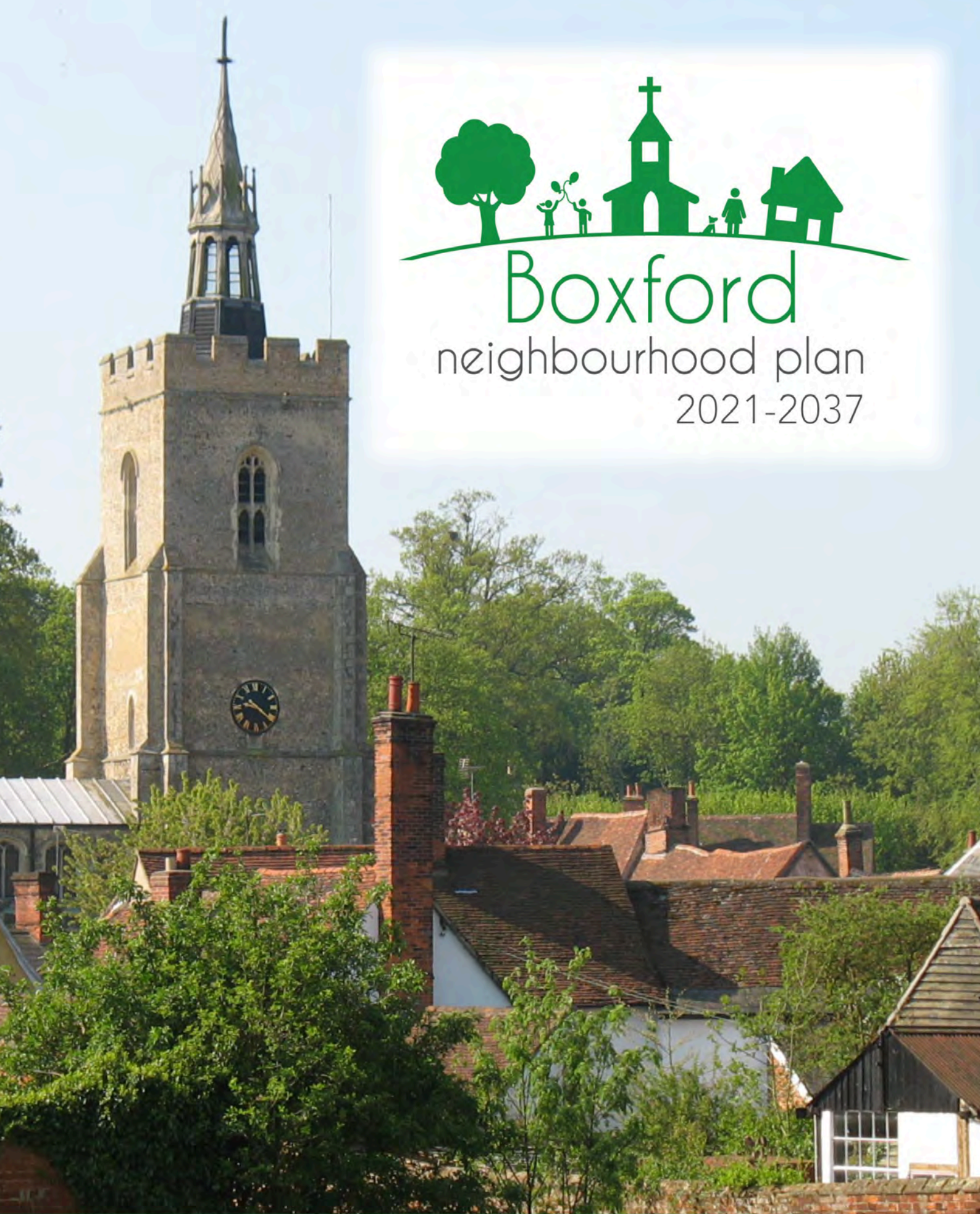




# Boxford

neighbourhood plan  
2021-2037



Adopted  
(October 2022)





## Neighbourhood Plan Steering Group



Roger Loose  
David Burden (co Chairman)  
Hugh Phillips (co Chairman)  
Andrew Good

Assisted by: Andrea Long, Consultant



# Contents

1. Introduction	4
2. Boxford Parish	8
3. National and Local Context	19
4. How the Plan was prepared	21
5. Vision and Objectives	24
6. Policies and projects	26
Policies Chapters:	
7. Housing (BOX1-3)	29
8. A Transport Strategy for Boxford (BOX4-6)	44
9. The Built and Historic Environment (BOX7-10)	56
10. Natural Environment (BOX11- 14)	75
11. Sustainability and Climate Change (BOX15-16)	90
12. Community Infrastructure (BOX17-18)	100
13. Business (BOX19)	103
14. Implementation	105
Appendix	
A: Boxford Travel Survey July 2021	107
B: Non-designated Heritage Assets justification	122
C: Local Green Space justification	126
D: Glossary	129
E: Policies Maps	132

**If you would like this document in large print  
or in another format please contact  
Boxford Neighbourhood Plan Steering Group  
boxfordnp@gmail.com**

# Chapter 1: Introduction

---

- 1.1 The Boxford Neighbourhood Plan (BNP) has been prepared between 2019 and 2022 by the Boxford Neighbourhood Plan Steering Group (BNPSG)<sup>1</sup>.
- 1.2 The Boxford Neighbourhood Plan is a community-led document, and its purpose is to provide policies to help guide development in the Parish up to 2037. In order to create a Plan that represents the needs and aspirations of residents, the Steering Group has drawn upon several sources, including evidence gathered through the Boxford Neighbourhood Plan Questionnaire February 2019, informal consultations with residents via the website in Autumn 2020 and January 2021 and the formal Pre-Submission (REG14) consultation between July and September 2021. Other research such as census data, housing and employment statistics and analysis, from a wide range of national and local sources, has also been examined. Consultants AECOM were commissioned to undertake a Housing Needs Assessment, to produce a Design Code, to undertake Site Options Assessments and to produce the Strategic Environmental Assessment.

The following stages have helped shape the content of the Plan. :

- Initial Background and Research; 2018 and 2019
- Boxford Neighbourhood Plan Questionnaire February 2019
- Initial Community Consultation – September 2019
- Stakeholder Conversations Summer/Autumn 2020
- Policy Ideas Informal Consultation – December 2020 and January 2021
- REG 14 public consultation - July – September 2021
- REG16 public consultation – March-April 2022
- Examination – June 2022

- 1.3 The Boxford Neighbourhood Plan will provide the first ever statutory planning policy document specifically for the Parish of Boxford. 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.
- 1.4 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 2021 to 2037. The Neighbourhood Plan was formally adopted by Mid Suffolk District Council on

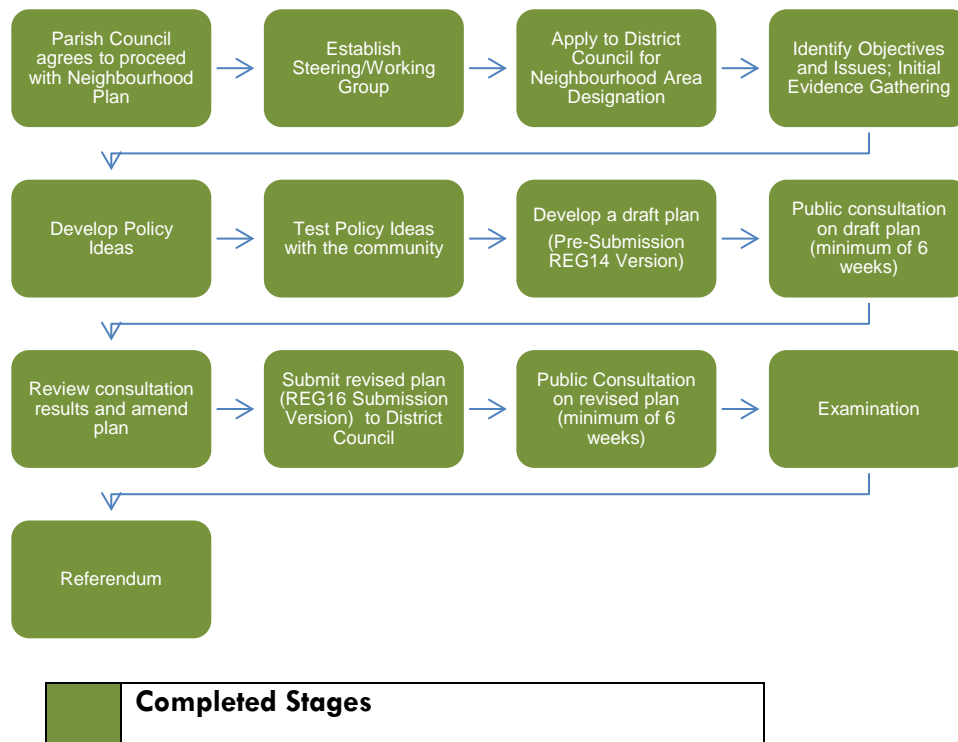
---

<sup>1</sup> Steering Group has been commissioned by the Parish Council.

the 31<sup>st</sup> October 2022 following a referendum held on 27<sup>th</sup> October 2022, which produced a majority YES vote. The “made” (adopted) Neighbourhood Plan will be used by Babergh District Council to determine planning applications and forms part of the statutory planning framework for the area.

- 1.5 The Boxford Neighbourhood Plan is not a mechanism for stopping development - it is there to ensure that development takes place in an appropriate way for the parish. In practice, higher level planning documents such as the emerging Babergh and Mid Suffolk Joint Local Plan (BMSJLP) cannot feasibly deal with all 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.
- 1.6 The Neighbourhood Plan provides clarity on what will be expected from development proposals, gives prospective investors confidence in how the area will change in the future, and ensures that the impact of development is anticipated and planned for in Boxford. A Neighbourhood Plan is a significant document and carries legal weight so that developers have to take note when considering future developments in the parish.

**Neighbourhood Plan Process Flow Chart (Fig1)**



- 1.7 Consultation on the Pre-Submission (Regulation 14) version of the plan took place between 8<sup>th</sup> July and 13<sup>th</sup> September 2021, local residents, businesses and statutory agencies had the opportunity to comment on the draft Plan. All comments were collated and considered. The Plan was amended for submission to Babergh District Council and was formally agreed for submission

by the Parish Council on 25<sup>th</sup> January 2022. The Examination took place in June 2022.

