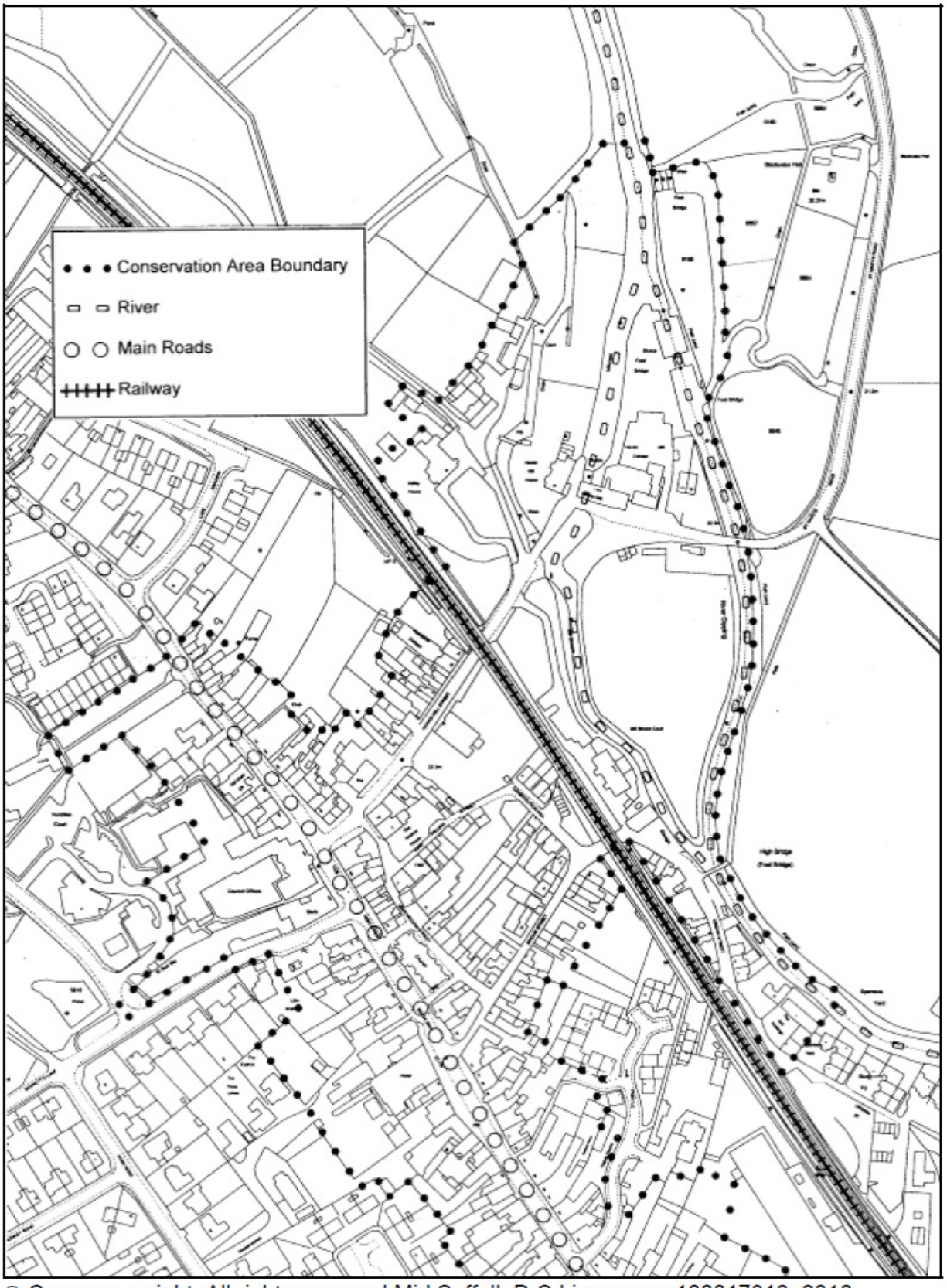
[redacted]

DISTRICT COUNCILLORS:

[redacted]

Appendix C – Conservation Area

Needham Market NW



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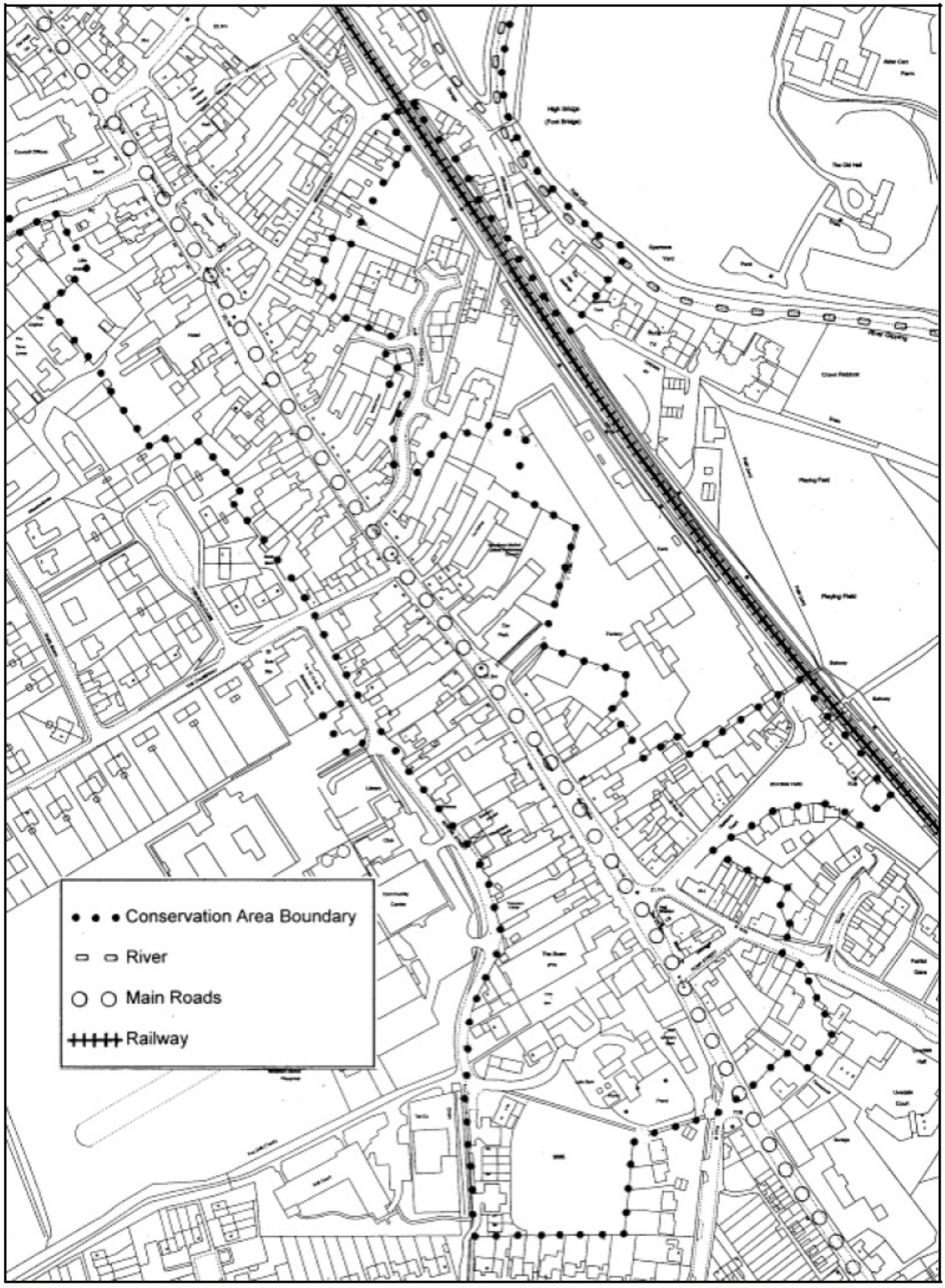
Needham Market SE



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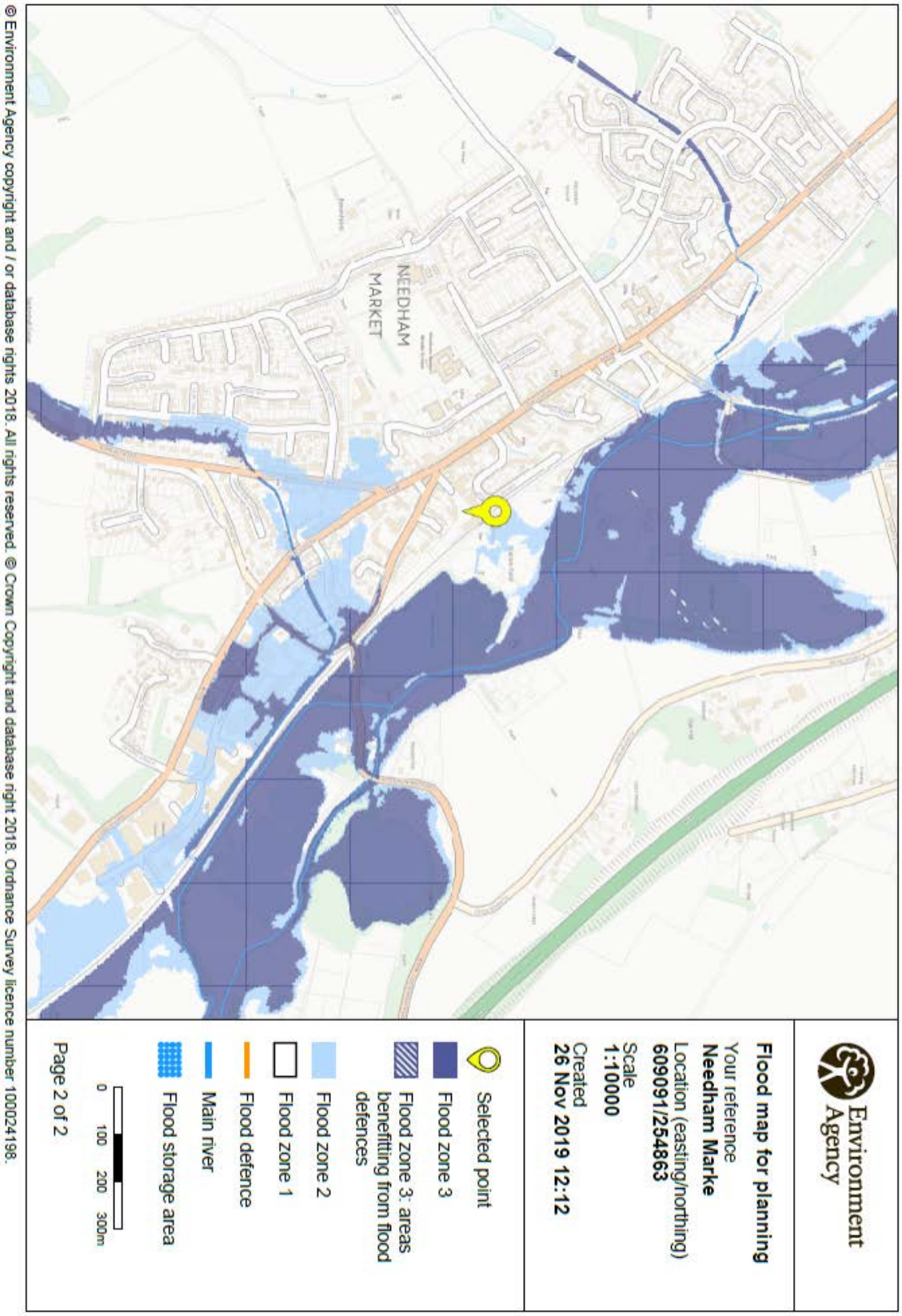
Appendix D –Environment Agency Flood risk Map

"The information in this appendix is correct at the time of writing the Plan. Up to date information on flood risk should always be sought from the Environment Agency or other reliable sources of information."



Appendix E – Definitions and Glossary

Affordable Housing	Social rented, affordable rented and intermediate housing provided to eligible households whose needs are not met by the market. Eligibility is determined with regard to local incomes and local house prices. Affordable housing should include provisions to remain at an affordable price for future eligible households or for the subsidy to be recycled for alternative affordable housing provision.
Allocation	An area of land identified for development in a development plan. The allocation will specify the type of development that will be permitted on the land.
Biodiversity	The whole variety of life encompassing all genetics, species and ecosystem variation including plants and animals.
Brownfield Land or Site	Brownfield land is another term for previously developed land.
Community Facilities	Facilities providing for the health, welfare, social, educational, spiritual, leisure and cultural needs of the community.
Conservation Area	An area of special architectural or historic interest, designated under the Planning (Listed Buildings & Conservation Areas) Act 1990, whose character and appearance is protected.
Density	Measurement of the number of dwellings per hectare and often in equivalent dwellings per acre.
Development	Development is defined under the 1990 Town and Country Planning Act as "the carrying out of building, engineering, mining or other operation in, on, over, or under land, or the making of any material change in the use of any building or other land." Most forms of development require planning permission.
Duty to Cooperate	Local Councils now have a duty to co-operate with their neighbouring Councils and a set of prescribed bodies as defined by the Localism Act 2011 on planning issues that cross administrative boundaries, particularly those which relate to the strategic priorities.
Environmental Impact Assessment (EIA)	EIA is a procedure that must be followed for certain types of development before they are granted permission. The procedure requires the developer to compile an Environmental Statement (ES) describing the likely significant effects of the development on the environment and proposed mitigation measures.
General Conformity	All planning policy documents must align with the expectations of the National Planning Policy Framework. This is known as general conformity.
Greenfield Site	Land that has not previously been used for urban development. It is usually land last used for agriculture and located next to or outside existing built-up areas of a settlement.
Habitat	The natural home of an animal or plant often designated as an area of nature conservation interest.
Infrastructure	Basic services necessary for development to take place, for example, roads, electricity, sewerage, water, education and health facilities.
Landscape Character Assessment	A tool to identify and understand the factors that give character to the landscape and to help inform policy and decisions about how the landscape may change in the future.

Listed Building	A building or other structure of Special Architectural or Historic Interest. The grades of listing are grade I, II* or II.
Local Development Framework (LDF)	The old-style portfolio or folder of Development Plan Documents and Area Action Plans which collectively set out the Spatial Planning Strategy for a Local Planning Authority area. Local Plans have now replaced the Local Development Framework.
Local List	A list of buildings identified for their local historic, architectural or cultural contribution to the character of an area. The Local List is compiled and adopted by the Local Planning Authority.
Local Green Space	An area of green space that is demonstrably special to a local community by way of its beauty, historic significance, recreational value, tranquility or richness of its wildlife (see NPPF 2018 paragraph 100).
Local Nature Reserve (LNR)	Area designated under the National Parks and Access to the Countryside Act (1949) as being of particular importance to nature conservation and where public understanding of nature conservation issues is encouraged.
Local Plan	The plan for the future development of the local area, drawn up by the local planning authority in consultation with the community. In law this is described as the development plan documents adopted under the Planning and Compulsory Purchase Act 2004. Current core strategies or other planning policies which under the regulations would be considered to be development plan documents, form part of the Local Plan. The term includes old policies which have been saved under the 2004 Act.
Local Planning Authority (LPA)	The Local Government body responsible for formulating Planning Policies in an area, controlling development through determining planning applications and taking enforcement action when necessary. This is either a District Council, Unitary Authority, Metropolitan Council or National Park Authority.
Material Consideration	A matter that should be taken into account in deciding on a planning application or on an appeal against a planning decision.
Mixed Use (or Mixed-Use Development)	Provision of a mix of complementary uses, such as residential, community and leisure use, on a site or within a particular area.
Nature Conservation	The protection, management and promotion of wildlife habitat for the benefit of wild species, as well as the communities that use and enjoy them.
National Nature Reserve (NNR)	An area designated by Natural England to protect and conserve nationally important areas of wildlife habitat and geological formations and to promote scientific research.
National Planning Policy Framework (NPPF)	The NPPF forms the national planning policies that Local Planning Authorities need to take into account when drawing up their Local Plan and other documents and making decisions on planning policies. The NPPF is published by the Department of Communities and Local Government. a new version of this was published in July 2021 which replaced the Feb 2019 version.
Neighbourhood Plans	A Plan prepared by a Parish Council or Neighbourhood Forum for a particular neighbourhood area (made under the Planning and Compulsory Purchase Act 2004).
Non Designated Heritage Asset	These are buildings, monuments, sites, places, areas or landscapes identified as having a degree of significance meriting consideration in planning decisions, but which are not formally designated heritage assets. In some areas, local authorities identify some non-designated heritage assets as 'locally listed'.

Open Space	Open space is defined in the Town and Country Planning Act 1990 as 'land laid out as a public garden, or used for the purposes of public recreation, or land which is a disused burial ground'. Open space should be taken to mean all open space of public value, including not just land, but also areas of water such as rivers, canals, lakes and reservoirs which offer important opportunities for sport and recreation and can also act as a visual amenity.
Planning Condition	A condition imposed on a grant of planning permission (in accordance with the Town and Country Planning Act 1990) or a condition included in a Local Development Order or Neighbourhood Development Order.
Planning Obligation	A legally enforceable obligation entered into under section 106 of the Town and Country Planning Act 1990 to mitigate the impacts of a development proposal.
Protected Species	Plants and animal species afforded protection under certain Acts of Law and Regulations.
Section 106 Agreement	A legal agreement under Section 106 of the 1990 Town and Country Planning Act. See also: Planning Obligations and Agreements.
Site of Special Scientific Interest (SSSI)	A SSSI is identified by Natural England as requiring protection from damaging development on account of its flora, fauna, geological and/or physiological features.
Strategic Environmental Assessment (SEA)	A procedure (set out in the Environmental Assessment of Plans and Programmes Regulations 2004) which requires the formal environmental assessment of certain plans and programmes which are likely to have significant effects on the environment.
Sustainable Development	Meeting peoples' needs now, socially, environmentally and economically, without jeopardising the needs of future generations. There are three dimensions to sustainable development as seen in paragraph 7 of the NPPF: - economic contributing to a strong, competitive economy; - social- supporting strong, vibrant and healthy communities and – environmental contributing to protecting and enhancing the natural, built and historic environment.
Town Centre Uses	Retail development (including warehouse clubs and factory outlet centres); leisure, entertainment and more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, nightclubs, casinos, health and fitness centres, indoor bowling centres and bingo halls); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).

NORWICH TO TILBURY

EN020027

Joint Local Impact Report

Appendix 19 (Stowupland Neighbourhood Plan, 2019)

Suffolk County Council [redacted]

Babergh District Council [redacted]

Mid Suffolk District Council [redacted]

NEIGHBOURHOOD DEVELOPMENT PLAN

2016 - 2036

Referendum Version

(Spring 2019)

The members of Stowupland Parish Council's Neighbourhood Planning Advisory Sub-committee would like to thank the residents of Stowupland who have helped with preparation of the Stowupland Neighbourhood Plan over the four years it has taken to produce through their participation in the exhibitions and events and through comments on the draft plan.

Thanks are also extended to officers from the following bodies / organisations for their assistance and advice during preparation of the Plan: Places4People, Mid Suffolk District and Suffolk County Councils, statutory bodies and the Suffolk Preservation Society.

Stowupland Neighbourhood Plan

Note regarding the National Planning Policy Framework

The Government published a revised National Planning Policy Framework (NPPF) on 24th July 2018. A further revised version with minor clarifications was published in February 2019.

Annex1: Implementation paragraph 214 advises "*The policies in the previous Framework published in March 2012 will apply for the purpose of examining plans, where those plans are submitted on or before 24 January 2019."*

As this Plan was submitted in November 2018, it has been examined against the March 2012 NPPF. However, it is also noted that policies in the NPPF 2018 are material considerations from the date of publication. Therefore, where the NPPF is referred to in the Stowupland Neighbourhood Development Plan it is the July 2018 NPPF unless clearly referenced otherwise.

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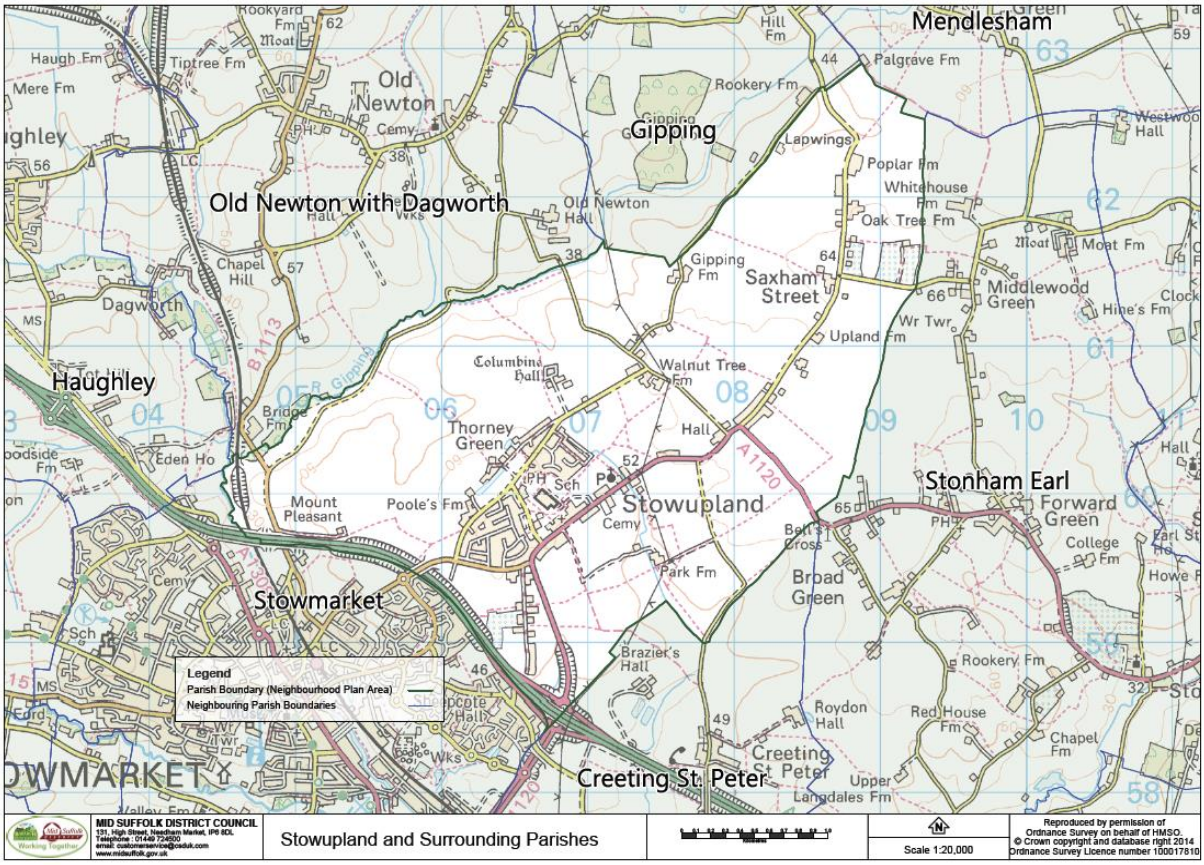
3. Planning for housing growth in Stowupland
4. Examples of building types and styles in Stowupland
5. Engaging with the community - the two questionnaires
6. Suffolk Observatory 2011 Census Profile of Stowupland
7. The Historical Context of the Parish of Stowupland

1. Introduction

1.1 Neighbourhood Plans were introduced through the Localism Act 2011. These plans are produced by the local community and once they have been agreed through a local referendum, and adopted by the local authority, they become part of and sit alongside the District Council's local development plan and will be used as a basis for making decisions on planning applications. This concept of the village community designing its own plan has been taken up enthusiastically by the residents of Stowupland.

1.2 Stowupland Parish Council had started engaging the community exploring the possibility of drawing up a Neighbourhood Plan during 2014 and submitted the Neighbourhood Plan Area to Mid Suffolk District Council for designation on 4th November 2014. Following a period of consultation, the council designated the whole of the parish as a Neighbourhood Area on 3rd February 2015.



Map 1: Stowupland Neighbourhood Plan area

1.3 Work on preparing the plan started immediately with the formation of a Steering Group. This was formalised and is the Neighbourhood Planning Advisory Subcommittee of the Parish Council. The community has been involved throughout preparation of the plan through drop-in sessions, displays and participation in community events in the village, regular update articles in the parish newsletter, and two whole-parish questionnaires.

1.4 The purpose of the Neighbourhood Plan is to identify and plan for growth in the parish over a twenty-year period, and to ensure sufficient new homes are built in the right places that respect the local character and village context. It also provides the opportunity to plan positively for change, and encourage new and/or improved services and facilities.

Key stages in preparation of Stowupland's Neighbourhood Plan

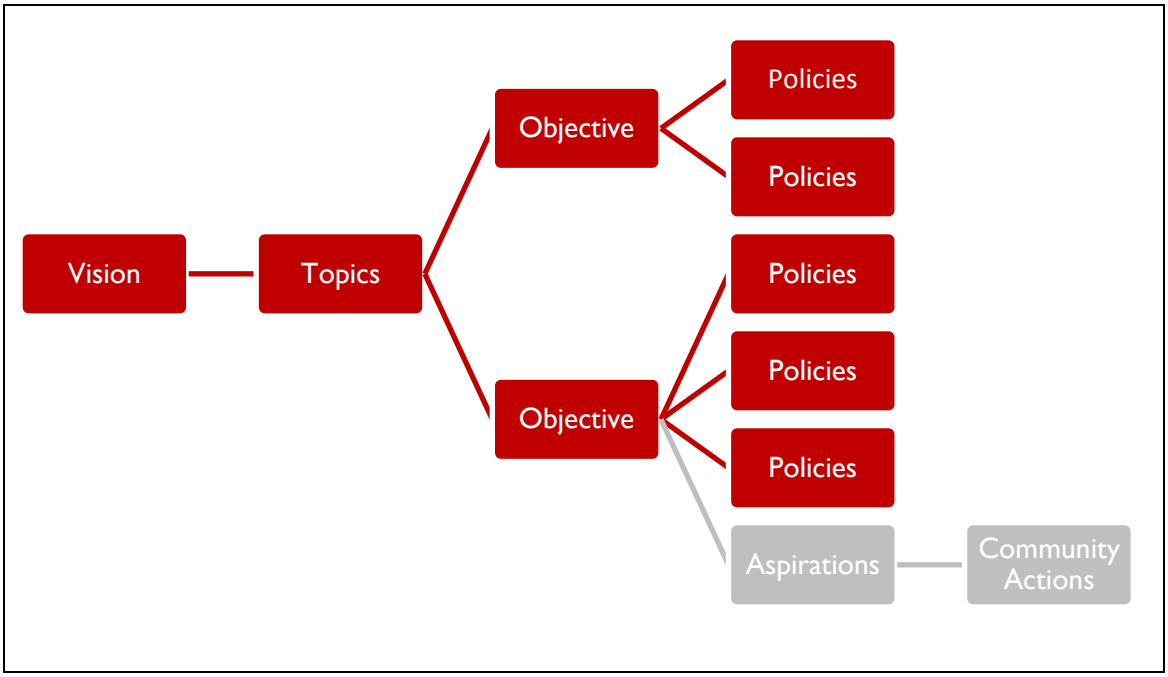
February 2015	Neighbourhood Plan Area designated
May 2015	'Mini' Questionnaire (household survey)
July 2015	First drop-in event at the village hall
September 2015	Display and engagement at the Freeman Primary School 150-years celebration day
November 2015	Main Questionnaire (household survey)
January 2016	Character Area Appraisals
2016	Drop-in event at the village hall
2016	Book Club
2016	Lent Lunch
December 2016	Landscape Appraisal
December 2017	Pre-pre-submission draft completed for discussion with Mid Suffolk officers.
30 January 2018	Meeting with B&MSDC officers
8 March 2018	Revised draft approved by the Parish Council for pre-submission consultation
April/May 2018	Amendments and additions
June-July 2018	Regulation 14 Pre-submission consultation
August / September	Consideration of representations and amendments/additions to Plan
November 2018	Regulation 16 Submission consultation
December 2018	Examination
Examiner's Final Report	29 January 2019
Referendum	Anticipated Spring 2019

Neighbourhood Plan display at the Freeman Primary School 150 years celebration September 2015

Drop-in session at the Village Hall 2016

2. Structure of the Plan

2.1 The Policy context for the plan is set out in section 3 below. This is followed by a brief background geography and history of the parish that sets the scene for Stowupland today in section 4. The key issues for the community are set out in section 5 and lead directly to the vision and objectives of the Plan. The diagram below shows how the policies flow from the vision and objectives.



2.2 Sections 6 to 15 contain the Stowupland Neighbourhood Plan policies. Where it is relevant or appropriate to do so 'Community Actions' to achieve community aspirations are noted in a separate box following the policy. These relate to the community aspirations, ideas and projects that have come from responses to the two questionnaires and from the Parish Council that are set out in Appendix 1 of the Plan. The Proposals Map and an inset map of the main part of the built-up part of the parish follow the policies.

3. Policy Context

3.1 This section sets out the policy context that the Neighbourhood Plan fits within, starting with national policy in the National Planning Policy Framework (the NPPF), and Mid Suffolk's Core Strategy and other local plan documents.

3.2 The Neighbourhood Plan must take account of the National Planning Policy Framework (NPPF) and be in general conformity with the strategic policies in Mid Suffolk Local Plan documents, and contribute towards achieving sustainable development.

3.3 The government published the revised National Planning Policy Framework (NPPF) on 24th July 2018. Annex1: Implementation, paragraph 214 advises "*The policies in the previous Framework will apply for the purpose of examining plans, where those plans are submitted on or before 24 January 2019*." However, it is noted that policies in the NPPF 2018 are material considerations from the date of publication. Therefore, the Stowupland Neighbourhood Development Plan has been revised and policies checked to ensure they comply with the NPPF 2018.

3.4 The Neighbourhood Plan also has to be in conformity with relevant policies in Mid Suffolk Local Plan documents. These are those strategic policies in the Core Strategy 2008, the Core Strategy Focused Review 2012, and the Stowmarket Area

Action Plan 2013. There are also “saved policies” in the Mid Suffolk Local Plan 1998 that the SNP has had regard to.

3.5 Paragraph 29 of the NPPF 2018 says that “*Neighbourhood plans can shape, direct and help to deliver sustainable development, by influencing local planning decisions as part of the statutory development plan.”*

3.6 Stowupland is a designated Key Service Centre in both the Mid Suffolk Core Strategy 2008 and the Focused Review 2012. There are 12 Key Service Centres (assuming Botesdale and Rickinghall, and Claydon and Great Blakenham are considered as two settlements rather than four) that are the larger villages in Mid Suffolk with populations of over 1,000. However, since the 2012 Focused Review Mid Suffolk has joined with Babergh District Council to fully share services, and the two councils are preparing a joint Local Plan for the two districts.

3.7 The Babergh & Mid Suffolk Joint Local Plan: Consultation Document was published in August 2017 (Regulation 18). In preparing the draft local plan the councils have carried out a review of the settlement hierarchy and have used a Services and Facilities Audit with a weighted score to establish a new hierarchy. Key Services Centres are re-named Core Villages, and Stowupland is listed as one of the forty-five Core Villages in the two districts.

3.8 A supporting evidence paper, Mid Suffolk Functional Clusters Study, published in June 2017, sets out “*a broad guide to the general extent of “catchment areas” for a number of key services and facilities in Mid Suffolk*”. Appendix 1 of the Functional Clusters Study lists the component parishes of the functional clusters, and Stowupland is one of 15 villages and hamlets in the Stowmarket Functional Cluster. This means that Stowupland is proposed to retain its role as one of the villages that has some of the services and facilities needed to serve their communities previously called Key Service Centres, now to be known as Core Villages. At the same time the Functional Clusters Study acknowledges that people in these communities depend on nearby towns/larger settlements to provide key services and facilities such as medical services.

3.9 Stowupland Neighbourhood Plan Sub-committee have worked with Babergh & Mid Suffolk to ensure that the Neighbourhood Plan conforms with the emerging Local Plan. To coordinate with preparation of the Joint Local Plan, the Stowupland Neighbourhood Plan is for a 20-year period to 2036 with a commencement date of April 2016.

4. An Introduction to Stowupland

4.1 Natural and Physical Environment

4.1.1 The 2017 Stowupland Landscape Appraisal (SNPLA) carried out for the Neighbourhood Plan contains a comprehensive description of the landscape character, the topography and the historic landscape patterns. The SNPLA divides the parish into different landscape character areas, and considers the distinctive characteristics of each in terms of visibility, relationship to the settlement and

potential for mitigation and enhancement to assess the sensitivity of the landscape and the capacity of the area to accommodate housing development. The study defines the terms Sensitivity, Landscape Value, and Capacity (paragraph 1.5.3). In terms of capacity the study defines this as: "*Capacity of an area considers the extent and nature of development which may be accommodated and is derived from an understanding of both landscape value and sensitivity of a landscape to change*."

4.1.2 The Suffolk Landscape Character Assessment includes the parish of Stowupland within the Ancient Plateau Claylands, Plateau Claylands and Rolling Valley Farmlands landscape types. The majority of the parish falls within the Ancient Plateau Claylands character type where the key characteristics include:

- Flat or gently rolling arable landscape dissected by streams at its edges
- Field pattern of ancient enclosure
- Dispersed settlement pattern
- Pairing of medieval churches and manorial halls (often moated) usually in valley side locations
- Villages often associated with medieval greens or tyes
- Farmstead buildings are timber framed, houses are colour-washed with peg-tiled or thatched roofs and barns blackened with tar
- Scattered ancient woodland parcels
- Occasional landscaped parks
- Moats and ponds are commonplace
- Hawthorn hedges with oak, ash and field maple as hedgerow trees
- Network of winding lanes and paths creating visual intimacy
- Open and occasional feelings of exposure.

4.1.3 The northeastern part of the parish, including the area around Saxham Street, falls within the Plateau Claylands character type, and the Rolling Valley Farmland character type forms the northern fringes of the parish along the River Gipping where it forms the parish boundary.

4.1.4 There is evidence of prehistoric and roman sites in the parish, particularly towards the Gipping and its tributary. The Historic Environment Record for Suffolk (managed by Suffolk County Council) includes approximately 50 entries for Stowupland. One of the earliest maps to show the settlement pattern is Hodkinson' Map of 1783. This depicts Stowupland as a loose cluster of dwellings arranged around a T-shaped green called Thorney Green with dispersed linear development along Church Road. Saxham Street can be seen further north with a linear dispersed pattern of dwellings.

4.1.5 Stowupland's green survived the enclosure that took place in the 18th and 19th centuries and is typical of open greens fringed with houses and the farmsteads of those who had the right to graze their animals there.

4.1.6 Historic maps from around 1900 show the cluster of houses and farmsteads around The Green and the cluster of buildings around the church. Beyond this area, to the east, is Stowupland Hall and parkland, and the manor house of Columbine Hall (which dates from the 13th century). Various small orchards flanked the outer edges of properties around The Green in the centre of which was a windmill.

4.1.7 Additional housing development had appeared by the middle of the 20th century, and two new clusters of modern housing were added to the settlement through the 1970s and 80s.

4.1.8 Despite significant changes to the character and appearance of the village from its early origins the historic pattern of the dispersed loose arrangement of dwellings around The Green, and the cluster of historic buildings around the church and Stowupland Hall are still evident and contribute greatly to the distinctive character of Stowupland and contribute to a strong sense of place. Listed buildings in the parish are set out in Appendix 2.

4.2 Stowupland today

4.2.1 Stowupland is a relatively small parish separated from Stowmarket by farmland, hedges and tree boundaries and the A14 trunk road that passes both in cutting and over the A1120 at Junction 50. The 2011 Census records a population of just under 2,000 living in 900 households in the main village, and along roads leading out, particularly Saxham Street. The village has been built around Thorney Green and along the main Church Road, the A1120 cross-country road.

4.2.2 There are three key features that characterise the parish: the upland, plateau-top location that gives the village both its name and the beautiful “big sky” open landscape setting; the village green and green wedge of land that is the heart of the village (designated as a Visually Important Open Space (VIOS) in the 1998 Local Plan); and the public rights of way network within and connecting the village to the wider countryside, although it should be noted that the footpath network and pedestrian access is not consistently good in all parts of the parish.

Holy Trinity Church – a Grade II listed building

4.2.3 The 2011 Census reveals a higher percentage of people who cycle to work than in Mid Suffolk or Suffolk. In terms of employment, there is a higher percentage of people employed in manufacturing; construction; wholesale and retail trade; repair of

motor vehicles and motorcycles; and transport and storage than in Mid Suffolk or Suffolk. A higher proportion of Stowupland residents are in skilled trade occupations, sales and customer service occupations, and who are process, plant and machine operatives, than in Mid Suffolk or Suffolk. (SNP Supporting Document 6: 2011 Census Profile of Stowupland published by Suffolk Observatory includes a more detailed profile of the parish).

4.2.4 Given the age and size of many of the houses in the village, and the presence of two sheltered housing schemes and purpose-built retirement bungalows, it is unsurprising that the percentage of residents who are 65 or over is higher, and the working age population and under 16s is lower in Stowupland than in Mid Suffolk (see Figure 1 below) or Suffolk. Many retired and older people are active, and there is a Good Neighbours scheme in the parish, and clubs and activities taking place in the village hall and URC meeting room every day of the week. It can be seen as a compliment to life in the parish, that residents wish to stay, and do not wish to move away.

4.2.5 This information (from the 2011 Census) and other background data is included in separate Evidence documents which are available online at https://www.stowupland.com/parish-council. Some key data is included here to provide a context to the parish and its social and demographic characteristics that have informed policies in the plan.

Fig 1: Population structure of Stowupland and Mid Suffolk, 2011

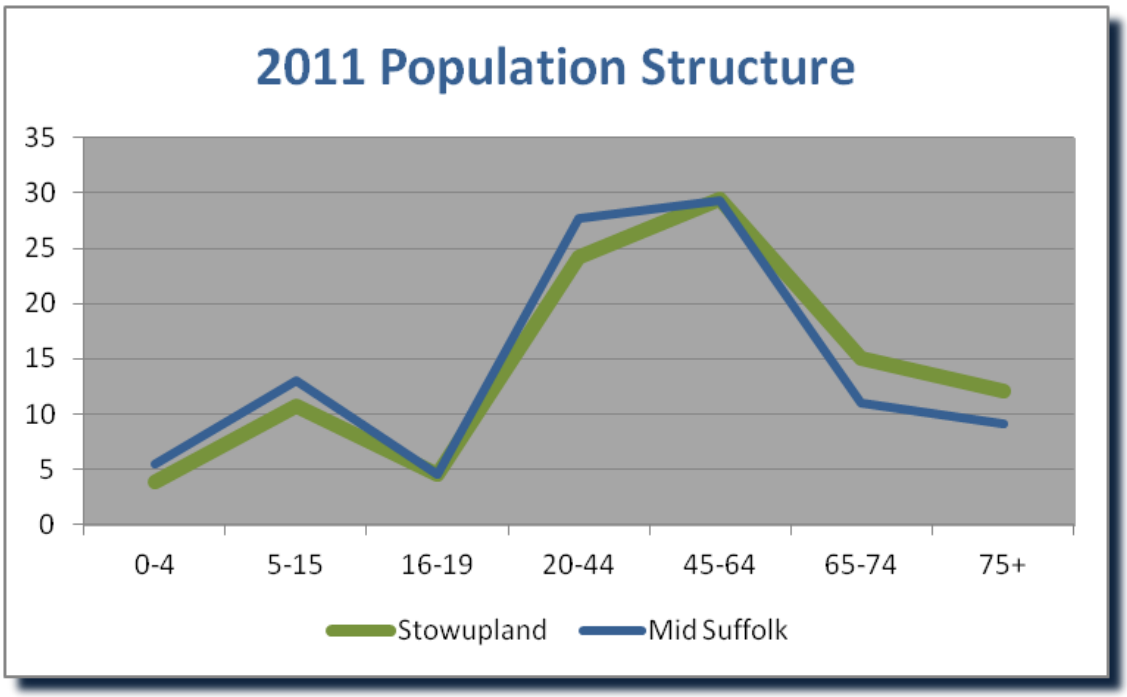


Table 1: Age structure of Stowupland 2015

	2015		
	% Persons aged 0 - 15	**% Persons aged 16 - 64**	**% Persons aged 65+**
Stowupland (Mid Suffolk)	14.3	57.4	28.3
Suffolk	18.1	59.5	22.4
England	19	63.3	17.7

Source: ONS

4.2.6 The motor car is the most important means of transport for most residents but significant numbers of people have relied on public transport on a regular or occasional basis. However, bus services are subject to change (including the withdrawal of services and routes) at relatively short notice, and residents have expressed their dissatisfaction and concern where such changes have meant travel to Stowmarket and beyond for doctors or to work has been made difficult or inconvenient.

4.2.7 The village benefits from two schools, the High School complete with sixth form and a Primary School, Freeman Community Primary School, as well as a Pre-School which operates on part of the primary school site and runs on a daily basis.

4.2.8 The catchment area for the two schools in Stowupland is much wider than the parish, as the secondary school was built to serve the rural schools 'pyramid' in this area. Whilst school bus services are provided many students are brought to and met from school by parents/carers in cars that, along with the high number of buses, creates congestion and traffic/pedestrian safety problems in the village along Church Road (A1120) and particularly alongside The Green at the start and end of the school day.

4.2.9 The A1120, the main road through the village, is signed as a "Tourist Route" which increases traffic usage. Parish surveys indicate that the narrowness of the pavements (where they exist) on parts of Church Road contribute greatly to pedestrians' feelings of insecurity when walking to and from the High School, Village Hall and the Primary and Pre-Schools, in particular when the larger lorries and coaches are passing. Residents' perception is that it is unsafe to cycle on Church Road at peak times because of the volume of traffic and the large vehicles using that road. A 'safer route to school' scheme has been discussed and planned for a number of years but has proved to be complicated because of the terms of usage of the village greens, and because it involves two different schools.

4.2.10 Stowupland High School became a founding school of the John Milton Academy Trust with effect from September 2016. Both schools have undergone a series of expansions over the years but the most recent was a result of the school system changing from a three-tier one (primary, middle and upper school) to a two-tier one which resulted in two additional year groups needing to be accommodated at both the primary and high schools. This has meant an additional 60 primary and 360 secondary pupils making the total currently (*October 2017) 201 at the primary school and 927 at the high school.

Capacity at Stowupland schools (September 2017)**:**	
Pre-school:	130
Primary school:	209
High school:	1033

*Source: SCC

4.2.11 We understand that a significant proportion of the pupils currently attending Freeman Primary School are from out of catchment. There is capacity at other nearby schools, such as Trinity Primary School, to accept additional students and Suffolk County Council anticipate that the quantity of growth set out in this Plan can be accommodated. There are two providers of Early Years Education, the pre-school adjacent to Freeman Primary school, and at Cedars Park. Due to lack of capacity, places to accept children arising from growth planned in Stowupland are only likely to be available at Cedars Park outside the parish.

	Total Capacity	**95% capacity**	**2018**	**2019**	**2020**	**2021**	**2022**
Freeman Primary School	209	199	219	233	249	256	266

*Source: SCC

4.2.12 Stowupland High School includes the 11-16 age range and a 6th form. The school is currently over capacity with pupil roles forecast to increase up to 2021. However, it is expected that the capacity can expand to resolve this and accommodate other potential growth within the school catchment, but outside of the parish of Stowmarket. The total school capacity is 1,033, with 11-16 provision having a capacity of 900 places, with the remainder being 6th form capacity. The expansion of the school following the change to two schools from three has resulted in a considerable increase in traffic in the village, often causing congestion at peak school finishing times. The Parish Council regularly liaises with the school and will continue to seek to work with the school to ensure expansion plans don't result in a detrimental impact on the local highway network and on the environment.

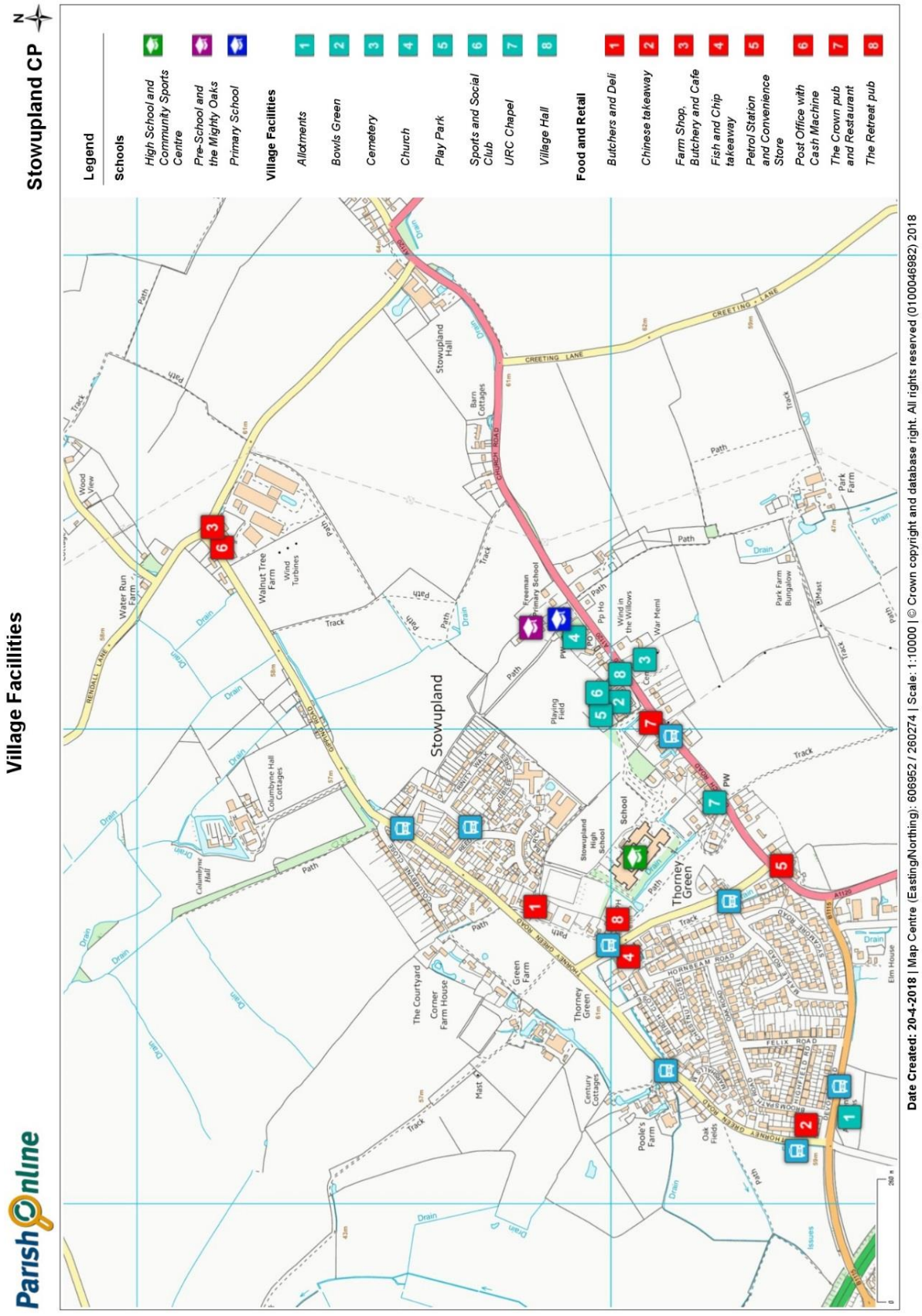
4.2.13 In addition to the schools there are two public houses, The Crown and The Retreat; a village hall that is a centre for a number of social activities, entertainments and meeting groups; a sports and social club, allotments, playpark and playing fields (for cricket and football), and bowls club; the parish church (Holy Trinity) and United Reform Church; a petrol filling station incorporating a small motorists/convenience shop run by the Co-Op; a butchers, a Chinese takeaway and a fish and chip shop. However, the parish lacks a convenience food/grocery store and medical facilities, which means that residents rely on Stowmarket for these services and facilities. A recent change has resulted in the loss of the Post Office (and externally located ATM) (August 2018) and the farm shop incorporating a second butchers and a small café (September 2018).

4.2.14 Thorney Green is an exceptionally large T-shaped green in the centre of the village and includes a football pitch, an area set aside for the ‘half a mow’ scheme and an area available for planting trees as a memorial for parishioners that have passed away.

4.2.15 A number of clubs and associations exist in the village as well as a range of community events. For some years, an annual "Music on The Green" event has been held in the village where local bands perform on stage for the enjoyment of anyone. However, this has proved increasingly difficult to organise, and the parish council is investigating the level of interest for different community events to be held on The Green. Sports are well catered for with football, cricket and bowls clubs available. A lottery grant funded gym and indoor sports facility is available for public use at the high school.

4.2.16 An award winning monthly magazine, "Telstar", is delivered free to every household and contains reports from parish and local councils as well as various articles from residents, clubs and churches in the village.

4.2.17 The map on the following page shows the location of village services and facilities. Items 3 and 6 in the red boxes are the Post Office, and the Farm Shop, Butcher and Café (located in the same building) that closed in August and September 2018 respectively.



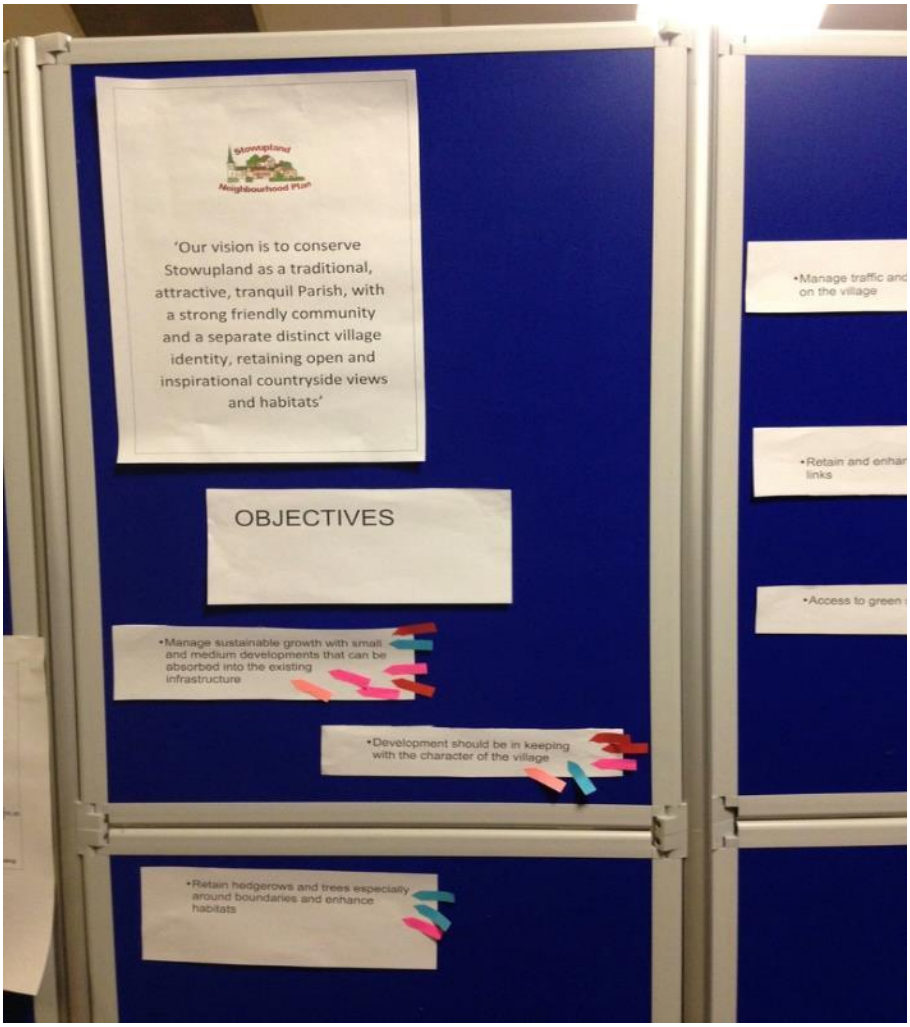
Map 2: Locations of services and facilities

5 Key Issues - Vision and Objectives

5.1 Key issues and areas of concern to residents have emerged over the past two years as the plan has been prepared. There has been a high level of interest in the Plan and good attendances at community events and a high level of responses to the two questionnaires carried out. SNP Supporting Document 5: Engaging with the community – the two questionnaires set out summaries of responses received together with the questions asked in the second, main questionnaire.

5.2 All the preparation work that has been undertaken has informed the approach to planning for the future of Stowupland. Policies in our Plan are based on the overwhelming desire of residents to maintain the separate identity and character of Stowupland as a rural village and the open countryside around it, with excellent footpath links. This strong view has influenced the Vision, and resulted in the Neighbourhood Plan necessarily being environment-led.

5.3 This desire to maintain a separate identity is an important part of the vision, and one of the objectives is to maintain physical gaps, areas of countryside and the rural character between Stowupland and Stowmarket, and between the village and Saxham Street.



Public engagement in forming the vision and objectives

Vision

Our Vision is to conserve Stowupland as a traditional, attractive, tranquil Parish, with a strong, friendly community and a separate distinct village identity, retaining open and inspirational countryside views and habitats. Growth will be managed through environmental constraints.

Objectives were identified to help to achieve this vision:

Objectives

- *Manage sustainable growth*
- *Maintain open areas of countryside between the village and Stowmarket, and the village and Saxham Street and prevent coalescence.*
- *Retain and enhance the public rights of way network within the village and out to the countryside*
- *Enhance habitats*
- *Encourage small houses and bungalows suitable for first time buyers and existing residents seeking to "downsize"/more suitable post-retirement accommodation*
- *Encourage good design and layouts in keeping with the existing built form*
- *Maintain the village character and appearance*
- *Ensure provision of sufficient amenity space, spaces between buildings and green space*
- *Encourage sustainable buildings using whatever current ecological techniques are possible. This could be rainwater harvesting to minimise drainage problems, low CO2 building and energy production on site.*
- *Retain hedgerows and trees especially around boundaries and enhance biodiversity*
- *Manage traffic and reduce its impact on the village*

6. Planning Policies

6.1 This section contains the Policies that will deliver the Objectives summarised together with the justification and evidence on which they are based. In addition to these policies, community actions are noted to achieve some of the aspirations and projects set out in Appendix 1 of the Plan. Appendix 1 includes actions that aim to achieve the objectives listed above and the community aspirations, requirements and projects that don't fit within the planning policy framework, or that can't be delivered by policies alone.

6.2 Feedback from the questionnaires and work on the vision has led to the decision that the environmental quality of the area should take precedence over growing the village, especially when there are opportunities for major growth in the town of Stowmarket.

7. A Strategy for Stowupland

7.1. The Neighbourhood Plan has been prepared to support sustainable growth in the village. The community has a strong desire to have a plan that will guide the decision-making process to ensure that the growth that we need takes place in the most sustainable locations, and respects the character and context of the village. Positive planning for the future will ensure development has a beneficial impact on village life and respects the landscape and enjoyment of all the parish has to offer.

7.2 The NPPF 2018 sets out the three overarching objectives of sustainable development: the economic objective, the social objective and the environmental objective, and advises that these objectives are "*interdependent and need to be pursued in mutually supportive ways ….*". Paragraph 9 goes on to explain that planning policies and decisions should take local circumstances into account.

7.3 In terms of local circumstances, preparation of the Neighbourhood Plan has shown that the majority of residents want small-scale housing developments in Stowupland. Responses to both the May and December 2015 questionnaires show that the community would prefer housing growth to take place in small groups and infill developments. Residents also believe that the character of Stowupland should remain that of a rural village distinctly separate from nearby Stowmarket. People responding to the questionnaires have said that they would most like to see starter homes, or small houses. Many residents are concerned that their children, who would like to stay, cannot at present manage to do so. There is very little appetite for larger homes of 5 or more bedrooms. People hope to move to bungalows where they have expressed the wish to move within the parish. The following graphs indicate some of the respondents' views from the main questionnaire (November / December 2015). More feedback from the questionnaires is reported in SNP Supporting Document 5: Engaging with the community – the two questionnaires.

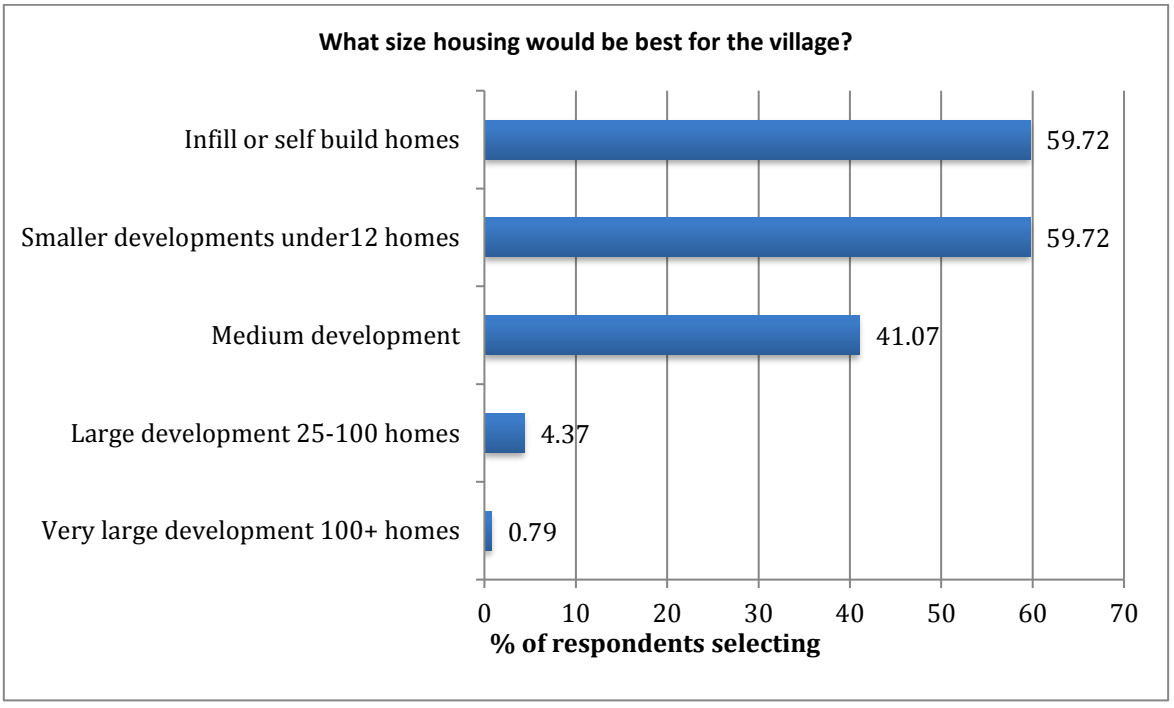
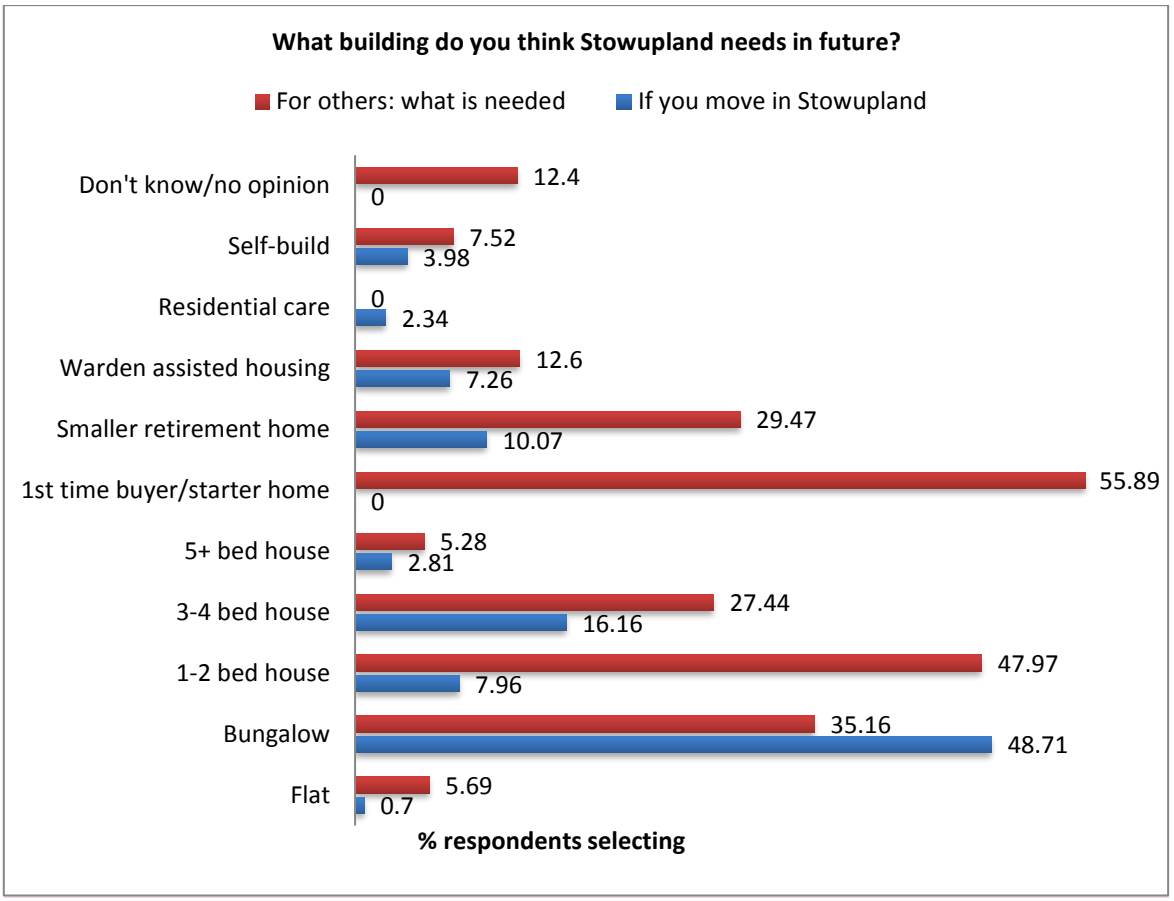


Figure 2 (above) and Figure 3 (below) – Responses from the main questionnaire



7.4 The 2013 Stowmarket Area Action Plan (SAAP) included Stowupland along with seven other villages in the area covered by the plan. Chapter 6 of the SAAP deals with Housing in the plan area. Under "Urban Fringe" paragraph 6.38 states:

> *"The Council will require an acceptable level of separation from the surrounding villages, whose character and appearance should be safeguarded through the application of good design and landscape design principles. The Council notes that the village appraisals for both Stowupland and Onehouse recognize the important contribution made to the character of their villages by the open farmland between them and the existing edges of Stowmarket."*

In the section under "Surrounding Villages" paragraph 6.51 states:

> *"With only three designated towns in the District (Stowmarket, Needham Market and Eye), the majority of Mid Suffolk's population live in villages. These villages are an essential part of our rural way of life and their unique character and local distinctiveness needs to be maintained and protected. This is especially the case for the villages surrounding Stowmarket where the future growth of the town may require the use of land."*

7.5 As the June 2017 Functional Clusters Study shows, Stowupland has some services and facilities, but not all. The high school was designed, and has functioned as a high school for the rural 'pyramid' that formerly consisted of three tiers – primary,

middle and high schools. However, there is no doctors' surgery in the village, the Post Office has closed, and the shops have a limited offer. This is mainly due to the location of the village close to Stowmarket, and people in Stowupland and surrounding smaller villages (e.g. Creeting St Peter) look to Stowmarket to meet their needs. Stowupland is clearly less of a 'hub' than other secondary level villages and as such has a somewhat limited function as a Key Service Centre.

7.6 As a rural village it is no surprise that so many people put the natural environment, biodiversity, and access to the countryside as high priorities in response to questions in the two questionnaires carried out by the Neighbourhood Plan group. The rural setting, landscape, "big sky" views from the upland plateau-edge, and network of rights of way are clearly valued by the community. This has strongly influenced the use of environmental constraints and opportunities to inform a strategy for the future growth of Stowupland.

7.7 Policy SNP1 has been prepared in the context of national and local planning policies, applications, appeals, and the value the community puts on the landscape and environment, the distinctive and separate nature of the village, and the need to plan for sustainable housing growth in Stowupland. The policy applies to all development proposals not just those for residential development.

7.8 It should be noted that site allocations are made in Policies SNP2, SNP3 and SNP4 that will provide land for up to 203 dwellings to be built over the plan period. This is in addition to single plots and small groups that have come forward and we expect will continue to come forward for development in the future, and in addition to land that received planning permission on appeal for up to 143 dwellings on land to the west of Thorney Green Road. Policy SNP1 sets out the Strategy for sustainable growth in the parish.

SNP1: Strategy for Sustainable Growth

Stowupland will be a location for environmentally, socially and economically sustainable growth over the twenty-year period of the Neighbourhood Development Plan. The Plan provides for at least 203 new homes by 2036.

The protection of the natural and historic environment, the distinctive village character and maintenance of the visual gap and separation between the built-up areas of the village and Stowmarket and Saxham Street will be given significant weight when assessing any development proposals. The Green Gaps identified on the Proposals Map shall be protected and remain undeveloped to maintain this separation.

Opportunities to use previously developed land and buildings, and infill sites will be supported.

8. Planning for Housing Growth

8.1 The growth of housing in the parish, especially in recent years, is set out in SNP Supporting Document 3: Planning for Housing Growth in Stowupland. This includes completion rates, and how recent planning permissions have shaped the future of residential growth in the village. It considers the emerging Babergh and Mid Suffolk Local Plan options and the SHELAA sites in the parish, and our consideration of how housing growth numbers have been calculated including the advice on calculating housing need figures for Neighbourhood Plan areas set out in Planning for the right homes in the right places: consultation document (September 2017) that followed the Housing White Paper (February 2017). We have considered how housing need calculations have changed and used a formula that reflects these changes. Our approach to site assessment and the evidence for the allocations made in Policies SNP2, SNP3 and SNP4 is also included in the evidence paper.

8.2 Using our formula it is clear that the Neighbourhood Plan needs to plan for a minimum of 195 new houses to be built in the village over the next twenty years through site allocations. In addition to this, and based on past planning history, it is expected that individual and small groups of dwellings will continue to come forward on sites within the settlement boundaries. Such developments are known as 'windfall'. As an example of 'windfall' housing developments housing completions in Stowupland from 2008 to 2016 are set out below. All the development in that period took place inside the 1998 Local Plan Stowupland Settlement Boundary, with most development being individual properties and small groups in sub-divided large gardens or infill plots.

Table 2: Stowupland completions 2008/09 – 2015/16

2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16
8	0	3	2	0	2	7	1

MSDC: Annual Monitoring Reports

8.3 The Neighbourhood Plan sub-committee invited expressions of interest from all the landowners in the parish in November 2015 and received one letter and a telephone call from two landowners. The main questionnaire carried out in November 2015 asked residents to rank areas of the parish that they considered most suitable for development. A Character Assessment of the parish was carried out by members of the Neighbourhood Plan sub-committee in early 2016, and a Landscape Appraisal was carried out by Alison Farmer Associates (Landscape Architect) and published in early 2017. Results from this work were used to consider which sites should be allocated for development. However, at the time of preparing the draft Neighbourhood Plan planning permissions had been granted for a total of up to 188 dwellings since April 2016 (comprising a large site for 175, a smaller site of 10 dwellings and three individual plots). None of these dwellings have been constructed at the time of preparing the plan for consultation (although work had commenced on the largest of the sites). In addition, two planning applications on adjoining sites to the west of Thorney Green Road were granted outline planning permission on appeal in May 2018 for a total of up to 143 dwellings. These sites are not allocated in the NP

because the approval came immediately before the Pre-Submission Consultation. The site allocations below, the three individual dwellings and the recent appeal decisions total 349 homes to be delivered over the plan period.

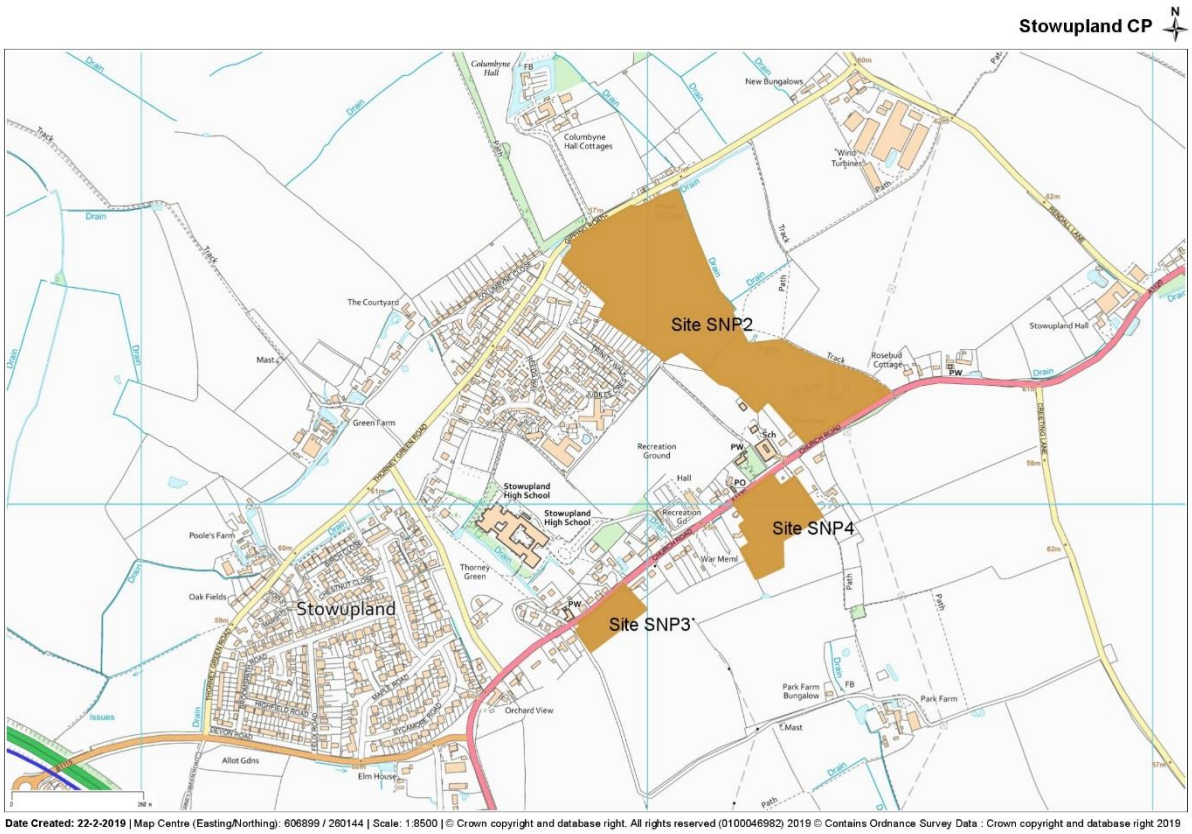
Table 3: Sites for residential development with planning permission or current (September 2018) applications

Residential Sites	Number of dwellings	Planning permission granted	Potential delivery
Site allocation SNP2	175	√	Details of phases 1 & 2 approved. Work commenced on Phase 1
Site allocation SNP3	10	√	Full planning permission. Land sold.
Site allocation SNP4	18	*x	
Appeal sites (North Field and South Field), Land west of Thorny Green Road	143	√	Outline planning permissions
Single dwelling, Gipping Road	1	√	Outline permission
Single dwelling, Gipping Road	1	√	Outline permission
Single dwelling, Gipping Road	1	√	Details approved August 2018.
Three dwellings, Stowmarket Road/Mill Lane	3	*x	
Total dwellings with planning permission	**331**		* + 21 if pp granted on these 2 sites

8.4 There is a statutory duty for local plans to be reviewed every five years, and this will necessitate review of the Neighbourhood Plan at which time additional site(s) may be allocated. As the Babergh & Mid Suffolk Joint Local Plan is at an early stage of preparation with the Local Development Scheme July 2018 showing adoption anticipated early 2020, it is anticipated that any review of the Local Plan is unlikely to need to take place before 2025. In any event, Stowupland Parish Council will assess the need for review this plan each year at the Annual Parish Council meeting.

8.5 As the Neighbourhood Plan will have a considerably longer lifespan than planning permissions (usually three years for an outline planning permission and five years for a full planning permission) it is important to include sites with planning permission in our Plan to guide future development proposals in the event of a planning permission lapsing, details submitted following outline permission or changes proposed by the developer. The following policies include criteria that any proposal for future development on these sites (whether as 'reserved matters' or full applications including any subsequent planning applications on sites with permission) should comply with to ensure the development respects the conditions imposed and/or the policies in this plan. In addition, all development proposals should demonstrate an understanding of the 'Stowupland Landscape Appraisal' (SNP Supporting Document 1), the 'Character Area Assessment' (SNP Supporting Document 2) and, 'Examples of building types and styles in Stowupland' (SNP Supporting Document 4), and how the proposed development has been designed to respond to the local character and context of the site.

8.6 The largest of the three site allocations was granted outline planning permission for up to 175 dwellings on appeal on 26 May 2016 (after the Neighbourhood Plan start date, 1st April 2016). Detailed consent for the first phase of 75 dwellings was given in October 2017. Work has started on this site, and an application for the second and final phase was submitted in early 2018.



Map 3: Residential site allocations

Policy SNP2: Land between Church Road and Gipping Road

Land is allocated for approximately 175 dwellings between Church Road and Gipping Road within the extended Stowupland settlement boundary and as shown on Map 4.

Any development proposals on site SNP2 should:

a) exclude any built development from a strip 30m deep from the site boundary where it adjoins Church Road to respect the wide set-back from the road characteristic of development in the area;

b) include a pedestrian link to Gipping Road in the north-western corner of the site to facilitate good pedestrian links to bus stops and other services and facilities in the village;

c) include an equipped play area;

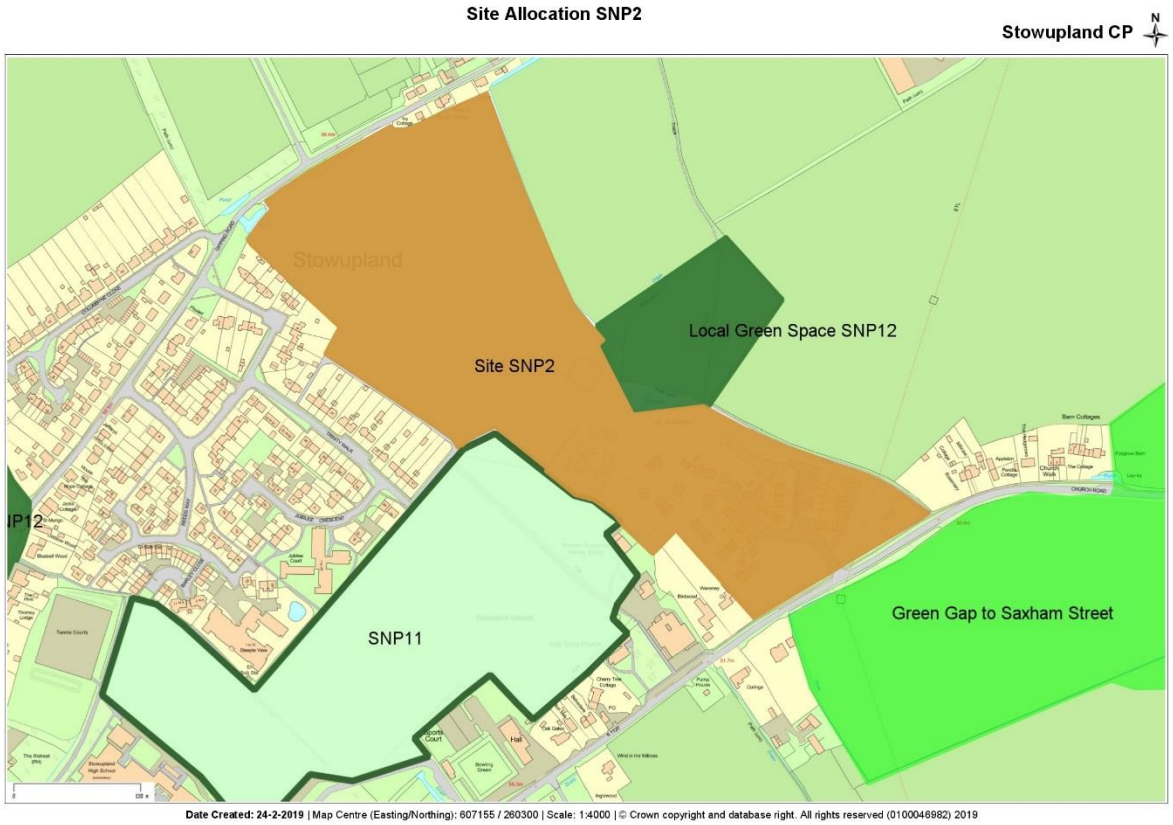
d) include a wide margin between the northern boundary of development and Gipping Road planted as a woodland belt using native species;

e) ensure that none of the dwellings in an area 50m deep from the woodland belt (required in criterion (d) above) shall have any eaves higher than ground floor wall plate level or a 'mansard' style roof, and otherwise exceed two storeys in height to maintain a rural undeveloped setting for the entrance and approach to Columbine Hall and the character and setting of the nearby small traditional cottages on Gipping Road;

f) protect and, wherever possible, enhance existing rights of way through the site and take every available opportunity to increase and improve links with the wider network in the parish. Where changes to the existing network are necessary to accommodate development, mitigating measures will be needed to ensure that the network is not adversely affected.

Community Actions:

- *maintaining, enhancing and signing public rights of way/cycle paths including pedestrian links to bus stops;*
- *tree planting in key locations to enhance the street-scene, maintain and enhance historic remnants of parkland and orchards, and enhance and strengthen important gaps and buffers and the rural setting of the parish.*



Map 4: SNP2 - Land between Church Road and Gipping Road

8.7 The second site allocation for 10 dwellings between Church Farm Barn and Brecklands, Church Road was granted full planning permission on 19 December 2017, and the land is being marketed for sale at the time of preparing the plan. Materials, including those used on boundary walls fences, and landscaping will be important on this site, and SNP Supporting Document 4: 'Examples of building types and styles in Stowupland', will be used as a reference to identify how the proposal meets the requirement for local materials and finishes.

8.8 The gap between Crown Farm Barn and the farm track adjacent to Brecklands gives wide rural views over the Gipping Valley, and new development should reflect and respect the rural village character and landscape context of this site.

Policy SNP3: Land between Church Farm Barn and Brecklands, Church Road

Land is allocated for approximately 10 dwellings on land between Crown Farm Barn and Brecklands, Church Road as shown on Map 5.

Any development proposals on site SNP3 shall:

- **demonstrate through good design how the proposal respects the edge of village context of, and rural views from, this site;**

- **Use materials on the dwellings and boundary treatments taken from a palette of local traditional building materials;**
- **ensure landscaping of the site incorporates indigenous species and includes hedgerows and native trees; and**
- **protect, and wherever possible, enhance existing rights of way through the site and take every available opportunity to increase and improve links with the wider network in the parish. Where changes to the existing network are necessary to accommodate development, mitigating measures will be needed to ensure that the network is not adversely affected.**

Community Actions:

- *maintaining, enhancing and signing public rights of way/cycle paths including pedestrian links to bus stops;*
- *tree planting in key locations to enhance the street-scene, maintain and enhance historic remnants of parkland and orchards, and enhance and strengthen important gaps and buffers and the rural setting of the parish.*

Map 5: SNP3 - Land between Church Farm Barn and Brecklands

Looking south east from the north west corner of SNP3 across the Gipping Valley (with distant views of Combs Wood – the new property is at Park Farm).

8.9 The third site is the subject of an outline application for 18 dwellings, an extension to the cemetery and a car park for the primary school (Mid Suffolk application reference 1884/16). This application has a resolution to grant planning permission subject to a S106 agreement but planning permission has not been granted (September 2018). Whilst the principle of development for a small group of homes is acceptable on this site (as included in Mid Suffolk's SHELAA 2017) there are concerns on highway safety, particularly for pedestrians and cyclists, that will need to be satisfied. The A1120 is a busy road, especially at school start and finish times, and if this site is to be developed it is essential that sufficient warnings and physical measures are in place to prioritise the safety of pedestrians. In addition, the site is opposite the Grade II listed Holy Trinity Church, and the design and layout of development must conserve or enhance the setting of the parish church.

Policy SNP4: Land on the south-east side of Church Road

Land is allocated on the south-east side of Church Road, opposite Holy Trinity Church and Freeman Primary School for approximately 18 dwellings, an extension to the cemetery and car park as shown on Map 6.

Any development proposals on site SNP4 shall:

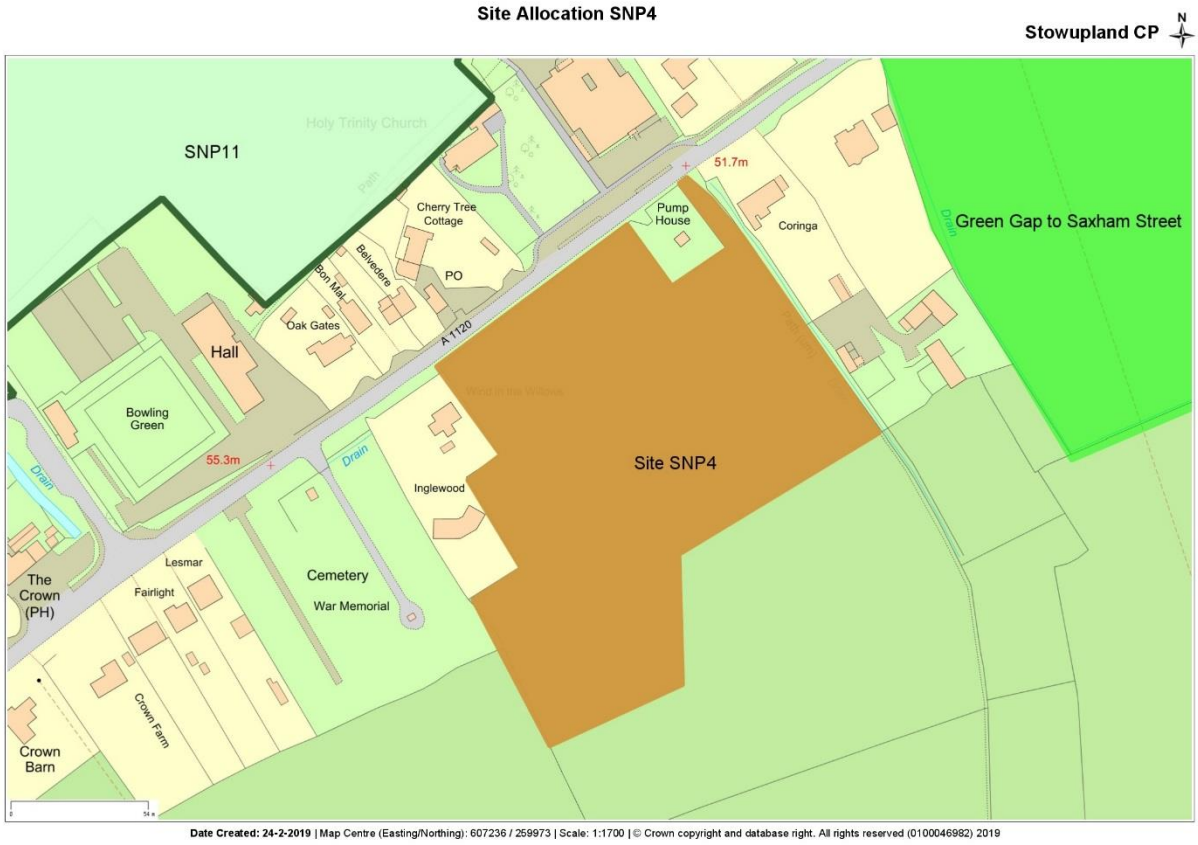
- **ensure the provision of a new access, visibility splays and footway does not compromise the safety of pedestrians and road users, especially cyclists;**
- **conserve or enhance the setting of [1]Holy Trinity Church (Grade II Listed Building);**

- **be of high quality design using locally distinctive materials that respect the edge-of-village context of the site and respond to local character and history;**
- **incorporate indigenous species into the landscaping scheme for the site;**
- **protect and, wherever possible, enhance existing rights of way through the site and take every available opportunity to increase and improve links with the wider network in the parish. Where changes to the existing network are necessary to accommodate development, mitigating measures will be needed to ensure that the network is not adversely affected; and**
- **provide an assessment of the risk of groundwater pollution for the proposed cemetery extension in accordance with Environment Agency's requirements.**

[1] The Building in Context toolkit is recommended to inform the design of development on this site to ensure conservation of the setting of the Grade II listed Holy Trinity Church.

Community Actions:

- *maintaining, enhancing and signing public rights of way/cycle paths including pedestrian links to bus stops;*
- *provide and maintain a means of preventing any car park provided with the site from being used to drop-off or pick up children from school and/or pre-school;*
- *provide a safe means of crossing the A1120 Church Road;*
- *seek traffic calming / traffic management measures to achieve:*
  - *advance warning and traffic calming measures to highlight the presence of the primary and pre-school*
  - *variable speed limit – so 20mph is mandatory through Church Road past both school entrances;*
  - *enhanced speed restriction signing;*
- *safer routes to both the schools (and pre-school/nursery);*
- *tree planting in key locations to enhance the street-scene, maintain and enhance historic remnants of parkland and orchards, and enhance and strengthen important gaps and buffers and the rural setting of the parish;*
- *conserve or enhance the setting of the Grade II listed Holy Trinity Church and churchyard;*
- *an extension to the cemetery.*



Map 6: SNP4 – Land on the south-east side of Church Road

9. Affordable Housing

9.1 The Glossary in the NPPF 2018 (Annex 2) sets out a definition of what is meant by the term "affordable housing":

"*housing for sale or rent for those whose needs are not met by the market (including housing that provides a subsidised route to home ownership and/or is for essential local workers); and which complies with one or more of the following definitions:"*

The definitions fall into four types: a) affordable housing for rent; b) starter homes; c) discounted market sales housing; and d) other affordable routes to home ownership.

9.2 Affordability of housing was strongly identified in the questionnaires and consultations as crucial to the vitality of Stowupland. In particular, responses from residents identified the need for affordable housing for young people in the parish. Applications for residential development in Stowupland in the last few years have provided evidence of the need for affordable housing in the district. The two applications on contiguous parcels of land for a total of 143 dwellings (planning application references: 195/16 and 5024/16) on land west of Thorney Green road revealed the following advice from Babergh & Mid Suffolk's Housing Enabling team:

"2.6 The Council's Choice Based Lettings system currently has circa.1050 applicants registered for affordable housing in Mid Suffolk at May 2016.

2.7 The Council's Choice Based Lettings system currently has 54 applicants registered for affordable housing, who are seeking accommodation in Stowupland as at Feb 2016."

9.3 Mid Suffolk's Core Strategy (2008) retained an altered version of Policy H4 from the 1998 Local Plan (saved policy) which was adopted through the First Alteration to the Mid Suffolk Local Plan in July 2006. Stowupland Neighbourhood Plan supports this policy. The policy provides for up to 35% affordable housing to be negotiated on development proposals of 5 or more dwellings or on sites of 0.17ha and above (outside Stowmarket and Needham Market).

9.4 The Babergh & Mid Suffolk Joint Local Plan Consultation Document (Regulation 18, August 2017) set out the options on setting a requirement for affordable housing, and on support for market housing on rural exception sites. However, the NPPF 2018 sets out new policy on affordable homes provision (paragraphs 63 to 66), and Policy SNP5 has been drafted to comply with these provisions.

9.5 To ensure that affordable housing continues to be delivered to meet the full need identified by Babergh & Mid Suffolk the Stowupland Neighbourhood Plan will seek to ensure provision is made for affordable housing on new developments of 35%. The NPPF 2018 includes a provision, in paragraph 64, that at least 10% of the overall affordable contributions on a major housing development site should be homes available for affordable home ownership (major housing development is considered to be 10 dwellings or more).

(Note: Where a developer or landowner considers this to be unviable, viability information and supporting evidence/justification should be submitted to inform negotiations (with Babergh and Mid Suffolk Council officers) to determine what would be a viable contribution. An open book accounting approach will be expected to allow assessment of the financial aspects of the development.)

SNP5: Affordable Housing

Proposals for residential development of more than 10 units or on sites of 0.5ha or more will be expected to provide 35% affordable housing on the site (with at least 10% of these being homes available for affordable home ownership) subject to viability assessment and identified local needs with the aim of creating mixed and inclusive communities. Affordable homes must be delivered at the same time as the market homes.

Conditions or legal obligations will be used to ensure that affordable housing is secured and retained for those in housing need. The mix, size, type and tenure of affordable homes should meet the Babergh and Mid Suffolk local identified housing need for Stowupland.

Where affordable housing is provided under a Section 106 agreement or similar planning obligation, the maximum proportion possible of the total units provided under Babergh and Mid Suffolk District Councils' Allocation Scheme shall at every opportunity be allocated to people meeting the "local lettings" circumstances with a local need or connections to Stowupland. This obligation will have permanent effect unless it can be demonstrated that there is no longer any requirement for the affordable housing.

9.6 Stowupland Parish Council has sought for many years to bring forward a site for "rural exception" housing. It is acknowledged that this is more likely to be achieved if an element of the development is for market housing. The Parish Council seeks to benefit from rural exception housing, so that the criteria can be restricted to those with local connections. Babergh & Mid Suffolk's Allocations Policy (2016) includes advice on "local lettings" and explains that in certain circumstances the Partner Organisations "may decide to give preference for offers of homes to a particular group of applicants in response to certain local circumstances". Four circumstances are set out, and one of these is: Where planning conditions were agreed at time of build (S106 agreements) that stipulate that priority must be given to local applicants. In addition to this local letting circumstance, rural exception developments provide a better opportunity for making the homes available to people with a strong local connection to Stowupland.

9.7 The NPPF 2018 gives the following advice:

> "77. In rural areas planning policies and decisions should be responsive to local circumstances and support housing developments that reflect local needs. Local planning authorities should support opportunities to bring forward rural exception sites that will provide affordable housing to meet identified local needs, and consider whether allowing some market housing on these sites would help to facilitate this."

The NPPF 2018 Annex 2: Glossary provides the following definition of "Rural exception sites":

> "Small sites used for affordable housing in perpetuity where sites would not normally be used for housing. Rural exception sites seek to address the needs of the local community by accommodating households who are either current residents or have an existing family or employment connection. A proportion of market homes may be allowed on the site at the local authority's discretion, for example where essential to enable the delivery of affordable units without grant funding."

9.8 The following policy will apply in Stowupland:

SNP6: Rural Exception Sites

Proposals for housing on sites situated outside, but adjoining the settlement boundaries of Stowupland village and Saxham Street (as defined on the Proposals Map) will be supported where the following criteria are met:

- **the scheme would meet an identified *local need for affordable housing that cannot be met within the settlement boundaries;**
- **the development is small-scale and demonstrates, where appropriate: (i) how it addresses the relationship of the proposal to the built form, history and character of the area,**
  (ii) the effects on any nearby heritage assets, local buildings of character, and/or trees and hedgerows, village green, playing fields and local green space, and (iii) accessibility to village services and facilities; and where it complies with the other policies in this Neighbourhood Plan;
- **pre-application engagement with the local community has been undertaken;**
- **secure arrangements are made to ensure the housing need to be met will be secured by legal agreement to ensure that the need can be met in perpetuity.**

Where it is demonstrated that a proportion of market housing is necessary to cross-subsidise the specific identified housing need the market housing should be provided at the minimum level to support viability and all proposals must be accompanied by an open book viability appraisal.

Schemes will not be supported where it is considered that the location of the proposal is too remote from village services and facilities, and/or would have a detrimental impact on the built form, historical context or character of the area, or on the environment, green space, or landscape and/or landscape features including trees and hedgerows.

Rural exception sites may also include an element of self-build or custom-build homes.