### **Accompanying supporting documents**

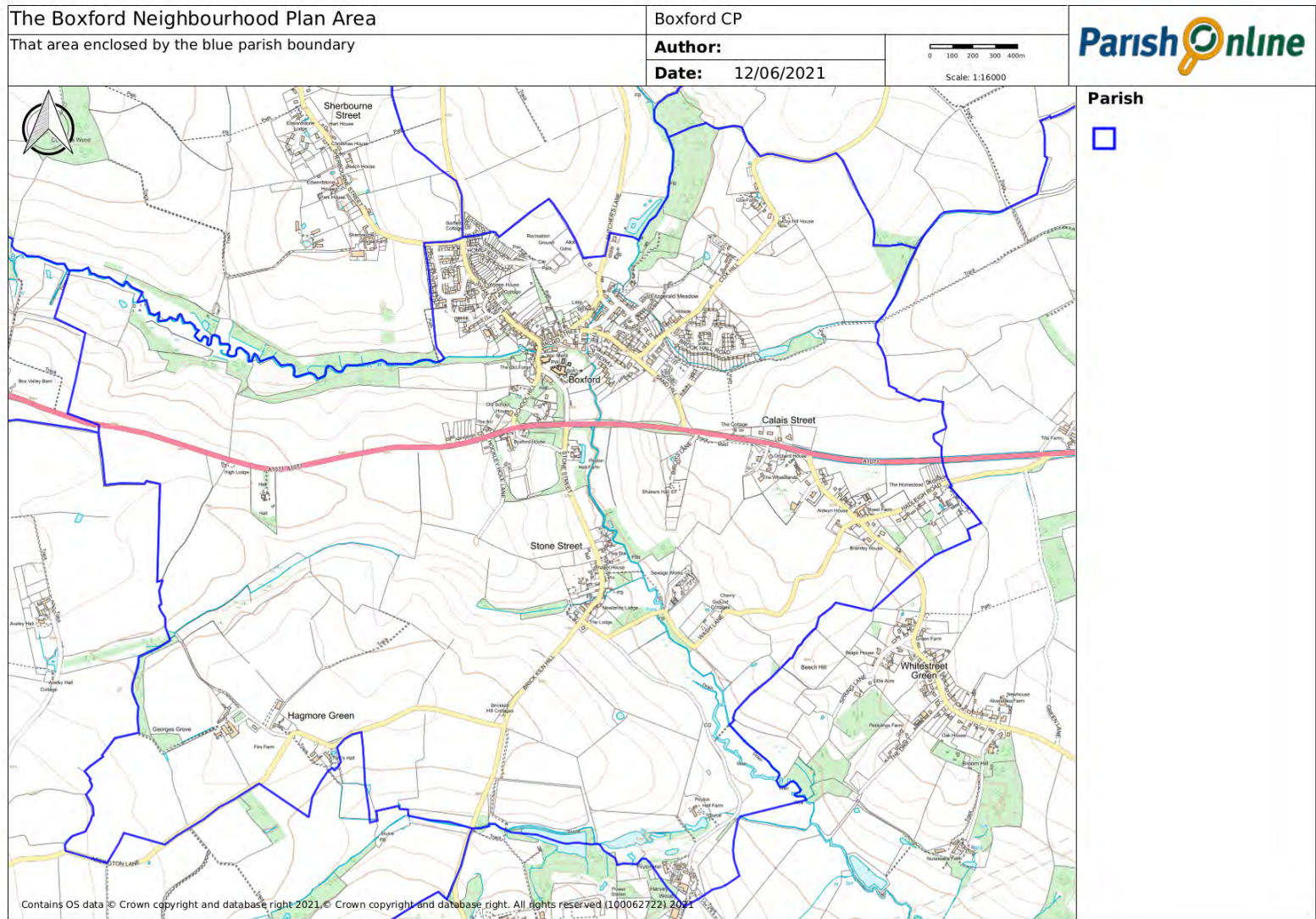
- 1.8 When the Boxford Neighbourhood Plan was submitted for independent examination, it was accompanied by the following documents:
- Basic Conditions Statement – outlines how the statutory basic conditions have been met.
  - Consultation Statement – outlines how and when the public have been consulted on the content of the Plan.
  - Strategic Environmental Assessment Screening Report – sets out the key environmental, economic and social issues in the plan area.
  - Habitat Regulation Screening Report – identifies any potential impacts on protected species or habitats.
  - Strategic Environmental Assessment (SEA) Scoping Report – undertaken by consultants AECOM and completed in Autumn 2021
  - Strategic Environmental Assessment (SEA) – undertaken by consultants AECOM and completed in January 2022
  - Housing Needs Assessment - undertaken by consultants AECOM and completed in October 2020.
  - Design Code and Design Guidelines - undertaken by consultants AECOM and completed in March 2021.
  - Site Options and Assessment – undertaken by consultants AECOM and completed in June 2021.

### **Examination and referendum**

- 1.9 After submission, Babergh District Council undertook a checking process and further consultation. The plan was then subject to an independent examination. The Examiner's report recommended that the Boxford Neighbourhood Plan, as modified by their recommendations, should proceed to referendum.
- 1.10 At the referendum, every resident of Boxford, who was entitled to vote in the District Council elections had the opportunity to vote on whether or not they agreed with the Neighbourhood Plan. The referendum question asked was: ***'Do you want Babergh District Council to use the Neighbourhood Plan for Boxford parish to help it decide planning applications in the Neighbourhood area?'*** The referendum was held on 27<sup>th</sup> October 2022 and the result was a 95.2% YES vote. The Plan required at least 50 per cent support from those who voted in the referendum and therefore the District Council "made" (adopted) the Neighbourhood Plan on 31<sup>st</sup> October 2022 as part of the statutory development plan.
- 1.11. The Boxford Neighbourhood Plan covers the entire Parish, and the Neighbourhood Plan area was formally designated by Babergh District Council on 6<sup>th</sup> August 2018. The Neighbourhood Area is shown on Map 1 below



**Map 1 –  
Neighbourhood  
Area**



# Chapter 2: Boxford Parish

---

## Boxford's Past and Present

- 2.1 In 1960, when it was on the brink of considerable expansion, Norman Scarfe, the famous Suffolk landscape historian, described Boxford as a “village of charm, nestling in valley bottom; perfect village”. He was referring to the way it looked then, hidden snugly in its valley and clustered around its late medieval church alongside the River Box. He was seeing streets of 15<sup>th</sup> to 17<sup>th</sup> century, timber-framed, terraced houses, albeit often “nicely re-fronted” in later times. No-one living here today would surely argue with his description. Even though the “perfect village” is now much expanded, the historic core remains largely untouched and is a conservation area with many listed buildings of architectural interest.
- 2.2 Boxford developed as an Anglo-Saxon settlement long before the Norman Conquest in 1066. The village is recorded in some detail in the Little Domesday Survey of 1086 along with its surrounding farmsteads. It evolved around a natural fording place where four trackways met to cross the River Box. The trackways meandered across the rolling plateau above the valley before descending and converging where it opens out. They avoided marshy ground downstream and gained easy, dry access to the shallow ford from both sides. These route ways still dominate the structure and shape of the village.
- 2.3 The church was founded on the south side next to the ford, and cottages were built along these radiating tracks which are now called Church Street/School Hill and Stone Street Road. By the time the parish boundaries were “frozen” by the Church in 1180, Boxford cottages had spread north of the ford either side of the other two trackways, up Swan Street and along Broad Street and Ellis Street. In so doing it was pushing into the four neighbouring parishes of Edwardstone, Groton, Hadleigh Hamlet and Polstead whose land originally ran down to the valley floor. This became a source of conflict over centuries, but Boxford's success and prosperity in the cloth industry of the late Middle Ages led to its eventual dominance. By this time the settlement had become focussed on the north side of the ford/bridge in Broad Street and Swan Street. However, it was only in the 20<sup>th</sup> century that the parish boundaries were finally rationalised and the whole settlement became officially within Boxford parish.
- 2.4 The manors of Boxford in the Middle Ages were weak with absentee owners. Many villagers were relatively free “tenant” farmers, independent of spirit and without the strictures of the manor or the inefficiencies of the “Open Field System” and strip farming so commonly used elsewhere in England. They cultivated land near their homes. Ancient, random enclosure of fields surrounded by hedgerows led to the familiar landscape outside the village today, with its network of winding narrow lanes and paths. Farmsteads clustered together around communal “greens” and patches of woodland forming the rural pattern of buildings and hamlets we still see today in the parish.



- 2.5 Boxford's "golden age" began around 1400 and reached its peak around 1550. For 300 years after 1400 the English cloth industry was focussed on Norfolk and Suffolk. Boxford was part of the very prosperous manufacturing district which included Lavenham, Kersey, Hadleigh, Clare and Sudbury. South Suffolk became the wealthiest place in England, outside the few major cities. Our entrepreneurial villagers were free with their guilds to make the best use of this opportunity. Several large, fine timber-framed houses were built at this time for the wealthy clothiers who organised the local manufacture and traded the cloth. This was a period of further expansion of Boxford on the north side of the river. The rebuilding and expansion of the present fine church of St Mary took place in this period, funded by wealthy clothier benefactors. The decline of the cloth trade was gradual from 1550, but by 1700 this wealth and with-it Boxford's prosperity had vanished. It once again relied on farming and servicing the nearby hamlets and villages.
- 2.6 By 1700 the buildings, shape and layout of the present historic village were already established, together with the ancient hamlets at Stone Street, Calais Street and Hagmore Green. Over the next 250 years to 1945 there was little new building. The population steadily declined and dependency on the low income or wages from agriculture meant that shops and services also struggled. Many villagers were very poor indeed. Some houses became dilapidated, and some cottages had to be taken down and replaced. In the eighteenth and nineteenth century there was some infill and some of the larger houses were re-fronted in the fashion of the day, hiding the timber frames behind.
- 2.7 Brick cottages were built for agricultural workers on Cox Hill and Stone Street Road beyond the church. The Police Station and Courthouse was built by Kingsburys and Boxford House for the rector, the fine grounds becoming a place for recreation and events for the next 100 years.
- 2.8 The small Grammar School had been granted a charter by Queen Elizabeth in 1596 and it struggled on until 1878. When Boxford National School opened in Stone Street Road in 1839 it was the death knell for the Grammar School. Later an Infant School was added further along the lane. As well as many shops and a wide variety of craftsmen, there was tanning, silk manufacture, hat and glove making and many maltings. It was often referred to as Boxford Town because of its range of services for the surrounding area, but it was still a very poor if self-sufficient community.
- 2.9 In 1828 the village gaol was built in Broad Street and now serves as a bus shelter. It never housed William Corder, infamous for the Red Barn Murder at Polstead in 1827, despite what local folklore says, nor was he put before magistrates at the Fleece Hotel. It did however house the proud Boxford Fire Brigade for many years. A very unusual feature of the village was the conversion of Chapel House in Stone Street hamlet into a Mormon Chapel in 1849. It was led by five agricultural labourers and their wives living in Stone Street hamlet and converts came from far and wide to worship there, but it had died out by 1868.
- 2.10 From 1875 the Great Agricultural Depression hit Boxford hard. The opening up of the American prairies led to a dramatic fall in grain and meat prices and the advent of steamships provided cheap transport. Farm work here

became very insecure, and wages fell. Many young people left the village for jobs in towns and never returned. Agriculture never really fully recovered until after 1945 when rapid mechanisation resulted in the loss of most farming employment and, with the amalgamation of fields, the loss of many hedgerows.

- 2.11 During the first half of the 20<sup>th</sup> century our many shops and services began to close. However, the Village Hall was built in 1926 and the GP's surgery in the 1950s on the site of the large watermill which burned down in 1934. The following year a flood destroyed the floodgates and millpond removing the villager's favourite swimming, boating and skating place. From the 11 public houses and inns and several beer houses Boxford once had, only six were left by 1925. Today just two remain.
- 2.12 From 1910 the bus and lorry began to replace the horse and carrier and people began travel to nearby towns for shopping and entertainment. With car ownership rising rapidly from 1955 onwards, commuting to work in local towns became common. Over the next half century there was a considerable influx of newcomers and retirees attracted to this pretty, quintessential "perfect village" with its historic core and relatively low house prices. This new money meant that much of the old timber-framed housing stock was saved and sympathetically restored to the excellent condition we see it in today.
- 2.13 Some local housing needs were first met in 1923 when Cosford Rural District Council built the first houses on Boxford Lane. These were followed by more on Swan Street, and after 1947 prefabs and then houses to meet local needs on Homefield. By the 1950s most of the village had main drainage, mains water and electricity. Our very successful Boxford Community Council was formed in 1966 and was responsible for the development of the extensive and well-used playing fields and pavilion. It still organises many village events and supports community development in so many ways.
- 2.14 The influx of people wanting to live here meant that new housing estates of various types, rents and prices were planned and built in a rush of development. Brookhall, Holbrook Barn, Marsh Road, Ash Street, Fen Street and Daking Avenue were all started between 1967 and 1970. These were followed by The Causeway in the late 1970s. Some of these were clearly built for the professional, managerial and technical newcomers planning to commute to Sudbury, Hadleigh, Colchester, Ipswich and even London. This led to many more four and five bedroomed houses being built from 1980 on and not much housing was being built to meet local needs. By this time Boxford centre desperately needed a by-pass for the rapidly growing motor traffic and increasing size of trucks.
- 2.15 The A1071 by-pass was completed in 1975 and for a short while Boxford was relieved of its noise, fumes and congestion.
- 2.16 The site for the permanent Scout and Guide camp at Boxford Spinney was acquired in 1981. It is an 8-acre site of woodland and meadow run and maintained by the local Scout and Guide Groups. In 1999 Primrose Wood was acquired by the Woodland Trust. It was created through the 'Woods on

your Doorstep' project to celebrate the millennium 2000/2001. It was purchased with funds from various charitable sources and £28,500 was raised in just five weeks by village families. Its 28.6 acres consist of new broad-leaved woodland, unimproved grassland and water meadow. The latter is a County Wildlife Site to protect the Southern Marsh Orchids and other plants found there.

- 2.17 In the 1990s further groups of houses were built including Fitzgerald Meadow around 1992, Rectory Park in 1995 and Rules Yard built over the old bus depot in 2002. More recently Partridge Close 2005 (in Groton parish, but adjoining the village), Homefield Court 2014 and Station Field 2016 have been added, with much housing intended to meet local needs and help young people stay in the village at a price they might be able to afford. Recently still more, mainly expensive housing, has been provided at Goodlands in 2016 and Cygnet Court in 2020.
- 2.18 Despite these developments the unique historic core of the village nestling in the Box Valley remains largely unspoilt. One must venture out into some of the new estates and hamlets to glimpse the agricultural landscape in which it is set and on which it once so totally depended. We are fortunate today to still have the Boxford Post Office and Stores, The Village Stores, Leeder's Family Butcher, the Café and wine shop, two garages and two pubs at the heart of the village.
- 2.19 Those of us privileged to live here today in this ancient and unique place are but fleeting custodians. We have a duty to secure this wonderful heritage and pass it to future generations with a plan for its further evolution and inevitable growth.



**Boxford Primary School, Stone Street Road**

### **Boxford Today**

- 2.20 The population of Boxford was 1221 according to the 2011 census data with an almost 50/50 split of male and female. According to a



2019 estimate by Suffolk Observatory the total figure may have risen to 1327. The latter forecast is sub divided as below:

- 263 children under 16 which equates to 19.8% which is just over the Suffolk and England averages of 18.1% and 19.2% respectively.
- 711 working age adults, 53.6% of the population, lower than the Suffolk and England averages of 58.4% and 62.4%.
- 353 residents over the age of 65, 26.6% of the population, higher than Suffolk at 23.6% and England at 18.4%. Boxford has a relatively older population, with a lower proportion in the 16-24 and 25-44 age groups, whilst having a higher proportion in the 65-84 compared to local and national levels. The remaining age groups are generally comparable between Boxford and Babergh.

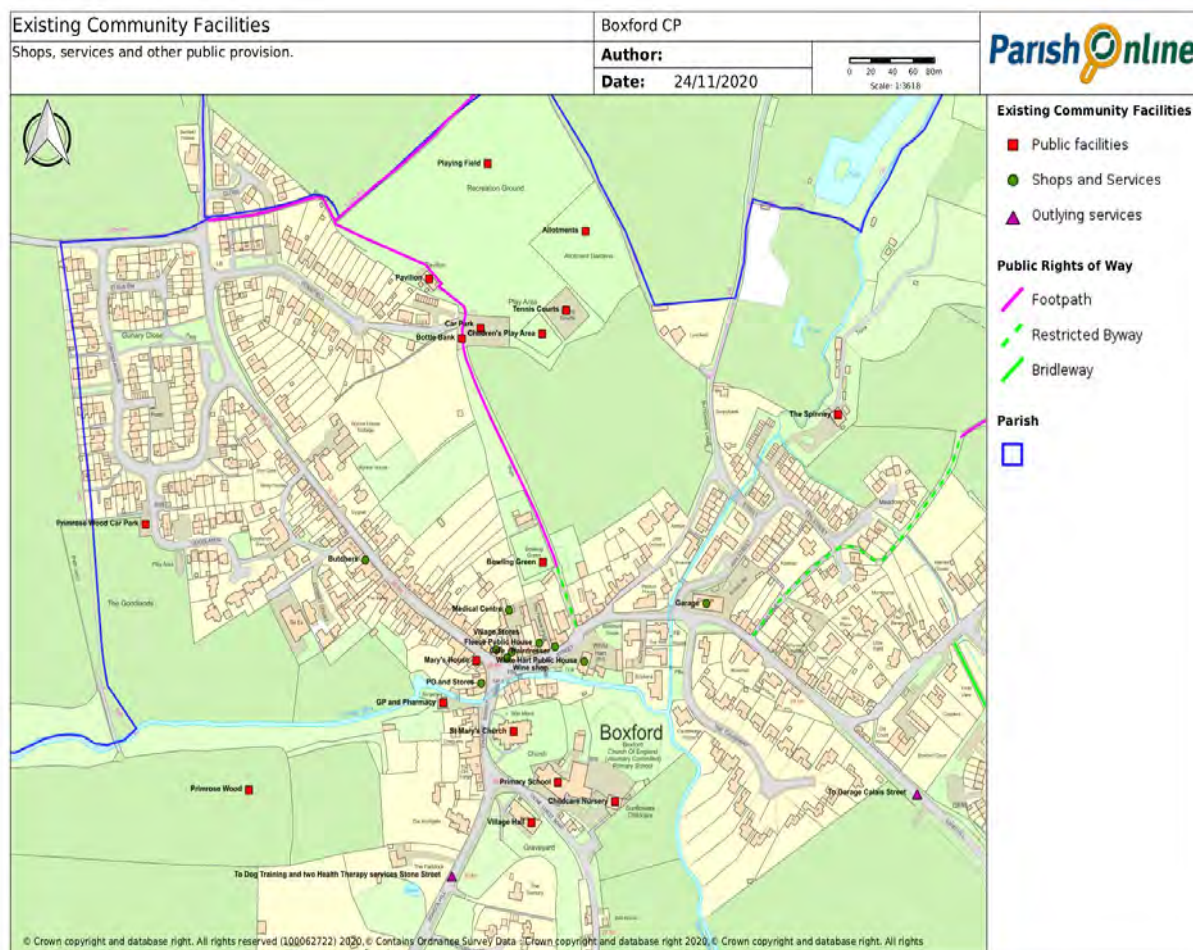
- 2.21. The Housing Needs Assessment (which used 2011 census figures as its baseline) noted the high proportion in the 65+ age group in Boxford and this is being maintained. However, it also commented on the decline in the youngest age group between 2001 and 2011 and this has begun to be reversed, probably due to the addition of new housing stock since the 2011 census. A detailed analysis of the age groups reveals numbers of school age children are near the national average, early and middle years working age adults are below the national average, later working age and retirees exceed the national average. This snapshot accords very closely with the social and associated employment changes in the history above.
- 2.22 The population occupy housing stock including a greater proportion of larger properties than is the case nationally or in the Babergh area. 75% of dwellings have 3 bedrooms or more, 15% above the national average. Inversely, the number of two-bedroom properties is only 50% of the national average. The inevitable result, quite apart from the price of larger properties, is a preponderance of relatively prosperous residents in the older age groups and a significant obstacle, in terms of both housing cost and availability, for those younger villagers who wish to remain in Boxford in the earlier years of their working life.
- 2.23 The rural trend of the “missing millennials” is evident in Boxford and it is a concern that has been voiced by many in consultations. The positive aspects of living in the countryside but not far from employment opportunities could be more equitably shared amongst the age groups by giving better weight to local connections in the allocation of social and affordable housing.



**Station Field**

- 2.24. The population characteristics do not reveal Boxford's attraction to its residents and its status as a core village. It comprises a well-preserved linear core containing a large number of listed buildings. The Boxford Conservation Area (originally designated by West Suffolk County Council in 1973), covers the main village and extends south of the settlement area to include Stone Street, further down the Box valley. The settlement also has large areas of modern development to the north and east including development within the conservation area. It is located between two ancient market towns: Sudbury, approximately 6 miles to the west and Hadleigh, approximately 4 miles to the east. It is by-passed by the A1071 (Sudbury to Ipswich), separating the heart of the village from Stone Street hamlet. Boxford is 2 miles from the A134, linking Colchester (11 miles) and Sudbury. Only a mile to the north of Boxford is the village of Groton (population 288) and, just beyond Edwardstone (population 438). Both these villages use Boxford as an immediate shopping and service hub and Boxford's facilities survive, indeed thrive, on greater support than provided by the village alone.

## Map 2 – Community Facilities



2.25. Boxford's facilities (see Map 2 above) are undoubtedly an attraction, both for those who might ideally choose to lay down roots in rural Suffolk and find many villages lacking such provision, and for those who have lived for a long period in the village, some all their lives. These facilities include:

- Church and Mary's House (quiet centre for reflection, small meetings and refreshments),
- Primary school and childcare nursery
- GP with Pharmacy and a private medical centre
- Village Hall



- Playing fields with playground, pavilion, football fields, cricket pitch, allotments and car park.
- Bowling Green
- PO and stores, village shop, butchers and hairdresser
- Two public houses and cafe with attached wine shop
- Scout Centre and campsite
- Two garages
- Primrose Wood Community Woodland
- Dog Training centre
- Health and beauty therapy services



2.26. Boxford also boasts an extremely active Community Council (CC) which was formed in 1968 to purchase the land on which the pavilion and playing fields now stand, a farsighted acquisition. The CC, members all volunteers, also acts as an umbrella organisation for many voluntary organisations adding much to the life, interest and vibrancy of the village. These include an amateur dramatic society, a bike club, a gardening club, football and cricket clubs, a lawn bowling club, First Responders, and the WI. The Boxford Society seeks to preserve its character and heritage and is a custodian of the village archive. Other active groups come and go according to current interest.

2.27 An enduring contribution is the very active Friends of Boxford School (FOBS) who contribute much to the school's activities and resources. The CC holds fund raising events to help local causes and annually provides a free evening outing with food and refreshment for the senior citizens, a fun and games evening in the village hall and an extremely popular fireworks night with lantern parade. During the Coronavirus Pandemic the CC's chairman has led an efficient and much used community hub in support of the village, delivering prescriptions and shopping to the isolated and acting as a first port of call in any crisis. As in any rural community, the older age groups require help in a crisis but conversely the demography provides willing volunteers to support it.





### **Natural environment and wildlife.**

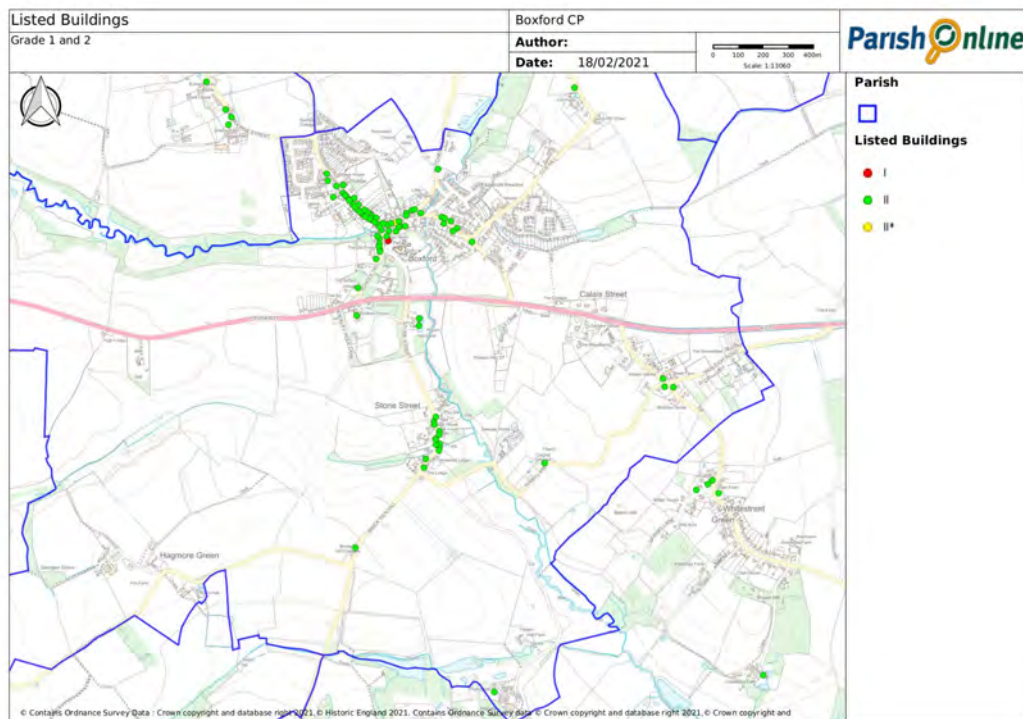
- 2.28 The rolling farmland of South Suffolk is home to a number of priority species and Boxford, astride the River Box, has its share of bats, harvest mice and water vole. The most important habitat is Primrose Wood, whose acquisition by the Woodland Trust in 1999 is described in the Boxford Past narrative. Its 28.6 acres consist of new broad-leaved woodland, unimproved grassland and water meadow. The latter is a County Wildlife Site to protect the Southern Marsh Orchids found in the flower rich wet meadow to the west of the wood. This grassland is the area designated as a County Wildlife Site, whilst the Woodland includes some fine alders fringing the River Box.