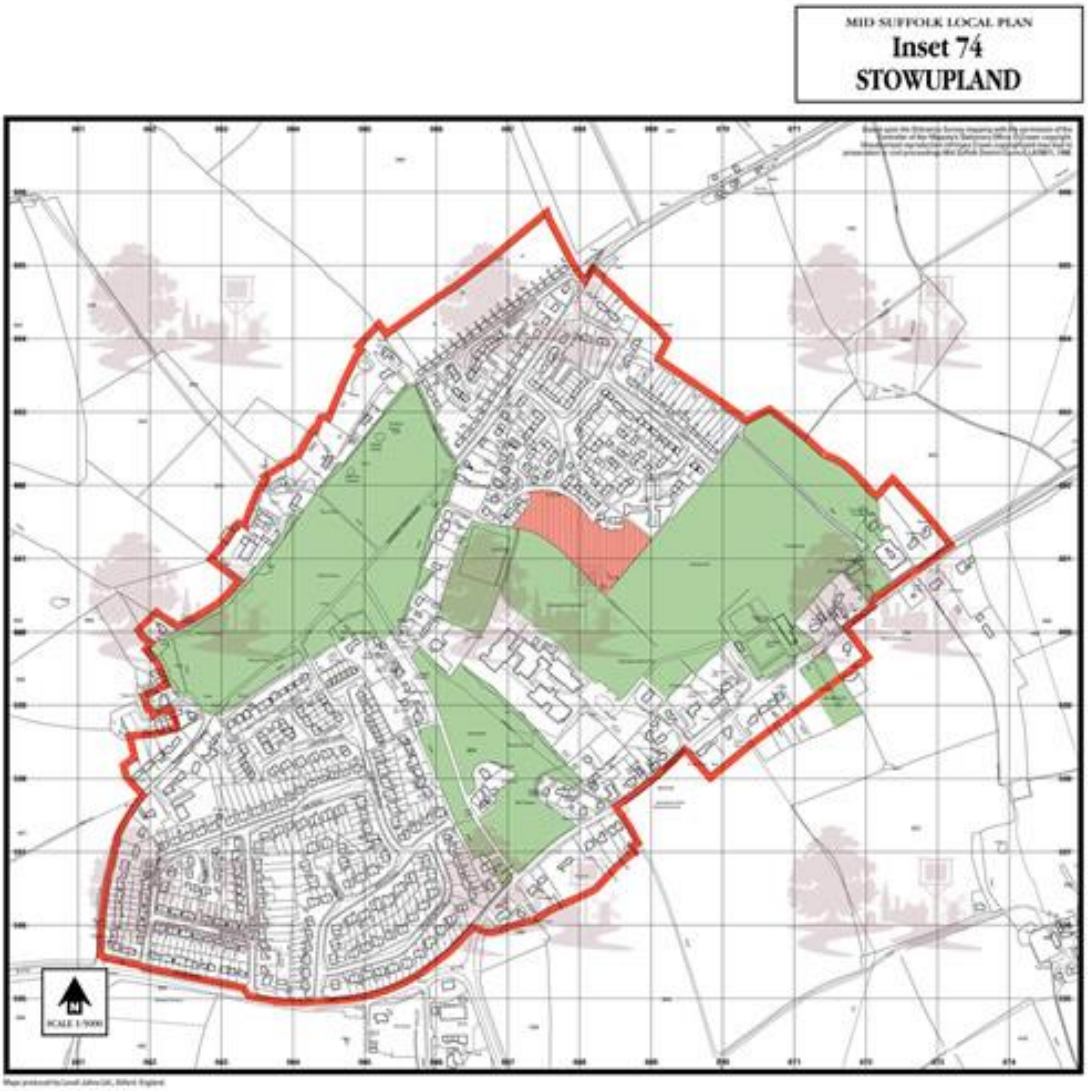
*Note 1: local need will be identified through eligibility criteria set out in Mid Suffolk's Choice Based Letting System and for the avoidance of doubt refers to the local lettings circumstances/local connections criteria.

10 Settlement Boundary Review

10.1 The main function of settlement boundaries is to mark the existing built form of a town or village and the distinction between a built-up area and its surrounding countryside. This is in line with the NPPF's (2018) planning policies for making effective use of land and conserving and enhancing the natural environment set out in Sections 11 and 15. (This was formerly summarised in paragraph 17 of the 2012 NPPF which noted that plan-making should *"take account of the different roles and character of different areas, promoting the vitality of our main urban areas, protecting the Green Belts around them, recognising the intrinsic character and beauty of the countryside and supporting thriving rural communities within it;")*

10.2 A settlement boundary describes the limits of development and the change in character and appearance from the developed areas to the countryside. With the completion of the Reeds Way development on the site allocated in the 1998 Local Plan, infill development, planning permission granted on appeal for 175 dwellings and planning applications on sites outside the 1998 settlement boundary, it can be seen that the village has grown and will inevitably change. It therefore seemed entirely appropriate to assess the 1998 Settlement Boundary (as shown on Map 7) as a part of the work preparing the Neighbourhood Plan.

10.3 To do this the Neighbourhood Plan group used the Character Area Appraisal work carried out early in 2016 and the Landscape Appraisal carried out by Alison Farmer Associates and published in January 2017 as a starting point. The Landscape Appraisal was especially useful in setting out the character of both the built environment and the landscape and natural environment of the parish and the capacity of different parts of the parish to absorb change.



Map 7: Stowupland Settlement Boundary as shown in the 1998 Mid Suffolk Local Plan

10.4 Development within a settlement boundary is generally considered sustainable and acceptable in principle subject to the detailed assessment of issues such as design, amenity, highways and impact on historic assets. So, it is important to establish the context and evidence for designating or amending a settlement boundary. We believe the Character Area Appraisal, and especially the Landscape Appraisal provides this context and evidence for a review of the 1998 Stowupland settlement boundary (as shown on Map 7) and the designation of a settlement boundary for Saxham Street.

10.5 The two site allocations where planning permission has been granted (Policies SNP2 and SNP3) have been included in the revised settlement boundary for Stowupland village shown on Map 8.

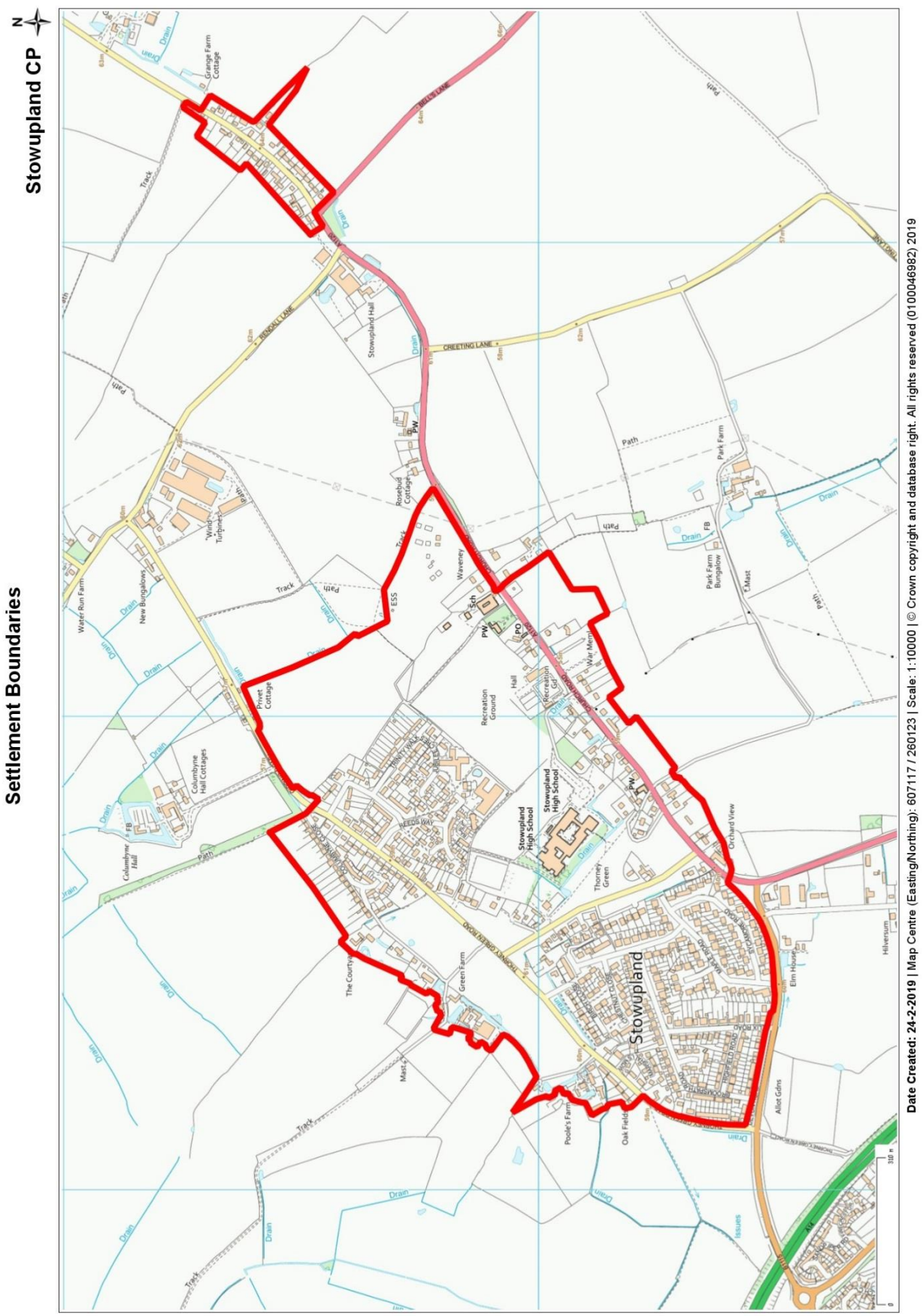
10.6 From time to time space for small developments comes forward within the settlement boundary. Usually single dwellings, but sometimes small groups of dwellings. The definition of major development is ten or more dwellings, and the 1998 Mid Suffolk Local Plan Policy H3 for housing development in villages has a range of criteria

depending on the availability of services and facilities and the character and context of the site which allows for infilling, or a small group of dwellings up to 5 in number, and in those villages with a wider range of services and facilities up to 9 dwellings well related to each other and the surroundings. Respondents to the NP questionnaire expressed a clear preference for small groups of dwellings, and Policy SNP7 reflects this and national and local policies for small and medium size developments.

Policy SNP7: Settlement Boundaries

Within the settlement boundaries for Stowupland and Saxham Street, as defined on Map 8 and the Proposals Map, there is a general presumption in favour of residential development in the form of infill and redevelopment sites and small groups of approximately ten dwellings subject to proposals being well designed and meeting all relevant requirements set out in other policies in this plan and Mid Suffolk development plan documents. Proposals that include provision for self-build or custom-build plots will be encouraged.

10.7 The map on the following page shows the expanded settlement boundary for Stowupland village, and the new settlement boundary for Saxham Street.



Map 8: Settlement boundaries for Stowupland village and Saxham Street

11. Landscape and Environment

11.1 Paragraph 170 of the NPPF 2018 states that "Planning policies and decision should contribute to and enhance the natural environment" and sets out six ways in which this should be achieved. (This was summarised in the 2012 NPPF at paragraph 109 "*the planning system should contribute to and enhance the natural and local environment by protecting and enhancing valued landscapes, geological conservation interests and soils; …….minimising impacts on biodiversity and providing net gains in biodiversity where possible ….".*

11.2 The Stowupland Neighbourhood Plan Landscape Appraisal (January 2017, Alison Farm Associates) (SNPLA) was commissioned to help identify areas of landscape value in the parish, the sensitivity of the different types of landscape to cope with change and development, and the resulting capacity for change. The European Landscape convention defines 'landscape' as "*an area, as perceived by people, whose character is the result of the action and interaction of natural and/or human factors*".

11.3 There are no national, international or local designations in the parish of Stowupland. However, the Suffolk Landscape Character Assessment describes the landscape types, landscape sensitivity to change, key forces for change and how best to manage development and manage the land in each of these different landscapes. People's perception of landscape value has to be placed in context, and the Landscape Appraisal has provided this context and a base for policies in the Neighbourhood Plan. However, it should be noted that the landscape includes heritage assets, and their context (Appendix 2 is a list of the listed buildings in the parish). For those that live in the parish what is important is not a designation, but the landscape as they see it and enjoy it on a daily basis in their everyday lives.

11.4 The November 2015 questionnaire asked people what they enjoy/cherish about Stowupland with the following five choices:

i) community activities, clubs, groups etc.,

ii) village facilities, church, school pubs, etc.,

iii) easy access to the countryside,

iv) green spaces and footpaths within the village, and

v) village identity/being part of a community.

The two areas with the highest percentage of responses were iv) and iii) with around 85% of respondents indicating green spaces and footpaths, and around 75% easy access to the countryside. This demonstrates how important the countryside, landscape and environment are to Stowupland residents.

11.5 The SNPLA includes two Ordnance Survey map extracts from the 1900s that demonstrate the rural setting of the village which was largely dispersed groups of dwellings around The Green and along the roads. The evolution of the landscape shows that much of the parish retains a loose arrangement of dispersed farmsteads

and that historic enclosure patterns form an important rural context and setting to the settlement, be it small pasture fields associated with farmsteads or irregular arable fields defined by species-rich hedgerows and ditches.

11.6 Section 5 of the SNPLA notes key views and landmarks in the parish. Paragraph 5.2.1 describes views as being "*critical in defining and reinforcing sense of place and local distinctiveness ….*". The SNPLA notes "*Due to the elevation of Stowupland Parish many of the views are outward to the wider landscape, particularly at the edges of the plateau where the land starts to slope into adjacent valleys*." Views are described as far reaching, and include gentle valley landscape and wooded slopes. The SNPLA continues, "*These views are open and expansive, despite the more varied topography of the foreground*." It is these extensive views outward from many parts of the parish, and in some places views down into the Gipping valley, that define Stowupland's upland character.

11.7 The SNPLA describes eight village character areas (the built environment) and seven landscape character areas. Of these seven landscape character areas four are considered to have high value, and three have medium value. Landscape Appraisal Drawing No.2 – Analysis, identifying areas of important open space, key landmarks, key views to the wider landscape and key views to existing built form, should be read in the context of the description and evaluation of these seven local landscape character areas. The SNPLA should also be read alongside the work that was carried out for the SAAP and the Stowmarket development/masterplan, and the concept statement for the Ashes Farm allocation close to the boundary with Stowupland. This sets the wider context and clearly indicates the importance of maintaining visual separation between the two settlements to avoid coalescence, and to avoid diminishing the distinctive village and rural character of the parish.

11.8 The SNPLA considers two important design guides current in Mid Suffolk. The first is the Babergh and Mid Suffolk District Councils Joint Landscape Guidance (2015) document. This notes (in paragraph 1.3.5) some of the effects of modern development: "*some modern developments have made a positive contribution to the character of the landscape and village. However, some 20th century developments, in particular, have failed to take into consideration the landscape setting, its historic form or local building character which can lead to the standardisation of areas*". The Joint Landscape Guidance goes on to provide a key aim and objective for the Ancient Plateau Claylands landscape type of which Stowupland village forms a part. These include:

<u>Aims</u>

- *to retain enhance and restore the distinctive landscape and settlement character. In particular strengthen the woodland, parkland and prairie landscape with appropriate planting and safeguarding the dispersed settlement pattern.*

<u>Objectives</u>

- *to maintain and enhance the landscape areas and settlement pattern, ensuring the sense of separation between settlements is maintained*

where appropriate

- *to reinforce and enhance the existing field boundaries*
- *to safeguard the plantation and ancient woodland areas*
- *safeguard the parkland areas."*

11.9 The SNPLA also considers the Suffolk Design Guide (published 1993, revised 2000), and highlights paragraph 3.15.7 "*good design in Suffolk will relate to local and historic character …. all too often new roads are simply lined with standard detached or semi-detached units, a few trees planted and future occupants are left with the awesome, if not impossible, task of trying to transform another chunk of anywhere into somewhere*."

11.10 The SNPLA is an important element of the NP, as it records, describes and interprets the defining landscape features and views of the parish. In effect, it puts into words and maps the visual character and environment that residents value so highly.

11.11 Conclusions are set out in paragraphs 5.5.1 and 5.5.2, and the following is worth highlighting:

5.5.1 " ….. *Currently the historic character of the village, comprising a loose low density arrangement around open space remains tangible, however continued estate development is likely to tip this balance such that higher density development becomes the more prevalent form and thus a defining character. Such a change is likely to blur the distinction between Stowmarket and Stowupland village. …… This does not mean to say that the Parish cannot accommodate development but rather that alternatives to estate development need to be considered and that creatively designed, small scale proposals are likely to be more easily integrated within the rural character of the settlement and Parish*."

11.12 In terms of views out from the settlement, and the importance of maintaining an undeveloped gap between the village and the town, paragraph 5.5.2 explains:

"*There are two areas within the Parish, close to the existing village edges which are likely to experience the greatest pressure from development in the future. These are LCA5 and LCA7. It is imperative therefore that any development in these areas is carefully considered in terms of siting, form and character and that it seeks to deliver significant environmental initiatives, enhancing the special qualities of the Parish and creating a high quality environment in which to live."*

11.13 The SNPLA concludes with a vision for Stowupland, and the following special qualities to retain are noted in paragraph 6.2.1:

Special qualities to retain (SNPLA 2017)

- *long distance elevated views from the edge of the plateau;*
- *rural landscape with dispersed pattern of development often loosely arranged with rural landscape flowing between small groups of dwellings;*
- *rural narrow lanes with grass verges*
- *interrelationship between upland plateau and areas of stream valley offering long distance scenic views;*
- *wedges of open space penetrating urban form such that green space dominates the built form in the historic parts of Stowupland village – perceptions of the proportion of open space to built form are significant;*
- *water is a key theme occurring as ponds, ditches and streams;*
- *separate identity to Stowmarket*

SNP8: Landscape Character – Green Gaps, Views and Features

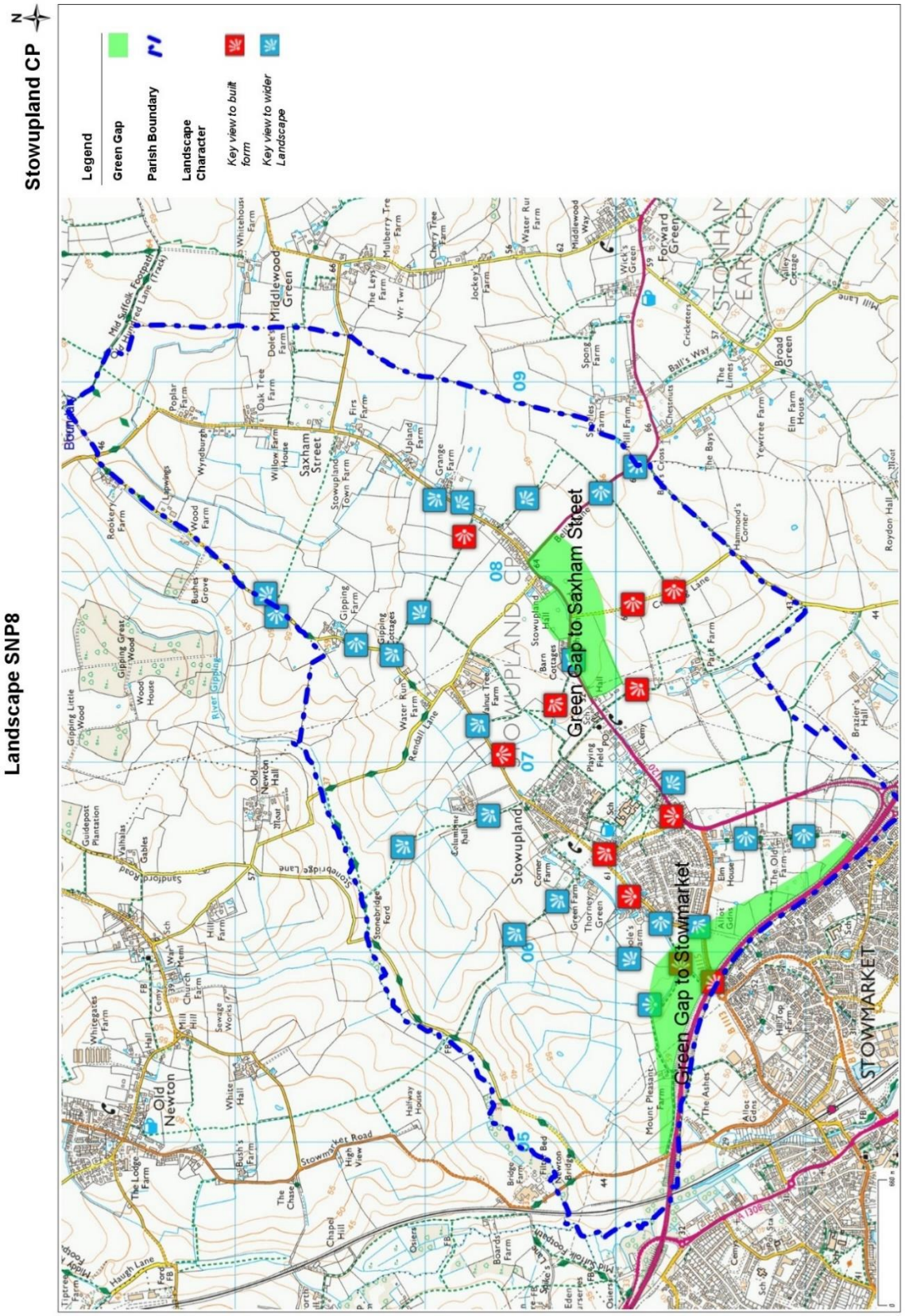
Development proposals will be supported where:

i. **they do not have a significant detrimental impact on the rural setting of the village and the visual qualities of the upland landscape are protected;**
ii. **the separate identity of Stowupland as a village is retained and coalescence with Stowmarket is prevented;**
iii. **the separate character of the main village and Saxham Street is maintained and coalescence between the two areas is prevented;**
iv. **the plateau-edge open character of the parish (characterised by the open spaces, wide verges, trees and hedgerows and key views out from points identified on Map 9 and the Proposals Map) are maintained; and**
v. **they improve landscape condition, visual amenity, or the setting of valued features, and settings where existing development has adverse effects.**

The Green Gaps and key views to the wider landscape at the points identified on Map 9 and the Proposals Map are of particular importance in protecting the rural setting and maintaining the distinctive local character and qualities of the parish.

Community Actions:

- *maintaining, enhancing and signing public rights of way/cycle paths including pedestrian links to bus stops and working with others to extend or develop long distance/themed routes;*
- *publication of maps/notes for walkers;*
- *parish tree survey and mapping of historic parkland and orchards;*
- *tree planting in key locations to enhance the street-scene, maintain and enhance historic remnants of parkland and orchards, and enhance and strengthen important gaps and buffers and the rural setting of the parish;*
- *investigate and map the different countryside characteristics in the parish (e.g. traditional pasture management of the valley floor area, woodland) and the range of biodiversity and potential for protection of scarce or vulnerable areas through environmental designations.*



Map 9: SNP8 - Landscape Character – Green Gaps, views and features

11.14 The natural assets and farmland within the landscape are also highly valued by the community and are to be protected. The topography, the soil types, the historic field patterns, remnants and evidence of orchards and estate tree-planting, the variety of agricultural practices (from water meadow grazing to the variety of crops), public rights of way, village green and other areas of distinct local character all contribute to the environment and breadth of ecological diversity, and landscape types in the parish.

11.15 Parts of the parish are Grade 2 and 3a agricultural land which is defined as "best and most versatile agricultural land" (see the glossary to the NPPF). Paragraph 170 of the NPPF 2018 requires local planning authorities to recognise the economic and other benefits of best and most versatile agricultural land and footnote 53 explains, "Where significant development of agricultural land is demonstrated to be necessary, areas of poorer quality land should be preferred to those of a higher quality." An extract from natural England's online map resource is included as evidence, although it is noted that the maps "are not sufficiently accurate for use in assessment of individual fields or sites and any enlargement could be misleading." The maps show Grades 1-5, but Grade 3 is not subdivided. It is understood that landowners, particularly farmers, will have access to more accurate designations.

11.16 New large-scale development on this potentially diminishing and scarce resource within the parish is unnecessary given opportunities for development on land of poorer quality both within the parish and the wider district, and the preference for small groups of dwellings. The NPPF 2018 sets out government policy for making effective use of land (Section 11) including the use of 'brownfield' land remediating despoiled and contaminated land, and developing under-utilised land and buildings. In the section on identifying land for homes the NPPF 2018 at paragraph 68 notes the important contribution small and medium-sized sites (no larger than 1 hectare) can make to meeting housing requirements. Further developments on parcels of best and most versatile agricultural land of more than one hectare will have a cumulative impact through permanently removing this important resource. At a time of climate change and concerns over food security it is unnecessary to use large areas of best and most versatile land to accommodate housing growth in the parish. The following policy seeks to retain Grade 2 and 3a in agricultural use to safeguard and support food production.

SNP9: Protecting best and most versatile Agricultural Land

To protect opportunities for food production and the continuance of the agricultural economy, proposals for development on sites of 1 hectare or more on the best and most versatile agricultural land will not usually be supported unless it can be satisfactorily demonstrated that land of a poorer quality is not available.

11.17 Trees and hedgerows are important features in the landscape of Stowupland. The entrance to Stowupland from the south is a tree-lined corridor consisting of planting along the sides of the cutting (created when the A14 (formerly the A45) and the link road were constructed) merging into trees and hedgerows along the boundaries of fields, orchards and gardens. The B1115 entrance from the west is similarly lined with hedgerow trees that contribute greatly to the separation of town and village and the rural setting and character of the village. Trees are important around The Green, especially around groups of buildings (or former buildings) and ponds. Along Church Road (the A1120), the main road through the village, trees in front gardens and around the cemetery contribute greatly to the character of the village. This continues around the farmsteads in the northern part of Saxham Street. The remnants of a parkland setting for Stowupland Hall are also apparent through the presence of trees in this part of the parish (including the unusual Corsican Pines that are so distinctive in the landscape). Trees in hedgerows, around ponds, along field boundaries and marking former field boundaries are important in the landscape and for biodiversity, and of particular note are those around Thrandstone Meadow (see Policy SNP6 Local Green Space) and in the fields between Saxham Street and Gipping Back Road. The combination of the existing hedgerows, trees, ponds and the public rights of way form the green/blue infrastructure of the parish.

Trees in the landscape between Saxham Street and Gipping Back Road with distant views of Gipping Wood

11.18 In January 2018 the government launched A Green Future: Our 25 Year Plan to Improve the Environment. In the introduction section "Our new Approach to Managing the Environment" it states:

> *"The uplifting sights, sounds and smells of our natural and urban environments are integral to our daily lives. More fundamentally, the environment is life-giving. It nourishes and nurtures all life, human, animal or plant. We rely on our blue and green spaces for food, water and the air we breathe. Each vital element is a gift from a healthy, well-functioning planet. In*

turn, we are healthier and feel better the more time we spend out and about in the natural world. ……. The natural world also underpins our nation's prosperity and wellbeing. We often talk of being 'enriched' by our environment. In recent years we have come to realise that the environment does indeed deliver calculable economic benefits."

Many residents of the parish would agree with this assessment of the importance of our natural environment as can be seen in responses to the questionnaires. The 25 Year Environment Plan sets out actions for using and managing land sustainably, and notes the relationship of the natural environment with housing growth. It notes that environmental protections are already enshrined in national planning policy, and that these will be maintained and strengthened. Biodiversity is described simply under the heading "publishing a strategy for nature" in Chapter 2: Recovering Nature and Enhancing the Beauty of Landscapes:

"Biological diversity, or 'Biodiversity', is simply the variety of life on Earth – the variety of ecosystems or habitats, of species and of the genetic diversity they contain. We value wildlife in its own right but biodiversity also underpins much of the economic and social benefit we gain from nature."

11.19 Flooding issues are also common in the natural environment, and surface water flooding has become more noticeable in recent years. The NPPF 2018 gives guidance on meeting the challenge of climate change, flooding and coastal change in section 14. Paragraphs 155, 163 and 165 are particularly relevant. The majority of the parish is within (fluvial) flood zone 1, a section of the River Gipping runs on the north western boundary from north to south and there some areas of flood zone 2 and 3 along it. There is however a significant number of ordinary watercourses which drain the land and this makes some areas of the parish susceptible to surface water (pluvial) flood risk ranging from low risk to high risk. Infiltration of water into the ground is likely to be poor due to the presence of clay soils throughout the parish, therefore alternative methods to drain sites should to be utilised in line with National Planning Policy Guidance. We are advised by Suffolk County Council that the most likely solution will be to discharge surface water into ordinary watercourses at a controlled rate, whilst attenuating water on development sites. A proportion of the developed area within the northern part of the parish is served by a public surface water sewer. It is recommended that any development coming forward should engage with Suffolk County Council as the Lead Local Flood Authority to address these issues at an early stage of the development.

11.20 The following policy recognises the opportunities for retaining, maintaining and enhancing the natural environment and biodiversity in the parish.

SNP10: Protecting the Natural Environment and Biodiversity – strengthening green / *blue infrastructure

All proposals for development will be expected to retain features of biodiversity value, especially ponds, ditches, streams, trees and hedgerows, and green verges/margins.

Where loss or damage is unavoidable e.g. where a new access is created, the development shall provide for appropriate replacement planting using native species together with a method statement for ongoing care and maintenance of that new / replacement planting, and new green or blue infrastructure features as appropriate.

The creation of ponds, attenuation features, landscape planting and related management plan/method statements should reflect the characteristics of the locality and use indigenous species only. Where opportunities exist, new development must link with existing features to provide and promote ecological areas and restore wildlife "corridors", and shall involve creating new / additional wildlife habitats.

* green / blue infrastructure is a term used to describe all natural and semi-natural landscape elements that could form a green-blue network. It can refer to landscape elements from individual rows of trees to woodland. Examples of green landscape elements are hedgerows, copses, bushes, orchards, woodlands, and natural grassland. Blue landscape elements are linked to water and include ponds and pond systems, moats, streams and other water courses. Together they form the green/blue infrastructure.

Community Actions:

- *maintaining, enhancing and signing public rights of way/cycle paths including pedestrian links to bus stops and working with others to extend or develop long distance/themed routes;*
- *parish tree survey and mapping of historic parkland and orchards;*
- *tree planting in key locations to enhance the street-scene, maintain and enhance historic remnants of parkland and orchards, and enhance and strengthen important gaps and buffers and the rural setting of the parish;*
- *investigate and map the different countryside characteristics in the parish (e.g. traditional pasture management of the valley floor area, woodland) and the range of biodiversity and potential for protection of scarce or vulnerable areas through environmental designations.*

12. Local Green Space, Recreational Open Space, and Public Rights of Way

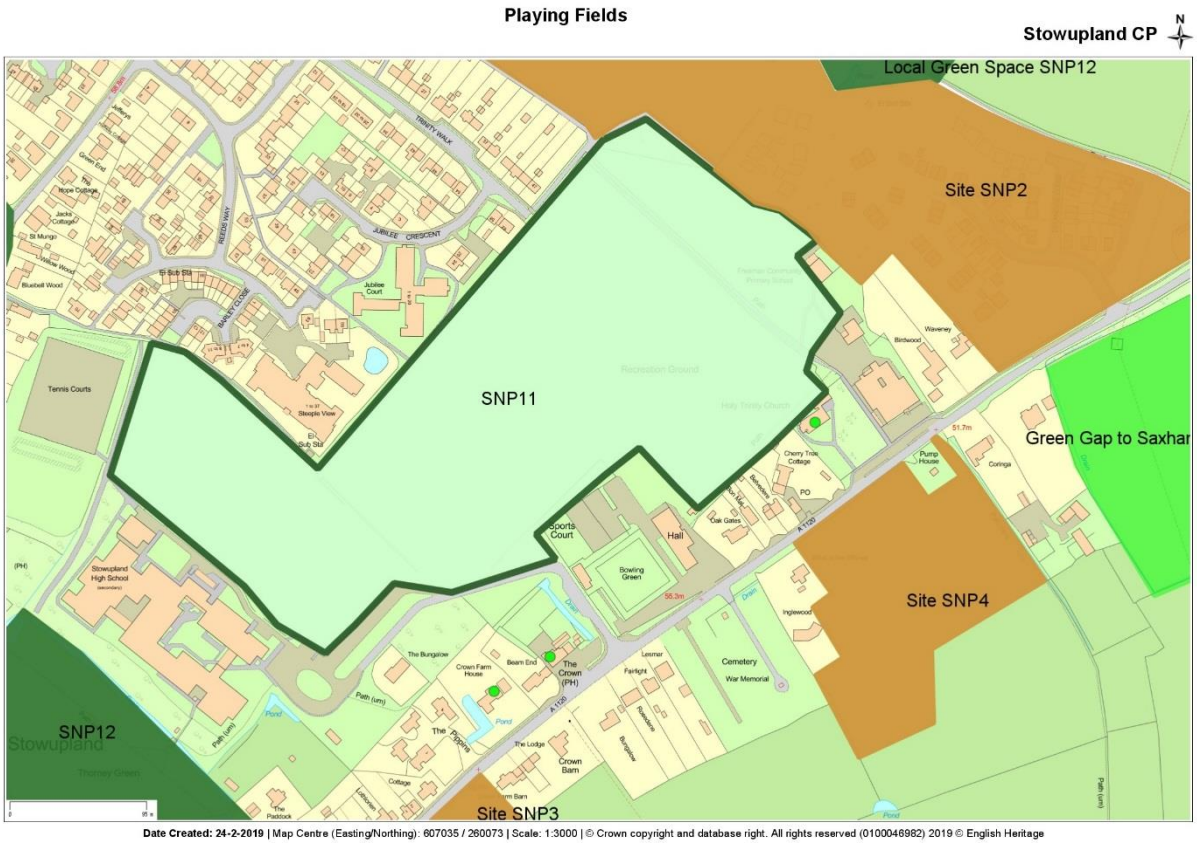
12.1 The NPPF 2018 paragraph 99 states: "*The designation of land as Local Green Space through local and neighbourhood plans allows communities to identity and protect green areas of particular importance to them*." It continues at paragraph 100 to set out three criteria for designation: "*where the green space is a) in reasonably close proximity to the community it serves; b) demonstrably special to a local community and holds a particular local significance….. ; and c) local in character and is not an extensive tract of land."*

12.2 The Mid Suffolk 1998 Local Plan designation of Visually Important Open Space (VIOS) identifies The Village Green, the school playing field and the village playing field as VIOS. For residents, these VIOS are a vital part of the village's character; they are what makes it the village it is. We understand that this designation may not be carried forward to the Babergh Mid Suffolk Joint Local Plan (in the early stages of preparation as this NP is being drafted). Whilst there is some protection in place through statute and national policy for village greens and playing fields, it is intended that in addition to all the elements that comprise the village green, an area of Local Green Space should be created to reflect the special importance of this area to the parish.

12.3 At the time of the 1998 Local Plan the Village Green and playing fields formed a contiguous set of green spaces in the centre of the village. Since the VIOS designation the trees alongside the path at Freeman Primary School, and trees around the Academy have grown. The playing field elements of the VIOS are separate in character and function, and are designated as such on the Proposals Map. This is particularly important as both schools, since reorganisation, have considerably larger populations, with consequent heavier usage. These should be protected from inappropriate development to ensure they remain available for school and community sports and recreation uses in the future. Paragraph 96 of the NPPF 2018 states "*Access to a network of high quality open spaces and opportunities for sport and physical activity is important for the health and well-being of communities*." Paragraph 97 advises that existing open spaces, sports and recreational buildings and land, including playing fields, should not be built on. Exceptions to this are contained in three criteria: a) an assessment shows the land to be surplus to requirements; or b) the loss would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or c) the development is for alternative sports and recreational provision the benefits of which clearly outweigh the loss. The second of these is particularly important for Stowupland not only in terms of the quantity and quality of any replacement facility, but crucially in terms of the location, as the existing playing fields, bowls club and associated facilities are located in the centre of the community.

SNP11: Playing Fields

The school and parish playing fields identified on the Proposals Map are designated for sport and recreation use. This land and the land and buildings associated with it shall not be built on unless the criteria set out in NPPF paragraph 97 are complied with in full, and the location of any alternative provision is centrally located and accessible to all.



Map 10: SNP11 – school and community/parish playing fields

12.4 The Government's 25 Year Environment Plan considers "Connecting people with the environment to improve health and wellbeing" in Chapter 3. This chapter starts with the following statement: "*Spending time in the natural environment – as a resident or a visitor – improves our mental health and feelings of wellbeing. It can reduce stress, fatigue, anxiety and depression. It can help boost immune systems, encourage physical activity and may reduce the risk of chronic diseases such as asthma. It can combat loneliness and bind communities together.*"

12.5 The green spaces in and around the village are highly valued by residents and visitors and have been reviewed through the Neighbourhood Plan process. All areas of The Green (including the characteristic 'margins' or verges) are designated as Local Green Space. In addition to The Green, one area stood out as being demonstrably special to the local community, and is included in the designation Local

Green Space. This area is the meadow where footpaths 51, 53 and 54 cross, to the east of the housing allocation SNP2. This meadow is valued for its special quiet character, the sense of enclosure from the hedgerows and mature trees, the biodiversity value, its pivotal location in the rights of way network, historic field pattern, views of the church steeple, and recreation. In section 1. of Chapter 3 the 25 Year Environment Plan considers 'Helping people improve their health and wellbeing by using green spaces', and states: "*Our aim is for more people, from all backgrounds, to engage with and spend time in green and blue spaces in their everyday lives. ……* " . We believe designating the meadow as Local Green Space would contribute to this aim.

History of The Meadow (Thradstones Meadow)

The meadow is one of four fields between Gipping Road and Church Road, which were Earl Stonham Charity land. Income from the renting of the land was used to benefit the poor of Earl Stonham. Part of the area is now to be developed for housing (see Policy SNP2 above). The earliest deeds are among Earl Stonham Parish records and dated 1427. In these deeds, the whole area of the four fields is called Thrandestones. Many variants of this spelling follow. On the 1839 tithe map the meadow allocated as Local Green Space is named as Meadow Field or Town Land Field, so it must have sometimes been referred to as a meadow or The Meadow at least as long ago as that. Its rather unusual shape has remained the same. Until relatively recently, a barn stood near the Gipping Road end of Footpath 54A. Late 19th century maps name it as Thardstones Barn. The name has also been noted as Thradstone's. The three other fields of the Thrandestones group are named as Barn Field, Little Town land and Causeway Filed, the latter two now to be built on. In summary, this meadow was part of a larger area, all of which was called Thrandestones in the earliest document.

Amounting to 23 acres, the land had been leased to the Parish Council from at least 1897 and that lease continued after the Earl Stonham Trust sold it to George Carter for £500 in 1924. The area was considered useful for cottagers to be able to hire an acre of land to grow crops. Many villagers kept a pig or two, as well as hens, and the land would enable them to grow food for their livestock. As time went on, a decreasing number of villagers kept livestock and the one-acre plots became grouped, with farmers becoming the main tenants. In 1975, with an increase in rent and difficulty in finding tenants, the Allotment Committee recommended that the area be handed back with all tenancies ceasing at Michaelmas 1976. The land was known, at that time, as Thradstones Farm and consisted of two fields, a meadow, a barn and an orchard.

12.6 An aerial photograph on page 48 has been used to show the meadow in context. The Public Rights of Way are shown in purple, and the intersection of these forming a triangle can be clearly seen, as can the path worn by walkers that forms an oval shape. The boundary trees (including mature oak trees) and the pond in the south western corner can also be seen in the photograph. The field immediately to the south of the meadow is site allocation SNP2, and the pale green colour wash is over the Primary school playing field and village playing field (with the purple PRoW that runs from Trinity Walk to Church Road, between the Primary School and Holy Trinity Church visible beneath).

SNP12: Local Green Spaces

Local Green Spaces are designated at the village green and an area of land to the east of the village known as the meadow (or Thradstones Meadow) as shown on the Proposals Map. Local Green Spaces shall not be built on or developed for other uses unless very special circumstances are demonstrated.

Development proposals adjacent to and/or affecting the historic setting, visual qualities, biodiversity and character of Local Green Spaces must demonstrate how the distinctive and valued qualities of the LGS have been considered, and should respond positively to the character and context of the LGS to preserve and enhance the quality of the LGS and its setting.

12.7 Designation as Local Green Space means that these areas can be protected from development unless there are very special circumstances. Very special circumstances will include proposals for alternative uses or small scale development for community interest only that come forward through a new or revised Neighbourhood Plan, Local Development Order, Community Right to Build Order or other similar locally-led mechanism, following local consultation.

Community Actions:

- *maintaining, enhancing and signing public rights of way and working with others to extend or develop long distance/themed routes;*
- *publication of maps/notes for walkers;*
- *investigate and map the different countryside characteristics in the parish (e.g. traditional pasture management of the valley floor area, woodland) and the range of biodiversity and potential for protection of scarce or vulnerable areas through environmental designations.*

Aerial photograph: SNP12 – Local Green Space: Thradstones Meadow

Pond on the west side of Thradstones Meadow April 2016

12.8 The NPPF is clear that Public Rights of Way (PRoW) should be protected and enhanced. The Public Rights of Way through and around the village and the wider network of rights of way through the parish and beyond are highly valued by the community, ramblers, dog-walkers and visitors from further afield. These paths are both functional, in providing links from home to school, shop or for visiting, and provide recreational and amenity value. Much of the value of these paths is derived from their rural setting and/or informal nature, and care needs to be taken to maintain them, and provide necessary repairs and enhancements, but also to respect them and not wholly change the nature of them. Access to new development should avoid crossing, and effectively severing rural public rights of way, and should avoid incorporating them into urban/ suburban layouts, unless mitigation for the loss can be achieved by the creation of new routes in the vicinity. The provision of lighting in these circumstances should also be carefully considered. If lighting is considered necessary it should be of high quality design, unobtrusive and low energy consumption.

12.9 Map 11 below shows the PRoW in the parish on a map prepared by the parish council for new residents. This is being updated to show changes such as the new location of the post office. Definitive maps form part of a legal record defining the PRoW routes and they also define the type of routes (footpath, bridleway, etc.). The Definitive map for Stowupland, as well as additional information on PRoW can be found here: https://www.suffolk.gov.uk/roads-and-transport/public-rights-of-way-in-suffolk/definitive-maps-of-public-rights-of-way/

The path to Church Road from Trinity Walk (between the primary school, church and village playing field) in high summer

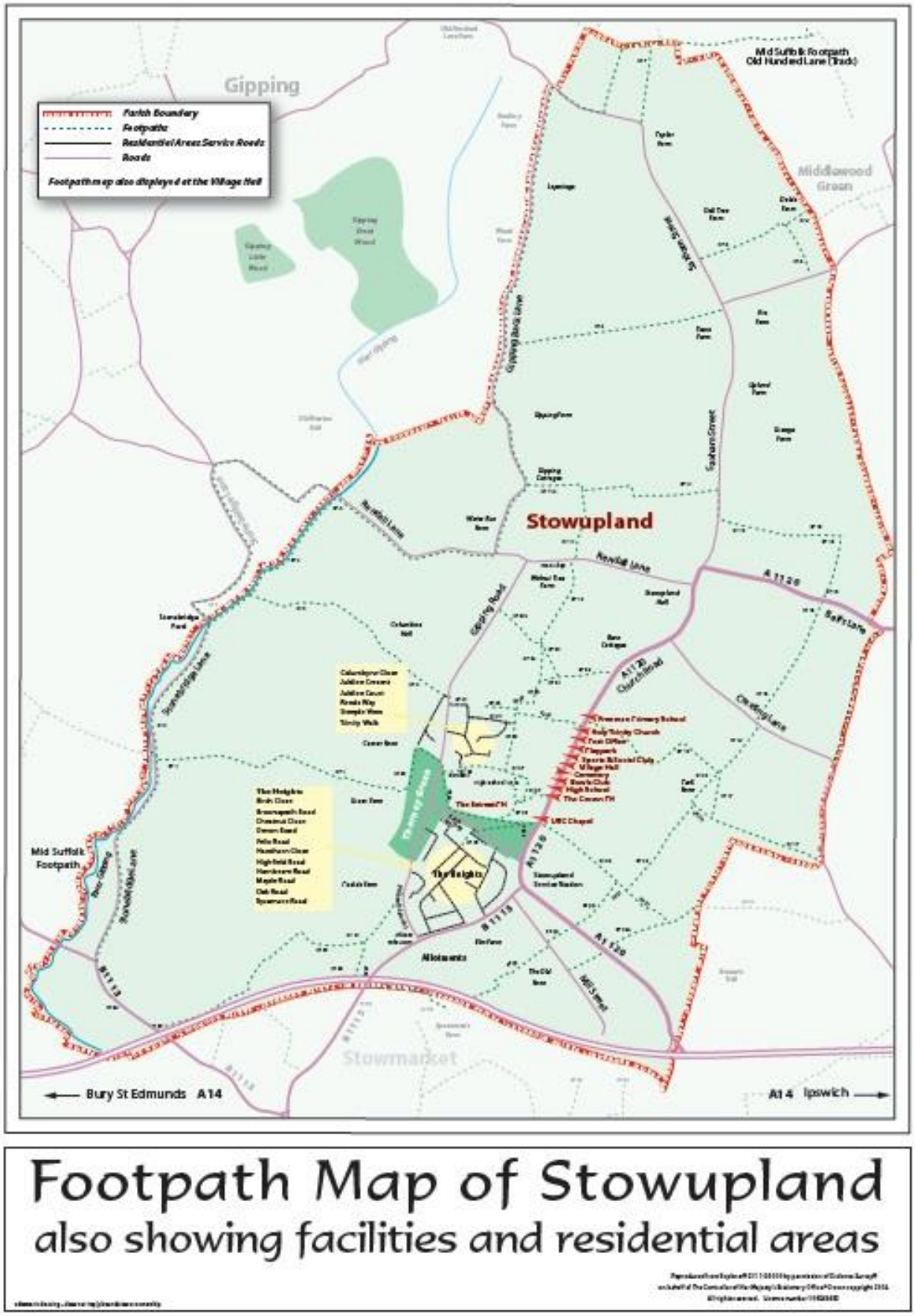
SNP13: Public Rights of Way

Existing Public Rights of Way in the parish will be protected. Where re-routing is essential to accommodate sustainable development any loss of amenity value will be minimised and mitigation measure will be taken to ensure that the network is not adversely affected or reduced.

Opportunities will be sought to enhance the network of Public Rights of Way through the creation of new links, improved maintenance and waymarking, and making use of developer contributions, agricultural schemes and local partnership initiatives.

Community Actions:

- *maintaining, enhancing and signing public rights of way/cycle paths including pedestrian links to bus stops and working with others to extend or develop long distance/themed routes;*
- *publication of maps/notes for walkers.*



Footpath Map of Stowupland

also showing facilities and residential areas

Map 11: Map of footpaths in the parish prepared by the Parish Council for new residents. Note: this is being updated to show changes such as the new location of the post office.

13 Built Environment, Local Character, Design Policy and Sustainable Development

13.1 The built environment and how it sits in the landscape is equally important in contributing to maintaining the character and identity of the parish. The NPPF 2018 (paragraph 124) states, "*Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities*." The Framework notes that "*Neighbourhood plans can play an important role in identifying the special qualities of each area and explaining how this should be reflected in development*". Paragraph 127 sets out six criteria that should be considered as contributing to good design. It states, "*Planning policies and decisions should ensure that development:*

a) *will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;*
b) *are visually attractive as a result of good architecture and appropriate landscaping;*
c) *are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);*
d) *establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;*
e) *optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and*
f) *create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion and resilience.."*

13.2 A Character Area Assessment was carried out by the Neighbourhood Planning subcommittee in late 2015 and early 2016 of the built-up area of the village, and areas of the wider parish (see SNP Supporting Document 2). The results of this work are referred to in the SNPLA published in February 2017. Section 2 – the evolution of the parish, and Section 5.3 of the SNPLA build a picture of how Stowupland looks today. The latter considers 8 village character areas, describing how they look, and the context for this (a good example is paragraph 5.3.2 describing the village green). Section 5.4 goes on to describe the 7 landscape character areas.

13.3 All new development has the potential to change the built environment, and so the policy is intended to apply to all development proposals (including domestic additions, redevelopment and conversions, new housing proposals, industrial and commercial development and agriculture related developments). But design is not only 'visual' – it also includes a wide range of functional aspects, including resource efficiency, and good design is essential in achieving sustainable development. Density is a component of local distinctiveness and is therefore included in Policy SNP14 below. The policy provides guidelines for preserving the distinctive qualities of Stowupland

for the future and to ensure that proposals for new development incorporate resource efficient design principles.

13.4 Whilst "beauty is in the eye of the beholder" determining what is good design can be guided by good examples (case studies) and toolkits (such as Building in Context (BiC) used particularly where new development is to be situated close to heritage assets) and assessment tools such as Building for Life 12. The parish welcomes the opportunity to be involved in the evolution of development schemes including Building For Life 12 assessments and pre-application discussions with the local planning authority.

Building for Life 12

Building for Life 12 is a government-endorsed industry standard for well-designed homes and neighbourhoods. Local communities, local authorities and developers are encouraged to use it to guide discussions about creating good places to live.

Building for Life 12 was redesigned in 2012 to reflect the National Planning Policy Framework's commitment not only to build more homes, but better homes, such as can be achieved when local communities participate in the place-making process and help identify how development can be shaped to accommodate both new and existing communities. The questions raised in the assessment toolkit are designed to help structure discussions between local communities, local planning authorities, developers and other stakeholders.

http://www.designcouncil.org.uk/resources/guide/building-life-12-third-edition

13.5 In addition to good design principles technical innovations can add to the quality of life in terms of sustainability, safety and efficiency. As an example, Suffolk Fire and Rescue Service encourage the provision of automated fire suppression sprinkler systems in any new development as it not only affords enhanced life and property protection but if incorporated in to the design/build stage it is extremely cost effective and efficient.

Historic context

13.6 Whilst there is no conservation area in Stowupland there are many listed buildings in the parish (see Appendix 2), and a traditional style of building is apparent in the village, especially around The Green. The evolution of the parish, and the number, type and location of the listed buildings clearly show the scatter of farmhouses and smaller cottages around The Green and along the roads out of the village. This agricultural context for the small community that became Stowupland village as we know it today is still apparent, both in the buildings and the spaces around them. Earlier buildings were followed by small cottages, often of clay lump construction, and more recently with red brick and slate houses (such as the former Vicarage and Kelveden House). Most of twentieth and twenty-first century infill and small groups of dwellings are brick, although many are rendered. Most single dwellings are very

conventional, but there are examples of innovative contemporary design, and these have their place, particularly when incorporating energy saving features. SNP Supporting Document 4: 'Examples of building types and styles in Stowupland' includes photographs to illustrate the typical simple Suffolk style of domestic building that is evident in the parish.

13.7 Local planning authorities are under a statutory duty to pay special regard to the protection of heritage assets and their setting. The NPPF (2018, paragraph 184) notes that heritage assets "*are an irreplaceable resource, and should be conserved in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of existing and future generations*". Listed buildings and their settings play an important role in reflecting the history and context of the parish and it is important that the design of new buildings and the layout of developments (including the impact of new vehicular accesses and roads) respect these irreplaceable assets.

13.8 In addition to heritage assets such as listed buildings the parish is rich in earlier history with approximately 50 entries in the Suffolk Historic Environment Record. In view of this Suffolk County Council Archaeological Services advises that there should be early consultation of the Historic Environment Record and assessment of the archaeological potential of the area at an appropriate stage in the design of new developments in order that the requirements of the NPPF and the Local Plan policies are met (SCC Archaeological Service can advise on the level of assessment appropriate stages to be undertaken).

Local distinctiveness, variety, and cohesiveness

13.9 New housing and domestic additions are usually the most apparent changes to our built environment. Since the 1970s the pattern of growth in Stowupland has been small scale resulting in a gradual change. This must be reflected in future changes that result from development in the parish. Designs which could be replicated anywhere will not be acceptable. Variety in density, layout, building orientation and sizes will be sought to reflect the local context. Building styles and materials must also respect and positively contribute to local distinctiveness. Until the mid-twentieth century domestic buildings were mostly timber frame or clay lump with a rendered and plastered finish, and it is therefore expected that rendered or plastered walls will continue to be the predominant building material. All elements of schemes must be considered to produce a cohesive and high quality design in which detailing such as car parking, boundary treatments, bin stores, meter boxes, and lighting are all provided for in a harmonious and inclusive design.

13.10 SNP Supporting Document 4: 'Example of building types and styles in Stowupland', gives a brief outline of what is considered to be the local 'Suffolk style' and includes photographs of existing residential properties in the village, including new properties, some of which are traditional in nature and one contemporary new dwelling that fits well in its context and location. A recent new development in the adjacent parish of Mendlesham, at the former Station Yard, is an example of how large-scale new development (this scheme is for 56 dwellings) can be accommodated to fit well within

the context of a Suffolk village. Photographs of this development are included at the end of the Supporting Document as an example of good design and materials in a rural village context.

13.11 Permeability within new developments and accessibility to bus stops, shops and other services and facilities from new developments are key to sustainability and integrating new development into the community, and should be an essential part of any proposal.

SNP14: Quality of Development, Resource Efficiency and Design Considerations

All new development must meet the highest standards of design that respect the character, scale, form, height, proportions, density and massing, materials, context and setting of buildings in the parish, demonstrate resource efficient design, and shall:

a) respond positively to the key features, character and local context to maintain and enhance the community and its environment;
b) not adversely affect the distinctive character around The Green, and the setting of and context for the listed buildings, other heritage assets and their settings in the parish;
c) enhance and protect the landscape and significant landscape features, and not involve the loss of locally important open, green or landscaped areas, including verges, trees, hedgerows, woodlands, orchards, and remnants of estate parkland, and night time dark skies that make a significant contribution to the character and appearance of Stowupland;
d) provide access for all through the provision or enhancement of pedestrian and cycle links and routes that are attractive, safe and uncluttered, particularly to bus stops, the schools, and community facilities (including local shops);
e) include parking spaces / facilities that are well integrated as part of the overall design;
f) if appropriate to the scale of development, provide open space and green and blue infrastructure that connects, where possible, with existing green infrastructure;
g) for non-residential development, measures to promote environmental sustainability and high levels of resource efficiency, including design and construction methods and energy (including lighting) and water efficiency measures should be included wherever possible; and
h) protect the amenity of existing and future residents, particularly with regard to privacy, overlooking, security, noise disturbance and pollution (including light pollution).

In addition, all proposals should provide walking and cycling access that connects to existing pedestrian and cycling networks, and to bus stops to enable travel by sustainable modes.

For housing development within Stowupland the maintenance of local character has a higher significance than achieving a maximum housing density figure. The appropriate density for residential development should in every case result in a development that is in character with the village and respects the simple Suffolk style of domestic architecture in the parish.

Proposals for residential development shall demonstrate how Building For Life 12 has been used to assess the scheme and identify what has not accorded to that document and justify why not.

Community Actions:

- *maintaining, enhancing and signing public rights of way/cycle paths including pedestrian links to bus stops and working with others to extend or develop long distance/themed routes;*
- *parish tree survey and mapping of historic parkland and orchards;*
- *tree planting in key locations to enhance the street-scene, maintain and enhance historic remnants of parkland and orchards, and enhance and strengthen important gaps and buffers and the rural setting of the parish;*
- *investigate and map the different countryside characteristics in the parish (e.g. traditional pasture management of the valley floor area, woodland) and the range of biodiversity and potential for protection of scarce or vulnerable areas through environmental designations*
- *investigate archaeological and other heritage assets and develop a community local history project that may include a heritage trail around the parish.*

14. Village Employment, Shops and Local Businesses

14.1 The local economy, shops and services are essential components of sustainable communities, including offering opportunities for local employment. Paragraph 83 of the NPPF 2018 advises that planning policies and decisions should enable “the sustainable growth and expansion of all types of business in rural areas.”

14.2 Stowupland benefits from several areas offering employment; a mixed business area lies at the northern end of Mill Street adjoining the village settlement boundary, a company manufacturing high quality bespoke kitchens is situated in former farm buildings to the east of the village, and there are a number of small businesses in the

parish providing plumbing, electrical, joinery, building, motor vehicle repair, tree surgery and agricultural services amongst others. In addition, there are several farms located within the parish boundary. This variety of employment and business uses in the parish offers local employment and provides a valuable contribution to the local economy. It is important that future growth in the parish includes employment and business opportunities.

SNP15: Retention of Employment, Retail and Business Premises

Proposals to change the use, extend and / or redevelop existing employment uses, shops and other local businesses (e.g. car repairs, pubs) will be supported where the proposal continues to provide, extends or enhances employment uses, and / or local businesses / services. Any such development must be appropriate in scale and have an acceptable impact on their surroundings including on the amenity of nearby residents and on access and car parking provision.

Proposals for new employment uses, either through new building or changes of use, will be supported where they are small-scale, appropriate in scale and appearance with their surroundings and where they do not affect residential amenity (including car parking and access arrangements).

All proposals for new or extended employment uses, shops and other businesses should provide car parking on site in accordance with adopted standards.

15 Protection of Locally Valued Community Services and Resources

15.1 The importance of rural services is recognised in paragraphs 83, 91 and 92 of the NPPF 2018 as contributing to a prosperous rural economy and promoting healthy communities. Many of the consultation and survey results for the Stowupland Neighbourhood Plan show that the services and facilities currently available in Stowupland are well used and greatly valued resources. As a result, a list of Locally Valued Resources has been drawn up and is to be reviewed on a regular basis. The current list (2017) is shown below.

Table 4: Locally Valued Resources

United Reform Church chapel and meeting room	Village Hall	~~*Post Office & Farm Shop~~
Holy Trinity Parish Church and church hall	Sport & social club	Butchers
Pre-school / nursery	Playing field	The Crown PH
Primary school	Play park	The Retreat PH

High school / Academy	Bowls Club	Fish and chip shop
Stowupland Sports Centre	Allotments	Chinese take-away
School tennis courts		Petrol filling station and convenience shop

*Note: The Post Office (and with it the externally located ATM) closed in August 2018. The Farm Shop closed on 22 September 2018.

15.2 Paragraph 28 also advises that neighbourhood plans should "promote the retention and development of local services and community facilities in villages, such as local shops, meeting places, sports venues, cultural buildings, public houses and places of worship". These services and facilities provide a vital role in contributing to the health and wellbeing, social, educational, spiritual, recreational, leisure and cultural needs of our community, and in reducing the need to travel. Redevelopment or change of use of the buildings and spaces to other uses, such as residential, would result in the loss of the valued service or facility, and whilst fashions and tastes change over time, it is important to retain the opportunities for services and facilities to continue to meet the needs of residents of the parish. So, for example, if a type of take-away, shop or a pub closes the policy would ensure the premises remain available for a similar use. Similarly, the allotments and sports and play facilities are highly valued, and should remain available to meet the needs of residents. The aim of the policy is to support and safeguard key services and facilities in the interests of sustainable development and quality of life, and prevent changes of use or redevelopment proposals that would result in a permanent loss of a building or space that provides local services or facilities.

Policy SNP16: Protection of Locally Valued Resources

Proposals that will result in the loss of Locally Valued Resources (as defined in Table 4) which support the local community (or premises last used for such purposes) will not be supported unless:

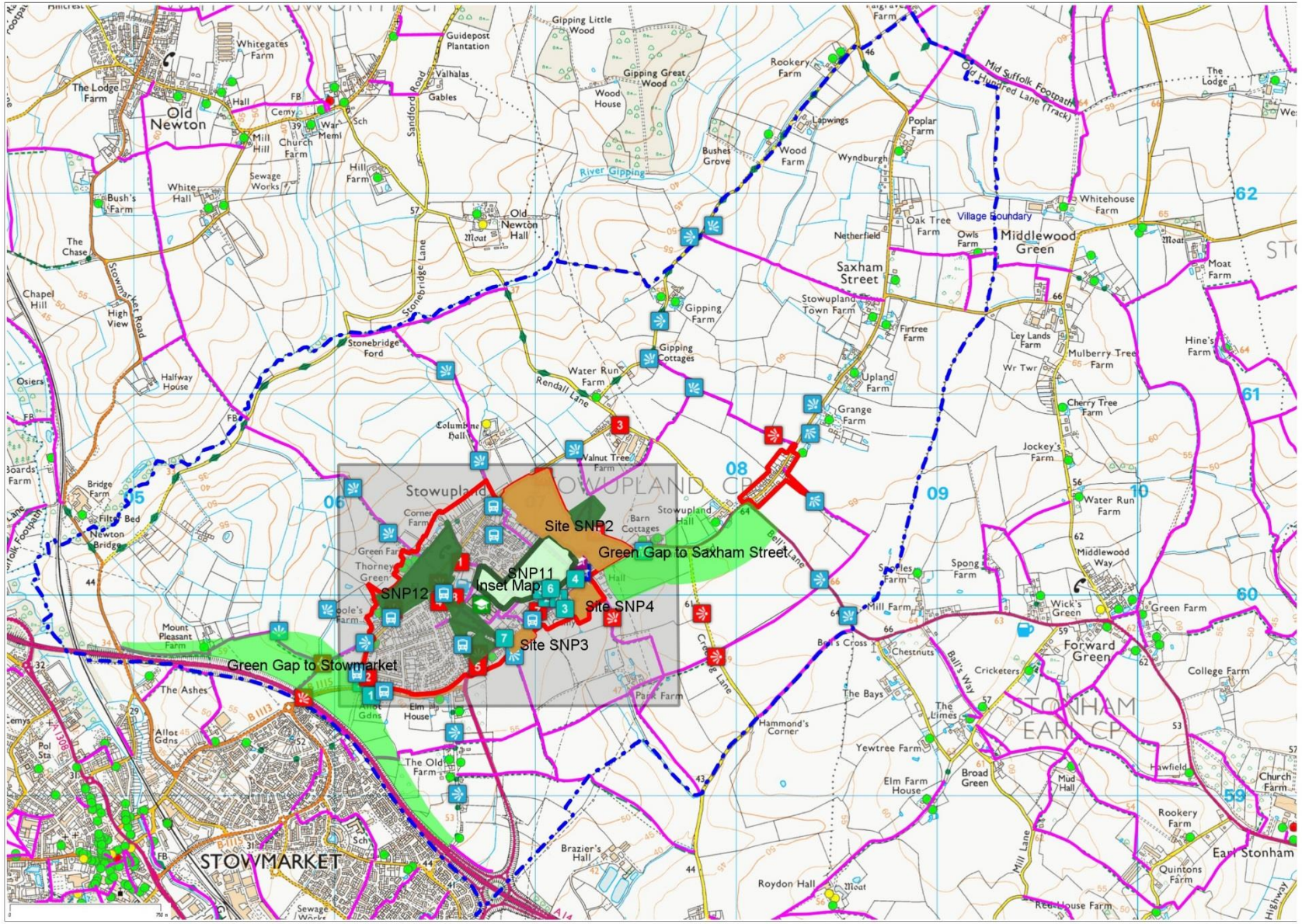
a) it can be demonstrated that the current use is not economically viable nor likely to become viable. Where appropriate, supporting financial evidence should be provided including any efforts to advertise the premises for sale for a minimum of 12 months; and
b) it can be demonstrated that there is no local demand for the use and that the building/site is not needed for any alternative social, community or leisure use; or
c) alternative facilities and services are available or replacement provision is made, of at least equivalent standard, in a location that is accessible to the community it serves with good access by public transport or by cycling or walking.

The list of Locally Valued Resources is shown in Table 4 and will be reviewed regularly by the Parish Council.

Community Actions:

- *provide and maintain Broadband and wi-fi to the village hall, making it available for groups and meetings;*
- *enhancing the playpark.*

Proposals Map



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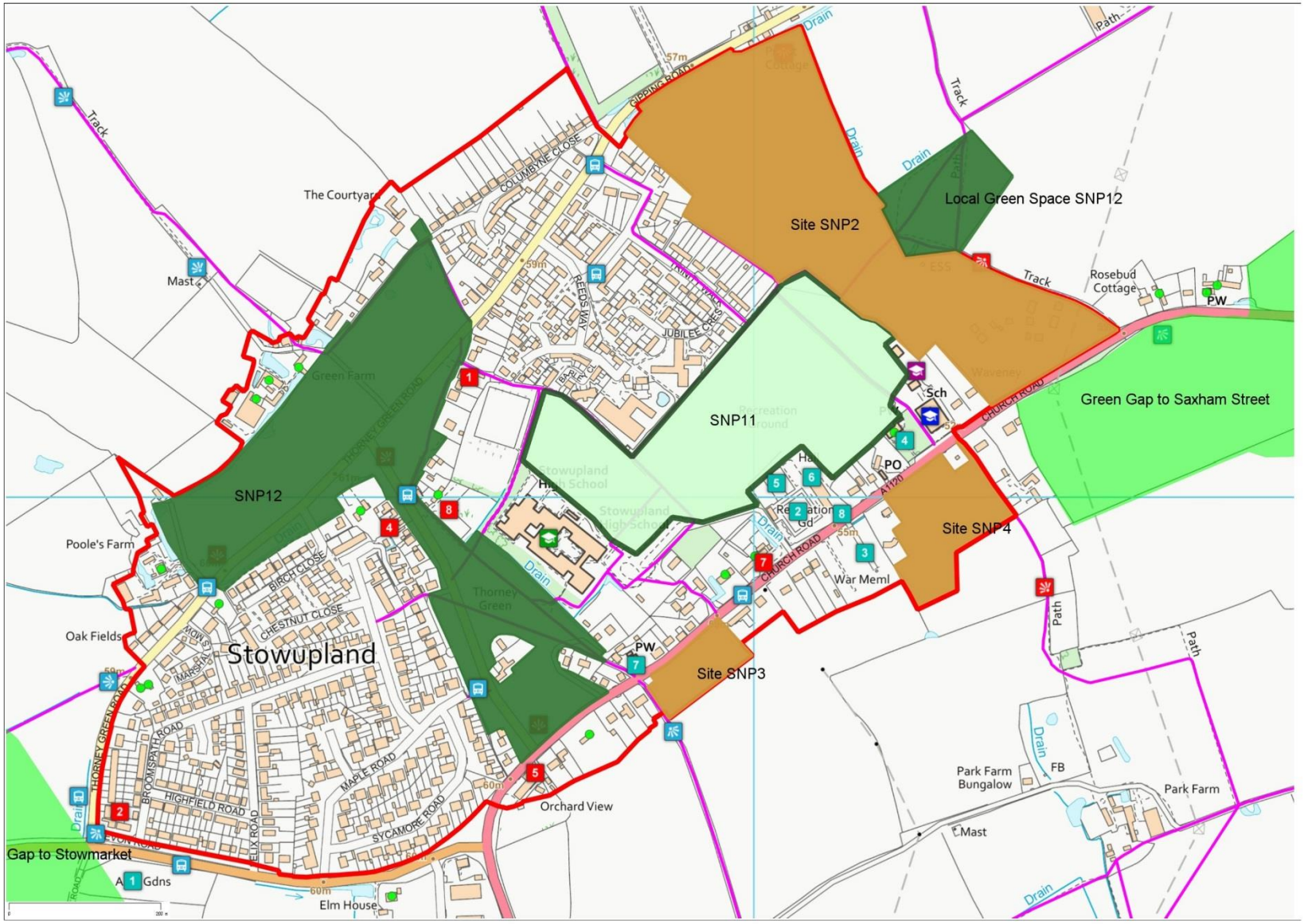
Inset Map

Stowupland CP



Legend

Landscape Character

- *Key view to built form*
- *Key view to wider Landscape*

Green Gap

Schools

- *High School and Community Sports Centre*
- *Pre-School and the Mighty Oaks*
- *Primary School*

Village Facilities

- *Allotments* 1
- *Bowls Green* 2
- *Cemetery* 3
- *Church* 4
- *Play Park* 5
- *Sports and Social Club* 6
- *URC Chapel* 7
- *Village Hall* 8

Green Space

- *Local Green Space*
- *Sports Fields*

Settlement Boundary 2018

Site Allocation

Food and Retail

- *Butchers and Deli* 1
- *Chinese takeaway* 2
- *Craft Shop and Tea Rooms* 3
- *Fish and Chip takeaway* 4
- *Petrol Station and Convenience Store* 5
- *Post Office with Cash Machine* 6
- *The Crown pub and Restaurant* 7
- *The Retreat pub* 8

Suffolk Prow

Listed Buildings

- *II*
- *II**

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Glossary

Item / Acronym	Explanation
Affordable Housing	The revised NPPF, July 2018 amends the definition of Affordable housing and includes new types of affordable housing such as starter homes. The definition is: "housing for sale or rent, for those whose needs are not met by the market (including housing that provides a subsidised route to home ownership and/or is for essential local workers); and which complies with one or more of the following definitions:" Definitions are set out for a) affordable housing for rent; b) starter homes; discounted market sales housing; and d) other affordable routes to home ownership.
Brownfield Sites / Land	Also known as previously developed land is land which is or was occupied by a permanent structure, including the curtilage of the developed land and any associated fixed surface infrastructure. It excludes land for agricultural or forestry.
CIL	Community Infrastructure Levy: A levy allowing local authorities to raise funds from owners or developers of land undertaking new building projects in their area. Parish Councils get 15% of the receipts from eligible development in their area and, where a neighbourhood plan is made, 25% of the receipts.
Core Strategy	Part of a suite of development plan documents, sometimes referred to as Part 1 of a Local Plan, containing strategic level policies.
Development Plan	The NPPF explains this is "*defined in section 38 of the Planning and Compulsory Purchase Act 2004, and includes adopted local plans, neighbourhood plans that have been made and published spatial development strategies, together with any regional strategy policies that remain in force. Neighbourhood plans that have been approved at referendum are also part of the development plan, unless the local planning authority decides that the neighbourhood plan should not be made. "*
Examination	This is a test of the plan to ensure that it is compliant with a set of basic conditions including the need to have regard to national policy and advice and generally conform to strategic policies in the Core Strategy or Local Plan and several other requirements.
Examiner	Neighbourhood plans are required to pass an examination. This is undertaken by an independent examiner paid for by the district council but chosen by the parish council. Examiners are usually experienced and qualified planning consultants but may be current or former planning inspectors.
Green Infrastructure and Green / Blue Infrastructure	Green, or green / blue infrastructure is a term used to describe a network of elements which together provide a range of environmental and quality of life benefits for local communities. Examples of green landscape elements include trees, hedgerows, copses, bushes, orchards, woodlands and grassland as well as green spaces, both rural and urban. Blue landscape elements are linked to water and include ponds and pond systems, moats, streams and other watercourses.

Heritage Asset	A term that includes designated heritage assets (e.g. listed buildings, world heritage sites, conservation areas, scheduled monuments, protected wreck sites, registered parks and gardens and battlefields) and non-designated assets identified by the local planning authority. Non-designated heritage assets include sites of archaeological interest, buildings, structures or features of local heritage interest listed by, or fulfilling criteria for listing by, the local planning authority.
Housing Need	In planning terminology housing need, or local housing need is defined by the government as "*the number of homes identified as being needed through the application of the standard method set out in national planning guidance, or a justified alternative approach.*"
Local Plan	The 2018 NPPF defines a local plan as "*A plan for the future development of a local area, drawn up by the local planning authority in consultation with the community. In law this is described as the development plan documents adopted under the Planning and Compulsory Purchase Act 2004. A local plan can consist of either strategic or non-strategic policies, or a combination of the two.*"
Local Planning Authority	The local planning authority is the local council that has responsibility for planning matters, in the case of Stowupland this is Mid Suffolk District Council (now known as Babergh & Mid Suffolk Councils).
Neighbourhood Area	A 'neighbourhood area' means an area within the area of a local planning authority in England which has been designated by the authority as a neighbourhood area (S61G(1) of the Town and Country Planning Act 1990
Neighbourhood Plan	The NPPF defines a Neighbourhood Plan as "*A plan prepared by a parish council or neighbourhood forum for a designated neighbourhood area. In law this is described as a neighbourhood development plan in the Planning and Compulsory Purchase Act 2004.*"
NPPF	National Planning Policy Framework, first published in 2012 and revised and republished in July 2018, sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally-prepared plans for housing and other development can be produced.
Previously developed land	See brownfield sites/land above
Proposals Map	Sites and areas referred to in policies in a plan are required to be illustrated on a composite Proposals Map
Rural exception sites	The NPPF defines these as "*Small sites used for affordable housing in perpetuity where sites would not normally be used for housing. Rural exception sites seek to address the needs of the local community by accommodating households who are either current residents or have an existing family or employment connection. A proportion of market homes may be allowed on the site at the local*

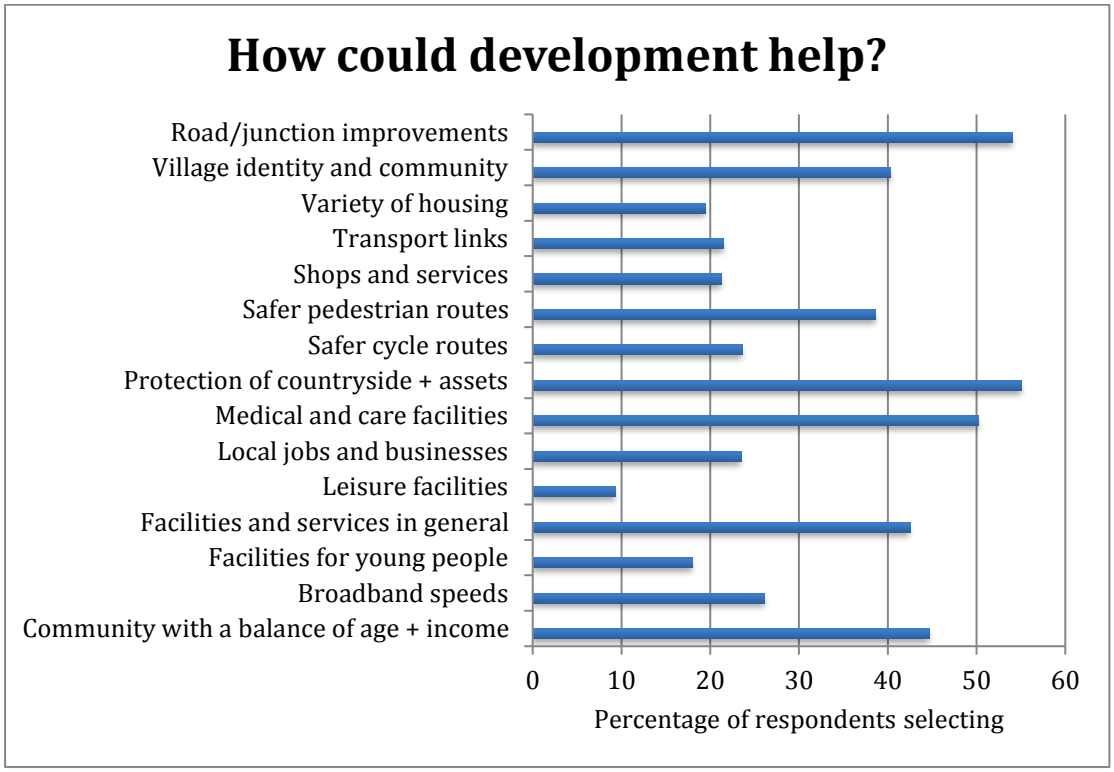
	planning authority's discretion, for example where essential to enable the delivery of affordable units without grant funding."
SEA	Strategic environmental assessment - A procedure (set out in the Environmental Assessment of Plans and Programmes Regulations 2004) which requires the formal environmental assessment of certain plans and programmes which are likely to have significant effects on the environment.
SNP	Stowupland Neighbourhood Plan
SHELAA	Strategic Housing & Employment Land Availability Assessment – an exercise carried out by the local planning authority to scope the availability of land that could come forward for development in the future. It is a 'broad-brush' initial stage in the site allocation process, and sites submitted for inclusion are assessed. Sites included in the SHELAA are not automatically allocated in a local plan and a proportion will be rejected as being unsuitable for development. The SHELAA will be subject to review.
Sustainable Development / Sustainability	The NPPF uses a high level definition as set out in Resolution 42/187 of the United Nations General Assembly, summarised as "*meeting the needs of the present without compromising the ability of future generations to meet their own needs*."
Windfall Sites	This is the term for unplanned development generally single dwellings or small groups up to around five on infill sites or small plots of previously developed land. Windfall sites are subject to planning permission in the usual way and should adhere to the principles and policies set out in the Stowupland Neighbourhood Plan. They contribute to the overall housing figures for the area.

Appendix 1

Parish Aspirations and Projects

The mini questionnaire in 2015 asked the question: "*What are the things that you think a new development might help to fund in the village?*" This was an open-ended question that invited a wide range of responses, some of which could be described as 'individual' and suggestions that some people would disagree with. In addition to the practical infrastructure items, such as a Doctors' surgery and road improvements including safety improvements for pedestrians, respondents listed improvements to: footpaths, cycle ways, and paths (including for those who use wheelchairs); and provision of such items as an outdoor gym, youth facilities, lighting, tennis courts, better parking, pavements alongside the A1120 to Tesco, and improvements to the Village Hall and Social Club and local bus services. Other suggestions included: green energy for the village and help for small businesses.

The main questionnaire that followed asked a more specific question around this topic: "*Bearing sustainable development in mind, what do you think are the biggest benefits development could bring to Stowupland?".* Respondents were asked to select up to five items from a list of 15, and the table below summarises the results.



The Neighbourhood Plan sub-committee considered these and specific items raised by parish councillors and where appropriate these are included as Actions following the policies in the plan. The following list includes these Actions together with other projects that are long-term aspirations or involve other agencies (e.g. highway and transport) and ideas for improvements and provision of new facilities in the parish:

- an extension to the cemetery;
- provide and maintain Broadband and wi-fi to the village hall, making it available for groups and meetings;
- traffic calming/traffic management measures (including considering extension of the 30mph limit) on Gipping Road to make the road safer for pedestrians, cyclists and horse-riders;
- safer routes to both the schools (and pre-school/nursery);
- enhancing the playpark;
- maintaining, enhancing and signing public rights of way/cycle paths including pedestrian links to bus stops and working with others to extend or develop long distance/themed routes;
- publication of maps/notes for walkers;
- parish tree survey and mapping of historic parkland and orchards;
- tree planting in key locations to enhance the street-scene, maintain and enhance historic remnants of parkland and orchards, and enhance and strengthen important gaps and buffers and the rural setting of the parish;
- investigate and map the different countryside characteristics in the parish (e.g. traditional pasture management of the valley floor area, woodland) and the range of biodiversity and potential for protection of scarce or vulnerable areas through environmental designations;
- pedestrian/cycle-friendly treatment of Rendalls Lane;
- variable speed limit or well-designed traffic calming measures – so 20mph becomes mandatory through Church Road past both school entrances; and
- enhanced speed restriction signing.

Since the two questionnaires were undertaken Babergh and Mid Suffolk councils adopted the Community Infrastructure Levy (CIL), which is had an important source of funding for the parish. The Parish Council has decided to produce a Parish Improvement Plan, and the following sets out how this will be achieved.

Process for preparation and review of a Parish Infrastructure Improvement Plan (PIIP)

Introduction

When construction of new housing or retail developments (or extensions to existing buildings) is commenced, the developer is required to pay to the District Council a Community Infrastructure Levy (CIL). The amount payable is based upon the internal floor area of the development. A percentage of the CIL payment is paid to the local council within whose area the development is taking place.

Stowupland Parish Council will be receiving its first CIL payment at the end of April 2018. Further payments will be made, at the end of April and September each year, as development proceeds or any new development within the village commences. In order to direct these funds towards infrastructure projects to benefit residents of

Stowupland, the Parish Council will produce a Parish Infrastructure Improvement Plan (PIIP). This is designed to identify needs of the community as a result of additional housing development.

Process for Preparation and Review of the PIIP

Parish Council to establish a sub-committee which will report to Parish Council.

A consultation with residents will be held to identify the needs and aspirations of residents. This will be done via the Annual Parish Meeting, the Telstar Magazine, the village web site and notices around the village.

The sub-committee will consider the results of ongoing consultation and produce a draft PIIP for consideration by Parish Council and, once approved, it will be reviewed, updated and reported to Parish Council at least twice per annum – June and November and at other times as and when required.

Appendix 2

Listed Buildings in Stowupland

*Grade II**

Columbine Hall

Grade II

Church Road / A1120

Appleton Pendle Cottage
Barn Cottages and Foxglove Barn
Crown Farmhouse
Holy Trinity Church
The Crown Public House
The Thatch & Two Flanking Cottages
The Croft
Stowupland Hall

Gipping Road

Pasture Cottage

Mill Street

17, Mill Street
Mill Green Farmhouse
Green Farmhouse
Cartlodge 70m SW of Green Farmhouse
Barn 40 Metres South West of Green Farmhouse
Old Farmhouse
Orchard House
The Thatched Cottage

(Grade II cont..)

Rendall Lane

Water Run Farmhouse
Upland House
Upland Cottage

Saxham Street

Grange Cottage, 31 Saxham Street,
Grange Farmhouse

Thorney Green + Thorney Green Rd

28, Thorney Green Road
44 & 46, Thorney Green Road
Thatched Cottages
Oak Farmhouse
Mount Pleasant Farmhouse
Pooles Farmhouse

Other Listed Buildings (no street address stated)

Doles Farmhouse
Elm Farmhouse
Firtree Farmhouse
Gipping Farmhouse
Poplar Farmhouse
Star Orchard
Thorney Green Cottage

NORWICH TO TILBURY

EN020027

Joint Local Impact Report

Appendix 20 (Valued Landscape Assessment – Stour Valley Project Area, 2020)

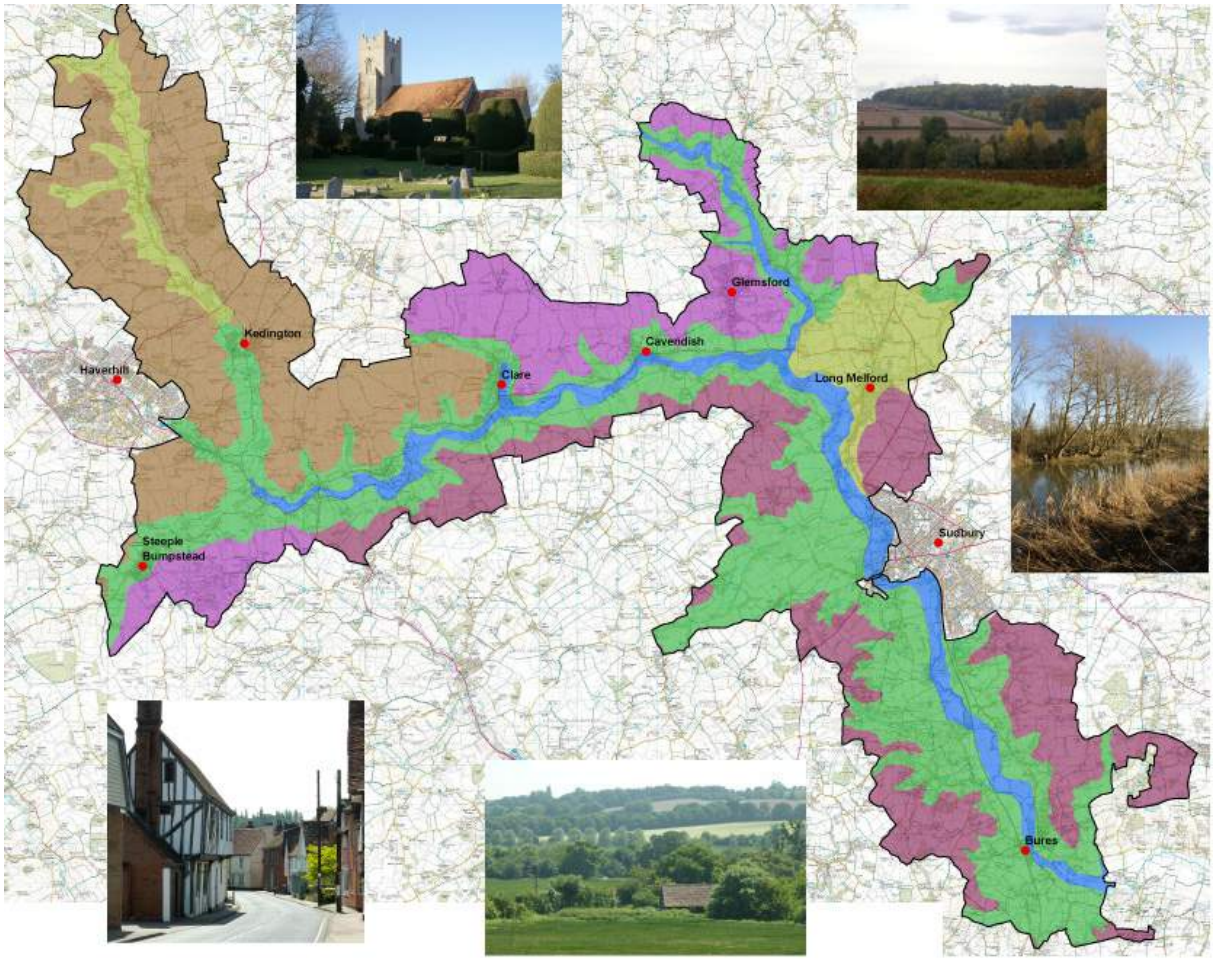
Suffolk County Council [redacted]

Babergh District Council [redacted]

Mid Suffolk District Council [redacted]

Valued Landscape Assessment

Stour Valley Project Area



Final Report

March 2020

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1.0 Introduction

1.1 Appointment

Alison Farmer Associates was appointed in July 2019 to undertake a value landscape assessment of the Additional Project Areas (APAs) associated with the Dedham Vale and the Suffolk Coast & Heaths Areas of Outstanding Natural Beauty (AONB), which lie beyond these designation boundaries.

This report sets out the findings of the assessment for the Dedham Vale APA (referred to in this document as the Stour Valley Project Area - SVPA), and its key settlements. A separately bound report has also been prepared for the Suffolk Coast and Heaths AONB APA.

1.2 The Brief and Scope of Work

The purpose of the study is to:

- Articulate valued aspects of the landscape within the Project Area
- Develop knowledge and understanding about the area's natural beauty, special qualities, landscape and cultural features which contribute to valued landscapes
- Identify the sensitivity of the landscape to change
- Provide evidence which can be used to inform responses to planning applications/appeals in the context of National Planning Policy Framework (NPPF) paragraph 170a
- Better protect Project Areas against inappropriate development.

The brief did not require a review of the boundary or extent of the Project Area.

It is anticipated that the outputs from this study will be used to:

- Inform emerging Local Plan policy for the Project Area.
- Ensure that the Project Area is given due consideration in all development proposals.
- Inform future AONB Management Plan reviews (that include reference to the Additional Project Area).

1.3 The Additional Project Area

The study area for assessment comprises the Dedham Vale Additional Project Area otherwise known as the Stour Valley Project Area (SVPA). This area is defined in the Dedham Vale AONB Management Plan and is illustrated on Figure 1 below.

The origins of the Stour Valley Project Area stem from early pressure on the former Countryside Commission by Local Authorities in the 1970's to consider a wider area for

Valued Landscapes

Stour Valley Project Area

Figure 1:
Study Area

N

River Stour

River Glem

Glemsford

Kedington

Cavendish

Haverhill

Clare

River Stour

Long Melford

Sudbury

Steeple Bumpstead

River Colne

River Stour

Bures

Dedham Vale

Scale at A3 1:105,000

0 1.25 2.5 5 Miles

Source: Natural England

Stour Valley Project Area (SVPA)

Proposed extension to Dedham Vale AONB

Dedham Vale AONB

Settlement

Main River

AFA landscape architecture and environmental planning

AONB designation. The Countryside Commission, in response to this, set up a "potential AONB" project[1] in 1978. This project was considerably widened in 1981 and eventually became the basis for a project covering an area along the whole of the Stour Valley, upstream of the AONB.

The Dedham Vale and Stour Valley Management Plan 2016-2021 describes both the AONB and wider SVPA as *'one of England's finest landscapes with its riverside meadows, picturesque villages and rolling farmland.'*[2] In particular, the Management Plan describes the SVPA as:

'302 square kilometres (around 181 square miles) running from the Western AONB boundary past Sudbury and Haverhill to near the Cambridgeshire border at Great Bradley. It extends three or four kilometres either side of the River Stour with extensions along the Bumpstead Brook, Belchamp Brook and River Glem.

The Project area is predominately rural and often demonstrates medieval settlement patterns. In places the growth of villages and changes to agricultural practices have altered the landscape but not fundamentally changed it. Many of the villages retain their historic centres and have timber framed buildings, imposing churches and village greens. Historic hamlets and isolated farm buildings are scattered throughout the landscape.'[3]

The Management Plan also identifies the importance of the villages to the special character of the landscape stating:

'The significance of the villages to the character of the area has been increasingly recognised and local development plans have reinforced the need for high quality development to contribute to that character.'[4]

The Additional Project Area is clearly embedded within the Dedham Vale Management Plan and the work of the AONB Countryside Management Service which regularly works within the area, beyond the boundary of the existing AONB.

1.4 Planning Context and Status of SVPA

Although the Stour Valley Project Area is specifically referred to in the AONB Management Plan, it has no formal landscape status in planning terms.

National Planning Policy Framework (Feb 2019)

The National Planning Policy Framework refers to valued landscapes in para 170 (a) and states that:

[1] Designation History Series, Dedham Vale AONB, Ray Woolmore, May 2010, para 82.
[2] Dedham Vale Area of Outstanding Natural Beauty and Stour Valley Management Plan 2016-2021 Page 7
[3] Dedham Vale Area of Outstanding Natural Beauty and Stour Valley Management Plan 2016-2021 Page 12
[4] Dedham Vale Area of Outstanding Natural Beauty and Stour Valley Management Plan 2016-2021 Page 28

Planning policies and decisions should contribute to and enhance the natural and local environment by:

protecting and enhancing valued landscapes, sites of biodiversity or geological value and soils (in a manner commensurate with their statutory status or identified quality in the development plan).

Local Plan Policy

The local authorities which cover the Stour Valley Project Area include Essex and Suffolk Counties, Colchester Borough, Braintree District, Babergh District and West Suffolk District (formerly St Edmundsbury). The extent of these administrative areas is illustrated on Figure 2.

Planning policies associated with each administrative area vary, and current landscape policy is set out in the Table 1 below (emphasis has been added for clarity). Although each local plan is at a different stage, they all make reference to the wider objectives of the Dedham Vale AONB and Stour Valley Management Plan or Special Landscape Areas.

Table 1: Summary of relevant local plan policy

Babergh and Mid Suffolk Joint Local Plan (preferred Options Consultation (Reg 18))

Policy LP19 – Area of Outstanding Natural Beauty

The Councils will support development **in or near the AONBs** that:

a. Gives great weight to **conserving and enhancing the landscape and scenic beauty**;

b. Does not adversely affect the character, quality views and distinctiveness of the AONB or threaten public enjoyment of these areas; and

c. Supports the wider environmental, social and economic objectives as set out in the AONB Management Plan[5]

Policy LP18 – Landscape

The Councils will support: -

a. Development in suitable locations which will not adversely affect the natural environment including landscape character sensitivity and visual impacts of the proposal on the wider area (including effects on health, living conditions).

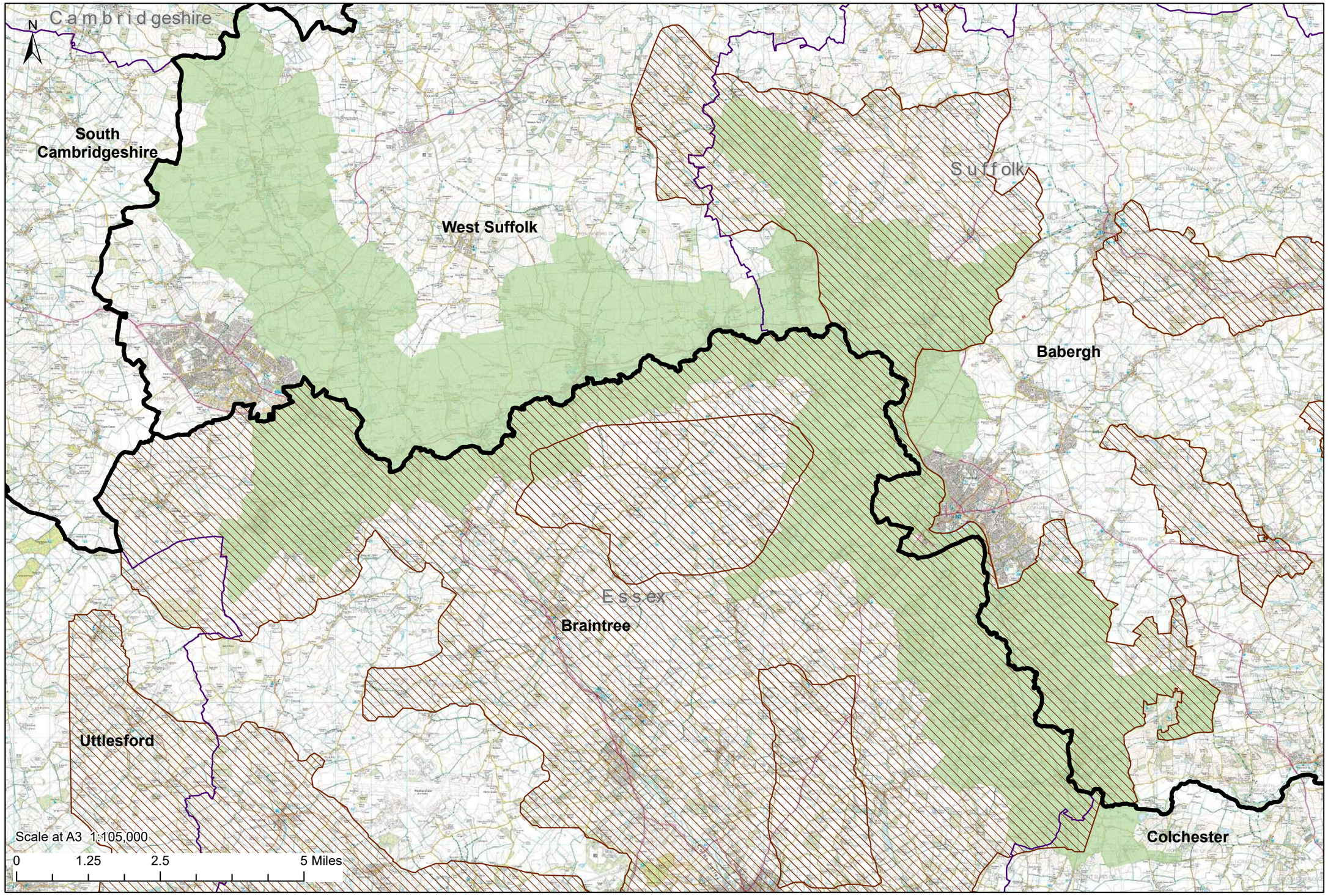
b. New development that integrates positively with the existing landscape character of the area and reinforces the local distinctiveness.