“There are some four million different kinds of animals and plants in the world. Four million different solutions to the problems of staying alive.”

**Sir David Attenborough**

## Historic Environment

### Map 3 - Listed Buildings in Boxford Parish



- 2.29 Boxford has its fair share of listed buildings, (see **Map 3 above**) although only the Church of St Mary is listed grade I and The Fleece public house listed grade II\*, the rest being grade II. The Church is mainly 15<sup>th</sup> century of flint with stone dressings and a plain tile roof. Only the west tower with its lead spirelet and the north porch are earlier from the 14<sup>th</sup> century, the latter, probably the oldest such in timber in the county according to Pevsner. The Fleece public house, once an active coaching inn, has an 18<sup>th</sup> century stucco front to an older, probably 16<sup>th</sup> century, timber framed building with a carriage entrance through to the rear yard. Its quality Georgian doorcase is one of many in the immediate area.



- 2.30 Opposite the Fleece, there is an unusual grade II listed former Gaol (used later as a Fire Engine House) dating from the early 19<sup>th</sup> century. It is in white brick with a slate roof and two large gothic arched doorways, now used as a bus shelter. Elsewhere in Boxford the majority of the grade II listed buildings are



domestic in scale, houses and cottages of timber framed and rendered construction, many re-fronted in brick and many having had commercial uses during the 19<sup>th</sup> century and first half of the 20<sup>th</sup> century.



- 2.31 One of Boxford's strengths is that it never stood still, despite periods of history when its outward and physical characteristics changed little. Growth and change are largely why it didn't become one of those rural villages that have predominately become dormitories. The ancient fabric around which Boxford initially developed and which estate agents call "desirable" must be maintained, but the real desirability is its continued vibrancy, its school, commercial outlets, its clubs and societies, green spaces, church, river and a variety of dwellings built down the years and continuing to grow in number. Above all, its spirited, engaged population must continue to be a village for all age groups, responding sensitively but willingly to 21<sup>st</sup> century necessities including housing while retaining its historic cohesion and character.
- 2.32 Suffolk County Council manages the Historic Environment Record for the county. 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, Suffolk County Council Archaeological Service is happy to advise on the level of assessment and appropriate stages to be undertaken.

## Chapter 3: National and Local Context

---

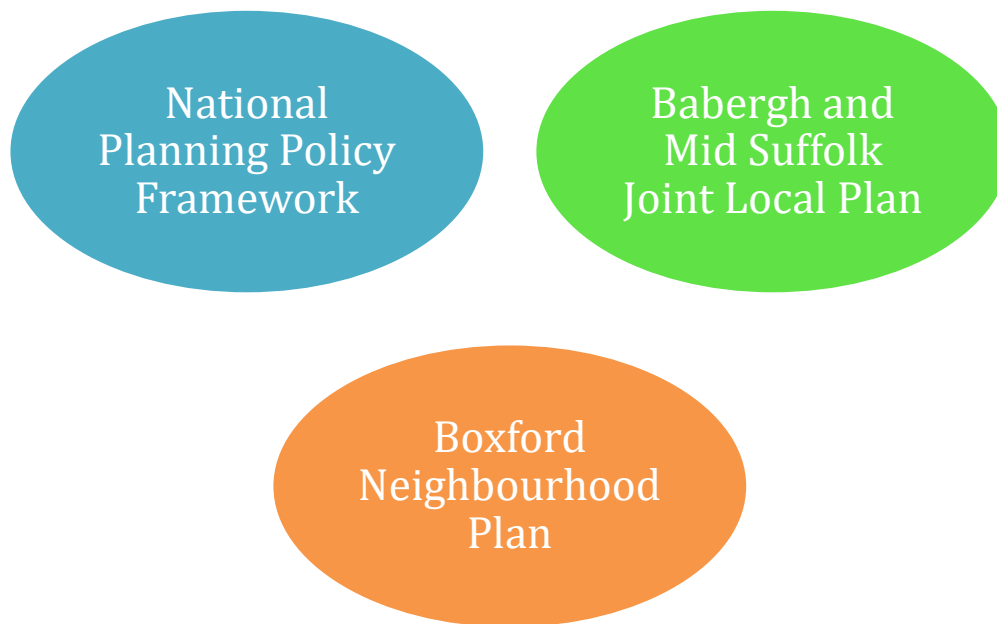
- 3.1 The National Planning Policy Framework (NPPF)<sup>2</sup> sets out the Government's planning policies for England and how they are expected to be applied. Every local planning authority in England is required to prepare a Local Plan. This Local Plan includes all of the local planning policies for that area and identifies how land is used, determining what will be built where. The Local Plan that covers Boxford is produced by Babergh District Council. The District Council's Local Plan, along with any Neighbourhood Plan, provides the basis for determining planning applications and future development in the local area and should be consistent with the National Planning Policy Framework.
- 3.2 The Boxford Neighbourhood Plan is in conformity with the revised NPPF, in particular, taking a positive approach that reflects the presumption in favour of sustainable development.
- 3.3 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”.<sup>3</sup> 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”.
- 3.4 The Boxford Neighbourhood Plan will form part of the statutory Development Plan for the area and future planning applications for new development will be determined using its policies.
- 3.5 Currently the statutory development plan for the area consists of the Babergh Core Strategy adopted in 2014, and the saved policies in the Babergh Local Plan adopted in 2006. The plan period of the Core Strategy runs to 2031 whereas the emerging BMSJLP looks to 2037. The Pre-Submission (Regulation 19) Version of the BMSJLP was formally submitted to the Secretary of State for Housing, Communities and Local Government for independent examination on 31<sup>st</sup> March 2021. Examination hearings took place in July 2021 and again in Autumn 2021. Following a meeting between the District Councils and the Inspectors in December 2021, the BMSJLP will now be split into two parts. The strategic and development management policies form Part 1 and it is anticipated that modifications on these following the Examination hearings will be published for consultation in Autumn 2022. The Spatial Strategy, Settlement Hierarchy and site-specific allocations will comprise Part 2 which will be progressed at a later date.

---

<sup>2</sup> NPPF Revised in July 2021 - [National Planning Policy Framework - Guidance - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/91214/nppf-2021.pdf)

<sup>3</sup> Town and Country Planning Act 1990 Section 55.

**Fig 2 – Planning Policy Context**



- 3.6 In the adopted Core Strategy 2014, Boxford is identified as a 'core' village within the settlement hierarchy with the expectation that 'core villages' will act as a focus for new development within their functional cluster.
- 3.7 The Pre-Submission (Regulation 19) Version of the BMSJLP again defined Boxford as a 'core' village. This version of the Local Plan indicated a minimum figure of 13 dwellings for Boxford to be accommodated over the Plan period and the Neighbourhood Plan has adopted this as its indicative housing requirement up to 2037.
- 3.8 In addition the emerging BMSJLP also identified Calais Street and Stone Street as distinct hamlets, that each have their own settlement boundaries. The BMSJLP proposed an allocation for approximately 5 dwellings at Calais Street. The Neighbourhood Plan adopts those settlement boundaries for the purposes of its policies. (See Maps 4, 5 and 6). The settlement boundary around the core village of Boxford is proposed to be amended to include a proposed new allocation. (See Policies BOX1 and BOX1A and Map 7).



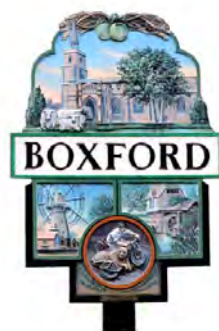
## Chapter 4: How the Plan was prepared

---

- 4.1 The Boxford Neighbourhood Plan has been prepared by the Neighbourhood Plan Steering Group with support from an independent consultant. The Neighbourhood Area was adopted on 6<sup>th</sup> August 2018. A questionnaire was sent out to every household in February 2019 and initial community consultation took place in September 2019. In April 2020, a consultant was appointed and a specific Steering Group to guide the plan's production was established. Much of the preliminary evidence gathering and informal consultation was undertaken during the COVID-19 pandemic and the associated lockdowns in March 2020, November 2020 and January 2021.

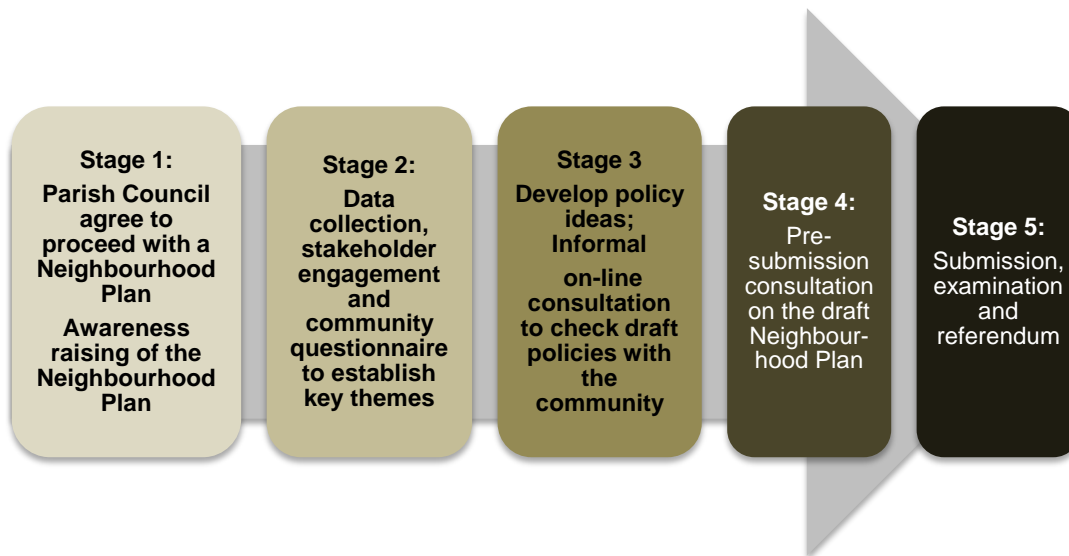
### Funding

- 4.2 The Plan has been commissioned and part funded by Boxford Parish Council. Other funding has come from a Locality grant from central government.



### Community engagement and consultation

- 4.3 The Boxford Neighbourhood Plan has been undertaken with extensive community engagement, consultation and communication. There have been five stages in which the Neighbourhood Plan steering group has actively engaged the community through consultation. More details of all the consultation will be outlined in the Consultation Statement, accompanying the submission of the Neighbourhood Plan to the District Council early in 2022.
- 4.4 Below is a summary of each of the 5 stages.



**Step 1: Parish Council agree to proceed with a Neighbourhood Plan. Set up and raise the profile.** - July- September 2018

- Parish Council agree to proceed with a Neighbourhood Plan in July 2018
- Application for Neighbourhood Area Designation is made and approved in August 2018.
- Initial consultation with the local community to raise the profile of the Neighbourhood Plan in September 2018
- Questionnaire distributed to every household in December 2018.

**Stage 2: Data collection, parish questionnaire, to establish policy ideas – commissioning of Housing Needs Survey** - February 2019 – June 2020

- Evidence gathering – statistical and anecdotal.
- Questionnaire results collected and analysed in January and February 2019
- Questionnaire Results published in March 2019
- Options for moving forward assessed during Summer 2019,
- Revised Terms for the Steering Group agreed in December 2019
- April 2020, Independent consultant appointed.
- July 2020, Consultants AECOM commissioned to undertake Housing Needs Survey
- September 2020, Steering Group Workshop to review all evidence and establish draft policy ideas.

**Stage 3: Development of vision and objectives, establishment of draft policy ideas; Informal on-line consultation on draft policy ideas to check with the community** September 2020 to January 2021

- Draft vision and objectives produced and consulted on via website.
- Draft policy ideas established.

- Survey work to identify non-designated heritage assets and local green spaces.
- Consultation on flooding issues via the website.
- Proposed Local Green Spaces and Non-Designated Heritage Assets finalised.
- Online consultation held to check emerging policy ideas with the community and develop detail in order to draft the Neighbourhood Plan, December 2020 and January 2021.
- Consultants AECOM commissioned to produce Design Code and Design Guidelines – completed in March 2021.

**Stage 4: Pre-submission consultation on the draft Neighbourhood Plan –8<sup>th</sup> July-13<sup>th</sup> September 2021**

- Draft Neighbourhood Plan out for pre-submission consultation from 8th July to 13<sup>th</sup> September 2021.(Consultation extended due to publication of revised NPPF in July 2021)
- Sent to statutory agencies and available for residents to comment upon.
- Consultation launched with a drop-in exhibition on 8<sup>th</sup> and 10<sup>th</sup> of July held at the village hall and available online. Over 100 members of the public attended

**Stage 5: Submission, examination and referendum – January 2022 onwards**

- The Boxford Neighbourhood Plan and supporting documents were submitted to Babergh Council in early 2022.
- Independent examination of the plan took place between May and June 2022.

## Communication

- 4.5 Communicating with residents and businesses through the development of the Boxford Neighbourhood Plan was particularly important at consultation stages and also in between as planning and writing took place.
- 4.6 The website [www.boxfordsuffolk.com/boxford-neighbourhood-plan](http://www.boxfordsuffolk.com/boxford-neighbourhood-plan) was used for: describing the Neighbourhood Plan; holding documents as they were produced; details of Steering Group members; terms of reference; a project plan; meeting dates and agendas; minutes; Parish Council update reports; all details and results of community consultation; contact details; and the latest news on progress.
- 4.7 The Box River News magazine delivered monthly to every household, had regular articles about the Neighbourhood Plan and advertised consultation events.
- 4.8 Facebook, posters, flyers and banners were used to promote events. An update for the Parish Council on Neighbourhood Plan progress was presented at monthly meetings.

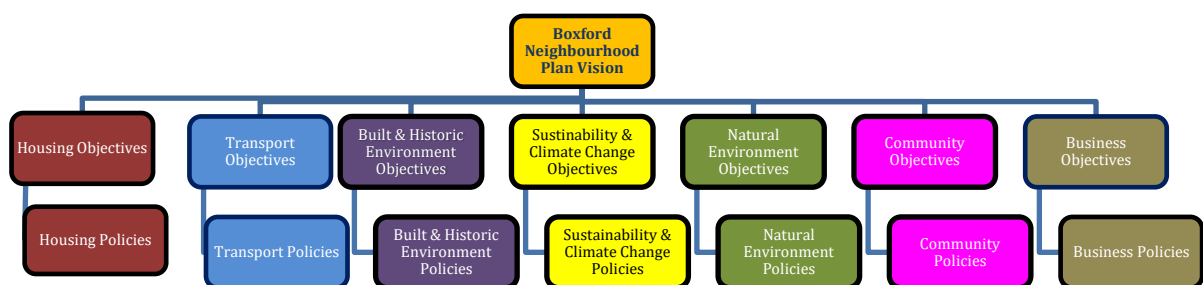


# Chapter 5: Vision and Objectives

**VISION**

*“Boxford village, together with Stone Street, Calais Street and Hagmore Green will continue to be a desirable place to live, work and play. A place with appropriate market and affordable housing to meet the needs of the thriving community, with safe pedestrian routes, green spaces and a high-quality built environment which maintains and enhances the rural character of the village and its surrounding hamlets.”*

- 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 parish. The Neighbourhood Plan vision is an overarching statement describing what Boxford should be like at the end of the Plan period i.e., 2037. It has been developed with local people and has been refined and adapted through public consultation. The result is 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 Boxford Neighbourhood Plan and is referred to throughout.
- 5.3 From the vision flows the different objectives of the Neighbourhood Plan and from there, the policies. The diagram (Fig 3) below outlines this relationship.



- 5.4 The objectives of the Neighbourhood Plan are broad statements of intent which are there to help deliver the vision and link to the issues that Boxford 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.

## **Objectives:**

**Objective 1: To provide for housing growth of all tenures and sizes to meet the needs of the current and future generations.**

**Objective 2: To support development that ensures safe vehicular and pedestrian access to the village centre.**

**Objective 3: To enable the creation of a village car park.**

**Objective 4: To support new development that is well designed and of a high quality, that enhances the rural setting and character of the individual settlements within the Parish.**

**Objective 5: To conserve and enhance the character of the Conservation Area and historic assets.**

**Objective 6 : To protect and enhance Boxford's natural assets, important views and the scenic beauty of the wider landscape setting of the open countryside.**

**Objective 7: To encourage new sustainable housing growth that is future proofed against climate change.**

**Objective 8: To maintain and enhance community cohesion and protect existing village infrastructure from unacceptable development.**

**Objective 9: To support existing businesses in the village and allow them to expand in a suitable way.**

# Chapter 6: Policies and Projects

---

## Introduction to 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 the following seven themes: Housing, A Transport Strategy for Boxford, The Built & Historic Environment, Sustainability & Climate Change, the Natural Environment, Community Infrastructure and Business.
- 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 selection.
- 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 parish.
  - 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<sup>4</sup>.
- 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.

## Introduction to community projects and community aspirations

- 6.5 The Neighbourhood Plan is principally concerned with land use planning matters. However, through discussion with local stakeholders, responses to emerging policy ideas and discussion within the Steering Group it is apparent that there are other issues of legitimate interest to the community. These issues are aspirations which generally fall outside the scope of neighbourhood plan policy making but should, nevertheless, feature in the plan in order for the community and the Parish Council to examine outside of the prescribed process of the Neighbourhood Plan. We have identified such issues below as community projects.

---

<sup>4</sup> Tony Burton, Writing Planning Policies, Locality.



### Potential Community Projects

1. New Village Car Park in Stone Street Road.
2. New Green footpath/route linking new car park with Stone Street Hamlet
3. The Croft public footpath improvements and wildlife corridor
4. Refurbishment of 'Old Gaol' on Broad Street
5. Planting/landscaping scheme at School Hill
6. Local Housing Needs Survey to be repeated quinquennially<sup>5</sup> to ensure that new housing development within the village reflects the most up to date housing need.
7. CIL List – List of priorities identified by the Parish Council that Community Infrastructure Levy (CIL) – monies derived from new development that occurs over the plan period, will be spent on.

6.6. The appetite of the local community for future projects was tested at the Public Exhibitions held in early July 2021. In summary those projects were:

- **Village car park**

The lack of an off-street, car park has long been an aspiration of the village. Whilst it would be preferable to deliver a car park in the centre of the village through planning gain associated with residential development, this may not be possible or desirable. However, the Neighbourhood Plan identifies a small site for residential development in Stone Street Road which could deliver a village car park through the planning process. If that could not be achieved, the aspiration remains to provide a car park through other means such as the Community Infrastructure Levy and other public funds.

- **Green footpath linking proposed car park to Stone Street hamlet**

In conjunction with the above or as a stand-alone project, the valley between the school and main road (A1071) is a valuable bio-diversity site that lends itself to a raised green path providing safe pedestrian connectivity between the school and Stone Street hamlet via an already constructed but little-known A1071 underpass. (See Policy BOX 4).

- **The Croft public footpath and wildlife corridor**

The Croft is an important connection between the village centre, Homefield and the playing fields. It is in constant use and the combination of lockdown usage and the heavy rains of winter 20/21 have caused deterioration in the footpath. A project to improve access at the northern end entrance from the playing fields car park and the general condition of the footpath down to Broad Street would be of low-cost benefit and ideally undertaken following the establishment of the village car park.

- **Old Gaol (also known as Fire Engine House).**

The Old Gaol is a Grade II Listed small gault brick, building, located on Broad Street in the centre of the village. It was originally used to house fire engines but is now a bus shelter. A project to refurbish the external brickwork and

---

<sup>5</sup> Every five years

provide an interpretation board in relation to its various past uses would enhance the setting of this historic asset.

- **Planting/landscaping scheme at the top of School Hill**

School Hill is one of the principal entrances to the village. The greensward at the junction with the main road lends itself to an appropriate planting/landscaping scheme perhaps highlighting the village as a former wool town. Given the location, sight lines would need to be maintained. However, there is scope for a visual enhancement to this important gateway to the village.
  - **Local Housing Needs Survey**

A project to undertake a housing needs survey every 5 years would refine and define the future demand for housing and the type of tenure and ensure that there is robust data to support specific types of housing in new development.
  - **Community Infrastructure Levy (CIL) List**

When the Neighbourhood Plan is 'made' (adopted) the parish becomes eligible for 25% of the monies derived from the Community Infrastructure Levy that is derived from new development within the parish. Currently the level is 15%. The CIL monies must be spent for the benefit of the parish. In order to do this transparently and effectively the Parish Council should create a prioritised list of projects that the CIL monies can be spent on.
- 6.7 The Community Projects will be taken forward outside the Neighbourhood Plan process and they will be used by the Parish Council as the basis for the Community Infrastructure Levy income that will be received as a consequence of new development within the Plan period – up to 2037. With a 'made' Neighbourhood Plan in place this rises from 15% to 25%. The projects outlined above and shown below are not an exhaustive list. (See also **Chapter 14** for more details on implementation of the Plan)

## 7. Housing

**Objective 1: To provide for housing growth of all tenures and sizes to meet the needs of the current and future generations.**

### Scale and Delivery of New Housing

- 7.1 Government guidance advises that Neighbourhood Plans must be in general conformity with the strategic policies contained in any development plan that covers their area. In addition, they should support the delivery of strategic policies contained in local plans and should shape and direct development that is outside of these strategic policies. Neighbourhood Plans should not promote less development than set out in the strategic policies for the area or undermine those strategic policies.
- 7.2 The issue of new housing is often a key determinant in the decision by a local community to embark upon the production of a Neighbourhood Plan. The issue of future housing development in Boxford has been a central feature to the production of this Neighbourhood Plan.
- 7.3 Figures from the 2011 census indicate that there were 516 occupied households within Boxford with a further 24 dwellings that appeared to be unoccupied. The total housing stock at that time being approximately 540 dwellings. Figures from Babergh District Council's Annual Monitoring report indicate that between April 2013 and March 2018 a further 49 dwellings were constructed.
- 7.4 The existing adopted strategic policies for Boxford can be found in the Babergh Core Strategy adopted in 2014. Policy CS2 of the Core Strategy identifies Boxford as a 'Core Village' in the settlement hierarchy and goes on to state that Core villages will act as a focus for development within their functional cluster and, where appropriate, site allocations to meet housing and employment needs will be made in a subsequent site allocations document. Work on the site allocations document was overtaken by work on the Joint Local Plan. The predecessor to the Core Strategy, the Babergh Local Plan, which was adopted in June 2006, made a single allocation for development in Boxford – HS21 at Goodlands Farm, Daking Avenue which has now been completed.
- 7.5 Following the outcome of the BMSJLP hearings in December 2021, the table on page 43 of the submitted BMSJLP (November 2020) is to be treated as providing 'indicative' figures for Neighbourhood Plan areas. This indicative figure for Boxford consists of 13 dwellings of which 8 were already committed in the form of unimplemented planning permissions at 1<sup>st</sup> April 2018. Details of these are shown in the SHELAA<sup>6</sup> and are summarised in **Table 1** below.

---

<sup>6</sup> Babergh Mid Suffolk Strategic Housing & Economic Land Availability Assessment October 2020 – an assessment of the suitability of site for development.



**Table 1**

Ref No	Location	Approval Date	No of new dwellings outstanding at 01.04.18
B/14/00705/FUL	Old School House	10.09.14	-1 (Change of use)
B/15/00233/FUL	1 The Causeway	17.04.15	0 (Replacement dwelling)
B/16/00074/OFD	Cygnets Court, Swan St (units 1 & 2)	24.03.16	2
B/15/01078/FUL	Cygnets Court	30.03.16	4
B/17/01095/OUT	Land at The Pippins (Calais Street) <sup>7</sup>	30.06.17	1
B/17/01053/LCE	Richmond Lodge, Calais Street	28.07.17	1
DC/17/04548/FUL	Land adjacent to Old School House	02.11.17	1
<b>Total</b>			<b>8</b>

7.6 In addition, there are applications that have been permitted between the 1<sup>st</sup> April 2018 and 31<sup>st</sup> March 2021, which add 8 further new dwellings to comprise an overall total of 16 dwellings with outstanding planning permission. Where these applications supersede an existing permission or are the full permissions following an outline consent, these are noted. These are summarised in **Table 2** below.