[5] Management Plan includes but not exclusively; Dedham Vale AONB and Stour Valley Project Management Plan and Suffolk Coast & Heaths AONB

Valued Landscapes

Stour Valley Project Area

Figure 2:
Special Landscape Areas and Administrative Boundaries



Special Landscape Area

Stour Valley Project Area (SVPA)

County boundary

District boundary

Source: Babergh & Mid Sussex and West Suffolk District Council

landscape architecture and environmental planning

c. Proposals that are sensitive to their landscape, visual or amenity impacts (including on dark skies); subject to siting, design, lighting, use of materials and colour, along with the mitigation of any adverse impacts.

d. Development that enhances and protects ***landscape value*** such as; locally characteristic landscape features, archaeological and historic use patterns of settlement and land and designations; being demonstrably informed by local guidance, in particular the Council's Local Landscape Guidance, the Suffolk Landscape Character Assessment and Settlement Sensitivity Assessment.

Braintree Core Strategy 2011

Policy CS8

Development must have regard to the character of the landscape and its sensitivity to change and where development is permitted it will need to enhance the locally distinctive character of the landscape in accordance with the Landscape Character Assessment.

Braintree Local Plan Publication Draft for Consultation 2017 (section 2)

Dedham Vale Area of Outstanding Natural Beauty

8.27 Just outside the District, the Dedham Vale Area of Outstanding Natural Beauty (AONB) covers a 90km2 area centred on the lower Stour Valley. This area benefits from the highest level of protection in relation to landscape and scenic beauty as set out in the NPPF. Legislation in Section 85 of the Countryside and Rights of Way Act 2000 requires that in exercising or performing any functions in relation to, or affecting land in an AONB, a relevant authority shall have regard to the statutory purpose for which the land is designated. In case of an AONB, this is to conserve and enhance the natural beauty of the area. ***The upper Stour Valley, adjoining the AONB, is partly located along the north and east boundary of Braintree District and is an important and sensitive rural landscape, recognised by the fact that it is part of the wider project area covered by the Dedham Vale AONB and Stour Valley Project. The impact of development proposals in the upper Stour Valley will be particularly carefully assessed in light of the sensitive nature of this landscape. Proposed developments here should support the wider environmental, social and economic objectives as set out in the Dedham Vale AONB and Stour Valley Management Plan and should not prejudice the long-term aim to enlarge the area included within the AONB designation.***

Policy LPP 71 Landscape Character and Features

In its decision-making on applications, the Local Planning Authority will take into account the different roles and character of the various landscape areas in the District, and **recognise the intrinsic character and beauty of the countryside**, in order to ensure that any development permitted is suitable for the local context. In doing so regard must be given to the hierarchy of designations as expressed in NPPF

Colchester Borough Local Plan Publication Draft June 2017

Policy ENV4: Dedham Vale Area of Outstanding Natural Beauty

Development will only be supported **in or on land within the setting of the Dedham Vale** Area of Outstanding Natural Beauty (AONB) that:

(i) Makes a positive contribution to the natural beauty and special qualities of the AONB, including tranquillity and the AONB's good quality night/dark skies; and,

(ii) Does not adversely affect the character, **quality views, into and out of the AONB** and distinctiveness of the AONB or threaten public enjoyment of these areas, including by increased motorised vehicle movement; and,

(iii) That there are no adverse impacts on the setting of the AONB which cannot reasonably be mitigated against and,

(iv) ***Supports the wider environmental, social and economic objectives as set out in the Dedham Vale AONB and Stour Valley Management Plan.***

West Suffolk (Formerly St Edmundsbury) Core Strategy 2010

4.28 Suffolk County Council and the district and borough councils in Suffolk have carried out a ***Landscape Character Assessment*** (2009) that includes a wide variety of factors, such as geology, topography, soil types, ecology, ground cover and condition, land use, field patterns, cultural influences, and historical changes. ***Whilst this provides a good level of information it is insufficiently detailed at borough level to form the basis for the replacement of the Special Landscape Area (SLA) designation as advised in PPS7***: Sustainable Development in Rural Areas. Therefore, for the time being the SLAs will continue to be protected through inclusion in policies in the Development Management DPD until a more detailed Landscape Character Assessment of the borough is carried out.

[Note the SLA does not extend into the Additional Project Area]

Policy CS2 Sustainable Development

A high quality, sustainable environment will be achieved by designing and incorporating measures appropriate to the nature and scale of development, including:

The protection and enhancement of natural resources:

A) making the most resource efficient use of land and infrastructure;

B) protecting and enhancing biodiversity, wildlife and geodiversity, and avoiding impact on areas of nature conservation interest in both rural and built up areas;

C) identifying, protecting and conserving: a network of designated sites including the Breckland Special Protection Area (SPA)* and other sites of national and local importance; Biodiversity Action Plan (BAP) habitat and species; wildlife or green corridors, ecological networks; and other green spaces will be identified, protected and habitats created as appropriate;

D) ***conserving and, wherever possible, enhancing the character and quality of local landscapes and the wider countryside and public access to them, in a way that recognises and protects the fragility of these resources;***

E) conserving and, wherever possible, enhancing other natural resources including, air quality and the quality and local distinctiveness of soils;

F) protecting the quality and availability of water resources;

G) maximising the efficient use of water including recycling of used water and rainwater harvesting;

H) maximising the potential of existing and new sources of energy from biomass including timber and other energy crops.

These policies demonstrate the recognition of the AONB, its setting, and wider Project Area/valued landscapes, but they also demonstrate a degree of variation.

1.5 Special Landscape Areas

Planning policy associated with St Edmundsbury (which has the oldest Local Plan) makes reference to Special Landscape Areas - a landscape designation which has, in more recent local plans, been dropped from planning policy. Historically all of the Local Authorities identified Special Landscape Areas – this was not unusual in the 1980's when County Structure Plans highlighted a desire to identify Special Landscape Areas in broad terms and for them to be more specifically defined in District Plans. This was the case for both the Essex and Suffolk Structure Plans. The former recognised areas with *'distinctive scenic attraction and of great landscape value resulting from a combination of features such as vegetation cover and landform'*, while Suffolk defined SLAs as:

- *'River valleys which still possess traditional grazing meadows with their hedgerows, dykes, and associated flora and fauna;*
- *Historic parklands and gardens;*
- *Other areas of countryside where undulating topography and natural vegetation, particularly broadleaved woodland, combine to produce an area of special landscape quality and character.'*

These areas were subsequently defined in respective local plans and incorporated into relevant policy. Although there is no record of assessments which justify the extent of SLAs, reference to former local plans has enabled the SLAs to be mapped in relation to the SVPA – refer to Figure 2. This demonstrates that much of the Stour Valley, and thus the SVPA, fell within a landscape recognised for its scenic quality and combination of features.

Whilst SLAs, and policy relating to them, are no longer in use, the removal of a local landscape designation does not mean that the qualities of the landscape that led to designation have somehow changed, often they have not. The past inclusion of the Stour Valley within a Special Landscape Area is therefore relevant to this study and forms part of the area's designation history.

1.6 Past Landscape Evaluation

In 2016 the Dedham Vale AONB commissioned the evaluation of an area between the existing AONB boundary and Sudbury, to determine if the land was worthy of

designation as AONB. This study concluded that part of the land was worthy of designation and the results of this assessment were set out in the report titled *Special Qualities of the Dedham Vale AONB: Evaluation of Area Between Bures and Sudbury*[6] and illustrated on Figure 1 above. Formal proposals have subsequently been submitted to Natural England (the designating authority) for consideration as part of an extension to the Dedham Vale AONB.

On this basis, the area identified as suitable for AONB designation has not been assessed further as part of this project.

1.7 Relevant Planning Appeals

Recent planning appeals relating to development within the SVPA are illustrative of some of the issues that currently exist when dealing with the landscape, its value and sensitivities and planning policy. Two appeals are particularly relative, namely Steeple Bumpstead and Bures and these are discussed below.

Steeple Bumpstead (Braintree District)

This appeal was in relation to a housing scheme for up to 65 dwellings on the south side of the village of Steeple Bumpstead. The inspector noted that the village and site lay within the SVPA, and that while it did not have any planning status within local plan policy or the proposals map, its inclusion in the AONB management plan enabled it to be given significant weight. The Inspector went on to state '*I do appreciate however that the area is extensive and not all parts of it will have equal landscape quality.'*

The Inspector took account of the value placed on the landscape by local people and the sensitivity of these visual receptors engaged in recreation within the wider landscape, the perception of tranquillity in the area, the scenic quality of the surrounding landscape and the position of the village nestling within the valley bottom - the trees within the settlement creating a verdant impression. She concluded that *'having considered all its characteristics and the inclusion of the site within the Stour Valley Project Area, I conclude that it is a valued landscape in terms of paragraph 109 [now 170a] of the Framework [NPPF Feb 2019].'*

Bures (Colchester District)

This appeal was in relation to a housing scheme for up to 98 dwellings off Colchester Road, Bures Hamlet. In para 21 the Inspector notes:

> *'I consider that recognition of the intrinsic character and beauty of the countryside would have little practical effect without an assessment of the particular qualities of the countryside and the landscape setting where development is proposed and the effect of that development upon them. Neither, having regard to paragraph 127, do I consider that the exhortation to protect and enhance 'value' landscapes is necessarily limited to*

[6] Special Qualities of the Dedham Vale AONB: Evaluation of Area Between Bures and Sudbury, Alison Farmer Associates, July 2016.

landscape that have either a statutory designation or a local designation in the development plan.'

The Inspector goes on to state in para 22:

'The Framework does not provide a definition of a valued landscape. However, I consider it improbable that the addition of the words in brackets to paragraph 170(a)…was intended to encourage policy makers to revive the practice of creating local 'Special Landscape Areas' or similar designation in development plans as a means of identifying a valued landscape.'

And in para 23

'In any event, whether or not the site qualifies as a 'valued landscape' in terms of the Framework, the Framework at Paragraph 127 requires development to be sympathetic to its landscape setting. Such consideration must necessarily have regard to the sensitivity of that landscape.'

He concluded in para 24 that *'In this case I consider that there is ample evidence that the landscape around Bures, including the appeal site, is not ordinary countryside of no value but is of high sensitivity and is locally valued.'*

These planning appeals highlight:

- the weight which is given to the inclusion of land within the SVPA and reference to this within the Dedham Vale AONB Management Plan
- that not all land within the SVPA will have equal landscape quality
- that a landscape may be a valued landscape even if it is not defined within policy or a local development proposals map
- that a landscape may be sensitive to a particular development even if it is concluded that it is not a valued landscape

2.0 Approach and Methodology

2.1 Stages of Work and References

The project comprises four stages of work. Firstly, a desk-based assessment where background information on the area and key settlements was gathered and reviewed. Secondly, site assessment where the Stour Valley Project Area was visited, and information gathered on special qualities and where individual settlements were assessed in detail. Thirdly, analysis of evidence and assimilation and judgements on landscape value. Finally, the writing up of the findings of the study.

Key sources of information used during the study have included the following:

- 1:25,000 and 1:10,000 OS mapping.
- Historic maps and aerial photography.
- Historic Landscape Characterisation and Historic Settlement Atlas.
- Landscape Character Assessments.
- Landscape designations including Suffolk Coast and Heaths Area of Outstanding Natural Beauty and former Special Landscape Areas.
- Cultural heritage designations including Conservation Area Appraisals, Scheduled Monuments, Listed Buildings, Historic Parks and Gardens.
- Natural heritage designations including ancient woodland, Tree Preservation Orders, Sites of Special Scientific Interest, National Nature Reserves, Local Nature Reserves, Ramsar, Special Protection Areas, Special Areas of Conservation, Local Wildlife Sites.
- Recreational routes including public rights of way, bridleways, CROW/access land, national trails, cycle routes, locally important open space.
- Green Infrastructure Strategies.
- Local Plan Policies and Designations.
- Conservation Area Appraisals.
- Neighbourhood Plans.

The main background documents referred to in this study are set out in appendix 2.

2.2 Approach to Assessing Landscape Value

Over the past 30 years techniques for assessing and evaluating landscape, (as oppose to simply describing it in landscape character assessments), have evolved. There are three principle sources of information on landscape evaluation and the factors which can be taken into account when determining value as follows:

Natural England Guidance on Assessing Landscapes for Designation as National Park or Areas of Outstanding Natural Beauty, Natural England (2012)

This guidance relates to defining areas for National Park and AONB designation in England. These are our most treasured landscapes and are designated for their natural

beauty and in the case of National Parks, opportunities for open air recreation. As such they are given the highest level of protection within the NPPF (paras 172). Natural England, as the designating authority, published guidance to inform its work in defining new designations and undertaking boundary reviews. This guidance set out the factors which can be taken into account when determining whether a landscape has sufficient natural beauty and (in the case of National Parks) recreation opportunities to warrant national designation. The techniques and approach adopted in this type of assessment are useful to apply when undertaking valued landscape assessments and enable a level of transparency and consistency in making judgements.

Guidance on Landscape and Visual Impact Assessment, Landscape Institute and Institute of Environmental Management and Assessment (2013)

The second source of information which informs landscape evaluation and the identification of valued landscape can be found in Guidelines on Landscape and Visual Impact Assessment (GLVIA)[7]. This defines landscape value as:

'The relative value that is attached to different landscapes by society. A landscape may be valued by different stakeholders for a whole variety of reasons.

Box 5.1 on page 84 of GLVIA sets out the criteria used to assist in defining a valued landscape and these are regularly used by the landscape profession in undertaking Landscape and Visual Impact assessments. Importantly GLVIA states in para 5.28 that the criteria listed are not comprehensive.

The criteria listed are similar to those set out in Natural England's guidance for designation as indicated in table 2 below.

Table 2: Comparison between NE natural beauty factors and those set out in GLVIA

Natural beauty and recreation factors in Natural England Guidance for evaluating landscapes as National Park or AONB	**Criteria in GLVIA for defining valued landscapes (Box 5.1)**
Landscape quality	Landscape quality
Scenic quality	Scenic quality
Relative wildness	Perceptual qualities
Relative tranquillity	Perceptual qualities
Natural heritage features	Conservation interest
Cultural heritage features	Conservation interest Associations
	Rarity
	Representativeness
Access to high quality landscapes	Recreation Value
Features of interest	Recreation Value
Good recreation provision	Recreation Value

[7] Guidelines for Landscape and Visual Impact Assessment (GLVIA), Landscape Institute and Institute of Environmental Management and Assessment 2013 (3rd edition).

An Approach to Landscape Sensitivity Assessment – to Inform Spatial Planning and Land Management, Natural England (2019)

The third source of information is the recently published guidance by Natural England highlights the importance of considering an understanding of value when determining the sensitivity of a landscape to a particular type of development/change. It states that:

'Within the context of the spatial planning and land management, landscape sensitivity is a term applied to landscape character and the associate visual resources, combining judgements of their susceptibility to the specific development type/development scenario or other change being considered together with the value(s) related to that landscape and visual resources. Landscape sensitivity may be regarded as a measure of the resilience, or robustness, of a landscape to withstand specific change arising from development types or landscape management practices, without undue negative effects on the landscape and visual baseline and their value.'

It goes on to state that *'Assignments of value will be completely independent of what is being assessed (unlike judgements concerning landscape and visual susceptibility)'*. This is important as it indicates that an understanding of value should be made prior to and separately from judgements on sensitivity in relation to specific types of change.

The value(s) of landscape and their component parts can be ascertained qualitatively with reference to, for example:

a. *Designations*
b. *Character and sense of place*
c. *Valued attributes such as topography, perceptual qualities, cultural and historic features and associations, biodiversity, areas of outstanding beauty, National Park special qualities etc.*
d. *Community values*
e. *Recreational value*
f. *Intrinsic value*

2.3 Approach to Assessing Settlements

An important part of this assessment has included the value of settlements specifically. This study has therefore sought to establish the historical evolution of settlements and to understand factors which influenced their siting and form in relation to the landscape. Information regarding opportunities for enhancement, especially where this may enhance special qualities and increase robustness, has been recorded. The results of these assessments can be found in Section 4.0 of this report. Settlements were considered as a whole to reflect the strategic nature of the project brief. Nevertheless, geographical variations in qualities and issues are detailed in the written descriptive narrative for each settlement. Where settlements lie predominately beyond the SVPA (i.e. Haverhill and Sudbury) focus is concentrated on their fringes which lie adjacent to the SVPA, rather than an assessment of the whole settlement.

The purpose of the settlement assessments in this study is to set out valued characteristics and special qualities of the settlements and their landscape settings and to highlight any vulnerabilities to change. The assessment does not seek to identify specific development sites nor review existing sites which are coming forward for development. Instead the analysis seeks to set out what matters and why (value) and on this basis forms an independent assessment which can be used to inform more detailed sensitivity studies of specific developments. It can therefore assist with decision making as a robust evidence base. The criteria used in the assessment are set out below and have been developed through experience of whole settlement studies, neighbourhood plan landscape appraisals and sensitivity assessments. The criteria form a helpful framework for the assessment of settlements within the brief, ensuring consistency in analysis and descriptive reporting.

Table 3: Criteria Used to Assess Settlements and Settings

Criteria Used to Assess Settlements and Settings	
Location and Topographic Context	Includes understanding of the position of the settlement in relation to landform, skylines and landscape elements. It takes account of whether the setting and settlement is representative and typical of the Stour Valley, or if it has unique characteristics
Historical Development	Includes an historical account of the evolution of the settlement including the reasons why it may be located where it is and what factors have led to its growth/decline.
Landscape Setting	Considers the juxtaposition of elements and patterns including land use, enclosure and scale in relation to built form. The coherence, condition and intactness of the physical landscape and its character is noted.
Settlement Form and Character	Considers the settlement form relative to the landscape and its predominant character. Aspects of scale and form are noted as is the character of the urban edges.
Views	Considers important elements within views e.g. landmarks, and inter-visibility between areas, and the main approaches into and out of the settlement
Natural and Cultural Heritage	The presence of and extent to which natural and cultural heritage contributes to special qualities of the settlement including cultural associations with artists for example.
Relationship to Adjacent Settlements	The position of the settlement relative to other settlements is noted especially if there is a physical distinction/gap or if there has been an amalgamation of smaller settlements.
Scenic Quality and Perceptions	Considers any scenic value, sense of rurality, remoteness and tranquillity in the landscape surrounding a settlement.
Value and Significance	Considers the special qualities of the settlement which are important to conserve and enhance and how these qualities may be vulnerable to change.
Sensitivities	Key changes which may adversely affect the special qualities of the settlement.
Conserving Special Qualities	Considers what environmental initiatives could help to bolster existing special qualities.

2.4 Project Methodology

The method adopted in this study is based on recognised approaches to assessing valued landscape and sensitivity studies as noted above. For the purposes of assessing landscape value the Stour Valley Project Area has been subdivided into three broad geographical areas namely:

1. Upper Stour
2. Central Stour and Glem Valley
3. Long Melford and Sudbury Stour

These areas have been used as a framework for assessment purposes rather than landscape character types (as defined in existing character assessments) because landscape types tends to segregate the valley into valley floodplain, valley sides and surrounding higher farmland while in reality the special qualities of the Stour Valley are experienced as a whole, where the valley floor, valley sides and surrounding skyline farmland form part of a single scene and are interrelated. The three areas listed above are illustrated on Figure 4 and were assessed through desk study and field work, in relation to the criteria set out in Table 3. The assessment seeks to describe the special qualities of these areas drawing on existing evidence from landscape character assessment and other studies as well as site work. The assessment sets out the special qualities found in the different areas and goes on to highlight opportunities for conservation and enhancement. The results of this can be found in Section 3.0 of this report.

Land which has already been assessed as worthy of AONB designation e.g. Land between the existing AONB boundary and Lamarsh (as noted in Section 1.6 above) has not been assessed again on the basis that its special qualities are already well documented.

Following the broad evaluation of the SVPA, the settlements listed within the brief (see table 4 below and Figure 1) were assessed in detail at 1:10,000 scale through desk work and site assessment. The specific criteria listed in Table 4 were used to gather and order data and to articulate the special qualities of each settlement and opportunities for conserving and enhancing (see section 4.0 below).

These settlements have been considered in detail with attention given to their character and position in the wider Stour Valley landscape. The analysis seeks to understanding the relationship between the built area and setting, as well as the contribution the settlement makes to the character of the wider Stour landscape. Reference has also been made to any existing studies such as Conservation Area Appraisals and or Neighbourhood Plans as listed in the table below.

Table 4: Settlements Listed in the Brief by Local Authority Area

Local Authority	Settlement	Neighbourhood Plan	Conservation Area
St Edmundsbury/ West Suffolk District	Cavendish Clare		* *

	Haverhill Kedington		*
Braintree District	Steeple Bumpstead	*	*
Colchester	Bures Hamlet		*
Babergh and Mid Suffolk District	Bures St Mary Glemsford Long Melford Sudbury	 * *	* * * *

3.0 The Stour Valley Project Area

3.1 Existing Character Assessments

The Stour Valley Project Area is described in a number of different character assessments undertaken for the relevant administrative areas as well as broader assessments such as National Character Areas (NCAs). These include:

- National Character Area 86: South Suffolk and North Essex Claylands (whole area)
- The Suffolk County Landscape Character Assessment 2009 and update 2011 (northern/eastern part of Stour Valley only)
- The Essex Landscape Character Assessment 2003 (southern/western part of Stour Valley only)
- Braintree District Landscape Character Assessment 2005 (relevant District area only)
- Colchester Borough Landscape Character Assessment 2005 (relevant Borough area only)
- Dedham Vale and Stour Valley Managing a Masterpiece Landscape Assessment (covers the whole of the SVPA)

As noted above, most of the assessments have been carried out in relation to local authority areas. Whilst they help contribute to a good understanding of the characteristics of the river valley, many only cover parts of the Stour Valley due to administrative boundaries. The exceptions are the National Character Area description (which covers a broad area) and the Managing a Masterpiece assessment. The latter was based on the Suffolk County Landscape Typology and provides the most comprehensive assessment for the SVPA. It has therefore been the assessment which has been relied on most heavily in this evaluation work and is illustrated on Figure 3.

By way of background, extracts from the NCA and Suffolk/Managing a Masterpiece assessments are provided below.

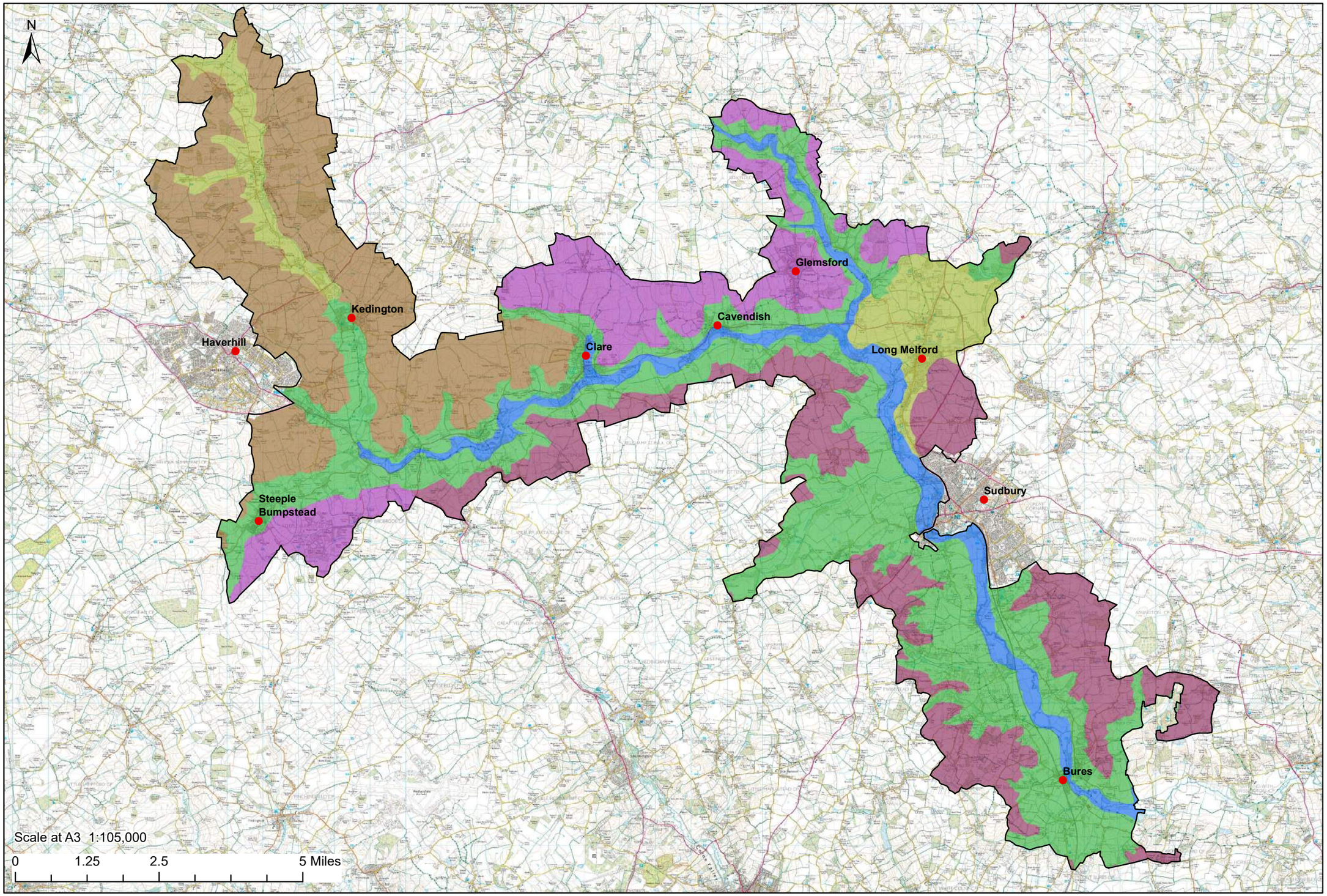
National Character Area 86: South Suffolk and North Essex Claylands

'an ancient landscape of wooded arable countryside with a distinct sense of enclosure. The overall character is of a gently undulating, chalky boulder clay plateau, the undulations being caused by the numerous small-scale river valleys that dissect the plateau. There is a complex network of old species-rich hedgerows, ancient woods and parklands, meadows with streams and rivers that flow eastwards. Traditional irregular field patterns are still discernible over much of the area, despite field enlargements in the second half of the 20th century. The widespread moderately fertile, chalky clay soils give the vegetation a more or less calcareous character. Gravel and sand deposits under the clay are important geological features, often exposed during mineral extraction, which contribute to our understanding of ice-age environmental change'.

Valued Landscapes

Stour Valley Project Area

Figure 3:
Landscape Character



Landscape Character Types
(Project Area)

- Valley Meadowlands
- Rolling Valley Farmlands
- Rolling Estate Farmlands
- Ancient Rolling Farmlands
- Undulating Ancient Farmlands
- Undulating Estate Farmlands
- Stour Valley Project Area
- Settlement

landscape architecture and environmental planning

The Suffolk County Landscape Character Assessment 2009 and update 2011 and Managing a Masterpiece Landscape Partnership Project – Heritage Compendia

This assessment defines the Stour Valley Project Area as comprising six landscape types namely:

- Valley Meadowlands along the valley floor;
- Rolling Valley Farmlands and Rolling Estate Farmlands comprising the valley sides; and
- Ancient Rolling Farmland; Undulating Ancient Farmlands and Undulating Estate Farmlands which form the wider farmland landscape stretching beyond the project area.

The descriptions for these landscape types are relatively generic although further work has been done as part of the Managing a Masterpiece Landscape Partnership Project – Heritage Compendia. A summary of each landscape types is provide below:

Valley Meadowlands – this landscape type comprises the relatively flat valley floor of the River Stour through its middle reaches and the tributary valley of the Glem. Within the Project Area this type extends from around Wixoe as far as the AONB boundary.

Rolling Valley Farmlands – This landscape type comprises the undulating valley sides to the River Stour and its main tributaries. It occurs on both sides of the Valley Meadowlands, (except for the area around Long Melford), and comprises mainly gentle convex slopes which are in places locally steep.

Rolling Estate Farmlands – This landscape type occurs in the area around Long Melford and Sudbury and forms the valley sides which have a strong estate influence.

Ancient Rolling Farmlands – This landscape type forms the more elevated landscape above the Stour Valley, especially to the south of the Stour Valley between Stoke by Clare and Glemsford, and the eastern flanks of the Stour from Long Melford southwards.

Undulating Ancient Farmlands – This landscape occurs south of Steeple Bumpstead and north of Clare to Glemsford. It comprises the elevated farmland above the river valleys which have a high incidence of ancient woodland.

Undulating Estate Farmlands – This landscape forms more open and elevated farmland above the river valleys in the upper reaches of the Stour and provides the setting to Haverhill.

A complete set of the descriptions and guidance notes for these character types can be found at:

http://www.dedhamvalestourvalley.org/assets/MaM/SQR014B-The-SVHC-Landscape-History-v04.pdf

3.2 Special Qualities of the AONB and SVPA

The Stour Valley Project Area shares similar landscape characteristics to the Dedham Vale AONB. The special qualities of the AONB are set out in the AONB Management Plan[8] as follows:

- Iconic lowland river valley associated with the artist John Constable RA, the views he painted are still recognisable today;
- Historic villages with timber framed housing and prominent churches;
- Valley bottom grazing marshes with associated drainage ditches and wildlife;
- Naturally functioning River Stour with associated tributaries, meres and historic river management features;
- Semi natural ancient woodlands on valley sides and associated wildlife;
- Traditional field boundaries intact and well managed;
- Apparent and buried archaeology indicating millennia of human occupation;
- A sense of relative tranquillity;
- Surprisingly long distance views from higher ground along the valley in an area associated with large skies

In relation to settlements, the Dedham Vale and Stour Valley Management Plan states:

'The Dedham Vale Area of Outstanding Natural Beauty (AONB) and Stour Valley is a relatively sparsely populated area with most people living in village settlements that can trace their history back to the Saxon period and are listed in the Domesday Book of 1086. The majority of the settlements have a distinctive settlement pattern with dwellings clustered around small angular greens or tyes. Medieval churches have often been built in prominent positions and knapped in flint reflecting the areas prosperity and the importance of religion during the time of construction.

Villages show a rich heritage of building styles, reflecting changing building techniques, fashions and relative wealth over the centuries of development but many retain a core of medieval timber framed buildings. Beyond the villages there are a series of isolated farmsteads and manorial halls (often moated) reflecting the areas agricultural heritage and accumulated wealth.'

3.3 Stour Valley as a Valued Landscape

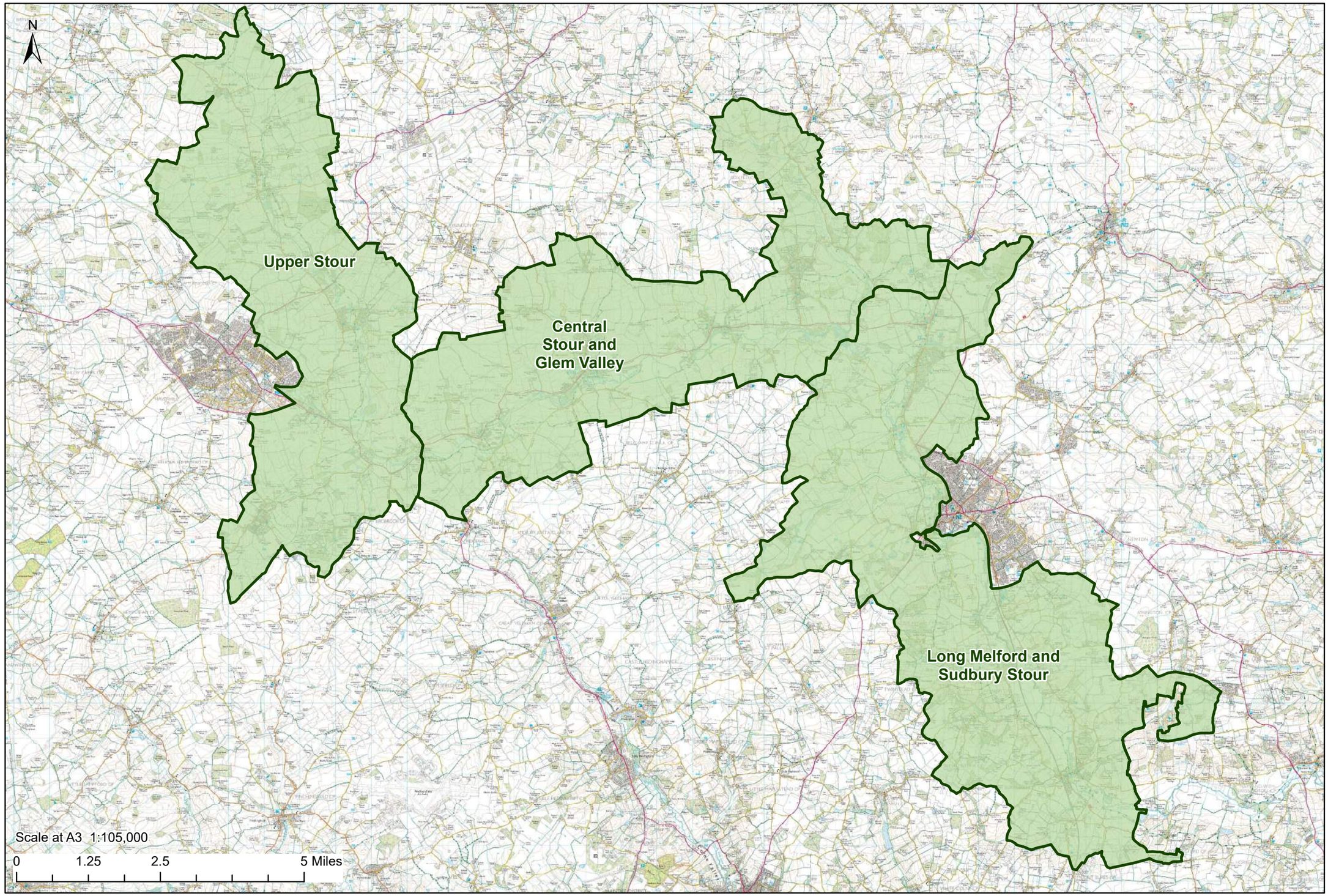
This section considers the qualities of the Stour Valley beyond the AONB in terms of its special qualities and especially where these qualities can be seen to reflect those within the existing AONB. The evaluation is set out in three separate tables relating to the areas defined in Figure 4.

[8] Dedham Vale AONB and Stour Valley Management Plan 2016-2021 Page 13.

Valued Landscapes

Stour Valley Project Area

Figure 4:
Broad Assessment Areas



Broad Assessment Area

Stour Valley Project Area (SVPA)

landscape architecture and environmental planning

3.4 Upper Stour

Location: This area lies in the western fringes of the Stour Valley Project Area and includes the watercourses that form the upper reaches.

Relevant Landscape Types: Rolling Valley Farmlands, Undulating Estate Farmlands and Undulating Ancient Farmlands.

Key Settlements: Fringes of Haverhill town and village of Steeple Bumpstead and Kedington. Small hamlets also include Sturmer, Little Wratting, Great Wratting, Little Thurlow, Great Thurlow, Great Bradley.

Overview of character: The upper reaches of the Stour comprise three shallow valleys containing the River Stour, Stour Brook and Bumpstead Brook respectively. Within the Stour and Bumpstead Brook valleys are small nucleated settlements while associated with the Stour Brook valley is the larger conurbation of Haverhill, beyond the Project Area. The valley slopes are gentle, forming shallow valleys which sit within wider undulating farmland. The junction between valley and wider farmland is transitional and subtle, the presence of a water course, associated wetland vegetation, and small nucleated villages/hamlets, generally distinguishing the valleys from other landscape undulations. On the more elevated farmland above the valleys there is a high incidence of medieval moated farmhouses and small copses/blocks of ancient woodland. These features reflect the underlying clay soils found on the higher land. Despite woodland blocks, elevated farmland has a predominantly open character, affording long distance views over the shallow valleys. The expansive views and openness perceived from higher land contrasts with that of the more intimate valleys and small settlements. The lack of major transport infrastructure gives this landscape a relative tranquillity reinforcing perceptions of a rural backwater.

Criteria	Assessment
Landscape Quality (condition): A measure of the physical state of the landscape.	Pre 18th century enclosure patterns on elevated areas and valley slopes have experienced significant post 1950's field boundary loss and intensive arable faming resulting in medium- large scale patterns and largely open landscapes. Arable farmland intrudes close to watercourses in places reducing ecological value of riparian habitat Intact pattern of small villages in shallow valleys especially along River Stour and Bumpstead Brook coupled with a high concentration of early moated hall and church complexes in paired isolation. Some larger industrial/farm development along major roads e.g. A143. Merging of some settlements due to growth and urbanising influences along transport corridors. Landscape condition is generally fair.

Scenic Quality: The term used to describe landscapes that appeal primarily to the senses.	Intimate small-scale valleys and villages contrast with open, elevated, sparsely settled arable farmland with wide panoramic views. Scenic views along river valleys at bridging points revealing the small watercourse, pastures and riparian willows giving rise to an intimate and secluded character, especially within villages. Local vernacular buildings within villages and high incidence of thatched cottages. Churches associated with the villages are often located in slightly isolated locations or at the edges, set within landscape undulations, and most visible from the surrounding elevated open landscape. Blocks of woodland on the upper valley sides provide visual structure to the valley and help to reinforce enclosure, while mature and veteran trees in the villages and parklands on the valley slopes create enclosure and verdant character.
Rarity: The presence of rare elements or features in the landscape or the presence of a rate landscape type.	High concertation of rectangular moated halls in wider farmland above the main valleys evocative of the medieval landscape and reflecting the clay soils found within the more elevated farmland. High concentration of ancient woodland sites on the higher land surrounding the Stour Valley. Great Thurlow windmill is one of only two Suffolk corn-grinding smock mills to retain its complete machinery and a local landmark.
Representativeness: Whether the landscape contains a character and/or features or elements which are considered particularly important.	Wide open views typical of the exposed claylands. Typical settlement pattern with villages often located along roads or around a green, some distance from church.
Conservation Interest: The presence of features of wildlife, earth science or archaeological or historical and cultural interest can add to the value of the landscape.	High concentration of scheduled monuments which are visible features in the landscape including moated sites and mill complexes e.g. Stumer Hall. Evidence of former railway lines evident in the strong linear vegetation and old bridges in the landscape. Stour Mere – County Wildlife Sites is of geological interest. Conservation areas include Great and Little Thurlow, Great Wratting and Steeple Bumpstead.
Recreational Value: Evidence that the landscape is valued for recreational activity where experience of the landscape is important.	Stour Valley Path passes through the River Stour landscape on the lower valley slopes. Dense network of public rights of way connecting small settlements and Haverhill to the wider countryside. Publicised recreational routes including Upper Stour between Haverhill, Kedington and Great/Little Thurlow.
Perceptual aspects: A landscape may be valued for its perceptual qualities,	Overall, this is a tranquil landscape (away from Haverhill and main roads) but it is intensively farmed. Perceptions of modern development and infrastructure imposed on an older, smaller scale intimate valley character especially close to Haverhill.

notably wildness and or tranquillity.	
Associations: Some landscapes are associated with particular people, such as artists or writers or events in history that contribute to perceptions of the natural beauty of the area.	No known associations

Special Qualities:

- ***Small scale villages*** nestled into the lower slopes of the shallow valleys some of which are historically rich with notable concentrations of listed buildings and several conservation areas.
- ***High concentration of moated sites and hall/church complexes***, along with copses of ancient woodland which reflect patterns of the medieval landscape.
- ***Perceptions of a rural backwater*** within the shallow valleys away from main roads.
- ***Wooded skylines define the valleys*** and reduce intrusion from development beyond.

These qualities are particularly well expressed in the following geographical areas:

- Bumpstead Brook and setting to Steeple Bumpstead
- North of the A143 along River Stour Valley and settlements of Great Bradley, Little and Great Wratting and Little and Great Thurlow.

Opportunity for Conservation and Enhancement

- Restore valley floor pastures and ecological networks along watercourses through reversion of arable to pasture and planting of riparian trees, especially south of Kedington and around Sturmer.
- Plant new hedgerows and establish wider field margins to restore landscape structure and habitat networks.
- Manage existing woodlands and plant new woodland especially on upper slopes that help to define wooded skylines.
- Avoid the expansion of settlements onto higher land and intrusion into the Upper Stour landscape especially on the edges of Haverhill, Steeple Bumpstead and Kedington (see detailed settlement assessments).
- Avoid development along major routes especially A143, where it introduces increased signage and urbanisation of the valley floor and loss of individual identity of settlements.

- Minimise nightlight spill from major conurbations or commercial development and avoid undermining perceptions of this area as a rural backwater – especially in relation to Haverhill and along main roads.
- Seek opportunities to improve recreational links between Haverhill and Clare, and access to natural greenspace for major population adjacent to the Project Area.

3.5 Central Stour and Glem Valley

Location: This area comprises the Middle Stour Valley where the River Stour forms the main valley with a clear flood plain.

Relevant Landscape Types: Valley Meadowlands, Rolling Valley Farmlands, Undulating Estate Farmlands, Ancient Rolling Farmlands, Undulating Ancient Farmlands.

Key Settlements: Villages of Stoke by Clare, Clare, Cavendish and Glemsford.

Overview of character: This part of the Project Area comprises the middle reaches where the River Stour flows west-east through a clearly defined valley with a distinct but narrow flood plain. It also includes the tributary Glem Valley, that joins the Stour south of Glemsford. These valleys are some of the most intimate and wooded within the whole of the Stour due to the small-scale profile of the valley and narrow valley floor, coupled with valley floor vegetation, valley side parklands and ancient woodland on upper slopes. A necklace of small, nucleated, medieval villages nestle into the northern valley sides at the junction between the lower slopes and the valley floor. These settlements exhibit exceptional historic integrity both in terms of vernacular built form but also settlement form and layout.

Criteria	Assessment
Landscape Quality (condition): A measure of the physical state of the landscape.	Where the valley landscape patterns remain intact and undeveloped, they create a strong setting and sense of separation between settlements. Settlements are predominately historical with vernacular buildings which flank the streets to give a strong sense of place. Where modern housing development has occurred, this has not undermined the predominate character of the villages although in some cases it is getting close. The intensive arable farmland on the upper valley slopes and surrounding higher landscape has influenced the water quality of the river and its tributaries and in places the riparian habitat has become squeezed. Some areas of gravel extraction on the valley floor resulting in small lakes e.g. Glemsford Pits (SSSI) and open water as part of Clare Park Lake Golf Course. Overall, this landscape retains a strong pastoral valley character although in places the arable land uses of the valley sides has extended onto the valley floor and the distinction between valley

	floor and valley side is diminished. Settlements are of exceptional quality and intactness.
Scenic Quality: The term used to describe landscapes that appeal primarily to the senses.	The river Stour meanders slowly through verdant pastures along the narrow valley floor with patches of carr woodland and pollarded willow. There are views across meadow from the valley sides or bridging points along the river, exhibiting typical lowland riparian scenes. Settlements are not visually prominent, nestled into the lower slopes and filtered by vegetation, but their churches (reflecting the prosperity of the wool trade in the 15th/16th century), often stand out as landmarks from within the wider valley and upper slopes. The valley floor tends to be unsettled the only built features being former mill buildings close to settlements and bridge crossings.
Rarity: The presence of rare elements or features in the landscape or the presence of a rate landscape type.	High concentration of historic settlements which exceptional numbers of listed buildings which create intact, distinctive and memorable streetscapes. The Parishes of Cavendish and Clare have some of the highest concentration of listed buildings in Suffolk. This landscape contains several medieval and Tudor moated sites e.g. Pentlow Hall.
Representativeness: Whether the landscape contains a particular character and/or features or elements which are considered particularly important.	The settlement pattern in this landscape is representative of the prosperity from the wool trade and growth of subsequent industry along the Stour
Conservation Interest: The presence of features of wildlife, earth science or archaeological or historical and cultural interest can add to the value of the landscape.	All the villages in this section of the Stour Valley are designated as conservation areas. Glemsford Pits is a SSSI support a variety of aquatic vegetation, tall fen, acid grassland and woodland. Concentration of ancient woodland in Glem Valley e.g. Kentwell Woods. Concentration of wood pasture/parkland associated with halls including Clare Priory, Cliftons, Cavendish Hall, Pentlow Hall, Moor Hall, Stoke Collage, Baythorn Park and Boxted Hall. Norman Castle at Clare.
Recreational Value: Evidence that the landscape is valued for recreational activity where experience of the landscape is important.	Stour Valley Path passes through the River Stour landscape on the northern valley slopes. Dense network of public rights of way and narrow rural lanes on southern valley slopes connecting small settlements to the wider countryside. Publicised recreational routes including in the Glem Valley connecting Glemsford with Hartset. All these sites and features add interest to the landscape.
Perceptual aspects: A landscape may be valued for its perceptual qualities,	The combination of intact historic villages and high-quality valley setting, and valley floor pastures coupled with the remote rural lanes on the southern valley sides give this part of the Stour Valley a high scenic quality and strong time depth. The intimacy and

notably wildness and or tranquillity.	high-quality environment experienced in the settlements and the valley landscape is equivalent to areas of the existing Dedham Vale AONB.
Associations: Some landscapes are associated with particular people, such as artists or writers or events in history that contribute to perceptions of the natural beauty of the area.	Associations with the wool trade of the 15th/16th centuries and later silk industries – Silk from Glemsford was used in HM Queen Elizabeth II's Coronation robe. Clare village associated with the de Clare family.

Special Qualities:

This area has the following special qualities:

- ***Outstanding collection of intact small scale historic nucleated villages*** which have a value individually and as a group.
- ***Iconic views to wool trade churches*** forming repetitive landmarks through the area and seen within the context of the pastoral valley forming a quintessential English lowland scene.
- Areas of ***high-quality pastoral river valley flood plain*** reflecting traditional land management and of high value for ecosystem services and as a setting to historic settlements.
- Intact pattern of ***pre 18th century enclosures*** on the valley sides coupled with ***woodland copses which emphasise valley topography*** and impart a strong time depth.
- ***Notable areas*** of the Glem Valley are ***relatively inaccessible*** except by foot increasing ***perceptions of tranquillity.***

These qualities are particularly well expressed in the following geographical areas:

- Glem Valley
- Villages of Stoke by Clare, Clare and Cavendish

Opportunities for Conservation and Enhancement

- Seek opportunities to restore ecological networks along watercourses through restoration and traditional management of pastures and planting of riparian trees.
- Plant new hedgerows to improve and reinforce landscape structure and historic patterns and therefore the legibility of the landscape.
- Avoid the expansion of settlements which undermine the current dominance of historic core and settlement integrity.

- Avoid the urbanisation of transport routes where new development undermines sense of perceived separation between settlements.
- Seek opportunities to improve recreational routes along the valley floor and resolve conflicts between cyclists and car users on minor lanes.
- Manage valley vegetation to reinstate and retain key views to churches and watermills.

3.6 Long Melford and Sudbury Stour

Location: This area lies in the southern part of the Stour Valley Project Area beyond the area previously identified as a Candidate Area for designation.

Relevant Landscape Types: Valley Meadowlands, Rolling Valley Farmlands, Rolling Estate Farmlands and Ancient Rolling Farmlands,

Key Settlements: Long Melford and Sudbury

Overview of character: In this part of the Stour Valley the river widens and flows north-south within a broadening flood plain. On the eastern valley sides sit the settlements of Long Melford and Sudbury while the western valley sides are indented by the Belchamp Brook and its tributaries creating complex topography and some relatively steep slopes. A further distinguishing feature of this part of the Stour Valley is the concentration of cultural heritage related to the high number of parkland landscapes and outstanding collection of listed buildings. The wider valley floor in the vicinity of Sudbury supports extensive areas of valley floor pasture reflecting former common.

The presence of Sudbury on the eastern valley slopes and its associated road infrastructure exerts an urbanising influence on this section of the Stour Valley.

Criteria	Assessment
Landscape Quality (condition): A measure of the physical state of the landscape.	This section of the Stour Valley contains some of the most extensive areas of water meadows adjacent to the town of Sudbury. The western valley sides and the tributary valley of Belchamp Brook have suffered some loss of pre 18th century sinuous field enclosures however close to the small hamlets, adjacent to the valley floor and adjacent to parkland there is a high concentration of intact field patterns. As a result, the old patterns are still discernible. There is also a high incidence of veteran oak trees - in fields (former hedgerow oaks) and along the sinuous lane network and a high concentration of wood pasture associated with parkland. In places the patterns of the landscape have become fragmented as a result of field boundary loss and field enlargement, arable which has crept onto the valley floor, urban development especially of Sudbury and new infrastructure including A134 and associated roundabouts as well as pylons and masts (beyond the study area but which visually intrude). Overall, this landscape retains a strong pattern of hedgerows and woodlands and valley floor pastures and arable valley sides but

	there are some areas where these patterns have started to break down.
Scenic Quality: The term used to describe landscapes that appeal primarily to the senses.	The scenic qualities of this landscape arise from the contrast of the widening valley floor associated with the Stour and the contrasting intimate Belchamp Brook Valley and its tributaries which create complex western slopes. Within the Belchamp Brook the narrow and yet relatively steep valley sides are cloaked in a pattern of sinuous field boundaries and small copses which emphasise the folds in the landform. From the valley sides there are cross valley views and intervisibility between church towers associated with the small hamlets that adorn this landscape. These villages are remarkably intact reflecting Medieval hall/church complexes, and coupled with fields and woods, give rise to a strong sense of time depth. In contrast the Stour Valley is larger and more open but nonetheless has a strong pastoral character derived from the valley floor pastures and woodlands and the widening presence of the river which is flanked by willows and alders and occasional poplar plantations. This is undermined in places where pastures have been converted to arable on the valley floor and where field boundaries have been lost. On the mid to upper valley slopes around Sudbury there is also some visual intrusion from the growth of industrial development, light coloured and large-scale buildings appearing particularly prominent.
Rarity: The presence of rare elements or features in the landscape or the presence of a rate landscape type.	The concentration of historic parkland in this landscape is rare in the context of the Stour Valley as a whole. The exceptional number of listed buildings in this part of the Stour Valley is rare in the context of Suffolk and Essex.
Representativeness: Whether the landscape contains a particular character and/or features or elements which are considered particularly important.	The landscape features and patterns in this landscape are representative of the Stour Valley and where patterns are intact, they give a strong impression of the Medieval landscape.
Conservation Interest: The presence of features of wildlife, earth science or archaeological or historical and cultural interest can add to the value of the landscape.	The nature conservation and heritage interest of this part of the Stour Valley makes a significant contribution to its special qualities. Extensive water meadows at Sudbury are designated as County Wildlife Sites and Local Nature Reserve. There is also a nature reserve at Long Melford again associated with the valley floor. The river and associated wetland support important populations of damselflies. Elsewhere conservation interest includes ancient woodlands (Brundon Wood and Heaven Wood) and a notable concentration of woodpasture associated with parkland e.g., Melford Hall, Kentwell Hall, Liston Hall, Belchamp Hall, Bulmer, Auberries (associated with Gainsborough) and Middleton Hall. The area contains a high concentration of listed buildings and conservation areas especially Long Melford and Sudbury and the

	villages and hamlets on the western valley sides e.g. Foxearth and Belchamp. Along the western side of the Stour are various pill boxes which formed part of the 'Stop Line' erected in 1940.
Recreational Value: Evidence that the landscape is valued for recreational activity where experience of the landscape is important.	The Valley Walk along the disused railway between Sudbury and Long Melford connects Sudbury Meadows with Long Melford Nature Reserve. There are opportunities to walk along the edge of the valley floor within Belchamp Brook valley and connect to other public rights of way which offer a range of circular routes. The Stour Valley Path passes through the main Stour Valley connecting Long Melford and Sudbury and south towards Bures.
Perceptual aspects: A landscape may be valued for its perceptual qualities, notably wildness and or tranquillity.	The relatively remote and intimate valley of Belchamp Brook has a tangible time depth as a result of views to church towers, remnant parkland landscapes, small-medium sinuous field patterns and woodland copses coupled with a high concentration of mature trees. The lazy slow flowing nature of the Stour coupled with traditional pastures, wet woodlands and pollarded willows affords many classic lowland river scenes with little intrusion from modern development. On some of the western valley slopes and on the margins of Sudbury, modern development visually intrudes.
Associations: Some landscapes are associated with particular people, such as artists or writers or events in history that contribute to perceptions of the natural beauty of the area.	This landscape is associated with Gainsborough who painted Mr and Mrs Andrews from Auberries.

Special Qualities:

This area has the following special qualities:

- ***Outstanding collection of historic buildings*** which collectively define intact historic settlements and streetscapes
- Significant ***collection of churches whose towers create key landmarks*** and are often inter-visible across the Stour Valley and Belchamp Brook
- Extensive areas of ***valley floor pasture grazed by livestock and associated with pollarded willows*** creating quintessential valley floor scenes which are accessible only by foot
- The ***coincidence of historic features and patterns*** - small church/hall complex hamlets/villages, remnant parkland, pre 18th century enclosures and

small copses on the valley sides - gives rise to a ***tangible time depth*** and sense of Medieval landscape patterns
- Notable areas of ***valley and valley floor with are relatively inaccessible except*** by foot increasing ***perceptions of tranquillity***.

These qualities are particularly well expressed in the following geographical areas:

- Belchamp Valley
- Meadows adjacent to Sudbury
- Foxearth and Liston

Opportunities for Conservation and Enhancement

- Avoid new road infrastructure which undermines the tranquil qualities and traditional patterns of the valley landscape.
- Avoid development which reduces the physical and perceived gap between settlements resulting in a loss of individual identity.
- Retain open valley sides which form a backdrop to Sudbury when viewed from the western valley slopes.
- Manage veteran oaks and seek to replant hedgerows and lane trees to retain the well wooded character of this landscape.
- Seek opportunities to plant new hedgerows and create wide field margins and restore valley floor pastures to improve habitat networks.
- Manage valley vegetation to reinstate and retain key views to church towers.
- Avoid visual intrusion of development beyond the SVPA boundary e.g. tall vertical structures and seek to screen effects of existing infrastructure through environmental enhancements.
- Seek opportunities to manage valley floor landscapes for outdoor recreation providing easily accessible open green space close to centres of population.

4.0 Settlement Assessment

4.1 Introduction

This section sets out the individual settlement assessments.

4.2 Steeple Bumpstead

Location and Topographic Context

Steeple Bumpstead is located at the western end of the SVPA and nestles in the folds of the upper reaches of Bumpstead Brook – a tributary to The Stour. The settlement sits on the lower valley slopes historically between the 70-75m contours and is framed by rising land to the north and south.

Historical Development

The name Bumpstead is derived from Old English, meaning “place of reeds” while ‘steeple’ is thought to relate to the church.

The village is considered to have Medieval origins and is mentioned in Domesday. In the 14th and 16th centuries the settlement appears to have flourished with the Moot Hall constructed in 1592 as a market hall. Early 19th century mapping shows the village comprising high-status houses and church with an area of undeveloped land centrally close to the Bumpstead Brook and with parkland associated with Bower Hall (moated site) to the south.

The main area of the settlement lay to the south-east of the brook. The extent of the village changed little up to the first half of the 20th century when Local Authority housing to the north-east of the historic core at End Way and Blois Road was built. Little further development took place until 1970, when new housing was constructed south of Church Street, beyond the recreation ground on slopes above the Bumpstead Brook. Infilling of the central open area of the historic core took place with the construction of Lion Meadow Close between 1981 and 2002. Today the main area of residential expansion within the village has been to the south.

Landscape Setting

Steeple Bumpstead’s immediate landscape setting comprises the Undulating Valley Farmlands of the tributary valley in which it sits. The rising slopes, above the 75m contour, comprise Ancient Estate Farmland to the south and Undulating Estate Farmlands to the north. The change from Rolling Valley Farmlands to the higher slopes of Ancient Estate Farmlands and Undulating Estate Farmlands is very subtle due to topography but also as a result of similar land uses.

Tree cover is associated with the settlement and its edges but importantly it is backed by open fields which rise to a more wooded skyline in the distance. The large-scale fields reflect post 1950’s boundary loss. This pattern of treed village on lower land, arable field backdrop on mid and upper slopes and distant treed horizon imparts a sense of scale, reinforcing the small rural nature of the village set down in the folds of the landscape. This arrangement also enables the church tower to stand out against an open arable landscape backdrop. The trees associated with former parkland at Bover Hall are also an important part of the village setting.

Village Form and Character

Steeple Bumpstead was designated a conservation area in 1969, although there is no conservation appraisal prepared for the village. The conservation area encompasses the old centre of the village which coalesces around a junction of roads, forming a central circular arrangement of lanes.

The Bumpstead Brook is a key component of the village character and the area of open space/recreation ground forms an immediate setting to the church. This latter open space separates the conservation area from more recent housing development.

The historic core of the village is located below the 70m contour. Residential expansion of the village during the latter half of the twentieth century took advantage of a shallow sloping terrace to the south of the village which expanded the settlement boundary to around the 75m contour along the settlement edge.

Views

The topography of the landscape enables elevated views across the tributary valley and village of Steeple Bumpstead. As a result, the position of the village in the landscape is readily apparent on approaching the settlement from the north or the south and is part of its sense of place and distinctiveness. Where more recent development has extended onto land above the 75m contour it is visually more prominent. All development, including the church tower, sits below the skyline due to the angle of views from higher land. However, once close to the settlement the tower of the church is the only built element to break the skyline – this key building in the settlement retains its supremacy over other built form.

Natural and Cultural Heritage Designations

The conservation area covers the core area of the village and includes most listed buildings.

There are no local or national natural heritage designations associated with the village although there is an area of ancient woodland at Balance Wood. The wider landscape shows signs of loss of landscape structure as a result of field boundary removal.

Relationship to Adjacent Settlements

Steeple Bumpstead sits remote from other settlements within the folds of the tributary valley. Rising topography separates it from the larger settlement of Haverhill, 5km to the north. Within the context of the valley there are two hamlets in relatively close proximity – Broad Green to the northeast and Smith's Green to the southwest. Both are small scale and associated with farmsteads and remain separate from the village of Steeple Bumpstead.

Scenic Quality and Perceptions

The small scale quality of the tributary valley and rising farmed slopes coupled with the church as a local landmark, and the historic buildings within and on its outskirts of the village (including the moated site of Bower Hall and historic stained black boarded barns

at Blois Farm), combine to create the scenic qualities of the settlement and its setting. The village and its setting are perceived as rural and relatively remote and strongly related to agriculture and the watercourse.

Value and Significance

- Low-lying small-scale character of village nestled within the valley.
- Elevated views from the surrounding landscape over the top of the village and to surrounding open farmed slopes and distant treed horizons.
- Supremacy of church town within the village as the key built structure set with a backdrop of farmed slopes.
- Juxtaposition of historic buildings on the edge of the settlement including weather boarded barns and isolated moated site.
- Bumpstead Brook, bridge crossings, and associated open space, contribute to the character and history of the village and are an important component of its sense of place.

Sensitivity

The village is sensitive to development that erodes perceptions of it sitting down within the valley landscape and which obscures the land backdrop in views from the surrounding higher land, particularly in relation to the church tower. The village is also sensitive to development which obscures the presence of Belstead Brook on which the village is located.

Conserving Special Qualities

- Seek opportunities to enhance the function of the landscape setting of the village in terms of providing habitat networks, flood alleviation and water quality through reinstatement of hedgerows, introduction of grass field margins, recreation of valley meadows, valley side pasture/parkland and carefully sited woodland copses.
- Protect the form and character of the village and its close relationship with the wider rural valley slopes through careful siting of new development below the 75m contour.
- Protect gateway points into the village; ensure the setting of listed buildings and their association with the river valley is conserved; and avoid change which blurs the distinction between Steeple Bumpstead and wider hamlets of Broad Green and Smith's Green.
- Consider the implications of land use and flood issues along the Bumpstead Brook and within the village. Seek to reduce water runoff from surrounding valley sides through appropriate land management such as hedgerow planting, new woodland copses and restoration of meadows.

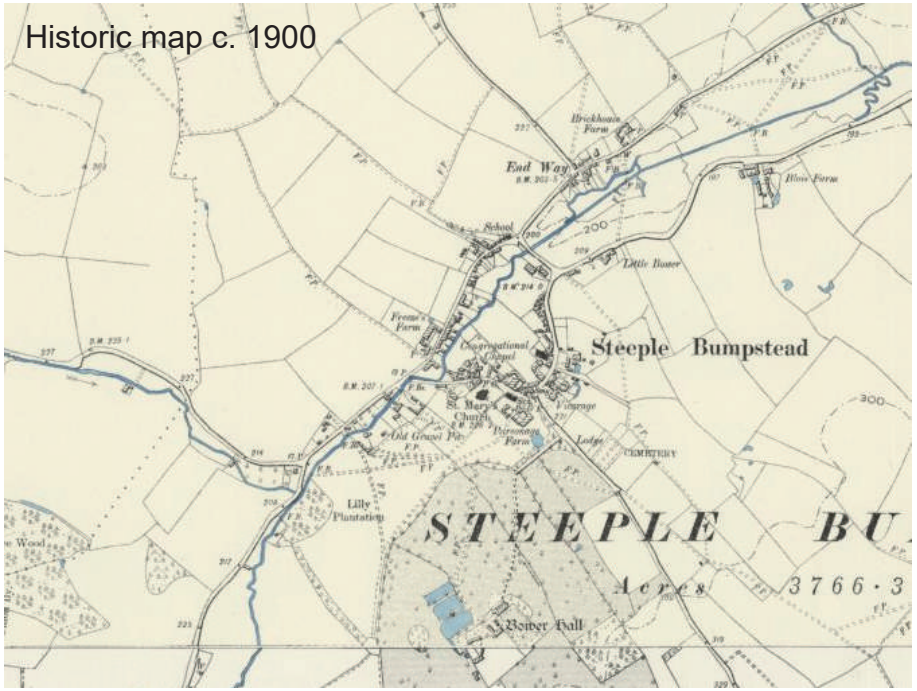
Relevant Documents for Additional Information

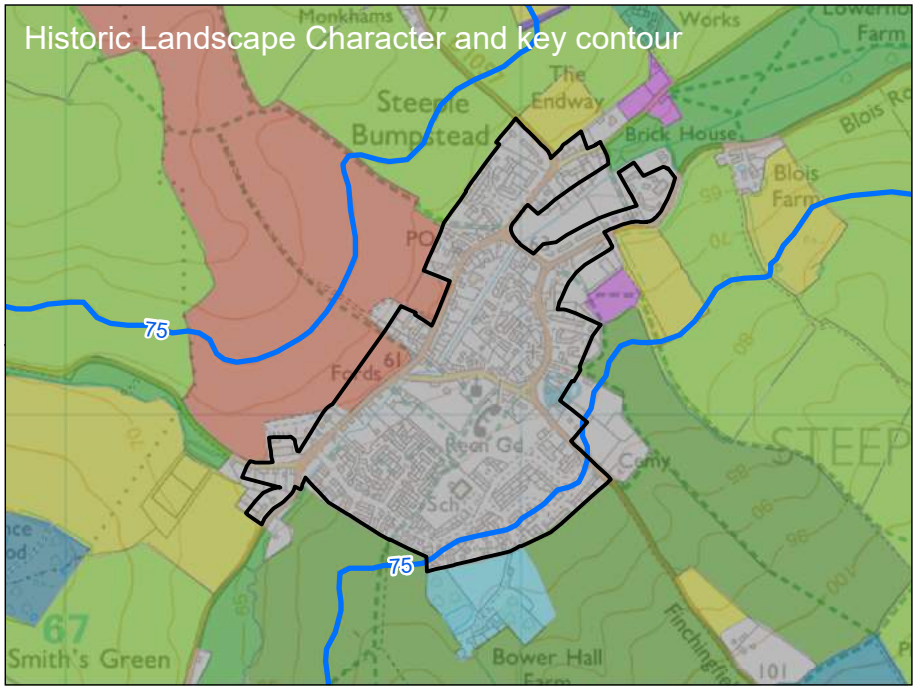
Conservation Area Appraisal (when available)

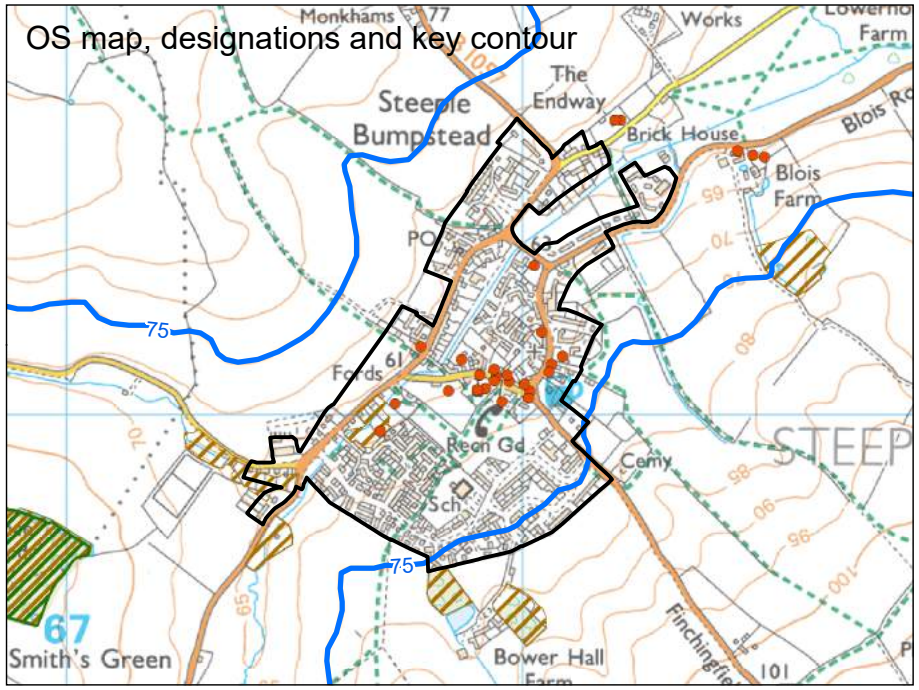
Neighbourhood Plan (when available)

Planning Appeal APP/Z1510/W/17/3173352

Settlement Assessment:
Steeple Bumpstead







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4.3 Kedington

Location and Topographic Context

Kedington is located in the upper reaches of the Stour Valley and straddles the River Stour on the lower valley slopes below the 70m contour.

Historical Development

The historic development of Kedington originates around the church and associated moated manor (Kedington Hall - now gone), which were located on the valley slopes and associated with a small tributary stream in the northern part of the village. In the 18th and 19th Centuries the settlement comprised clusters of development such as a smithy and malthouse on the river along Silver Street and a further smithy, inn and mill and associated dwellings on the higher land to the west. To the east of the church was Dash End comprising a loose linear arrangement or rural cottages along the lane. In the northwest of the village was the Risbridge Hundred Workhouse (now gone).

In the latter half of the 20th century Kedington experienced significant growth as a dormitory settlement to Haverhill. Substantial housing estate development occurred first to the west of the village, then on the site of the Risbridge Hundred Workhouse and most recently in the east of the village connecting Dash End with Silver Street area. The result is that the former clusters of development have become joined to form a more nucleated settlement form.

Ketton House is located on the southern margins of the village and retains its parkland landscape setting.

Landscape Setting

The setting of the village is the Stour Valley. In particular, the valley meadowlands run along the course of the River Stour and form a central green corridor through the village. Rising land beyond development comprises the Undulating Estate Farmlands which is predominately open and large scale, reflecting post 1950's boundary loss, particularly to the east and south of the village. It forms an important landscape backdrop to the settlement although its open character means the interface between arable farmland and housing is often abrupt and stark.

Woodland on the upper valley slopes forms an important treed horizon in places, giving a sense of scale and defining the wider valley landscape.

Village Form and Character

The form of the village reflects its relationship with the river valley and the network of small lanes which converge on the village creating a circular network and two crossing points over the river. The valley floor meadows along the meandering course of the River Stour are subject to flooding and in the main are undeveloped, resulting in a ribbon of open spaces through the centre of the village. These open spaces are constrained at road crossing points where development has clustered.

Historic clusters of development are reflected in small concentrations of older buildings which form distinctive and important components of the village fabric at key focal points and vistas e.g. the water mill and church. Recent housing estate development has substantially altered the scale and form of the settlement.

Views

From elevated views approaching the settlement, especially from the south and east, the rising farmland slopes form an open rural backdrop to the village. Built form appear to nestle in the valley and amongst mature trees. These mature trees occur along the course of the River Stour (including poplar plantations or linear woodland) and within the grounds of the church and Ketton House. These areas of woodland provide a well treed context for the village such that, in many views, only parts of the modern housing estates are visible. There are also important views across the valley landscape when leaving the village along the B1061 heading north and south, and when in the village, sharp bends in the street can afford views to key historic buildings.

Natural and Cultural Heritage Designations

There are a number of scheduled ancient monuments in the landscape which surrounds the village including an interrupted ditch system west of Hall Farm on the banks of the Stour north of the village, the site of a Roman settlement to the south of the village (again on the lower valley slopes), and a moated site at Great Wilsey Farm on higher land to the southwest.

There are several sites of nature conservation interest including River Stour Woodland to the north of the village and species rich grassland in the village churchyard, while Jollys Wood, on the upper valley slopes to the southeast, is an ancient woodland site.

Relationship to Adjacent Settlements

The villages of Little and Great Wratting lie to the north of Kedington, separated by a small area of valley landscape. Employment development and recent waterworks at the junction between B1061 and A143 has eroded the sense of separation between these settlements.

Calford Green and Brockley Green are separate small hamlets located on the higher land surrounding the village.

A distinctive ridge of higher land separates the village and Stour Valley from the major conurbation of Haverhill which lies 4.8km to the west.

Scenic Quality and Perceptions

The small scale quality of the Stour valley pastures which weave through the settlement, coupled with the church on the outskirts of the village and parkland landscape in the south, combine to create a scenic setting. To the east and west of the village the valley slopes are more open and have an ‘empty’ character.

Value and Significance

- Central ribbon of open space associated with the River Stour extending through the village.
- Elevated views from the surrounding landscape over the top of the village and to surrounding open farmed slopes.
- Mature trees which form a wooded context for development and break up views to estate housing.

Sensitivities

The village is sensitive to development that erodes perceptions of it sitting down within the valley landscape and which obscures the land backdrop in views from the surrounding higher land. The village is also sensitive to development which urbanises the rural lane network or gateways.

Conserving Special Qualities

- Seek opportunities to improve the landscape structure to the west to improve resilience to pressures exerted by the proximity of Haverhill, in particular the planting of woodland on the higher land and reinstatement of hedgerows/copses.
- Ensure new development sits below the 70m contour and is small in scale. Built form should reflect the local rural vernacular and the road network should reflect characteristic rural lanes. Such measures will help protect the form and character of the village and its close relationship with the wider rural valley slopes.
- Retain a sense of the river valley and associated meadows through the heart of the village - avoid changes which undermine the rural character of this area such as lighting, loss of planting (hedgerows and trees) and the introduction of elements at the periphery such as close board fencing and signage.
- Seek to soften the interface of existing modern housing estates where they form an abrupt interface with the wider valley sides through new hedgerow boundaries and creation of layers of vegetation to filter views.
- Seek opportunities to improve the street scene in the housing estates through a programme of non-ornamental street tree planting and development of community conservation initiatives to create meadow grasslands in areas of open space and verges.

Relevant Documents for Additional Information

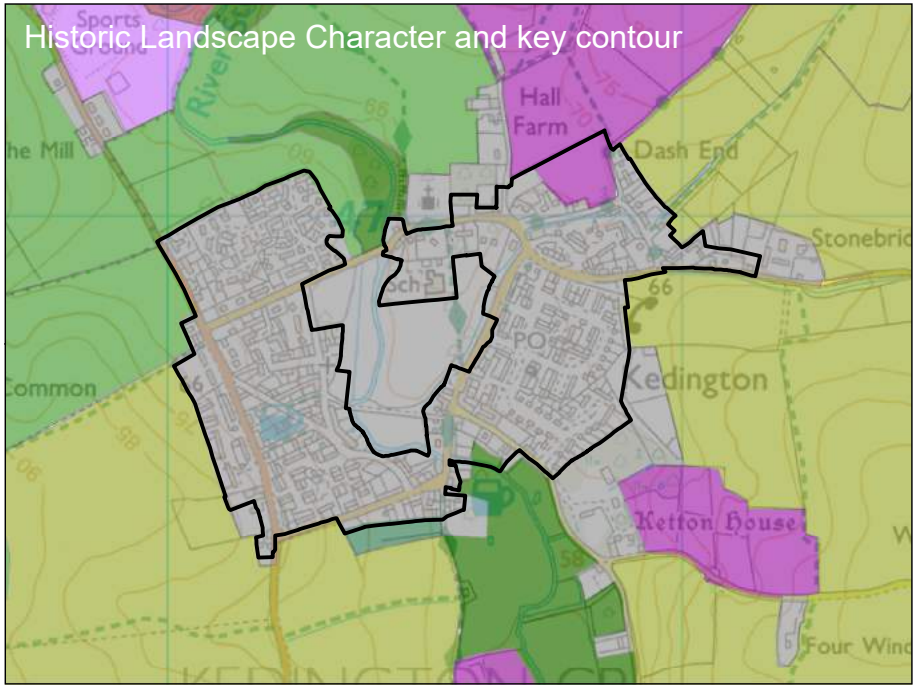
Rural Vision 2031, (Sept 2014) St Edmundsbury Borough Council

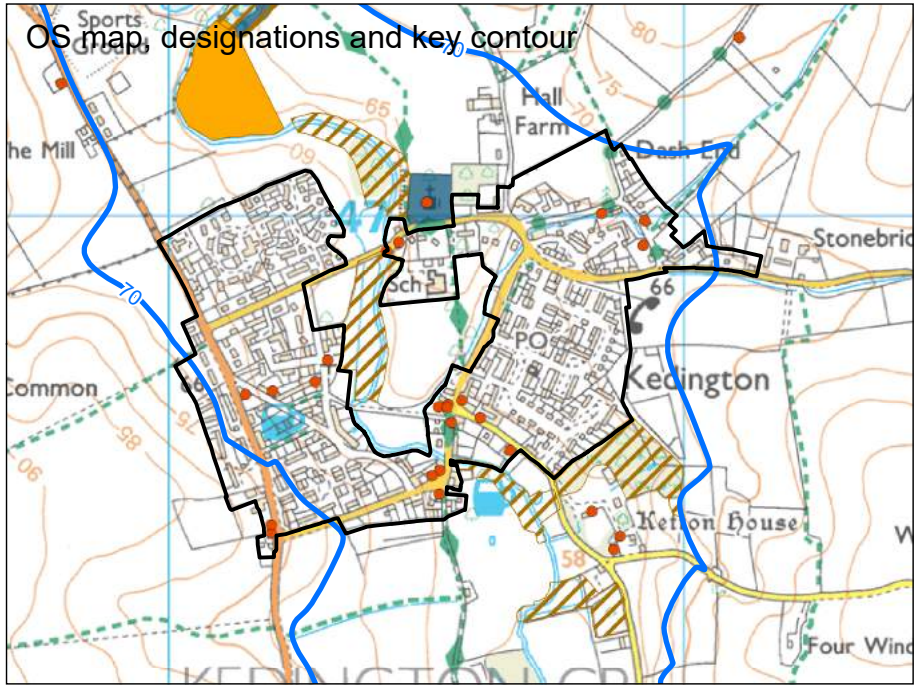
St Edmundsbury Local Development Framework, Opportunities and Constraints, March 2012

Infrastructure and Environmental Capacity Study, Kedington, Nathaniel Litchfield and Partners

St Edmundsbury Green Infrastructure Study, LUC, 2009

Settlement Assessment:
Kedington





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4.4 Clare

Location and Topographic Context

Clare is located on the northern bank of the River Stour at the confluence between the main river and Chilton Stream which enters from the north. The settlement is located on the lower slopes of the Stour Valley historically between the 45-55m contours and is framed by rising land to the east, west and south that define the main Stour Valley and its tributary.

Historical Development

Evidence of early settlement at Clare comes from Roman relics found in the area and also evidence of earthworks at Lower Common (to the west of the town) which form a D-shaped defensive enclosure called Erbury, the Anglo-Saxon name meaning 'earthen fort', although they are possibly earlier. By the Norman Conquest (1066) Anglo-Saxon CLARA (Clare) was held by Ælfric, a nobleman and son of Wihtgar. After the Norman Conquest Clare, along with 94 other Suffolk estates, was gifted by William the Conqueror to his cousin Richard Fitzgilbert, who built a new castle by the river (on the southern edge of the town) and whose descendants adopted the name of 'de Clare'.

Clare became an important medieval manor and by 1350 Erbury was a busy administrative centre on the edge of the developing settlement. Clare castle developed into a formidable stronghold and residence from the eleventh century to the fifteenth century and in 1248 a Priory was established at Clare and was the first house of the Augustinian (or Austin) Friars in England.

The establishment of a market and the development of the woollen cloth trade in the late fourteenth, fifteenth and early part of the sixteenth century provided employment and business opportunities. Clare's finest timber frame buildings date from this period.

The arrival of the railway in 1865 opened up markets further afield for local farmers and the old Clare market declined and had disappeared by the time the railway was finally closed in 1967. It was not until the latter half of the twentieth century that Clare grew to its present size with the development of new housing estates on the roads to Cavendish, Stoke and Chilton.

Landscape Setting

The landscape setting of Clare is defined by the river valley sides of the Stour and Chilton Stream. The latter tributary valley is particularly strongly defined with steep slopes rising on the eastern side that contrast to the relatively flat expanse of flood meadows at the foot - the juxtaposition forming a distinctive setting to the town. The open space associated with the former castle and redundant railway station, along with common land to the west and the valley floor meadows of the Stour and tributary, collectively provide an outstanding setting with a strong sense of place. When in the settlement mature trees on the valley slopes and within the valley floor along with small scale enclosures gives a leafy backdrop to the settlement. The field patterns surrounding the village are relatively intact reflecting pre 18th century enclosures.

Village Form and Character

The surviving historic core of Clare is an important example of a structured i.e. planned settlement laid out by a major family (the de Clares). The castle acts as the focus, but the street layout provides a link with the church and, beyond this the early settlement on Lower Common, to the north.

The centre of Clare retains its medieval street patterns. The Church of St Peter and St Paul visually and physically continues to dominate the centre of the town and the curve of southern end of Market Hill reflects the form and presence of the Motte and Bailey castle to the south. The linear nature of the village and 'one plot deep' character in places ensure that the rears of properties are often visible from nearby lanes and streets, and from locations above the c.55m contour views are afforded to the wider valley sides.

The Conservation Area contains over 175 listed buildings and is centred on Market Hill, around which development is dense and compact.

In the latter half of the 20th century expansion of the town has included:

- housing estate (Highfields) to the east of the town off Cavendish Road
- several housing estates to the north of Stoke Road on the outer south-westerly extremities of the town which are visible on approach from the west
- a housing estate (Hertford Road) to the north of the town on the western valley sides of the Chilton Stream, which has risen up onto higher land above the 55m contour such that it is seen breaking the skyline when approached from the north.

As a result of these developments all three approach roads and gateways into the town have been altered. Nevertheless, the strong historic street pattern and built form remains dominant. Mature trees and shrubs are abundant throughout Clare such that many vistas down streets are to buildings with a mature tree backdrop or towards wooded areas within the valley or on the valley sides. This helps to reinforce the contained, small scale and compact nature of the town.

Views

From within the town there are tantalising glimpses of countryside in gaps along the street frontages.

From the wider landscape much of the historic parts of the village are not visible, however, more recent housing has increased the visibility of the settlement within the landscape.

Natural and Cultural Heritage Designations

There is a high concentration of natural and cultural assets surrounding the town which are accessible to the public and which contribute to quality of life. There are three scheduled monuments and an exceptional concentration of listed buildings, as well as County Wildlife Sites. Key assets include the Clare Castle Country Park, Clare

Common (open access land), Roadside Nature Reserve (a marked protected strip of grass at the top of Maple Hill where it joins Chilton Street, on the SE corner), as well as walks along the River Stour and disused railway line and along the Bury to Clare Walk which heads north out of the village.

Relationship to Adjacent Settlements

Clare is separated from other settlements within the Stour Valley by areas of valley floor and valley sides. It is therefore perceived as separate from Stoke by Clare to the west and Cavendish to the east. The land which separates the villages can be appreciated from the A1092 and has a strongly rural and river valley character.

Scenic Quality and Perceptions

The scenic qualities of Clare and its valley setting derive from its exceptional historic integrity and tangible time depth within the built form and wider landscape. Land which is historically linked to the town forms a mature and high-quality setting. The position of Clare in the landscape at the confluence of two watercourses, and on the northern side of the Stour Valley only, are all fundamental qualities to its identity and history.

Value and Significance

- All major periods of its history remain manifest both in built form and open spaces giving a rich variety of character and spaces with strong time depth.
- Association with artists including Kenneth Rowntree and contemporary artist Annette Ashton.
- There is great potential for archaeology in Clare which could contribute to the understanding of medieval urbanism, manufacturing and trade within the region
- The surviving setting of historic landscape and low-lying meadow land to the south and east and the commons to the west are an essential part of the historic value of the settlement.
- The entire group of monuments (castle, camp and priory) and settlement are an unusual survival nationally and are remarkable in the level of integration into the original urban street scene.
- The settlement retains its small-scale historic character and has not been overwhelmed by post-medieval and modern development.
- The castle is one of the largest and best preserved 11th century Norman motte and baileys in Suffolk (the only comparable sites are Eye and Bungay).

Sensitivity

The historic integrity and high-quality setting of Clare make it highly sensitive to change both within and on the margins of the settlement. It is especially sensitive to further peripheral development along the three main routes into the town which could alter perceptions of an intact compact historic settlement.

Conserving Special Qualities

- Conserve the perceptions of the town sitting down within the valley landscape
- Avoid development which extends above the c. 55m contour where the valley slopes are particularly visually sensitive to change and where new buildings may break the skyline due to their height and/or elevation on the valley slopes

- Limit further ribbon development along the three main routes into the settlement – where development occurs ensure it contributes positively to the settlement gateway.
- Ensure the intact medieval character remains dominant and avoid additional modern housing development which weakens this
- Seek opportunities to improve urban edges where housing is particularly visible.
- Seek opportunities to reinstate valley floor pastures south of Cavendish Road to the east of the town to strengthen landscape character on approach to the town.
- Seek opportunities to underground overhead wires to improve streetscapes and reduce visual clutter

Relevant Documents for Additional Information:

Clare Conservation Area Appraisal

Rural Vision 2031 (Sept 2014) St Edmundsbury Borough Council

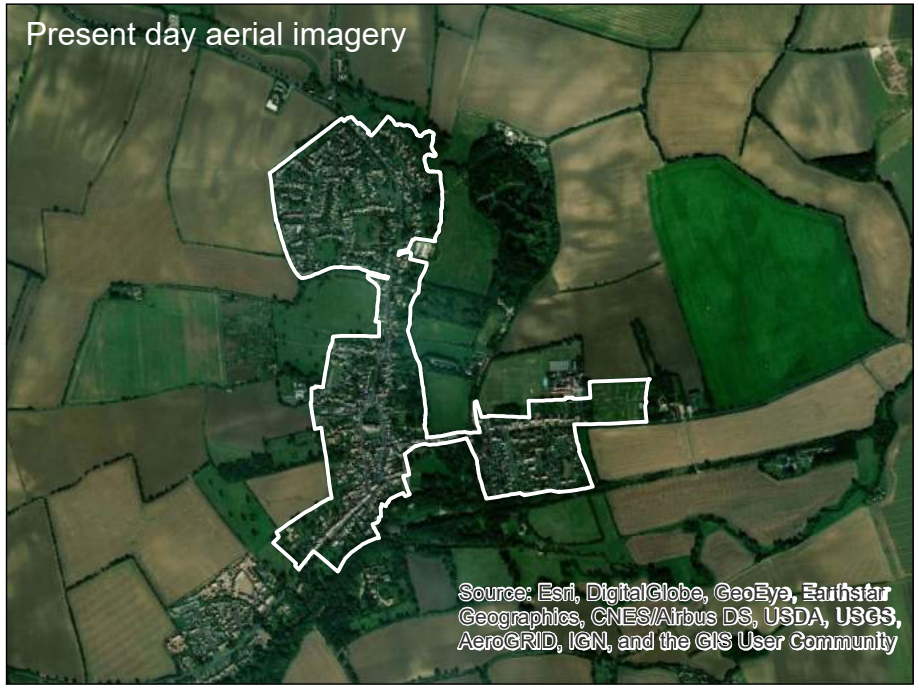
St Edmundsbury Local Development Framework, Opportunities and Constraints, March 2012

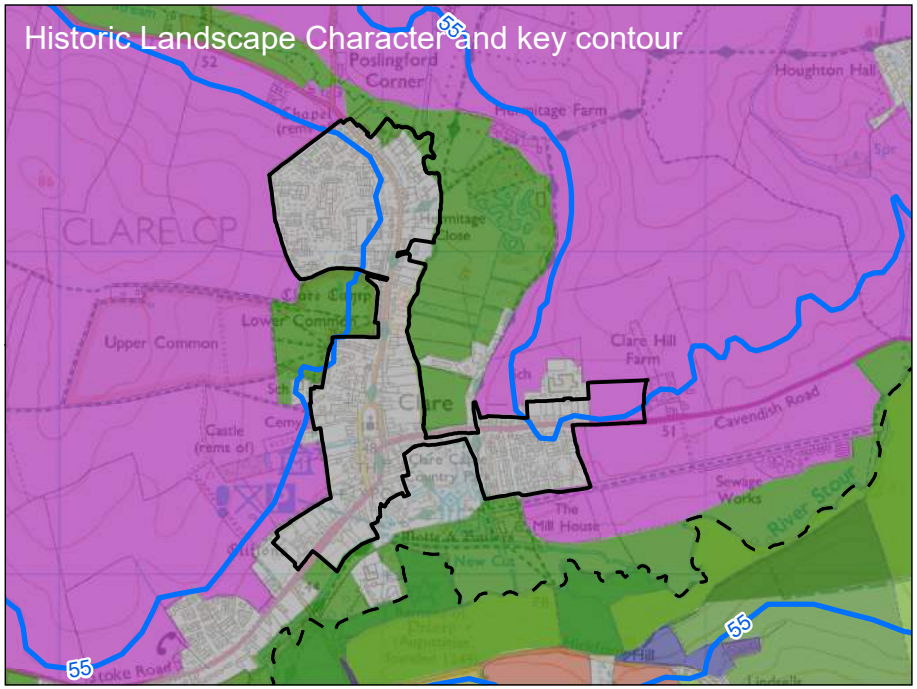
Infrastructure and Environmental Capacity Appraisal Appendix 3 Settlement Proformas

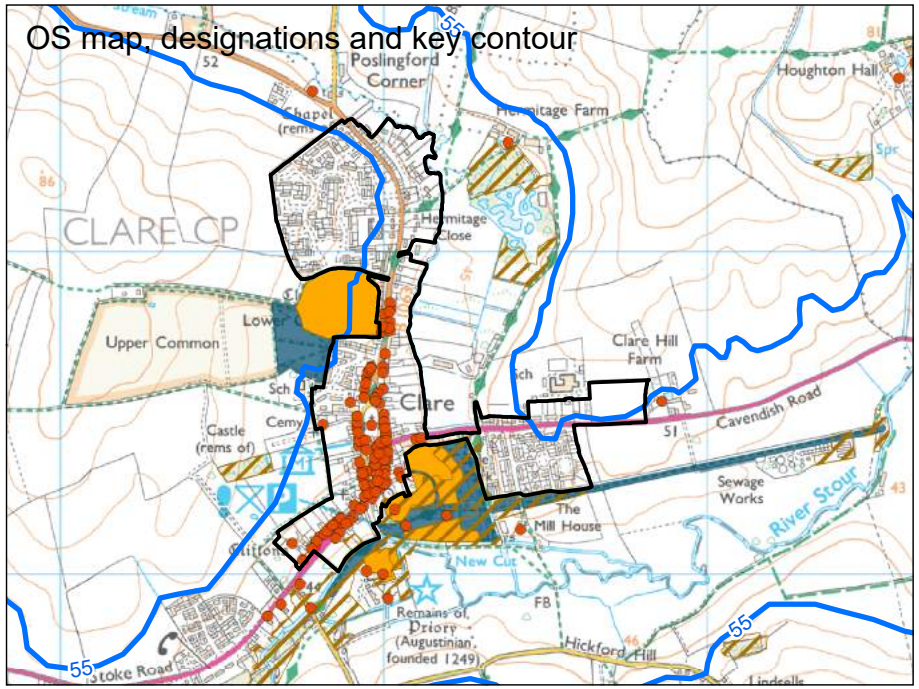
Heritage and Settlement Sensitivity Assessment Babergh and Mid Suffolk District Councils 2018

St Edmundsbury Green Infrastructure Study, LUC, 2009

Settlement Assessment:
Clare







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4.5 Cavendish

Location and Topographic Context

Cavendish is located on the lower south facing slopes of the Stour Valley, north of the river and is a predominately linear settlement on the A1092 between Clare and Long Melford. The majority of development has historically located between the 40m and 45m contours. Below the 40m contour the land is liable to flood on the valley floor and above the 45m contour development starts to climb onto the higher slopes and be more visually prominent.

Historical Development

Cavendish refers to a Saxon by the name of Cafa who owned an 'edisc' or meadow beside the River Stour. The village has a long connection with the family of 'Cavendishes, the Dukes of Devonshire.

In the west of the village, where the main road forks to form Pool Street (main road) and Peacocks Road, is the broad village green which is gently sloping reflecting the location of the village on the Stour valley sides. Adjacent sits the village church reflecting the wealth of the Wool Trade in the Medieval period. The green and main street is flanked with historic buildings and included in the Cavendish Conservation Area.

The railway and station (located in the east of the village) opened in 1865 and closed in 1967. In the latter half of the 20th century there were several new housing developments on the outskirts of Cavendish most notably at Peacocks Close, northwest of the village, and along the Melford Road to the east, beyond the junction to Petlow. There has also be a small-scale housing estate in the southwest at Grays Close. These developments have served to extend the village along the main road and to extend development above the 45m contour such that it rises up the valley slopes. As a result, all three main gateways into the settlement have been influenced by modern housing development.

Landscape Setting

The immediate landscape setting of the village comprises the gentle slopes of the Stour Valley and, the well wooded valley floor to the south. Within the valley the Stour River, smaller mill race and former course of the railway are linear features.

The historic small-scale pastures (pre 18th century) on the edge of the village form a transitional landscape and interface between built form and wider arable landscape. Immediately north of the village and most notably to the south of the Stour the valley sides the landscape enclosure patterns have experienced substantial post 1950 loss.

Village Form and Character

Cavendish has a distinctive village form focused around the village green at its western end and linear development along the main road to the east where historically small-scale industry associated with horsehair factory, malthouse and smithy developed.
The village retains a predominately linear character with a strongly defined main street and with some small-scale development behind. The sinuous course of the main street at the eastern and western ends of the village serve to focus a strong vista across open space to key landmarks. For example, in the west it is the village green

and church, while at the eastern end it is the Old Railway Arms and School at the junction with Petlow Hill. In this latter example the open space along the road marked the former entrance into the old railway station and beyond this modern housing and boundary treatments lack distinction. The Columbines development to the east of the village lacks a distinctive street scene and the edge of development is open to the wider arable landscape.