**Table 2**

Ref No:	Location	Approval Date	No of new dwellings
DC/18/04967	Former Nursery at Calais St	11.03.20 (appeal)	4
DC/20/04286	Homestead, Hadleigh Road	12.01.21	1
DC/20/03680	2 Cygnets Court <sup>8</sup>	01.12.20	1
DC/19/02781	Stone Street	07.08.19	1
DC/20/02336	Orchard House, Roylands Lane	30.07.20	1
DC/19/03791	Pippins, Calais Street	08.10.19	0 – details on outline application above
DC/18/03686	Cox Hill	02.11.18	0 (Replacement dwelling)

<sup>7</sup> Superseded by DC/19/03791 in Table 2 below

<sup>8</sup> Prior Approval – change from office use See also B/16/00074/OFD in Table 1

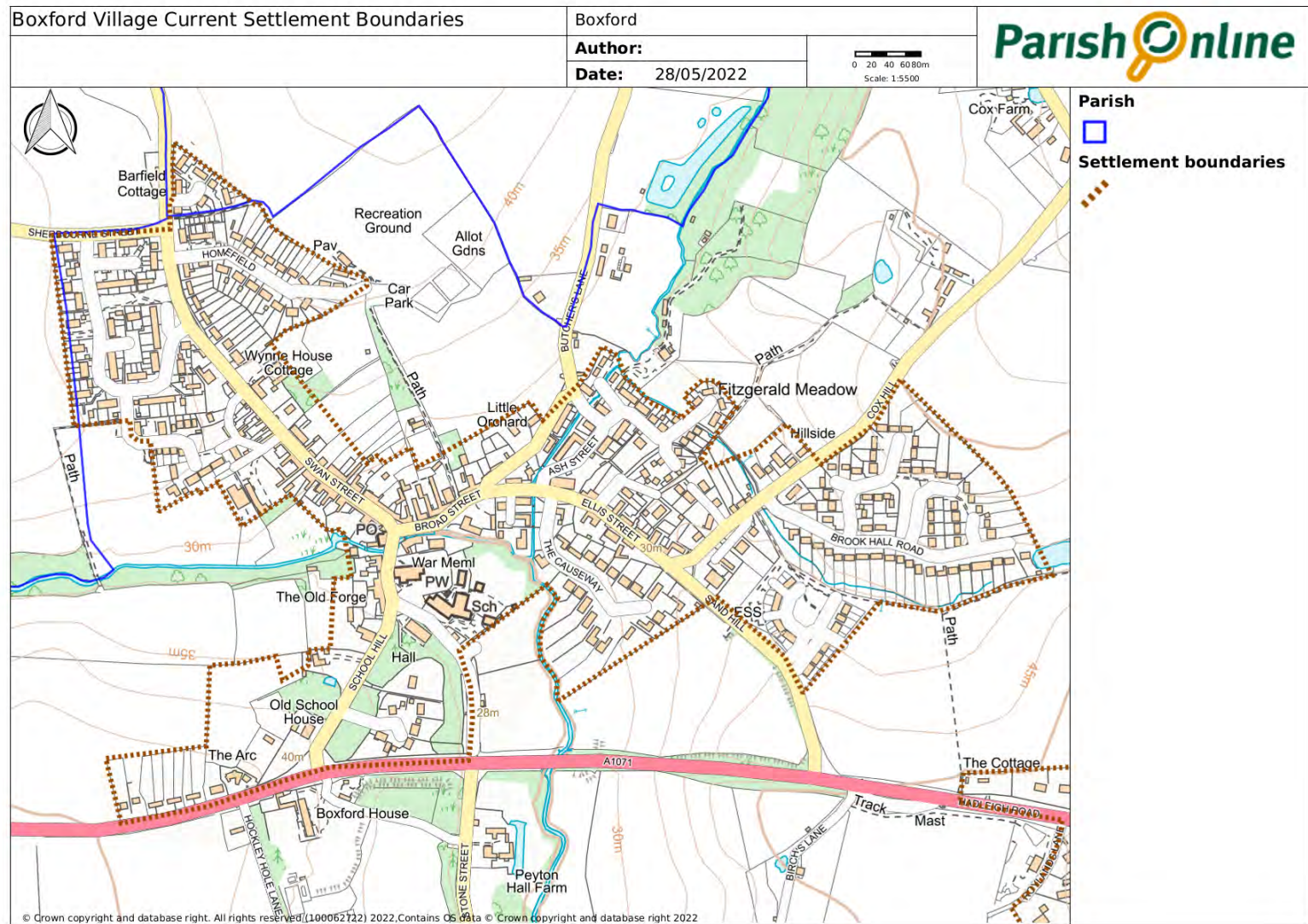
DC/18/04316	Boxwood Hall	22.02.19	0 (Replacement dwelling)
DC/17/02491	Pro Tem, Calais Street	24.07.17	0 (Replacement Dwelling)
Total			8

- 7.7 Furthermore, at the time of writing (January 2022) there is one further application that is still outstanding.
- 7.8 This is DC/20/00330/OUT – 64 dwellings at Land east of Sand Hill (permission originally issued in December 2020, then quashed following a Judicial Review in March 2021)
- 7.9 The Pre-Submission Version of the BMSJLP also proposed a site for a further 5 dwellings at Calais Street which is now incorporated into the Neighbourhood Plan. **(See Map 5).**
- 7.10 It can therefore be demonstrated that the planned Local Housing Requirement identified in the emerging Local for Boxford up to 2037 has therefore already been met.
- 7.11 The Neighbourhood Plan Questionnaire from December 2018, contained specific questions about existing and future housing in the parish. The results revealed that over 45% of respondents felt that the number of new houses built in Boxford was about right. Over 58% of respondents felt that new development should not be allowed to take place outside of the ‘village envelope’. Preferences for ‘infilling’ and small developments of up to 5 new dwellings were the most preferred form for new development.
- 7.12 Taking into account the results of the questionnaire and the informal consultation in December 2020 to January 2021, the central principle for the plan has been developed which supports limited and sustainable growth in Boxford that doesn’t have an irreversible impact on the historic and natural environment of the area.
- 7.13 The level of services and facilities in the parish is a key determining factor for its identification as a Core Village in the settlement hierarchy and the future viability and capacity of such services and facilities over the plan period is an important factor when considering future growth. The Pre-Submission Version of the BMSJLP 2020 identifies a constraint in relation to the primary school and states:
- “Boxford CEVC Primary School does not have any additional capacity once existing commitments are taken into account, and it is not possible to expand the primary school in its current position. Development within the area will be required to secure a solution to primary school provision”.*
- 7.14 The results of the Questionnaire revealed that a key concern of local residents in relation to new housing growth was flood risk and parking at the school. The issue of car parking has been the most often raised issue throughout the preparation of this plan. There are limited solutions to this issue. However, the

Neighbourhood Plan would support small scale housing development in an appropriate location in Stone Street Road, only where this would deliver a new car park to be used in conjunction with the school.

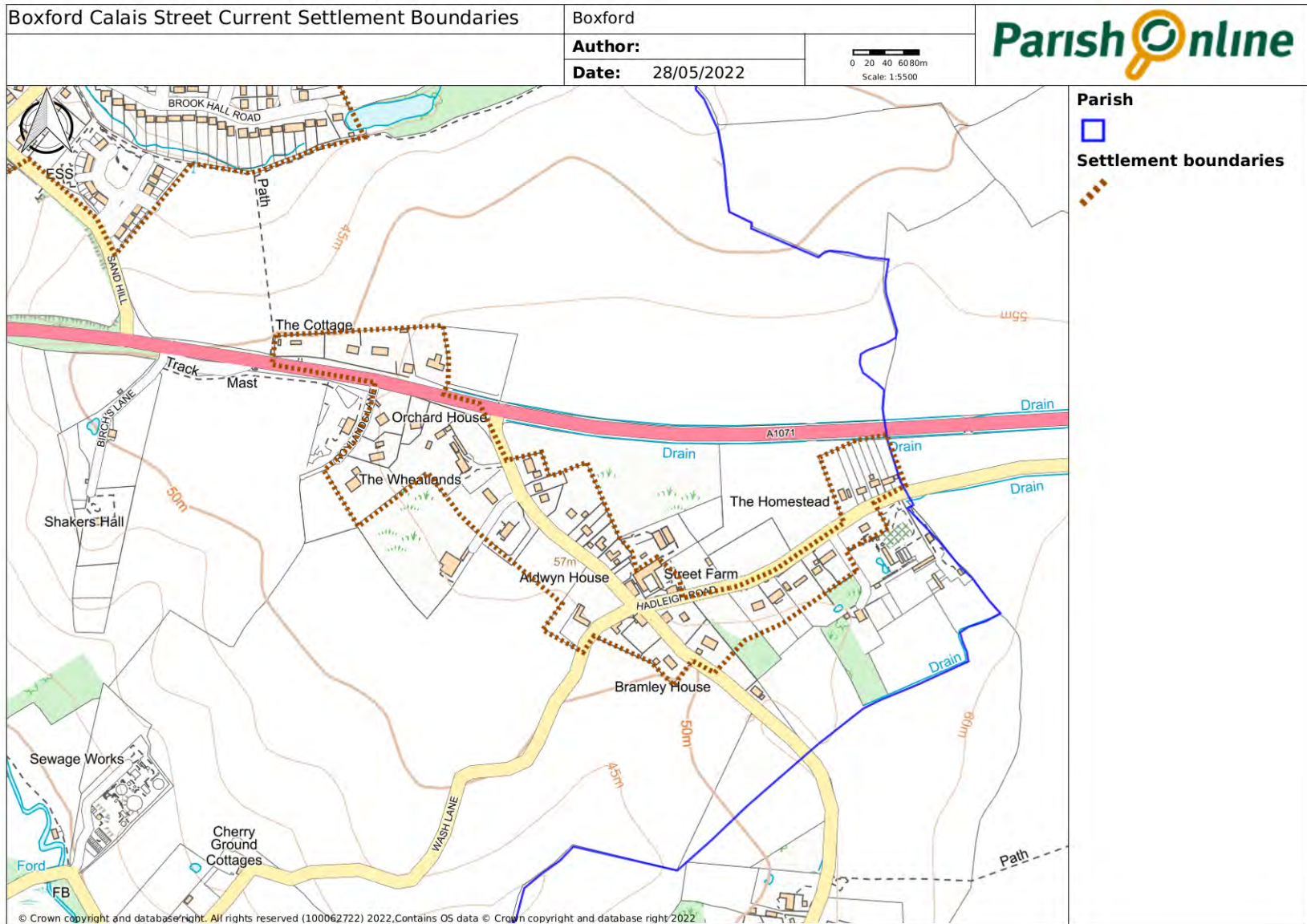
- 7.15 It is, however, essential that the growth is focused on the existing built-up area of the village where there is a close relationship with and easy access to the existing services and facilities. In order to achieve this aim and guided by the results of the consultation exercises to date (including the questionnaire), the Neighbourhood Plan seeks to focus new development within the three defined settlement boundaries in the parish. These boundaries are defined for Boxford Village, Stone Street and Calais Street and are defined in the Pre-Submission Version of the emerging BMSJLP.
- 7.16 The settlement boundary is a mechanism that helps define the built-up area of settlements, and indicates where in principle, development for housing and employment would be suitable. They help to avoid the loss of further undeveloped land in the countryside, ribbon development and urban sprawl.
- 7.17 There may be opportunities for limited growth adjoining but outside the settlement boundary. However, development must respect the landscape quality and setting of the village and not result in ribbon development along the roads leading from the village centre. There may be other situations where it is necessary for development to take place away from the settlement boundary, but these would need to be justified and be for specific purposes only. Housing development outside the settlement boundaries will only be supported where it is in accordance with national and development plan policies.
- 7.18 Part of the Neighbourhood Area falls within the Zone of Influence (ZOI) for recreational disturbance for the Stour and Orwell Estuaries which are Special Protection Areas (SPA) and Ramsar Sites afforded protection for their wildlife value. The Habitats Regulations Assessment (HRA):Screening Report, and Appropriate Assessment produced in August 2021 which accompanies the Neighbourhood Plan recommended that Policy BOX1 include wording relating to the need to ensure that new development within the ZOI does not have any adverse effects upon the integrity of those habitat sites and that proposals should be supported by Project Level HRA Appropriate Assessment which demonstrates this. Furthermore, a proportionate financial contribution will also be secured from proposed residential development within the ZOI in line with the Suffolk Coast Recreational disturbance Avoidance and Mitigation Strategy (RAMS) of which Babergh District forms part. For proposals between 1-49 dwellings, Natural England's guidance at Annex II of the following is recommended. [Suffolk-Coast-RAMS-HRA-Record.pdf](https://east.suffolk.gov.uk/sites/default/files/2021/08/Suffolk-Coast-RAMS-HRA-Record.pdf) (east.suffolk.gov.uk) It should be noted that the proposed allocation at Stone Street Road falls outside of the ZOI.

**Map 4 - Settlement Boundary for Boxford Village**

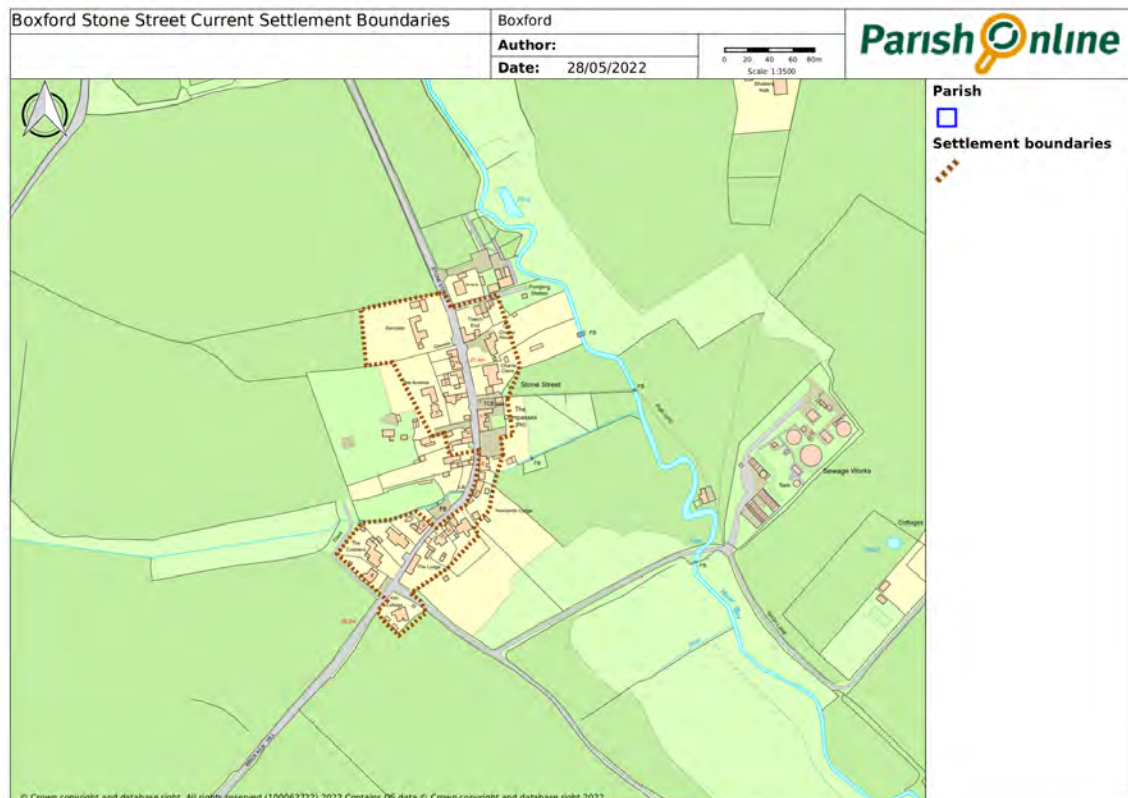




**Map 5 -  
Settlement  
Boundary  
for Calais  
Street**



## Map 6- Settlement Boundary for Stone Street



### BOX 1: Housing Strategy for Boxford

#### POLICY

New development in Boxford will be focused within the defined settlement boundaries of Boxford village, Stone Street and Calais Street (as shown on Maps 4, 5 and 6). New developments of individual dwellings or small groups of houses, within the settlement boundaries will be supported.

New development outside of the defined settlement boundaries will only be supported where it is in accordance with national and development plan policies.

Proposals for new development in the Neighbourhood Area that fall within the Zone of Influence for the Stour and Orwell Estuaries should be accompanied by a Project Level HRA Appropriate Assessment that demonstrates that there will be no adverse effects upon the integrity of those habitat sites.

This plan makes a new allocation as follows:

1. Land at Stone Street Road for approximately 7 dwellings\*

\*This site also provides for a village car park

**BOX 1A: Housing Allocation for approximately 7 dwellings and new car park at Stone Street Road**

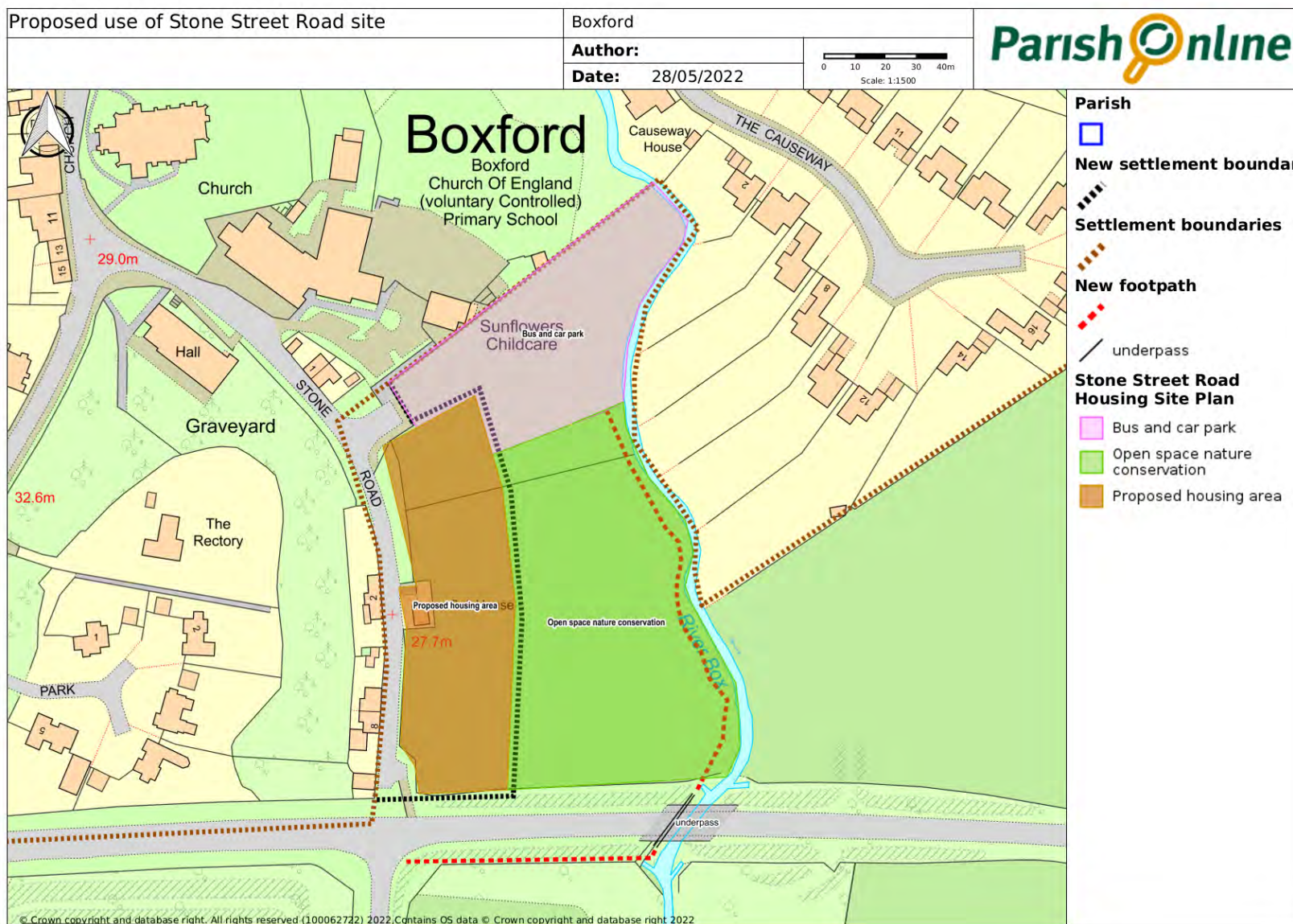
Land is allocated for approximately 7 new dwellings and a new car park at Stone Street Road and will be developed in accordance with the following criteria:

- a) Any planning permission granted will be subject to an agreement that both the housing and the car park is provided.
- b) Vehicular Access shall be from Stone Street Road
- c) Applications will be accompanied by a detailed heritage statement that identifies any impacts including on the significance and setting of designated heritage assets and mitigation as appropriate.
- d) Layout to take account of the flood risk on the site.
- e) A new pedestrian link will be created to connect with the existing underpass under the A1071.
- f) Details of the layout of the car park will be provided as part of the application.
- g) Appropriate screen planting using predominantly native species of a type to be agreed on the northern, southern and eastern boundaries with a soft well landscaped edge on the northern boundary.
- h) Area to the west of the river within the floodplain to remain undeveloped and left open/nature area.
- i) Appropriate financial contributions towards primary school provision to mitigate current capacity constraints will be required

Whether a planning application is submitted in outline or in full, it should include full details of the proposed layout, scale and landscaping to show how the development would safeguard the setting of the Conservation Area.



**MAP 7 –  
Allocation  
at Stone  
Street Road**



## Housing Mix and Housing Need

- 7.19 As well as housing numbers, the size, type and tenure of any new housing is also a key issue for local communities in respect of new housing. The specific mix of housing will clearly have an impact on the existing community and therefore careful thought needs to be applied to determining that mix.
- 7.20 Delivering a wide choice of high-quality homes is essential to support a sustainable, vibrant, and mixed community. Community consultation, including the results from the questionnaire, revealed that residents want to have a range of types of accommodation within their parish to meet their changing needs and to cater for any needs that are currently not being met. A preference was expressed for smaller family homes (2-3 bedrooms) and for affordable housing. Families may want to move to larger homes, older residents may wish to down-size or move to specifically adapted accommodation, residents may be looking to start a family and find the right accommodation to allow that to happen. New homes should be of high quality, accord with environmental design standards and meet community aspirations for new and existing residents.
- 7.21 In Summer 2020, the Steering Group commissioned a Housing Needs Assessment (HNA) for Boxford to explore the issues of housing type and tenure in more detail. The work was undertaken by consultants AECOM and the final report is a submission document that supports this Neighbourhood Plan.
- 7.22 The HNA reveals that Boxford is characterised by a slightly higher proportion of detached properties and a slightly lower proportion of semi-detached properties when compared to the Babergh District as a whole. Boxford has a greater proportion of larger properties when compared to Babergh. The proportion of houses on the larger end of the spectrum (six or more rooms) grew between 2010 and 2019, whilst the proportion of other household sizes either declined or remained steady. Six room households saw the greatest growth, almost double the rate experienced in Babergh. Looking at size in terms of the number of bedrooms, the data shows that Boxford exhibits higher proportions of larger properties with three or more bedrooms.
- 7.23 Boxford has a relatively older population when compared to Babergh as a whole, with a lower proportion in the 16-24 and 25-44 age groups, whilst having a higher proportion in the 65-84, compared to local and national levels. The remaining age groups are generally comparative between Boxford and Babergh.
- 7.24 Since 2001 the population in Boxford has declined in all but two age groups (65-84 and 85 and over). Notably, the rate of growth in the 85 and over age group in Boxford was significantly higher at 100% compared to 39.5% growth recorded in Babergh. The 16-24 age group experienced the greatest decline in Boxford.
- 7.25 Boxford has slightly less one person households. However, a greater proportion of those are aged 65 and over. The proportion of single-family households is the same in Boxford and Babergh, representing 67.8% of all households compared to the national rate of 61.8%. Again, Boxford has a higher proportion of those aged 65 and over. Despite the apparent older



population, Boxford has a lower proportion of families with no children and higher proportions of dependent and non-dependent children.