Views

Cavendish has one of Suffolk's most iconic views and quintessential English scenes – a row of pink thatched cottages with a backdrop of St Mary the Virgin church on the village green.

The topography of the landscape enables elevated views across the Stour Valley from the higher slopes to the north of the river (especially from the Stour Valley Way) towards Stour Street and Cavendish Mill. There are also river valley views across the Stour to the village from Hullets Wood.

Natural and Cultural Heritage Designations

The conservation area includes the majority of listed buildings in the core of the village.

There are no local or national natural heritage designations associated with the village although there is an area of ancient woodland at Balance Wood.

Relationship to Adjacent Settlements

Cavendish is one of several Stour Valley villages which are strung out along the A1092 and sits between Long Melford and Clare. The gaps of open valley slopes and valley floor are important breaks between these settlements which reinforce their individual identity and separateness. In the case of Cavendish, the village is associated with a few other small clusters of development namely historic halls and farmsteads which form small groups of buildings in close proximity to the main village, and yet historically separate from it. These clusters form an important part of the heritage and development of the village and include Blacklands Hall to the north (moated hall, farm and former parkland), Pentlow (hall, farm and mill on River Stour), Neather Hall (including former site of Over Hall) and Cavendish Mill and Bower Hall (on the river Stour to the west). The growth of Cavendish to the northwest has compromised the setting of Nether Hall although it retains its immediate setting of small pastures.

Scenic Quality and Perceptions

The small scale quality of the tributary valley; rising farmed slopes; church landmark; historic buildings within the village and on its outskirts (including the moated site and historic stained black boarded barns), combine to create the scenic qualities of the settlement and its setting. The village and its setting are perceived as rural and relatively remote and strongly related to agriculture and the watercourse.

Value and Significance

- High concentration of historic local vernacular buildings and especially pink cottages and thatch roofs and historic integrity of the main street and green.
- Visual supremacy of church tower overlooking the village as a key landmark.
- Low-lying small-scale character of village nestled within the valley.

- Elevated views from the surrounding landscape over the top of the village and to surrounding open farmed slopes and distant treed horizons.
- Relationship of village with outliers of historic moated sites and farm complexes and designed landscapes.
- High concentration of native woodland which forms a backdrop to built form on the main street.
- Contrasting scale of enclosures on the Stour valley slopes and the larger scale arable fields to the south.
- Historic view towards the village from Hullets Wood across the Stour flood meadows and woodland.

Sensitivity

The village is highly sensitive due to it compact historic form and position on the lower valley slopes of the Stour.

It is sensitive to:

- elongation along the A1092 and introduction of development which creates weak gateway into the settlement and undermines the rural gaps and breaks in development between settlements.
- Development which extends onto the valley floor or rising up slopes and therefore undermines the historical position of the village within and associated with the River Stour.
- Further cul-de-sac development of similar housing styles which start to dominate the eastern and western extremities of the village and may, if allowed to continue, dominate the overall character of the village.
- Development with introduces urbanising curtilage treatments along lanes or abrupt built edges and interfaces with the wider landscape.

Conserving Special Qualities

- Ensure new development sits below the 45m contour, is small in scale and reflects the local rural vernacular in order to protect the form and character of the village and its outlier historic manor/farm complexes.
- Protect the landscape which forms the gateway to the village and avoid further development which elongates the village or reduces the gaps between the village.
- Screen housing development where it rises up the valley sides above the 45m contour and is open to the wider landscape and visible in longer distant views.
- Avoid light colour materials in new buildings as they can be highly visible from the wider landscape.
- Reinstate hedgerows along lanes where they have been lost and rear garden fencing is intruding and avoid domestic planting along lanes and loss of lane character through new access arrangements which have an urbanising influence e.g. Manor Close.
- Protect the small-scale pastures which surround the village as part of the transition between the built edge and wider arable farmland.

- Enhance the valley floor to the east of Cavendish to improve setting, protect sense of openness beyond the village and improve functioning of valley floor for ecosystem services.
- Enhance the approach to the village from the east through enhancements to the street scene including reinstatement of hedgerow boundaries to properties and planting of non-ornamental street trees.
- Avoid cul-de-sac developments and seek to establish back lanes and individual housing styles that reflect the local vernacular found in properties which sit behind the main street.
- Any new development should respect the hierarchy of routes and building types within the village.

Relevant Documents for Additional Information

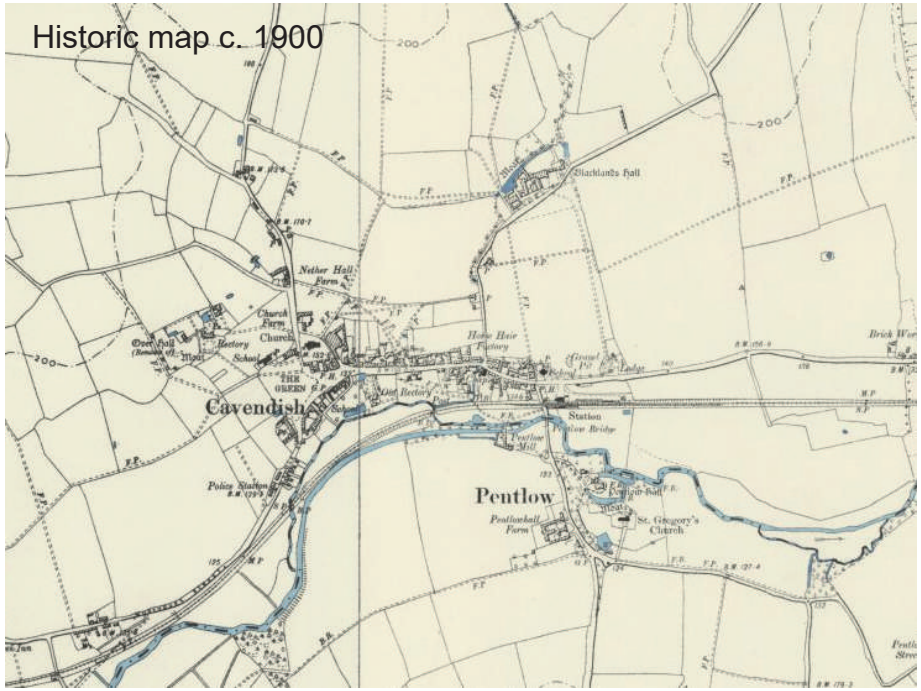
Cavendish Conservation Appraisal (when available)

Rural Vision 2031 (Sept 2014) St Edmundsbury Borough Council

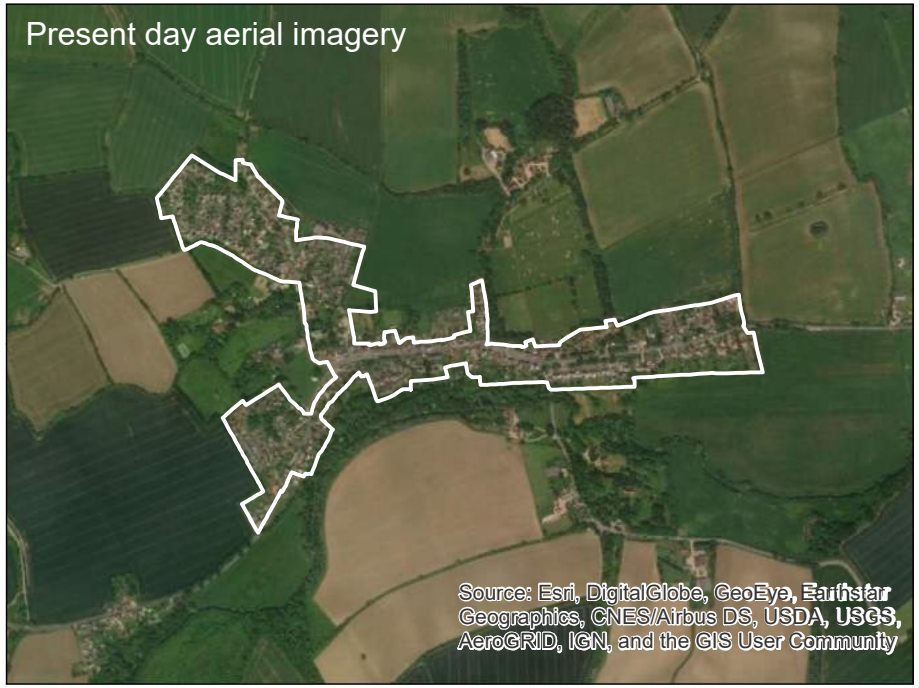
St Edmundsbury Local Development Framework, Opportunities and Constraints, March 2012

St Edmundsbury Green Infrastructure Study, LUC, 2009

Historic map c. 1900

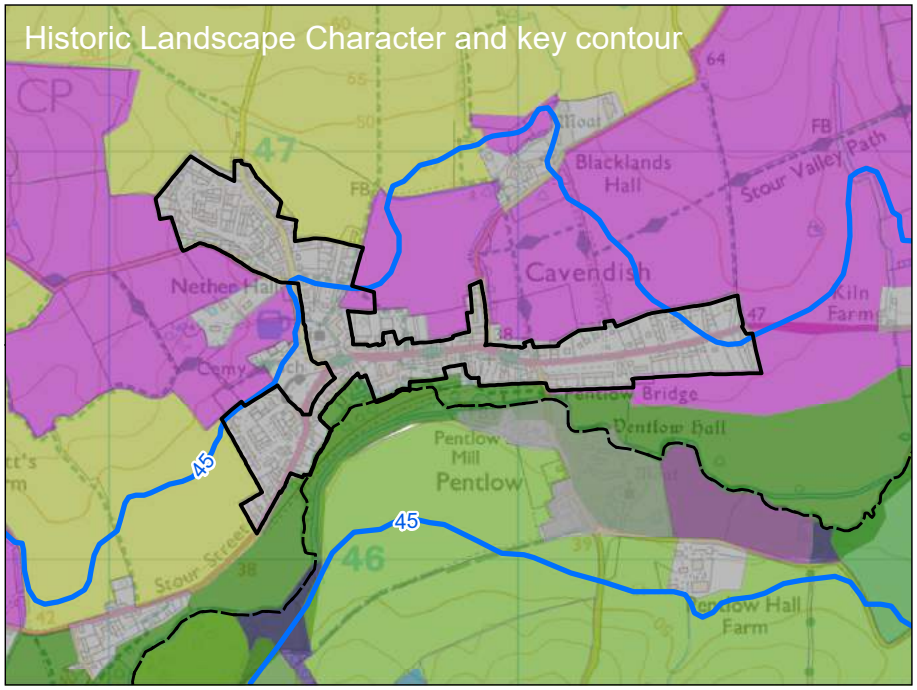


Present day aerial imagery

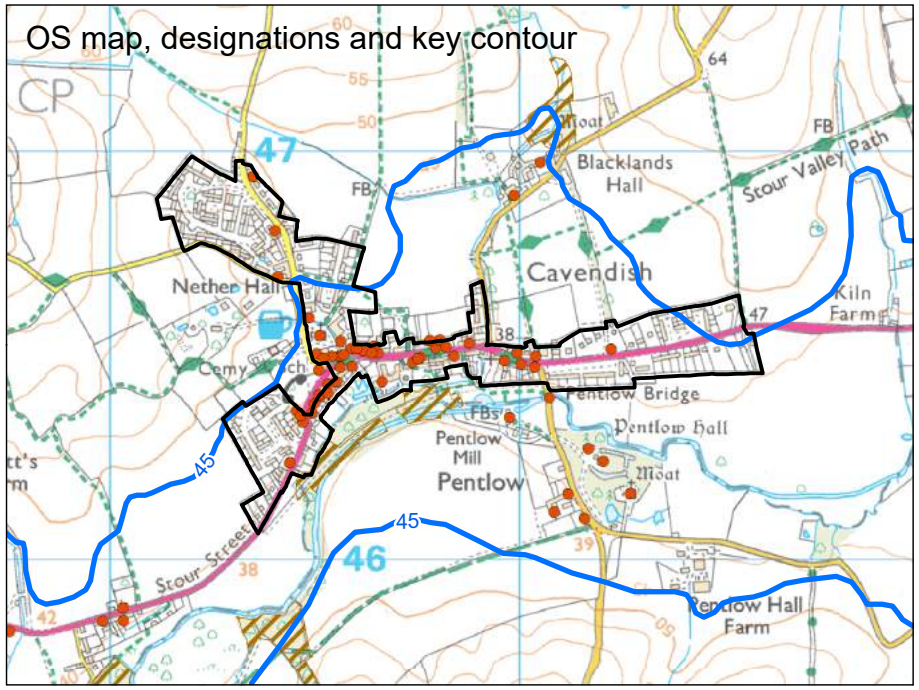


Settlement Assessment:
Cavendish

Historic Landscape Character and key contour



OS map, designations and key contour



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4.6 Glemsford

Location and Topographic Context

Glemsford is located on an elevated spur of land above the Stour and Glemsford Valleys to the northwest of their confluence. Above the 70m contour the landform has a gentle gradient but below this to the south and east the land drops more steeply into the two respective valleys.

Historical Development

Glemsford is a polyfocal village made up of several historic centres as identified in the Glemsford Conservation Area Appraisal which, over time, have joined to form a predominately linear settlement along the principle road. Today the village form retains this linearity, the built form punctuated by small greens at the junctions of roads e.g. Tye Green and Fair Green.

Glemsford was a significant centre for Suffolk's woollen cloth industry in the 16th Century housing a number of small industries. This characteristic and association with rural industries continues in subsequent centuries and the vernacular architecture of the village still reflects this e.g. the former Horsehair Factory on Bells Lane and former Silk Factory on Chequers Lane.

Landscape Setting

Glemsford's immediate landscape setting comprises the Undulating Ancient Farmlands which form the elevated land above the valley on which the settlement sits. The Rolling Valley Farmlands landscape type comprise the steeper valley sides that drop into the adjacent valleys to the east and south, while the Valley Meadowlands landscape type comprise the valley floors. The change from Undulating Ancient Farmlands to Rolling Valley Farmlands is very subtle due to topography but also as a result of similar land uses. Much of the immediate setting to the village comprises pre 18th century enclosure patterns.

Village Form and Character

Glemsford is essentially a linear village focused on the long main road through the settlement. However its origins are polyfocal and the junctions of the main street with subsidiary lanes (Ness Street, Shepherds Lane, Duffs Hill, Flax Lane, Low Street and Park Lane), results in key focal points and breaks within the built form e.g. Tye Green, Fair Green and Churchgate (this latter group comprises the church on the edge of village, overlooking the Glem Valley and two historic farmsteads).

As a result, the road network, hierarchy of routes and character of the junctions, are important characteristics of the village. To the west and north of the settlement, development along the main street remains predominately one plot deep.

Development in the latter half of the 20th century and early 21st century has resulted in cul-de-sac development between Tye Green and Bell's Lane. This has started to erode the settlement form and perceptions of it as a linear village as well as the strong hierarchy of routes. This development has also given rise to increased views of the urban edge from the surrounding landscape as development has started to extend onto the transitional slopes.

Views

Where more recent development has extended onto land below the 75m contour it is visible on the skyline from elevated locations on the opposite valley sides e.g. housing along Kings Road. Because views across the valley are either from similar elevations or slightly lower only the outer edge of development is visible.

The Heritage and Settlement Sensitivity Assessment (2018) identified a series of views which it considered made a particular contribution to the settlement and its sense of place. Those associated with the church on the eastern side of the village were noted as especially valued. From the church and Lower Road there are long views down the Glem Valley which are scenic.

Natural and Cultural Heritage Designations

Glemsford is designated a conservation which extends along the main street. Listed buildings form four separate clusters reflecting the areas of historic settlement and include a cluster in the south of the village, around Tye Green and along Brook Street.

Relationship to Adjacent Settlements

Glemsford sits remote from other settlements in part due to its elevated location. However, it is inter-visible with the settlements of Stanstead (in the Glem Valley), Long Melford and Foxearth.

Scenic Quality and Perceptions

Although physically separate from the adjacent valleys Glemsford borrows character from them as a result of elevated views from the settlement edge. The views from the eastern edge of the village around the church are especially valued where the landmark qualities of the church connect closely with the scenic quality of the wider Glem Valley.

Value and Significance

- Juxtaposition of historic buildings, lane hierarchy and village greens give rise to distinctive character and quality.
- Edge of village location of the church which is a local landmark and contributes to the character of the village and scenic qualities of the Glem Valley.
- Linear form of the village and close association with the wider landscape as a result of development being one plot deep to the north and west of the main street, and around Tye Green.

Sensitivity

The village is sensitive to change that further erodes the linear form of the settlement and hierarchy of lanes and characteristic junctions. Furthermore, the position of the church on the outer edge of the settlement and the elevation of the settlement above the high quality Glem Valley increase its sensitivity.

Conserving Special Qualities

- Seek opportunities to undertake new woodland planting on upper slopes (between 60-70m contours) to mitigate the effects of existing development and create a wooded skyline especially in views from the Stour and Glem valleys.
- Protect rural valley views to the church and its sense of isolation.
- Protect the linear street character, the hierarchy of routes and village greens at junctions and avoid further cul-de-sac development which undermines settlement form and creates an abrupt interface with the surrounding landscape.

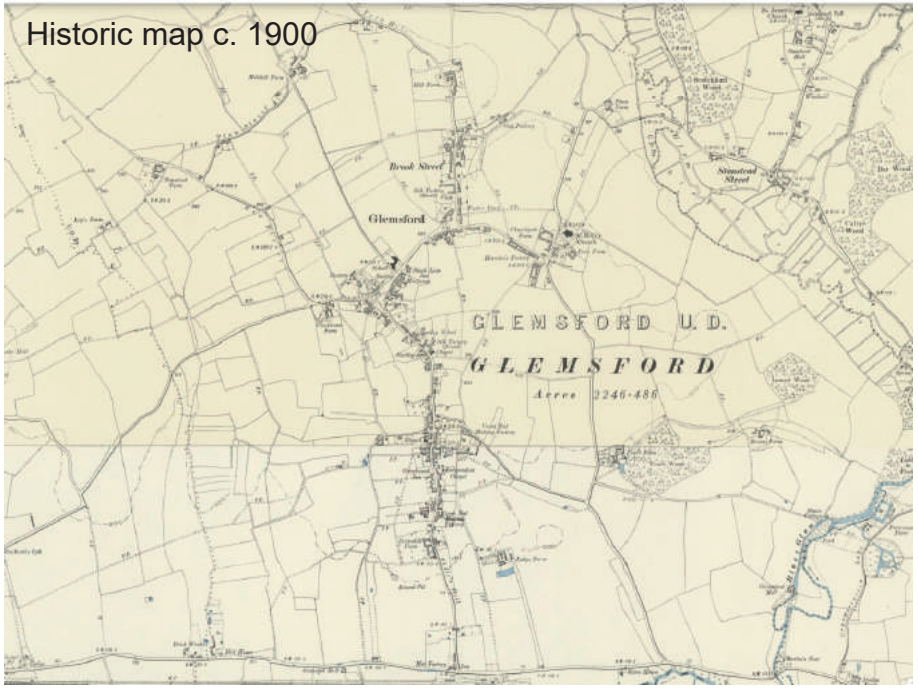
Relevant Documents for Additional Information

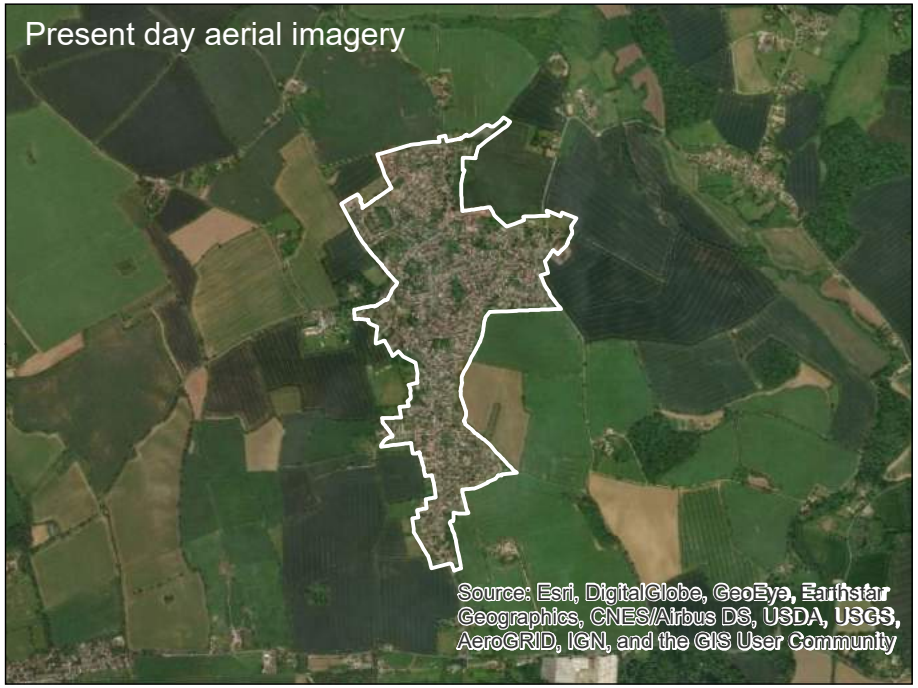
Glemsford Conservation Area Appraisal

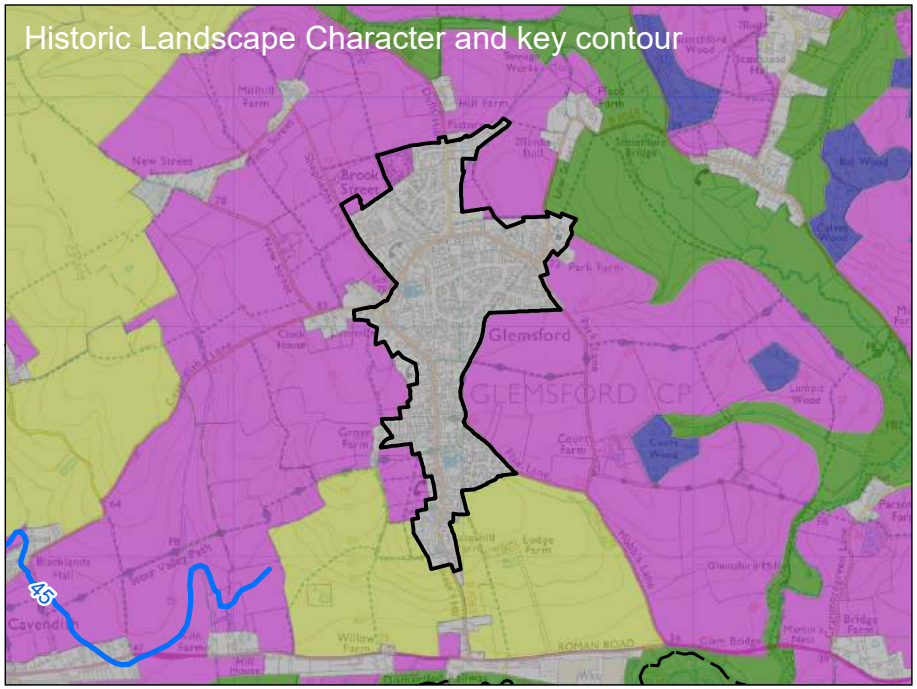
Glemsford Neighbourhood Plan (when available)

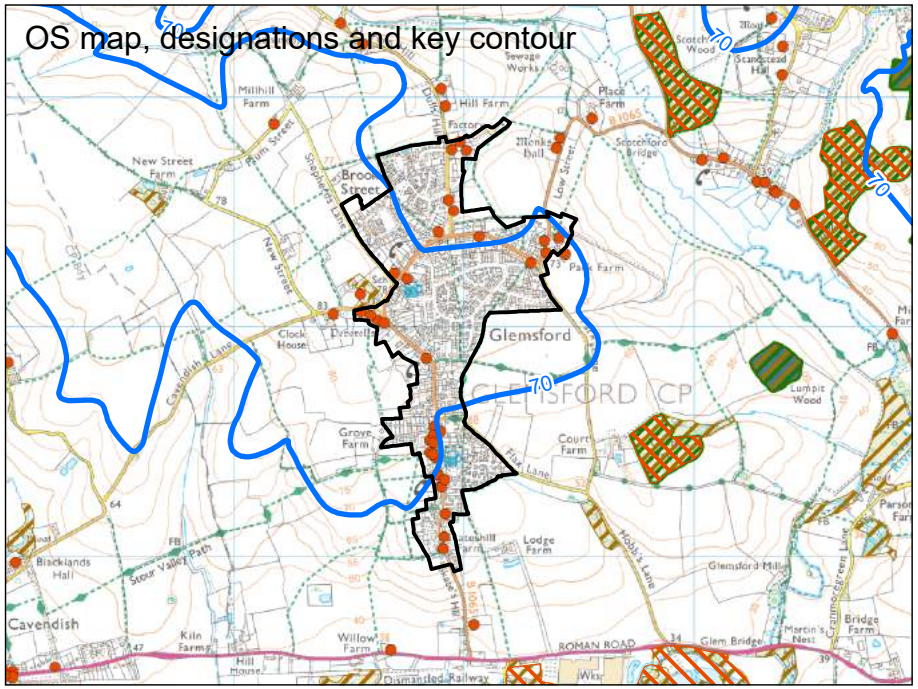
Heritage and Settlement Sensitivity Assessment Babergh and Mid Suffolk District Councils 2018

Settlement Assessment:
Glemsford









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4.7 Long Melford

Location and Topographic Context

Long Melford is located on the lower valley slopes immediately to the east of the River Stour at the confluence of the river with the Chad Brook (a tributary stream which enters the main valley from the east). This is a fulcrum point in the wider Stour Valley where the river turns from an east-west orientation to one which is north-south. Topographically the valley is asymmetrical with the valley slopes to the east and north being steeper than those to the west. The main valley slopes rise from the valley floor to approximately the 50m contour and then slacken off whilst continuing to rise. This slight break in slope, whilst subtle tends to affect visibility of slopes from within the valley, with wider more distant views possible from elevations of approximately 35 AOD and above.

The main part of the village is orientated north/south reflecting the course of the river and comprises two distinct components. The first is a wide main street lined with historic buildings which give rise to a strongly linear and well-defined built form. The second is a more triangular cluster of buildings on rising land to the north associated with Melford Green around which the Church, alms-houses, Melford Hall and Kentwell Hall and their associated parkland which coalesce. The course of the Chad Brook is reflected in a subtle declivity and, in association with Melford Park and open lower valley slopes, provides a sense of separation between these two distinct areas of built form.

Historical Development

There is a long history of settlement in this specific area of the Stour Valley. Long Melford has two schedule monuments which are Roman Villa sites. However, it was in the 16th century that the village grew as a major centre for Suffolk's woollen cloth industry. Many of the buildings along the main street are timber framed and later faced with brick in the Elizabethan, Georgian and Victorian times. The buildings in the northern part of the village date to the Elizabethan period including Melford Hall and Trinity Hospital (former alms-houses). The Victorian terraced houses to the south of the village reflect the railway influences, while agriculturally based enterprises are still expressed in the built form including maltings, mills, blacksmiths and foundry buildings. Place names such as Windmill Hill also indicate the former presence of windmills on the surrounding higher land.

Long Melford's recent growth has included housing estates that have filled in the area between the former railway and Bull Lane.

Landscape Setting

The landscape character which forms the setting to Long Melford is relatively complex comprising a range of different character types which make up the Stour Valley at this point.

The Valley Meadowlands lie to the west along the valley floor. Here there are areas of pasture, wet woodland and willows along the course of the river. Roads across the valley meadows connecting to Liston and at Rod Bridge, along with the footpaths, enable access to this landscape, connecting Long Melford with the valley and western valley sides.

To the east, beyond the built edge of the settlement, the valley sides are most pronounced between approximately the 35m and 55m contours. Beyond this they continue to rise towards the A134 bypass, but more gradually. Small east west stream valleys have created gentle undulations and the area is traversed by two historic lanes that connected the outlying farms of Cuckoo Tye Farm and Highlanders Farm, the latter is still extant, the former is a recreational route.

To the north the valley slopes flank the Chad Brook and form the north-eastern slopes to the Stour as it changes direction. This landscape comprises the Rolling Estate Farmland reflecting its historic land use as parkland (Melford Park and Kentwell Park).

The landscape condition of the setting is generally good. There has been some loss of field boundaries on the eastern valley slopes and a loss of parkland character around Liston, but field enclosure reflects pre 18th century patterns. To the west of the settlement arable cultivation has extended onto the valley floor resulting in a weakening of the legibility of the Stour Valley character. However much of the area shows an intact pattern of fields enclosures (pre 18th century) and land use including parkland character and veteran trees in the north.

Overall, the landscape surrounding Long Melford is strongly rural, has a tangible time depth and is tranquil.

Village Form and Character

The village form reflects its association with the watercourses of the River Stour and Chad Brook. Both have offered natural resources and shaped the historical evolution of the village. The valley floor meadows which are liable to flood have prevented development from extending to the west and continue to do so. The introduction of the railway has also shaped urban form. Its construction and crossing of the main street in the south resulted in the clustering of Victorian properties in the vicinity as this has overtime extended the village southwards. As further development has been added in the northeast, the (now disused) railway has become a physical barrier and green edge to the village. To the north the Chad Brook and south facing valley slopes have influenced the location and design of parkland associated with Melford Hall which, as a valued historic asset, places a constraint on development to the north.

The village retains an historic pattern of routes comprising the main street through the village but also the junction of routes around Melford Green. Beyond the main street to the east there are several rural lanes which connected the settlement with dispersed farms.

Views

The village appears to nestle down within the landform on the lower valley slopes. Its full extent is not perceived from the wider landscape, with only glimpsed views to houses possible and with wider and more prevalent and views of the church tower. There are important views from the west, around Liston, where the valley sides of the Stour afford views across the valley meadows, to glimpses of the village and the Church and Melford Hall within its parkland setting. There are also elevated views from Windmill Hill south and east across the village, and from the upper slopes of Melford Green looking south.

Natural and Cultural Heritage Designations

Long Melford is a notable medieval “wool town” and contains a high concentration of exceptional listed buildings which reflect its historical importance and its present-day intact character. It is also largely designated a conservation area which extends in the north to embrace areas of outstanding parkland landscape associated with Melford Park and Kentwell Park. Within the valley meadowlands to the west the landscape supports habitats along the disused railway line (CWS, LNR) and The Railway Walks LNR to the southwest of the village in the valley floor. Chad Brook is a CWS and valued for its aquatic fauna and flora, while Long Melford Green is valued for its wet species rich grassland. The village contains three scheduled monuments (two Roman villas and Water Conduit on Melford Green).

Relationship to Adjacent Settlements

The extension of Long Melford southwards along the main street, whilst reinforcing its linear character has nonetheless, in association with the expansion of Sudbury, brought these two settlements into relatively close proximity. The introduction of the A134 bypass to the east of the village and introduction of a roundabout junction with the A131 has perceptually extended the edge of Sudbury to this junction. Consequently, the open agricultural land between the junction and Rodbridge Corner (former tollhouse and turnpike gate) provides an important landscape gap between these settlements, and comprises rising land to the east, and gently sloping land onto the valley floor meadows to the west. Views from the B1064 to the wider landscape in this ‘gap’ are important in reinforcing the separateness and sense of place. The urbanisation of this ‘gap’ would undermine perceptions of the rural approach to Long Melford.

Scenic Quality and Perceptions

The scenic qualities of Long Melford are reflected in its strong linear form and distinctive wide and treed main street and the estate and parkland character to the north of the village. The built form includes a significant number of visually distinct buildings which add to the street scene and act as local landmarks along with churches dotted within the valley on the mid to upper valley sides. Avenues of trees within Kentwell Park and the brick perimeter wall of Melton Park are also distinctive features. The combination of distinctive open spaces defined by historic built form; views to the wider rural landscape which embraces the town; and the distinctive and unmistakable valley context, give rise to a landscape and townscape which are closely and harmoniously related and which exhibit high scenic quality.

Value and Significance

- Distinct settlement pattern - Linear character of the settlement is still evident – reinforced by retention of views from the main street to the surrounding landscape valley floor and valley sides.
- The value and character of Long Melford as a settlement depends upon its high-quality landscape setting. The strength of character of this setting and its condition are critical to maintaining Long Melford’s sense of place.
- Varied landscape setting as a result of riparian landscape, parkland and rolling valley side agricultural land.

- Supremacy of the church tower on rising land to the north of the village and limited visibility of the settlement when viewed from the surrounding landscape
- Relatively small scale and legible links of the village with the wider landscape both in terms of views, development which is narrow and built form which reinforces the agricultural ties and origins of the settlement to the Stour Valley.
- Long Melford makes a particular contribution to the special qualities and character of the Stour Valley as one of its most notable and intact “wool towns” within the Project Area and indeed within the Dedham Vale AONB.
- The settlement forms a key focal point on publicised long-distance routes (Stour Valley Path and St Edmund Way), from which the small scale, intact and close association of the settlement and the Stour Valley can readily be perceived.
- Number of nationally important assets on the periphery of the settlement increases the sensitivity of the area.
- The rising land of the valley sides to the Chad Brook and River Stour form the undeveloped backdrop to the settlement.
- Views are critical in defining and reinforcing sense of place and local distinctiveness both out from the settlement and towards the settlement from the surrounding landscape.

Sensitivity

Long Melford is highly sensitive due to its exceptional built character, distinctive settlement form and position on the lower valley slopes of the Stour and in association with extensive parkland.

Conserving Special Qualities

- Ensure new development protects the form of the settlement and its visual, physical and historic connections to its immediate landscape setting.
- Ensure new development is kept to the lower valley slopes around the c.35-40m contour and around the 30m contour in the south of the village.
- Protect views from the wider landscape - any new development should sit low in the landscape with a backdrop of rising land.
- Protect the supremacy of the church tower as a key landmark in the valley landscape.
- Retain the rural valley slopes on both sides of the river between Long Melford and junction with the A134 in order to protect the setting of Long Melford and sense of separation from Sudbury – encourage new hedgerow and woodland planting in this area to restore landscape patterns and increase resilience to urbanising influences.

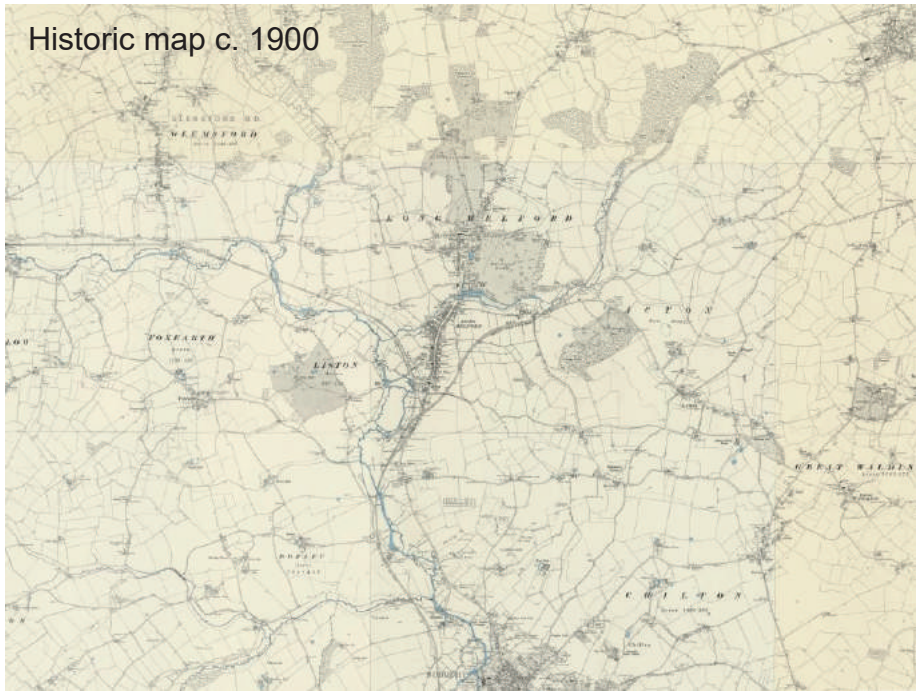
Relevant Documents for Additional Information

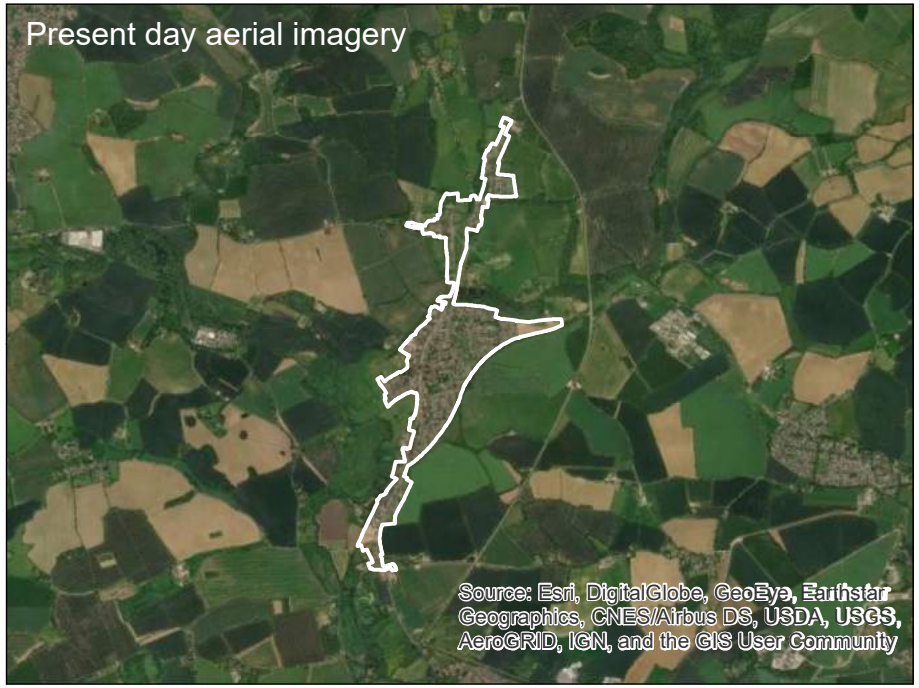
Long Melford Conservation Area Appraisal

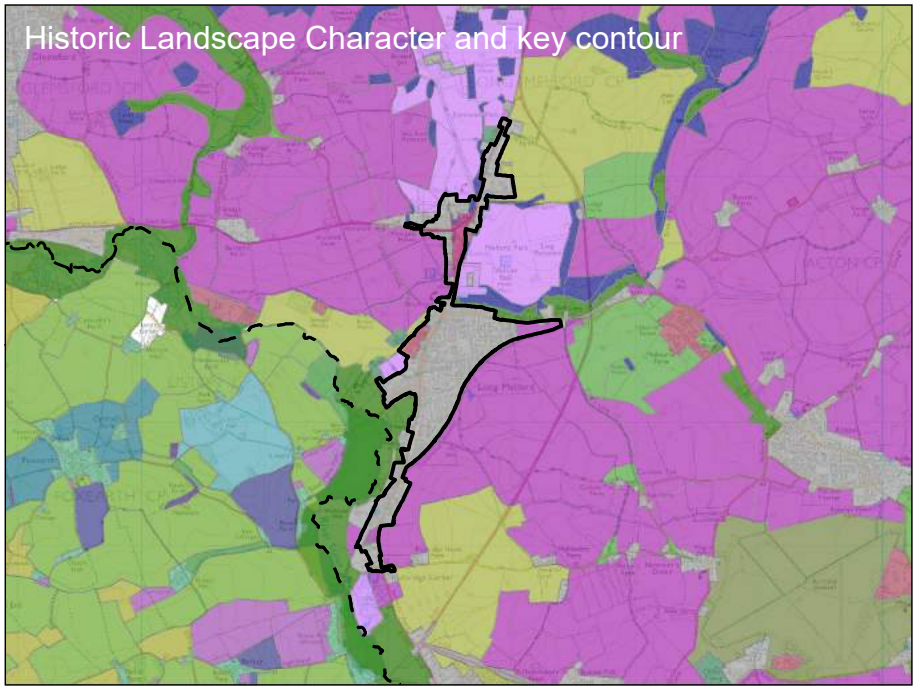
Draft Long Melford Neighbourhood Plan

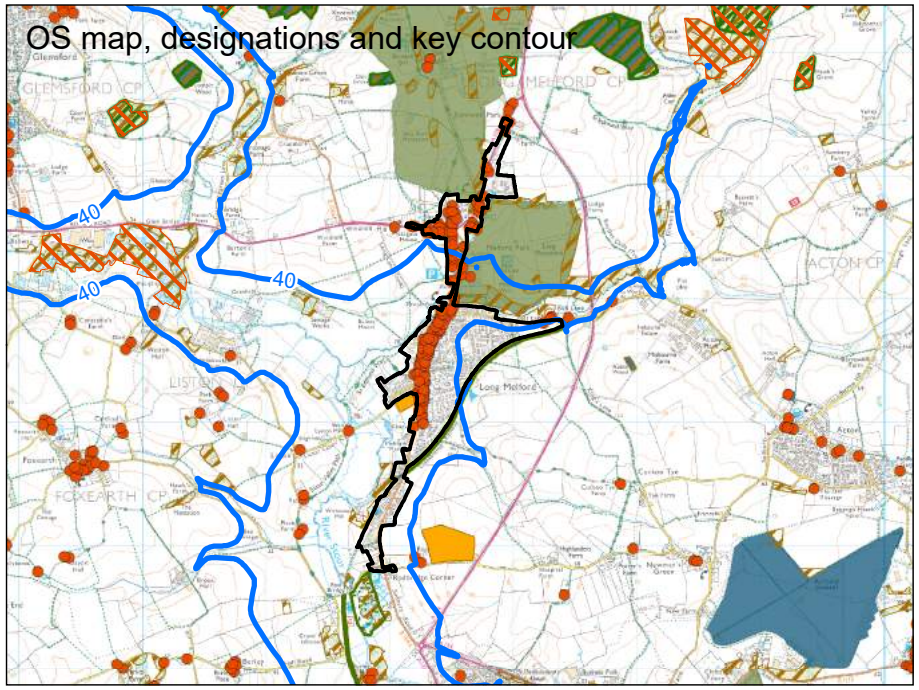
Heritage and Settlement Sensitivity Assessment Babergh and Mid Suffolk District Councils 2018

Settlement Assessment:
Long Melford









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4.8 Bures

Location and Topographic Context

Bures straddles the River Stour and comprises two settlements – Bures St Mary (east side of the Stour) and Bures Hamlet (west side) which are framed and embraced by valley slopes that rise to c. 65m + and where the River Stour changes direction from north-south to east-west. For the purposes of this study both settlements have been considered together and referred to as Bures.

Historical Development

The historic settlement of Bures established at a crossing point on the River Stour. Excavations within the settlement and associated with Bures Common indicate the area is likely to have been settled in the Anglo-Saxon period. In 1086 Domesday refers to the Church at Bures (located close to the river in the centre of the village) and in the 13th century Bures had its own medieval market and fair. Bures Mill is located on the eastern side of the river and was first recorded in the 12th century.

The River Stour was made navigable and operated from 1709 becoming a busy trading route between the port of Manningtree and Sudbury. This was followed by the construction of the Sudbury branch railway line from Colchester in the mid-19th century which included a station at Bures Hamlet and brought development to the western side of the riverbanks.

With the improved communications network provided by the river and railway, the 18th and 19th century Bures became the home to several industries including smithy, maltings and in the 20th century, textile manufacturing and latterly a cheese factory.

Landscape Setting

The wider landscape is undulating and relatively pronounced comprising rolling valley sides which embrace the village and contrast with the relatively flat valley meadowlands along the river. On the western sides of the Stour there are numerous small brooks and tributary streams which cut through the undulating landscape, including Cambridge Brook to the south and an unnamed watercourse and shallow valley immediately to the west of the village.

To the north of the settlement is the grade II* listed Great Bevills manor house set within parkland, its wooded slopes making an important contribution to the setting of Bures. On the western side of the village the railway line is also well wooded and not an obvious feature, vegetation contributing to the wooded character of the valley slopes and characteristic wooded skylines.

The river corridor and associated pastures, along with the crossing point within the village, give rise to open space adjacent to the church and the penetration of river valley character into the heart of the village which reinforces the settlements sense of place.

Village Form and Character

The settlement sits on the lower valley slopes between the 20m and 30m contours and is closely associated with the River Stour and its associated valley floor meadows. The historic core of the village has a dense and compact character, focusing on the river

crossing and railway station. The streets are tight and narrow and built form appears dense and contrast strongly with areas of open space associated with the valley floor where the landscape opens up and the wider countryside penetrates the heart of the settlement. More recent 20th century development occurs to the south and east of the village extending along the roads and on rising slopes behind e.g. Normandie Way, and Nayland Way. A sense of leaving the village is gained as a result of rising up the valley sides or as a result of views opening up down the River Valley and across the flood plain.

Where modern housing development extends onto higher slopes and or is relative tall or has white detailing, it is more visually apparent from the wider landscape. Otherwise the village sits down in the valley landscape and is relatively unassuming.

Views

The tightly defined streets in the centre of the village, combined with right angle bends and open spaces, gives rise to several distinctive and memorable vistas and views that connect the built-up areas with the landscape setting.

Cross valley views from the valley sides or along the River Stour valley are often panoramic and can be channelled along the valley floor.

From within the valley bottom and heart of village there are views out to the surrounding valley sides which embrace the settlement and reinforce its small scale and rural location.

In views from the valley floor recreation ground and meadows the village edge is well vegetated, and the church tower and mill are notable built landmarks in views reflecting the quintessential Stour Valley.

Natural and Cultural Heritage Designations

There are two conservation areas which cover the village – one for Bures Hamlet and one for Bures St Mary which are contiguous. The latter includes much of the built form and extends to include areas of landscape to the north and south comprising Bevills Manor and landscape grounds and valley meadows respectively. The Bures Hamlet Conservation Area includes just the core historic built form.

Several important habitats for wildlife and biodiversity are scattered throughout the area (including sites of importance for nature conservation), comprising a mixture of ancient woodland, unimproved grassland, and scrub and wetland habitats.

Within the wider setting there are a number of listed buildings and scheduled monuments, along with network of historic lanes that give rise to a strong time depth.

Relationship to Adjacent Settlements

Bures Hamlet and Bures St Mary read as a single settlement; however, they are distinctively separate from the hamlet of Mount Bures to the south. Bures and Mount Bures are separated by the Stour valley sides and the valley floor associated with the confluence of the Cambridge Brook and River Stour.

Scenic Quality and Perceptions

The valley floor pastures and contrasting undulating and relatively pronounced wooded valley sides, along with the historic character of the settlement, narrow rural lanes that

weave off into the wider landscape and key landmarks such as the church, give rise to a settlement and wider landscape setting which has scenic quality and feels deeply rural. Where modern housing estates have extended the settlement along the roads the compact and historic character of the settlement, (set withing the lower valley sides) has been undermined to some degree. Nevertheless, the historic core of the village remains dominant in terms of overall perceptions and character.

Value and Significance

- Significance of the river crossing and change in orientation of the River Stour, Bures being located at a 'pinch' point in the valley.
- Historic, intact and relatively dense urban form which contrasts with the open spaces of the valley floor that penetrate the settlement.
- Pronounced valley slopes which have a wooded character and form the backdrop to build-form - existing built form nestling on the lower slopes and focused around the river crossing and railway.

Sensitivity

The village is sensitive due to its small scale and high-quality setting in the Stour Valley and rural lanes which lead into and out of the settlement and are vulnerable to urbanising influences.

Conserving Special Qualities

- Conserve compact form of the settlement and its association with the River Stour and avoid changes which alter perceptions of the settlement nestled on the lower slopes.
- Protect small-scale rural lanes leading from the settlement from incremental changes that extend development along the main roads and alter gateways
- Protect open valley slopes which are visually sensitive especially in cross valley views.
- Avoid development which reduces sense of separation between the settlement and Bures Mount.

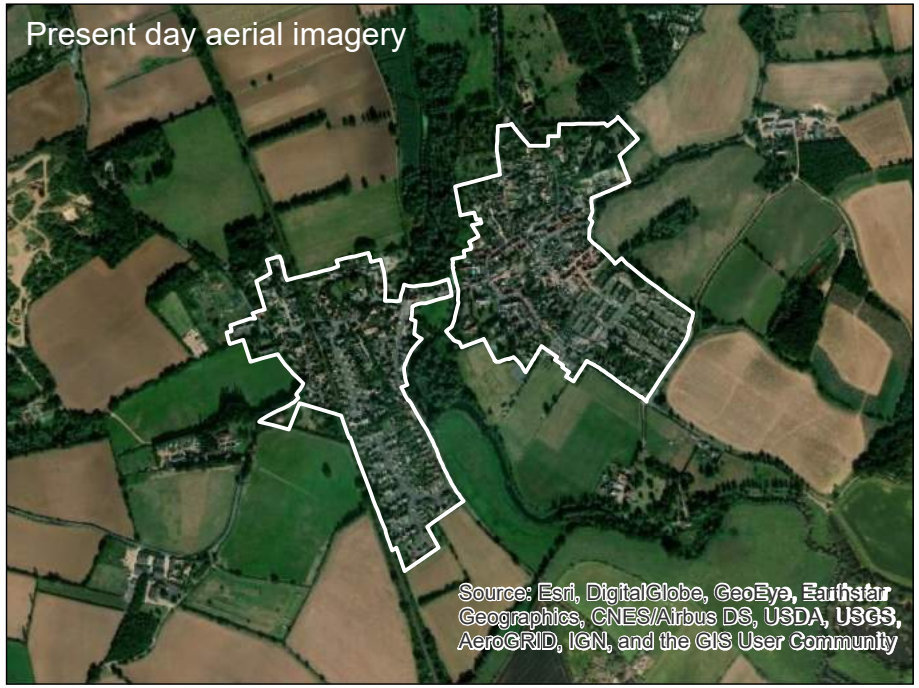
Relevant Documents for Additional Information

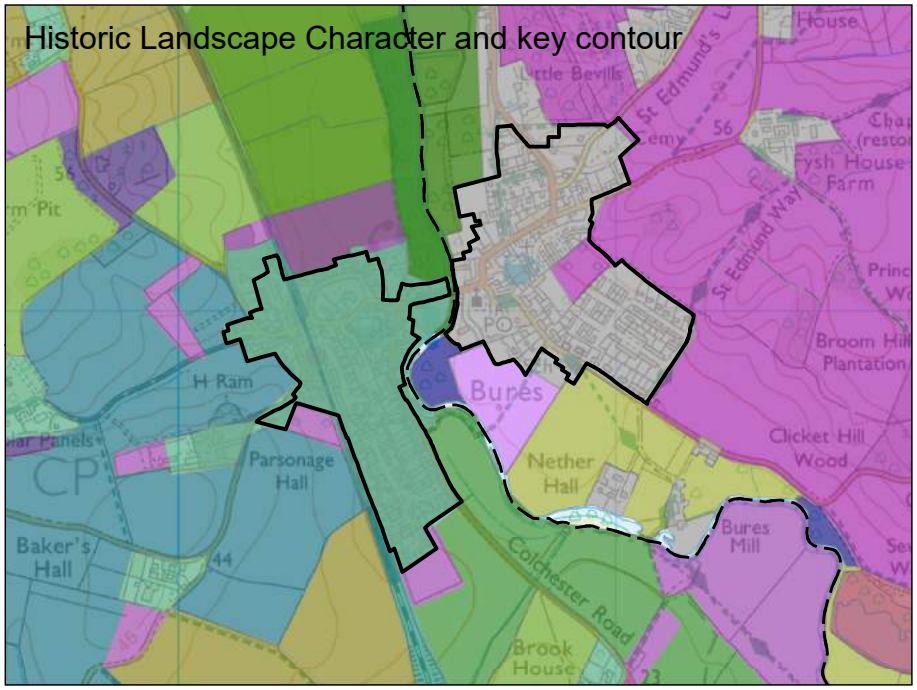
Bures St Mary Conservation Area Appraisal

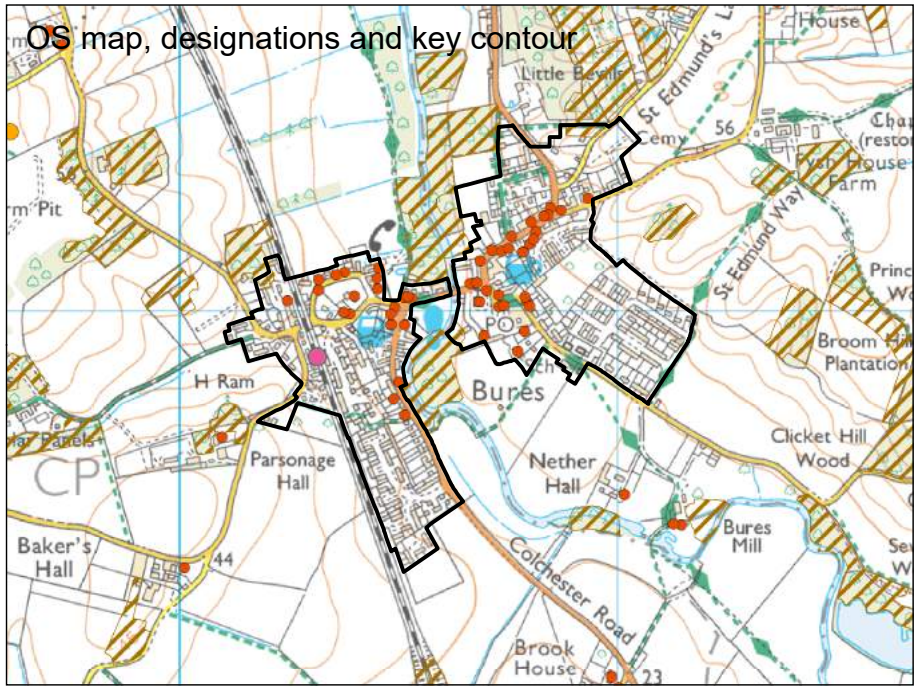
Bures Hamlet Conservation Area Appraisal

Planning Appeal APP/Z1510/W/18/3207509

Settlement Assessment:
Bures







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4.9 Conurbations Adjacent to SVPA

There are two major conurbations on the edges of the SVPA namely Haverhill and Sudbury. As these settlements lie outwith the study area they have not been assessed in the same way as settlements which fall fully within the Project Area. Nevertheless, they are of relevance to this study because changes to settlements can have a direct effect on the special qualities of the Project Area. On this basis they are each discussed below with a focus on:

a) the historic development of the settlement and its relationship with the Stour Valley landscape
b) the value and significance of the SVPA as a setting
c) opportunities to conserve special qualities

Sudbury

Historic Development and Relationship to SVPA

Sudbury is a market town located on the eastern valley side of the Stour Valley while Ballington forms a small settlement associated with the river crossing, on the western side of the Stour. The valley floor and western valley sides within the SVPA form a distinctive and highly valued landscape setting to the town and hamlet.

The River Stour forms a wide looping meander adjacent to Sudbury and Ballington and is likely to have been a contributary factor leading to the historical river crossing and subsequent growth of settlement. Sudbury's historic core and Conservation Area sits within the meander of the river on rising land between the 23 and 35m contours and extends across the river along the main route. This historic core contains an exceptional concentration of churches and other religious establishments, indicative of the fact that it was historically a significant settlement.

Sudbury has expanded significantly in the 20th century and is now four times its historic size, such that the historic core is a small component compared to its modern growth. However, the interface between the historic core of the town and the valley floor and wider valley sides remains, the Stour valley providing a landscape setting to the town which contributes to its sense of place. The historic core of the town is now most readily appreciated from the wider Stour Valley where the relationship of the settlement and the valley remains intact.

The built edge the settlement in the vicinity of the Conservation Area is well treed and the former railway line which continued northwards from Sudbury Station to connect with settlements along the Stour Valley is now a recreational route (The Valley Walk) traversing the valley meadowlands.

Land within the SVPA which forms the valley floor and western valley sides in the vicinity of Sudbury is affected by the growth of the settlement on the opposite valley slopes such that there is visual intrusion and night light spill. These effects are felt over approximately 4km and are most noticeable from the middle and upper valley slopes. When on the lower slopes or valley meadowlands, vegetation on the valley floor or built edge helps to filter views to built development. Similarly, the SVPA to the

south of Sudbury, in the vicinity of Prospect Hill and Little Cornard, is visually sensitive to expansion of Sudbury or development on the valley slopes.

Value and Significance of the SVPA as a Setting

Land within the SVPA adjacent to Sudbury is valued due to:

- Extensive and intact water meadows - Sudbury Common Lands Nature Reserve and Wardman Meadows (County Wildlife Sites).
- Undulating valley slopes around Prospect Hill and Little Cornard which express visually diversity, scenic views and historic interest and form a high-quality setting to the south of the settlement.
- Cultural associations with Thomas Gainsborough.
- Opportunities to access natural green space and recreational routes into the wider landscape.
- Intact pattern of historic enclosures on the valley sides – medium size fields enclosed by tall hedgerows and hedgerows trees with sunken lanes on valley slopes.
- Wooded skylines which define the upper valley slopes and form a backdrop to Sudbury.

Conserving Special Qualities

- Avoid development beyond the junction of the A131 and A134 which may undermine the sense of separation between Sudbury and Long Melford.
- Avoid development which extends up the valley slopes resulting in a loss of open fields as a backdrop to the town especially at Great Cornard and where development may become visible from the SVPA on the skyline.
- Seek opportunities to retain wooded skylines through management of woodlands and the planting of new woodland on upper slopes.

Relevant Documents for Additional Information:

Sudbury Conservation Area Appraisal

Heritage and Settlement Sensitivity Assessment Babergh and Mid Suffolk District Councils 2018

Appeal Decision APP/D3505/W/19/3230839

Haverhill

Historic Development and Relationship to SVPA

Haverhill is located in the upper reaches of the Stour Valley beyond the SVPA and within the shallow valley of the Stour Brook.

The early focus of settlement along the Stour Brook was originally at Sturmer but this shifted to Haverhill and by 1068 Domesday describes Haverhill as an established market town. The medieval town developed first around Burton End where there was

a church, but a second church established on the main highway in the 13th century and the settlement shifted to this new location. Haverhill prospered in the later Middle Ages as a significant trading centre. By 1620 it had become known as a Puritan town and in 1667 most of the town was destroyed by the 'great fire'. The town was to develop significantly in the 18th century with the establishment of the Gurteen's textiles and by the end of the 19th century it was a red bricked factory town with evidence of company housing. The railways – Colne Valley and Stour Valley lines, contributed to its success. After the second world war the Greater London Corporation identified Haverhill as an overspill community and a significant number of new housing estates were constructed. A bypass and further industrial estate development occurred in the 1990s. The form of the town now extends as far as the bypass to the southwest, creating an unusual urban form. Significant new housing growth is planned for the north and west of the town.

Value and Significance

- Callestone Hill and Copse Hill are especially important areas of higher land that define the setting to the town and separate the valley of the Stour Book in which Haverhill sits from the River Stour and Bumpstead Brook valleys which form part of the SVPA.
- The former railway provides a linear route which connects the town with villages of the Upper Stour Valley.
- The SVPA forms high quality landscapes on the doorstep of the town.

Conserving Special Qualities

- Ensure development does not extend onto the upper slopes of Challestone Hill in the north and Copse Hill in the south.
- Seek opportunities to plant woodland on the prominent hills surrounding the town to define the valley in which Haverhill sits and to protect adjacent valleys from the visual intrusion of development.

Relevant Documents for Additional Information:

St Edmundsbury Green Infrastructure Study, LUC, 2009

Haverhill Vision 2031, St Edmundsbury Borough Council, Sept 2014

5.0 Future Application

5.1 Conclusions

This study has highlighted the special qualities of the Stour Valley Project Area and the reasons why it is of particular landscape value. Importantly the assessment has demonstrated that the value attached to the Stour Valley varies along its length – those qualities in the middle reaches of the valley are not the same as those in the upper reaches for example. Furthermore, the quality and condition of the landscape also varies along its length with some areas being especially valued and other areas requiring enhancement.

This study has demonstrated the inextricable link between settlements and the valley landscape settings. It has also demonstrated the high sensitivity of some settlements which are constrained due to their characteristics and setting. Throughout much of the area settlements fall within Suffolk, although in the case of Bures, the settlement straddles the River Stour falling into both Essex and Suffolk. This study has demonstrated that in many instances the location of settlement on just one side of the valley is an important component of what makes it special.

The information contained in this document aims to give transparency about the special qualities of the Stour Valley. It is anticipated this evidence base will be useful in determining the sensitivity of landscape and settlements to change which may affect their special qualities and to assist in prioritisation of resources for conserving and enhancing these qualities. Decision makers will need to make their own judgements about sensitivity in relation to specific proposals for change utilising this evidence.

5.2 Issues

The Stour Valley Project Area shares many of the special qualities of the Dedham Vale as defined in section 3.2 above. It also experiences several pressures and changes which are also known to affect the AONB such as:

- Loss of field boundaries
- Loss of meadowland to arable production
- Lack of woodland management
- Road improvements
- Night light intrusion
- Traffic noise and loss of tranquillity
- Loss of views to key landmarks e.g. church towers due to vegetation growth or new development
- Introduction of highly visible large-scale housing in the open countryside
- Urban extensions and housing estates which are visually intrusive
- Abrupt urban edges
- Pylons

However, it differs from Dedham Vale AONB in that:

- The Stour Valley, as it extends into its upper reaches, becomes less pronounced and smaller in scale
- Some of the settlements within the valley have undergone substantial expansion
- There are large conurbations on the edge of the area which exert an urbanising influence

5.3 The Future

The special qualities of the Stour Valley landscape lie not in dramatic scenery or arresting views but rather in its gentleness, subtleness and quiet tranquillity - the overlapping lines of vegetation on the valley floor and interlocking areas of woodland on valley slopes adding structure to the gentle convex slopes that define the valley systems. The settlements also reflect similar qualities being predominately small in scale, nestled into the gentle folds of the landscape such that they recede in views (save for their churches). Their intact vernacular and form and built landmark features enhance the agricultural scene.

The Stour Valley has always been a working landscape, the production of crops and the utilisation of the river are essential to its qualities. Many parts of the Stour Valley reflect a combination of quintessential English lowland landscape and built form which rivals that of the existing AONB. However, where it has suffered from change it has been due to inappropriate development (which is poorly sited, of inappropriate in scale, or design), or the intensification of agriculture which has resulted in the loss of landscape features that provide visual structure, and a fragmentation of habitat networks.

Conserving and enhancing the special qualities articulated in this report is a key aspiration of the Dedham Vale and Stour Valley AONB Management Plan. This assessment has revealed that whilst much of the Stour Valley has a weight of evidence to demonstrate it is a valued landscape in terms of para 170a of the NPPF, there are also areas which have suffered some loss of special qualities. The evidence base provided here should therefore be used to target resources and develop and implement enhancement initiatives.

In terms of development, the evidence base presented in this report can inform the AONB's response to planning applications, and more widely, be used by local authorities in reaching planning decisions and by developers and their consultants in identifying and designing appropriate developments which achieve a good degree of fit. The evidence in this report should also help to ensure that, where change occurs, it also seeks to deliver net environmental gain that demonstrably enhances special qualities.

Due to the position of the Stour Valley on the Essex and Suffolk border and the location of settlements along the lower slopes of the valley, cross boundary collaboration will be essential to the effective management of the area especially in terms of development control.

Appendix 1

Fold Out Key to Settlement Mapping

Settlement Assessment: Map key and data sources

Historic map

Maps taken from Ordnance Survey 6-inch, 1888-1913 series.

Present day aerial imagery

Aerial imagery source: ESRI, Digital Globe, GeoEye, Earthstar Geographics, CNES/Airbus DS, Aerogrid, IGN and the GIS User Community.

Historic Landscape Character and key contour

Suffolk HLC

Category

- No category
- 18th-century and later enclosure
- Ancient monument
- Built up area
- Common pasture
- Communications
- Horticulture
- Industrial
- Meadow or managed wetland
- Post-1950 agricultural landscape
- Post-medieval military
- Post-medieval park and leisure
- Pre-18th-century enclosure
- Unimproved land
- Woodland
- built up area
- Settlement
- Key contour(s)
- County boundary

Essex HLC

Category

- 19TH-20TH CENTURY PLANTATION
- 19TH-20TH CENTURY WOODLAND PLANTATION
- ANCIENT WOODLAND
- BOUNDARY LOSS - POST 1950 WITH RELICT ELEMENTS
- BUILT-UP AREAS
- ENCLOSED MEADOW PASTURE
- INDUSTRIAL
- INFORMAL MEDIEVAL PARKLAND
- LATER ENCLOSURE - 18TH C OR LATER
- POST 1950 BOUNDARY LOSS
- POST 1950 BOUNDARY LOSS - WITH RELICT ELEMENTS
- POST 1950'S ENCLOSURE
- PRE-18TH CENTURY 'IRREGULAR' ENCLOSURE

OS map, designations and key contour

- Listed Building
- Special Protection Areas
- Special Areas of Conservation
- AONB
- Sites of Special Scientific Interest
- County Wildlife Sites
- Local Nature Reserves
- Roadside Nature Reserves
- Ancient Woodland
- Woodland
- Scheduled Monument
- Parks And Gardens
- County GeoSites
- Settlement
- Key contour(s)

Source: Natural England; Historic England; Suffolk County Council, Essex County Council.

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Appendix 2

Reference Documents

Landscape Character

- Dedham Vale Landscape Assessment: Technical Report to the Countryside Commission and others, Landscape Design Associates, 1996.
- The Dedham Vale Landscape, An Area of Outstanding Natural Beauty, Countryside Commission, 1997.
- East of England Landscape Character Assessment (2009).
- Suffolk County Landscape Character Assessment 2009 and updated 2011.
- Essex Landscape Character Assessment, Chris Blandford Associates, 2003.
- Colchester Borough Landscape Character Assessment, Chris Blandford Associates, November 2005.
- Historic Landscape Characterisation, Suffolk (2008).
- Managing a Masterpiece Landscape Partnership, Historic Landscape Study, 2013.
- The Stour Valley Heritage Compendia, The Historic Landscape Compendium, Howard Brooks, 2013.
- Joint Babergh and Mid Suffolk District Council Landscape Guidance

Designation History and Past Landscape Evaluation

- Designation History Series, Dedham Vale AONB, Ray Woolmore, May 2010
- Special Qualities of the Dedham Vale AONB: Evaluation of Area Between Bures and Sudbury, Alison Farmer Associates, July 2016.

Management Plans

- Dedham Vale Area of Outstanding Natural Beauty and Stour Valley Management Plan 2016-2021

Local Planning Documents

- Babergh and Mid Suffolk Joint Local Plan (preferred Options Consultation (Reg 18))
- Braintree Core Strategy 2011
- Colchester Borough Local Plan Publication Draft June 2017
- West Suffolk (Formerly St Edmundsbury) Core Strategy 2010
- Rural Vision 2031, (Sept 2014) St Edmundsbury Borough Council
- St Edmundsbury Local Development Framework, Opportunities and Constraints, March 2012
- Infrastructure and Environmental Capacity Study, Kedington, Nathaniel Litchfield and Partners
- St Edmundsbury Green Infrastructure Study, LUC, 2009
- Heritage and Settlement Sensitivity Assessment Babergh and Mid Suffolk District Councils 2018

Assessment Guidance

- Natural England Guidance on Assessing Landscapes for Designation as National Park or Areas of Outstanding Natural Beauty, Natural England (2012)
- Guidance on Landscape and Visual Impact Assessment, Landscape Institute and Institute of Environmental Management and Assessment (2013)
- An Approach to Landscape Sensitivity Assessment – to Inform Spatial Planning and Land Management, Natural England (2019)

Planning Appeals

- Planning Appeal APP/Z1510/W/17/3173352
- Planning Appeal APP/Z1510/W/18/3207509

NORWICH TO TILBURY

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Joint Local Impact Report

Appendix 21 (Valued Landscape Assessment – Suffolk Coast & Heaths Additional Project Area, 2020)

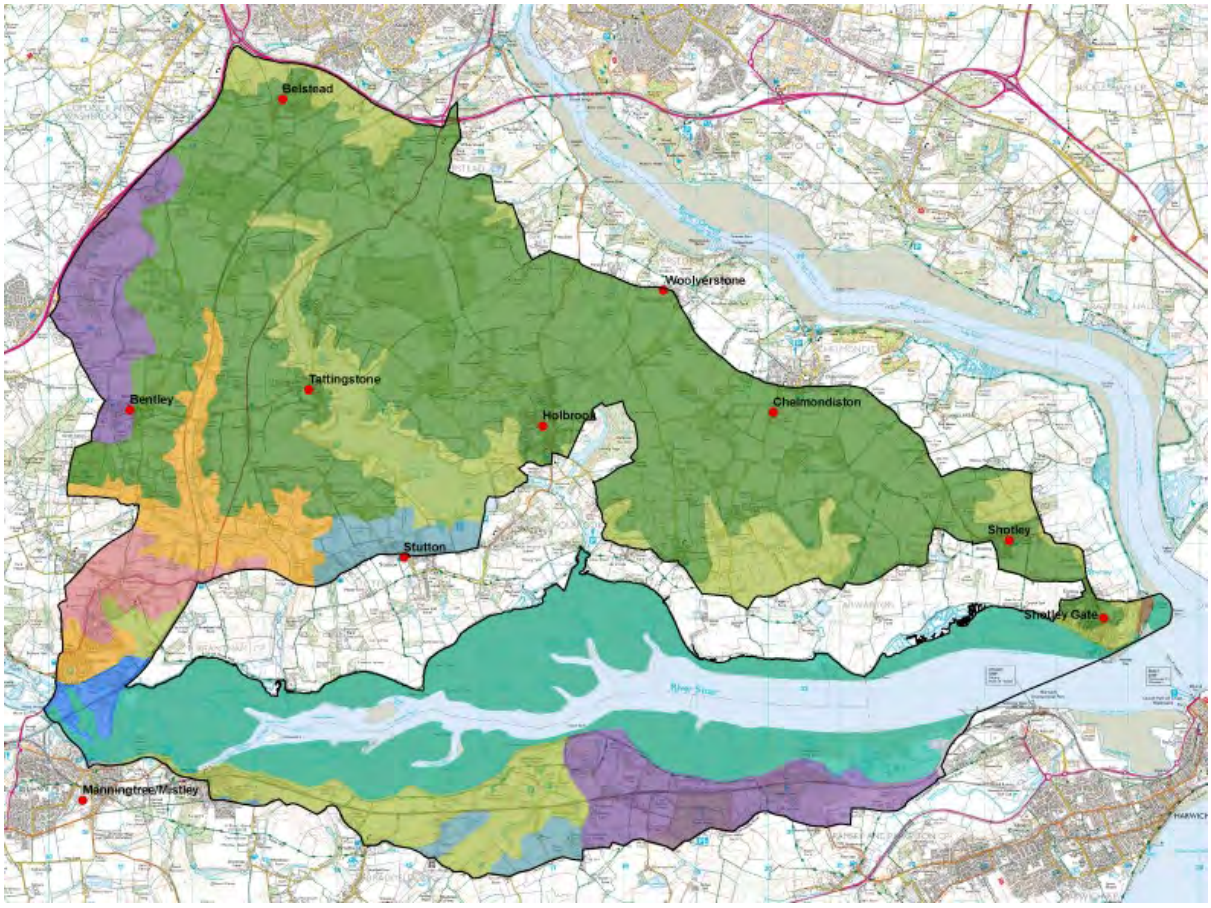
Suffolk County Council [redacted]

Babergh District Council [redacted]

Mid Suffolk District Council [redacted]

Valued Landscape Assessment

Suffolk Coast & Heaths Additional Project Area



March 2020

Final Report

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1.0 Introduction

1.1 Appointment

Alison Farmer Associates was appointed in July 2019 to undertake a value landscape assessment of the Additional Project Areas (APAs) associated with the Dedham Vale and the Suffolk Coast & Heaths Areas of Outstanding Natural Beauty (AONB), which lie beyond these designation boundaries.

This report sets out the findings of the assessment for the Suffolk Coast & Heaths APA (referred to in this document as the Project Area or SC&H APA), and its key settlements. A separately bound report has also been prepared for the Stour Valley Project Area (Dedham Vale AONB).

1.2 The Brief and Scope of Work

The purpose of the study is to:

- Articulate valued aspects of the landscape within the Project Area.
- Develop knowledge and understanding about the area's natural beauty, special qualities, landscape and cultural features which contribute to valued landscapes.
- Identify the sensitivity of the landscape to change.
- Provide evidence which can be used to inform responses to planning applications/appeals in the context of National Planning Policy Framework (NPPF) paragraph 170a.
- Better protect Project Areas against inappropriate development.

The brief did not require a review of the boundary or extent of the Project Area.

It is anticipated that the outputs from this study will be used to:

- Inform emerging Local Plan policy for the Project Area.
- Ensure that the Project Area is given due consideration in all development proposals.
- Inform future AONB Management Plan reviews (that include reference to the Additional Project Area).

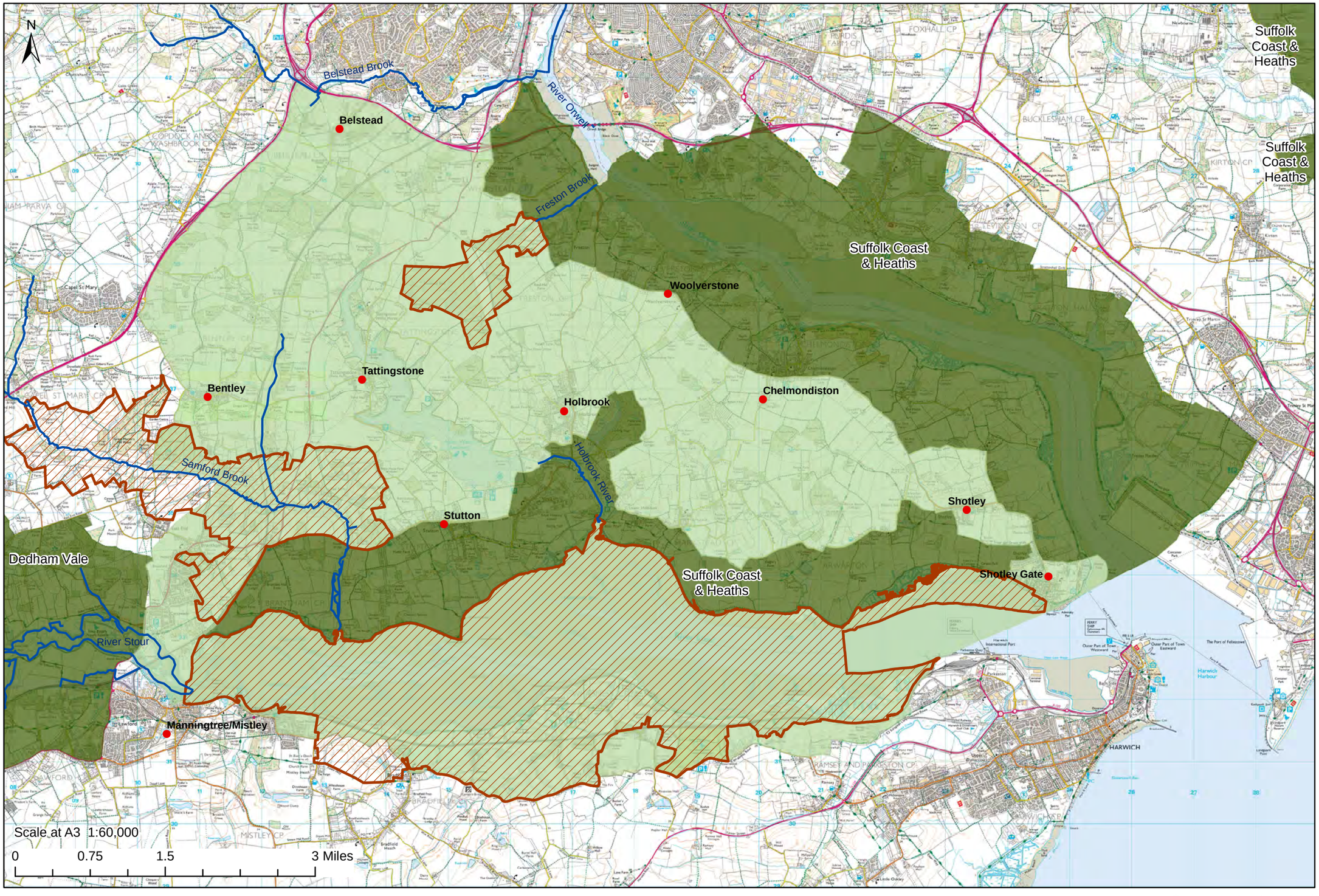
1.3 The Additional Project Area

The study area for assessment comprises the SC&H Additional Project Area which covers the Shotley Peninsula, the Stour Estuary and an area of land to the south of the Stour Estuary. This area is defined in the SC&H AONB Management Plan and is illustrated on Figure 1 below.

Valued Landscapes

Suffolk Coast & Heaths Project Area

Figure 1:
Study Area



Source: Natural England

- Proposed Extension to SC&H AONB
- Additional Project Area (APA)
- Dedham Vale and Suffolk Coast & Heaths AONBs
- Settlement
- Main tributaries to the Stour and Orwell Estuaries

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The origins of the SC&H APA stem from a long held aspiration by the AONB (supported by relevant Local Authorities), to extend the area designated as AONB, recognising the inter-relationship of the area with the adjoining Stour and Orwell Estuaries. The APA is clearly embedded within the SC&H Management Plan and the AONB Countryside Management Service regularly operates within the area, beyond the boundary of the existing AONB.

1.4 Planning Context and Status of SVPA

Although the SC&H APA is specifically referred to in the AONB Management Plan, and is regarded by the Partnership as a valued landscape, it has no formal landscape status in planning terms.

National Planning Policy Framework

The National Planning Policy Framework (Feb 2019) refers to valued landscapes in para 170(a) setting out that:

Planning policies and decisions should contribute to and enhance the natural and local environment by:

protecting and enhancing valued landscapes, sites of biodiversity or geological value and soils (in a manner commensurate with their statutory status or identified quality in the development plan).

Local Planning Context

The local authorities which cover the SC&H APA include Essex / Suffolk Counties, Tendering and Babergh Districts. The extent of these administrative areas is illustrated on Figure 2.

Planning policies associated with each administrative area vary, and current landscape policy is set out in the Table 1 below (emphasis has been added for clarity). Although each local plan is at a different stage, they both make reference either to the wider objectives of the SC&H AONB Management Plan, and/or landscape value.

Table 1: Summary of relevant local plan policy

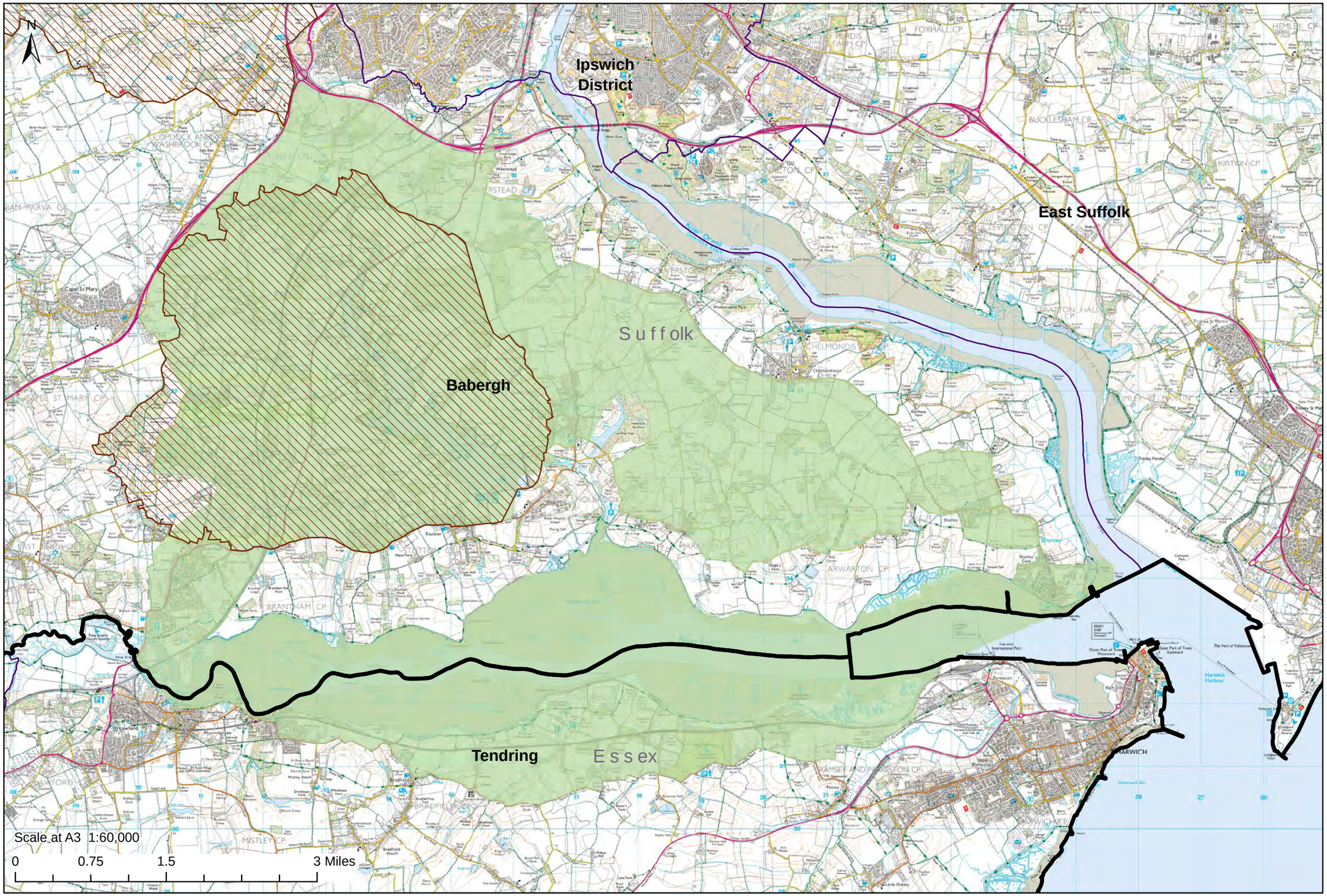
Babergh and Mid Suffolk Joint Local Plan (preferred Options Consultation (Reg 18))[1]
Policy LP19 – Area of Outstanding Natural Beauty
The Councils will support development in or near the AONBs that: a. Gives great weight to conserving and enhancing the landscape and scenic beauty; b. Does not adversely affect the character, quality views and distinctiveness

[1] Note this is emerging policy and subject to change

Valued Landscapes

Sussex Coast & Heaths Project Area

Figure 2:
Special Landscape Areas and Administrative Boundaries



Special Landscape Area

Sussex Coast & Heaths Project Area (SC&HPA)

County boundary

District boundary

Source: Babergh & Mid Sussex and West Suffolk District Council

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of the AONB or threaten public enjoyment of these areas; and

c. Supports the wider environmental, social and economic objectives as set out in the AONB Management Plan[2]

Policy LP18 – Landscape

The Councils will support: -

a. Development in suitable locations which will not adversely affect the natural environment including; landscape character sensitivity and visual impacts of the proposal on the wider area (including effects on health, living conditions);

b. New development that integrates positively with the existing landscape character of the area and reinforces the local distinctiveness.

c. Proposals that are sensitive to their landscape, visual or amenity impacts (including on dark skies); subject to siting, design, lighting, use of materials and colour, along with the mitigation of any adverse impacts;

d. Development that enhances and protects ***landscape value*** such as; locally characteristic landscape features, archaeological and historic use patterns of settlement and land and designations; being demonstrably informed by local guidance, in particular the Council's Local Landscape Guidance, the Suffolk Landscape Character Assessment and Settlement Sensitivity Assessment.

Tendring Local Plan 2013-2033 and Beyond Publication Draft June 2017

Para 7.3.4 states

The southern shore of the Stour Estuary is recognised locally for its landscape qualities and the ***Council supports its inclusion within the proposed extension to the Suffolk Coast and Heaths AONB.*** *Until such time as that AONB is extended, development proposals in the area defined on the Policies Maps will be subject to particular scrutiny.*

Policy PPL3 – The Rural Landscape

…… Development proposals affecting protected landscapes must pay particular regard to the conservation and enhancement of the special character and appearance of the Dedham Vale AONB, and its setting, and the setting of the Suffolk Coast and Heaths AONB, including any relevant ***AONB Management Plan objectives****. New development which would impact upon the* ***proposed extension to the Suffolk Coast and Heaths AONB, or its setting,*** *should have specific regard to any special landscape qualities of the area affected.*

1.5 Special Landscape Areas

In the 1980's many County Structure Plans highlighted a desire to identify Special Landscape Areas in broad terms and for them to be more specifically defined in District

[2] Management Plans included, but not exclusively, Dedham Vale AONB and Stour Valley Project Management Plan and Suffolk Coast & Heaths AONB Management Plan.

Plans. This was the case for both the Essex and Suffolk Structure Plans. The former recognised areas with *'distinctive scenic attraction and of great landscape value resulting from a combination of features such as vegetation cover and landform'*, while Suffolk defined SLAs as:

- *'River valleys which still possess traditional grazing meadows with their hedgerows, dykes, and associated flora and fauna;*
- *Historic parklands and gardens;*
- *Other areas of countryside where undulating topography and natural vegetation, particularly broadleaved woodland, combine to produce an area of special landscape quality and character.'*

These areas were subsequently defined in respective local plans and incorporated into policy. Although there is no record of assessments which justify the extent of SLA areas, reference to former local plans has enabled the SLAs to be mapped in relation to the APA – refer to Figure 2. This demonstrates that the western half of the Shotley Peninsula formed part of the Dodnash Special Landscape Area recognised for its scenic quality and combination of features.

Whilst SLAs, and policy relating to them, are no longer in use, the removal of a local landscape designation does not mean that the qualities of the landscape that led to designation have somehow changed, often they have not. This is borne out by the findings of the AONB extension evaluation which, undertaken by Natural England, identified a substantial part of the Dodnash SLA (principally the Samford Valley) as worthy of designation as part of the AONB (see section 1.6 below).

1.6 Past Landscape Evaluation

The evaluation undertaken by Natural England looked at the Stour Estuary and Shotley Peninsula to establish if it was worthy of designation as AONB, as part of an extension to the Suffolk Coast and Heaths[3]. The results of this assessment defined an extension that included three areas namely the whole of the Stour Estuary (including the southern shores in Essex), The Samford Valley and the Freston Brook (refer to Figure 1). The proposed extension is currently awaiting confirmation by the Secretary of State.

Land defined as suitable for AONB designation has not been assessed further as part of this project. Figure 1 shows that some small areas of the APA are left beyond the southern boundary of the proposed AONB extension. These areas have not been assessed as they will become isolated from the wider APA once the AONB extension is confirmed. An assessment of the land between Manningtree and Mistley has however been undertaken despite it lying outside of the APA (refer to section 4.10). This is because the land forms an important context to the settlements of Manningtree and Mistley and a setting to the AONB extension.

[3] Natural England Board Paper, NEB 73 03, Annex 2, SC&H AONB Boundary Variation Project, Natural Beauty Assessment, September 2017.

1.7 Relevant Planning Appeals

There are a number of planning appeals which illustrate how the equivalent Project Area for the Stour Valley is being treated in relation to planning policy and decisions. This provides useful background to this study of the SC&H APA.

Steeple Bumpstead (Braintree District)

This appeal was in relation to a housing scheme for up to 65 dwellings on the south side of the village of Steeple Bumpstead. The inspector noted that the village and site lay within the SVPA and that while it did not have any planning status within local plan policy or the proposals map, its inclusion in the AONB management plan enabled it to be given significant weight. The Inspector went on to state '*I do appreciate however that the area is extensive and not all parts of it will have equal landscape quality.'*

The Inspector took account of the value placed on the landscape by local people and the sensitivity of these visual receptors engaged in recreation within the wider landscape, the perception of tranquillity in the area, the scenic quality of the surrounding landscape and the position of the village nestling within the valley bottom - the trees within the settlement creating a verdant impression. She concludes that *'having considered all its characteristics and the inclusion of the site within the Stour Valley Project Area, I conclude that it is a valued landscape in terms of paragraph 109 [now 170a] of the Framework.'*

Bures (Colchester District)

This appeal was in relation to a housing scheme for up to 98 dwellings off Colchester Road, Bures Hamlet. In para 21 the Inspector notes:

> *'I consider that recognition of the intrinsic character and beauty of the countryside would have little practical effect without an assessment of the particular qualities of the countryside and the landscape setting where development is proposed and the effect of that development upon them. Neither, having regard to paragraph 127, do I consider that the exhortation to protect and enhance 'value' landscapes is necessarily limited to landscape that have either a statutory designation or a local designation in the development plan.'*

The Inspector goes on to state in para 22:

> *'The Framework does not provide a definition of a valued landscape. However, I consider it improbable that the addition of the words in brackets to paragraph 170(a)…was intended to encourage policy makers to revive the practice of creating local 'Special Landscape Areas' or similar designation in development plans as a means of identifying a valued landscape.'*

And in para 23

'In any event, whether or not the site qualifies as a 'valued landscape' in terms of the Framework, the Framework at Paragraph 127 requires development to be sympathetic to its landscape setting. Such consideration must necessarily have regard to the sensitivity of that landscape.'

He concluded in para 24 that *'In this case I consider that there is ample evidence that the landscape around Bures, including the appeal site, is not ordinary countryside of no value but is of high sensitivity and is locally valued.'*

These planning appeals highlight:

- the weight which is given to the inclusion of land within the SVPA and reference to this within the Dedham Vale AONB Management Plan
- that not all land within the SVPA will have equal landscape quality
- that a landscape may be a valued landscape even if it is not defined within policy or a local development proposals map
- that a landscape may be sensitive to a particular development even if it is concluded that it is not a valued landscape

2.0 Approach and Methodology

2.1 Stages of Work and References

The project comprises four stages of work. Firstly, a desk-based assessment where background information on the area and key settlements was gathered and reviewed. Secondly, site assessment where the SC&H Additional Project Area was visited, and information gathered on special qualities and where individual settlements were assessed in detail. Thirdly, analysis of evidence and assimilation and judgements on landscape value. Finally, the writing up of the findings of the study.

Key sources of information used during the study have included the following:

- 1:25,000 and 1:10,000 OS mapping.
- Historic maps and aerial photography.
- Historic Landscape Characterisation and Historic Settlement Atlas.
- Landscape Character Assessments.
- Landscape designations including Suffolk Coast and Heaths Area of Outstanding Natural Beauty and former Special Landscape Areas.
- Cultural heritage designations including Conservation Area Appraisals, Scheduled Monuments, Listed Buildings, Historic Parks and Gardens.
- Natural heritage designations including ancient woodland, Tree Preservation Orders, Sites of Special Scientific Interest, National Nature Reserves, Local Nature Reserves, Ramsar, Special Protection Areas, Special Areas of Conservation, Local Wildlife Sites.
- Recreational routes including public rights of way, bridleways, CROW/access land, national trails, cycle routes, locally important open space.
- Green Infrastructure Strategies.
- Local Plan Policies and Designations.
- Conservation Area Appraisals.
- Neighbourhood Plans.

The main background documents referred to in this study are set out in appendix 2.

2.2 Approach to Assessing Landscape Value

Over the past 30 years techniques for assessing and evaluating landscape, (as oppose to simply describing it in landscape character assessments), have evolved. There are three principle sources of information on landscape evaluation and the factors which should be taken into account when determining value as follows:

Natural England Guidance on Assessing Landscapes for Designation as National Park or Areas of Outstanding Natural Beauty, Natural England (2012)

This guidance relates to defining areas for National Park and AONB designation in England. These are our most treasured landscapes and are designated for their natural

beauty and in the case of National Parks, opportunities for open air recreation. As such they are given the highest level of protection within the NPPF (paras 172). Natural England, as the designating authority, published guidance to inform its work in defining new designations and undertaking boundary reviews. This guidance set out the factors which can be taken into account when determining whether a landscape has sufficient natural beauty and (in the case of National Parks) recreation opportunities to warrant national designation. The techniques and application of the criteria set out in this guidance inform the approach to be adopted to valued landscape assessments and establish a level of transparency and consistency in making judgements.

Guidance on Landscape and Visual Impact Assessment, Landscape Institute and Institute of Environmental Management and Assessment (2013)

The second source of information which informs landscape evaluation and the identification of valued landscape can be found in Guidelines on Landscape and Visual Impact Assessment (GLVIA)[4]. This defines landscape value as:

'The relative value that is attached to different landscapes by society. A landscape may be valued by different stakeholders for a whole variety of reasons.

Box 5.1 on page 84 of GLVIA sets out the criteria used to assist in defining a valued landscape and these are regularly used by the landscape profession when undertaking Landscape and Visual Impact assessments. Importantly GLVIA states in para 5.28 that the criteria listed are not comprehensive.

The criteria listed are similar to those set out in Natural England's guidance for designation as indicated in table 2 below.

Table 2: Comparison between NE natural beauty factors and those set out in GLVIA

Natural beauty and recreation factors in Natural England Guidance for evaluating landscapes as National Park or AONB	**Criteria in GLVIA for defining valued landscapes (Box 5.1)**
Landscape quality	Landscape quality
Scenic quality	Scenic quality
Relative wildness	Perceptual qualities
Relative tranquillity	Perceptual qualities
Natural heritage features	Conservation interest
Cultural heritage features	Conservation interest Associations
	Rarity
	Representativeness
Access to high quality landscapes	Recreation Value
Features of interest	Recreation Value
Good recreation provision	Recreation Value

[4] Guidelines for Landscape and Visual Impact Assessment (GLVIA), Landscape Institute and Institute of Environmental Management and Assessment 2013 (3rd edition).

An Approach to Landscape Sensitivity Assessment – to Inform Spatial Planning and Land Management, Natural England (2019)

The third source of information is the recently published guidance by Natural England which highlights the importance of taking into account an understanding of value when determining the sensitivity of a landscape to a particular type of development/change. It states that:

'Within the context of the spatial planning and land management, landscape sensitivity is a term applied to landscape character and the associated visual resources, combining judgements of their susceptibility to the specific development type/development scenario or other change being considered together with the value(s) related to that landscape and visual resources. Landscape sensitivity may be regarded as a measure of the resilience, or robustness, of a landscape to withstand specific change arising from development types or landscape management practices, without undue negative effects on the landscape and visual baseline and their value.'

It goes on to state that *'Assignments of value will be completely independent of what is being assessed (unlike judgements concerning landscape and visual susceptibility).*' This is important as it indicates that an understanding of value should be made prior to and separately from judgements on sensitivity in relation to specific types of change.

The value(s) of landscape and their component parts can be ascertained qualitatively with reference to, for example:

a. *Designations*
b. *Character and sense of place*
c. *Valued attributes such as topography, perceptual qualities, cultural and historic features and associations, biodiversity, areas of outstanding beauty, National Park special qualities etc.*
d. *Community values*
e. *Recreational value*
f. *Intrinsic value*

2.3 Approach to Assessing Settlements

An important part of this assessment has been the need to consider the value of settlements specifically. This study has therefore sought to establish the historical evolution of settlements and to understand factors which have influenced their siting and form in relation to the landscape. Information regarding opportunities for enhancement, especially where this may enhance special qualities and increase robustness, has been recorded. The results of the settlement assessments can be found in Section 4.0 of this report. Settlements were considered as a whole to reflect the strategic nature of the project brief. Nevertheless, geographical variations in qualities and issues are detailed in the written descriptive narrative for each settlement. Where settlements lie predominately beyond the SC&H APA (i.e. Mistley and Manningtree) focus is concentrated on their fringes which lie adjacent to the SC&H APA / proposed AONB extension area, rather than an assessment of the whole settlement.

The purpose of the settlement assessments is to set out valued characteristics and special qualities of the settlements and their landscape settings and to highlight any vulnerabilities to change. The assessment does not seek to identify specific development sites nor review existing sites which are coming forward for development. Instead the analysis seeks to set out what matters and why (value) and on this basis forms an independent assessment which can be used to inform more detailed sensitivity studies of specific developments. It can therefore assist with decision making as a robust evidence base. The criteria used in the assessment are set out below and have been developed through experience of whole settlement studies, neighbourhood plan landscape appraisals and sensitivity assessments. The criteria form a helpful framework for the assessment of settlements within the brief, ensuring consistency in analysis and descriptive reporting.

Table 3: Criteria Used to Assess Settlements and Settings

Criteria Used to Assess Settlements and Settings	
Location and Topographic Context	Includes understanding of the position of the settlement in relation to landform, skylines and landscape elements. It takes account of whether the setting and settlement is representative and typical of the Shotley Peninsula and estuaries, or if it has unique characteristics
Historical Development	Includes an historical account of the evolution of the settlement including the reasons why it may be located where it is and what factors have led to its growth/decline.
Landscape Setting	Considers the juxtaposition of elements and patterns including land use, enclosure and scale in relation to built form. The coherence, condition and intactness of the physical landscape and its character is noted.
Settlement Form and Character	Considers the settlement form relative to the landscape and its predominant character. Aspects of scale and form are noted as is the character of the urban edges.
Views	Takes into account important elements within views e.g. landmarks, and inter-visibility between areas, and the main approaches into and out of the settlement
Natural and Cultural Heritage	The presence of and extent to which natural and cultural heritage contributes to special qualities of the settlement including cultural associations with artists for example.
Relationship to Adjacent Settlements	The position of the settlement relative to other settlements is noted especially if there is a physical distinction/gap or if there has been an amalgamation of smaller settlements.
Scenic Quality and Perceptions	Considers any scenic value, sense of rurality, remoteness and tranquillity in the landscape surrounding a settlement.
Value and Significance	Considers the special qualities of the settlement which are important to conserve and enhance and how these qualities may be vulnerable to change.
Sensitivities	Key changes which may adversely affect the special qualities of the settlement.
Conserving Special Qualities	Considers what environmental initiatives could help to bolster existing special qualities.

2.4 Project Methodology

The method adopted in this study is based on recognised approaches to assessing valued landscape and sensitivity studies as noted above. For the purposes of assessing landscape value the SC&H APA has been subdivided into three broad geographical areas namely:

1. Western Wooded Plateau
2. Alton Water
3. Eastern Open Plateau

These areas have been used as a framework for assessment purposes and are illustrated on Figure 4. They were assessed through desk study and field work, in relation to the criteria set out in Table 3. The assessment seeks to describe the special qualities of these areas drawing on existing evidence from landscape character assessment and other studies as well as site work. The assessment sets out the special qualities found in the different areas and goes on to highlight opportunities for conservation and enhancement. The results of this can be found in Section 3.0 of this report.

Land which has already been assessed as worthy of AONB designation e.g. Stour Estuary, Samford Valley and Freston Brook (as noted in Section 1.6 above) has not been assessed again on the basis that its special qualities are already well documented.

Following the broad evaluation of the SC&H APA, the settlements listed within the brief (see table 4 below and Figure 1) were assessed in detail at 1:10,000 scale through desk work and site assessment. Specific criteria were developed to gather and order data and to articulate the special qualities of each settlement and opportunities for conserving and enhancing (see section 4.0 below).

These settlements have been considered in detail in this study with particular attention given to their character and position in the wider peninsula landscape, understanding the relationship between the built area and its setting as well as its contribution to the character of the wider landscape. Reference has also been made to any existing studies such as Conservation Area Appraisals and or Neighbourhood Plans, as listed in the table below.

Table 4: Settlements Listed in the Brief by Local Authority Area

Local Authority	Settlement	Neighbourhood Plan Area	Conservation Area
Babergh and Mid Suffolk District	Belstead		
	Bentley	*	
	Chelmondiston		
	Holbrook	*	
	Stutton	*	
	Shottley		
	Tattingstone		
	Woolverstone		*

Tendring District	Manningtree Mistley		* *

3.0 The Shotley Peninsula

3.1 Existing Character Assessments

The SC&H APA is described in a number of different character assessments undertaken at a range of different scales). These include:

- National Character Area 82: Suffolk Coast and Heaths (whole area)
- The Suffolk County Landscape Character Assessment 2009 and update 2011 (northern part of the Stour Estuary and Shotley Peninsula only)
- The Essex Landscape Character Assessment 2003 (Southern shores of Stour Estuary only)
- Suffolk Coast and Heaths Landscape Assessment 1993 (land within the existing AONB only)
- Shotley Peninsula and Hinterland Landscape Character Assessment 2013 Alison Farmer Associates (whole area)
- Joint Babergh and Mid Suffolk District Council Landscape Guidance

The Suffolk Landscape Typology and Shotley Peninsula and Hinterland Character Assessment are the most informative assessments for the APA. These assessments have been most relied upon in this evaluation work. The landscape types for the APA are illustrated on Figure 3.

By way of background, extracts from the NCA, Suffolk Typology and Shotley Peninsula Landscape Character Assessment, are set out below.

National Character Area 82: Suffolk Coast and Heaths

The Shotley Peninsula area was specifically picked out as a key landscape attribute of NCA 82 and described as follows:

- *The area's light, generally less impoverished soils, were historically considered to be the best in Suffolk and have had a significant impact of the landscape. These first farms and settlements were established on these soils, evidenced by the 5,000 year old Neolithic ritual enclosure at Freston.*

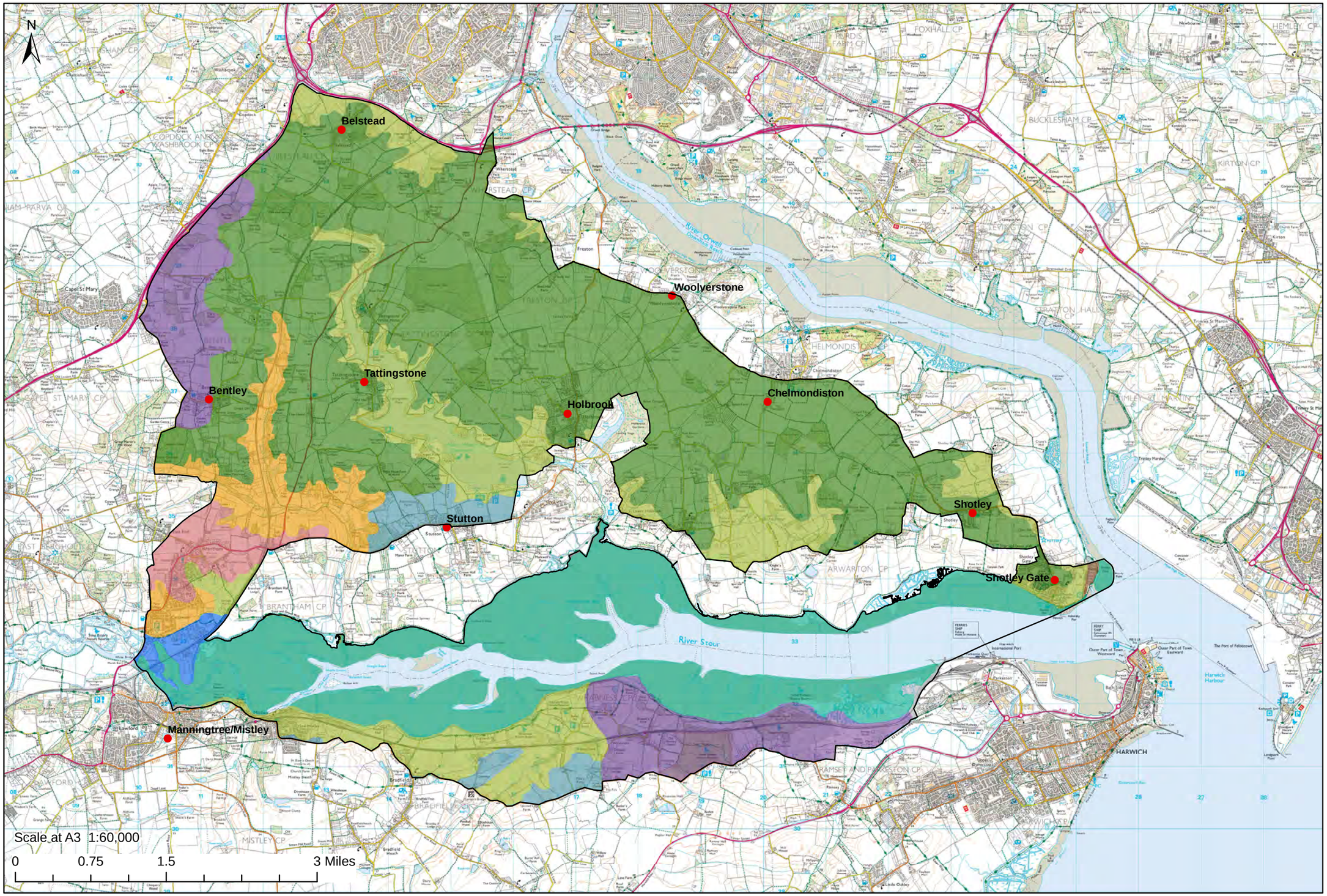
- *Today its medium sized clusters of farms and large-scale arable blocks, divided into rectilinear fields separated by an enclosed network of winding lanes are distinctive characteristics.*

- *The Shotley peninsula is notable for its field boundary holly hedges. Designed parkland landscapes around large houses built overlooking the Stour and Orwell estuaries include, Orwell Park, Freston Park, Wherstead Park and Woolverstone Park. These quiet and undisturbed landscapes form a key component of the area and include many important ancient trees in a wood pasture setting. They are important for wildlife including hawfinches and barn owl.*

Valued Landscapes

Sussex Coast & Heaths Project Area

Figure 3:
Landscape Character



Landscape Character Types (Project Area)

- Ancient Estate Claylands
- Ancient Estate Farmlands
- Rolling Estate Farmlands
- Plateau Estate Farmlands
- Valley Meadowlands
- Coastal Levels
- Saltmarsh/Intertidal Flats
- Plateau Farmlands
- Rolling Valley Farmlands
- Additional Project Area (APA)
- Settlement

landscape architecture and environmental planning

- *Historically the country houses portray the past importance and wealth of the area.*
- *Open, wide views from the valley sides across the estuaries are a strong characteristic.*
- *Tranquillity levels are high and disturbance is low, apart from close to the major transport infrastructure routes of the East Coast Main Line and A14 and A12 roads.*
- *Recreation opportunities are supported by the dense network of rights of way on the Shotley peninsula, and both land and water based activities at Alton Water Reservoir.*

The Suffolk County Landscape Character Assessment 2009 and update 2011

This assessment defines the APA (beyond the proposed AONB extension) as comprising 5 landscape types namely:

- Rolling Valley Farmlands comprising the valley of the Samford Brook
- Rolling Estate Farmlands which comprise the sides to the estuaries and Alton Water which penetrates the plateau;
- Ancient Estate Claylands which form the highest area of the plateau farmlands in the west of the area;
- Ancient Estate Farmlands which form the majority of the elevated plateau farmland;
- Plateau Estate Farmland which comprise an area of elevated farmland in the vicinity of Stutton and southern fringes of the Stour.

Shotley Peninsula and Hinterland LCA

A more detailed local landscape character assessment was undertaken in 2013 for the Shotley Peninsula and Hinterland. It divided the study area into the following character areas:

- Belstead Brook
- Samford Valley
- Alton Water
- Elevated Plateau

The descriptions for each character area can be found in appendix 2 of this report. These character areas have informed the division of the study area for evaluation purposes (refer to Figure 4).

3.2 Special Qualities of the AONB and APA

The SC&H APA shares similar landscape characteristics to the SC&H AONB. The special qualities of the AONB are set out in the publication on Natural Beauty and Special Quality Indicators[5] and are summarised below:

- Repetitive pattern of east west estuaries penetrating the coastal farmlands and heaths;
- Close knit interrelationship of semi-natural and cultural landscapes and built heritage features creating attractive compositions;
- Important areas of heath and acid grassland and coastal habitats highly valued for biodiversity;
- Enigmatic built structures and features including Sizewell and Orford Ness which sit within an open large-scale costal setting;
- Sea cliffs and shingle beaches contrast with gently rolling sandland heaths and farmland;
- Long distant and panoramic views and large skies;
- Villages and small towns which high concentration of built heritage assets and local vernacular connected by network of hedged rural lanes;
- Designed parkland landscapes overlooking estuaries and high concentration of veteran trees;
- Associations with writers and poets;
- A sense of relative tranquillity.

3.3 Shotley Peninsula as a Valued Landscape

This section considers the special qualities of the Shotley Peninsula beyond the AONB and proposed extension area. The evaluation is set out in three separate tables one for each of the areas defined in Figure 4.

3.4 Western Wooded Plateau

Location: This area lies in the western fringes of the Shotley Peninsula and APA. It comprises predominately open farmland and areas of woodland. It includes a tributary valley to the Samford Valley and the northern slopes of the Belstead Brook valley.

Relevant Landscape Types: Ancient Estate Farmlands, Ancient Estate Claylands and Rolling Valley Farmlands.

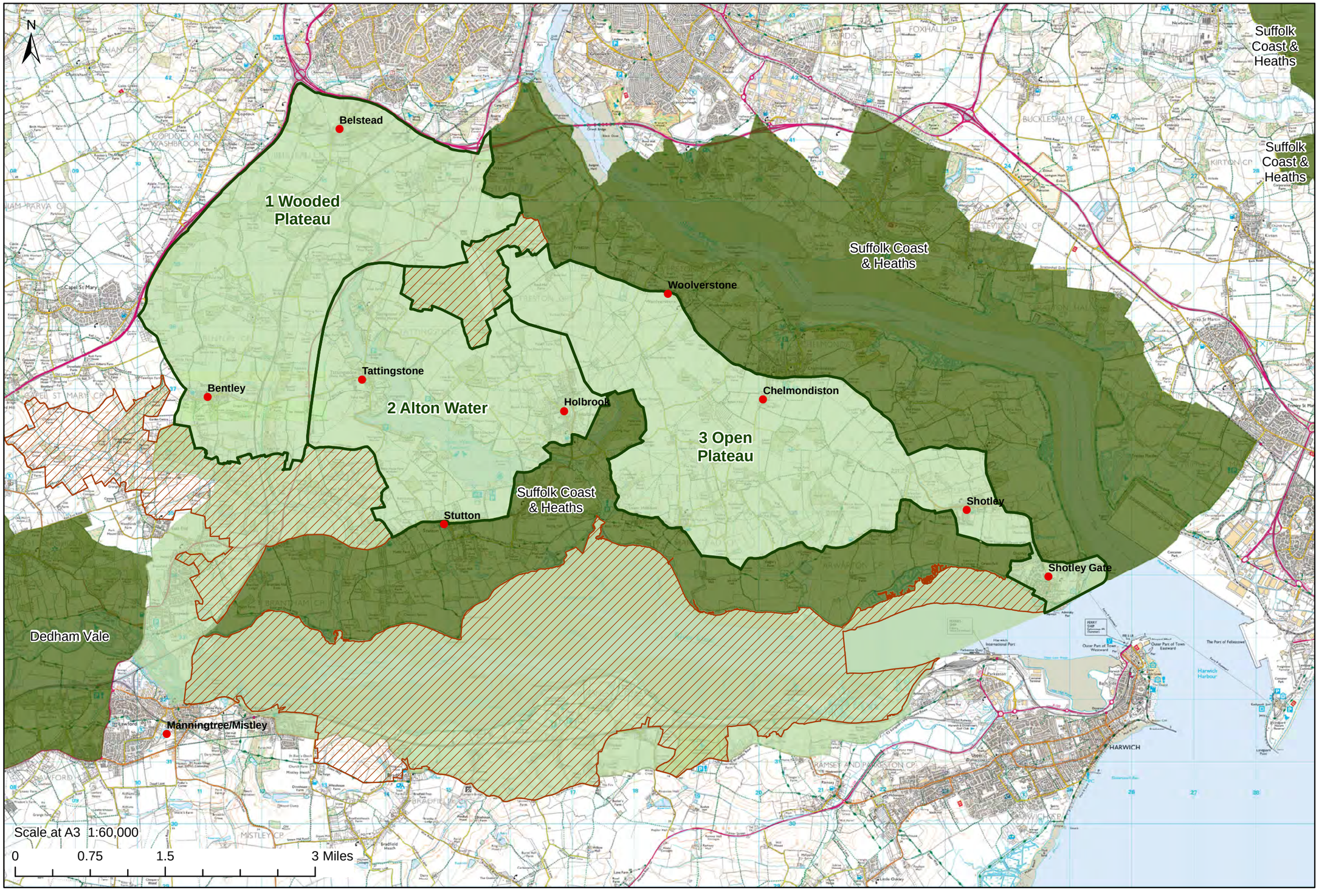
Key Settlements: Hamlet of Belstead and village of Bentley.

[5] Suffolk Coast & Heaths Area of Outstanding Natural Beauty, Natural Beauty and Special Qualities Indicators, Nov 2016, LDA Design.

Valued Landscapes

Suffolk Coast & Heaths Project Area

Figure 4:
Broad Assessment Areas



Broad Assessment Area

Proposed Extension to SC&H AONB

Additional Project Area (APA)

Dedham Vale and Suffolk Coast & Heaths AONB

Settlement

AFA
landscape architecture and environmental planning

Overview of character: This area forms the highest land within the Shotley Peninsula rising to c. 45m AOD close to the A12. Its eastern extent broadly follows the A137 and the area is bisected by the mainline railway between Ipswich and Manningtree.

Much of the landscape forms a relatively flat plateau under arable cultivation with notable blocks of ancient woodland. In the south the land drops steeply into the Samford Valley and its tributary while in the north it slopes towards the Belstead Brook valley. Siting on the edge of the plateau above the river valleys area the rural settlements of Bentley and Belstead.

Criteria	Assessment
Landscape Quality (condition): A measure of the physical state of the landscape.	In the northern part of this landscape the field pattern reflects pre 18th century enclosures and blocks of ancient woodland has an intact character. Further south the pattern has been disrupted by field boundary loss, post 1950's, although the woodland areas remain intact. In some cases, the ancient woodlands had been replanted or extended with conifer plantation. The historic pattern of church and hall complexes sitting isolated within a wider rural landscape remains intact while the villages of Bentley and Belstead have both experienced housing estate development in the second half of the 20th century. The historic lane pattern which connects settlements, halls and farms remains intact either forming the existing road network or fossilised within the public rights of ways and green lanes. The wooded and sinuous boundaries of former parkland landscapes e.g. associated with Bentley are still evident enclosing areas of pasture with veteran trees. In places the effects of sand and gravel extraction has altered landscape patterns and on the fringes of the area infrastructure has caused some visual and perceptual fragmentation e.g. pylons, road and rail. The landscape is most intact in the north of the area and especially around Bentley Hall.
Scenic Quality: The term used to describe landscapes that appeal primarily to the senses.	The scenic qualities of this landscape are derived from the sinuous lines and patterns of ancient woodland, rural lanes and former parkland boundaries. Wooded horizons contain views but where land dips into stream valleys, views open up across wider distances. There are notable clusters of vernacular buildings (church, hall and farm complexes) comprise visually attractive groups and local interest, forming isolated built structures within a wider rural scene. When combined with the narrow rural lanes and green ways, often flanked with veteran trees, this landscape imparts a tangible rural and historic character. Topographic variation on the valley slopes adds visual interest but on the margins of this area scenic quality is undermined by visual intrusion from infrastructure and development including railway, pylons, road development and the fringes of Ipswich.

Rarity: The presence of rare elements or features in the landscape or the presence of a rate landscape type.	The cluster of hall and church complexes is rare as are the collection of ancient woodlands and intact pattern of rural lanes/routes reflecting an earlier medieval landscape.
Representativeness: Whether the landscape contains a particular character and/or features or elements which are considered particularly important.	This landscape reflects the typical characteristics of plateau farmland in Suffolk.
Conservation Interest: The presence of features of wildlife, earth science or archaeological or historical and cultural interest can add to the value of the landscape.	Conservation interest is associated with the ancient woodlands which are designated County Wildlife Sites. These woods contain notable veteran trees and deadwood habitats which support a valued population of stag beetle. The pre 18th century enclosure pattern, distribution of woodland, listed buildings and fossilised pattern of historic routes evident in the road network and rights of way, comprise an important collection of historic features.
Recreational Value: Evidence that the landscape is valued for recreational activity where experience of the landscape is important.	Dense network of public rights of way connecting small settlement to the wider countryside.
Perceptual aspects: A landscape may be valued for its perceptual qualities, notably wildness and or tranquillity.	Rural tranquillity away from road network. Modern utilitarian agricultural landscape.
Associations: Some landscapes are associated with particular people, such as artists or writers or events in history that contribute to perceptions of the natural beauty of the area.	Woodlands are associated with the writings of Oliver Rackham.

Special Qualities:

- ***Hall/church complexes*** along with ancient woodland and rural lanes reflect patterns of the medieval landscape.
- ***Remnant areas of parkland and notable veteran trees throughout area*** impart an established character.
- ***Sinuous lanes and patterns*** created by wavey edges to ancient woodland, rural winding lanes and old park boundaries and enclosure patterns.
- ***Wooded skylines defined by ancient woodlands*** and highly valued for biodiversity.
- ***Attractive open views across rural farmland*** to individual or clusters of vernacular buildings.

These qualities are particularly well expressed in the following geographical areas:

- Around Bentley Hall and Church
- Northern half of the area extending into Belstead Brook Valley.

Opportunities for Conservation and Enhancement:

- Improve landscape structure of arable farmland through improved management of hedgerows with associated field margins.
- Reinstate hedgerows to improve biodiversity networks especially where they can link areas of ancient woodland.
- Avoid development on the edges of settlement where it is visually prominent especially on the margins of river valleys (see detailed settlement assessments).
- Avoid development along major routes especially A12 and A137 where it creates visual clutter and may be visually intrusive across wide areas
- Undertake rural lane assessment to identify quiet lanes and protected lane status where appropriate.
- Selectively fell areas of conifer plantation and restore sinuous boundaries to woodland where they have been lost.

3.5 Alton Water

Location: This area comprises the valley of Alton Water Reservoir and surrounding plateau farmland.

Relevant Landscape Types: Rolling Valley Farmlands and Ancient Estate Farmlands.

Key Settlements: Villages of Tattingstone, Holbrook and Stutton

Overview of character: This part of the Project Area comprises Alton Water Reservoir, surrounding valley sides and plateau fringe. The focus of this landscape is predominately inward as a result of the subtle valley topography. Valley slopes undulate gently and ancient woodland forms a strong wooded skyline particularly to the north of

the reservoir. Alton Water is narrow and sinuous, its heavily vegetated fringes affording few views across open water from the surrounding landscape. Settlement is dispersed and comprises small rural hamlets such as Tattingstone White House and Tattingstone Heath as well as the larger settlements of Tattingstone and Holbrook.

Criteria	Assessment
Landscape Quality (condition): A measure of the physical state of the landscape.	The historic patterns of this landscape have been altered due to the creation of Alton Water. As a result, areas of former parkland associated with Tattingstone Place have become fragmented, (although remnants are still evident in the pattern of veteran trees). Severed lanes, such as Alton Hall Lane, which once connected Stutton to Alton Mill and Hall on the former valley floor, are also evidence of the past patterns that have been altered. Nevertheless, the pattern of 18th century small to medium scale, random or sinuous, field enclosures remains intact over much of the area, with the exception of land to the southwest of Tattingstone where there has been post 1950's alteration. The creation of Alton Water has enabled new wetland, woodland and scrub habitats to establish along its fringes, creating a new vegetated structure to the landscape. Housing development over the 20th century has resulted in a more nucleated settlement pattern developing in Stutton and Holbrook although both settlements retain elements of their historic character in the form of lanes and clusters of historic buildings. Tattingstone has seen less dramatic change and is the most intact of all three larger settlements.
Scenic Quality: The term used to describe landscapes that appeal primarily to the senses.	Scenic quality is most evident on the valley sides where variations in topography, scattered vernacular timber-framed farmhouses with red tiled roofs, and vegetation around the naturally indented shoreline of the reservoir, create attractive and visually appealing compositions. The tower of the nearby Royal Hospital School forms a distinctive landmark which is visible from much of this area. The ancient woodlands associated with Holbrook Park (within proposed AONB extension) form a distinctive wooded horizon to this landscape while other areas of woodland have scenic qualities at a smaller scale in the form of old woodbanks, coppiced hazel and sweet chestnut stools and carpets of spring flowers revealing evidence of traditional woodland management. There are few views across open water due to the dense vegetation at the margins of the reservoir.
Rarity: The presence of rare elements or features in the landscape or the	This landscape has a number of curiosities and unique land mark features such as Tattingstone Wonder and Tattingstone workhouse building. The woodlands west of Holbrook support a particularly high population of Stag Beetle.

presence of a rate landscape type.	The creation of a reservoir within a stream valley draining the plateau, is unique in the context of the wider Suffolk Coast & Heaths AONB, forming the largest area of inland water in Suffolk.
Representativeness: Whether the landscape contains a particular character and/or features or elements which are considered particularly important.	This landscape shares some characteristics of the inland sandlings which back the wider AONB landscape, although this particular landscape has seen change in relation to the reservoir.
Conservation Interest: The presence of features of wildlife, earth science or archaeological or historical and cultural interest can add to the value of the landscape.	Alton Water is valued for its nature conservation and is designated a County Wildlife Site for its mosaic of habitats and supports a wide variety of birdlife. Woodley Wood, Hale's Grove and Argent Manor Wood are SSSIs and Hales Grove is a CWS – these designations reflect their ancient woodland status, veteran trees, invertebrate habitat and rich ground flora. There are also a number of small sites valued for their acid grassland and heathy character. None of the settlements in this area are conservation areas although they contain notable concentrations of listed buildings.
Recreational Value: Evidence that the landscape is valued for recreational activity where experience of the landscape is important.	Alton Water is marketed for outdoor recreation including fishing, quiet water sports, cycling and walking and various small parking areas and a visitor centre/facilities. There is a popular 13km circular recreation path around the reservoir and connections to a wider network of public rights of way. The narrow lanes which traverse this landscape also provide opportunities for open air recreation and the South Suffolk cycle route B runs through the area.
Perceptual aspects: A landscape may be valued for its perceptual qualities, notably wildness and or tranquillity.	The open water of the reservoir and bird life it attracts makes a significant contribution to tranquillity. There are no major roads around Alton Water and away from the A137 to the northwest and B1080 to the south, the area has a quiet backwater quality. Whilst the margins of the reservoir have a natural character the presence of more engineered features such as the reservoir dam and Lemons Bridge appear intrusive in the otherwise rural context.
Associations: Some landscapes are associated with particular people, such as artists or writers or events in history that contribute to perceptions of the	This landscape is associated with Constable who sketched views of Tattingstone church across open fields.

natural beauty of the area.	

Special Qualities:

This area has the following special qualities:

- Notable areas of ***ancient woodland*** form skyline features, revealing evidence of former traditional management including hazel and sweet chestnut coppice stools and woodbanks.
- Alton Water is valued for its birds offering ***breeding bird habitat*** for species such as Common Tern in summer and as a refuge/roost for wildfowl during winter months.
- ***Strong recreation focus*** around Alton Water popular for fishing, cycling, quiet water sports, walking and visitor facilities.
- Important ***habitats for stag beetle*** to the west of Holbrook.
- ***Rural back-water and tranquillity*** away from main roads.
- Notable landmarks and historic buildings coupled with rural lanes, veteran trees and historic enclosure pattern, gives rise to ***tangible time depth***.

These qualities are particularly well expressed in the following geographical areas:

- Western fringes and valley sides of Alton Water around Tattingstone
- Western fringes of Holbrook
- Land south of Holbrook Park

Opportunities for Conservation and Enhancement:

- Improve landscape structure of arable farmland through improved management of hedgerows with associated field margins and reinstatement of hedgerows and woodland copses where they emphasise landform and define valley landscapes.
- Manage areas of ancient semi-natural woodland through coppicing and appropriate woodland management regimes.
- Record and survey veteran trees, manage existing trees to prolong life and plant new trees to become future veterans.
- Avoid the expansion of settlements which undermine the current dominance of historic core and settlement integrity.
- Manage recreation pressures in this landscape and avoid new development which detracts from the rural character and tranquillity of the area.
- Avoid the urbanisation of B1080 where it undermines the perceived separation and individual identity of Stutton and Holbrook.
- Improve recreational links from Alton Water to local settlement and the Orwell and Stour Estuaries.
- Enhance views to open water from the valley sides, through vegetation management and removal to create scenic vistas.

3.6 Eastern Open Plateau

Location: This area lies in the eastern half of the Shotley Peninsula and APA.

Relevant Landscape Types: Ancient Estate Farmlands and Rolling Valley Farmlands

Key Settlements: Woolverstone, Chelmondiston, Shotley and Shotley Gate

Overview of character: This part of the Shotley Peninsula forms an elevated relatively flat shoulder of farmland which can feel relatively open and exposed to the elements. Small streams drain the plateau and create shallow valleys which provide some subtle landform variation especially on the south side of the area. Much of the area is intensively farmed for arable with occasional small woods some of which are ancient e.g. Rence Park/Upper Grove, while others reflect more recent plantations. Settlement tends to occur at the fringes of the area as the land starts to dip and where there are views into the estuaries. Elsewhere views are generally open across arable farmland to woodland blocks on the skyline and occasional farms/cottages. As a result, the central parts of the plateau can feel empty and sparsely populated.

Criteria	Assessment
Landscape Quality (condition): A measure of the physical state of the landscape.	This landscape retains some pre 18th century enclosure patterns but much of the area has been altered post 1950's with the creation of larger fields and removal of hedgerows. Intensive arable farmland has occurred close to stream valleys such that only small areas of pasture remain along watercourses. Settlements such as Chelmondiston, Shotley, and Shotley Gate have all experienced housing development in the latter half of the 20th century resulting in a more nucleated settlement form. In contrast Woolverstone has retained its estate village character with relatively little estate development and limited infill development. Areas of former parkland at Rence Park are substantially lost although the pattern of ancient woodland and hedgerows indicate its past extent.
Scenic Quality: The term used to describe landscapes that appeal primarily to the senses.	The scenic qualities of this landscape arise from the open exposed character and perceptions of being relatively isolated and off the beaten track. There are no major road routes through the area the B1456 being the only significant route connecting all four settlements. Otherwise the pattern of rural lanes is narrow and sinuous. Views across the landscape are generally without strong pattern or features - although the water tower west of Woolverstone and isolated church at Harkstead are visually important. In this context skies are expansive and changing light conditions and cloudscapes make a special contribution to the scenic quality of this area. As the land starts to slope towards the surrounding estuaries, views extend across thin slithers of open water to opposite valley slopes. Intrusion of tall structures, such as the cranes at Felixstowe, highlight the strong inter-visibility of this landscape with the surrounding estuaries.
Rarity: The presence of rare elements or	The general lack of accessibility to this landscape due to its position as a narrow tongue of land, surrounded on three sides by water, give

features in the landscape or the presence of a rate landscape type.	this area a rare isolated quality. This area also has a high concentration of holly hedges which are unusual in the context of the Suffolk Coast.
Representativeness: Whether the landscape contains a particular character and/or features or elements which are considered particularly important.	The simplicity and expansive character of this landscape, coupled with views to the tall cranes at Felixstowe are similar to other parts of the Suffolk Coast & Heaths where expansive coastal landscapes afford views to isolated built landmarks such as the Pagodas on Orford Ness or Sizewell B.
Conservation Interest: The presence of features of wildlife, earth science or archaeological or historical and cultural interest can add to the value of the landscape.	The nature conservation and heritage interest of this part of the Shotley Peninsula is relatively limited and comprises the conservation area associated with Woolverstone (mainly lying within the existing AONB) and a scattering of listed buildings.
Recreational Value: Evidence that the landscape is valued for recreational activity where experience of the landscape is important.	The Stour and Orwell Walk passes through this landscape and there is a reasonable network of public rights of way. The rural lane network also provides recreational opportunities such as cycling and horse riding.
Perceptual aspects: A landscape may be valued for its perceptual qualities, notably wildness and or tranquillity.	This landscape has an isolated quality feeling remote from centres of population and exposed to the elements with large skies. Views towards the cranes at Felixstowe add interest - their size and activity have an enigmatic quality and play with sense of scale.
Associations: Some landscapes are associated with particular people, such as artists or writers or events in history that contribute to perceptions of the natural beauty of the area.	Erwarton Hall located just beyond this area within the AONB is a late 16th century English county house and farmhouse with historical links to Anne Boleyn.

Special Qualities:

This area has the following special qualities:

- ***Quiet, empty character*** with perceptions of isolation and few landmark features.
- ***Simplicity of landscape, quality of light and expansive skies*** with changing cloudscapes.
- ***Patches of ancient woodlands*** particularly on upper slopes of shallow valleys that drain the plateau.
- ***Notable areas of holly hedges*** which are a locally distinctive feature.

These qualities are particularly well expressed in the following geographical areas:

- Area around Harkstead and Rence Park.

Opportunities for Conservation and Enhancement:

- Improve ecological networks along watercourses through reversion of arable to pasture.
- Restore areas of pre 18th century enclosure through new hedgerow and hedgerow tree planting especially in the shallow valleys.
- Manage areas of native woodland using traditional woodland techniques and encourage the replacement of conifer plantations with mixed native planting.
- Maintain and enhance holly hedgerows.
- Improve urban edges where modern housing appears stark and visible over large distances though improved structural planting including woodland copses and hedgerows with hedgerow trees.
- Seek opportunities to create greater variation in land uses to improve biodiversity and visual interest – variations may include pastures along stream valleys and areas of scrub or heath associated with woodland as well as wider field margins along species rich hedgerows and relic lanes which are now footpaths.
- Avoid the urbanisation of lanes and especially the B1456 between key settlements e.g. Shotley and Shotley Gate, Chelmondiston and Woolverstone, and Woolverstone and Holbrook.
- Plant new woodland on the fringes of tributary valleys to enhance landform.

4.0 Settlement Assessment

4.1 Introduction

This section sets out the individual settlement assessments.

4.2 Belstead

Location and Topographic Context

Belstead is a small settlement which sits on the mid to upper, north facing, slopes of the Belstead Brook valley. Located at around the 40m contour it sits at the junction between the sandy soils of the plateau farmland, to the south, and the heavier clay soils of the valley, to the north. Within the valley floor is the A14 and beyond, on the opposite valley sides are the southern fringes of Ipswich.

Historical Development

Belstead reflects an early dispersed pattern of rural dwellings comprising farms, cottages and hall/church complex. The location of the settlement on the upper slopes of the Belstead Brook may relate to the naturally occurring springs in the area, which are still evident at Alder Carr wood. Maps dating to the 19th century show Belstead comprising three loose clusters of dwellings, firstly along Grove Hill and Chapel Lane (Belstead), secondly at the church and hall to the west, and thirdly at Blacksmith Corner to the south (the latter comprising farm buildings and a smithy). This pattern is still evident today, although housing development in the 20th century along Chapel Hill and Grove Lane (and extension onto the flatter plateau farmland above the 40m contour) has resulted in a more nucleated settlement form. Belstead Church and Hall and farm dwellings at Blacksmith Corner remain separate and substantially unaltered by more recent development.

Landscape Setting

Ancient Estate Farmlands form the upper slopes and wider plateau of the Shotley Peninsula, while the Rolling Estate Farmlands form the north facing valley sides to the Belstead Brook. Both are of relevance to the setting of Belstead village. Belstead sits around the 40m contour and natural springs are commonly found on the valley sides around the 25-30m contour. The latter are associated with areas of wet woodland at Alder Carr and Spring Wood to the west. On the higher flatter land to the south, the village landscape setting comprises intensive arable farmland in medium scale fields. Nevertheless, the pattern remains intact and reflects pre 18th century enclosures. Blocks of ancient semi natural woodland e.g. Wherstead Wood and Old Hall Wood form a treed horizon.

Village Form and Character

The village has evolved from a dispersed loose grouping of properties, to a more clustered or nucleated form. Nevertheless, the village lacks any clearly defined centre. The pattern of infill development means that the village displays a range of different housing types and ages. Chapel Lane is a back lane to the village which retains a rural character flanked by dwellings (some historic) on one side and a mature hedge on the other.

Views

The northern side of the village has open elevated views across the Belstead Brook valley towards Ipswich. The nature of development on the opposite valley slopes (including housing and commercial development at Copdock Interchange), has an urbanising effect on the setting of the village. From the southern and western sides of

the village views are onto the flatter plateau farmland where the character is more rural with glimpsed views to the Church and to farm buildings at Blacksmith Corner.

Natural and Cultural Heritage Designations

There is a concentration of listed buildings at Blacksmith Corner and associated with the church and hall. County Wildlife sites occur at Alder Carr while the ancient woodlands to the south are SSSIs. The Belstead Brook was formerly designated a Special Landscape Area.

Relationship to Adjacent Settlements

Belstead sits physically separate from its church and hall and from Blacksmith Corner, although there is inter-visibility between each of these development clusters. The church, in particular, is a local landmark and contributes to local distinctiveness and identity.

Scenic Quality and Perception

The intact arrangement of the church/hall complex and rural buildings at Blacksmith Corner are important features within the setting of Belstead and give rise to a strong sense of identity. The scenic qualities of the northern slopes of Belstead Brook are affected by the visual intrusion of development within Ipswich as well as noise from the A14 which undermines perception of tranquillity.

Value and Significance

- Notable areas of woodland carr/wet pasture on valley slopes and areas of ancient woodland on plateau which are valued for nature conservation and provide structure to the setting of the village.
- Intact collection of historic buildings associated with Belstead Church and Hall and rural buildings at Blacksmith Corner reflecting early dispersed settlement pattern and contributing to sense of place.
- Narrow, sinuous, hedged lanes connect settlement and remain evident on Chapel Lane within Belstead.

Sensitivity

The sensitivity of Belstead centres around its association with the Belstead Brook Valley and historic pattern of dispersed development which is still evident. Its position on the upper valley slopes overlooking Ipswich make it visually sensitive - development on the open upper slopes may have an urbanising effect over a relatively large area. Belstead is also sensitive to development which erodes the separate identity of the village with Blacksmiths Corner and the Church and which creates edges to the village which are abrupt and urban in form. A low density, loose arrangement of dwellings or ‘farm complex’ on the edge of the settlement would retain rural characteristics of the area and village. The rural lanes are sensitive to widening and loss of hedgerows.

Conserving Special Qualities

- Improve the character of the lanes through the village, reducing urbanising influences, through the reinstatement of hedgerows and non-ornamental tree planting.

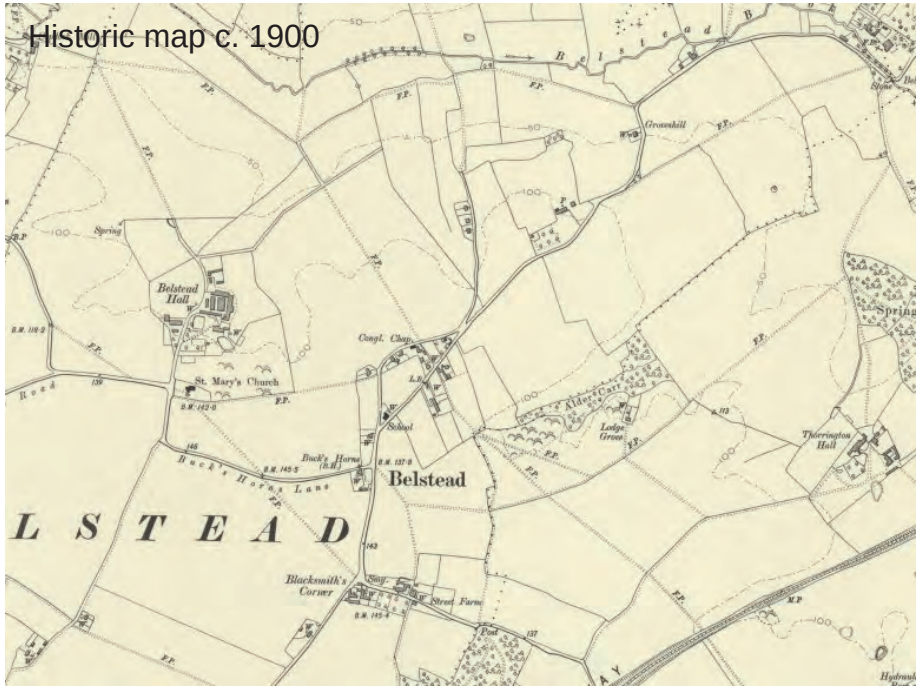
- Soften the edge of the village with new woodland/hedgerow and hedgerow tree planting where new development has created a more visually abrupt edge to the settlement. Retain glimpsed views through to houses.
- Protect open land between development clusters to retain the characteristic and historically intact settlement pattern.
- Avoid development extending into the Belstead Brook where it may appear visually prominent on open slopes.
- Seek opportunities to connect areas of woodland to enhance biodiversity and habitat networks especially on the upper valley slopes, where planting can also reduce urbanising influences in the wider valley.

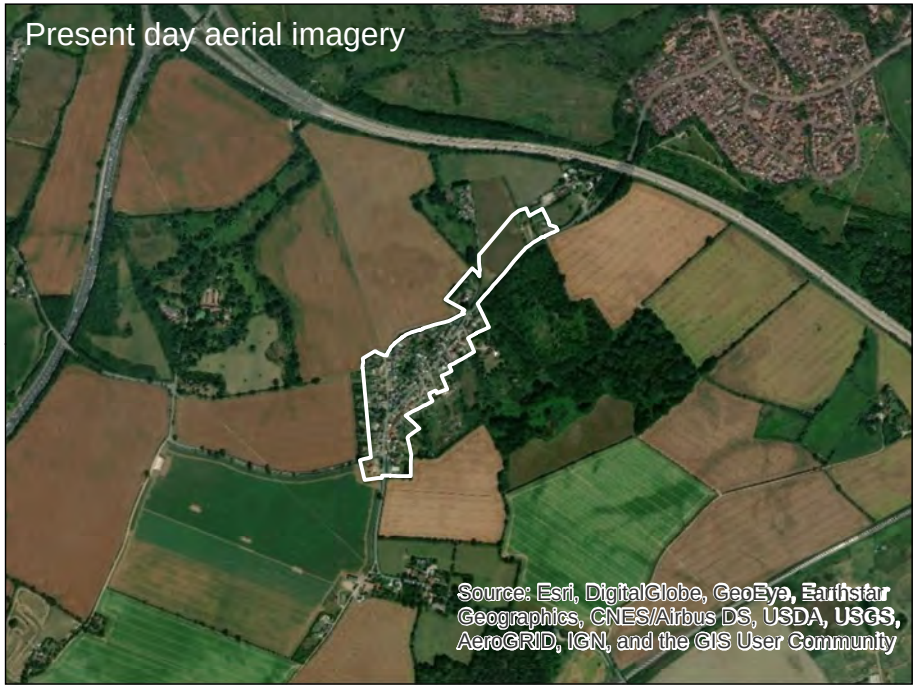
Relevant Documents for Additional Information

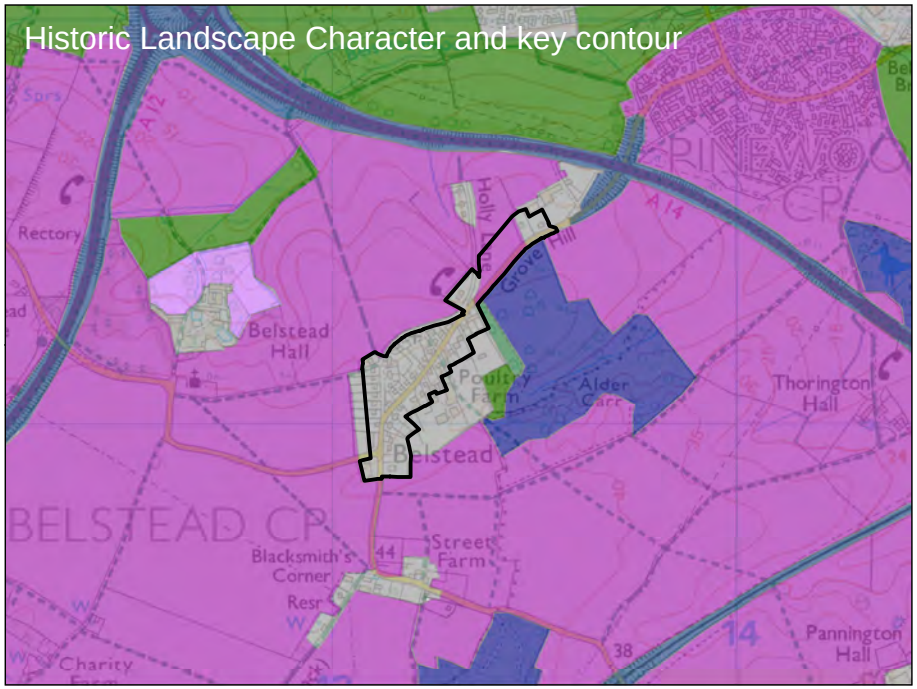
Settlement Sensitivity Assessment, Volume 1: Landscape Fringes of Ipswich, Alison Farmer Associates, July 2018

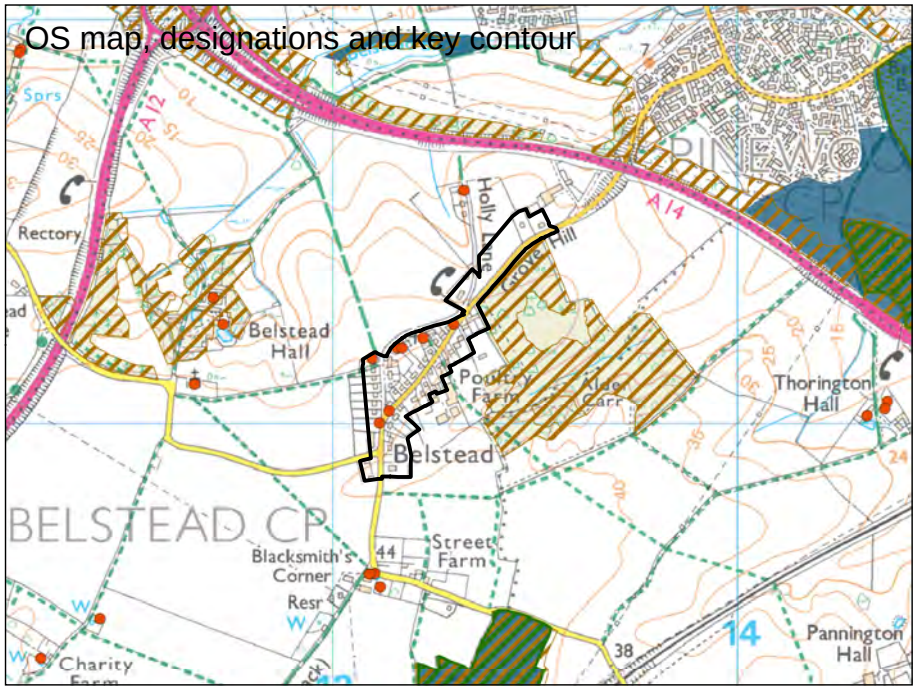
Babergh Green Infrastructure Study (2012)

Settlement Assessment:
Belstead









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4.3 Bentley

Location and Topographic Context

Bentley is a rural village located on the higher land above the Samford valley around the 40m contour. The road connecting Capel St Mary's with the A137 passes through the village.

Historical Development

The early origins of Bentley village are as a dispersed collection of rural dwellings at lane junctions e.g. around the Case Is Altered Public House. The historic place name originally applied to the church hall complex to the north of the current village. When the railway line between Manningtree and Ipswich was introduced to the east, a further cluster of dwellings congregated around the station. It was not until the 1960s and 1970s that development focused along Capel and Station Roads through the village, including the introduction of small-scale housing estates accessed off the main road. Over time this has filled in the gaps between dwelling clusters, creating a more nucleated settlement. However, the settlement has no central core but has a number of minor focus points/open spaces e.g. at the Pub and also the War memorial, which form local nodes. The isolated location of the present-day Parish Church and Primary School to the north of the village, is a reminder of the more dispersed origins of the settlement.

Landscape Setting

The landscape setting comprises the Ancient Estate Claylands and Ancient Estate Farmlands, the latter forming a transitional landscape which slopes towards the Samford valley immediately to the east and south. In this latter landscape there is greater visual interest as minor stream valleys penetrate the wider plateau creating topographic variation and field patterns reflect pre 18th century enclosure. The upper slopes of the valley to the south and west of the village support areas of ancient woodland which enclose views, while to the north views are more open across medium scale arable fields. To the south, the pattern of enclosures is smaller scale defining pastures which form an interface between built form and the wider Samford Valley.

Village Form and Character

The village form reflects its historic origins with an eclectic mix of built development along some of the older lanes and more homogenous housing estates off the main road through the village. The areas around road junctions and around the village pub create focal points within the village which contribute to local identity. Open space penetrates the village in the vicinity of the pub providing an important green corridor into the settlement. Similarly, the small-scale pasture enclosures on the southern side of the village provide an important rural setting.

Views

The village edges are well vegetated and thus built form is not especially visible from the surrounding landscape. Views out the village are generally possible from the rural lanes especially where they change direction enabling views across open farmland to wooded horizons. Within the setting of the village there are some views across the Samford Valley from the upper valley slopes and edge of plateau.

Natural and Cultural Heritage Designations

Small groups of listed buildings reflect the evolution of the village from a dispersed settlement pattern. Within the immediate setting of the village there are a number of veteran trees, areas of ancient woodland and traditional orchards. The land to the south and west of the village forms part of the proposed extension to the Suffolk Coast and Heaths AONB.

Relationship to Adjacent Settlements

Bentley sits physically separate from the cluster of development associated with Bentley Station within the tributary valley of Samford Brook to the east. Bentley also remains distinctly separate from the Parish Church and Hall to the north. Dispersed dwellings, especially to the south of the village (e.g. along Shrub Lane), create a transitional character on the edge of the village.

Scenic Quality and Perceptions

The land surrounding Bentley was previously part of the Dodnash Special Landscape Area and to the south of the village the land within the Samford Valley forms part of the proposed extension to the Suffolk Coast and Heaths AONB reflecting its scenic quality and valued characteristics. The immediate southern fringes of the village form small-scale pastures which are a valued setting to the village.

Value and Significance

- Historic narrow, winding, rural back lanes with an eclectic mix of housing styles within the village.
- Areas of ancient woodland creating wooded horizons and backdrops in the setting of the village.
- Deeply rural, high quality countryside especially to the north of the Parish and in the Samford Valley to the south.
- Mature veteran oaks in hedgerows, along lanes and in remnant parkland add mature character to parts of the village.
- Small scale pastures forming immediate southern fringe to the village.
- Subtle variations in topography on the edge of the settlement reinforce its location on the fringes of the Samford Valley and add interest.
- Soft vegetated edges to village with glimpsed views to properties reinforcing rural character.

Sensitivity

The sensitivity of Bentley is related to its position close to the upper slopes of the Samford Valley. Where the landform starts to dip into the tributary valleys it is often more visually sensitive from the wider landscape. Furthermore, small variations in topography on the fringes of the settlement add to the character and distinctiveness of the landscape setting and are vulnerable to becoming diminished through urban expansion. Areas of open space penetrating the village in the vicinity of the pub are also valued and sensitive to loss, as are the character of the rural back lanes, veteran trees and small-scale pastures to the south.

The extent of uniform housing estates increases sensitivity to further development of this type, which could become defining.

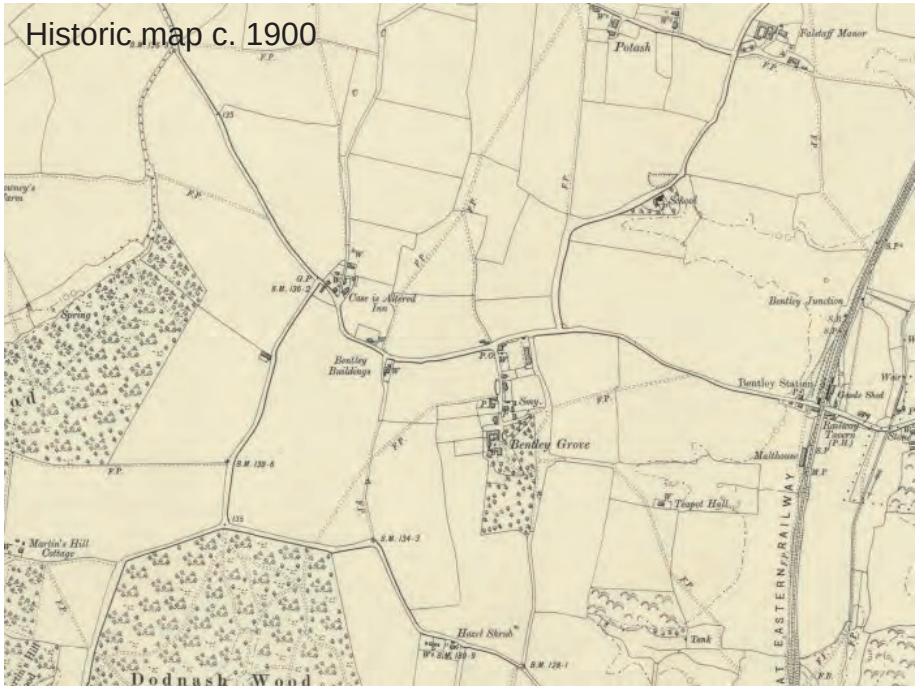
Opportunities Checklist

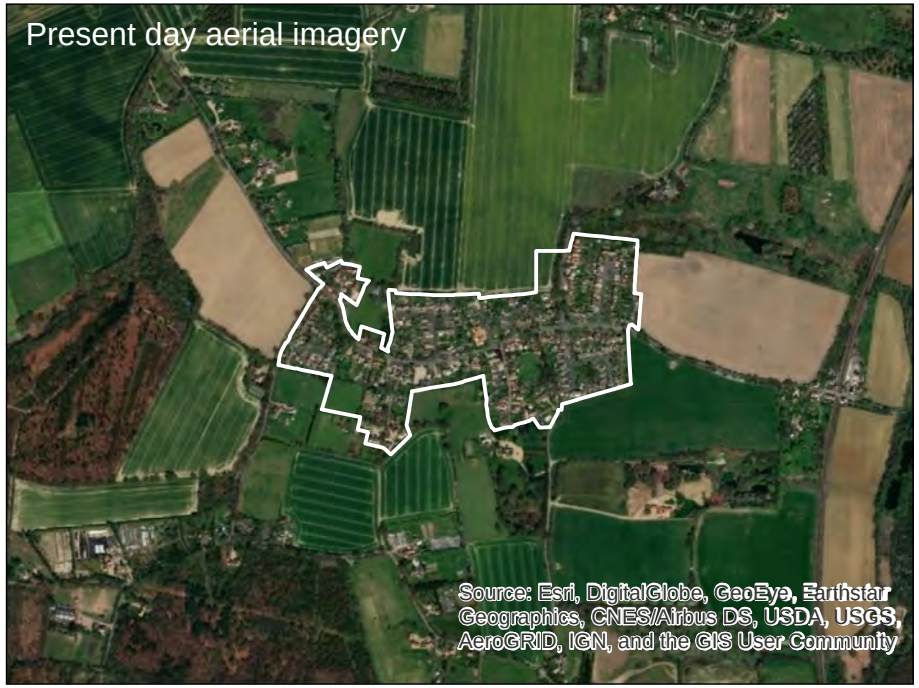
- Seek opportunities to soften existing urban edge at the eastern end of the village through additional planting such as new hedgerow and trees along public rights of way.
- Ensure new development reflects the dispersed and varied vernacular of the existing back lanes that lead off Capel Road.
- Protect the integrity of rural lanes and avoid fragmentation from hedgerow removal and new access routes.
- Seek opportunities to integrate new community orchards on the fringes of the village.
- Seek opportunities to strengthen the gateways into the village through the careful siting of open space and protection of open views to the wider landscape.

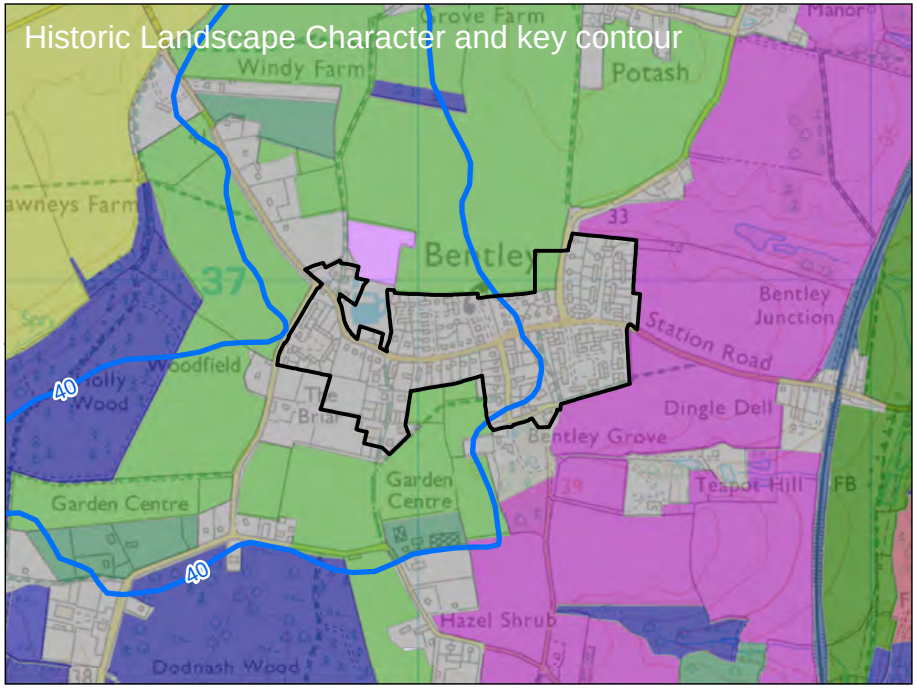
Relevant Documents for Additional Information:

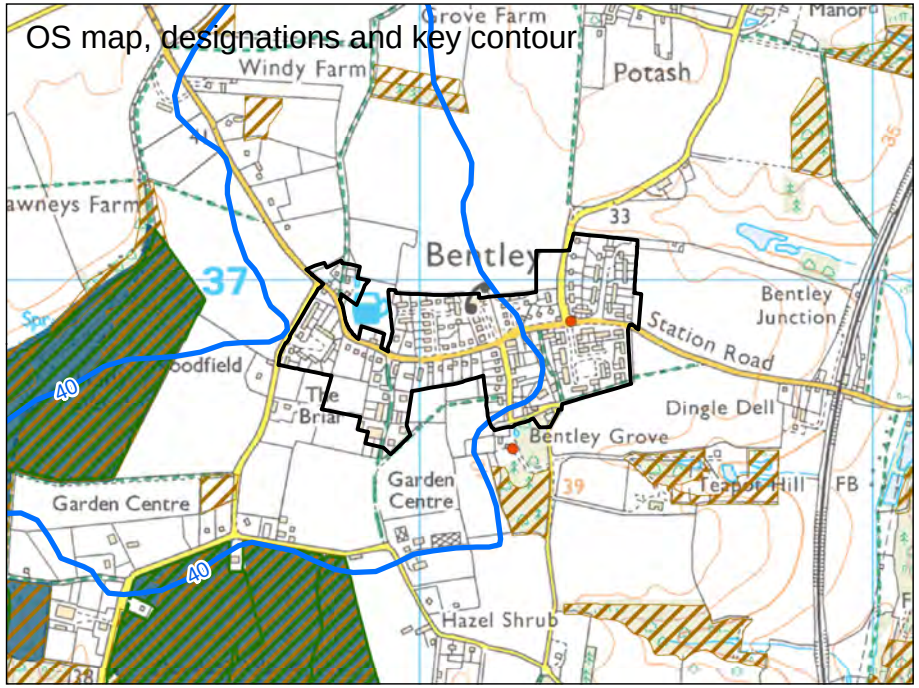
Bentley Parish Neighbourhood Plan Landscape Character Assessment (2019)

Settlement Assessment:
Bentley









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4.4 Chelmondiston

Location and Topographic Context

Chelmondiston is located on the edge of the Orwell Estuary siting close to the break in slope around the 30m contour. It straddles the B1456 although the majority of the village lies to the north within the Suffolk Coast and Heaths AONB.

Historical Development

Chelmondiston established at the junction between the main road and north south routes leading to Pin Mill (to the north), the latter being an historically important landing point for trade on the River Orwell.

At the centre of the village is the church, around which is a distinctive 'square' pattern of lanes, along which development has clustered.

In the 19th century historic maps indicate that the village had a windmill, smithy and Inn. On the northern part of the village close to the Church was Church Farm. Land to the south of the church remained open and in the early 20th century comprised allotments. In the mid 20th century new housing established on the western side of the village between Main Road and Church Lane (this route historically connected the church at Chelmondiston with Woolverstone Park). Housing development in this area intensified in the second half of the 20th century with new roads connecting from Main Road, across Church Lane, and back into the village at Church Road. The result has been the fossilisation of Church Lane as a footpath connection through the housing estates and the increased prominence of modern roads. Some infill development has occurred along the southern side of Main Road and the allotments to the south of the church have also been developed.

Landscape Setting

The settlement sits within the Ancient Estate Farmlands with the Rolling Estate Farmlands comprising the steeper slopes of the two shallow stream valleys which feed into the Orwell Estuary to the north. Associated with these valleys are small pre 18th enclosures supporting pastoral land use. Most of the village falls within the Suffolk Coast and Heaths AONB the boundary of which runs along Main Road.

Both the eastern and western edges of the village comprise a number of historic farms complexes e.g. Walnut Tree Farm/Mill Farm and White House Farm/The Highlands giving rise to a transitional approach to the settlement and rural character. The western fringes of the village are also influenced by the parkland character of Woolverstone Park which lies adjacent.

Village Form and Character

Where dwellings have occurred on the northern side of the village, close to the break in slope, they appear prominent on the skyline. Similarly, linear development along Main Road, which is exposed to open arable fields to the south, is visible over considerable distances.

Within the settlement the mature trees associated with The Grange at the junction of Main Road and Pin Mill Road are visually prominent. In combination with the small cottages they form a distinctive node within the village.

Views

The church is a landmark building in the settlement with a relatively squat square tower. Although situated on the break in slope above the Orwell Estuary it is often not visible in the landscape due to intervening vegetation. There are some views up the valley slopes where the church and Church Farm are seen together on the upper slopes with a foreground of open farmland/pasture. In these views the buildings and their landscape setting form an attractive composition and reinforce the historic association of the village with the Orwell and Pin Mill.

Slight changes in the orientation of the Main Road enable views to key spaces and buildings including the Red Lion Pub and holme oaks at The Grange.

Natural and Cultural Heritage Designations

Listed buildings within the village include those associated with Hill Farm, Mill Farm and properties on Richardsons Lane. There are a number of buildings in the village which are also historic and contribute to local character but are not listed.

The network of historic lanes supports diverse hedgerows, and species grass rich verges as well as a number of veteran trees.

Relationship to Adjacent Settlements

The village lies in relatively close proximity to Woolverstone but is separated from it by open agricultural land and Woolverstone Park. The village also lies close to individual farms which retain a degree of separation from the village due to important gaps in the built form. As a result, these farm complexes and the open farmland form a gradual and transitional approach to the village.

Scenic Quality and Perceptions

The church coupled with the rural lane network is a special quality of Chelmondiston and helps to give it a central focus. The rural farm buildings on the outskirts of the village and associated pre 18th century enclosures help retain a rural character to the settlement despite recent housing growth.

Value and Significance

- Historic back lanes and fossilized routes within the village.
- Open pastoral slopes to the north which form a setting to the church and reinforce the village's location on the small stream valley that leads to Pin Mill.
- Transitional approach to the village along Main Road created by the farms and landscape gaps.
- Relatively nucleated form of settlement around the church which is rare in the context of settlements on the Shotley Peninsula.

Sensitivity

The land to the north of the village is sensitive due to falling landform towards the Orwell Estuary making it visually sensitive. It also performs an important function as a setting to the church and Church Farm and to the Conservation Area at Pin Mill and lies within the AONB.

The eastern and western sides of the village are also sensitive due to the isolated farms which are characteristic and transitional nature of development on approaching the village.

To the south landscape sensitivity relates to the open character of the plateau farmland. Nevertheless, this landscape does contain small blocks of woodland which can help define a wooded skyline and setting to the village, and filter views to the built edge.

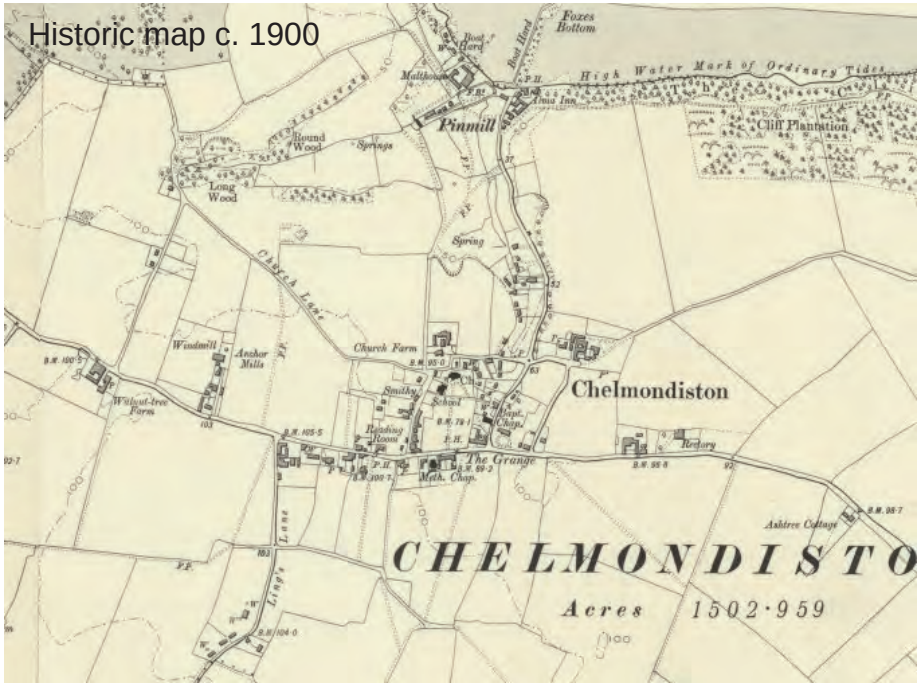
Conserving Special Qualities

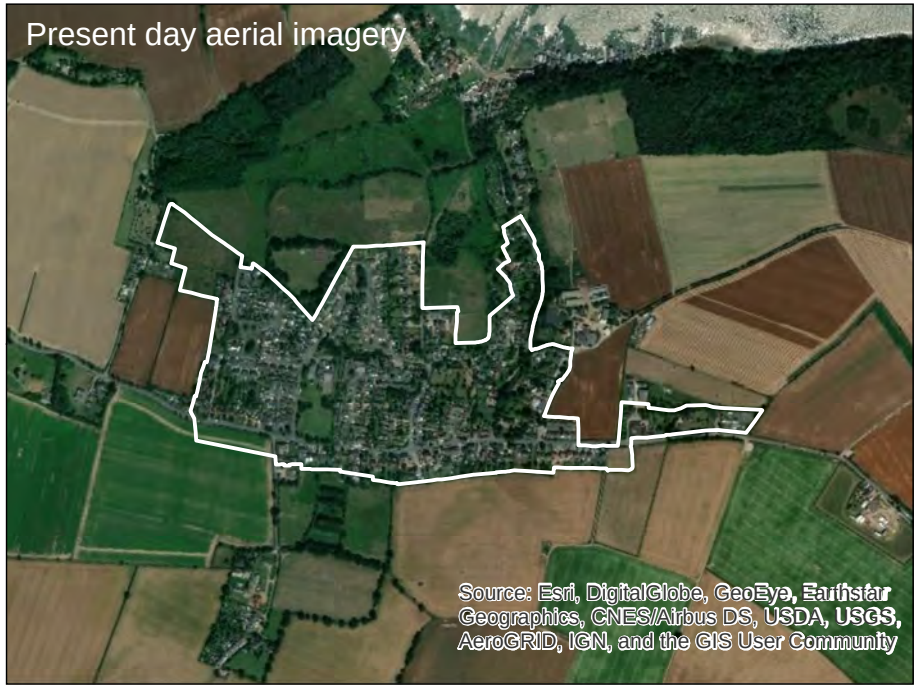
- Protect the urban form of Chelmondiston including the focus around the church, distinct pattern of lanes within the village and avoid linear development which extends the village along Main Road.
- Plant new hedgerows and woodland copses on the southern side of the village to create a soft and well landscaped setting and connect into areas of existing woodland.
- Seek opportunities to open up views to the church reinforcing sense of identity.
- Protect northern fringes of the settlement which are valued for their heritage assets and pastoral setting – where new development is proposed ensure it is associated with new woodland copses to soften built edges and reinforce local landscape character.
- Protect open spaces and breaks in building line along Main Road which add interest and variety including the green at the junction with Woodlands, the open space in front of the shops and at the pub.
- Seek opportunities to enhance existing streets in housing estates which lack a distinctive character through planting of non-ornamental trees and management of open spaces for nature conservation.

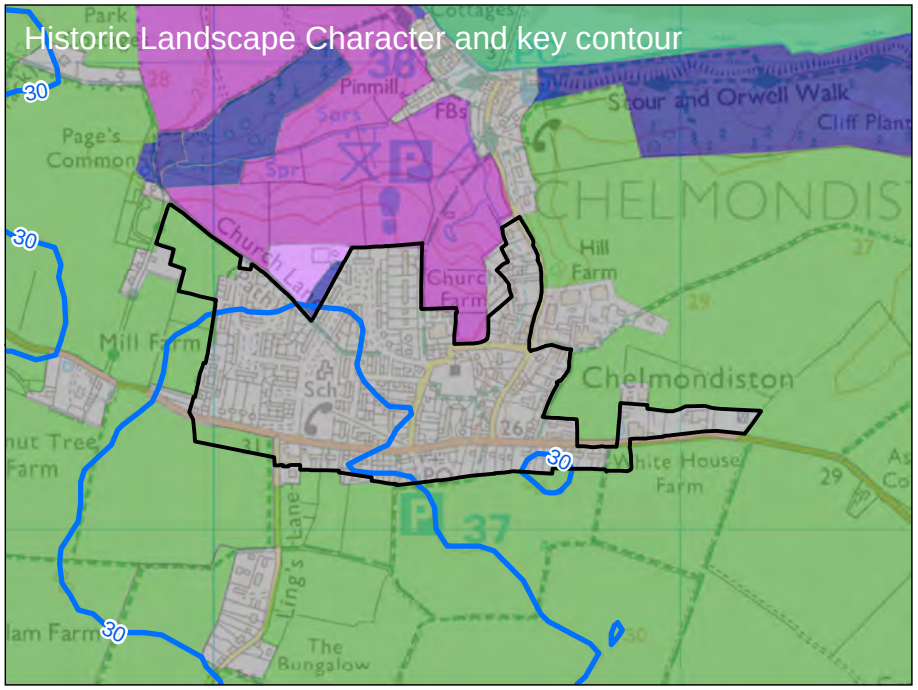
Relevant Documents for Additional Information:

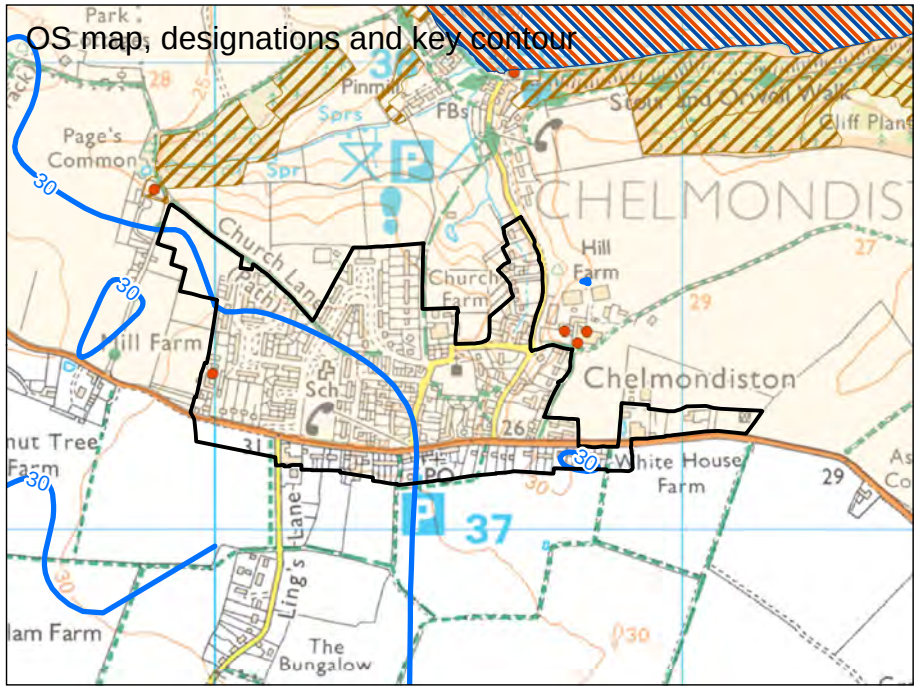
Pin Mill Conservation Area Statement.

Settlement Assessment:
Chelmondiston









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4.5 Holbrook

Location and Topographic Context

Holbrook is closely associated with Holbrook Stream tributary valley to the Stour Estuary. Set back from the northern shores of the estuary, the village sits on the upper northern slopes of the valley with land sloping away to the west, south and east. The majority of the settlement sits above the 25m contour but below the 30m contour. To the south of the valley, sits the Royal Hospital School which has a distinct and separate character to the main village. To the south and west of the village is the AONB.

Historical Development

Originally the settlement of Holbrook comprised a hall (Holbrook Hall – demolished in 1928) and church complex centred around Holbrook Stream valley and a dispersed pattern of rural cottages and farms along the main routes north of the valley. However, over the centuries infill development has created a pattern of linear development along the main roads.

The parkland landscape to the east, at Holbrook Gardens, is an extensive post-medieval landscape which contains lakes, fishponds and extensive tree cover on the valley slopes. Maps from the 19th century show that the valley sides were used to create extensive areas of designed garden (Holbrook Gardens) associated with Park House on the eastern side the village and a separate area of parkland associated with Holbrook House on the southern valley slopes. There was also an area of parkland in the triangular area between Ipswich Road and The Street, associated with the Rectory (now within the main body of the settlement).

In the first half of the 20th century a new road connection between The Street and Hyams Lane (Heathfield Road) was created and new housing developed along the route. Infill housing was constructed along Church Hill and also to the north of the main village along Ipswich Road onto the higher flatter farmland. By the latter half of the 20th century new estate housing was constructed off Heathfield Road to the north and south and a further link road established between Heathfield Road and The Street. In the early 21st Century further housing development has established in the north of the village, off Ipswich Road (Abbot Way).

Landscape Setting

The settlement sits on the higher land above the Holbrook Stream valley, on the Ancient Estate Farmlands, which extend across the Shotley Peninsula. Above the 30m contour the Ancient Estate Farmlands become open, comprising a flatter plateau. Below this, landform is gently sloping becoming steep around the 20m contour and dropping into the valley. The steeper slopes of the river valley comprise Rolling Estate Farmlands with Valley Meadowlands along the distinctive narrow valley floor.

The majority of the enclosure pattern surrounding the settlement consists of 18th century or later enclosures from former common arable or heathland. On the steeper slopes to the south of the village the enclosure pattern is smaller reflecting random fields which are pre 18th century.

Land to the west of the village has historically formed part of the Dodnash Special Landscape Area and the southern fringes of the village, where the land drops into the valley, form part of the Suffolk Coast and Heaths AONB.

Village Form and Character

The form of Holbrook reflects its historical development along the main routes which extended to the river crossing to the south. The core is located along The Street where there is a higher concentration of older buildings and cottages. The older parts of the village have a treed character which contrasts with the more recent housing estates.

Views

Key landmark buildings include the 14th century Church located on higher land overlooking the valley and the 19th century watermill which is located within the valley next to the river.

On the southern fringes of the village there are elevated views across the Holbrook Stream valley, as the land dips into the steeper valley slopes.

There is inter-visibility between key landmark buildings and across the valley landscape, including between the church and mill, and church and Holbrook Gardens.

Natural and Cultural Heritage Designations

The village contains a number of listed buildings reflecting its origins as a dispersed linear settlement along the roads. To the south and west is the SC&H AONB and Holbrook Gardens which are a County Wildlife Site comprising important habitat mosaic. To the west are notable areas of ancient woodland with distinct stands of former coppiced hazel.

Relationship to Adjacent Settlements

Holbrook Village has a strong connection with Holbrook Royal Hospital School to the south although physically and perceptually they are quite distinct. To the north, and separated by an area of open plateau farmland, is Woolverstone Estate Village.

Historic farm complexes on the periphery of Holbrook are characteristic to the west of the village.

Scenic Quality and Perceptions

Holbrook has a high quality landscape setting, reflected in the AONB designation to the south and east, and the former Dodnash Special Landscape Area to the west. The evolution of the village means that it lacks a distinct centre or recognisable/legible form. Nevertheless, its association with the surrounding valley landscape contributes strongly to its sense of place.

Value and Significance

- Strong historic connections to the landscape including the river valley and its tributaries and designed parkland.
- Key landmark buildings which sit and relate strongly to the surrounding landscape e.g. church and mill.
- High quality landscape setting to south and east reflected in AONB boundary.
- High quality landscape to the west comprising undulating topography, woodland/scrub, narrow rural lanes, historic farmsteads, parkland remnants and pre 18th century enclosures.

Sensitivity

Holbrook is sensitive to development which extends up onto the more open and flatter plateau farmland to the north. Development here would alter perceptions of the village located on the upper slopes surrounding the river valley and would be visually prominent over significant distances without appropriate mitigation.

Land to the east of the village is sensitive due to elevation and also as a setting to Holbrook Gardens. The land to the south is visually sensitive and forms a setting to the AONB and reinforces the connection of the village with the river valley; it therefore has a particular value in terms of local distinctiveness.

Land to the northwest is less sensitive, although here there are valued heritage assets and the pattern of smaller enclosures forms a transitional edge and setting to the village. The narrow rural lanes in this area also contribute to the historic character of the village.

Conserving Special Qualities

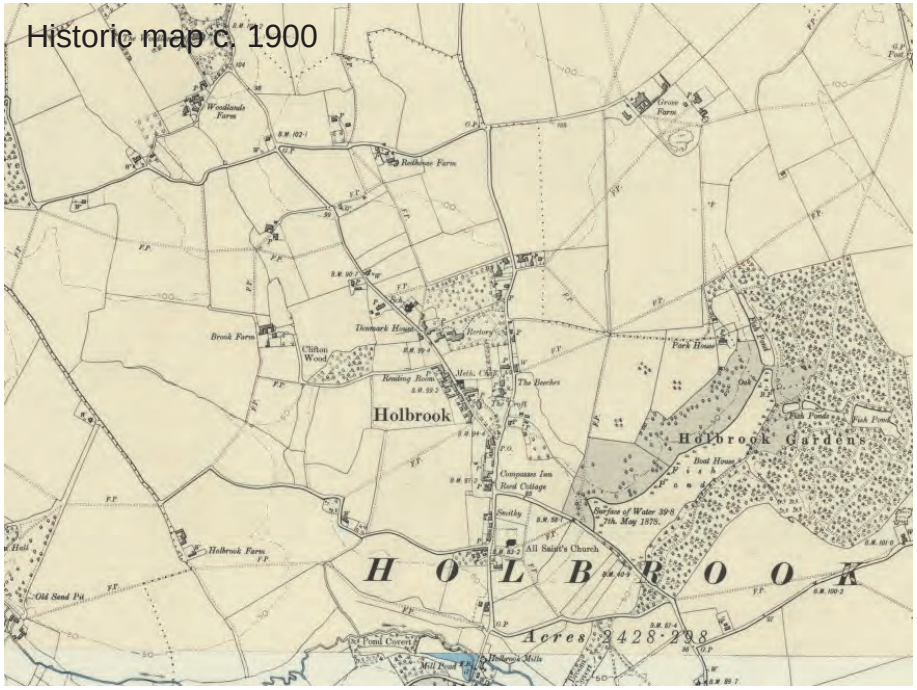
- Improve streetscape in housing estates – create distinctive streets with individual identity especially the link roads of Heathfield Road and Reeds Road through avenue planting using non-ornamental scale trees.
- Restoration of designed landscape features including tree avenues, parkland and waterbodies.
- Improved northern edge and gateway into the settlement which has been undermined by 20/21st century development through the planting of new hedgerows and areas of woodland, reducing inter-visibility with Woolverstone.
- Creation of new smaller field enclosures on the northern side of Woodlands Road to create a transitional edge to the settlement

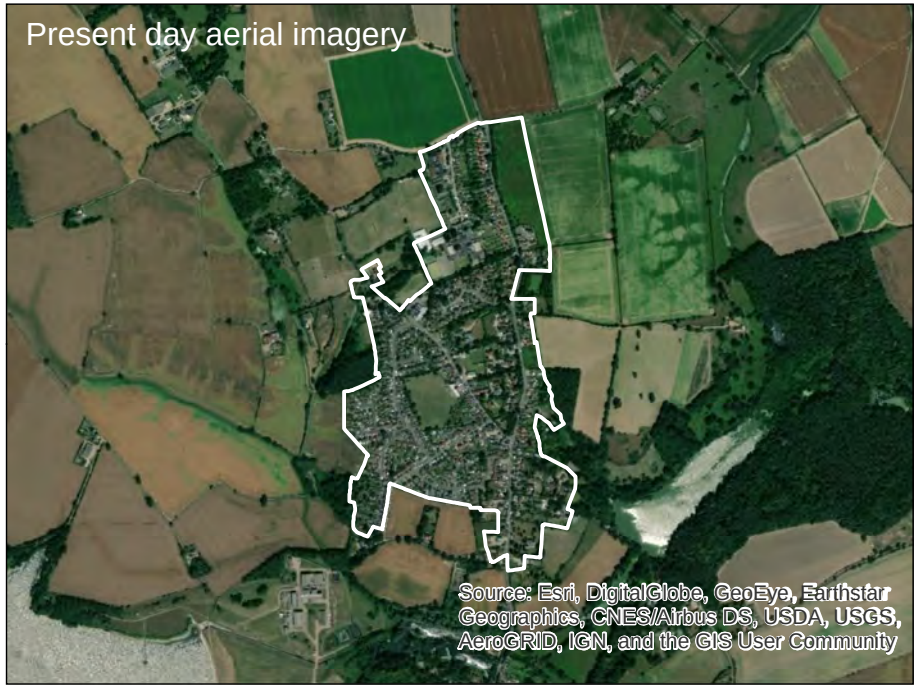
Relevant Documents for Additional Information:

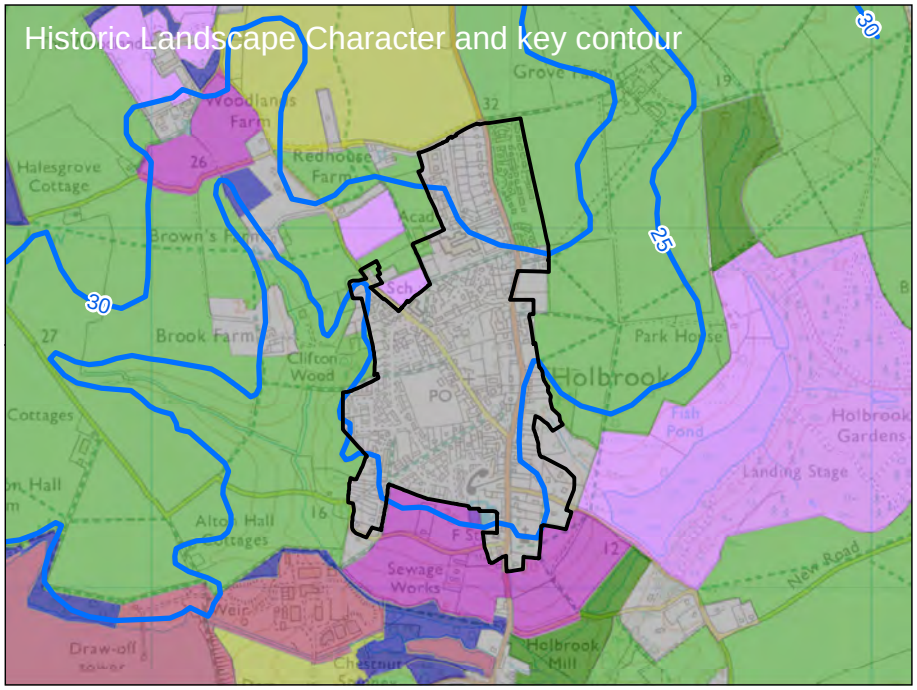
Holbrook Parish Neighbourhood Plan – Site Options Assessment, Aecom, Dec 2019.

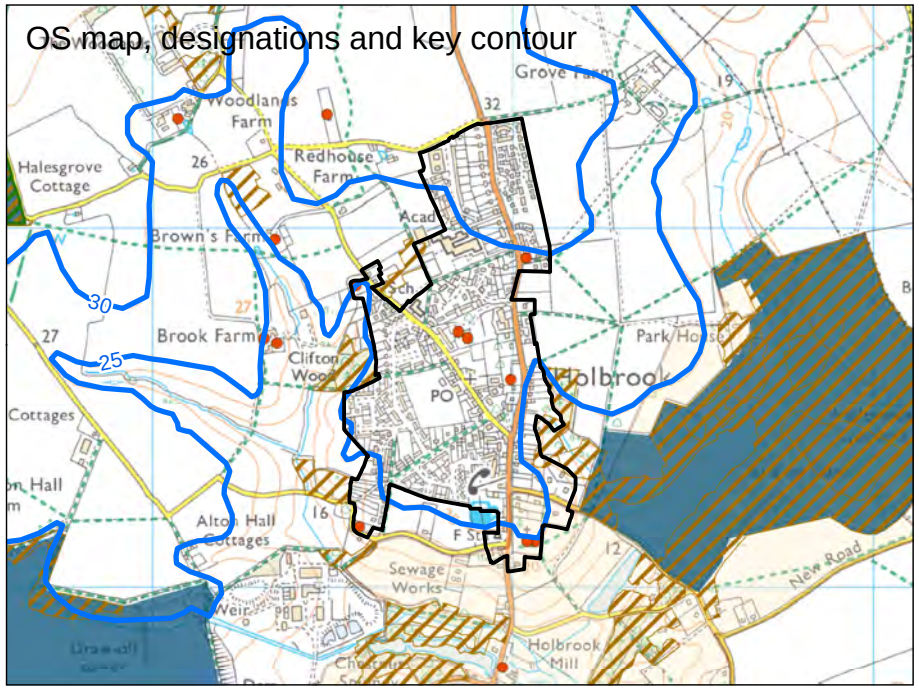
Heritage and Settlement Sensitivity Assessment for Babergh and Mid Suffolk, Place Services.

Settlement Assessment:
Holbrook









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4.6 Stutton

Location and Topographic Context

Stutton village sits on the junction between the upper valley slopes of the Stour Estuary and elevated plateau farmland which forms a distinct area of higher land around 30m AOD. fringed by river valley systems including the Stour to the South, Alton Water to the north and Samford Valley to the west. The majority of the settlement extends along the main road – B1080 between Holbrook Royal Hospital School and the Samford Valley, development south of the B1080 falling within the Suffolk Coast and Heaths AONB.

Historical Development

Stutton was mentioned in Domesday as Stuttuna meaning homestead on a hill and consisted of a church and several manors. In the Medieval period there is evidence of the church, Stutton Hall, and Crow Hall. Maps from the 19th century show a loose pattern of dwellings along the main road (B1080) forming Upper Street and also dwellings to the north of Crow Hall along Church Lane forming Lower Street. The church, located further to the east, remained isolated from these clusters. Historic maps also show a number of orchards associated with dwellings and a network of small rural lanes, the junction between Church Lane, the B1080 and Alton Hall Lane, forming an important 'dog-leg' crossroads.

In the post war period, a number of new houses were built to the east of the village, along the B1080, but also between Church Lane and the main road e.g. Stutton Close. In the second half of the 20th century additional housing was constructed to the north of the B1080 (e.g. Catsfield and Lakesfield Road) and along Church Lane. In more recent years there has been infill development along Church Lane and the B1080.

Landscape Setting

Stutton sits between the Stour Estuary and Alton Water with the Samford Valley to the west. Located within the Plateau Estate Farmlands it is surrounded by a predominately arable landscape of medium scale fields reflecting pre 18th century enclosures and notable stands of woodland. Below the 30m contour the topography starts to fall away towards the Stour Estuary, Alton Water or Samford Valley. The woodland associated with Stutton Hall to the west forms a strongly vegetated western extent to the village.

Village Form and Character

The village has an unusual form, reflecting its early origins. Loose development along the main routes historically established two distinct areas - Upper Street and Lower Street. More recent housing estate development has concentrated in the east during the 20th century.

Gaps in the built form along the B1080 provide views out to the wider landscape reinforcing the linear form of the village and its rural character. This is particularly the case between the Methodist Chapel and Bentley Road. Here the juxtaposition of the Methodist Church and 3 Manningtree Road contributes to local distinctiveness. Similarly, the rural character of lanes through the village e.g. Church Lane and Bentley Lane afford a rural, leafy character with strong time-depth that contrasts sharply with more recent housing estate roads e.g. Catefield.

Views

There are important views from the upper valley slopes across the Stour Estuary, especially around the church.

Views out from the B1080 to the wider countryside are important in reinforcing the rural character of the village and perceptions of its rural origins. These gaps also create distinctive spaces within the village.

Bends in the B1080 channel views to key buildings or open spaces/trees which reinforce sense of place.

Natural and Cultural Heritage Designations

There are distinct clusters of listed buildings along Church Lane and around the church, with a more dispersed pattern along the B1080. Within the setting of the village there are notable areas of designed parkland.

Relationship to Adjacent Settlements

Stutton remains distinctly separate from Holbrook Royal Hospital School, even though Stutton church lies in relatively close proximity to the school.

Scenic Quality and Perceptions

The scenic qualities of this settlement derive from its historic buildings, parkland landscapes, valley slopes with views across the Stour Estuary as well as from its rural leafy lanes. The church is also associated with George Frost, a 19th century artist who sketched Stutton Church from Stutton Green.

Value and Significance

- Views out of the village to the wider landscape setting due to gaps between buildings along the B1080, reinforcing rural character.
- Rural leafy character of lanes leading off the B1080 frequently defined by mature hedgerows and narrow grass verges.
- Close association of the village with parklands and estates on the valley slopes of the Stour to the south.

Sensitivity

The sensitivity of Stutton relates to its high quality landscape setting to the south and rural qualities of the village derived from its narrow lanes, historic buildings and notable areas of distinctive open space. The land to the south of the B1080 falls within the Suffolk Coast and Heaths AONB and is sensitive to development which appears prominent from within the wider Stour Estuary. The settlement is also sensitive to development which causes a loss of the open gaps in the built form, especially where visual and physical connections with the wider landscape may be lost.

Conserving Special Qualities

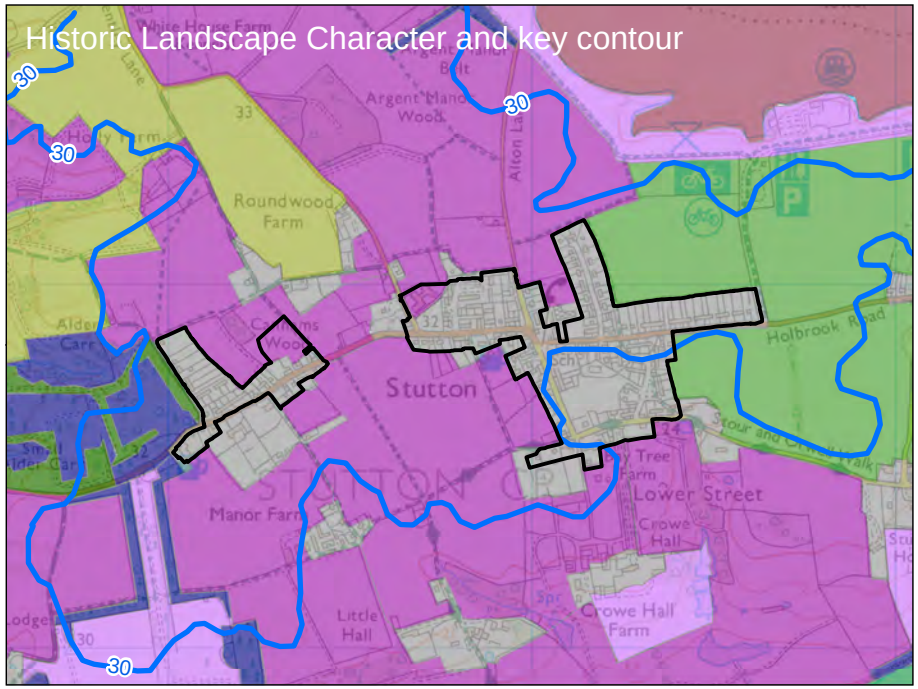
- Protect and retain gaps between buildings especially between the Methodist Chapel and Bentley Lane.

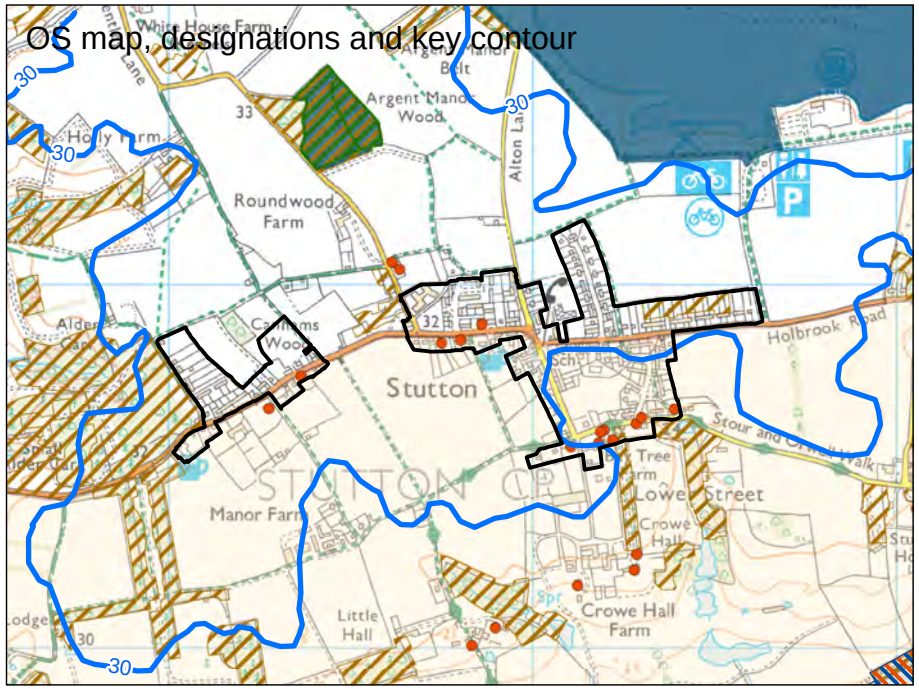
- Avoid the urbanisation of the rural lanes as a result of multiple access to individual dwellings, and or alterations to native hedgerows through changes to property curtilage.
- Retain the physical gap between the village and Holbrook and the Church.
- Seek opportunities to increase woodland planting on the margins of the settlement above the 30m contour where this may screen views of existing housing e.g. at Larksfield Road
- Avoid development to the south of the B1080 where it is visually prominent within the AONB.

Relevant Documents for Additional Information:

Neighbourhood Plan Documents (when available).

Settlement Assessment:
Stutton





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4.7 Shotley

Location and Topographic Context

The majority of the settlement is located on elevated land above the 25m contour on a relatively narrow of plateau which starts to drop into the estuary landscapes to the north, east and south. Where the urban edge sits close to the 25m contour it is more visually prominent e.g. southeast corner of Rose Close and northern edge of Orwell View Road. Immediately to the southwest and to the east of the settlement is the AONB, associated with the Stour and Orwell Estuaries.

Historical Development

In the 19th century Shotley was known as Shotley Street and formed a linear development comprising cottages, farms an inn and smithy along the main road (The Street) between two roads which enter from the north. The settlement sat between Erwarton Hall to the west and Over/Nether Hall to the east. New housing estates were added to the south side of The Street post war, creating a more nucleated settlement form. Further development in the latter half of the 20th century has occurred to the north east of The Street. Within the centre of the village terraced cottages and semi-detached dwellings, with well defined hedged gardens, contribute a strong sense of place and unity.

Landscape Setting

Shotley sits on the higher and flatter plateau of Ancient Estate Farmlands the field patterns reflecting 18th century or later enclosure. The landscape is predominately open with few trees, affording long distant views and wide skies from the edges of the settlement.

Village Form and Character

The form of Shotley has altered with the introduction of large housing estates, so much so that this type of development now dominates its character. Nevertheless, the pattern of linear development along the road remains strong and areas of open space within the settlement are important. The Street has a gently curving geometry which enables vistas to key buildings and open spaces.

The low-rise built form and surrounding landscape has a strong horizontal character, so much so, the landscape tends to flow into the settlement. Many of the streets are weakly defined and open spaces are simple and uniform, with overhead wires creating visual clutter in places. Other urbanising influences on the street scene include close board fencing and areas of tarmac for car parking.

Views

There are key views looking east along The Street at the edge of the settlement from where there are views to a slither of water within the Orwell Estuary.

At the western end of the village there are open views across the plateau. There are also views out of the settlement between buildings looking south along Orwell View Road.

Natural and Cultural Heritage Designations

Rose Farm, and its associated farm buildings and smaller scale pastures, form an intact group in a rural setting on the eastern fringes of the village.

Ancient woodland at Oldhall Grove to the northeast and Kiln Queach to the south sit within the slight folds of the landform as it slopes towards the estuaries.

Relationship to Adjacent Settlements

Shotley sits in close proximity to hall/farm complexes (Erwarton and Nether/Over Halls) but retains a sense of separation from them. Shotley village is physically distinct from Shotley Gate.

Scenic Quality and Perceptions

Scenic qualities come from Shotley's elevated location and wide views across the plateau or to the hint of the estuaries beyond. The setting of the village has an exposed, elevated character. The village green and mature oak at the western end of the village and Rose Farm and its rural setting in the east, are distinctive elements of the settlement. Along the main street, between The Rose Pub and village shop, are historic cottages and a notable Victorian terrace which contribute positively to the street scene.

Value and Significance

- Rural plateau settlement – linear character still evident at the western end
- Well clipped hedged front gardens along Kingsland create a strong unified street scene.
- Rose Farm reflects the agricultural origins of the settlement and retains its setting of small-scale paddocks.

Sensitivity

Shotley is sensitive due to its open and exposed landscape setting and elevation on the upper slopes of the estuaries which surround it on three sides. New development can create abrupt urban edges which are poorly integrated. Village edges are sensitive to mitigation planting which comprise linear shelter belts as these can create visually harsh lines and are uncharacteristic. The settlement is sensitive to development which blocks valued views, especially where these views are to the estuaries. The settlement is sensitive to further sub-urban housing estate development. Current issues with parking, open space management, curtilage treatment and street clutter undermines the character of the settlement.

Conserving Special Qualities

- Creation of more varied open spaces and character within the village through re-design of parking areas and new grassland management regimes which seek to deliver enhanced biodiversity and visual variation.

- Definition of stronger street scene through variations in landscape management and planting of new street trees at key locations to emphasise and frame views to landmark buildings and open spaces.

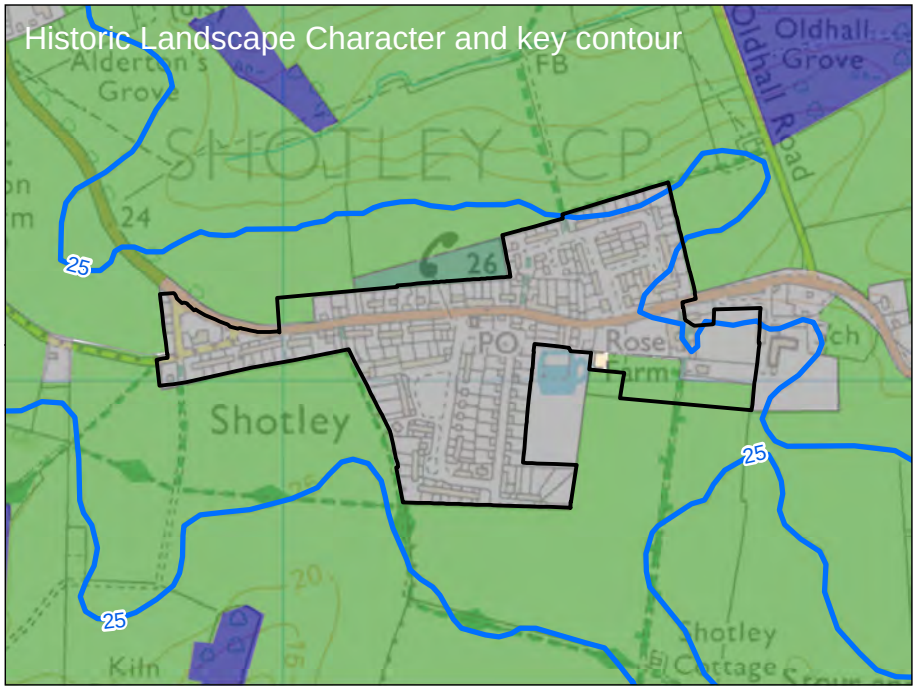
- Screening of urban edges where they are abrupt through wider environmental improvements such as new native hedgerow planting

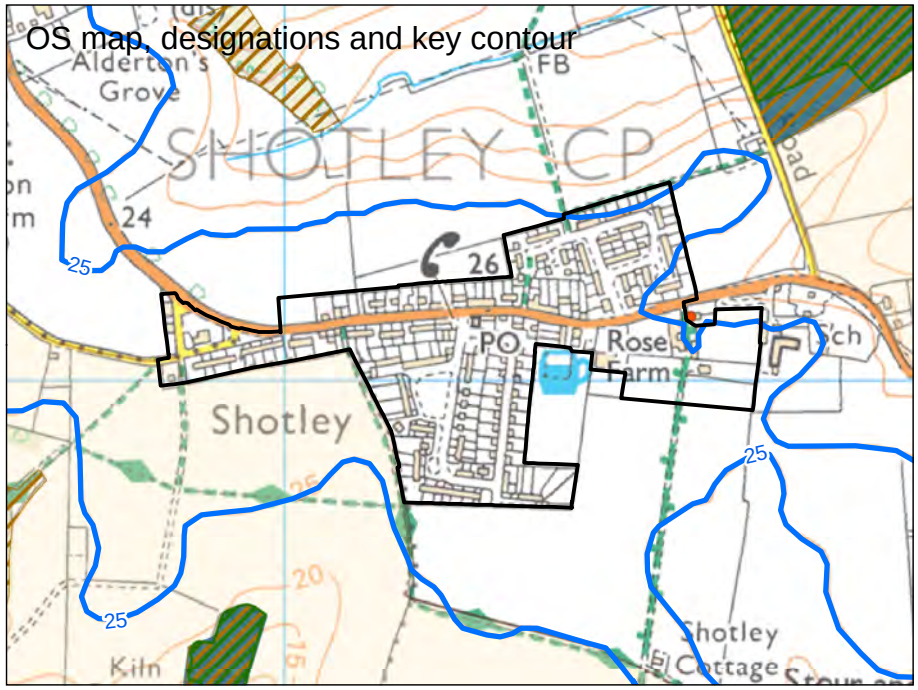
- Planting of hedgerows to improve streetscape and screen/remove close board fencing.
- Creation of new woodland on southern side of the village to enhance landscape setting, improve the landscape context of the Stour and Orwell Walk, and link areas of ancient woodland.
- Opportunity to create stronger recreational links and landscape enhancement between Shotley, Shotley Gate and the Stour and Orwell Walk.

Relevant Documents for Additional Information:

Shotley Peninsula and Hinterland Landscape Character Assessment.

Settlement Assessment:
Shotley





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4.8 Tattingstone

Location and Topographic Context

Tattingstone is a small hamlet located on elevated land around the 35m contour overlooking the Alton Water reservoir. The topography and sinuous edges of the reservoir mean that Tattingstone is flanked by the gentle sloping valley sides to the north, east and south.

Historical Development

Tattingstone Hall was mentioned in the Domesday Book of 1086. On early OS maps it sits within the river valley and is likely to have been a medieval moated site. The church at Tattingstone also dates from around 1250 indicating that the origins of Tattingstone may have been as a hall/church complex.

Historic maps from the 19th century show an extensive area of parkland had established associated with Tattingstone Place which was located on the valley slopes. The parkland extended across the valley floor on to both side of the valley slopes. The church is shown located on higher land to the west, surrounded by a 'square' of lanes around which clustered a loose arrangement of dwellings. A workhouse was established on the northern side of the village in 1766, the building remains extant and has been redeveloped for housing. In the early 20th century new houses were developed along the lane to the west of the church (Green Lane) and in the latter half of the 20th century a small housing estate was added along The Close to the northeast of the village and The Glebe to the west. There has also been some small-scale infill housing but otherwise the form of the village has altered little. The most significant change affecting the village came in the 1960's when the valley was flooded to create Alton Reservoir. This resulted in a loss of Tattingstone Hall moated site and farm and the severance of the parkland associated with Tattingstone Place.

Landscape Setting

Tattingstone sits with the Ancient Estate Farmlands landscape type, which is characterised as elevated, relatively flat farmland above the 35m contour comprising pre 18th century enclosures and areas of post 1950's boundary loss. The valley slopes to the north, east and south, comprise Rolling Valley farmlands which slope gently from the 35m contour to the edge of Alton Water. Remnants of the parkland associated with Tattingstone Place are still evident to the south east of the village. Planting associated with the margins of the reservoir has resulted in a strongly vegetated landscape to the east which contrasts with the more open arable farmland character to the west.

Village Form and Character

The character and form of the village has altered little, with only small-scale housing estates added in the 20th century. Nevertheless, this development and infill development has resulted in an eclectic mix of housing styles and an organic feel to the village. Its form around the 'square' of lanes which surround the church, is still evident, and the open space to the south of the Church is a valued asset. The right-angled bends in the lanes afford views to key buildings and vistas to the surrounding countryside. There are a number of key buildings within the village that make a significant contribution to the character of the settlement including the workhouse, church, Tattingstone Place, Lodge Cottages at the corner of Church Road, and the Rectory.

Views

Views which have a historical value include those between Tattingstone Place and Tattingstone Wonder (a church folly built in about 1790 and to be viewed from Tattingstone Place.

Constable is known to have visited Tattingstone. He made four sketches of St Mary's Church in his sketchbooks as seen from the south east. Although the exact location of his sketches is unknown it is likely to have been within the grounds of Tattingstone Place looking across the fields.

There are also views of the church from the opposite valley sides of Alton Water e.g. from Coxhall Lane.

Natural and Cultural Heritage Designations

Alton water is valued for its birdlife and is designated a County Wildlife Site for its habitat mosaics and is a County Wildlife Site.

There is a small area of remnant lowland heath habitat to the northeast of the village on the edge of Alton Water.

Although Tattingstone is not a Conservation Area, the collection of listed buildings within the village make a positive contribution to street scenes and overall sense of place.

Relationship to Adjacent Settlements

Tattingstone is associated with Tattingstone White Horse to the north on the other side of Alton Water and to Tattingstone Heath which is located along the A135 to the west. All three settlements, or clusters of development, are physically separate and retain a sense of individual identity.

Scenic Quality and Perceptions

Tattingstone has a strong sense of history and although Alton Water has resulted in significant change to the setting, the time depth imparted by narrow sinuous lanes, key buildings, remnant parkland trees and views is apparent. The village has a strongly rural character centred around the church.

Value and Significance

- Collection of varied historic buildings that express the historical development of the village over time.
- Intact pattern of rural leafy historic lanes and road layout within the village.
- Central focus of the village around the church and associated open space; the importance of the church in key views within the village and from surrounding landscape, including those associated with Constable
- High quality landscape setting derived from valley slopes and areas of remnant parkland.

Sensitivity

Tattingstone is sensitive to development which extends onto the upper slopes of the valley where it is likely to be visually prominent from the wider valley slopes to the east. It is also

sensitive to development which extends onto the wider farmed plateau where it may undermine perceptions of development clustered around the church.

Conserving Special Qualities

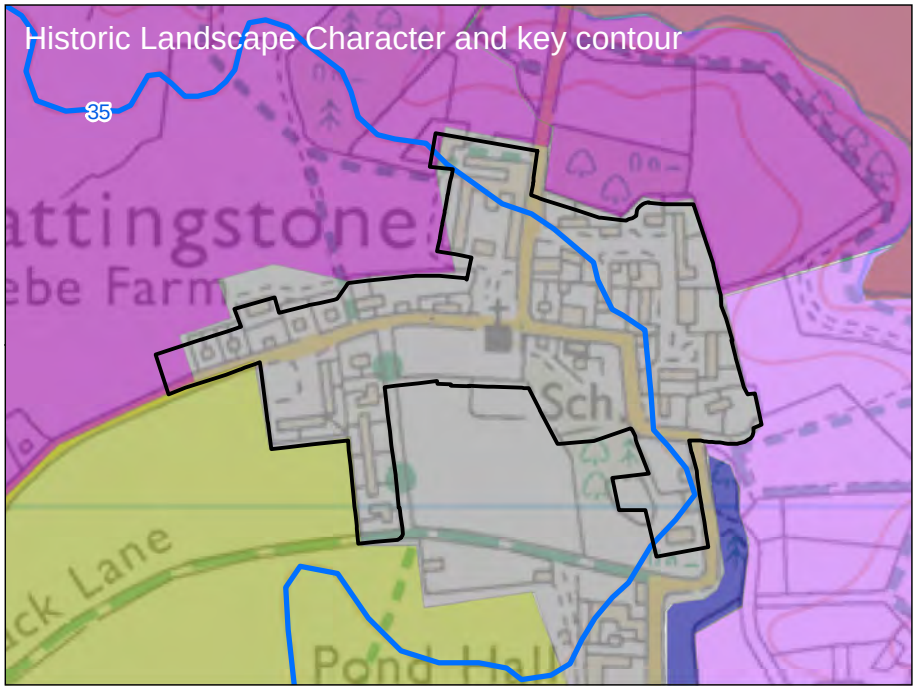
- Open up and retain views to local landmarks such as Tattingstone Church/Tattingstone Wonder and Tattingstone Place though management of vegetation.
- Seek to retain remnant parkland character associated with Tattingstone Place through management of veteran trees and planting of new trees to be future veterans.
- Avoid development on the eastern side of the village where it may impinge on the remnant parkland landscape or be visible from opposite valley slopes.
- Conserve the distinctive character and form of narrow rural lanes through the village. Avoid development which alters the hierarchy and pattern of these routes.
- Avoid the domestication of rural lanes through the village due to introduction of urban curtilage treatment and loss of hedgerows.
- Retain the central open space associated which the church which forms part of its setting and makes an important contribution to the form and character of the village.

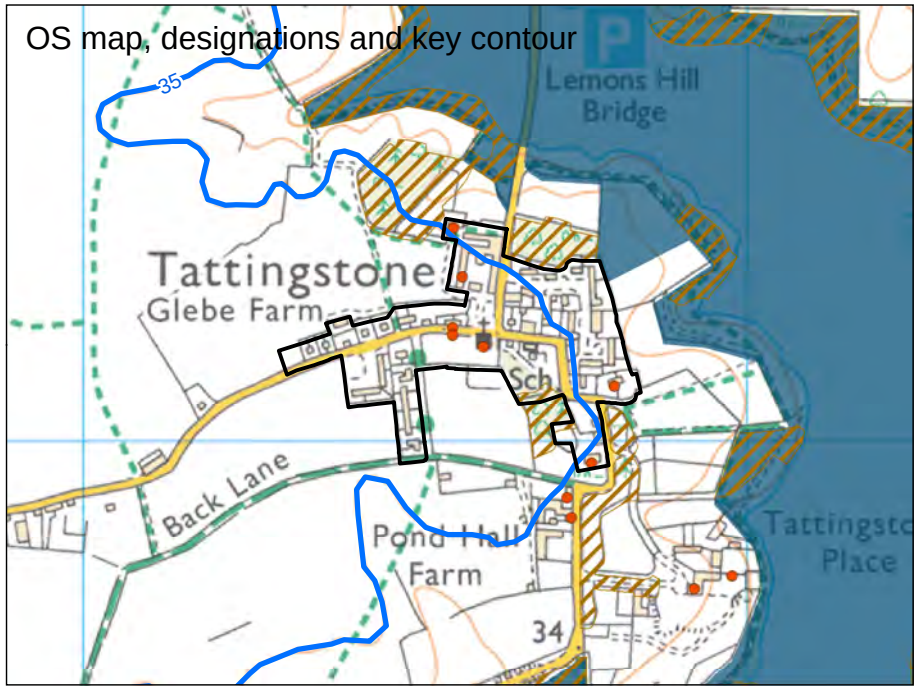
Relevant Documents for Additional Information

Suffolk Coast and Heaths Area of Outstanding Natural Beauty Boundary Variation Project, Natural Beauty Assessment, Sept 2017, Natural England.

Shotley Peninsula and Hinterland Landscape Character Assessment, 2012, Alison Farmer Associates.

Settlement Assessment:
Tattingstone





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4.9 Woolverstone

Location and Topographic Context

Woolverstone is located c. 1.5km from Holbrook and c.3km from Ipswich and straddles the B1456 which forms the main street. It is located at the junction between the Orwell Estuary and wider Shotley plateau farmland.

Historical Development

Woolverstone was known to exist as a village in Anglo Saxon times when Viking raiding parties are known to have travelled up the Orwell. However, Woolverstone's history has largely been shaped by the ownership and development of Woolverstone Hall, the seat of the Berners family from 1773 to 1937.

Historic maps dating to the 19th century show the large extent of parkland landscape on the valley slopes overlooking the Orwell Estuary. The hall and church were located centrally within the park with a small cluster of development at the entrance to the park and dispersed along the main road including Widows Homes, Bernes Hall (reading room) and estate cottages.

In the later 20th century there has been some small patches of infill housing development compromising individual dwellings along the main road. Otherwise the village form and character has changed little over the years.

Landscape Setting

The boundary of the Suffolk Coast and Heaths AONB runs down the northern side of main street resulting in the northern half of the village falling within the designation and the southern half outside.

The landscape surrounding the village comprises the Ancient Estate Farmlands landscape type. North of the main road the land starts to slope towards the Orwell Estuary and has a strong parkland character associated with Woolverstone Hall.

Historic Landscape Characterisation identifies the field pattern beyond the parkland area as 18th century and later enclosure from former common arable or heathland. Field shapes are frequently rectangular with straight boundaries. Woodland on the wider farmland plateau to the south forms wooded skylines, and gives structure to the landscape.

Village Form and Character

Many of the village properties exhibit a strong 'estate' character sharing similar detailing and style, and exhibit a sense of order, often appearing carefully placed. The gaps between dwellings are an important characteristic of the village.

Today the village retains a strong estate character and is predominately linear in form with a concentration of buildings to the east adjacent to Woolverstone Hall and the church, while in the west the village has a looser arrangement of dwellings. The hall to the east and the distinctive cluster of agricultural buildings at Home Farm to the west define each end of the village.

The Conservation Area Appraisal described the village as a small but extended village which lacks a clear centre. The informality of the main road, bending right and left, was contrasted with the formality of the main lime avenue associated with Woolverstone Hall. Properties along the main road are noted as being one plot deep with the wider agricultural landscape forming the rear backdrop and context to the village. Development along the main road was descried as *'well-spaced pairs of semi-detached cottages often with vegetable plots between and with some areas of visual or recreation amenity which are protected from infill development'*. The Conservation Area Appraisal identified the occurrence of some modern infill development which uses inappropriate buildings material and the proliferation of traffic on the main road and signage as key issues.

Views

The Conservation Area Appraisal identified a number of key views along the main street and also to Woolverstone Hall and church. Views out of the settlement to the wider landscape, especially the wider plateau and Orwell Estuary, are an important component of the village character. Similarly, the church is a key landmark from the wider landscape and in the area around Woolverstone Hall and Park. Along Main Road intermittent views across gaps in the building line to the gable ends of key estate cottages establishes a rhythm and unity which contributes to the local distinctiveness of the village.

Natural and Cultural Heritage Designations

The whole of the village is a Conservation Area, designated in 1989. The boundary of the Conservation Area incorporates Woolverstone Hall, its parkland setting and estate workers cottages and small areas of more modern infill which comprise the village and which are strung out along the B1456. Woolverstone has an exceptional concentration of listed buildings and non-designated historic buildings which collectively contribute to its local distinctiveness and unity of character. The parkland associated with Woolverstone Park contains an important collection of veteran trees.

Relationship to Adjacent Settlements

Woolverstone lies within relatively close proximity to the settlements of Chelmondiston and Holbrook but physically distinct from both, separated by areas of open arable farmland. In places there is some inter-visibility between each settlement, but their separate identities remain well defined.

Scenic Quality and Perceptions

Woolverstone's estate character and visual unity are key characteristics which contribute to its overall high scenic quality and distinctiveness. The landscape is perceived as washing over and through the village, reinforcing the rural qualities of the village, such that its built form and landscape setting are seen as closely intertwined.

Value and Significance

- Woolverstone is one of the most intact and distinctive villages on the Shotley Peninsula, lying predominately within the AONB.
- The village retains its strong estate character and linear form along Main Road.
- The valley slopes of the Orwell Estuary and parkland of Woolverstone Hall provide a high-quality setting to the village.

- The open, rural plateau farmland to the south of the village is framed by wooded skylines, reinforces the rural context of the village.

Sensitivity

The sensitivity of Woolverstone lies in its distinct village estate character and high-quality landscape setting on the upper slopes of the Orwell Estuary within the AONB. The loose pattern of cottages through the village and areas of open space which penetrate the fabric of the village, and afford views to the wider rural landscape beyond, are important qualities which are sensitive to infill development. These open spaces also enable views to the gable ends of buildings when travelling along Main Road. This reinforces the distinctive unity of the village architecture.

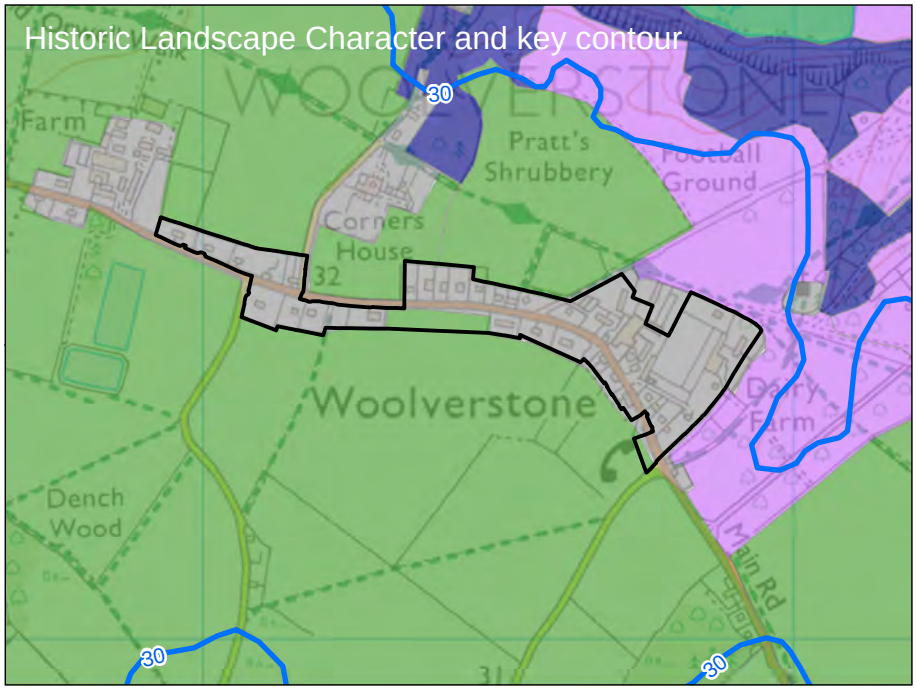
Conserving Special Qualities

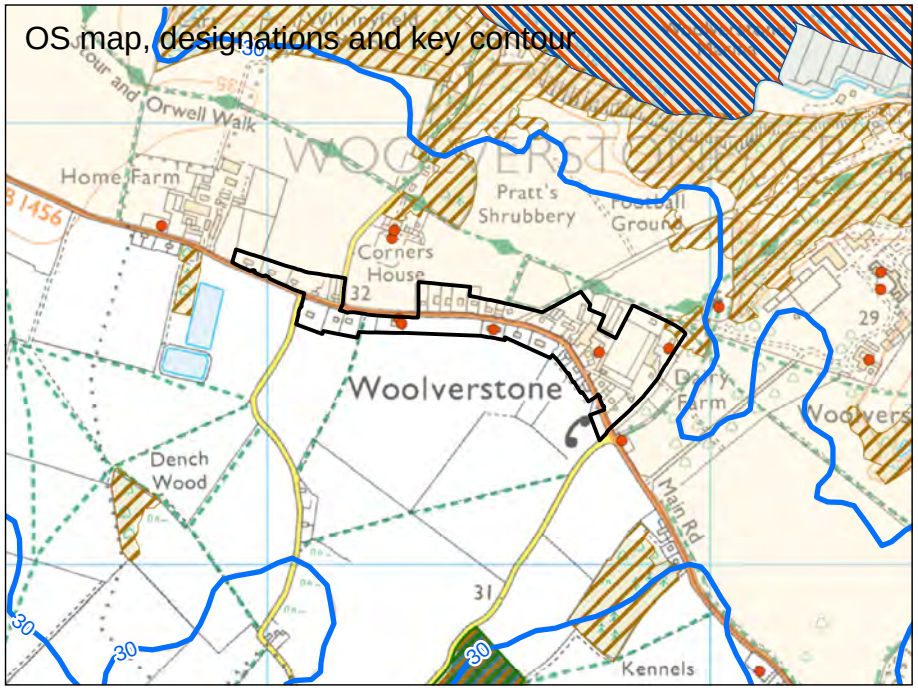
- Retain areas of open space within the village where these perform a valued function in reinforcing the rural character of the settlement, setting to listed buildings and views out to the wider landscape.
- Retain the open rural character of landscape between Woolverstone and Chelmondiston.
- Avoid cul-de-sac housing development which would adversely affect the linear form of the village and its pattern of estate buildings and cottages.
- Conserve and enhance the parkland character of the eastern setting of the village through appropriate management especially of pasture and veteran trees.

Relevant Documents for Additional Information

Woolverstone Conservation Area Appraisal.

Settlement Assessment:
Woolverstone





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4.10 Conurbations Adjacent to APA

There are two conurbations – Manningtree and Mistley which lie on the margins of the Additional Project Area. As noted in para 1.6 above and illustrated on Figure 1 much of the APA, where it covers the Stour Estuary, has been included in the proposed extension to the Suffolk Coast & Heaths AONB. However, the proposed extension has excluded a notable area of landscape between the settlements of Manningtree and Mistley – an area formerly associated with Mistley Hall Estate. This area is considered in more detail here with specific attention given to the relationship between Manningtree and Mistley and their role within the setting of the proposed AONB extension.

Manningtree and Mistley

Manningtree and Mistley are located on the southern slopes of the Stour Estuary close to the head of the estuary. Their historic development is closely associated with trade and their strategic location at the head of the Stour Estuary.

The historic cores of Manningtree and Mistley, as well as part of the estuary and foreshore and former Mistley Hall estate, are included in the Manningtree and Mistley Conservation Area for reasons of heritage interest and distinctive character. The historic port of Manningtree (which received its charter in 1238) has fine Georgian buildings and historic pubs, many of which are listed.

The Mistley area is closely associated with three generations of the Rigby Family who were instrumental in the establishment of new wharfs and maltings at Mistley and with the later Norman Family who created Mistley Place Park. The village of Mistley contains many characterful vernacular buildings, including the 18th century quay, wharves, warehouses, granaries, maltings and large steam mill (many of which are listed). Mistley has a strong sense of place particularly when viewed from the water or northern shores. The extant features from the Mistley Hall estate and a spa town planned by Richard Rigby (most of which was never constructed) make a positive contribution to natural beauty. These include the Swan Fountain, the Hopping Bridge, a gatehouse and Mistley Towers (the latter also a Scheduled Monument), all of which were designed by Robert Adam.

Both Manningtree and Mistley have undergone significant expansion in the 20th century with more recent development extending onto the plateau landscapes above the estuary. The more recent development now dominates their historic cores and often lacks distinction.

The wider Stour Estuary is a highly valued setting to both settlements as are the open valley slopes which lie between them.

Value and Significance of the APA Between Manningtree and Mistley

The land between Manningtree and Mistley comprises a tributary valley to the Stour Estuary which historically formed part of the Mistley Hall Estate. In the assessment of Natural Beauty associated with the proposed extension to the SC&H AONB the area

was found to have varied landscape quality with some areas closest to the Stour Estuary having become fragmented and more urban in character.

Although excluded from the proposed designation, it was noted that the open slopes between the settlements, and land to the east of Mistley form an important component of views from the northern slopes of the Stour Estuary. In these views the land between Manningtree and Mistley was noted as comprising visually pleasing patterns of woodland and pasture which extend down to the waterfront with mature trees (including European Black Pine and oaks) along the northern boundary of Mistley Place Park making a particular contribution to views of the waterfront.

Other qualities associated with this area are set out below:

- ***Distinctive valley morphology*** reflecting small tributary of the Stour Estuary, providing visual variation and interest.
- ***Strong parkland character*** comprising open rough grazing, veteran parkland trees (oak, lime, ash), water features (Gamekeepers Pond and a more recent water feature at the confluence of tributary streams to the east of The Dairy), and woodland (Furze Wood) all of which contribute to landscape quality.
- ***Varied grassland types*** including dry acid grassland on the higher ground with swards of tussocky rush near the streams giving rise to a variety of texture and colours, while areas of arable on upper slopes add to landscape compositions reflecting the transition to the more productive plateau land.
- ***Furze Wood*** (formerly an area of open land containing dispersed oaks trees) has, over the last century, been in-filled with plantation and secondary woodland. Large ancient oak trees remain within the woods (e.g. Old Knobbley voted second in the Woodlands Trust Tree of the Year 2014 and possibly 800 years old) contribute to landscape quality and tangible time depth.
- ***Mosaic of habitat types***, and dead wood associated with veteran trees is valued for invertebrate habitat and roosting sites for bats.
- ***Landmark buildings*** such as St Mary and St Michael Church, Mistley Towers and the quayside buildings/maltings.
- ***Listed buildings*** which relate to the former park estate impart a unified character and visually link the area together, contributing positively to scenic quality and creating attractive focal points.
- ***Significant views*** can be obtained across areas of former parkland from Clacton Road and Green Lane. Views of the Maltings, and to the upper northern estuary slopes from more elevated locations, act as a reminder of the proximity to the estuary and association of this parkland landscape with estuary trade and the Rigby family.
- ***Recreational value*** both in terms of organised recreation and network of public rights of way.
- ***Tranquillity*** is most readily experienced along Green Lane and on the footpaths to the south which pass through the remaining former parkland landscape and broadleaved woodland.
- ***Group value*** of former parkland features including veteran trees, woodland blocks, two small lakes and historic buildings including the stables, dairy, and gatehouse which add to perceptions of time depth.

Sensitivity

The inherent qualities of the landscape between Manningtree and Mistley indicate that this area is sensitive to change. There are three principle types of change that this area is sensitive to, namely:

1. Expansion of the urban edge of Manningtree and Mistley into the area, causing visual intrusion and loss of openness.
2. Fragmentation of the landscape as a result of land use change or ad hoc development, reducing perceptions of unity of the area as a tract of landscape.
3. Loss of valued characteristics as a result of lack of appropriate management, resulting in a loss of character and time depth.

Conserving Special Qualities

- Seek opportunities to reduce visual clutter and fragmentation of the landscape in the northern part of the area, especially around the Animal Sanctuary.
- Restore historic features which have become damaged or deteriorated e.g. Hopping Bridge.
- Manage designed parkland features such as the lake and woodland associated with Mistley Place Park.
- Revert arable land use to pasture in order to reinstatement and reinforce parkland character.
- Avoid the extension of new urban development into this area where it reduces sense of scale and openness.
- Improve management of landscape on the fringes of New Mistley, reducing the effects of the urban fringe including proliferation of signage, car parking, fencing etc.
- Manage woodland and waterside vegetation surrounding Gamekeepers Pond including the removal of scrub.
- Manage parkland trees and plant new trees to retain parkland character.

Relevant Documents for Additional Information:

Manningtree and Mistley Conservation Area Appraisal.

Proposed Extension to Suffolk Coast and Heaths AONB, Natural Beauty Assessment, Natural England, Evaluation Area E4.

5.0 Future Application

5.1 Conclusions

This study has highlighted the special qualities of the Suffolk Coast & Heaths Additional Project Area and the reasons why it is of particular landscape value. Importantly the assessment has demonstrated that the value attached to the area varies– those qualities in the west are not the same as those around Alton Water for example. Furthermore, the quality and condition of the landscape also varies with some areas being especially valued and other areas requiring enhancement.

This study has demonstrated the inextricable link between settlements and their landscape settings and the unique and close physical and visual association of the Shotley Peninsula with the estuary landscapes which lie adjacent. It has highlighted that many of the settlements on the Peninsula share similar origins (dispersed pattern of church/hall complexes), and locations (at the interface of the plateau farmland and the valley slopes). It has also highlighted the individual identity of the settlements and how their current form is a reflection of their subsequent patterns of growth.

5.2 Issues

The Suffolk Coast & Heaths APA shares many of the special qualities of the AONB as defined in section 3.2 above. It also experiences a number of pressures and changes which equally affect the AONB such as:

- Loss of field boundaries and habitat networks with the creation of larger scale simple landscapes.
- Loss of meadowland along streams reducing landscape variation along small tributary valleys that drain the elevated farmland.
- Lack of woodland management and introduction of new straight edged plantations which contrast with older sinuous woodland boundaries.
- Road improvements, traffic noise and night light intrusion resulting in a loss of tranquillity.
- Loss of views to key landmarks e.g. church towers due to vegetation growth or new development.
- Introduction of housing estate development which subsumes the older more dispersed pattern of settlement.
- Urban extensions and housing estates with abrupt urban edges and high visibility across wide areas.
- Infrastructure development including roads, rail, telecommunications and renewables.

However, it differs from SC&H AONB in that:

- It is the narrowest stretch of farmland flanked on three sides by estuaries which fall within the Suffolk Coast and Heaths AONB.
- The valley extending inland from Holbrook has undergone dramatic change as a result of the creation of Alton Water.

5.3 The Future

The special qualities of the Shotley Peninsula landscape lie not in dramatic scenery or arresting views but rather in its remoteness and backwater qualities and its position in relation to the estuary landscapes which surround it. Like the Sandlings landscapes which back the estuaries elsewhere in the AONB, the Shotley Peninsula performs an important function as an immediate setting to the Orwell and Stour estuaries. Whilst much of it is farmed intensively, the relatively simple patterns of field enclosures, woodland and elevation, coupled with its 'coastal' location, gives rise to dramatic skies and quality of light. Settlement has congregated along the main routes into and out of the peninsula and at the interface between the higher farmland and estuary slopes. Each settlement has its own distinctive identity although the introduction of modern housing estates has undermined local identity to some degree.

The Shotley Peninsula has always been important for arable cultivation forming some of the most fertile soils in Suffolk. Trends in agriculture have resulted in a loss of biodiversity and landscape character as a result of field boundary removal and introduction of patches of plantation woodland. Nevertheless, this landscape retains important remnants of ancient woodland and rural sinuous lanes and is uniquely placed geographically to deliver enhanced biodiversity networks which connect these habitats with those within the Orwell and Stour Estuaries - improving landscape structure and resilience to climate change.

Conserving and enhancing the special qualities articulated in this report is a key aspiration of the Suffolk Coast and Heaths AONB Management Plan. This assessment has revealed that whilst much of the Shotley Peninsula has a weight of evidence to demonstrate it is a valued landscape in terms of para 170a of the NPPF, there are also areas which have suffered some loss of special qualities. The evidence base provided here should therefore be used to target resources and develop and implement enhancement initiatives.

In terms of development, the evidence base presented in this report can inform the AONB's response to planning applications, and more widely, be used by local authorities in reaching planning decisions and by developers and their consultants in identifying and designing appropriate developments which achieve a good degree of fit. The evidence in this report should also help to ensure that, where change occurs, it delivers net environmental gain that demonstrably enhances the area's special qualities.

Due to the position of the Shotley Peninsula as a narrow tongue of elevated land between the Orwell and Stour estuaries, it should be considered holistically and not in

isolation. Where change is proposed either on the plateau or in relation to the estuaries it will be important to consider the wider effects on both areas.

Appendix 1:

Fold Out Key to Settlement Maps

Settlement Assessment: Map key and data sources

Historic map

Maps taken from Ordnance Survey 6-inch, 1888-1913 series.

Present day aerial imagery

Aerial imagery source: ESRI, Digital Globe, GeoEye, Earthstar Geographics, CNES/Airbus DS, Aerogrid, IGN and the GIS User Community.

Historic Landscape Character and key contour

Suffolk HLC

Category

- No category
- 18th-century and later enclosure
- Ancient monument
- Built up area
- Common pasture
- Communications
- Horticulture
- Industrial
- Meadow or managed wetland
- Post-1950 agricultural landscape
- Post-medieval military
- Post-medieval park and leisure
- Pre-18th-century enclosure
- Unimproved land
- Woodland
- built up area

Essex HLC

Category

- 19TH-20TH CENTURY PLANTATION
- 19TH-20TH CENTURY WOODLAND PLANTATION
- ANCIENT WOODLAND
- BOUNDARY LOSS - POST 1950 WITH RELICT ELEMENTS
- BUILT-UP AREAS
- ENCLOSED MEADOW PASTURE
- INDUSTRIAL
- INFORMAL MEDIEVAL PARKLAND
- LATER ENCLOSURE - 18TH C OR LATER
- POST 1950 BOUNDARY LOSS
- POST 1950 BOUNDARY LOSS - WITH RELICT ELEMENTS
- POST 1950'S ENCLOSURE
- PRE-18TH CENTURY 'IRREGULAR' ENCLOSURE

- Settlement
- Key contour(s)
- County boundary

OS map, designations and key contour

- Listed Building
- Special Protection Areas
- Special Areas of Conservation
- AONB
- Sites of Special Scientific Interest
- County Wildlife Sites
- Local Nature Reserves
- Roadside Nature Reserves
- Ancient Woodland
- Woodland
- Scheduled Monument
- Parks And Gardens
- County GeoSites
- Settlement
- Key contour(s)

Source: Natural England; Historic England; Suffolk County Council, Essex County Council.

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Appendix 2:

Extract from Shotley Peninsula and Hinterland Landscape Character Assessment

Stour and Orwell Society

Suffolk Coast & Heaths
Area of Outstanding Natural Beauty

Shotley Peninsula and Hinterland
Landscape Character Assessment

Final Report

April 2013

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Cambridge
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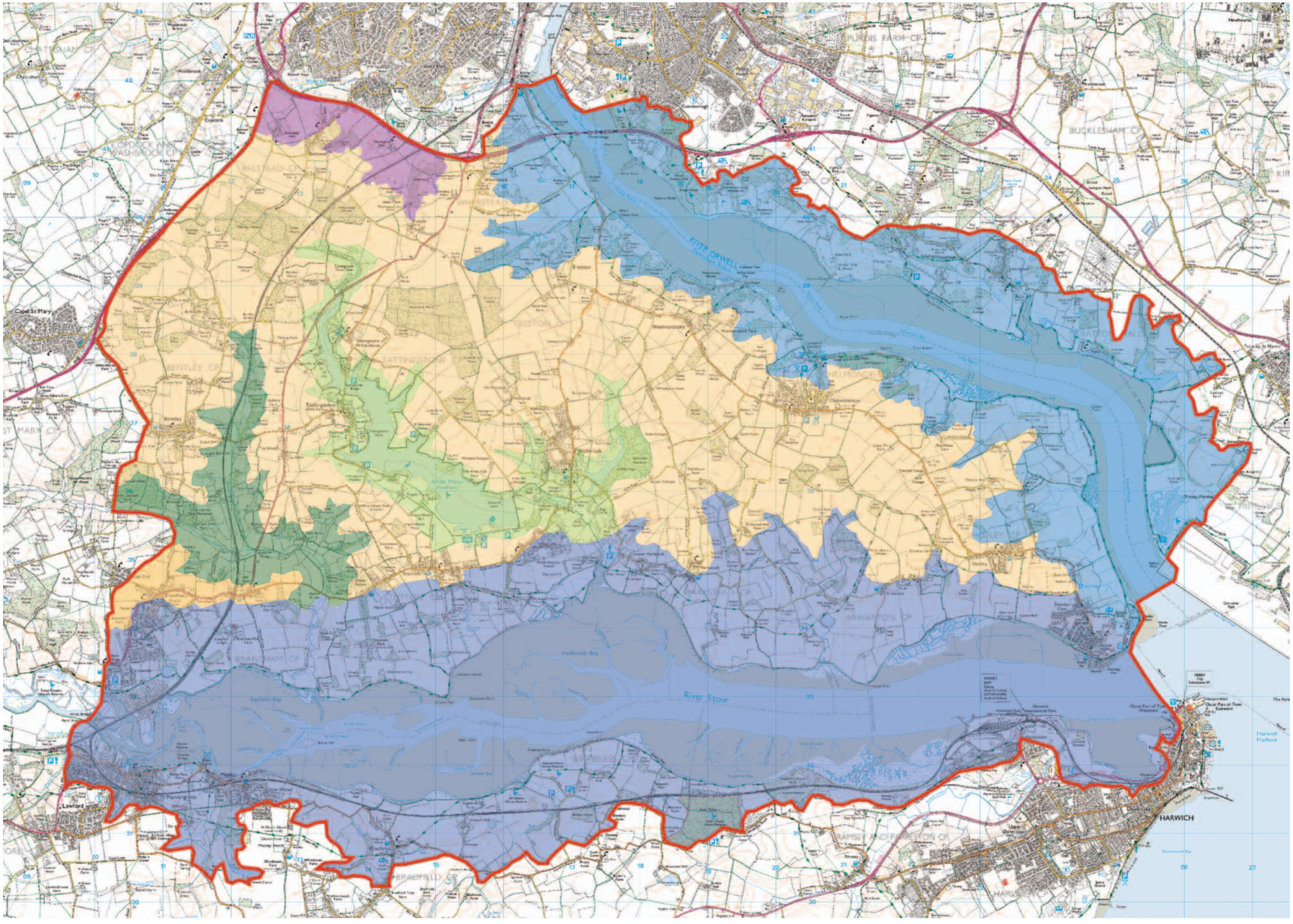
Shotley Peninsula Landscaoe Character Assessment

Drawing Number 5: Landscape Character Areas



Date: April 2013
Scale: 1:50,000
Status: Final

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ALISON FARMER ASSOCIATES
LANDSCAPE ARCHITECTURE
ENVIRONMENTAL PLANNING

Key:

- Study Area Boundary
- Orwell Estuary
- Stour Estuary
- Shotley Peninsula Plateau
- Holbrook Valley and Alton Water
- Samford Valley
- Belstead Brook

3.3 Shotley Peninsula Plateau

Description
Context: This includes the central upland farmed plateau of Shotley Peninsula which stretches from the western boundary of the Study Area (A12) as a central 'shoulder' of land as far as Shotley in the east. It is bounded to the north and south by the Orwell and Stour Estuary character areas respectively. The change in character is generally marked by a break in slope and or views to the estuary water. The plateau is drained by small streams which create shallow valleys and add variation to this otherwise relatively flat plateau.

Constituent Landscape Types: Ancient Estate Claylands and Ancient Estate Farmlands

Summary Description
This is a flat plateau of loamy well draining arable land, which forms the central part of the Shotley Peninsula. It has historically been regarded by 18th and 19th century agricultural writers as having some of the best soils in the country. This landscape is unique in Suffolk with a mix of “modern” rectilinear field systems with Ancient Woodland and parklands.

The landscape pattern is characterised by large-scale arable blocks divided into rectilinear fields (reflecting relatively late enclosure) coupled with ancient woodland and remnant parklands. There are some notable hedges of holly with pollard oaks, while suckering elm is usually very dominant on the lightest land. Places names reflect former heathland, and occasional patches of gorse and birch in verges/hedgerows indicate former unenclosed areas of common grazing and heath. Although the predominant land use is arable, some pig rearing occurs in the east and orchards/fruit growing in the west. Areas of open arable farmland are of particular value for farm birds including lapwing, grey partridge, yellow wagtail, tree sparrow, turtle dove and corn bunting.

Historically this landscape had a number of extensive parkland landscapes including Tattingstone and Woolverstone which extended into the adjacent Holbrook Valley or Orwell Estuary character areas respectively. Although both have now become fragmented, remnants of parkland continue to make an important contribution to local sense of place.

The area has a substantial number of ancient woodlands, some up to 80ha in size. In the west there is the close grouping of Great and Little Martin’s Woods, Dodnash Wood and Holly Wood; Old Hall Wood on Bentley’s northern boundary close to Spinney Wood and Wherstead Wood, with Holbrook Park and Cutler’s Wood forming another group to the east. The southeastern part of the area has smaller woods, such as Rence Park. There are also areas of plantation woodland although these are relatively small.

The existing settlement pattern is mainly one of villages, but with some dispersed farmsteads and isolated houses/churches. In the main, settlement clusters are on the edge of this landscape and housing development in the latter part of the century has significantly altered the character and appearance of many of the villages e.g. Holbrook, Shotley and Chelmondiston. This pattern of growth onto the Shotley Plateau has masked the historic association of settlement with adjacent valleys and estuaries.

Outside the villages the landscape is scattered with farms, cottages or isolated churches which in the Middle Ages would have been associated with manor halls. Often the farms comprise a mixture of exceptional vernacular buildings and some examples of more modern and larger scale buildings. On the western fringe of this landscape, at the boundary with the claylands, that there is a notable pattern of estate halls including Bentley Old Hall, Bentley Manor and Bentley Hall.

This landscape is crossed by a series of minor roads including the B1456 and B1080 as well as the more significant A137. These roads, along with a network of single tracked lanes, connect the various settlements and reinforce the perception of the area being a rural backwater. Some ancient routes remain as tracks and footpaths particularly in the west.

This landscape has a degree of homogeneity and regularity to it and a rural settled character. Some spatial variations occur - for example there is a greater concentration of woodland blocks in the west compared to the east; however, overall, the pattern of a wooded skyline across large scale open arable fields is consistent across the area. In most views there is often a farmstead or manor house reflecting the settled character.

There are glimpsed views to areas outside of this area e.g. Felixstowe docks or Royal Hospital School clock tower, and in the north the close proximity to Ipswich is evident in road development, presence of masts and increase in farm food outlets and small scale business parks converted from agricultural buildings.

Distinctive Characteristics

- Deep loamy soil that originated as wind-blown sediments from glacial sources giving rise to fertile soils and predominately Grade 2 Agricultural Land
- Elevated, open, exposed, gently undulating plateau/shoulder of land, drained by small shallow valleys particularly in the southeast between Holbrook and Erwarton
- Predominately arable farmland defined by rectilinear hedgerow enclosures and woodland blocks giving rise of an often open and defined landscape
- Extensive areas of ancient semi-natural woodland and some mixed conifer plantation which form blocks of woodland and create visual structure to the otherwise open, relatively flat landscape
- Hedgerows along lanes frequently comprise suckering elm with pollarded oaks and holly
- Dispersed estate farmsteads are the predominate settlement pattern reflecting former medieval halls and parks (e.g. Pannington Hall and Bond Hall) and remnant areas of parkland including Bentley Hall, Bentley Park, Bentley Manor and Belstead Hall
- Settlements of Bentley, Belstead, Woolverstone, Stutton, Holbrook, Chelmondiston and Shotley, many of which include extensive areas of late 20th century housing development
- Concentration of historic manor houses, churches and farms particularly in the west
- Old lanes remain in the landscape as farm tracks and footpaths e.g. Old Hall Lane and Bentley Lane
- Occasional long distant views to a wooded skyline but there are no views to the estuaries which lie in close proximity to the north and south
- Views to isolated properties are commonplace giving rise to a settled but predominately quiet back-water character

Evaluation

Special Qualities and Features

- Whole area lies outside the Suffolk Coast and Heaths AONB designation but within its Additional Project Area as set out in the AONB Management Plan
- Majority of the area is designated a Special Landscape Area for its river valleys and woodland
- Area important for significant population of Dormouse and stag beetle

- SSSI woodlands at Holbrook Park and Freston and Cutler's Woods
- CWS designations associated with high concentration of ancient woodlands
- Significant blocks of ancient woodland including Bentley Long Wood, Brockley Wood, Old Hall Wood, Wherstead Wood, Holbrook Wood, Cutler's Wood, Glebe Wood, Bylam Wood, Rence Park, Broomfield Covert and New Covert.
- Erwarton Hall - late 16th century English county house (listed) and gatehouse with historical links with Anne Boleyn.
- Stools of coppiced sweet chestnut found in Holbrook Park wood are among the largest recorded in Britain (*The Shotley Peninsula, Sylvia Laverton, pg 17)*
- SAM at Potash Farm comprising an interrupted ditch system

Forces for Change and Their Landscape Implications

Past and Current

- Fragmentation of habitats e.g. woodlands due to intensification of arable cultivation
- Lack of hedgerow management reflected in gappy and over trimmed hedges, elm dieback and some stag head oaks
- Development of masts and telegraph poles which visually intrude into this landscape
- Pressure for wind farm development e.g. Thorington Hall/Cottage, east of Belstead
- Development of farm food outlets and business parks e.g. Wherstead Office Park in part due to proximity to Ipswich
- Significant areas of 20th century housing development extending onto plateau areas and altering traditional settlement pattern
- Increased traffic on B roads which traverse the plateau particularly B1456
- Loss of former areas of heathland - evidence now limited to place names and vegetation
- Noise intrusion from A12 in western extremities of this area
- New hardwood plantations e.g. Harkstead Hall Estate
- Lack of traditional woodland management and coppicing resulting in dereliction of some former coppice woods
- Diffuse pollution from use of agricultural chemicals affecting water quality in adjacent estuaries

Future

- Further development of tall cranes within the Harwich Bay area is likely to adversely extend the perception of built development associated with Felixstowe and affect the rural qualities of the tip of the peninsula
- Further suburbanisation of narrow lanes and larger roads due to inappropriate curtilage development or new infill development
- Pressure for redevelopment of HMS Ganges site at Shotley Gate (former naval training site now derelict) with may affect character of rural lanes
- Lack of hedgerow management resulting in fragmentation of hedgerow pattern
- Loss of hedgerow trees in particular ash due to Chalara or ash dieback
- Pressure for further vertical structures including masts and windfarms (inc domestic scale)
- Pressure to create a major new Areas of Natural Greenspace associated with Alton Water Reservoir, through acquisition of additional land on the north and northwest sides of the reservoir with potential to have wider implications for the character of this landscape which lies adjacent
- Pressure for housing growth in existing settlements including Chelmondiston, Holbrook, as key service centres, and also smaller settlements of Bentley, Stutton and Tattingstone as set out in Babergh District Core Strategy Issues Document (2011)
- Planning allocation for growth of Wherstead Office Park to the east of the current development and new access off the A137

- Some historic buildings are at risk - particularly farm related barns which have fallen into disrepair and yet make a significant contribution to local distinctiveness (eg the semi-derelict Grade 11* listed Bentley Hall Barn)
- Conversion and expansion of farmsteads for residential uses/food outlets
- Impact of deer on the condition of woodlands
- Changes in crops and land use as a consequence of change in climate and markets

Landscape Strategy

Protect
• Protect the rural quiet character of lanes within the peninsula avoiding unnecessary signage, kerbing, widening, lighting or the introduction of roundabouts, all of which undermine the essential 'back-water' qualities of the area • Protect visual integrity of Woolverstone Village and particularly the unity of estate cottages along the main road. Avoid cumulative ad hoc development such as increases in signage, boundary treatment changes etc which may adversely affect the current character. • Protect newly planted woodland from deer damage through use of appropriate fencing • Protect dark skies and restrict the introduction of night lighting associated with new development or improvements to road infrastructure • Protect rural character of roads across this area and avoid development such as HMS Ganges site which will increase traffic pressure and the needs for road alteration which would undermine current character • Protect area's distinctive wooded skylines and avoid cumulative impacts from vertical structures which interrupt these skylines and undermine perceptions of a rural backwater. Ensure that any new development avoids adverse impact on adjacent estuary or valley landscapes
Manage
• Manage areas of ancient semi-natural woodland and coppicing through appropriate woodland management regimes • Record and survey veteran trees seeking management which prolongs life and monitors gradual loss and potential replacement by maturing trees in future • Reinforce the historic pattern of regular boundaries though appropriate hedgerow management including coppicing of elm hedges • Maintain, enhance and restore locally distinctive holly hedges • Restore, maintain and enhance the network of tree belts and pattern of small plantations found across much of this landscape type • Restore, maintain and enhance the historic parklands through the preparation of significance statements and whole park plans to ensure recognition of subtle elements e.g. park railings • Restore and enhance the condition of ancient woodlands including the effective control of deer grazing and browsing • Resist development which will erode the tranquillity of the area
Plan
• Plan for the replanting of veteran trees and careful management of maturing trees in order to retain the character of mature trees in this landscape which are so characteristic • Undertake whole park plan for Woolverstone to ensure a clear understanding of the significance of the estate including the Nelson's Avenue, park boundaries and Estate cottages as a whole to inform future management • Plan for the preparation of village design statements to enable the special qualities of each settlement to be articulated so that new development can be incorporated sensitively • Plan for the creation of strong street scenes within villages which have undergone

significant 20th century growth through the re-emphasising of old routes through the settlement, planting of street trees/avenues, reducing visual clutter such as overhead wires and signage

- Consider carefully the implications of future housing growth in the villages and seek ways to reinforce/reinstate local distinctiveness in any new development, including edge treatment, mitigation and open space provision

3.4 Holbrook Valley and Alton Water

Description

Context: This includes the valley of Holbrook River including the upper reaches which were flooded to form Alton Water reservoir. It also includes the remnant parkland, woodland and fish ponds associated with Holbrook Gardens. This character area is relatively small and stretches from the A137 in the west to Wall Farm in the southeast.

Constituent Landscape Types: Rolling Estate Farmlands, Valley Meadowlands and Ancient Estate Farmlands at the margins

Summary Description
This landscape focuses on the valley of Holbrook River which comprises two distinct parts, firstly Alton Water, a manmade reservoir completed in 1978 which drowned the previous upper reaches of the shallow Holbrook Valley, and the river valley to the east and south which includes Holbrook Mill, meadows and remnant fish ponds associated with Holbrook Gardens.

Historically this landscape would have contained two landscaped gardens the first Holbrook Gardens (formerly the pleasure grounds to Woolverstone Hall) and the second Tattingstone Park associated with Tattingstone Place. Both have now become fragmented, the latter as a result of the creation of Alton Water.

Alton Water forms the largest area of inland water in Suffolk with a circumference of over 8 miles (13 km). It is fed from the River Gipping and bore holes on the north side of the River Orwell and has a natural indented coastline. At its widest the reservoir is approximately 0.5km and its water edge well vegetated. This, combined with the shallow valley sides, means that there are relatively few views to open water from the wider landscape and views tend to be restricted to glimpses from the water's edge. Similarly the narrow width of the reservoir means that it often appears small in scale and more like a lake. Only when viewing up or down the valley is there a greater sense of an expanse of open water.

The reservoir provides an important function in providing water to local conurbations, but is also marketed and managed for informal recreation including fishing, quiet water sports, walking and cycling. There is an information centre and facilities to the south near Stutton, parking at a number of locations, and waymarked trails around the reservoir.

East of the reservoir, the natural river valley returns and comprises gently sloping valley sides supporting both arable and pasture and a narrow valley floor with some areas of wet meadow/pastures as well as a small area of willow plantation. These wet pastures are likely to have been former reedbed/salt marsh prior to the construction of the sluice and flood defence barrier at the head of Holbrook Creek. There are a number of water channels and waterbodies in the valley relating to the fishponds associated with Holbrook Gardens which extended further to the north and also the mill pond. Overall the valley is well treed both in terms of small copses and lines of alder along watercourses or hedgerows and hedgerow trees and as such there are only occasional glimpsed views across the valley or to landmark buildings. Landmark buildings include the clock tower and water tower of the Royal Hospital

School, which lies on higher land adjacent to the valley, as well as Holbrook Mill and church. The South Suffolk cycle route B runs through this area.

In terms of settlement this landscape comprises mainly a dispersed pattern of dwellings: these include the historic cluster of dwellings around Holbrook Mill (formerly the hamlet of Holbrook prior to more recent expansion to the north) as well as more recent infill large properties along the rural lanes. In the context of Alton Water there is the village of Tattingstone which is associated with Tattingstone Park and includes the Tattingstone Wonder - a folly church which is a local landmark and is Grade II* listed as well as St Mary the Virgin church (Grade II* listed) and former 18th century Workhouse (now residential). To the southeast of the village is Tattingstone Place, where former parkland and designed landscape is still evident as are white park railings around the house/farm. The village is connected to another small cluster of dwellings (and the 17th century coaching inn called the Tattingstone White Horse) on the north shore of the reservoir by the Lemon's Hill Bridge which is engineered in character reflecting the recent construction of the reservoir.

Where the rural lanes descend into the Holbrook Valley around Holbrook Mill they are often incised and flanked by former hazel coppice and woodbanks.

Distinctive Characteristics

- Flat valley floor made up of seasonally wet clays overlying alluvial deposits and peat with freer draining soils on the valley sides
- Sinuous and incised valley of the Holbrook the upper reaches of which have been significantly altered with the creation of a reservoir (Alton Water) in the 1970's
- Land use comprises a mixture of arable and pasture on the valley sides with patches of wet pastures within the valley floor
- Alton Water is a small scale reservoir defined by gentle sloping valley sides giving the appearance of a large linear lake
- The fringes of Alton Reservoir are well vegetated with a mixture of woodland and scrub enclosing views - some areas of ancient woodland including hazel coppice and woodbanks
- Alton Water is valued for its birds offering breeding bird habitat for species such as Common Tern in summer and as a refuge/roost for wildfowl during winter months
- The area is generally unsettled although there are occasional farmsteads on the edge of the valleys or on locally higher spots and the historic settlements of Holbrook and Tattingstone on the valley sides
- Strong but informal recreational focus around Alton Water including fishing, cycling, quiet water sports and good parking, footpath and cycle path provision
- Alton Water reservoir and Holbrook Valley are strongly concealed from views in the wider landscape and visible only from close proximity - this landscape does not have a strong presence in the wider landscape

Evaluation

Special Qualities and Features

- Alton Water and Holbrook Gardens are both designated CWSs for their habitat mosaics
- Holbrook Mill in the valley floor and St Andrew's Church overlooking the valley are key landmark buildings in this character area which add to local distinctiveness
- Attractive views across open water and to landmark buildings including St Andrew's Church, Holbrook and from the village of Tattingstone across open water of the reservoir
- Remnant water meadows and wet pastures giving rise to visual variety and small scale landscape which contrasts with upper reaches of the Holbrook valley/reservoir landscape
- Remnant parkland trees either side of Alton Reservoir which formed part of Tattingstone Park

- Listed buildings within this landscape and on its margins which act as local landmarks
- Easily accessible recreation associated with Alton Reservoir
- Incised rural lanes which descend into the valley landscape flanked by old coppiced hazel and earth banks
- Banks of Holbrook River provides important habitat for Water Vole and Otter
- Northern fringes of Alton Water provide scrub and woodland cover suitable for Hazel Dormouse

Forces for Change and Their Landscape Implications

Past and Current

- Fragmentation of woodlands and habitat networks
- Loss of valley landscape as a result of reservoir creation and associated built structures which do not reflect local vernacular styles and are functional/utilitarian in character
- Some hedgerows are gappy and over trimmed and others show elm dieback and some hedgerow oaks with stag heads and lack of management
- Overgrown character of scrub and woodland vegetation on shores of Alton Water with opportunities to open up some vistas and views from the surrounding landscape and shores of the reservoir and create more striking headlands
- Conversion of pasture to arable cultivation on the valley sides
- Planting of poplar trees on the valley sides/lower slopes

Future

- Further suburbanisation of narrow lanes and larger roads due to inappropriate development on boundaries and within curtilages as well as infill development
- Alton Water identified as an area with significant potential to provide Area of Natural Greenspace for major conurbations such as Ipswich which are likely to experience considerable housing growth in future
- Increase in woodland and hedgerow trees obscuring views across the valley
- Pressure for solar park development particularly on south facing slopes

Landscape Strategy

Protect
• Protect the rural quiet character of lanes resisting unsympathetic highways improvement or signage • Protect the rural valley setting of Holbrook Mill and St Andrew's Church which add to the significance of these historic buildings and combined with these landmarks add to local distinctiveness and sense of place • Protect and restore historic features within the valley, particularly those relating to the watercourses e.g. mills, bridges and sluices • Protect Water Vole habitat through appropriate grazing levels, avoiding bank erosion and introduction of riparian woodland • Protect unspoilt rural valley character from solar park development where it may undermine the pattern of land use and be visually prominent
Manage
• Manage areas of ancient semi-natural woodland and coppicing through appropriate woodland management regimes • Record and survey veteran trees seeking management which prolongs life and monitors gradual loss and potential replacement by maturing trees in future • Manage woodland and scrub areas fringing Alton Water and seek opportunities to open up views across the water and to the reservoir from the surrounding wider landscape • Manage recreation in this landscape and ensure the development of any new

associated infrastructure is in keeping with the local rural character

- Manage the landscape's distinctive hedges along lanes and reinstate coppicing to ensure future survival
- Manage and extend areas of wet grassland and meadow with appropriate grazing with cattle and sheep, particularly on areas of importance for wildlife and avoid bank erosion which may affect Water Vole and Otter habitat

Plan

- Plan for the replanting of veteran trees and careful management of maturing trees particularly in areas of former parkland
- Plan for the reversion of arable farmland to pasture on the valley sides where it extends down to the edge of the valley floor
- Plan for the improved interpretation of the historic character of this valley landscape and its changing face through time
- Plan for the opening up of views across the valley including across the reservoir and also around Holbrook through woodland and scrub management
- Plan for the felling of poplar and retention of valley floor pastures through appropriate management and grazing levels
- Plan for the increased informal recreational use of this area, particularly Alton Water and ensure sufficient provision of low key parking and facilities, which reflect local vernacular and character
- Plan for the sensitive creation of circular themed walks associated with Alton Water that connect this 'honey pot' site with the wider landscape including facilities at Tattingstone and Holbrook

3.6 Belstead Brook

Description

Context: This includes the north sloping valley sides of the Belstead Brook which form the northern fringe of the Study Area where there are views overlooking Ipswich. Much of this character area extends beyond the Study Area boundary.

Constituent Landscape Types: Rolling Estate Farmlands, Ancient Estate Farmlands and Valley Meadowlands

Summary Description

Only the southern valley sides fall within the Study Area and therefore this description focuses on these slopes, although they are discussed within the wider context of the valley as a whole.

Within this valley landscape there is a notable change in geology from the sandy deposits so characteristic of the Shotley Peninsula Plateau landscape, to the occurrence of heavier clay on the lower slopes. As a result of this there are spring lines which feed the Brook and which have also resulted in localised patches of wet woodland and pasture. This is evident to the north of Belstead Hall (Grade II* listed), east of Belstead in Alder Carr and also Spring Wood north of Thorington Hall.

This landscape has seen significant change in second half of 20th century with construction of A14 on southern slopes of the river valley, a double line of pylons again along the southern valley sides and the significant growth of Ipswich onto the northern valley sides including urban fringe development such as the dry ski slope. As with villages/hamlets elsewhere in the Study Area the settlement of Belstead has also experienced some considerable growth and infill development which has altered its overall character and appearance. These changes contrast with other areas which remain relatively unchanged including Belstead Church, Belstead Hall and farm and Thorington Hall.

Immediately north of the A14 the open landscape on the edge of Ipswich forms part of Belstead Brook Park - an informal country park.

Although much of this landscape within the Study Area remains intact and rural in character it is visually and audibly influenced by the development associated with Ipswich and major infrastructure and this has undermined perceptions of tranquillity.

Distinctive Characteristics

- North facing slopes forming part of the Belstead Brook and River Bourne Valley which separates the Study Area from the fringes of Ipswich
- Steep valley side slopes with numerous springs reflecting underlying geology
- Ash on lower slopes where clay substrates create impeded drainage contrast with free draining sandy soils on the upper slopes where there is a higher incidence of oak and patches of bracken and scrub
- Medium scale field pattern of hedgerows enclosing areas of intensive arable farmland

- Extensive views across Ipswich built development, although infrastructure is reasonably well concealed
- Areas of urban fringe development include the dry-ski slope, A14 and pylons
- Historic settlement of Belstead includes a collection of medieval farms and cottages interspersed with infill development along Old Lane and other more recent estate housing
- Perceptions of tranquillity affected by visual impacts of Ipswich and infrastructure and audible impacts of traffic

Evaluation

Special Qualities and Features

- This whole area lies outside the Suffolk Coast and Heaths AONB but within the Additional Project Area as set out in the AONB Management Plan
- Important and valuable green landscape setting to Ipswich
- Notable mature veteran oaks in hedgerows
  Historic church of Belstead and associated manor house and farm form an outstanding collection of historic buildings and the church acts as a local landmark
- Valuable areas of woodland carr

Forces for Change and Their Landscape Implications

Past and Current

- Loss of field boundaries and parkland landscapes due to intensive arable farming
- Traffic noise and intrusion from the A12
- Visual intrusion of the edge of Ipswich where it extends onto the northern slopes of the Belstead Brook beyond the Study Area - including housing, pylons, roads and lighting
- Loss of old farm buildings which have fallen into a state of disrepair
- Pressure for development and recreational access to this area

Future

- The Haven Gateway Green Infrastructure Strategy includes the development of the Belstead Brook Park and associated footpaths. It notes that this area could link with other initiatives, including a new country park at Wherstead (Project 77) and potential open space at Belstead Grove (Project 86), together with a network of green corridors out to the south (e.g. Projects 76 and 81), which would provide enhanced links to the improved Alton Water (Project 75, which has the potential to provide a significant area of ANG), and on to the Shotley Peninsula and Dedham Vale.
- Loss of hedgerow trees in particular ash due to Chalara or ash dieback
- Pressure for wind farm development - imminent application for construction of two wind turbines on land at Thorington Hall/Cottage, east of Belstead

Landscape Strategy

Protect
• Protect the setting of historic buildings and their association with other historic buildings in the vicinity • Protect historic farm buildings from disuse and loss • Protect area from developments which have a cumulative urbanising influence and seek to minimise urban influences through strategically located woodland planting
Manage
• Manage existing historic hedgerows and hedgerow oaks and plant new hedgerow oaks to replace old veteran trees in time • Manage areas of wet woodland through appropriate management i.e. coppicing
Plan

- Plan for the continued expansion of Ipswich north of the A14 and seek ways to protect and reinforce the perceived separation of this landscape from Ipswich as a result of Belstead Brook Valley though strategic woodland planting and careful management of physical links between this area and Ipswich
- Plan to enhance habitat networks through woodland along stream courses and the development of field buffers and wide hedgerows

Appendix 3:

Reference Documents

Landscape Character

- Suffolk Coast and Heaths Landscape Assessment Technical Report, Land Use Consultants 1993
- National Character Area Profile: 82: Suffolk Coast and Heaths, Natural England, April 2015.
- East of England Landscape Character Assessment (2009).
- Suffolk County Landscape Character Assessment 2009 and updated 2011.
- Essex Landscape Character Assessment, Chris Blandford Associates, 2003.
- Tendring District Historic Environment Characterisation Project, 2008.
- Shotley Peninsula and Hinterland Landscape Character Assessment, Alison Farmer Associates, 2013.
- Historic Landscape Characterisation, Suffolk (2008).
- Shotley Peninsula, The Making of a Unique Suffolk Landscape, Sylvia Laverton, 2001
- Joint Babergh and Mid Suffolk District Council Landscape Guidance
- The Orwell Estuary Hinterland Report, Suffolk Wildlife Trust, 2007.

Designation History and Past Landscape Evaluation

- Designation History Series: Suffolk Coast and Heaths AONB, Ray Woolmore/ Countryside Commission, 1999.
- Natural England Board Paper, NEB 73 03, Annex 2, SC&H AONB Boundary Variation Project, Natural Beauty Assessment, September 2017.
- Suffolk Coast and Heaths AONB, Evidence and Evaluation to support Boundary Extension to the South, Final Report, Alison Farmer Associates, 2013.
- Proposed Extension to Suffolk Coast and Heaths AONB, Natural Beauty Assessment, Natural England, September 2017

Management Plans

- Suffolk Coast and Heaths Area of Outstanding Natural Beauty Management Plan 2018-2023

Local Planning Documents

- Babergh and Mid Suffolk Joint Local Plan (preferred Options Consultation (Reg 18))
- Tendring Local Plan 2013-2033 and Beyond Publication Draft June 2017
- Heritage and Settlement Sensitivity Assessment Babergh and Mid Suffolk District Councils 2018

Assessment Guidance

- Natural England Guidance on Assessing Landscapes for Designation as National Park or Areas of Outstanding Natural Beauty, Natural England (2012)
- Guidance on Landscape and Visual Impact Assessment, Landscape Institute and Institute of Environmental Management and Assessment (2013)
- An Approach to Landscape Sensitivity Assessment – to Inform Spatial Planning and Land Management, Natural England (2019)

Planning Appeals

- Planning Appeal APP/Z1510/W/17/3173352
- Planning Appeal APP/Z1510/W/18/3207509

NORWICH TO TILBURY

EN020027

Joint Local Impact Report

Appendix 22 (Valued Landscape Assessment – Waveney Valley, 2024)

Suffolk County Council [redacted]

Babergh District Council [redacted]

Mid Suffolk District Council [redacted]

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Valued Landscape Assessment

Waveney Valley

Final Report

April 2024

‘With its secret pools and occasional sandy beaches, the Waveney is full of swimming holes, diving stages improvised from wooded pallets, dangling ropes, and upturned canoes pulled up on the bank. Every two or three miles you come to a weir and a whitewashed watermill.

Rodger Deakin

’

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1.0 Introduction

1.1 Appointment

Alison Farmer Associates was appointed in November 2023 by Suffolk County Council and Norfolk County Council to undertake a valued landscape assessment of the Waveney Valley which straddles the Counties of Norfolk and Suffolk.

This report sets out the findings of this assessment.

1.2 The Brief and Scope of Work

The purpose of the study is to:

- Develop knowledge and understanding of the area's special qualities.
- Provide evidence which can be used to inform responses to planning applications/appeals in the context of National Planning Policy Framework (NPPF Dec 2023) paragraph 180a.
- Better protect the Waveney Valley against inappropriate development.

Importantly this study does not seek to spatially define an area of valued landscape and therefore replicate past Special Landscape Area (SLA) local designations. Instead, the study seeks to draw together evidence which demonstrates landscape value and as a result, more clearly articulates the special qualities of the area. It therefore forms an important evidence base to inform decision-making.

It is anticipated that the outputs from this study will be used to:

- Celebrate the Waveney Valley
- Inform future management objectives for the area
- Inform future development

This study has not included any stakeholder engagement work, nevertheless, the evidence gathered has been drawn from assessments and reports which are the product of stakeholder engagement, such as neighbourhood plans, as well as reference to art and literature.

1.3 Definitions

This study is undertaken in accordance with the Landscape Institute's Technical Guidance Note *'Assessing landscape value outside national designations'*, (2021). The guidance defines landscape qualities and landscape value as follows:

Landscape qualities = characteristics/ features of a landscape that are valued

This term is being used to distinguish landscape qualities from landscape characteristics which are elements, or combinations of elements, which make a particular contribution to landscape character. Landscape qualities (in the sense meant in this TGN) are usually referred to as 'special qualities' or 'special landscape qualities' in relation to nationally designated landscapes. For example, 'special qualities' is a statutory expression used in relation to National Parks, in policy for Scotland's local landscape designations, and is a term used informally to describe components of natural beauty set out in AONB Management Plans[3].

Landscape value = the relative value or importance attached to different landscapes by society on account of their landscape qualities.

The definition of landscape value used in this TGN draws on, and is compatible with, the GLVIA3 definition of landscape value as well as Natural England's definition (Landscape Institute and Institute of Environmental Management & Assessment, 2013; Tudor, 2014). The definition makes it clear that it is 'society' that assigns value to landscapes. However, landscape value means more than popularity and the Landscape Institute suggests that value assessments should be undertaken by a landscape professional, drawing on evidence from stakeholders where available.

Landscape Institute Technical Guidance Note 20/21

1.4 Study Area

The study area for assessment comprises the Waveney Valley between it's source at Lopham Fen in the west, to the boundary of the Broads National Park in the east. The extent of the study area to the north and south of the river has been determined by the past extent of Special Landscape Area (SLA) designations for Norfolk and Suffolk, and also the extent of the valley sides, as defined in the East of England Landscape Typology, that is the Valley Settled Farmlands landscape type. The relevant landscape character types in the East of England Typology and how they relate to the character types and areas of the Suffolk Landscape Character Assessment and South Norfolk Character Assessment are set out in Appendix 1.

This Study Area is illustrated in Figure 1 below.

1.5 National Planning Policy Framework (Dec 2023)

The National Planning Policy Framework refers to valued landscapes in paragraph 180 (a) and states that:

'Planning policies and decisions should contribute to and enhance the natural and local environment by:

protecting and enhancing valued landscapes, sites of biodiversity or geological value and soils (in a manner commensurate with their statutory status or identified quality in the development plan).'

The term *'identified quality in the development plan'* is generally accepted by planning inspectors to mean any landscape where there is evidence to justify the identification of a 'valued landscape,' whether a local landscape designation exists or not. The

Landscape Institute supports this evidence-based approach. The Landscape Institute considers that planning authorities which removed local designations following previous policy guidance, or those which never had local landscape designation, may nevertheless have 'valued landscapes' outside nationally designated areas[1].

1.6 Past Special Landscape Areas

The Waveney Valley was previously identified as a Special Landscape Area (SLA) covering both the Norfolk and Suffolk halves of the valley. This local landscape designation was previously identified during the 1980's when County Structure Plans (for Norfolk and Suffolk) highlighted a desire to identify them in broad terms, and requested more detailed boundaries to be defined in District Plans. Whilst there is no record of what factors contributed to the identification of the SLA in Norfolk, for Suffolk SLAs were described as comprising:

- *'River valleys which still possess traditional grazing meadows with their hedgerows, dykes, and associated flora and fauna;*
- *Historic parklands and gardens;*
- *Other areas of countryside where undulating topography and natural vegetation, particularly broadleaved woodland, combine to produce an area of special landscape quality and character.'*

The geographical extent of these areas was subsequently defined in respective local plans and incorporated into relevant policy. Although there is no record of assessments which led to the extent of SLAs, reference to former local plans has enabled the SLAs to be mapped in relation to the Waveney Valley – refer to Figure 1. This demonstrates that the majority of the Waveney Valley, between its source and The Broads, fell within a landscape recognised for its qualities and combination of features.

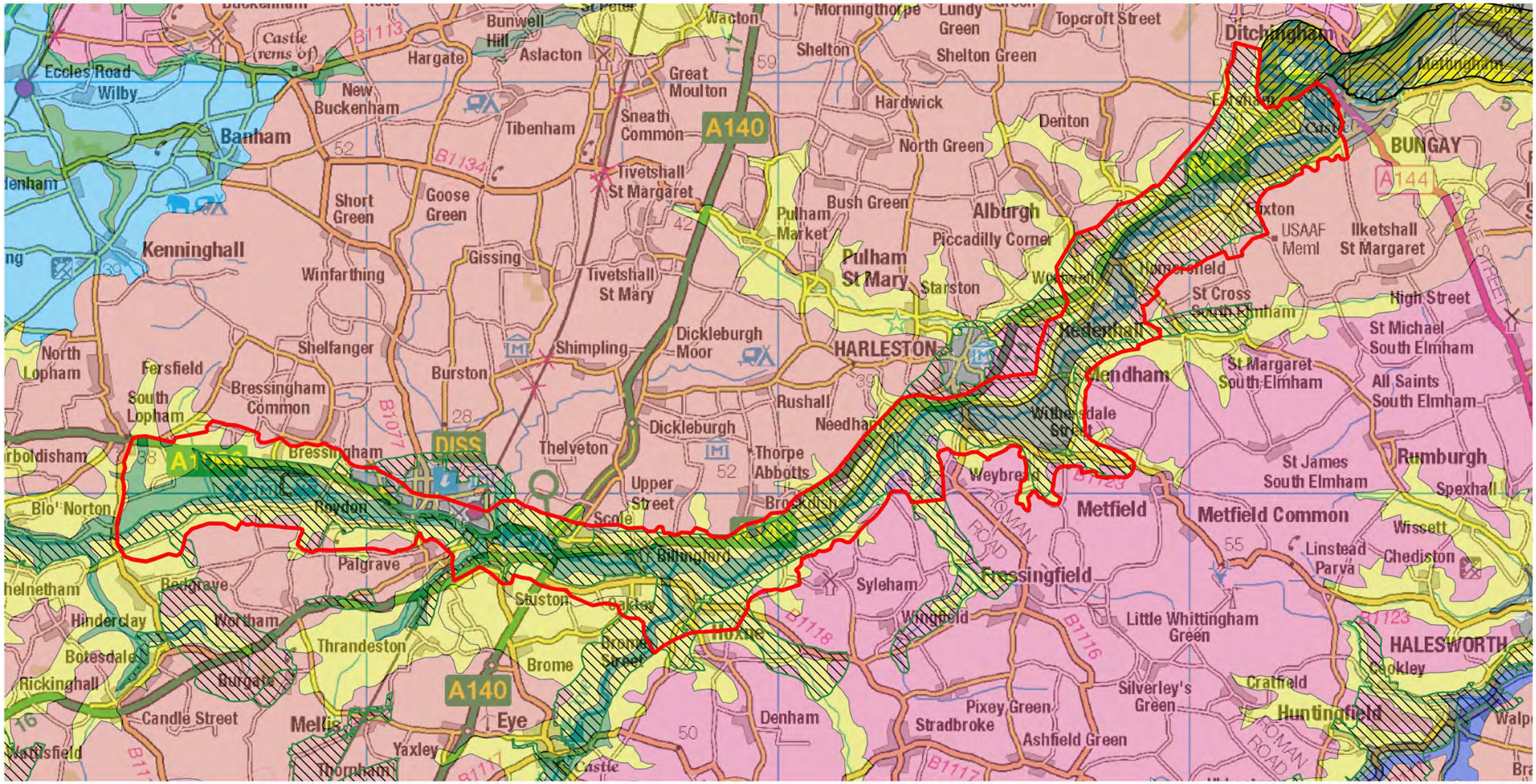
Whilst SLAs, and policies relating to them, are no longer in use, the removal of a local landscape designation does not mean that the qualities of the landscape that led to designation have changed, often they have not. The past inclusion of the Waveney Valley within a Special Landscape Area is therefore relevant to this study and forms part of the area's designation history.

1.7 Local Plans

The Waveney Valley is covered by the following Local Authorities: Norfolk County Council, Suffolk County Council, Mid Suffolk District Council, East Suffolk District Council and South Norfolk District Council. The relevant extent of these administrative areas is illustrated in Figure 2.

Planning policies relating to landscape vary between planning authority as set out in Table 1 below (emphasis has been added for clarity). Each local plan makes reference to either landscape features and elements which are valued, or to valued landscapes, with particular reference to valley landscapes.

[1] Assessing Landscape Value, Technical Guidance Note, Landscape Institute, 2021.



Key

- Study Area
- Wooded Fen
- Valley Meadowlands
- Rolling Valley Farmlands
- Wooded Plateau Claylands
- Settled Plateau Claylands
- Plateau Estate Farmland
- Estate Farmland
- Broads National Park
- Special Landscape Area*

*The Waveney Valley Special Landscape Area for South Norfolk has been digitised from paper maps

Waveney Valley
Valued Landscape Assessment

Figure 1: Study Area and Landscape Character Types

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0m 250m 500m

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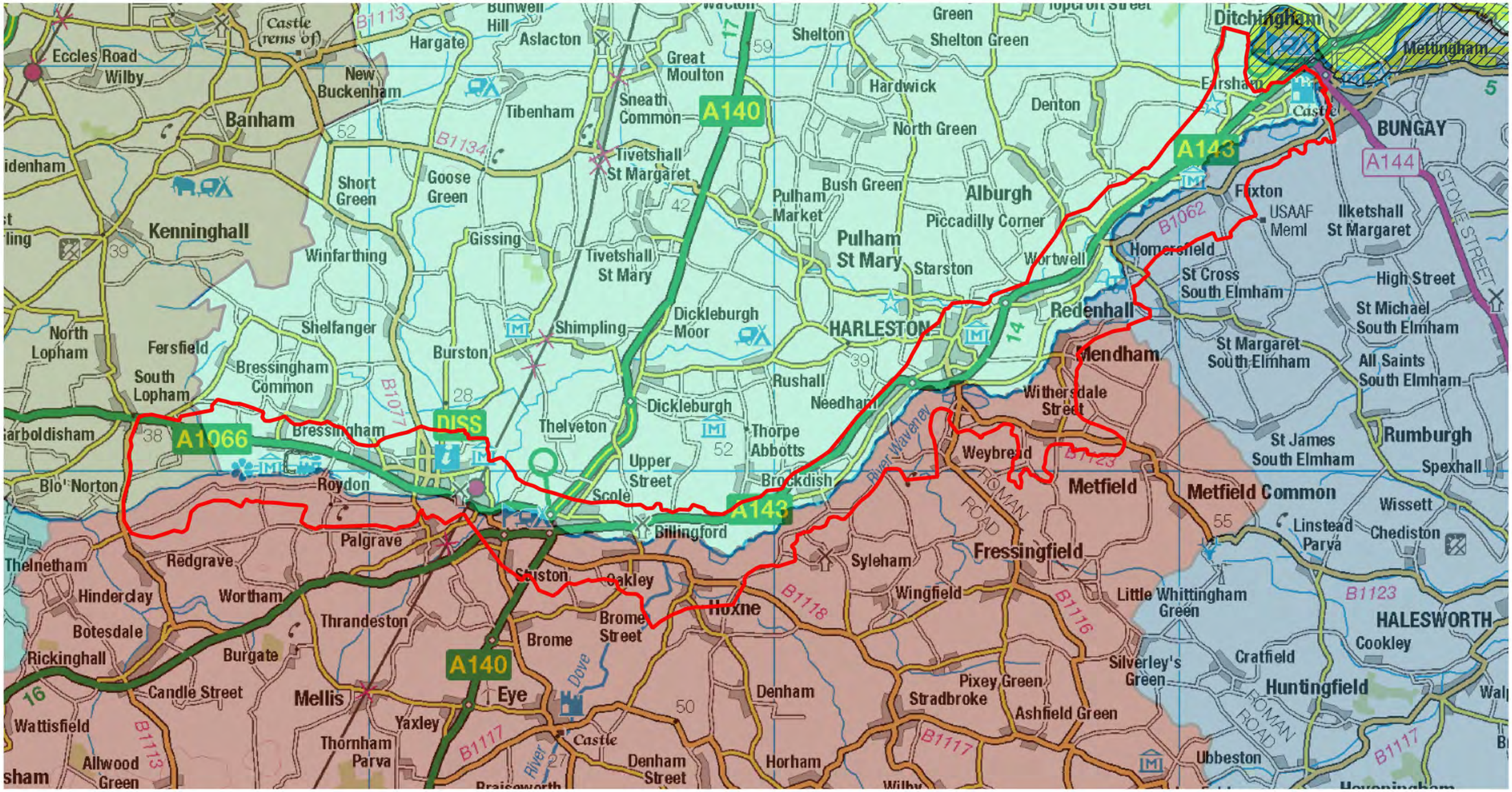

Key

- Study Area
- Breckland District Council
- South Norfolk District Council
- East Suffolk District Council
- Babergh and Mid Suffolk District Council
- The Broads Authority

Waveney Valley
Valued Landscape Assessment

Figure 2: Local Authorities

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0m 250m 500m

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Table 1: Summary of relevant local plan policy

Babergh and Mid Suffolk Joint Local Plan (Parts 1 and 2 Adopted November 2023)

Paragraph 12.09

Along with Areas of Outstanding Natural Beauty (AONBs), Sites of Scientific Interest (SSSIs) and Conservation Areas, there are also less well-known features that make all landscape character areas significant and worthy of protection. It is important to recognise these elements, in order to balance interests and consider potential impacts in the future, as well as to identify any further management or guidance which may be required that goes beyond the boundaries of defined designations covered by legislation. Furthermore, in cases where mitigation measures are necessary, it may help inform the type of measures which could be appropriate.

Policy SP09 – Enhancement and Management of the Environment

1) The Councils will require development to support and contribute to the conservation, enhancement and management of the natural and local environment and networks of green infrastructure, including: landscape, biodiversity, geodiversity and the historic environment and historic landscapes.

East Suffolk is covered by the Waveney Local Plan (March 2019)

Paragraph 8.205

The Rural River Valleys and Tributary Valley Farmland character areas are identified in the Landscape Character Assessment as being valued landscapes that are particularly sensitive to change.

Paragraph 8.208

The assessment [Settlement Fringe Landscape Sensitivity Study 2016] *supports the findings of the Landscape Character Assessment by identifying Tributary Valley Farmland and Rural River Valley landscapes on the fringes of settlements as being valued landscapes that are particularly sensitive to change.*

Relevant extracts from Policy WLP8.35 – Landscape Character

Development proposals will be expected to demonstrate their location, scale, form, design and materials will protect and where possible enhance:

- *The special qualities and local distinctiveness of the area;*
- *The visual and historical relationship between settlements and their landscape settings;*
- *The pattern of distinctive landscape elements such as watercourses, commons, woodland trees (especially hedgerow trees) and field boundaries, and their function as ecological corridors;*
- *Visually sensitive skylines, seascapes and significant views towards key landscapes and cultural features;*

Development will not be permitted where it will have a significant adverse impact on:

- *The landscape and scenic beauty of the protected landscapes and the settings of the designated areas of the Broads or the Suffolk Coast and Heaths Area of Outstanding Natural Beauty;*

- *or locally sensitive and valued landscapes including Rural River Valleys and Tributary Valley Farmland character areas.*

South Norfolk District Council Adopted Local Plan – Joint Core Strategy (March 2021)

This document identifies the Waveney Valley as a Sub-Regional Green Infrastructure Corridor (page 33) and the valley floor as forming a core area for biodiversity enhancement (page 34)

Objective 9 of the Spatial Vision

To protect, manage and enhance the natural, built and historic environment, including key landscapes, natural resources and areas of natural habitat or nature conservation value.

Policy 1: Addressing climate change and protecting environmental assets

The environmental assets of the area will be protected, maintained, restored and enhanced and the benefits for residents and visitors improved…..

The built environment, heritage assets, and the wider historic environment will be conserved and enhanced through the protection of buildings and structures which contribute to their surroundings, the protection of their settings, the encouragement of high-quality maintenance and repair and the enhancement of public spaces.

Greater Norwich Joint Core Strategy (adopted 2014)

The northern half of the Waveney Valley falls within the Great Norwich Boundary. Within the Joint Core Strategy, the Waveney Valley is identified as a Sub-Regional Green Infrastructure Corridor stretching between Thetford and Lowestoft comprising core areas and buffer fragmented habitats for biodiversity enhancement.

Policy 1: Addressing Climate Change and Protecting Environmental Assets is relevant to the Waveney Valley. It states:

The environmental assets of the area will be protected, maintained, restored and enhanced and the benefits for residents and visitors improved.

The built environment, heritage assets, and the wider historic environment will be conserved and enhanced through the protection of buildings and structures which contribute to their surroundings, the protection of their settings, the encouragement of high-quality maintenance and repair and the enhancement of public spaces.

Neighbourhood Plans

Diss & District Neighbourhood Plan

The Diss & District Neighbourhood Plan was adopted in October 2023. It is relevant to the study of the Waveney Valley in that it includes the Parishes of Roydon, Diss, Scole, Palgrave, Oakley,Stuston and Brome, all of which extend into the Waveney Valley. In paragraph 223 it states:

The River Waveney, which runs through the Plan area, is a key feature of both the landscape and water management.

The Waveney Valley is identified as a Green Corridor for Biodiversity Enhancement to which Policy 8 applies.

Policy 8 – Green Corridors and Biodiversity Enhancement

The Plan identifies the management, enhancement, and creation of wildlife habitats within the green corridors identified in Map 17 as a key priority. They will be a focal point for local conservation to create a more joined up Green Infrastructure Network and where possible increased public access, helping people to experience wildlife first-hand.

Development proposals should respond positively to the identified green corridors (shown in Map 17). Proposals for new development within or adjacent to a green corridor should deliver measurable net gains in biodiversity in accordance with national or local policy requirements or deliver qualitative improvement to the corridor relating to the quality of habitat or its ability to facilitate movement of fauna or flora.

Policy 14 – Local Gap between Diss and Roydon

The area of separation identified in Map 20 [see below] *between the built-up areas of Diss and Roydon village will be retained. Development proposals that would unacceptably detract from the open character of the Local Gap or reduce the separation between Diss and Roydon will not be supported.*

Policy 16 – Protection of Key Views

The views identified in Maps 29 to 35 and described in the DDNP Key Views Assessment Report are important public local views in the Diss and District area.

Development proposals should demonstrate that they are sited and designed to be of a form and scale that avoids or mitigates unacceptable harm to the identified key views. Development proposals that would unacceptably harm the identified key views will not be supported.

Non-designated heritage assets are also identified and include the River Waveney and Landscape Elements as well as built heritage within the valley e.g. Medieval Moated site at Bush Hall which remains as a series of earthwork on the valley floor.

Policy 17 – Non-Designated Heritage Assets

The character, integrity and appearance of existing historic assets will be protected and where possible enhanced.

The Non-Designated Heritage Assets listed on Maps 36 to 41 have considerable local significance. Development proposals should avoid harm to these heritage assets and have regard to their character, important features, setting and relationship with surrounding buildings or uses. Any development proposals that affect these assets or their setting will need to demonstrate that they do not harm, or have minimised harm, to the significance of the asset, and should make clear the public benefits that the proposal would deliver so that any harm to the asset's significance or setting can be weighed against the benefits.

Redenham with Harleston Neighbourhood Plan

Policy RWH19: Landscape character and town gateways

The visual scenic value of the landscape and countryside in the Neighbourhood Plan Area outside the defined settlement boundary will be protected from development that may adversely affect this character.

Policy RWH20: Important public views

The following views and vistas as shown in figures 20 and 21 are identified as important public local views. Development proposals within or which would affect an important public local view should take account of the view concerned. Developments, which would have an unacceptable adverse impact on the landscape or character of the view concerned, will not be supported.

In particular the following views are associated with the Waveney Valley:

View 8: Views from the top of Cuckoo Lane/Green Lane, a panoramic view encompassing the Waveney Valley, Wortwell Marshes, and St. Mary's Church, Redenhall.

View 9: View from the Angles Way towards Mendham Mill.

View 10: View from Mendham Bridge across the marshes towards the valley ridge. 11.View from near The Hang towards the River Waveney.

View 12: View from footpath 33, from Needham Road to the A143 crossing, towards the Waveney Valley.

Each of these policy documents highlighted above places a value on the Waveney Valley, its characteristics and associated features and elements. This show a degree of continuity with former areas of Special Landscape Areas which were a local landscape designation.

1.8 Identified Qualities of Adjacent Land

Land to the west of the Waveney Valley forms the upper reaches of the Little Ouse.

In 2011 a landscape character assessment of the Little Ouse Headwaters[2] was undertaken in order to capture the special and distinctive qualities of the valley landscape to inform and provide a framework for future conservation work.

The River Waveney and Little Ouse Headwaters both share their source in Lopham Fen but flow in opposite directions – the Waveney to the east and the Little Ouse to the west. The upper reaches of these rivers therefore share many similar characteristics and qualities. The Little Ouse Headwaters study describes the Upper Waveney Valley as follows:

'This area forms one of the most important wetlands in Europe and has international protection [Redgrave and Lopham Fen SSSI and SAC] *and comprises wet heathland, open water, scrub and woodland. The underlying acid and alkaline geology has resulted in habitats which support species now rare in Britain.*

The nature reserve which covers the majority of the valley floor within the Study Area is managed as a Nature Reserve by Suffolk Wildlife Trust. Over recent years it has undergone significant restoration and parts of it are now grazed by a herd of resilient Polish Konik ponies, beef cattle and hebridean sheep.

This area of valley has a strong historical association with the adjacent settlements of Redgrave and South Lopham and the fens are still administered by the respective parishes.'

'Special Qualities and Features

- *Broad section of valley with gently rising valley sides.*
- *Notable areas of open water.*
- *Significant areas of species rich meadows and limited arable.*
- *Visitor centre and car parking as part of National Nature Reserve.*
- *Largest remaining river valley fen in England - designated a Special Area of Conservation and SSSI.*
- *Tranquil, quiet environment and secretive quality.*
- *Views to South Lopham church (listed).*
- *Redgrave village is a Conservation Area which extends into this valley landscape around Gallows Hill.'*

At the eastern end of the Study Area the River Waveney flows into the Broads, which is recognised as a national landscape designation. The Study Area abuts the Broads boundary beyond Bungay. Here the local planning authority is the Boards Authority, which defines in its Local Plan (Adotped May 2019) the special qualities of The Broads. Many of these qualities (and especially those shown in bold below) are also

[2] Little Ouse Headwaters Project, Landscape Character Assessment, 2011, Alison Farmer Associates

found within the Upper and Middle reaches of the River Waveney, beyond the statutory designated area of The Broads. They include:

- **Rivers** and open water bodies ('broads')
- **Fens, reed beds and wet woodlands**
- **Grazing marshes and dyke networks**
- **Flood plains**, estuary and coast
- Navigable, lock-free waterways
- **Special wildlife**
- **Countryside access** on land and water
- **Views, remoteness, tranquillity, wildness and 'big skies'**
- **The people, the visitors, the activities**
- History: **Earth heritage, heritage assets, archaeology, historic structures**
- Cultural assets, skills and **traditions**.
- **People's interactions with the landscape**
- The **settlements**
- Variety of **patterns and textures** of the landscape

St Margaret's Church and graveyard, Syleham

2.0 Approach and Methodology

2.1 Stages of Work and References

The project has comprised four stages of work. Firstly, a desk-based assessment to gather and review background information on the area. Secondly, site assessment of the upper and middle reaches to gather information on perceptual qualities of the valley/ landscape condition, and thirdly an analysis of evidence and articulation of special qualities. The final stage has included the writing up of the findings of the study.

Key sources of information used during this study have included the following:

- 1:25,000 mapping.
- Historic maps and aerial photography.
- Historic Landscape Characterisation.
- Landscape Character Assessments.
- Former landscape designations - Special Landscape Areas.
- Cultural heritage designations including Conservation Area Appraisals, Scheduled Monuments, Listed Buildings, Historic Parks and Gardens.
- Natural heritage designations including ancient woodland, Tree Preservation Orders, Sites of Special Scientific Interest, National Nature Reserves, Local Nature Reserves, Ramsar, Special Protection Areas, Special Areas of Conservation, Local Wildlife Sites.
- Recreational routes including public rights of way, bridleways, promoted recreational routes, CROW/access land, national trails, cycle routes, locally important open space.
- Green Infrastructure Strategies.
- Local Plan Policies and Designations (including Neighbourhood Plans)
- Art and literature associated with the valley.

The main background documents referred to in this study are set out in appendix 2.

2.2 Approach to Assessing Landscape Value

The Landscape Institute published a Technical Guidance Note (02/21) on assessing landscape value outside of national designations, this clarified the factors which contribute to landscape value. These factors have been used in this assessment and are set out below:

Table 2: Range of factors that can be considered when identifying landscape value

Factor	Definition	Examples
Natural Heritage	Landscape with clear evidence of ecological, geological, geomorphological or physiographic interest which contribute positively to the landscape	Presence of wildlife and habitats of ecological interest that contribute to sense of place Extent and survival of semi-natural habitat that is characteristic of the landscape type Presence of distinctive geological, geomorphological or pedological features Landscape which contains valued natural capital assets that contribute to ecosystem services, for example distinctive ecological communities and habitats that form the basis of ecological networks Landscape which makes an identified contribution to a nature recovery/ green infrastructure network
Cultural Heritage	Landscape with clear evidence of archaeological, historical or cultural interest which contribute positively to the landscape	Presence of historic landmark structures or designed landscape elements (e.g. follies, monuments, avenues, tree roundels) Presence of historic parks and gardens, and designed landscapes Landscape which contributes to the significance of heritage assets, for example forming the setting of heritage assets (especially if identified in specialist studies) Landscape which offers a dimension of time depth. This includes natural time depth, e.g. presence of features such as glaciers and peat bogs and cultural time depth e.g. presence of relic farmsteads, ruins, historic field patterns, historic rights of way (e.g. drove roads, salt ways, tracks associated with past industrial activity)
Landscape Condition	Landscape which is in a good physical state both with regard to individual elements and overall landscape structure	Good physical condition/ intactness of individual landscape elements (e.g. walls, parkland, trees) Good health of elements such as good water quality, good soil health Strong landscape structure (e.g. intact historic field patterns) Absence of detracting/ incongruous features (or features are present but have little influence)

Factor	Definition	Examples
Associations	Landscape which is connected with notable people, events and the arts	Associations with well-known literature, poetry, art, TV/film and music that contribute to perceptions of the landscape Associations with science or other technical achievements Links to a notable historical event Associations with a famous person or people
Distinctiveness	Landscape that has a strong sense of identity	Landscape character that has a strong sense of place (showing strength of expression of landscape characteristics) Presence of distinctive features which are identified as being characteristic of a particular place Presence of rare or unusual features, especially those that help to confer a strong sense of place or identity Landscape which makes an important contribution to the character or identity of a settlement Settlement gateways/approaches which provides a clear sense of arrival and contribute to the character of the settlement (may be ancient/historic)
Recreational	Landscape offering recreational opportunities where experience of landscape is important	Presence of open access land, common land and public rights of way (particularly National Trails, long-distance trails, Coastal Paths and Core Paths) where appreciation of landscape is a feature Areas with good accessibility that provide opportunities for outdoor recreation and spiritual experience/ inspiration Presence of town and village greens Other physical evidence of recreational use where experience of landscape is important Landscape that forms part of a view that is important to the enjoyment of a recreational activity
Perceptual (Scenic)	Landscape that appeals to the senses, primarily the visual sense	Distinctive features, or distinctive combinations of features, such as dramatic or striking landform or harmonious combinations of land cover Strong aesthetic qualities such as scale, form, colour and texture

Factor	Definition	Examples
		Presence of natural lines in the landscape (e.g. natural ridgelines, woodland edges, river corridors, coastal edges) Visual diversity or contrasts which contributes to the appreciation of the landscape Memorable/ distinctive views and landmarks, or landscape which contributes to distinctive views and landmarks
Perceptual (Wildness and tranquillity)	Landscape with a strong perceptual value notably wildness, tranquillity and/or dark skies	High levels of tranquillity or perceptions of tranquillity, including perceived links to nature, dark skies, presence of wildlife/ birdsong and relative peace and quiet16 Presence of wild land and perceptions of relative wildness (resulting from a high degree of perceived naturalness17, rugged or otherwise challenging terrain, remoteness from public mechanised access and lack of modern artefacts) Sense of particular remoteness, seclusion or openness Dark night skies A general absence of intrusive or inharmonious development, land uses, transport and lighting
Functional	Landscape which performs a clearly identifiable and valuable function, particularly in the healthy functioning of the landscape	Landscapes and landscape elements that contribute to the healthy functioning of the landscape, e.g. natural hydrological systems/ floodplains, areas of undisturbed and healthy soils, areas that form carbon sinks such as peat bogs, woodlands and oceans, areas of diverse landcover (benefits pest regulation), pollinator-rich habitats such as wildflower meadows Areas that form an important part of a multifunctional Green Infrastructure network Landscapes and landscape elements that have strong physical or functional links with an adjacent national landscape designation, or are important to the appreciation of the designated landscape and its special qualities

The guidance makes it clear that the practical application of these factors requires evidence to be gathered and judgements made at a scale at which landscape is perceived, and not on a field-by-field basis.

2.3 Project Methodology

The method adopted in this study is based on recognised approaches to evaluating landscape and drawn on an understanding of landscape character. The Waveney Valley Project Area has then been subdivided into five broad Evaluation Areas as follows:

EA1 - Lopham to Roydon

EA2 - Roydon to Scole

EA3 - Scole to Harleston

EA4 - Harleston to Homersfield

EA5 - Homersfield to Bungay

These areas have been used as a framework for assessment purposes, rather than landscape character types (as defined in existing character assessments). This is because landscape types tend to segregate the valley into valley floodplain, valley sides and surrounding higher farmland, while in reality, the special qualities of the Waveney Valley are experienced as a whole, where the valley floor, valley sides and surrounding skyline farmland form part of a single scene and are interrelated. The five Evaluation Areas listed above are illustrated in Figure 3, and were assessed through desk study and fieldwork, in relation to the factors set out in Table 2. The assessment seeks to describe the special qualities of these areas drawing on existing evidence from landscape character assessment and other studies as well as site work. The assessment sets out the special qualities found in the different areas. The results of this can be found in Section 3.0 of this report.

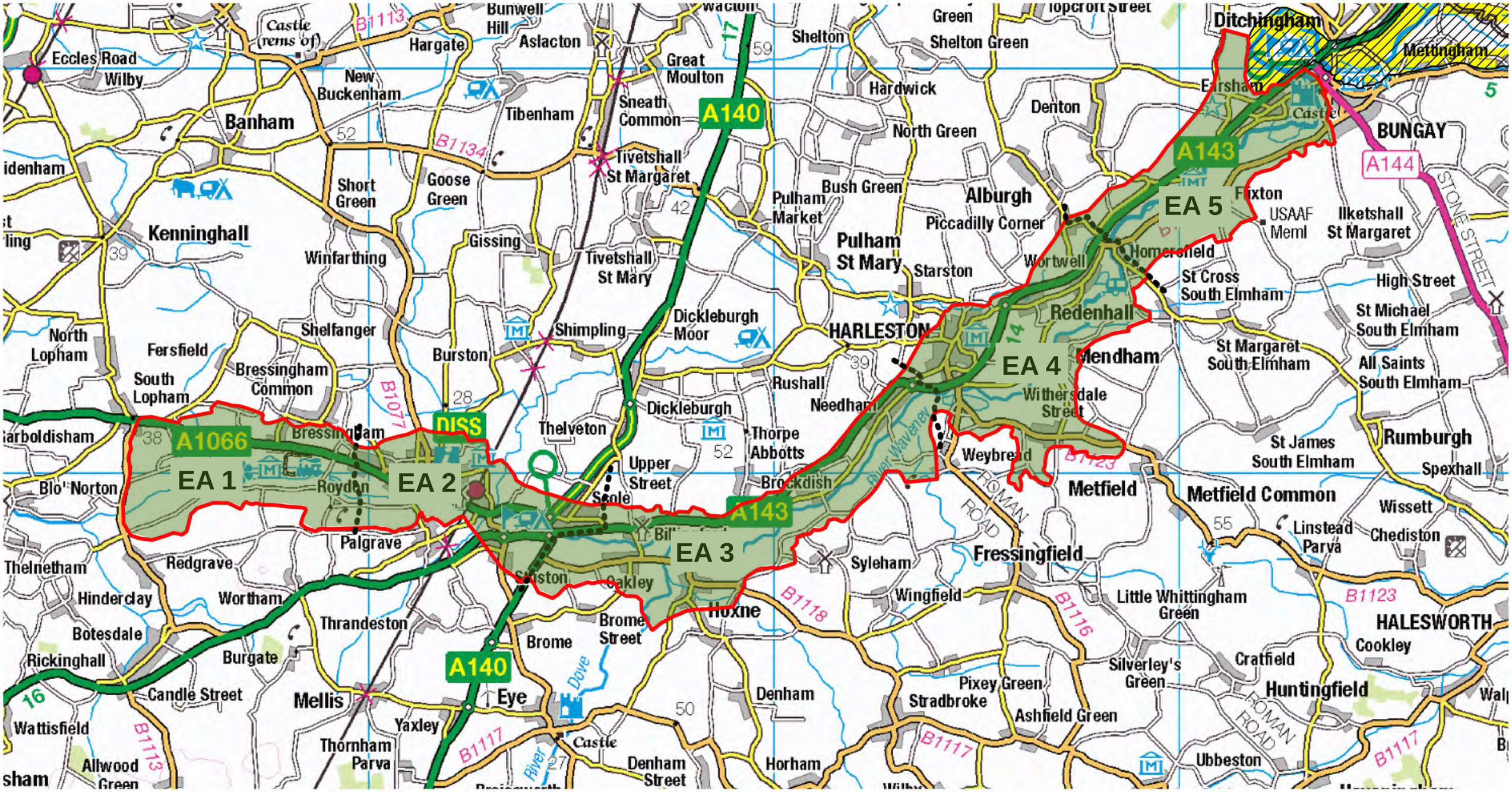
The larger settlements of Diss, Harleston and Bungay, have been excluded from the assessment. This is because this assessment focuses on landscape rather than areas of built development, and because the scale of these settlements and their more recent development, means they are unlikely to be considered valued landscape. Where smaller settlements make a particular contribution to distinctive sense of place or other aspects of scenic quality they are referred to within the assessment.

2.4 Existing Character Assessments

The Waveney Valley is described in existing landscape character assessments and has been classified at a range of scales and in terms of landscape character areas[3] and landscape character types[4]. The relationship between these different assessments is set out in the table in appendix 1. These assessments contribute to a good

[3] Natural England Guidance on Landscape Character Assessment (2014) defines landscape character types as distinct types of landscape that are relatively homogeneous in character. They are **generic** in nature in that they may occur in different areas in different parts of the country, but wherever they occur they share broadly similar combinations of geology, topography, drainage patterns, vegetation, historical land use, and settlement pattern.

[4] Natural England Guidance on Landscape Character Assessment (2014) defines landscape character areas as single **unique** areas which are the discrete geographical areas of a particular landscape type. Each will have its own individual character and identity, even though it shares the same generic characteristics with other areas of the same type.



Key

- Study Area
- Evaluation Areas

Waveney Valley
Valued Landscape Assessment

Figure 3: Evaluation Areas

N

0m 250m 500m

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Ordnance Survey 0100031673

LA landscape architecture and environmental planning

understanding of the characteristics of the Waveney Valley and demonstrate a high degree of correlation.

National Character Area

At the national level the Waveney Valley forms part of the National Character Area 83: South Norfolk and High Suffolk Claylands. This assessment draws attention to the distinctive character and uniqueness of the Waveney Valley within the wider context of the surrounding plateau farmland. In particular, it states:

'Today it is probably better understood as meaning the high and predominantly flat clay plateau that dominates the character of the NCA. The plateau is incised by numerous small-scale wooded river valleys with complex slopes that in places are much unexpected for East Anglia. The underlying geology is chalk, which forms the principal aquifer, and shallow marine deposits overlain with glacial till, buried river gravels, lake sediments and bands of glacial outwash deposits.

Rivers are mostly small and slow flowing, contributing to the character of the landscape as well as providing water for irrigation and public usage. The Waveney, the largest of the NCA's rivers, forms the division between the counties of Norfolk and Suffolk. The river valleys contain an important mosaic of small-scale pasture, wet heath, reedbeds and woodland that provide ecological connectivity into the heart of the claylands. Remnant areas of unenclosed 'semi-wild' valley fens are designated as a Special Area of Conservation and support a great diversity of wetland species including the fen raft spider.

The River Waveney has a relatively large-scale open valley landscape compared with the other river valleys which have narrow valley bottoms.'

East of England Typology

The East of England Landscape Typology (as illustrated in Figure 1) divides the landscape up into distinctive types of landscape and provides a consistent classification across the Waveney Valley. In simple terms, this includes the definition of the valley floor, valley sides and surrounding plateau farmland. Similar typologies are also defined in **The Suffolk County Landscape Character Assessment** 2009 and update 2011 and **Mid Suffolk District Council Landscape Guidance** August 2015, while the **South Norfolk Landscape Character Assessment** (2001) defines the study area as a valley landscape type and the Waveney Rural River Valley Character Area (A5). The relationship between these assessment is set out in the table in appendix 1, along with the most detailed descriptions and guidance relating to the landscape types.

These typologies provide considerable detail but tend to separate the different parts of the river valley rather than considering it as a whole, in the way landscape is perceived.

Local Landscape Character Area – Waveney Valley

In contrast the **South Norfolk Landscape Character Assessment** 2006 (northern part of Waveney Valley only), **South Norfolk Wind Turbine Sensitivity Study** 2006 and **East Suffolk Landscape Character Assessment** (southeastern part of Waveney

Valley only) consider the Waveney Valley as a single landscape character area. However, given they only cover their respective administrative area, they also do not consider the Waveney Valley as a whole.

The South Norfolk LCA highlights the distinctiveness of the Waveney Valley within the wider landscape, stating:

'The Rural River Valley Landscape Type is very important in giving spatial definition to and creating variety within the South Norfolk Landscape.'

The Wind Turbine Sensitivity Study does however summarise the sensitivity of the Waveney Valley as follows:

'Within South Norfolk the River Valley landscapes have a very distinctive character and strong sense of place. They contain a large number of important (rare) features including landmark features such as windmills, round towered churches and mills as well as diverse habitats of wetland, woodland and heathland. The grazed, pastoral valleys floors contrast strongly with the arable dominated farmland of the majority of the District. In addition, they retain an intact rural character, which in places is highly tranquil and undisturbed.'

The evaluation set out in this report draws on existing material but takes a fresh, comprehensive, and detailed look at the Waveney Valley, gathering and presenting evidence for the whole of the valley between its source and The Broads and considering its changing and varied character along its length.

Mill and farm buildings at Low House Farm, Water Mill Lane

3.0 Waveney Valley as a Valued Landscape

This section considers each of the Evaluation Areas defined in Figure 4 and considers the special qualities of the Waveney Valley as they change along its upper and middle reaches.

3.1 Evaluation Area 1: Lopham Fen to Roydon

Location: This part of the valley comprises the source and upper reaches of the River Waveney at Lopham Fen and extends east as far as Roydon.

Relevant Landscape Types: Wooded Valley Meadowlands and Fens, Rolling Valley Farmland and Furze.

Key Settlements: Dispersed rural settlement of Low Common, Pooley Street and Fen Street.

Overview of character: This evaluation area comprises the source and upper reaches of the River Waveney. It comprises a poorly drained wetland landscape, often wooded and overgrown with some clearings for pasture, and is flanked by gentle valley slopes supporting areas of arable farmland.

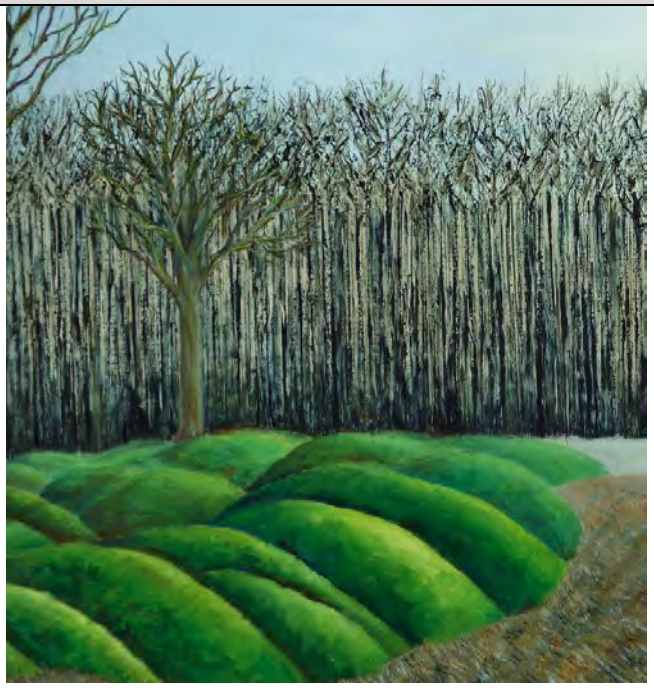
Extent of EA1: Lopham to Roydon Fen

Table 3: Assessment Table for Evaluation Area 1: Lopham Fen to Roydon

Criteria	Assessment
Natural Heritage: Landscape with clear evidence of ecological, geological, geomorphological or physiographic interest which contributes positively to the landscape	This area has a richness of nature conservation designations reflecting its distinct and isolated area of peat and sandy deposits and a mosaic of habitats which support rare species. Natural heritage interests include: **Redgrave and Lopham Fen SSSI and SAC** which comprises Little Fen, Middle Fen, Great Fen and Redgrave Fen. This is an extensive area of spring-fed valley fen at the headwaters of the River Waveney which is of international importance. It supports several distinct fen vegetation types ranging from grassland, mixed sedge fen and reeds. There are also small areas of wet heath, Sallow carr and Birch woodland. This is the largest remaining river valley fen in England and is the source of the River Waveney and Little Ouse. **Wortham Ling SSSI** is a lowland dry heath with acid grassland communities developed on sandy, glaciofluvial drift deposits. Here there is an abundance of dwarf shrub heath/heather-associated dry acid grassland and carpets of mosses and lichens. **Hall Farm Meadow CWS** comprises wet species rich grassland to the south of Wortham Ling. **Bressingham Fen, Horse Fen and Horsefen Carr CWS** designated for their secondary wet woodland which was established in the 20th century on areas of former fen habitat.
Cultural Heritage: Landscape with clear evidence of archaeological, historical or cultural interest which contributes positively to the landscape	The cultural pattern of land management remains tangible in this landscape. Two distinct types of landscape can be decerned, comprising, areas of common fen which provided reeds, sedge, peat, and grazing (evident at Lopham and Royden Fen, as well as Wortham Ling which provided furze for firewood) and other areas of private land which became enclosed in the 19th century, and were subdivided by ditches and dykes to enable them to be used as pasture. Subsequent decline in drainage has meant that some of these latter pastures have now reverted to wet woodland. Evidence of cottager's peat diggings and smallholdings can still be seen in this landscape. The narrow valley side lane to the south of the river (aptly named Fenling Low Road), is dotted with occasional cottages some of which are rendered and painted in Suffolk colours, with steeply pitched thatched roofs. Manor House comprises a distinctive group of listed buildings set within a former post-medieval park, which makes a positive contribution to the character and time depth of this landscape. On the north side of the valley, a similar arrangement of rural lanes and dispersed settlement at Low Common and Fen Street includes a high number of rural cottages and farmhouses. Many of these

Criteria	Assessment
	buildings date to a period of hemp and flax growing which, flourished here in the 16th and 18th centuries as a cottage industry. Ponds on the valley floor were used to ret or soak the plants, so they became softened for further processing. The Grade I churches of Bressingham (square tower) and Roydon (round tower) are both important historic buildings, which act as local landmarks and are visible in open views on the valley sides, or across the valley floor e.g. Wortham Ling, where they add scale and time depth.
Landscape Condition: Landscape which is in a good physical state both with regard to individual elements and overall landscape structure	The wetlands on the valley floor form remnants of a much more extensive area. Which has over the centuries, become drained or has dried out due to water extraction. Whilst the Redgrave and Lopham Fen SSSI is in unfavourable condition, it is recovering and is under active management. Wortham Ling SSSI is in favourable condition and is also under active management. On the valley sides Historic Landscape Characterisation indicates some field boundary loss, especially on the valley sides to the south of Lopham Fen but also north of the A1066. Further east, pre 19th century enclosures remain intact. The water quality of the River Waveney in this part of the valley is recorded as 'moderate ecological status'[5], meaning it expresses moderate change from natural state as a result of human impact, using various water, habitat and biological quality tests. There is some evidence of equestrian use on the valley floor pastures, resulting in some temporary subdivision of plots.
Associations: Landscape which is connected with notable people, events and the arts	This part of the Waveney Valley forms a continuous shallow valley with that of the Little Ouse and shares the same source at Lopham Fen. The qualities of this landscape have inspired local contemporary artists including Gillian Crossley-Holland and Jayne Stinton.

[5] https://environment.data.gov.uk/catchment-planning/WaterBody/GB105034045820

Criteria	Assessment
	 Lopham Fen Winter Day - Jayne Stinton (© original artwork by Jayne Stinton). Corner of Lopham Fen - Gillian Crossley-Holland (© original artwork by Gillan Crossley-holland).
Distinctiveness: Landscape that has a strong sense of identity	The Redgrave and Lopham Fen contains a rare habitat, characterised by peat deposits fed by nutrient-poor alkaline water rising from a chalk aquifer. NCA 83 describes the area as follows: *'These valley fens are unique as the underlying acid and alkaline geology has resulted in characteristic wildlife, including many species now rare in the UK'*

Criteria	Assessment
	Dry marginal birch woodland gives way to fen grassland while in the centre of the valley are the fens dominated by sedge and rush, scrub and carr. This area has a strong sense of place derived from its intimate and inward-looking character, its tangible history, lack of overt modern development and rich habitat mosaic. The Diss and District Neighbourhood Plan identified a number of views which are associated with and draw on the special qualities of this part of the Waveney Valley, for example, elevated views from Roydon Church across the water meadows.
Recreational: Landscape offering recreational opportunities where experience of landscape is important	The Redgrave and Lopham Fen is a National Nature Reserve (NNR) managed by Suffolk Wildlife Trust with car park provision, foot access and interpretation. Similarly, Wortham Ling is an area of open-access land. Outside of these areas the valley floor is not accessible. The Angles Way long-distance route passes through the NNR and along the valley sides south of the river before cutting back across the valley at Wortham Ling. The rural lanes along the valley sides are popular for cycling and horse riding.
Perceptual (scenic): Landscape that appeals to the senses, primarily the visual sense	The scenic qualities of this landscape are derived from the frequently enclosed and small-scale pastures on the valley floor which contrasts with the simplicity and openness of the valley sides. Added to this are the strong contrasts in vegetation type that form the watery textured qualities of the fen and carr through to the dry sandy acidic vegetation of the Worthing Ling where the purple/brown haze of birch in winter, stunted oaks and the brightness of yellow gorse and flowering heather in Spring, add seasonal delight. The valley sides are gentle and relining but nonetheless define the valley landscape and contain views, forming a rural context into which historic landmark churches draw the eye and punctuate the skyline. The River Waveney is not well defined in this landscape and does not of itself make a significant contribution to the scenic qualities of the area.
Perceptual (Wildness and tranquillity): Landscape with a	The valley floor west of Diss remains inaccessible by road and unsettled and as such retains a tranquil and remote character and, even where there is dispersed settlement on the valley sides, the

Criteria	Assessment
strong perceptual value notably wildness, tranquillity and/or dark skies	rural lanes are infrequently used reinforcing perceptions of a rural backwater. The northern side of the valley along the A1006 and the development at Bressingham garden centre gives rise to a busier yet still rural, and relatively tranquil character. The extensive areas of semi-natural habitat impart a rough and wild appearance.
Functional: Landscape which performs a clearly identifiable and valuable function, particularly in the healthy functioning of the landscape	This area of valley is especially important for carbon sequestration comprising a significant area of peat and carr woodland which is permanently waterlogged and an important carbon sink. This area also functions as an area of floodwater storage reducing the risk of flooding downstream. It contains notable areas of land which are used for informal recreation and provides access to nature and a variety of semi-natural habitats. The valley landscape and areas of meadow and heath provide a distinctive landscape setting to historic landmarks such as Roydon church.

Special Qualities:

- ***High ecological value*** associated with carbon sequestration, wet and acidic habitats supporting rare species.
- ***Enclosed and intimate wooded environment*** *with a rough and wild appearance*.
- ***Rich habitat mosaic*** comprising contrasting and distinct vegetation patterns which add seasonal variety in colour and texture.
- ***Perceptions of a rural backwater*** where scattered vernacular cottages and farmhouses occur along rural lanes which flank the valley floor.
- ***Wooded skylines define the valleys*** and reduce intrusion from development beyond.
- ***Church landmarks*** create focal points and add scale to the valley sides.

3.2 Evaluation Area 2: Roydon to Scole

Location: This section of the valley is closely associated with valley side settlements and extends from Roydon to Scole.

Relevant Landscape Types: Wooded Valley Meadowlands and Fens, Rolling Valley Farmland and Furze.

Key Settlements: Roydon, Market town of Diss, coaching town of Scole and villages of Palgrave and Stuston.

Overview of character: In this evaluation area the valley remains relatively narrow and shallow, with sand and gravel terraces creating reclining and undulating valley slopes at Stuston Common. The course of the River Waveney is becoming more distinct, lined by alder trees and flanked by small pastures and is joined by two small tributaries one from the north (Frenze stream) and one to the south. The Frenze stream is heavily wooded and forms the eastern edge of Diss which occupies the northern valley sides and has extended onto the valley floor. Linear infrastructure in the form of roads, rail and pylons cross the valley broadly north to south.

Extent of EA2: Roydon to Scole

Table 4: Assessment Table for Evaluation Area 2: Roydon to Scole

Criteria	Assessment
Natural Heritage: Landscape with clear evidence of ecological, geological, geomorphological or physiographic interest which contribute positively to the landscape	Natural heritage interest in this area is associated with contrasting habitats of fen and heath reflecting the underlying geology of chalk, sand and gravel terraces and peat deposits. It contains several geomorphological features of interest including: **Diss Mere** – this feature has been formed by a solution process in the chalk bedrock and its sediments contain the most complete record of Holocene environmental change in the UK. **Suston area** - there is evidence of glacial deposits and processes including the deposition of sands and gravels (giving rise to the heath) and a number of small ponds or "pingos" associated with Stuston. Nature conservation designations include: **Stuston Common CWS** - valued for its grassland mosaic **River Waveney Meadows CWS** – valued for its species rich grassland just west of the railway **River Waveney sections CWS** – valued for its aquatic fauna and flora south of Roydon Fen **Roydon Fen Local Nature Reserve** – Spring fed fen habitat with deep peat soils which are permanently water-logged. Along the main valley floor, there are also areas of deciduous woodland (e.g. Alder Carr) and floodplain grazing marsh as well as hedgerows, ponds, meadows and veteran trees, all of which add to the natural heritage value of the area.
Cultural Heritage: Landscape with clear evidence of archaeological, historical or cultural interest which contribute positively to the landscape	The cultural heritage interest of this area is evident in the settlements which are located on the valley sides or above the valley. The settlements include Roydon, Diss and Scole (all sit on the northern valley slopes of the Waveney) while Palgrave and Stuston are located on the southern valley slopes. **Diss** is a market town and its historic core is designated a Conservation Area and contains a number of open spaces (including The Mere and Diss Park) which link it to the Waveney Valley and contribute to its local distinctiveness. There are elevated views from the settlement across the valley. **The smaller villages** surrounding Diss each have their own distinctive features and historic cores. **Roydon** sits to the west of Diss on the valley sides, **Palgrave** has an elevated position above the valley and coalesces around a small village green and church, while **Stuston** is a linear settlement along the edge of the River Waveney. All three villages contain a degree of modern 20th/21st century residential development.

Criteria	Assessment
	Scole is located on northern valley slopes overlooking the Waveney Valley – centred on the junction of two Roman roads. The village is a Conservation Area which includes a 14th century church and coaching inns reflecting its location on the main road close to a crossing of the River Waveney. Nevertheless, approximately half the village comprises relatively modern dwellings which have expanded to the southwest and northeast. To the west of the village is a Scheduled Monument which comprises the site of a Roman settlement, of which several areas have been excavated. It may also have been the site of Villa Faustini, a posting station mentioned in the Antonine Itinerary. North of the river, earthworks survive in the pasture fields but the scheduled site is significantly impacted by the route of the A140. The enclosure pattern in and around the village of Scole forms part of a wider pattern of **co-axial field systems**. However, the legibility of this enclosure pattern is not strongly expressed within the valley due to visual and physical dominance of transport routes and field boundary loss post 1950s.
Landscape Condition: Landscape which is in a good physical state both with regard to individual elements and overall landscape structure	The landscape condition of this part of the Waveney Valley is mixed as a result of settlement expansion and infrastructure (A140, A143, associated road junctions, railway and pylons). This development has resulted in the visual and physical fragmentation of the landscape. The expansion of Diss close to the River Waveney has resulted in the narrowing of the valley floor pastures. East of Diss the valley floor pastures remain narrow due to Stuston Common and the arable land uses which have extended onto the valley floor on both sides of the A1066. Nevertheless, to the west of Diss the landscape condition is higher – here the valley floor pastures are more intact and the fen habitat and the tree-lined watercourse remain legible. The use of the Stuston Common as the Diss Golf Course, whilst retaining the acidic vegetation typical of the sandy soils on the river terraces, has also introduced new landscape elements and features, which disrupt natural landscape patterns. There are a number of overhead powerlines which cross the valley including local distribution lines south of Diss and high voltage Bramford to Norwich main line west of the A140 which have a visual influence on the valley character and qualities. This, coupled with views of the wind turbines on the Eye airfield, influence perceptions of the valley landscape and its condition and intactness. At a finer grain, the course of the river retains its natural meandering form with the exception of some small sections. The most notable is the section west of Denmark Bridge which has clearly been straightened. East of Diss, the water quality of the

Criteria	Assessment
	River Waveney in this part of the valley is recorded as 'poor ecological status'[6], meaning it expresses major change from natural state as a result of human impact, using various water, habitat and biological quality tests.
Associations: Landscape which is connected with notable people, events and the arts	This landscape is described in Richard Mabey's book Nature Cure (2004). His writing demonstrates the importance of this landscape in offering contact with nature. *– 'The 'blackthorn winter' starts in the second week of April, frosting the hedges while the wild plums are still in blossom. I'm finding flowers and flourishes that are quite new to me. Down on the fen there are the beginnings of things that I can't hope to identify: the first thin spikes of sedges, the russet spears of leaves not yet touched by chlorophyll, finials of the peat. There are precocious cowslips everywhere – on roadsides, churchyards, uncut back lawns.'* *'Why not simply relish the spring's new life….its exquisite variegation, the interplay of the yellow moss-ground, the filigree of sedges, the solid mass of tussocks, the growingness of it all?'*
Distinctiveness: Landscape that has a strong sense of identity	A significant number of important views have been identified in the Diss and District Neighbourhood Plan which are associated with and drawn on the special qualities of this part of the Waveney Valley, for example views 20 and 21 and 24 down and across the valley. These views are valued for their contribution to local sense of place.
Recreational: Landscape offering recreational opportunities where experience of landscape is important	This landscape is highly valued for its recreational opportunities including walking trails along boardwalks at Roydon Fen, and the Stuston Common golf course which extends over 70 hectares. There are also a number of public rights of way which cross the valley floor from north to south while the railway line and road network impede movement along the valley east-west, to some degree. The Angles Way is not closely associated with this section of the valley but passes to the north, through Diss.
Perceptual (scenic): Landscape that appeals to the senses, primarily the visual sense	The valley landscape is fragmented by infrastructure which affects perceptions of scenic quality. Nevertheless, there are still pockets of valley floor that remain remarkably untouched e.g. Roydon Fen and valley floor pastures at Cock Street Fen or immediately west of the A140. The shallow and reclining valley sides and complex land uses and infrastructure mean that the valley landform is not strongly legible,

[6] https://environment.data.gov.uk/catchment-planning/WaterBody/GB105034045780

Criteria	Assessment
	especially in the east of the area. Perceptions of the valley are also affected by the predominately north south routes across the valley such that the valley is often experienced only fleetingly, rather than along its length.
Perceptual (Wildness and tranquillity): Landscape with a strong perceptual value notably wildness, tranquillity and/or dark skies	The Local Nature Reserve at Roydon Fen is tucked away down a small lane and offers a sense of wildness and extensive wetland. In the east of the area, there is some noise intrusion from traffic on the A140 and A143 as well as intermittent intrusion of trains on the main line. General activity, higher numbers of people and development (including night light intrusion), reduce perceptions of tranquillity. Despite this, the natural qualities of the fen are apparent, especially in the west where the sounds of the turtle dove purring, or the writing of Richard Maybe in his book Nature Cure (2004) reflect a strong rurality: *'There was a mist hanging over the back meadow, a thin milkiness that was hard to tell from the blowsy lace of the last cow parsley.*'
Functional: Landscape which performs a clearly identifiable and valuable function, particularly in the healthy functioning of the landscape	This area of valley is especially important for carbon sequestration comprising a significant area of peat and carr woodland which is permanently waterlogged and an important carbon sink. It contains notable areas of land which are used for informal recreation and provides access to nature and a variety of semi-natural habitats for local communities. The Diss & District Neighbourhood Plan identified the valley floor as an important Green Infrastructure Corridor. The valley landscape, despite the narrowness of the meadows and gentle valley slopes nevertheless forms a setting for the settlements of Roydon, Diss, Palgrave, Stuston and Scole.

Special Qualities:

This area has the following special qualities:

- ***Accessible rural tranquil valley west of Diss*** associated with Roydon Fen and valley floor pastures
- ***Distinct acidic vegetation*** associated with Stuston Common/golf course providing seasonal interest and variation
- ***Settlements and their physical, historical and visual relationship to the Waveney*** contribute to sense of place
- ***Natural habitat and open spaces*** are highly valued by local communities affording access to nature and natural processes

3.3 Evaluation Area 3: Scole to Harleston

Location: This is the longest section of the valley within the Study Area and stretches between Scole in the west to Harlseton in the East.

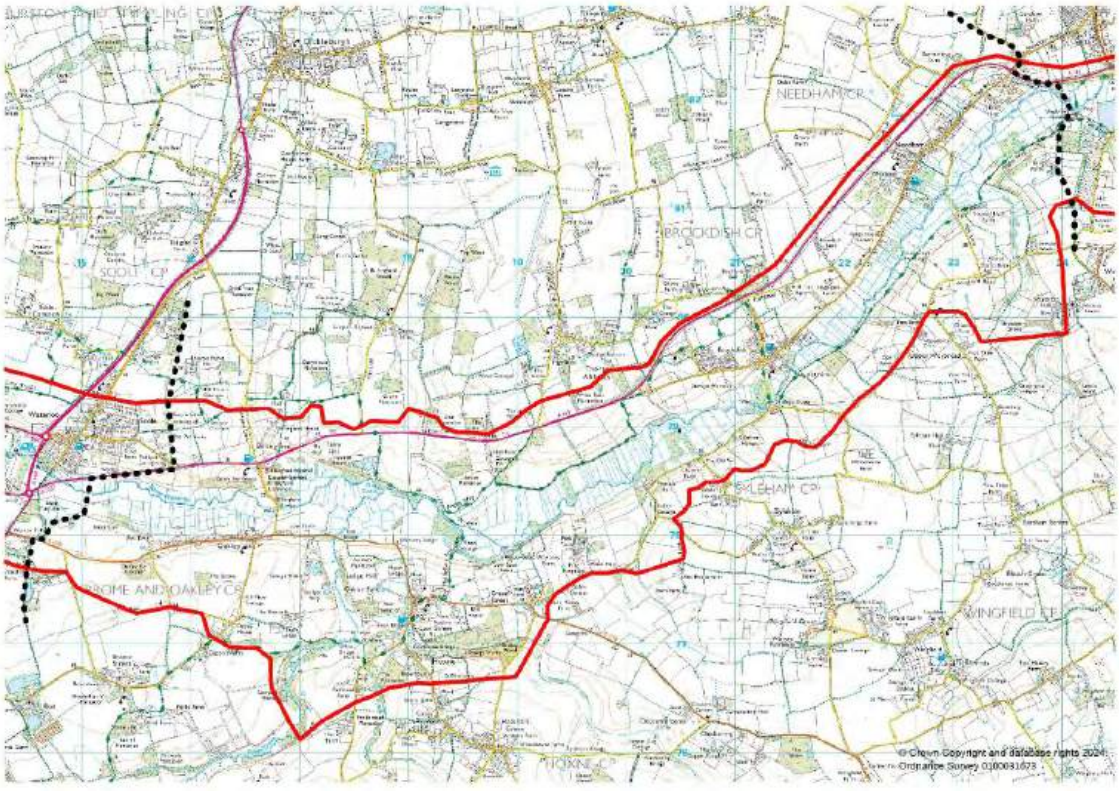
Relevant Landscape Types: Wooded Valley Meadowlands and Fens, Rolling Valley Farmland and Furze.

Key Settlements: Villages of Lower Oakley, Hoxne, Brockdish and Needham

Overview of character: This area is characterised by a relatively narrow valley floor comprising open meadows, flanked by well-defined and undulating valley sides which are relatively steep in places. Woodland cover is limited to small copes at the junction between the valley floor and sides and associated with settlement as well as some isolated blocks of valley floor carr. The meandering course of the river is flanked by alder trees and some pollard willows.

Settlement is located on the valley sides connected by narrow rural lanes between which is a patchwork of arable and pasture fields defined by thick hedges. Three tributary valleys on the south side of the main valley add topographic complexity and more intimate landscapes.

This landscape contains significant built features of cultural heritage importance.



Extent of EA3: Scole to Harleston

View looking west from Mid Suffolk Footpath near Hoxne with mill building visible amongst the trees.

Table 5: Assessment Table for Evaluation Area 3: Scole to Harleston

Criteria	Assessment
Natural Heritage: Landscape with clear evidence of ecological, geological, geomorphological or physiographic interest which contribute positively to the landscape	Nature conservation designations through this area are closely associated with the main river channel comprising sections of riparian vegetation or small patches of grazing marsh or wet species-rich grassland. Designated sites include: **Billingford common CWS** - largely damp grassland and a registered common. **Syleham Churchyard CWS** - wet species-rich grassland including devils-bit scabious and meadow saxifrage. **River Waveney sections CWS** - aquatic fauna and flora northwest of Hoxne, around the weir and Syleham House and also at Needham. **Weybread Marshes CWS** - grazing marsh. The course of the River Waveney and that of its tributaries (River Dove, Gold Brook and a small stream at Weybread), retain their natural meandering courses reflecting the low gradient. In places the course of the River Waveney has been manipulated to create separate channels and weirs and the valley floor has been drained by a series of wet ditches cut perpendicular to the river. Along the valley floor are floodplain grazing marshes which are a priority habitat. This is associated with small blocks of woodland on the valley floor or linear woodlands at the junction of the valley floor

Criteria	Assessment
	and valley sides which create a mosaic of semi-natural habitats. On the valley sides, there is a mixture of arable and pasture farmland. These land use patterns make a strong contribution to the special qualities of this area.
Cultural Heritage: Landscape with clear evidence of archaeological, historical or cultural interest which contribute positively to the landscape	This landscape expresses a strong time depth and intact historic character derived from its enclosure pattern, traditional grazing marshes on the floodplain and small-scale historic settlements. Added to these patterns are highly valued historic buildings which are local landmarks. Historic designations include: **The windmill at Billingford** (1860) – this impressive and intact landmark adds visual interest. It ceased working in 1956 but was the first mill to be restored by the Norfolk Windmills Trust in 1965. **Hoxne Watermill** (1846) – Grade II. This mill building acts as a focal point in views across the valley floor, its white weatherboarding standing out amongst the verdant vegetation. **Churches** - namely Oakley, Hoxne, Church of All Saints, Syleham, Brockdish and Needham. These churches (with the exception of Syleham) are frequently seen on the skyline, like sentinels, creating a repetitive pattern of local landmarks through the valley. Syleham, Brockdish and Needham Church all have distinctive round towers, while Oakley and Hoxne have square towers. All of these landmark buildings are located on the edges of settlement or in isolated locations, such that the valley landscape contributes to their quality and significance and they in turn add to scenic compositions. Syleham church is especially unusual given its valley floor location on a former island and river crossing point. **Rural valley side villages** – Oakley and Needham form linear settlements strung-out along the rural lane which flanks the interface of valley floor and valley side while the village of Hoxne and Brockdish are located on tributary watercourses. Both Hoxne and Brockdish are Conservation Areas reflecting their high concentration of listed vernacular buildings and intact village form. Local vernacular includes the use of red brick and pantile and render and thatch. **Remnant Parkland** is evident at Oakley Park in the form of parkland lodges, boundary walls and mature trees. Much of the original wood pasture has been lost to arable and other land uses. On the valley sides much of the landscape reflects early pre 19th enclosure patterns comprising irregular small to medium scale fields defined by thick hedges and hedgerow trees. In places this pattern has been disrupted due to post 1950s boundary loss e.g. south of Oakley.

Criteria	Assessment
Landscape Condition: Landscape which is in a good physical state both with regard to individual elements and overall landscape structure	Over much of this area the condition of the landscape is good, especially where historic settlement, pre-18th century enclosures and floodplain grazing marshes come together and give rise to intact landscape patterns. However, where enclosure patterns have been altered and arable farming is more intense, such as south of Oakley, or where former parkland landscapes have been lost e.g. Oakley Park, landscape condition is reduced. Only parts of the valley are under countryside stewardship agreements although many show signs of continued cattle grazing and cropping of meadows for hay. West of Hoxne, the water quality of the River Waveney in this part of the Evaluation Area is recorded as 'poor ecological status'[7], meaning it expresses major change from natural state as a result of human impact, using various water, habitat and biological quality tests. East of Hoxne, the water quality of the River Waveney in this part of the valley is recorded as 'moderate ecological status'[8], meaning it expresses moderate change from natural state as a result of human impact, using various water, habitat and biological quality tests.
Associations: Landscape which is connected with notable people, events and the arts	This landscape has a variety of different associations as follows: • Hoxne is the most important post-Anglian **Palaeolithic site** and type site for the **Hoxnian Stage of the Pleistocene**. • Hoxne village is associated with the martyrdom of King Edmund (marked by **St Edmund's Monument** which lies just beyond the study area and is listed), and is also associated with a significant hoard of Roman coins (**Hoxne Hoard**) The scenic qualities of the pastoral landscape and landmark buildings have inspired different artists through the centuries. Examples include **James J Allen** who painted a valley floor scene near Billingford and the etching of Billingford Mill by **Aidan Kirkpatrick** (1932-1987). These historic paintings illustrate the romantic qualities of traditional meadow and wetland management, and these qualities are still tangible in the landscape today.
Distinctiveness: Landscape that has a strong sense of identity	A number of **important views** have been identified in the Diss and District Neighbourhood Plan (south of Scole) which are associated with and draw on the special qualities of this part of the Waveney Valley, including views across the meadows at Billingford Bridge and elevated views from the southern valley slopes looking north.

[7] https://environment.data.gov.uk/catchment-planning/WaterBody/GB105034045780

[8] https://environment.data.gov.uk/catchment-planning/WaterBody/GB105034045901

Criteria	Assessment
	Landmarks: The location of the church at Syleham in the centre of the valley floor is unique in the Waveney Valley and the high concentration of churches within this stretch of the valley contributes to its distinctiveness. The t**ributary watercourse** of the River Dove, Gold Brook and small stream at Weybread all flow into the main river from the south and create a more varied and **undulating southern valley slopes** which are unique in the context of the valley as a whole. The **open brick walls** which define properties in the village of Hoxne are associated with a former local brickworker. They are unique in the context of the Waveney Valley and make a particular contribution to the qualities of the village.
Recreational: Landscape offering recreational opportunities where experience of landscape is important	This landscape is important for recreation and includes the Angles Way Long-distance footpath which runs along the length of the valley floor south of Thorpe Abbotts and from Brockdish to Needham. The Mid Suffolk Footpath also extends into the Waveney Valley at Hoxne and joins with Angles Way. The network of rural lanes which traverse this landscape on both sides of the valley floor, provide opportunities for cycling and horse riding. There is also a small area of open-access land at Billingford Common.
Perceptual (scenic): Landscape that appeals to the senses, primarily the visual sense	This section of the Waveney Valley has a quintessential lowland valley character and is strongly legible – the well-defined valley floor drainage patterns and flat meadows contrast with the undulating irregular enclosure on the valley sides. Added to this are the increased undulations on the southern valley sides due to the tributary valleys which increase the richness and scenic variation within this landscape. This landscape imparts considerable visual variety and landmark buildings add points of interest contributing to the appeal. St Nicholas' Church Oakley, St Peter and St Paul's Church Hoxne, and All Saints Church, Thorpe Abbots, punctuate the skyline and are often seen in silhouette and add to perceptions of scale. Variation in this landscape also comes with the seasons and especially in winter when significant parts of the valley floor may become flooded forming open expanses of water. On these occasions the line of the river is lost, save for the willow or alder which trace its course. Seasonal variation is also notable in the woods around Syleham which are carpeted in snowdrops and daffodils in spring.

Criteria	Assessment
	Skylines are frequently open but where woodland occurs on the upper slopes or margins of the clay plateau, it adds to the scenic compositions, as do the smaller scale and often wooded tributary valleys.
Perceptual (Wildness and tranquillity): Landscape with a strong perceptual value notably wildness, tranquillity and/or dark skies	This is a managed landscape, but the intact and traditional meadows impart a strong time depth. The landscape has an established feel and comprises expansive areas of semi-natural habitat which increases perceptions of contact with nature and tranquillity. The grazing meadows between Billingford and Brockdish remain inaccessible by road and as such express a more remote character. The A143 flanks the upper slopes of the northern valley sides and therefore has minimal effect on perceptions of tranquillity, although in the north, around Needham, it comes onto the valley floor and its influence therefore increases. Otherwise, the presence of small rural lanes traversing up and down the valley sides and across the meadows at occasional river crossing points imparts a settled yet deeply rural feel.
Functional: Landscape which performs a clearly identifiable and valuable function, particularly in the healthy functioning of the landscape	This area of valley is especially important for its intact corridor of grazing marshes and forms important green infrastructure and habitat corridor. It also performs an important function in providing access to semi-natural habitat and acts as a high-quality setting to a number of cultural heritage assets and rural villages.

Special Qualities:

This area has the following special qualities:

- ***Quintessential lowland valley*** comprising well defined traditional valley floor meadow and land use patterns
- ***Undulating sometimes steep valley sides*** add definition to the valley floor, complexity and sequential views
- ***Historic landmark buildings*** – significant number and repetitive pattern add points of interest and contribute to compositions
- ***Natural meandering watercourses and natural processes,*** including seasonal flooding, add to visual variation throughout the year
  Historic settlements express tangible link to the valley through vernacular styles, valley side location and form.

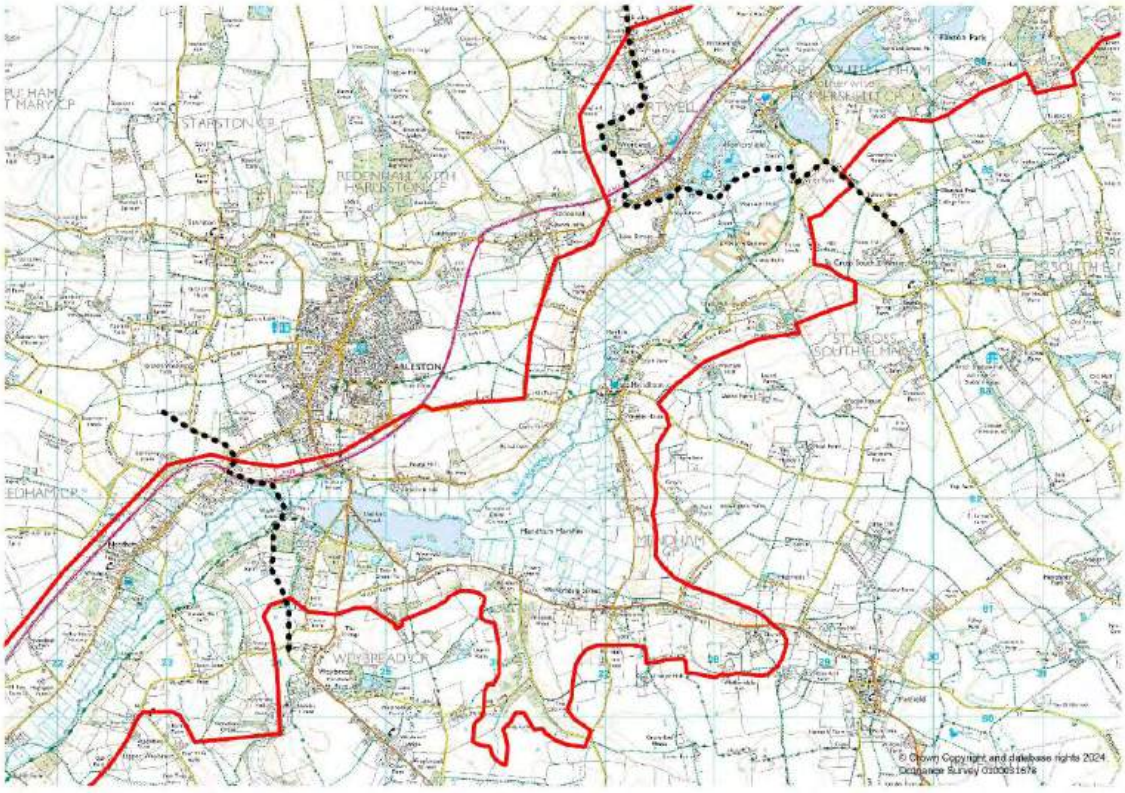
3.4 Evaluation Area 4: Mendham Marshes To Wortwell

Location: This section of valley stretches from the weir at Weybridge as far as Homersfield Bridge and includes the wide Mendham Marshes.

Relevant Landscape Types: Valley Meadowlands and Valley Settled Farmlands.

Key Settlements: Withersdale Street, Mendham and Low Street.

Overview of character: This section of the valley forms the widest extent of valley meadows and marshes forming an open expanse. The course of the river is not strongly expressed as it meanders across the marshes between an organic pattern of wet ditches which reflect some of the earliest drainage patterns in the Waveney Valley. The southern valley slopes in this section of the valley are some of the most pronounced and steep.



Extent of EA3: Mendham Marshes to Wortwell

Table 6: Assessment Table for Evaluation Area 4: Mendham Marshes to Wortwell

Criteria	Assessment
Natural Heritage: Landscape with clear evidence of ecological, geological, geomorphological or physiographic interest which contribute	Natural heritage interest in this area is primarily associated with the expansive valley floor pastures and watercourses but it also includes areas of more acidic vegetation on the southern valley sides around Withersdale Street. This is reflected in nature conservation designations including: **Weybread Pits CWS** – open water lakes on former gravel extraction sites which are valued for their ornithological interest

Criteria	Assessment
positively to the landscape	**Timber Shrubs CWS** – deciduous woodland adjacent to Limborne Common. The wide valley floor forms an extensive area of traditional grazing marsh priority habitat, especially around Wortwell and Mendham. The course of the River Waveney and that of its tributaries (west and east of Withersdale Street and Sconch Beck), retain their natural meandering courses reflecting the low gradient. In places, the course of the River Waveney has been manipulated to create separate channels and weirs e.g. Wortwell Mill) and the valley floor has been drained by a series of straight and wavey wet ditches. Deciduous woodland occurs as small linear copes on steep valley sides/bluffs at the edges of the floodplain or along the narrow tributary valleys and those in the vicinity of Witherdale Street reflect a localised area of gravel and sand deposits supporting acid-loving vegetation such as bracken, gorse, birch and pine. Across the valley floor marshes, there are isolated poplar and willow trees and some small cricket bat willow plantations. Occasionally the turquoise flash of the Kingfisher can be seen darting along the watercourse. The open expanse of meadows and their propensity to flood in winter means that this area is especially important for significant bird populations.
Cultural Heritage: Landscape with clear evidence of archaeological, historical or cultural interest which contribute positively to the landscape	In this section of the Waveney, the valley floor is classified as 18th century or later enclosure on former marsh or fenland. Given the more varied pattern of drainage ditches and the wider expanse of floodplains, it is likely this section contains some of the oldest drainage patterns and grazing marshes in the valley. Furthermore, this section of the valley contains some of the most significant built heritage features. Specific heritage features include: **St Mary's Priory Scheduled Monument** is an isolated site on Mendham Marshes and was the site of a Cluniac priory in the mid-12th century. All that remains is a chuck of masonry and a low grassed island. South of the site is the medieval causeway which leads to Withersdale Street. **Withersdale Church** (Grade I) – this is one of the smallest churches in Suffolk and is located in a small tributary to the east of the village in an isolated position. **Mendham Church** (Grade I) is located adjacent to the river and is thought to have been the site of an Anglo Saxon monastery. **Second World War Pill Boxes** – located in the graveyard of Mendham Church and near Withersdale Church.

Criteria	Assessment
	Wortwell Corn Mill and Mill House (Grade II Listed) are located on the river adjacent to Wortwell Hall - its three-storey white weatherboarding stands out in views across the marshes. **Mendham Mill** (Grade II) is located north of the village on the river. **Middleton Hall** (Grade II*) 17th-century house on the tributary beck (Sconch Beck). This section of the valley is also notable for its necklace of dairy farms located along the rural lane on the north/west side of the valley e.g. Betham Farm, Dairy Farm, Hill Farm, Freston Farm and Low Farm, reflecting traditional grazing practices associated with the marshes. The settlements of Withersdale Street, Mendham and Low Street are small in scale and closely associated with their landscape context and contain a range of vernacular buildings.
Landscape Condition: Landscape which is in a good physical state both with regard to individual elements and overall landscape structure	The 18th century or later drainage pattern across Mendham Marshes is intact and valley sides are an earlier enclosure pattern of pre 18th century date. There is some evidence of field boundary loss in the north of the area on the Waveney Valley sides north of Socnch Beck. This landscape is traversed by an intact pattern of narrow sinuous lanes although this pattern has become undermined south of Harleston where the A143 intersects with the B1123. Here the valley floor has been subject to sand and gravel extraction. To the south land uses including sports pitches and market gardening which disrupt traditional patterns of the valley sides. The water quality of the River Waveney in this part of the valley is recorded as 'moderate ecological status'[9], meaning it expresses moderate change from natural state as a result of human impact, using various water, habitat and biological quality tests.
Associations: Landscape which is connected with notable people, events and the arts	Sir Alfred Munnings was born at Mendham Mill and grew up in this area. He painted many local scenes including a View of Mendham Church 1989. He also painted scenes of the open marshes and broad skies, capturing the watery qualities of the marshes and the importance of church landmarks, verdant vegetation and horizontal expanse of the marshes. The landscape is also associated with paintings of Edward Seago who painted the Waveney Valley in flood.

[9] https://environment.data.gov.uk/catchment-planning/WaterBody/GB105034045901

Criteria	Assessment
	 View of Mendham Church (1989) by Sir Alfred Munnings © the estate of Sir Alfred Munnings, Dedham, Essex, 2004 The Waveney, Mendham (1902) by Sir Alfred Munnings © the estate of Sir Alfred Munnings, Dedham, Essex, 2004
Distinctiveness: Landscape that has a strong sense of identity	This section of the River Waveney is particularly distinctive forming the widest extent of valley floor marshes as well as river terrace sands and gravels to the south. The Suffolk Landscape Character Assessment description for the Valley Meadowlands and Furze notes that *'In the Waveney valley around Mendham, the flat valley floors are flanked by quite high and steep slopes, giving an enclosed feeling that is rare in the generally very open East Anglian landscape.'* A number of important views have been identified in the Redenhall with Harleston Neighbourhood Plan which are associated with, and draw on, the special qualities of this part of the Waveney Valley.

Criteria	Assessment
	For example, the view from the Angles Way towards Mendham Mill and the view from Mendham Bridge northwards across the marshes towards the valley ridge.
Recreational: Landscape offering recreational opportunities where experience of landscape is important	The open water lakes at Weybread Pits are valued for their fishing and birdwatching. There is an area of open access land on Limbourne Common south of Wortwell Mill. The Angles Way enters the valley east of Harleston and extends down on the valley floor at Mendham before flanking the southern valley slopes as far as Homersfield. This section of the River Waveney is popular for canoeing, while the rural narrow lanes are popular for cycling and horse riding.
Perceptual (scenic): Landscape that appeals to the senses, primarily the visual sense	This landscape has a strong visual appeal derived from the open horizontal expanse of the valley floor marshes coupled with well-defined valley sides, which are steep and complex in places as a result of tributary valleys. Vegetation patterns reflect the underlying geology and drainage, with willow and polar on the valley floor and deciduous woodland on steep bluffs and along tributary valleys. The small sinuous lanes which traverse up and down the valley sides offer occasional elevated views while church towers and mills act as local landmarks adding to the compositional qualities of the landscape. Where there are deposits of sand and gravel the russet colours of bracken and birch add colour and texture. These qualities contrast with the verdant greens of the meadows and wet rush pastures or the lines of water-filled drainage ditches and flooded areas, which reflect the colours of the sky. Within the wide expanse of the valley floor the course of the River Waveney is lost, expressed in the odd location by lines of riparian trees, while along Sconch Beck the tight meandering course of the beck is lined by mature alder trees. Overall, the scenic interest in this landscape comes from its varied scale, simple open marshes and contrasting complex valley slopes, colours and textures and the intriguing unfolding views.
Perceptual (Wildness and tranquillity): Landscape with a strong perceptual value notably	Activity increases around open water areas at Weybread Pits and where the A143 and B1123 intersect, and the latter crosses the valley floor. Save for the western and northern extremities of this section of valley the A143 is located away from the steeper valley slopes and does not impinge on the tranquil characteristics of the valley.

Criteria	Assessment
wildness, tranquillity and/or dark skies	The limited settlement and open expanse of inaccessible meadows gives rise to a high degree of tranquillity and a sense of remoteness, emphasised by isolated monastic sites and areas where the landscape appears vast and empty. In contrast the more intimate tributary valleys offer a secretive quality.
Functional: Landscape which performs a clearly identifiable and valuable function, particularly in the healthy functioning of the landscape	This area of valley is especially important for its intact and expansive grazing marshes which form important green infrastructure and habitat corridor. It also performs an important function in providing access to semi-natural habitat and acts as a high-quality setting to a number of cultural heritage assets and rural villages.

Special Qualities:

This area has the following special qualities:

- ***Wide expansive landscape*** due to open extent of valley marshes with strong horizontal emphasis and broad skies
- ***Strong time depth*** as a result of tangible historic sites, narrow winding lanes and historic patterns of drainage ditches and enclosures
- ***Painterly compositions*** of landscape form and features which has inspired many artists
- ***Intact pattern of settlements and farms*** which exhibit a strong connection to the valley floor and traditional management practices
- ***Memorable and contrasting views*** across the valley and within the intimate tributaries exhibiting a strong sense of place
- Opportunities for a ***range of informal outdoor recreation***

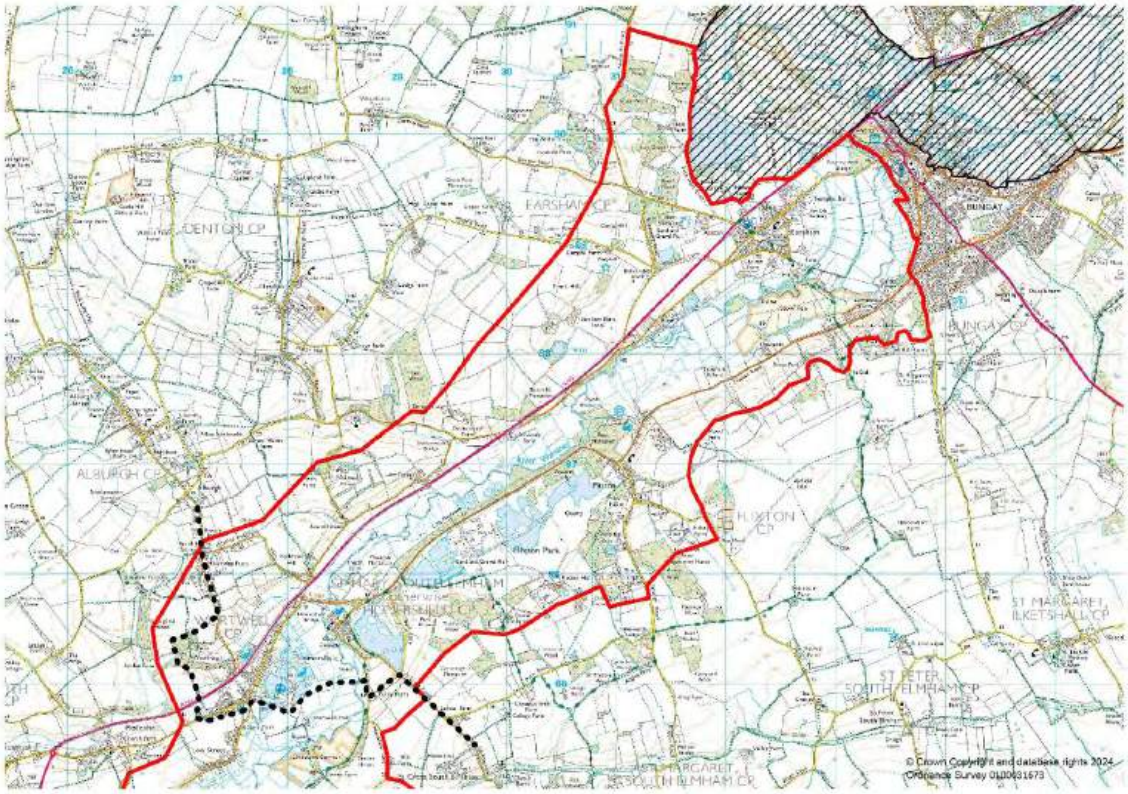
3.5 Evaluation Area 5: Wortwell to Bungay

Location: This section of the valley extends from Wortwell to the outskirts of Bungay.

Relevant Landscape Types: Valley Meadowlands along the valley floor and Rolling Valley Farmlands and Furze on the valley sides. The Study Area also includes the fringes of the Plateau Clayland.

Key Settlements: Key settlements associated with this section of the valley include Wortwell, Homersfield, Flixton and Earsham.

Overview of character: This section of the valley is substantially affected by mineral extraction and restored extraction lakes and traffic on the A143 and B1062 which flank the valley floor. Nevertheless, the distinctive qualities of the valley remain and include more narrowly defined floodplain meadows and adjoining areas of former parkland landscape which give the valley slopes a more wooded character.



Extent of EA3: Wortwell to Bungay

Table 7: Assessment Table for Evaluation Area 5: Wortwell to Bungay

Criteria	Assessment
Natural Heritage: Landscape with clear evidence of ecological, geological, geomorphological or physiographic interest which contribute positively to the landscape	Throughout this section of the valley the River Waveney retains its **natural meandering course**, lined by alder trees, and provides an important habitat for species such as otter. It continues to be flanked by more narrowly defined **flood meadows which are a priority habitat**. In addition, there are two further factors which have influenced this area - , firstly the drainage and manipulation of the floodplain to create two distinct **canalised sections of river** east of Earsham and secondly the extraction of natural deposits of river terrace sands and gravels. This latter activity has resulted in the creation of a series of large lakes and **open water habitat**. A further natural heritage feature of this area is the relatively high **concentration of ancient woodland** which occurs on the upper valley slopes and includes East Wood and Abbey Wood as well as a higher concentration of woods in the north which form part of the former Earsham Park and include America Wood, Great Wood and Holy Grove Wood. Nature conservation designations including: **Flixton Pits CWS** – valued for its invertebrate interest **Stow Fen** – noted as a site of biodiversity value in the Waveney Green Infrastructure Strategy.
Cultural Heritage: Landscape with clear evidence of archaeological, historical or cultural interest which contribute positively to the landscape	The cultural heritage interest in this landscape relates strongly to former parklands and estates which have influenced land use patterns and also settlement. There is evidence of historic parkland associated with Earsham Park, Stow Park/Upland Hall and Flixton Park, although the former extent of Flixton Park has been significantly altered by minerals extraction in the 20th and 21st centuries. **Earsham Park** dates back to the 15th century comprising a hall and extensive deer park. Today it comprises a mansion house and extensive parkland north and west of the Waveney Valley. **Stow Park/Upland Hall** is a relatively small area of former parkland located on the southern valley slopes close to Bungay. From here, there are elevated views across the valley floor meadows towards Earsham. Mature trees and woodland associated with the park contribute to the scenic qualities of the steep valley sides. **Flixton Park** was a former expansive deer park located on the sandy soils of the river terrace gravels to the south of the River Waveney. Remnants of the estate include the perimeter woodland plantations such as Long Plantation (which lies between the River Waveney/valley floor and gravel extraction lakes), and woodlands

Criteria	Assessment
	such as Park Drive, Thicket Wood and Buck Plantation. There are also occasional lengths of park metal railing evident along the rural lanes on the valley sides and estate architecture including semi-detached cottages and lodges. **Villages** **Earsham** is located on the inside bend of the River Waveney, surrounded by flood meadows on three sides. On the south side of the village are the church and former corn mill both of which have a strong relationship with the valley floor. **Homersfield** is a former estate village of Flixton Park. It is a **Conservation Area** and is a compact village at an historic crossing point over the river. Buildings cluster around a small green and the village church is located on a spur of higher land overlooking the valley meadows. **Flixton** is also the former estate village of Flixton Park. Focused as linear development along a rural lane on the valley sides it also comprises a number of distinct historic sites which reflect its early importance including the site of a 13th century nunnery at Abbey Farm, (Scheduled Monument of Flixton Priory - comprising upstanding and buried remains) the distinctive landmark church, a medieval moated site at Scheduled Monument at Boys Hall (intact) and the site of the former Flixton Hall. **Anglo-Saxon and Medieval Sites** The importance of the river terraces for settlement in Anglo-Saxon and Medieval times has been revealed through archaeological investigations due to gravel extraction. Of particular importance is the Flixton II Anglo-Saxon Cemetery which is a Scheduled Monument. The significance of this site is heightened due to its spatial group value with the Scheduled Monument at Boys Hall and the Scheduled Monument of Flixton Priory. All of these sites lie within close proximity to each other in the vicinity of Flixton village and contribute to perceptions of time depth. **Historic Features** **Adair Bridge** (Grade II*) is the oldest surviving concrete bridge in Britain. **Former Waveney Valley Railway**: The route of the A143 runs along the former Waveney Valley railway line.
Landscape Condition: Landscape which is in a good physical state both with regard to individual elements	This section of the valley has experienced some significant change such that the traditional patterns have become disrupted resulting in some areas of lower quality. These changes have principally occurred on the river terraces and sands and gravels and glacial outwash deposits which formed part of the Flixton Park, leaving a legacy of lakes and open water. This

Criteria	Assessment
and overall landscape structure	has affected the legibility of the valley with narrow floodplain meadows between the A143 and Long Plantation and then a broader area of open water and current gravel extraction to the south. As a result the B1062, which flanks Long Plantation, appears to sit on a causeway between the two. In areas of open flood plain the natural course of the River Waveney is in good condition, while the addition of three water channels (including Broad Water and two canalised channels east of Earsham), reflect alteration and manipulation of the drainage patterns. On the valley sides, enclosure patterns and areas of woodland are relatively intact reflecting former parkland and pre 18th enclosure. In places this pattern is disrupted due to post 1950's boundary removal giving rise to patches of larger scale arable landscape on the valley sides. All of the parkland landscapes have suffered some degree of fragmentation, although their influence is still apparent and the area of Flixton Estate is currently the subject of plans to restore the wider estate enhancing historical significant and ecological value. The villages of Homersfield and Flixton remain small in scale and relatively intact, while the village of Earsham has experienced greater growth including a number of modern housing estates. Along Flixton Road there have been a number of small-scale commercial developments. The water quality of the River Waveney in this part of the valley is recorded as 'moderate ecological status'[10], meaning it expresses moderate change from natural state as a result of human impact, using various water, habitat and biological quality tests.
Associations: Landscape which is connected with notable people, events and the arts	The Millenium sculpture by artist and carver Mark Goldsworthy (2000) is located just off Flixton Road at the entrance to Homersfield. It comprises a striking wooden column topped by a man in a boat and is inscribed with the words 'I dreamed of a beautiful woman who carried me away'. This inscription links to the River Waveney which was called 'Alveron' in Roman times otherwise translated as 'beautiful women'.

[10] https://environment.data.gov.uk/catchment-planning/WaterBody/GB105034045902

Criteria	Assessment
	 Millenium sculpture by artist and carver Mark Goldsworthy
Distinctiveness: Landscape that has a strong sense of identity	The river terrace gravels along this section of the Waveney Valley contribute strongly to its distinctiveness and have had a profound influence on past land uses including Flixton Park and now extraction sites.
Recreational: Landscape offering recreational opportunities where experience of landscape is important	There is little to no access along the course of the River Waveney and its associated traditional meadows between Homersfield and Earsham. Nevertheless, the Angles Way Long-Distance Route cuts across the valley between Earsham and Upland Hall. There is also open access land on Stow Fen, to the south of Earsham Where there has been gravel extraction and the creation of lakes close to Wortwell and Homersfield, this has enabled the establishment of recreational development including the Waveney Valley Lakes holiday homes and angling. Located just outside of Flixton on the lower valley slopes is the Norfolk and Suffolk Aviation Museum reflecting the close proximity of the former Flixton Airfield located on the plateau landscape to the south of the Waveney Valley.
Perceptual (scenic): Landscape that appeals to the senses, primarily the visual sense	The scenic qualities of this landscape derive from stretches of traditional floodplain meadow and the meandering course of the river flanked by mature alder trees and areas of relatively steep valley sides where remnant signs of parkland and ancient woodland are evident and give an established character. To the north the higher concentration of mature ancient woodland around Earsham combine with the steep valley sides, rural lanes lined with

Criteria	Assessment
	froths of cow parsley in summer, and glimpsed views of the flood meadows. Here scenic qualities are especially high.
Perceptual (Wildness and tranquillity): Landscape with a strong perceptual value notably wildness, tranquillity and/or dark skies	The proximity of the A143 which lies immediately to the north of the valley meadows, coupled with gravel extraction activity and recreation/commercial development means that some parts of this landscape appear busy. The noise and sight of traffic on A143 and B1062 affects perceptions of tranquillity. Nevertheless, down on the marshes south of Earsham the traditional quality of the valley can still be readily appreciated.
Functional: Landscape which performs a clearly identifiable and valuable function, particularly in the healthy functioning of the landscape	This area of valley is especially important for its recreational opportunities and natural resources. The valley meadows adjacent to Homersfield are also important as a setting to this Conservation Area and its listed church. The meadows south of Earsham are also an important setting the village church and its historic mill. The steep valley slopes and ancient woodland between Norwich Road and Bath Hills Road form an important visual setting to the Waveney Valley where it enters The Broads and therefore are of significance to this national landscape designation.

Special Qualities:

This section of the Waveney valley has the following special qualities:

- ***Highest concentration of ancient woodland*** which gives rise to a more wooded character on the valley sides.
- ***Notable collection of Anglo-Saxon and Medieval sites*** associated with Flixton Park and village.
- ***Historic churches*** of Homersfield, Flixton and Earsham ***create key landmarks*** and are ***intervisible across the valley floor pastures.***
- ***Multiple water channels*** including natural meandering course of River Waveney and contrasting canalised water channels.
- ***Open expanses of water*** offering recreation opportunities and nature conservation value.

4.0 Conclusions

4.1 Special Qualities of the Waveney Valley

The Waveney Valley is gentle countryside, expressing an unassuming softness, steeped in history. It is not brash or showy with steep ascents and elevated vistas but rather it offers a subtle, ephemeral beauty, complex in its detail, bucolic and gently rolling, meandering for miles, beneath big skies.

The presence of medieval churches, windmills and watermills provide important points of reference and vertical scale. Along with traditional rural settlement, they form a vital part of the unspoilt rural tranquillity, creating visually appealing compositions with landform, scale, colour, texture and vegetation patterns. These qualities have inspired many past artists and continue to engage contemporary artists and writers.

Overall, this study demonstrates the length of the Waveney Valley expresses many special qualities, and in the context of Suffolk and Norfolk, it is considered to be a valued landscape.

At a more detailed level this study has shown that parts of the Waveney Valley have a particular uniqueness such as the wooded upper reaches west of Diss, the historic meadows at Hoxne and Syleham or the expansive Mendham Marshes, each of which contribute to the whole and which, in places, rival that of other nationally protected landscape.

4.2 The Future

Whilst this assessment has not sought to identify specific issues affecting the Waveney Valley, conservation organisations which work within the area such as the Little Ouse Headwaters Project, The River Waveney Trust and The Broads Authority, highlight issues. These issues include over enrichment; chemical pollution; excess sediment; low flows; habitat loss/degradation; invasive non-native species; scrub encroachment; minerals extraction; over modification of the channel; noise intrusion; settlement growth; and proposed new electricity transmission infrastructure. This assessment has revealed that some areas have suffered loss of special qualities as a result of these issues and changes.

Conserving and enhancing the special qualities articulated in this report is a key aspiration of existing planning policy. The evidence base provided here should therefore be used to target resources and develop and implement enhancement initiatives. It can also be used by local authorities in reaching planning decisions and by developers in identifying and designing appropriate developments which achieve a good degree of fit. The evidence in this report should also help to ensure that, where change occurs, it delivers appropriate net environmental gain that demonstrably enhances special qualities.

Due to the position of the Waveney Valley, on the Norfolk and Suffolk border, cross boundary collaboration will be essential to the effective management of the area, especially in terms of development control. Furthermore, the Upper and Middle Reaches of the Waveney are inextricably linked to the Lower Waveney Valley where it falls within The Broads National Landscape Designation. Therefore, what happens in the Waveney Valley upstream of The Broads, may impact the special qualities set out in The Broads Local Plan. This also means that positive conservation activity in the Upper and Middle reaches of the Waveney has the potential to further the purposes of The Broads designation and contribute to the aspirations of The Broads Authority.

Moreover, the Waveney Valley, in association with the Little Ouse, strategically links the Brecks Landscape with The Broads - both exceptional landscapes for their biodiversity. The Waveney is therefore an important corridor for nature recovery and adds further weight to the importance of the cohesive management and recognised value of the valley system as a whole.

Billingford Mill

Appendix 1

Relationship between landscape character classifications

The table below sets out the relationship between the different character assessments relevant to the study area.

National Character Area	East of England Typology	Suffolk LCA Typology	South Norfolk
South Norfolk and High Suffolk Claylands National Character Area 83	Wooded Fen	Wooded Valley Meadowlands and Fens	Rural Valley landscape Type Waveney Rural River Valley Landscape Character Area
	Valley Meadowlands	Wooded Valley Meadowlands and Fens	
	Valley Settled Farmlands	Rolling Valley Farmlands and Furze Rolling Valley Claylands	
	Wooded Plateau Claylands	Ancient Plateau Claylands	

Appendix 2

Reference Documents

Landscape Character

- East of England Landscape Character Assessment (2009).
- Suffolk County Landscape Character Assessment (2009 and updated 2011).
- Historic Landscape Characterisation, Suffolk (2008).
- South Norfolk Landscape Character Assessment (2001) LUC
- Suffolk Coastal Landscape Character Assessment (2018) Alison Farmer Associates.
- Joint Babergh and Mid Suffolk District Council Landscape Guidance

Designation History and Past Landscape Evaluation

- Little Ouse Headwaters, Landscape Character Assessment, 2011, Alison Farmer Associates

Management Plans

- The Local Plan for the Broads, Plan Period 2015-2036, Adopted May 2019

Local Planning Documents

- West Suffolk (Formerly St Edmundsbury) Core Strategy 2010
- Diss and District Neighbourhood Plan (2023)
- Redenhall with Harleston Neighbourhood Plan (2022)
- Waveney Green Infrastructure Strategy (2015), Waveney District Council
- Babergh and Mid Suffolk Joint Local Plan (Parts 1 and 2 Adopted November 2023)
- East Suffolk is covered by the Waveney Local Plan (March 2019)
- South Norfolk District Council Adopted Local Plan – Joint Core Strategy (March 2021)
- Greater Norwich Joint Core Strategy (adopted 2014)
- Diss & District Neighbourhood Plan
- Redenham with Harleston Neighbourhood Plan

Assessment Guidance

- Natural England Guidance on Assessing Landscapes for Designation as National Park or Areas of Outstanding Natural Beauty, Natural England (2021)
- Assessing Landscape Value Outside of National Designations, Technical Guidance Note, 2021, Landscape Institute

Literature

- Nature Cure, 2004, Richard Maybe
- Waterlog, 1999, Roger Deakin
- Waveney Valley, 1975, David R Butcher
- The Angles Way, Walking in an Historic Landscape, 1993, Kate Skipper and Tom Williamson
- Portrait of the Waveney Valley, 2010, Ian Carstairs

NORWICH TO TILBURY

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Joint Local Impact Report

Appendix 23 (Agricultural Land Classification)

Suffolk County Council [redacted]

Babergh District Council [redacted]

Mid Suffolk District Council [redacted]

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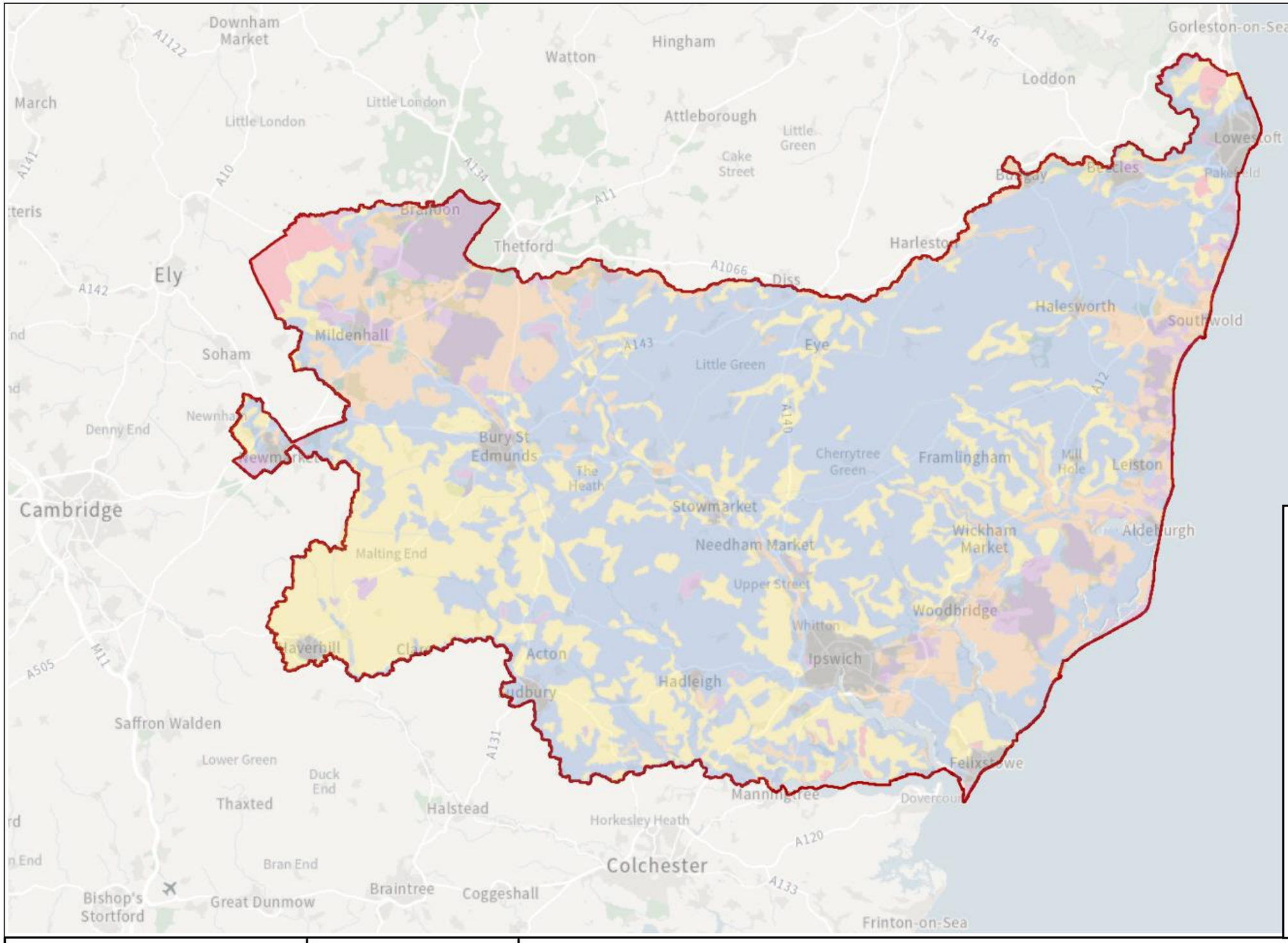


Key

- Grade 1
- Grade 2
- Grade 3
- Grade 4
- Grade 5
- Non Agricultural
- Urban

Provisional Agricultural Land Classification

Suffolk County Boundary

Suffolk County Council

Growth, Highways & Infrastructure
Endeavour House
8 Russell Road
Ipswich
Suffolk
IP1 2BX

NORWICH TO TILBURY

Nationally Significant Infrastucture Project (NSIP)

AGRICULTURAL LAND CLASSSIFICATION - SUFFOLK

N W E S

NORWICH TO TILBURY

EN020027

Joint Local Impact Report

Appendix 24 (General Arrangement of Raydon Airfield)

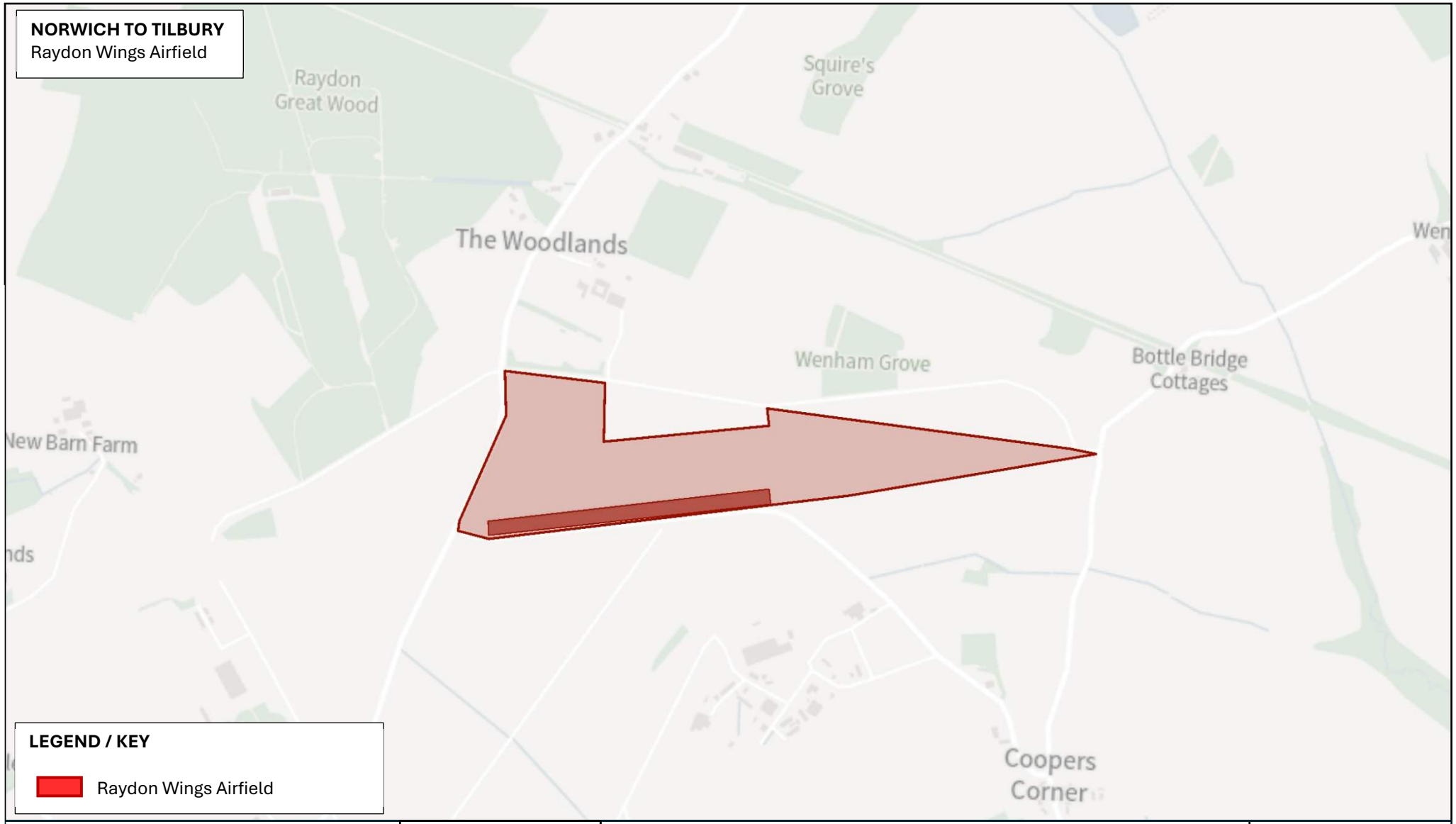
[redacted]

Suffolk County Council [redacted]

Babergh District Council [redacted]

Mid Suffolk District Council [redacted]

NORWICH TO TILBURY
Raydon Wings Airfield



LEGEND / KEY

Raydon Wings Airfield

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Suffolk County Council

Growth, Highways, & Infrastructure
Endeavour House
8 Russell Road
Ipswich
Suffolk
IP1 2BX

NORWICH TO TILBURY

Nationally Significant Infrastructure Project (NSIP)

General Arrangement of Raydon Airfield

N
W
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NORWICH TO TILBURY

EN020027

Joint Local Impact Report

Appendix 25 (Civil Aviation Authority Airfield Advisory Team, Statutory Consultation Response)

[redacted]

Suffolk County Council [redacted]

Babergh District Council [redacted]

Mid Suffolk District Council [redacted]

UK CAA AAT response to consultation

From: [redacted] (Airfield Advisory Team Principal)
Airfield Advisory Team (AAT)
UK Civil Aviation Authority
aat@caa.co.uk

To: National Grid

Location: Norwich Main (Norfolk) – Bramford (Suffolk) – Tilbury (Essex)

Proposal: The Great Grid Upgrade: Norwich to Tilbury. Reinforcing the high voltage power network in East Anglia between the existing substations at Norwich Main in Norfolk, Bramford in Suffolk, and Tilbury in Essex, as well as connect new offshore wind generation.

Following engagement with a range of stakeholders, the AAT submit the following report to the summer 2024 public consultation.

Signature: [redacted] **Date:** 26th July 2024

Name: [redacted]

Position: Airfield Advisory Team Principal

Address:
Airfield Advisory Team, Civil Aviation Authority Aviation House, Beehive Ring Road, Crawley, West Sussex, RH6 0YR

aat@caa.co.uk

1. Introduction

The UK Civil Aviation Authority's Airfield Advisory Team (AAT) has been set up to meet the DfT's objective of sustaining the UK network of airfields. It is a non-regulatory team providing advice to Government, licensed and unlicensed airfields and local planning authorities on matters that are relevant to CAA functions.

Throughout this 2024 statutory consultation period, the AAT have undertaken extensive consultation with a range of stakeholders to better understand the concerns of the local aerodromes relating to this scheme. Furthermore, we have been in communication with both National Grid (NG) and their aviation consultants, Alan Stratford and Associates Ltd (ASA). This provided a further understanding of the proposal, an introduction to the aviation assessment criteria used by ASA, and their identification of aerodromes which may be impacted by the scheme.

We submit this report to this consultation which consolidates our findings. The purpose of this document is to provide an independent summary of the ways in which this important national infrastructure project could impact aerodromes in its proximity, and to contribute towards early horizon scanning opportunities for National Grid and their partners.

2. Aviation context

2.1 General aviation

General Aviation (GA) is the domain for all civil aviation operations outside of public air transport. The GA sector provides essential services such as search and rescue and airborne emergency response – it is the test bed for aviation innovation, and the domain for sport/leisure flying and flight training. GA aerodromes serve as transport connectivity nodes across the country and are likely to be important strategic sites for future flight advancement. Government publications acknowledge the importance of General Aviation, citing strategic objectives for ***"the UK to be the best place in the world for General Aviation"*** in the General Aviation Roadmap[1].

GA aerodromes are largely split into two categories: licensed and unlicensed. CAA licensed aerodromes must adhere to standards set out in regulatory documentation (CAA Publication, 'CAP 168: Licensing of Aerodromes'[2]), and unlicensed sites are encouraged to use this framework as a basis for their own safety standards, as described in CAA publication, 'CAP 793: Safe Operating Practices at Unlicensed Aerodromes'[3].

2.2 Aerodrome Safeguarding

Aerodrome safeguarding is the process by which aerodrome operators aim to ensure that their aerodrome and its surrounding airspace is not adversely affected by proposed development. Further to ensuring that buildings/structures do not cause a danger to aircraft,

[1] General Aviation Roadmap, DfT, 2021
[2] CAP 168 Licensing of Aerodromes (caa.co.uk)
[3] CAP 793 Safe Operating Practices at Unlicensed Aerodromes (caa.co.uk)

safeguarding also considers the potential impact of other factors such as construction, wildlife, obstacles, and interference with navigational aids as described in CAA Publication, 'CAP 738: Safeguarding of Aerodromes'[4].

The CAA recommends that all aerodromes create and lodge a safeguarding arrangement with their LPA, describing the types of proposals which may affect their operation within a defined area surrounding the aerodrome; ***"operators of unlicensed aerodromes and sites for other aviation activities (for example gliding or parachuting) should take steps to protect their locations from the effects of possible adverse development".***

CAP 793 includes the following pertinent statements:

- ***"where flying training is taking place additional safety margins should be considered"***

- ***"The runway should, wherever possible, be designed such that trees, power lines, high ground or other obstacles do not obstruct its approach and take-off paths. It is recommended that there are no obstacles greater than 150 ft above the average runway elevation within 2,000 m of the runway mid-point"***

In addition to the above, we note the following relevant extracts from the National Policy Statement for Electricity Networks Infrastructure (EN-5)[5]:

- ***"where country is flat and sparsely planted, and unless specifically preferred otherwise by relevant stakeholders, keep the high voltage lines as far as possible independent of smaller lines, converging routes, distribution poles and other masts, wires and cables, so as to avoid a concentration of lines or 'wirescape'"***

- ***"in open landscape especially, high voltage line entries should be kept, as far as possible, visually separate from low voltage lines and other overhead lines so as to avoid a confusing appearance"***

For this national infrastructure project, extending over 180km in length, and traversing the landscape in the vicinity of multiple aerodromes, it is important to assess relevant safeguarding and operational factors for each aerodrome site.

3. Assessment scope

As a baseline for assessment, the AAT has considered aerodromes within a 10km-wide corridor, centred on the proposed power line. The AAT has identified 17 aerodromes within this corridor along the length of this proposal. At this stage, we have focussed our points on the practicalities of how this scheme may impact these aerodromes and perhaps where further, more technical work could be required.

[4] CAP 738: Safeguarding of Aerodromes (caa.co.uk)
[5] Electricity Networks National Policy Statement - EN-5 (publishing.service.gov.uk)

The aerodromes assessed represent the diversity of GA aerodrome sites across the network. They include large gliding sites, small commercially minded training operations, private sites and a hospital helipad.

For each aerodrome, the following has been considered as part of a desktop assessment:

Nature of aerodrome operation
The nature of an aerodrome site including traffic blend, aircraft types and movement numbers may be a key consideration for assessment.

Existing power lines
Existing power infrastructure in proximity to aerodrome sites may represent an important assessment vector. For example, do they demonstrate a level of impact at present, is this tolerable? Could additional infrastructure associated with the proposed scheme compound any existing challenges or create new ones?

Proximity of the aerodrome to the proposal
The proximity of an aerodrome site to the proposed scheme may have an important bearing on the extent of any impact to the aerodrome operation. Aerodromes located in close proximity to the proposed scheme may be impacted to a greater extent than those further away. The extent of any impact could also be influenced further by other factors.

Local topography
Consideration of aerodrome elevation and wider local topography may be relevant when establishing the extent of any potential impact. For example, where the proposed infrastructure is sited on terrain of higher elevation than that of an aerodrome, specific or compound impact may arise. This consideration should extend out to a suitable range, taking into account runway heading and associated flight tracks over the ground including circuit training where applicable, and the nuanced nature of glider launch and recovery where applicable.

Due to the number of aerodromes along the scheme's proposed route and the complexity of assessing multiple sites, each with their own nuanced operation, we have adopted a high level, 'say what we see' approach, accompanied by technical information as required. Our intention is to offer an objective and accessible summary of potential impacts to aerodromes along the route of the proposed scheme.

We recognise that more granular detail including further technicality and nuance that will likely be associated with the aerodromes, sits outside the intended scope of this document. Furthermore, aerodrome operators and other associated stakeholders may identify additional challenges and detail not captured in this high-level assessment.

The aerodrome assessment is given in Section 4 which has been ordered according to their location along the proposed power line route alignment from north to south. Figure 1 below illustrates the proposed route in its entirety; each of the identified aerodromes denoted with a white pin.

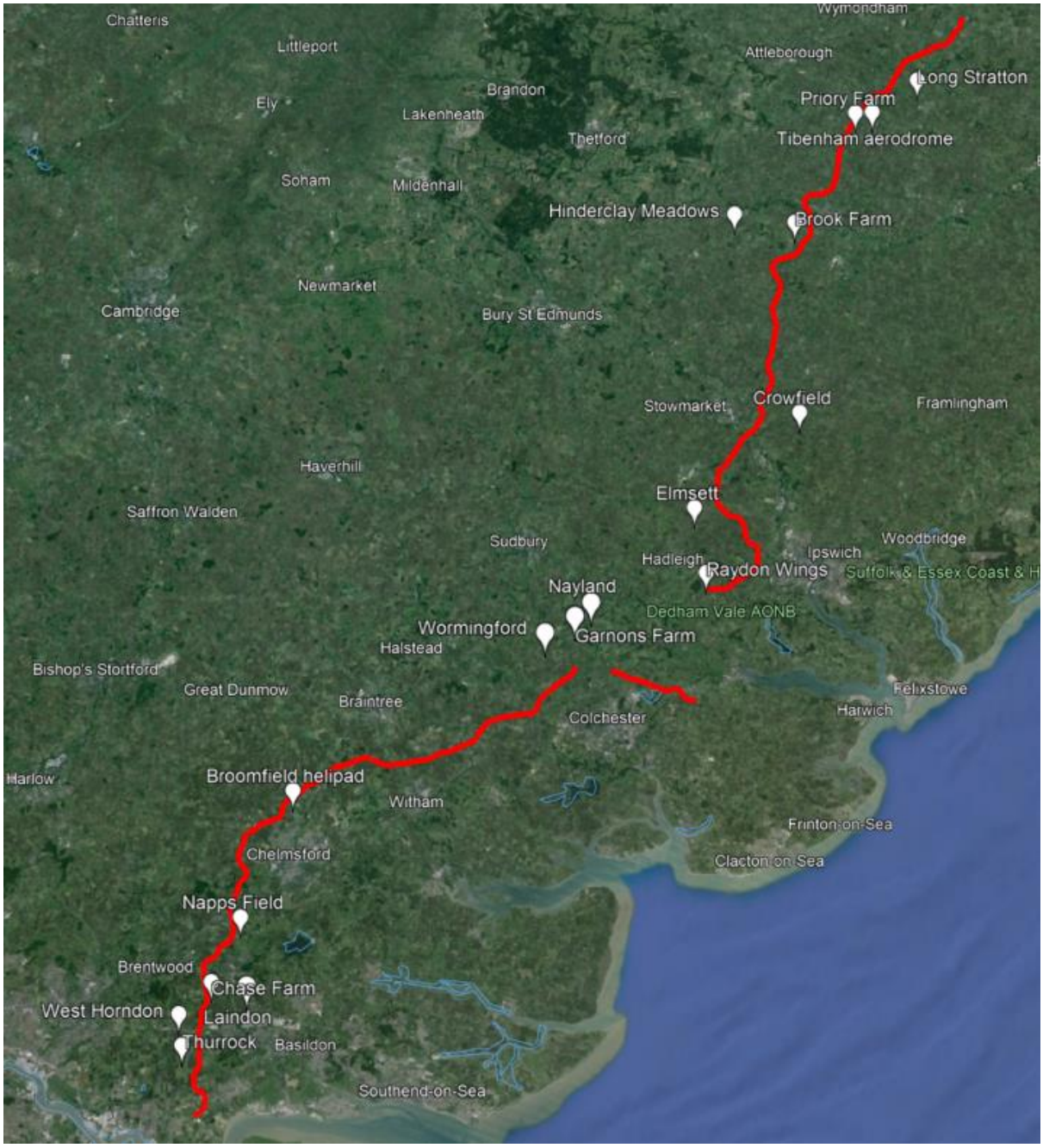

Figure 1: Proposed Norwich to Tilbury route alignment (in red) illustrating aerodromes in the 10km-wide corridor, 5km either side of the proposed power line route (white pins).

4. Assessment findings

4.1 Long Stratton

Latitude/Longitude: 52.484N 1.229E
Aerodrome elevation (AMSL): 172ft
Runway(s): 17/35 (grass) 800m x 20m
Nature of aerodrome: Single grass runway operation facilitating both fixed wing and rotary operations with refuelling facilities
Existing power lines: 0.7km from RWY 17/35 midpoint (W); 1.4km from RWY 17 threshold on 17/35 extended centreline (NW)
Proximity to proposal: 4.5km from RWY 17 threshold on 17/35 extended centreline (NW)
Local topography: No observations

Figure 2: Proximity of existing (blue) / proposed (red) power line infrastructure to Long Stratton aerodrome

An existing power line (blue) is situated to the west of the aerodrome at approximately 0.7km distance from the midpoint of runway 17/35. This existing power line infrastructure intersects with the extended runway centreline for 17/35 at approximately 1.4km distance from the runway 17 threshold.

The proposed new power line (red) intersects the extended centreline for 17/35 at approximately 4.5km to the north-west of the runway 17 threshold.

We note the aerodrome has current operational procedures in place for the existing power line obstruction, which is provided to pilots via a telephone PPR briefing. Furthermore, the aerodrome has existing noise abatement[6] procedures, to avoid overflying the local villages of Long Stratton and Wacton, to the east and south-west of the site respectively.

[6] 'Noise Abatement' are unofficial procedures put in place by the aerodrome to reduce noise impact to local residents

4.2 Tibenham

Latitude/Longitude: 52.453N 1.147E
Aerodrome elevation (AMSL): 186ft
Runway(s): 15/33 (concrete) 1250m x 46m
08/26 (concrete) 700m x 46m
03/21 (concrete) 1600m x 46m
Nature of aerodrome: Large aerodrome site with three paved runways; owned and operated by Norfolk Gliding Club. The aerodrome holds gliding competitions and tasks throughout the year and is an important hub for British gliding, whilst also being recognised as a national 'Significant Area for Sport (SASP)'. The aerodrome welcomes powered aircraft, offers hangarage and parking, with refuelling facilities and a café on site.
Existing power lines: 2.4km from RWY 26 threshold on 08/26 extended centreline (E); 1.5km from the RWY 33 threshold on 15/33 extended centreline (SE)
Proximity to proposal: 2.4km from RWY 08 threshold on 08/26 extended centreline (W); 2km from the RWY 15 threshold on 15/33 extended centreline (NW)
Local topography: No observations

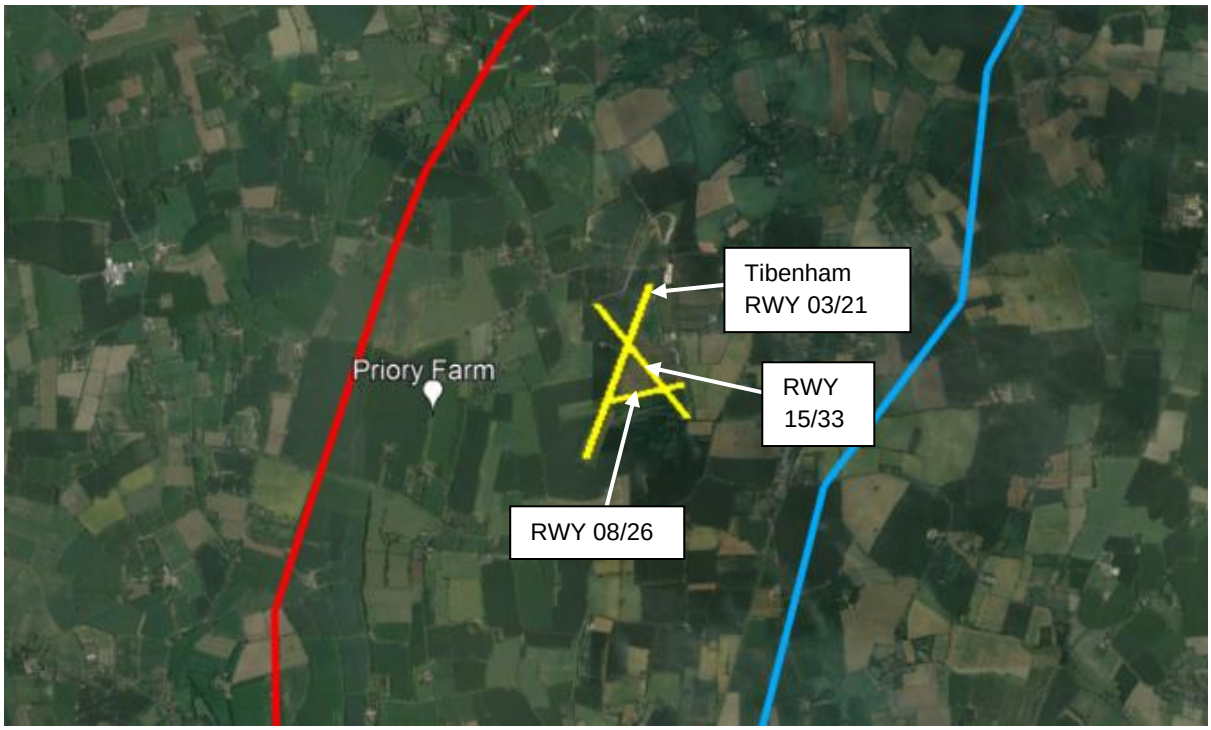

Figure 3: Proximity of existing (blue) / proposed (red) power line infrastructure to Tibenham aerodrome. Nearby Priory Farm aerodrome indicated by white pin.

Tibenham aerodrome facilitates both winch and aerotow glider launch and is located approximately 2km from the proposed power line (red) at its closest point. As shown in Figure 3, the proposed power line would create a north to south corridor around Tibenham, effectively sandwiching the aerodrome between the existing power line infrastructure (blue) to the east at a range of 1.3km at is closest point. Also note the proximity and position of Priory Farm aerodrome (located at just over 1km from the 08 threshold Tibenham), compounding effects from any impact on Priory Farm should be considered when assessing Tibenham.

Tibenham aerodrome is primarily a glider site. In general, glider aircraft launch using the following methods:

- Winch launching involves a high-powered tractor engine connected to a drum and cable which is attached to a glider at the opposite end of the runway. The cable is then spooled back on to the drum at high speed, driven by the tractor engine, pulling the glider along the runway until take off speed is achieved. The cable remains attached to the glider as it climbs until the desired disconnect height has been reached.

- Another method is aerotow. This involves a powered aircraft connecting to a glider via a detachable cable. The towing aircraft then departs with the glider in tow, remaining coupled up to a desired height at which point the two aircraft can separate from each other. Whilst this is a very well established and safe means of getting air bourn, there are performance limitations and some dynamic factors that are relevant to this assessment. The attached glider creates additional drag and mass for the tug aircraft to overcome. Aerotow requires a flatter rate of climb and limits the ability for both aircraft to turn whilst connected.

The proposed power line infrastructure will represent a new permanent obstruction, akin to a wall, in the vicinity of the aerodrome which could significantly change pilot consideration and risk assessment when operating to the west of the site. For example, should the aircraft experience an emergency in this location or another undesirable event such as a cable break, failed glider release or other scenario, the proximity of the proposed line will impact pilot decision making and outcomes.

Indeed, it could be that operations are forced to cease entirely on runway 08/26, resulting in flying activity being limited to the remaining alternative runways. This of course has other ramifications. Would such an outcome enable the same level of gliding to persist, taking in to account prevailing winds and other performance factors? What will the commercial social and sporting knock- on effects be to Tibenham based on such an outcome? The proposed scheme will force all departures and arrivals tracks of gliders and other aircraft to be contained within the aforementioned corridor running north to south between the existing and proposed power line infrastructure. The position of the proposed infrastructure will force gliders returning from the west to remain sufficiently high in order to clear the power lines. This will impact on competition flying and any other sortie whereby a lower, faster approach currently adopted may not be possible.

4.3 Priory Farm

Latitude/Longitude: 52.454N 1.131E
Aerodrome elevation (AMSL): 186ft
Runway(s): 01/19 (grass) 620m x 30m
Nature of aerodrome: Single grass runway operation orientated north to south. The aerodrome is home to its own based members and has fuel provision, hangars, resident aircraft parking and welcomes visiting aviation traffic.
Existing power lines: 4km (E) of RWY 01/19 midpoint
Proximity to proposal: 0.8km (W) of RWY 01/19 midpoint; 2.7km from RWY 19 threshold on 01/19 extended centreline (NNE)
Local topography: No observations

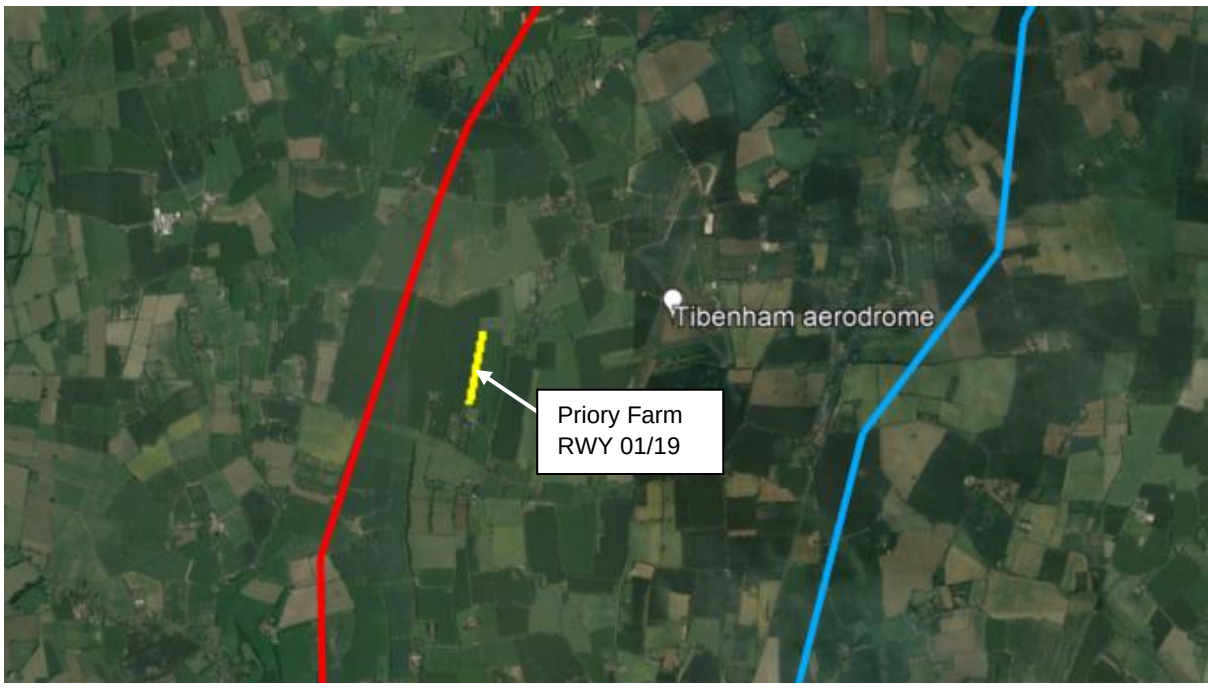

Figure 4: Proximity of existing (blue) / proposed (red) power line infrastructure to Priory Farm aerodrome. Nearby Tibenham aerodrome indicated by white pin.

Existing power line infrastructure (blue) runs north to south past the aerodrome, just under 4km distance to the east at its closest point to the runway. Tibenham aerodrome sits between the existing power line (blue) and Priory Farm. The centre of the runway at Priory Farm is located at just over 1km from the 08 threshold at Tibenham on the 08/26 extended runway centreline.

The proposed power line (red) would run parallel to the west of Priory Farm aerodrome at approximately 0.8km distance from the runway. We note that Priory Farm aerodrome publish circuit tracks so we have assessed these in relation to the proposed power line. Figure 4a below shows the proximity of the proposed power line route with the two circuits[7] operated at Priory farm aerodrome, which are both orientated to the west of the site (easterly circuits are not possible, as they would conflict with Tibenham aerodrome traffic). The larger circuit (1000ft above aerodrome level) is illustrated in green, with a smaller circuit (500ft above

[7] Aerodromes may operate multiple circuits. Smaller circuits may be flown during inclement weather.

aerodrome level) in turquoise. The dark blue lines extending from each runway end denote aircraft departure tracks, which the aerodrome requests for noise abatement purposes.

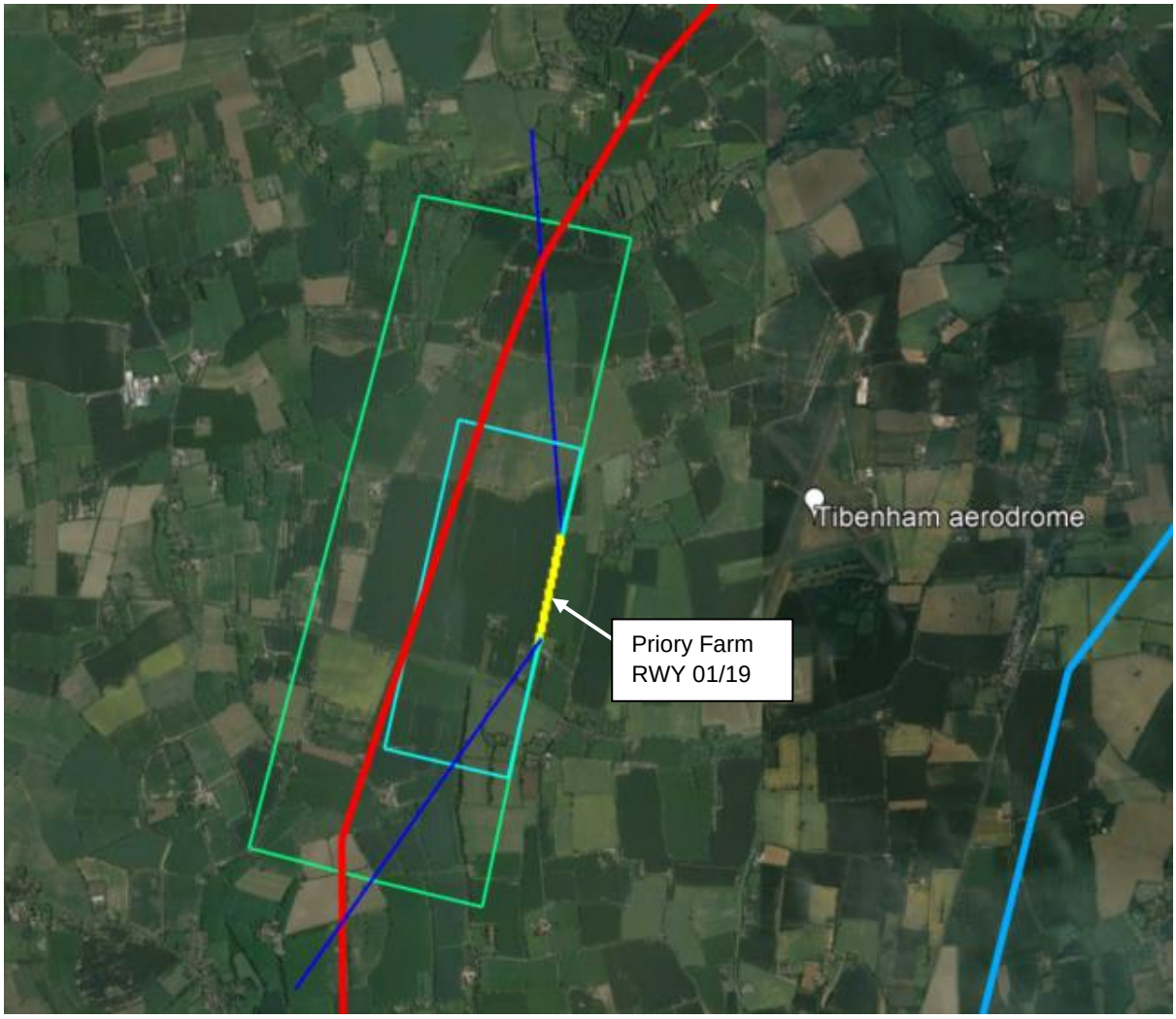

Figure 4a: Priory Farm aerodrome's larger circuit shown in green, the smaller in turquoise. Tracks for departing aircraft in dark blue from each runway end. Proposed power line infrastructure in red; existing in light blue. All circuit/departure illustrations are approximate.

As shown in Figure 4a the proposed infrastructure would require aircraft to cross the power line at low level at multiple points in the circuit, and on the published departure tracks also. The proposed scheme represents a new hazard for aircraft experiencing an emergency in the vicinity of the aerodrome. The new vertical obstruction created by the power line may preclude stricken aircraft from recovering to the runway, forcing pilots to consider off-aerodrome landing solutions.

4.4 Brook Farm

Latitude/Longitude: 52.345N 1.065E
Aerodrome elevation (AMSL): 160ft
Runway(s): 05/23 (grass) 400m (approximately)
Nature of aerodrome: We understand the operation to be single grass runway. There is limited information available as to the type and frequency of aviation activity.
Existing power lines: 2.8km from RWY 23 threshold on 05/23 extended centreline (NE)
Proximity to proposal: 1.6km from RWY 23 threshold on 05/23 extended centreline (NE)
Local topography: No observations

Figure 5: Proximity of existing (blue) / proposed (red) power line infrastructure to Brook Farm aerodrome.

An existing power line (blue) passes the aerodrome at a distance of 2.8km on the extended runway centreline for runway 05/23 to the north-east. The proposed power line (red) intersects with the extended runway centreline for runway 05/23 at a distance of approximately 1.6km to the north-east.

Approaches to runway 23 could require aircraft to either overfly the proposed power line or turn inside the line prior to commencing final approach. Furthermore, the proposed line will impact pilot decision making when approaching the aerodrome from the east and south-east, particularly at low height.

Similarly, departures from runway 05 would require new consideration - we estimate that pylon infrastructure could be as close as 600m to the aerodrome's eastern flank, which will present a new obstruction on departure from the aerodrome to the east, where aircraft will again be at a low height after take-off.

There appear to be dwellings to the north of the aerodrome and so it may be beneficial to understand any noise abatement practices currently employed by the aerodrome at present.

For example, if the aerodrome currently operates southerly circuits or procedures to avoid the dwellings to the north, the practicalities of continuing to do so with the proposed infrastructure should be understood.

4.5 Hinderclay Meadows

Latitude/Longitude: 52.3453N 0.9767E
Aerodrome elevation (AMSL): 80ft
Runway(s): 04/22 (grass) 800m x 30m
Nature of aerodrome: We understand it to be a single grass runway operation facilitating resident aircraft, a small hangar and visiting traffic
Existing power lines: 3.3km from RWY 04 threshold on 04/22 extended centreline (SW)
Proximity to proposal: 4.8km from RWY 04/22 midpoint (SE)
Local topography: No observations

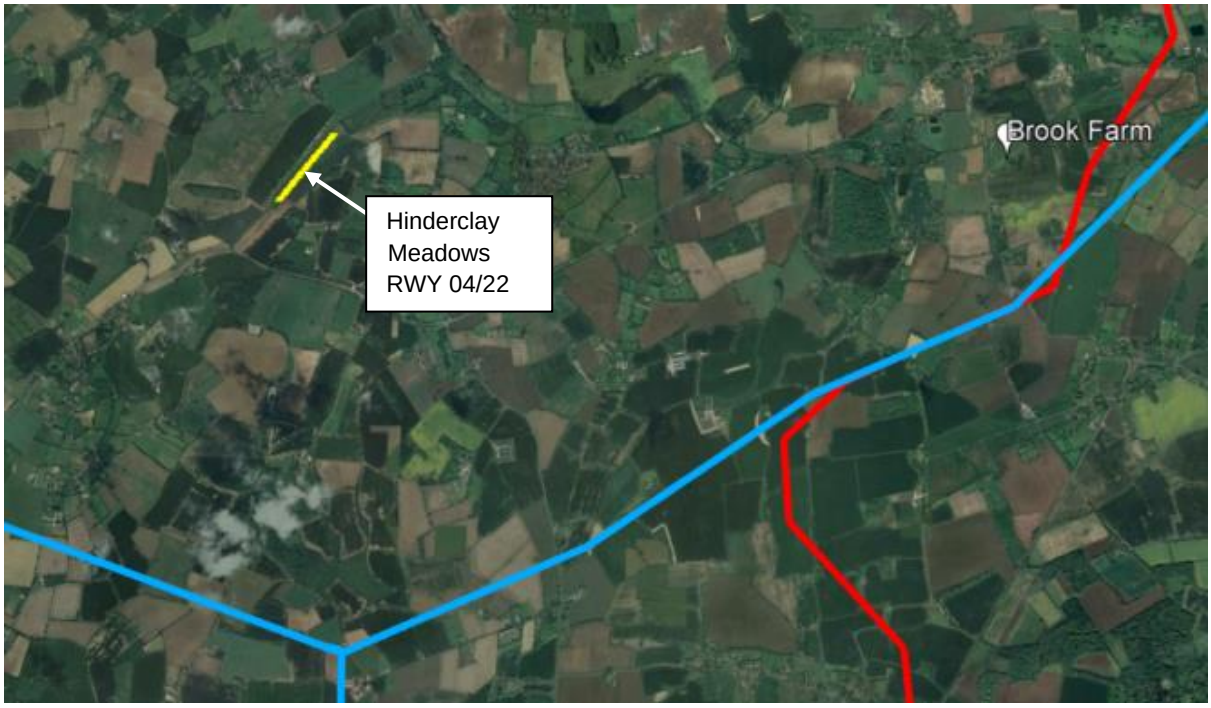

Figure 6: Proximity of existing (blue) / proposed (red) power line infrastructure to Hinderclay Meadows aerodrome. Nearby Brook Farm aerodrome indicated by white pin.

Existing power line infrastructure (blue) is located approximately 3.3km distance to the south-west from the 04 threshold on the extended centreline for runway 04/22.

In the current iteration, the proposed power line route (red) does not cross the extended centreline for either runway direction. We have no further observations relating to this site.

4.6 Crowfield

Latitude/Longitude: 52.174N 1.110E
Aerodrome elevation (AMSL): 201ft
Runway(s): 13/31 (grass) 740m x 36m
02/20 (grass) 540m x 33m
Nature of aerodrome: Dual grass runway operation, which facilitates flight training, aircraft hire and visiting aviation traffic. Fuel provision, hangarage and a clubhouse are also on site.
Existing power lines: 1.8km from RWY 13 threshold on 13/31 extended centreline (NW)
Proximity to proposal: 4.8km from RWY 13 threshold on 13/31 extended centreline (NW)
Local topography: No observations

Figure 7: Proximity of existing (blue) / proposed (red) power line infrastructure to Crowfield aerodrome.

Existing power lines (blue) are located on the runway 13/31 extended centreline to the west at approximately 1.8km distance from the runway 13 threshold.

The proposed power line (red) is located at approximately 4.8km distance from the runway 13 threshold on the extended centreline of runway 13/31, with a further existing power line (blue) beyond this at 5.9km. We have no further observations relating to this site.

4.7 Elmsett

Latitude/Longitude: 52.078N 0.982E
Aerodrome elevation (AMSL): 246ft
Runway(s): 05/23 (grass) 890m x 26m
Nature of aerodrome: Single grass runway operation with refuelling facilities, aircraft maintenance and parking/hangarage for resident and visiting aircraft. The aerodrome is located within Wattisham Military Aerodrome Traffic Zone (MATZ).
Existing power lines: 3.6km from RWY 23 threshold on 05/23 extended centreline (NE)
Proximity to proposal: 3km from RWY 23 threshold on 05/23 extended centreline (NE)
Local topography: No observations

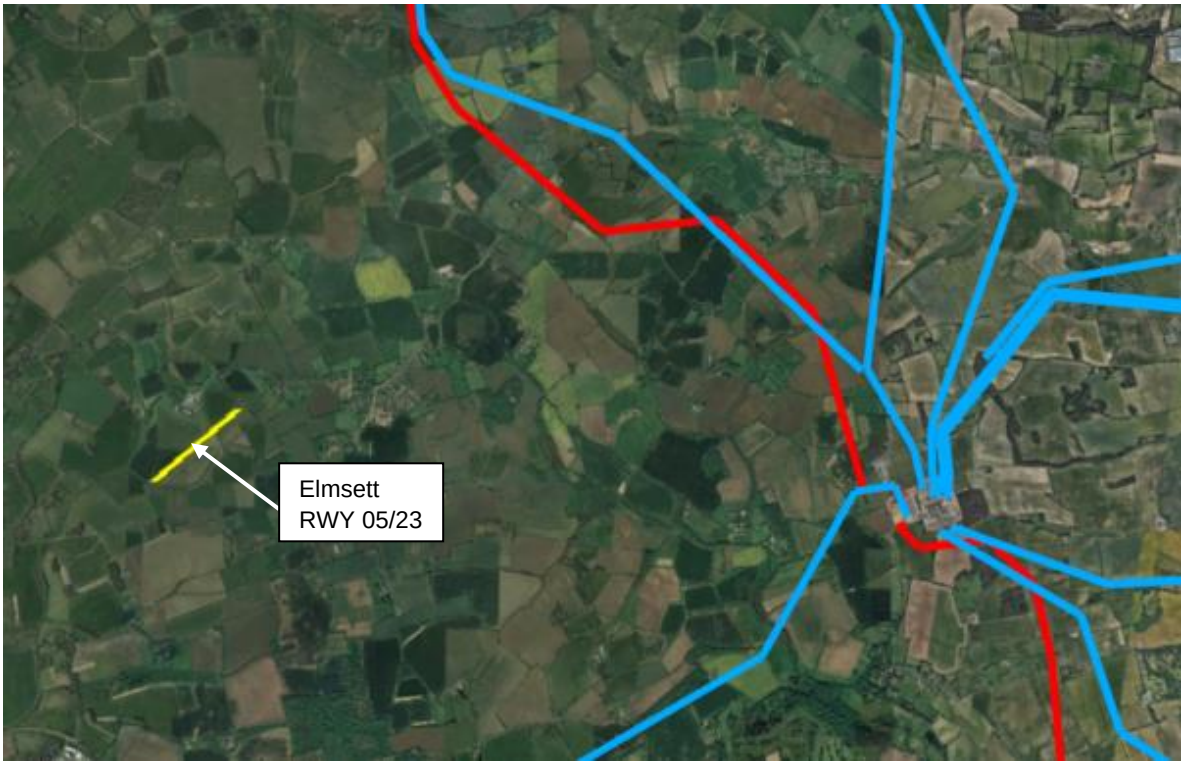

Figure 8: Proximity of existing (blue) / proposed (red) power line infrastructure to Elmsett aerodrome.

Existing power lines (blue) are located on the runway 05/23 extended centreline to the north-east, at approximately 3.6km distance from the runway 23 threshold.

The proposed power line (red) is situated closer to the runway 23 threshold at approximately 3km distance. The installation of the new power line could result in aircraft on approach to land on runway 23 and aircraft departing on runway 05, tracking closer to power line infrastructure than at present.

We note the current noise abatement procedures the aerodrome has adopted in Figure 8a below – illustrating the aerodrome's identified 'avoid' areas denoted in dark blue. The new infrastructure may force aircraft closer to areas that the aerodrome currently aims to avoid.

Figure 8a: Dark blue circle/shapes denote noise abatement areas at Elmsett aerodrome. Aircraft currently turn on to final approach to land on runway 23 at the green circle – an earlier turn may force aircraft to overfly the currently avoided areas

4.8 Raydon Wings

Latitude/Longitude: 52.018N 1.015E
Aerodrome elevation (AMSL): 185ft
Runway(s): 09/27 (grass) 820m x 28m
Nature of aerodrome: Single grass runway operation, accepting visiting aviation traffic and is home to resident aircraft. The operator of Raydon Wings also carries out practice aerobatic sorties in the surrounding airspace.
Existing power lines: 1.8km from RWY 09/27 midpoint (N); 3.5km from RWY 27 threshold on 09/27 extended centreline (E)
Proximity to proposal: 300m from RWY 09/27 midpoint (NE)
Local topography: No observations

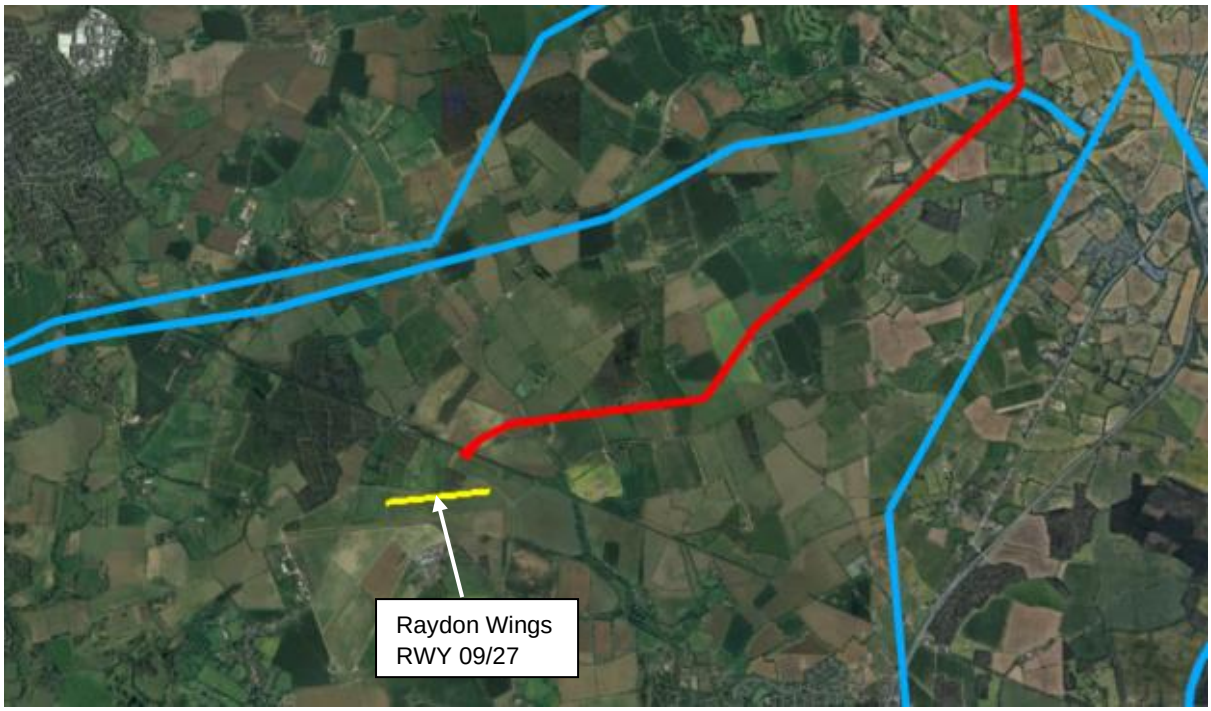

Figure 9: Proximity of existing (blue) / proposed (red) power line infrastructure to Raydon Wings aerodrome.

Existing power line infrastructure (blue) runs parallel to the runway at approximately 1.8km to the north. An additional existing power line runs past the aerodrome approximately 3.5km from the 27 threshold on the extended centreline of runway 09/27 to the east, running north to south.

It is clear that the proposed power line (red) will introduce a new vertical obstruction, at just 300m from the runway centre point, to the north of the aerodrome.

Early left turns from when departing runway 09 (easterly departure) may not be possible with the proposed infrastructure, and consideration for approach procedures (including emergencies) to land onto runway 27 will be required.

4.9 Nayland

Latitude/Longitude: 51.974N 0.850E
Aerodrome elevation (AMSL): 180ft
Runway(s): 14/32 (grass) 600m x 20m
Nature of aerodrome: Single grass runway operation which is home to Nayland Flying Group which allows visiting aviation traffic and offers parking/hangarage.
Existing power lines: 3.2km from RWY 14 threshold on the 14/32 extended centreline (NW)
Proximity to proposal: 4.1km from RWY 32 threshold (SW); 5.0km from RWY 32 threshold on 14/32 extended centreline (SE)
Local topography: No observations

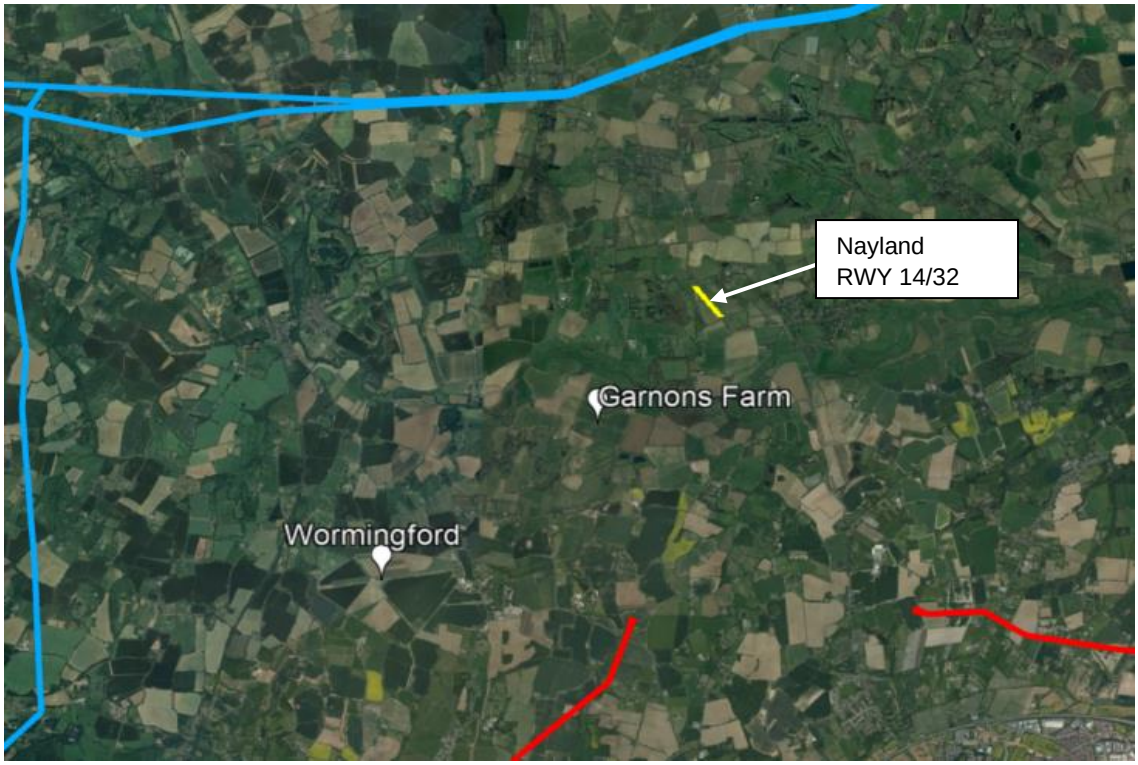

Figure 10: Proximity of existing (blue) / proposed (red) power line infrastructure to Nayland aerodrome. Nearby Wormingford and Garnons Farm aerodromes indicated by white pins.

Existing power line infrastructure (blue) runs east to west to the north of Nayland aerodrome and is located on the extended centreline for runway 14/32 approximately 3km from the runway 14 threshold. The proposed power line (red) is located approximately 4.1km from the runway 32 threshold to the south-west, and 5.0km from the runway 32 threshold on the 14/32 extended centreline to the south-east.

The AAT notes the proximity of two other aerodromes in the vicinity of Nayland; Wormingford and Garnons Farm. Due to this proximity, secondary effects from impact on the other two aerodromes may force changes to the operation at Nayland, particularly in terms of circuit tracks and procedures, and this will need to be fully understood.

There is a notable gap in the route where underground cabling is proposed to the south of the aerodrome. Any impact or benefit associated with this requires further discussion.

4.10 Garnons Farm

Latitude/Longitude: 51.962N 0.837E
Aerodrome elevation (AMSL): 65ft
Runway(s): 11/29 (grass) 600m (approximately)
Nature of aerodrome: We understand the operation to be single grass runway. There is limited information available as to the type and frequency of aviation activity.
Existing power lines: 4.4km from RWY 11/29 midpoint (N)
Proximity to proposal: 2.4km from RWY 25 threshold of 11/29 (S)
Local topography: No observations

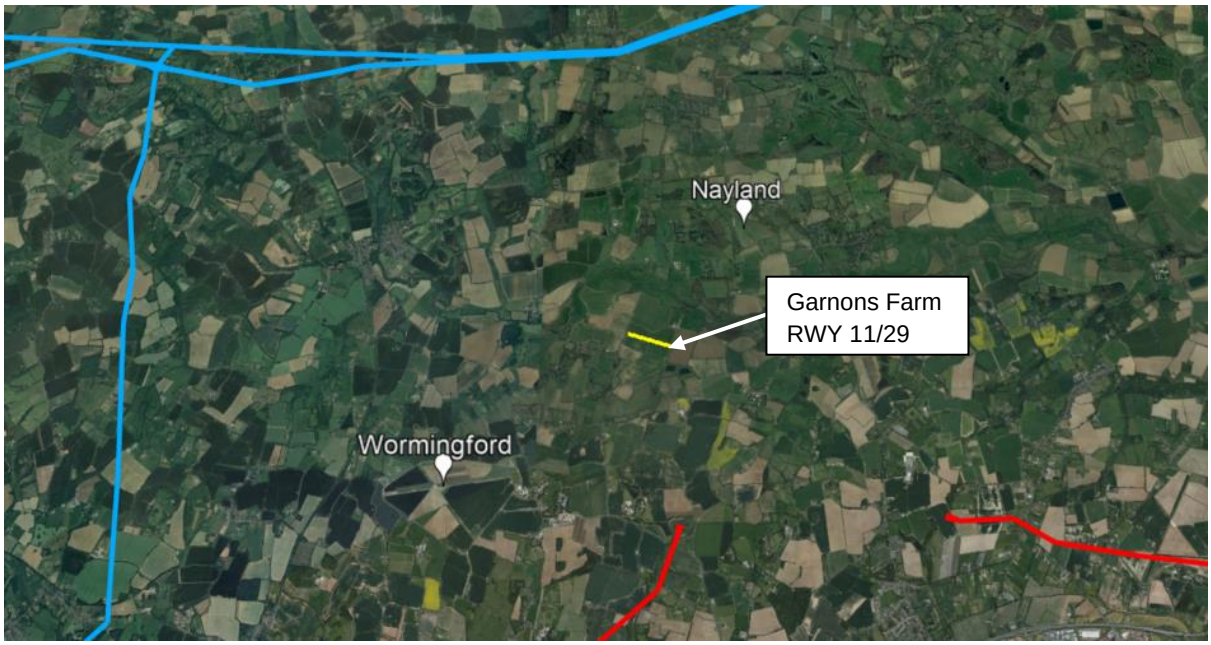

Figure 11: Proximity of existing (blue) / proposed (red) power line infrastructure to Garnons Farm aerodrome. Nearby Wormingford and Nayland aerodromes indicated by white pins.

The closest pylon for the proposed power line infrastructure (red) is located 2.4km south of the runway 29 threshold. In this location the terrain elevation is higher than that of the aerodrome. However, the proposed power line route does not run past the extended centreline for either runway heading.

The AAT notes the proximity of two other aerodromes in the vicinity of Garnons Farm; Wormingford and Nayland. Due to this proximity, secondary effects from impacts on the other two aerodromes may force changes to the operation at Garnons Farm, particularly in terms of circuit tracks and procedures and this will need to be fully understood.

There is a notable gap in the route where underground cabling is proposed to the south-east of the aerodrome. Any impact or benefit associated with this will require further discussion.

4.11 Wormingford

Latitude/Longitude: 51.941N 0.790E
Aerodrome elevation (AMSL): 236ft
Runway(s): 08/26 (grass) 1,105m x 41m
Nature of aerodrome: former RAF base, with the current operators using one of the site's multiple runways. It is home to Essex and Suffolk gliding club, providing ab initio (initial) glider pilot training, with aerotow and winch launch facilities. The site also has a club house and hangarage.
Existing power lines: 4.3km from RWY 08 threshold on 08/26 extended centreline (W)
Proximity to proposal: 2.7km from RWY 08/26 midpoint (SE)
Local topography: aerodrome elevation is greater than proposed power line elevation in locality

Figure 12: Proximity of existing (blue) / proposed (red) power line infrastructure to Wormingford aerodrome. Nearby Garnons Farm and Nayland aerodromes indicated by white pins.

The proposed power line route (red) is not located on the extended centreline for runway 08/26. The nearest pylon of the proposed scheme is located at approximately 155ft AMSL, 2.7km to the south-east of runway 26 threshold. Aerodrome elevation at runway 26 threshold is approximately 206ft AMSL.

The AAT notes the collocation of two other aerodromes in the vicinity of Wormingford; Nayland and Garnons Farm. Due to this proximity, secondary effects from impact on the other two aerodromes may force changes to the operation at Wormingford, particularly in terms of circuit tracks and procedures, and this will need to be understood.

There is a notable gap in the route where underground cabling is proposed to the east of the aerodrome. Any impact or benefit associated with this requires further discussion.

4.12 Broomfield

Latitude/Longitude: 51.773N 0.465E
Aerodrome elevation (AMSL): 177ft
Runway(s): Helipad
Nature of aerodrome: Hospital helipad
Existing power lines: 3.8km from helipad (E)
Proximity to proposal: 1km from helipad (W)
Local topography: No observations

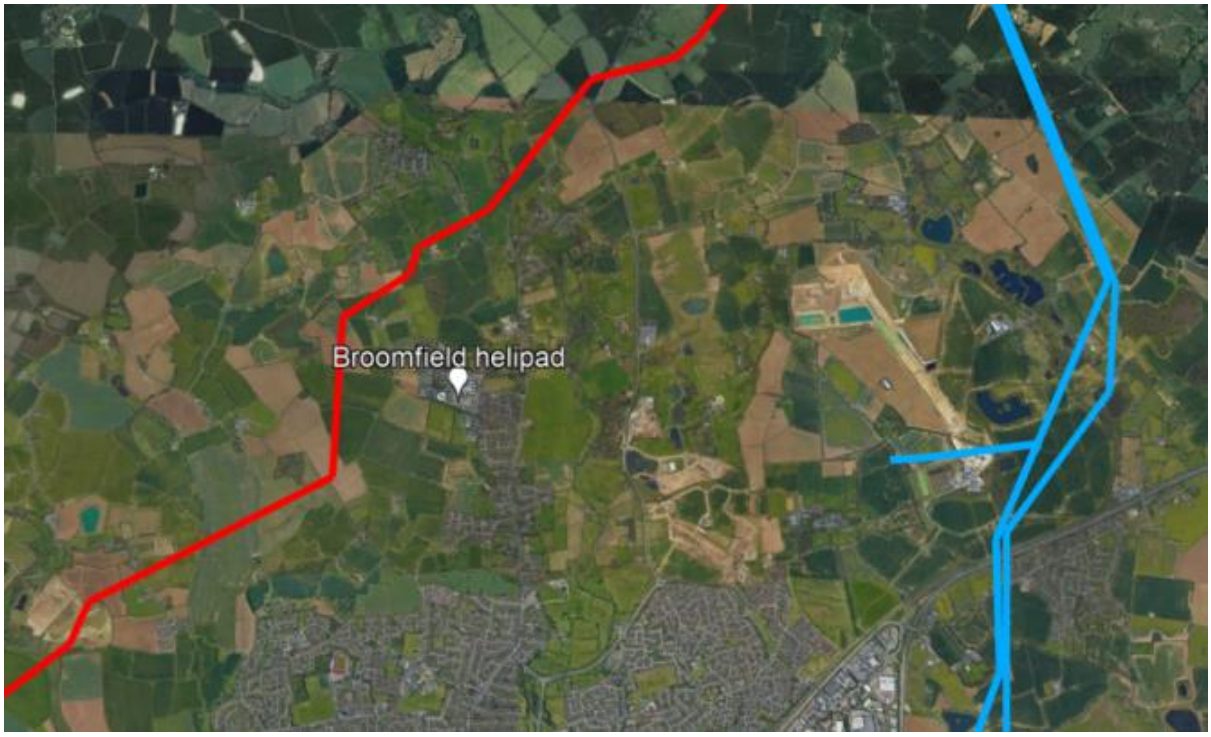

Figure 13: Proximity of existing (blue) / proposed (red) power line infrastructure to Broomfield helipad

At just 1km from the proposed power line infrastructure (red), operators of the helipad should ensure the new permanent obstacle created by the proposed power line is well mapped and understood, particularly considering operations in reduced visibility.

4.13 Napps Field

Latitude/Longitude: 51.657N 0.420E
Aerodrome elevation (AMSL): 190ft
Runway(s): 08/26 (grass) 450m (approximately)
Nature of aerodrome: we understand the operation to be single grass runway. There is limited information available as to the type and frequency of aviation activity.
Existing power lines: 4.2km from RWY 08/26 midpoint (SW)
Proximity to proposal: 0.7km from RWY 08 threshold on 08/26 extended centreline (W)
Local topography: terrain elevation at the power line increases as it tracks north past aerodrome

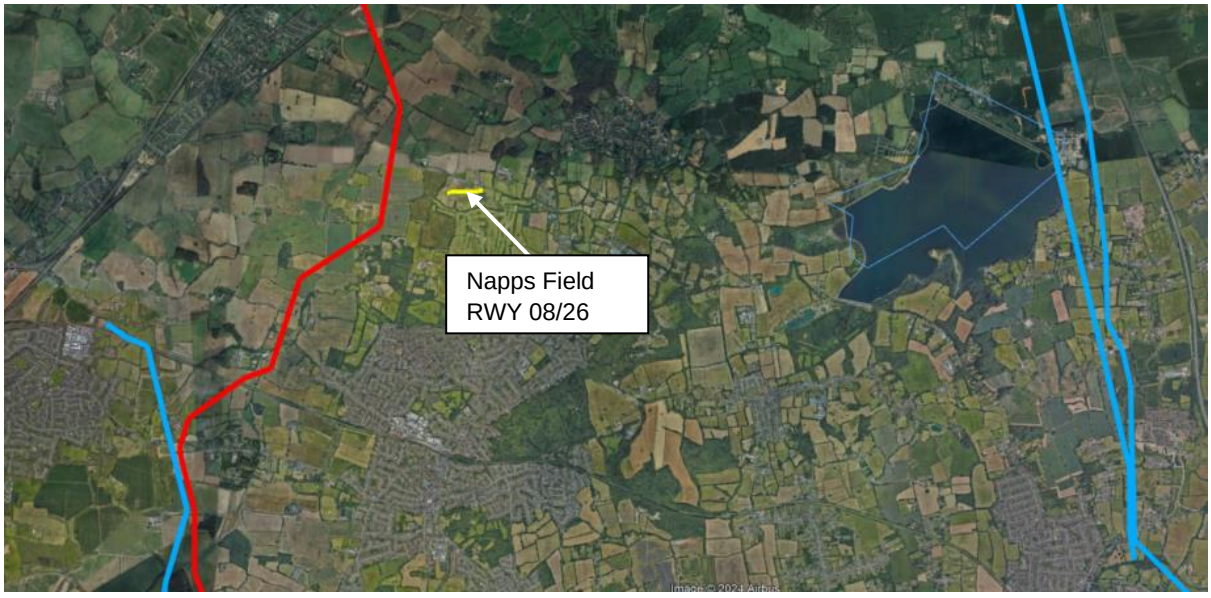

Figure 14: Proximity of existing (blue) / proposed (red) power line infrastructure to Napps Field aerodrome

The proposed power line (red) is located on the extended runway centreline at a distance of approximately 700m from the runway 08 threshold. This new obstruction may force an early turn for aircraft departing on runway 26 to the west to avoid overflying the line.

Aircraft arriving to land on runway 08 may also be required to adjust procedures to avoid overflying the line on final approach when approaching from the west. Aircraft would be required to overfly the infrastructure at low height when preparing to land or potentially adopt a track to the east of the lines making a low, late, oblique turn on to final approach. This could require further consideration as the short runway will limit a pilots' ability to bleed off speed if required to do so having retained hight to clear the infrastructure.

The terrain elevation of the power line route undulates as it tracks north past the aerodrome, changing between minimums of approximately 141ft AMSL and highs of approximately 194ft AMSL. This undulating nature may present additional challenges to pilots if required to pass over the infrastructure at low height. We discuss this point further in the conclusion.

4.14 Chase Farm

Latitude/Longitude: 51.593N 0.396E
Aerodrome elevation (AMSL): 170ft
Runway(s): 05/23 (grass) 300m x 20m (approximately)
Nature of aerodrome: understood to be a small single grass runway of just 300m in length with two hangars on site.
Existing power lines: 1.6km from RWY 05 threshold on 05/23 extended centreline (SW)
Proximity to proposal: 0.6km from RWY 05 threshold on 05/23 extended centreline (SW)
Local topography: proposed power line is at an increased terrain elevation (approximately 219ft AMSL) to that of the aerodrome (approximately 170ft AMSL)

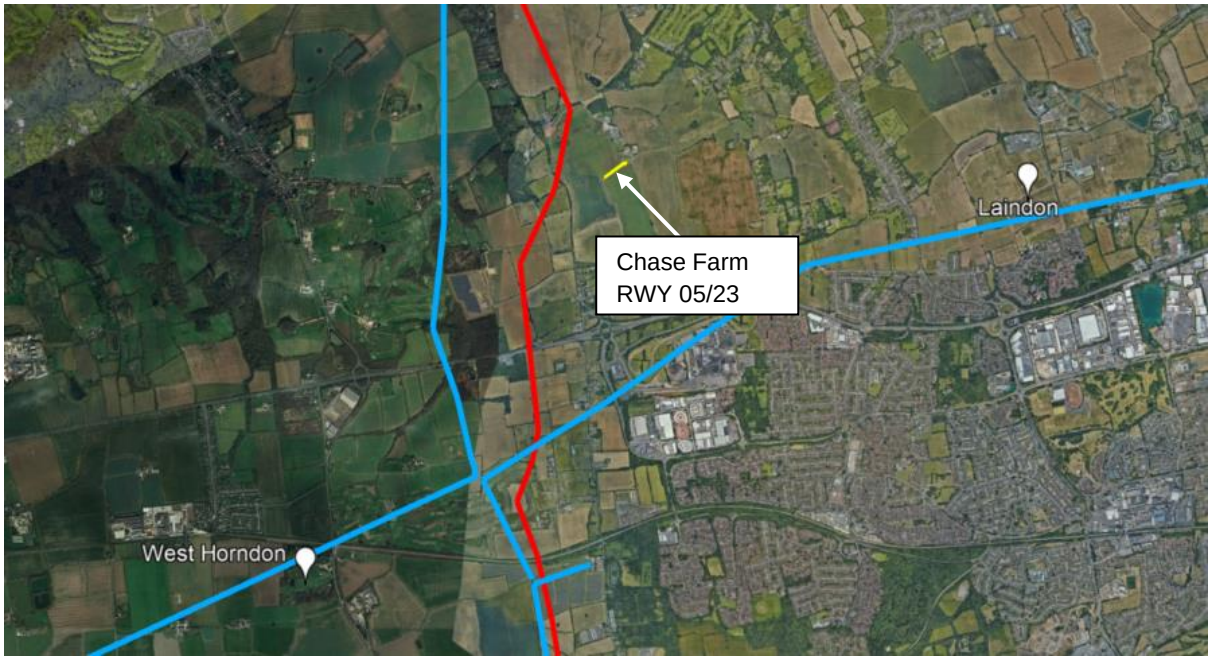

Figure 15: Proximity of existing (blue) / proposed (red) power line infrastructure to Chase Farm aerodrome. Nearby Laindon and West Horndon aerodromes indicated by white pin

The size of the aerodrome and crucially, the runway length will naturally limit the type of aircraft that utilise the aerodrome. An existing power line (blue) runs north-south, intersecting the extended runway centreline of 05/23, at a distance of 1.6km from the runway 05 threshold.

The proposed power line (red) is located at just 600m to the west of runway 05 threshold, and at an increased terrain elevation (approximately 219ft AMSL) to that of the aerodrome (approximately 170ft AMSL). This may force a change to current departure procedures from runway 23 as the new power line necessitates an early left turn to avoid overflying the lines at low level.

The new power line would also affect arrivals onto runway 05, as aircraft would be required to overfly the infrastructure at low height when preparing to land. This will require careful consideration as the short runway will limit a pilots' ability to bleed off speed if required to do so, having retained hight to clear the infrastructure. Alternatively, pilots may be forced to adopt a track to the east of the lines making a low, late, oblique turn on to final approach this will also require careful power and speed management at low height and airspeed.

The proposed power line and relative proximity of Laindon, Chase Farm and West Horndon aerodromes may create additional compound effect on each other. Perhaps because of the need to change circuit tracks over the ground for example. This could bring aircraft into closer proximity with each other than at present. This possibility should be carefully assessed.

4.15 Laindon

Latitude/Longitude: 51.593N 0.445E
Aerodrome elevation (AMSL): 90ft
Runway(s): 08/26 (grass) 475m x 18m
Nature of aerodrome: Single grass runway operation which we understand facilitates mainly microlight aircraft and has hangarage/parking provisions. Note the location of Chase Farm aerodrome to the west of the site.
Existing power lines: 150m south of RWY 08/26 midpoint; 1.3km from RWY 08 threshold on 08/26 extended centreline (WSW)
Proximity to proposal: 4km from RWY 08 threshold on 08/26 extended centreline (WSW)
Local topography: No observations

Figure 16: Proximity of existing (blue) / proposed (red) power line infrastructure to Laindon aerodrome. Nearby West Horndon and Chase Farm aerodromes indicated by white pins.

Existing power line infrastructure (blue) runs parallel with the runway to the south, at approximately 150m distance from the runway midpoint, tracking east-west. We understand that circuits are flown to the north of the aerodrome at Laindon, presumably due to the existing power line 150m to the south.

The proposed power line (red) intersects the extended centreline of runway 08/26, to the west of the aerodrome at approximately 4km distance from the 08 threshold.

The proposed power line and relative proximity of Laindon, Chase Farm and West Horndon aerodromes may create additional compound effect on each other. Perhaps as a result of the need to change circuit tracks over the ground for example. This could bring aircraft in to closer proximity with each other than at present. This possibility should be carefully assessed.

4.16 West Horndon (Barnards Farm)

Latitude/Longitude: 51.564N 0.354E
Aerodrome elevation (AMSL): 30ft
Runway(s): 06/24 (grass) 450m x 20m
Nature of aerodrome: understood to be a single grass runway operation. There is limited information available as to the type and frequency of aviation activity.
Existing power lines: 200m from RWY 06/24 midpoint (N); 1.6km from RWY 24 threshold on 06/24 extended centreline (ENE)
Proximity to proposal: 1.7km from RWY 24 threshold on 06/24 extended centreline (ENE)
Local topography: difference in terrain elevation between RWY 24 threshold (29ft AMSL) and proposed pylon line (118ft AMSL) as it intersects on the extended centreline for 06/24 to the east

Figure 17: Proximity of existing (blue) / proposed (red) power line infrastructure to West Horndon aerodrome. Nearby Chase Farm and Laindon aerodromes indicated by white pins.

The aerodrome is located with existing power lines (blue), running approximately east-west at 200m from runway midpoint to the north of the aerodrome, and north-south at approximately 1.6km from the threshold of runway 24 on the extended centreline of 06/24.

The proposed power line (red) is slightly further east of the aerodrome than the existing line at 1.7km from the threshold of runway 24 on the extended centreline of 06/24.

The terrain elevation at the westerly runway 24 threshold is 29ft AMSL. The existing power line infrastructure (blue) sits at 85ft AMSL on the extended centreline of 06/24 at a distance of 1.6km from the 24 threshold. The proposed power line (red) is located on higher terrain than this at 124ft AMSL on the extended centreline for 06/24 at a distance of 1.7km from the 24 threshold, presenting an increase in obstacle height for operators at the aerodrome. This difference in height between the runway threshold, and the power line infrastructure to the east of the site, may increase the impact to aircraft on approach to runway 24 as they will be required to overfly the lines on a straight in approach, maintaining adequate height to do so. This could result in speed management challenges to pilots later on approach.

Similarly, aircraft departing runway 06 to the east would have to overfly an additional line to the existing one.

The proposed power line and relative proximity of Laindon, Chase Farm and West Horndon aerodromes may create additional compound effect on each other. Perhaps because of the need to change circuit tracks over the ground for example. This could bring aircraft into closer proximity with each other than at present. This possibility should be carefully assessed.

4.17 Thurrock

Latitude/Longitude: 51.539N 0.373E
Aerodrome elevation (AMSL): 30ft
Runway(s): 07/25 (tarmac) 700m x 10m
07G/25G (grass) 650m x 30m
Nature of aerodrome: dual runway operation, with resident aircraft, maintenance facilities and fuel provision. Visiting aircraft are also welcomed.
Existing power lines: 0.8km from RWY 25 threshold on 07/25 extended centreline (ENE); 2.5km from RWY 07 threshold on 07/25 extended centreline (WSW)
Proximity to proposal: 1.2km from RWY 25 threshold on 07/25 extended centreline (ENE)
Local topography: difference in terrain elevation between the threshold of runway 25 (approximately 26ft AMSL) and the proposed power line (approximately 95ft AMSL) as its intersects the extended centreline on 07/25 to the east.

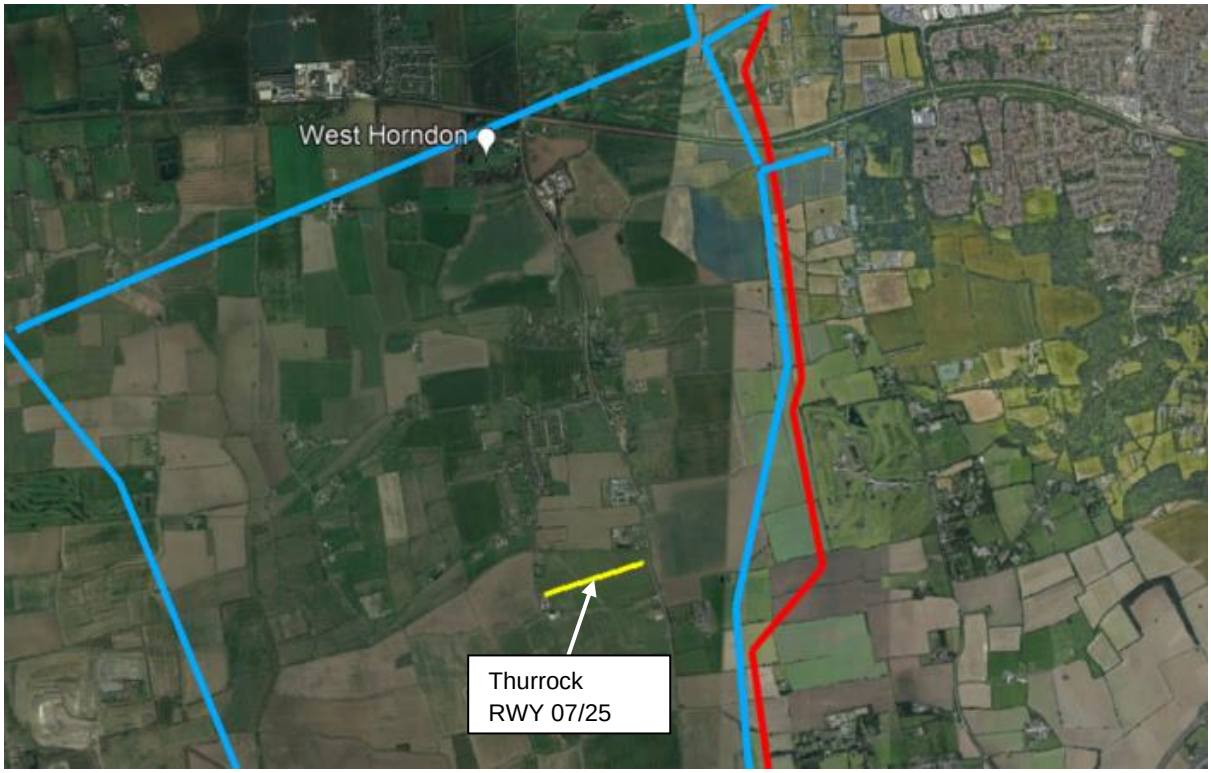

Figure 18: Proximity of existing (blue) / proposed (red) power line infrastructure to Thurrock aerodrome. Nearby West Horndon aerodrome indicated by white pins.

Multiple power line infrastructure already exist in proximity to Thurrock aerodrome – the closest (blue) is located to the east, 0.8km from the runway 25 threshold on the extended centreline of 07/25. To the west, on the extended centreline for 07/25, power line infrastructure runs north to south (blue) at 2.5km from the 27 threshold.

The proposed new power line (red) is located approximately 1.2km to the east of runway 25 threshold on the extended centreline for 07/25.

There is a difference in terrain elevation between the threshold of runway 25 (approximately 26ft AMSL) and the proposed power line (approximately 95ft AMSL) where it intersects with the extended centreline of 07/25 to the east. This may impact aircraft on approach to runway

25 as they will be required to overfly the lines on a straight in approach, whilst maintaining adequate height. This could result in speed management challenges for pilots on final approach to land. We note that there is existing power line infrastructure (blue) located closer to the runway 25 threshold at a terrain elevation of 69ft AMSL, slightly lower than that of the proposed new infrastructure.

Aircraft departing from runway 07 to the east will experience a similar height clearance challenge as they cross the existing and new power line infrastructure immediately after departure.

5. Conclusion

The aim of our assessment and summary is to provide early horizon scanning to National Grid and ASA, and to assist with the understanding of the potential impact of the scheme on aerodromes.

Our assessment of this important national scheme has highlighted that there is potential for impact, in varying degrees on aerodromes in proximity to the proposed Norwich to Tilbury route alignment.

Each aerodrome has its own interests and focus. Each sit within its own unique environment. The topography, runway orientation, aviation operation and any existing obstructions influence how the scheme might impact upon them – combined of course with the proximity and alignment of the proposed power line route. Each aerodrome owner/operator will have nuanced concerns specific to their individual site. Where sites are in proximity to other aerodromes, impact may be more complex as one site may be forced to make changes that act upon the other aerodrome.

Of particular importance are the following non exhaustive list of considerations.

- A full understanding of the type of aviation activity at the aerodrome is required. For example, sites at which flying training takes place may require greater safety margins for their operation. Where gliding operations take place, consideration will need to be made for the associated activity of winch and aerotow launches, and the nature of non-powered aircraft including emergency conditions
- A full understanding of the proximity of the aerodrome and the orientation of the runway in relation to the proposal and how this might impact aviation safety will be required.
- Consideration of the local topography. For example, if the ground elevation at the pylon site is higher than that of the aerodrome, the impact of the obstruction may be increased.
- The proximity of existing obstructions, including the creation of ‘wirescape’ and confusing appearance for pilots (EN-5) operating in the vicinity of aerodromes needs careful consideration.
- In situations whereby proposed power line infrastructure will force changes to approach and departure procedures, careful change management and consideration

of the full impact will need to be understood. Any changes may also have second order effects on nearby aerodromes and their published procedures.

- Special consideration will be required for aerodromes where proposed new power line infrastructure has considerable impact on height clearance for approach and departure and may preclude the aerodrome from operating at all.
- Secondary effects of the scheme should be understood. For example, could aircraft be forced into a smaller operating area between other power line infrastructure? Are potential changes to circuit height, orientation and track over the ground going to impact operations and/or safety at the site?
- Careful consideration is required where the proposed scheme has altered the environment to the extent that previously held emergency landing options are now changed or not viable.

We recommend that ASA share their aviation assessment criteria with the aerodromes at the earliest opportunity so that these stakeholders can make informed comments on the potential impact of the scheme. The aerodrome operator/owner is the local expert of their site, and their views should be received and understood by the relevant stakeholders associated with this important national infrastructure project.

NORWICH TO TILBURY

EN020027

Joint Local Impact Report

Appendix 26 (Civil Aviation Authority Airfield Advisory Team, Final Correspondence)

[redacted]

Suffolk County Council [redacted]

Babergh District Council [redacted]

Mid Suffolk District Council [redacted]

[redacted]
National Grid

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20/03/2025

CAA, AAT Position statement: National Grid – Great Grid Update

Dear [redacted],

As you know, the Airfield Advisory Team will be disbanded at the end of March after four and a half years of providing guidance and support to government, general aviation aerodromes, local planning authorities and other stakeholders on a wide range of matters.

It has certainly been a pleasure to have provided support and input to National grid in relation to the Great Grid Update, and how proposed new line routes could adversely impact established aviation systems.

Whilst this position statement, focusses predominantly on the Norwich to Tilbury aspect of the wider GGU scheme, the sentiment can be extrapolated for other proposed routes. The purpose of this position statement is to centralise our thoughts prior to disengagement at the end of March, when the AAT will cease to function.

From our earliest engagement, we have provided signal that when considering proposed power line routing, it is not the aircraft performance envelope that is the limiting factor. Therefore, any intimation that a specific type can manoeuvre to avoid such vertical obstructions should be disregarded.

Instead, we propose that many factors come in to play when considering the extent of impact that proposed new line routes could have on established aviation systems. On 26th July 2024, we sent you an independent assessment of potential impact to a number of aerodromes within a defined corridor along the Norwich to Tilbury Route.

See excerpt from the document which set out our assessment criteria[1]

"As a baseline for assessment, the AAT has considered aerodromes within a 10km-wide corridor, centred on the proposed power line. The AAT has identified 17 aerodromes within this corridor along the length of this proposal. At this stage, we have focussed our points on the practicalities of how this scheme may impact these aerodromes and perhaps where further, more technical work could be required.

The aerodromes assessed represent the diversity of GA aerodrome sites across the network. They include large gliding sites, small commercially minded training operations, private sites and a hospital helipad.

For each aerodrome, the following has been considered as part of a desktop assessment:

Nature of aerodrome operation

The nature of an aerodrome site including traffic blend, aircraft types and movement numbers may be a key consideration for assessment.

Existing power lines

Existing power infrastructure in proximity to aerodrome sites may represent an important assessment vector. For example, do they demonstrate a level of impact at present, is this tolerable? Could additional infrastructure associated with the proposed scheme compound any existing challenges or create new ones?

Proximity of the aerodrome to the proposal

The proximity of an aerodrome site to the proposed scheme may have an important bearing on the extent of any impact to the aerodrome operation. Aerodromes located in close proximity to the proposed scheme may be impacted to a greater extent than those further away. The extent of any impact could also be influenced further by other factors.

Local topography

Consideration of aerodrome elevation and wider local topography may be relevant when establishing the extent of any potential impact. For example, where the proposed infrastructure is sited on terrain of higher elevation than that of an aerodrome, specific or compound impact may arise. This consideration should extend out to a suitable range, taking into account runway heading and associated flight tracks over the ground including circuit training where applicable, and the nuanced nature of glider launch and recovery where applicable.

Due to the number of aerodromes along the scheme's proposed route and the complexity of assessing multiple sites, each with their own nuanced operation, we have

[1] UK CAA AAT Response to consultation -26th July 2024 – sent to National Grid

adopted a high level, 'say what we see' approach, accompanied by technical information as required. Our intention is to offer an objective and accessible summary of potential impacts to aerodromes along the route of the proposed scheme."

As stated in our conclusion in our July 2024 document, our intention was to provide early horizon scanning opportunities to National Grid and their consultants, Alan Stratford and Associates and to assist with the understanding of the potential impact of the scheme.

During a stakeholder meeting on 23rd January 2025, I was pleased to learn that since our discussions in 2024 and the submission of our assessment, some modifications to the proposed line route have been made. I also thought that the suggestion of working toward a statement of common ground was very beneficial.

As of today, it seems that a much clearer picture is emerging in relation to how the proposed Norwich to Tilbury line route is expected to impact aerodromes. Of the 17 aerodromes we assessed, the majority seem to be low impact. There are however 3 aerodrome sites which are likely to be impacted to such an extent that further consideration is required to avoid the expected level of detrimental impact to them. These were discussed in some detail during the stakeholder meeting of 23rd January 2025. They are Tibenham, Priory Farm and Raydon Wings. I understand that at a recent targeted consultation, National Grid advised both Tibenham and Priory Farm that National Grid would engage more directly for further discussions. It would be beneficial to know if this has occurred yet and what the outcomes are.

To some extent, the impacts to Tibenham and Priory farm are interlinked and complex, owing to their close proximity to each other. Tibenham is an important gliding site. I was concerned by suggestions that glider tow aircraft had the performance to climb clear of the proposed powerline infrastructure. Indeed, this suggestion harked back to an earlier time in these discussions when aircraft performance was cited as the cure to any perceived obstacle issue that was identified, as referred to earlier. The reality is that the performance of both glider tow aircraft and gliders, are variable and based on many factors including meteorological conditions such as wind vectors, air temperature and air pressure, gross weight of tow aircraft including pilot and of course the glider and pilot which is being towed. Furthermore, gliders returning to Tibenham will face challenges in clearing the proposed line for a variety of reasons. Energy management height, speed and range from Tibenham are of course variable and will be impacted by other factors as described above. This has the potential to stop competition flying at Tibenham completely.

Priory Farm located 1km to the west of Tibenham. The mid point of Priory Farm's runway is just 800m East of the proposed line route. As described in our July 2024 assessment, this will result in pilots including students directly overflying the lines at

low height and airspeed at multiple points within their airborne circuit pattern. The circuit pattern cannot be flipped to easterly directions because of Tibenham's proximity.

Of Raydon wings, I understand that there has been some adjustment to the proposed line route in proximity to the aerodrome. At present, I understand that owners of the site face an uncertain future because of the proposed line route. Raydon wings operate and accommodate vintage aircraft types such as Spitfires. This brings its own unique challenges. Pilots of such types fly a military style circuit pattern which is ovular in shape, rather than a conventional rectangular pattern. This is important for several reasons including the inherent reduced cockpit visibility of such types, energy management in the descent (height and speed). Additionally, such types tend to exhibit greater form drag (aerodynamic) tendency, making optimised approaches important. Part of this is flying the penultimate leg of the approach (base leg) into wind as they do today. At present, the aerodrome enables aerobatics and flight training and is looking to attract approved training organisations. The ability for the site to continue to operate as it does today, as well as to adapt and change over time, (a key requirement set out in the NPPF and General Aviation Strategy), is not assured. Part of the issue seems to be the close proximity of the sealing end compound of the proposed scheme, and related pylons to the aerodrome, just 300m. We understand that the terrain is slightly lower to the north of the old railway line. An alternative location for the sealing end compound might offer greater vertical clearances by moving infrastructure away from sensitive aviation factors. Further discussion with the aerodrome will be most valuable in finding a solution.

As this most important scheme progresses, it will be crucial that aerodrome safeguarding consideration is adequately understood by those considering final route alignment and those that provide aviation guidance. Both licensed and unlicensed general aviation aerodromes are encouraged to take steps to ensure that their sites are not impacted by adverse development. A misconception is that unlicensed sites do not require such consideration.

The fact is that the vast majority of general aviation aerodromes are unlicensed and are not officially safeguarded. This simply means they are not afforded a 'call in' opportunity in the event that a development they have raised concerns about, is permitted.

General aviation aerodromes may be licensed if they wish to accommodate certain movements. These might include some types of training or other level of service provision associated with their wider architecture, such as a higher number of more sophisticated / complex movements.

It should not be assumed that such aerodromes have not already achieved adequate levels of safeguarding. Or, that any changes to their environment caused by development, will not adversely impact their operation.

"The common aim of all safeguarding is to assess the implications of any development being proposed within the vicinity of an established aerodrome to ensure, as far as practicable, that the aerodrome and its surrounding airspace is not adversely impacted by the proposal, thus ensuring the continued safety of aircraft operating at the location."[2]

In summary, it seems that a great deal has been achieved in identifying aspects of the Norwich to Tilbury route which are both likely and less likely to impact established aerodromes. It will be necessary to work closely with aerodrome owners and operators to ensure that these concerns are well understood to enable cost effective mitigation measures to be identified swiftly. Now that a clearer picture is emerging of the expected impact to these aerodromes, I strongly recommend swift engagement, as stated in previous commentary.

Should you wish to discuss this further, please don't hesitate to contact me.

Kind Regards

[redacted]
Airfield Advisory Team Principal

Civil Aviation Authority

Civil Aviation Authority
Aviation House
Gatwick Airport South
West Sussex RH6 0YR
United Kingdom

CC to the following recipients

[redacted] – GAAC
[redacted] – Suffolk Council
[redacted] – London Oxford Airport
[redacted] – Tibenham Aerodrome
[redacted]

[2] Safeguarding Scope – CAP 738 Safeguarding of Aerodromes

NORWICH TO TILBURY

EN020027

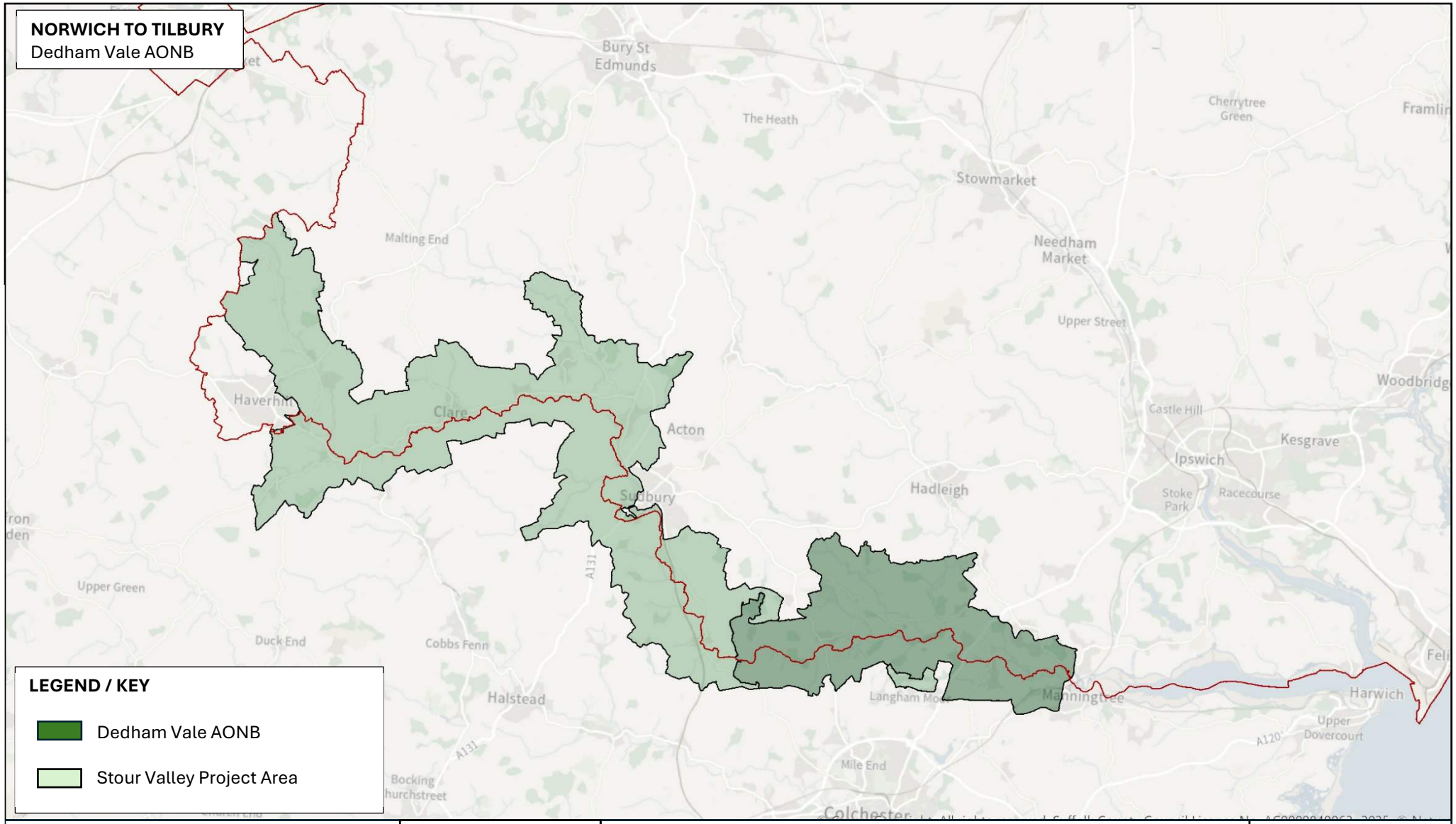
Joint Local Impact Report

Appendix 27 (Extent of the Dedham Vale AONB)

Suffolk County Council [redacted]

Babergh District Council [redacted]

Mid Suffolk District Council [redacted]



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NORWICH TO TILBURY

Nationally Significant Infrastructure Project (NSIP)

Dedham Vale Area of Outstanding Natural Beauty (locally known as National Landscape) and Stour Valley Project Area

N
W
E
S

NORWICH TO TILBURY

EN020027

Joint Local Impact Report

Appendix 28 (General Distribution of Sand and Gravel Resources in Suffolk)

[redacted]

Suffolk County Council [redacted]

Babergh District Council [redacted]

Mid Suffolk District Council [redacted]

Norfolk

Waveney

Forest Heath

Mid Suffolk

Cambridgeshire

St Edmundsbury

Suffolk

Suffolk Coastal

Babergh

Ipswich

Essex

Minerals and Waste Safeguarding and Proposed Sites

Proposed Sites

Minerals Sites

M1: Barham
M2: Barnham
M3: Belstead
M4: Cavenham
M5: Layham
M6: Tattingstone
M8: Wetherden
M9: Wherstead
M10: Worlington

Waste Sites

W1: Sizewell A

Administrative Boundaries

- Suffolk County
- District Boundary
- Urban Area

Minerals and Waste Safeguarding

- Minerals Consultation Area
- Minerals and Waste Site Maps
- Waste Water Treatment Plants Safeguard Area

Proposed Sites

- Proposed Site Map

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Suffolk County Council

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