- 7.26 Since the last census the proportion of one person households in Boxford grew, albeit at a significantly lower rate compared to Babergh. Those one person households aged 65 and over declined in Boxford by 5.6% compared to a modest growth of 1.8% in Babergh. One family households declined in Boxford compared to a growth experience in Babergh. Within single family households only those aged 65 and over grew in Boxford, compared to Babergh which experience growth in all categories. There was no change in other household types in Boxford, compared to a growth at national and local levels.
- 7.27 The results of the life-stage modelling undertaken by AECOM, suggest that the size mix of new housing should focus on dwellings with one to three bedrooms, and suggests fewer large dwellings are needed. These results align with the results of the questionnaire. In line with the life-stage modelling, the focus should be on smaller dwellings (especially affordable smaller homes). This would permit older households in larger dwellings to downsize and allow newly forming households to access housing through smaller and more affordable dwellings.
- 7.28 Boxford has an aging population. Modelled projections for the HNA shows that the 75+ age group is expected to almost double by the end of the plan period. Elderly Accommodation Counsel (EAC) data shows there is no existing specialist housing for the elderly within the neighbourhood area. The 2011 Census identified 0 residents living in care within Boxford. The data also shows that overall Boxford has a significantly lower proportion of bungalows when compared to Babergh.
- 7.29 Furthermore, there may be a more limited potential for adaptations to the existing stock given the historic nature of the village. This makes it more important that either new specialist housing for older people comes forward, or a higher proportion of all new housing should be built to national accessibility standards.
- 7.30 The HNA estimates suggest there might be 40-46 dwellings required by the end of the plan period to meet the needs of older people who may need care and support. The HLIN<sup>9</sup> led projection identifies a need for 11 'housing-with-care'<sup>10</sup> dwellings whilst the tenure led projection identifies a need for 20 such dwellings. However, the HNA recommends treating the 40-60 range as an upper, more aspirational target, to be provided if other constraints allow as in practice, much of this need may be met within the mainstream housing stock through adaptations and care provided in the home.
- 7.31 It is recognised that bungalows can play an important role in meeting the current and future needs of older people and people with accessibility needs. Placing a heavier emphasis on delivering bungalows could help meet the needs of older people who wish to downsize. New mainstream homes (both market

<sup>9</sup> Housing Learning and Improvement Network – a group of housing, health and social care professionals

<sup>10</sup> **Housing-with-care** developments run by **housing** associations and local authorities tend to be called 'extra **care**' or 'independent living' schemes, and explicitly seek to accommodate people who need daily help.

and affordable) could be provided to improved accessibility and adaptability standards and this could help ensure that some stock of accessible dwellings is built up over time. There would be support for the application of optional building regulation standards M4(2) and M4(3) to some or all new homes so that they better meet the needs of occupants as they age and need care and support.

- 7.32 The HNA concluded that Boxford's position in the settlement hierarchy makes it a relatively less suitable location for specialist accommodation on the basis of the accessibility criteria and the considerations of cost-effectiveness above. This form of accommodation would be better located in larger settlements such as Sudbury and Hadleigh where the potential to accommodate the specialist housing need arising from the Neighbourhood Plan area and beyond can be accommodated.
- 7.33 The mix of housing types outlined in Policy BOX2 below has been influenced by both the HNA and the results of consultation with the local community.

### **Affordable Housing**

- 7.34 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 sale housing
  - and other affordable routes to home ownership.
- 7.35 As referred to above, high house prices across Babergh mean that it is difficult for people to purchase or rent a house on the open market. Evidence to support the emerging Local Plan, taking into account the most recent demographic projections for Babergh, identifies an overall profile of affordable housing for the District as a whole, that would meet the Local Housing Need over the plan period as:
- 13.3% of housing to be Affordable Rented.
  - 13.5% affordable home ownership
    - of which 6.8% could be Shared Ownership
    - 6.7% Starter Homes (demand rather than requirement)
- 7.36 The HNA concluded that there was a need in Boxford for approximately 1.53 new affordable homes each year, which equates to approximately 28 over the plan period. The HNA also concluded that because the figure exceeded the housing requirement of 13 dwellings as set out in the emerging Local Plan that it was unlikely that the Neighbourhood Plan would be able to accommodate the full affordable housing identified.
- 7.37 The Boxford HNA attempts to define a more specific mix for Boxford and introduces two options. Both have a 50/50 split between 'Routes to Home Ownership' and 'Affordable Housing to Rent', but with slight differences between the make-up of the 'Routes to Home Ownership' category. Discussions

with Babergh Strategic Housing Team have indicated that their initial preference is for shared ownership. Subsequently, however, the Government's changes to the Planning Practice Guidance in May 2021, require that Neighbourhood Plans published for Reg 14 consultation after 28 June 2021 include a policy requirement for 25% of affordable homes to be First Homes. and therefore Option 2 of the AECOM Housing Needs Assessment, which contains the higher % of first homes is supported. In Boxford a 30% discount on average prices (as envisaged in the First Homes product) would not extend home ownership to those on mean incomes. A 40% discount is considered more appropriate for Boxford's circumstances and would be an appropriate policy response to increasing the affordability of any First Homes being delivered in the village. The rent to buy tenure may be viable for those on mean incomes but remains out of reach for lower earners

POLICY	<p><b>BOX 2: Housing Mix</b></p> <p>A broad mix of housing that meets local needs and enables a mixed and inclusive community will be supported.</p> <p><b>Affordable Housing</b> The mix of affordable housing in Boxford will be provided in accordance with Option 2 of the AECOM Housing Needs Assessment produced in September 2020,<sup>1</sup> or the most up to date information available.</p> <p>Option 2 requires a broadly 50:50 split between 'Routes to home ownership' and 'Affordable Housing to rent' as follows:</p> <ul style="list-style-type: none"> <li>• <b>'Routes to home ownership (50%)'</b> <ul style="list-style-type: none"> <li>○ First Homes 25% (at a 40% discount)</li> <li>○ Shared Ownership 15%</li> <li>○ Rent to Buy 10%</li> </ul> </li> <li>• <b>'Affordable Housing to Rent' (50%)</b></li> </ul> <p>The allocation of affordable housing will be made in accordance with the criteria contained within Babergh District Council's local connections policy.</p> <p><b>Dwelling Size:</b></p> <p>New developments should have a specific focus on providing smaller dwellings for families and to enable downsizing consistent with the findings of the AECOM Housing Needs Assessment. Particular support will be given to proposals that include the following:</p> <ul style="list-style-type: none"> <li>• Smaller affordable homes (1-3 beds)</li> <li>• Bungalows to allow for down-sizing.</li> </ul>
--------	--

**Rural Exception Sites**

7.38 Given that the Local Housing Requirement as set out in the emerging BMSJLP has already been met but that a need for specific forms of affordable housing has been identified within Boxford, the Steering Group were keen to investigate how this need might be met, either in full or in part. The Group

agreed with the HNA conclusion that achieving 28 new affordable homes over the plan period would be unlikely and also acknowledged that there are constraints to new development in the parish in the form of school places, highways and water capacity.

- 7.39 It is recognised that there are specific difficulties that arise from allocating sites outside of the settlement boundary as these tend to result in landowners developing on a commercial basis leaving the housing need unmet.
- 7.40 One option would be to grant planning permission for development on land outside of the settlement boundary but immediately adjacent to it on an 'exceptional basis'. Such sites are known as 'rural exception sites' and where they are proposed, justification must be given that demonstrates an identified housing need within the parish that the proposed site is suitable to meet. This housing must also remain available to meet identified housing need in perpetuity. This Neighbourhood Plan supports the delivery of affordable housing through rural exception sites.
- 7.41 It should be noted that proposals for exception sites that fall within the Stour and Orwell Estuaries ZOI may be subject to the Project Level HRA Appropriate Assessment and Suffolk Coast RAMS contributions. Where a residential housing type e.g., affordable housing is to be excluded from the Strategy for any reason, but still poses a risk to European sites, the Local planning authority may choose to make exclusions on development viability grounds.

POLICY	<p><b>BOX 3: Rural Exception Sites</b></p> <p>Proposals for the development of small-scale affordable housing schemes on sites outside of but immediately adjacent to the settlement boundaries will be permitted on an exceptional basis where there is a proven local need and where such housing:</p> <ul style="list-style-type: none"> <li>• Remains affordable and available in perpetuity</li> <li>• Is available for people identified as being in housing need by virtue of being unable to buy or rent properties in the parish at open market prices</li> <li>• Is offered in the first instance to people with a demonstrated local connection as identified in the Babergh Choice Based Lettings Scheme 2016 (or successor document). Where there is no local connection, a property should then be offered to those with a demonstrated need for affordable housing in neighbouring villages.</li> </ul> <p>The occupation of this housing should be secured through a legal agreement attached to the planning consent for the housing.</p> <p>The development of such housing should be consistent with polices in this plan governing design, appearance, layout, amenity, highway safety, impacts on historic and natural environment and flood risk.</p>
--------	---

Proposals for housing of this kind should be accompanied by a detailed housing needs assessment which demonstrates that a local need exists, and that the accommodation proposed will contribute to meeting this proven need.



## 8. A Transport Strategy for Boxford

---

### Transport, Parking and Accessibility

- 8.1 The issue of movement around the village and the wider parish almost invariably surfaces in any consultation from casual conversation to formal survey. The village is structured around its historic linear core of School Hill, Swan Street and Broad and Ellis Streets, the majority of the buildings and their immediate environs pre-dating the motor vehicle. At busy times, movement, parking and pinch point congestion are an ever-present challenge.
- 8.2 At school pick-up and dropping off times, pedestrians and motor cars compete for the limited road and pavement space. In a rural setting such as Boxford, accessibility by car is vital for most residents to be able to access employment, major shopping, education and other services. A large proportion of working age residents commute for work to either nearby towns or the larger cities and Boxford is a hub for a number of other villages in the local area, in particular those without any services of their own. This last point was reinforced during the Covid-19 lockdown with the increase in trade for local businesses.
- 8.3 The *Suffolk Travel to Work Report 2018* summarises responses to an annual online survey about how people travel within the County. The survey received 3,746 responses. Nearly seven in ten respondents (69.6%) travel to work by car; six of those ten (59%) are the sole occupant for the whole journey. Around one in ten respondents travel by public transport, either by bus (4.7%), train (4.2%) or park and ride (1.7%). The remaining two in ten respondents travel actively to work, either by walking (10.7%) or cycling (9.1%). Over the period 2010 to 2018, responses to the primary mode of transport to work and preferred mode of transport have remained stable. Car ownership has increased ten times over since 1950 and yet Boxford's core, built environment dates from horse drawn days. Irreconcilable interests might be the easy conclusion. As ever a compromise involving traffic enforcement measures, pedestrian access and parking could reduce the conflict between the historic fabric and the internal combustion engine.
- 8.4 This chapter of the Neighbourhood Plan seeks to present a comprehensive future Transport Strategy for Boxford by identifying the key transport and access issues faced in the parish including traffic congestion and safety, parking, public transport connectivity, pedestrian and cycling routes and addressing them in the form of three separate but linked planning policies and the identification of key projects to be taken forward during the plan period.

### Boxford Travel Survey undertaken by Boxford Parish Council in July 2021

- 8.5 In July 2021, the Parish Council undertook a travel survey for the village. The results are shown in **Appendix A**. The purpose of the Travel Survey was to enable the Parish Council to better understand the situation and the pattern of

vehicle movements coming into and moving within the village. The survey included residents both within the village and also the surrounding area. The survey was conducted in July 2021, for a period of three weeks, and was advertised in the Box River News, for people to complete on-line. Paper copies were also made available and circulated within the village for completion by those people that were unable to complete it electronically. Within the three-week period, the survey received 221 responses.

### Traffic Congestion and safety

8.6 The survey reinforced the belief that despite the A1071 and A134 main road route to Bury St Edmunds, Cambridge and the A14 to the north, the shorter and more direct option up Swan Street, through traffic free Groton and Milden to Lavenham and beyond is commonly used, for commuting to work taking multi-directional traffic including school buses, heavy goods vehicles and large agricultural plant through the village. The view of a home business proprietor, living and operating in Swan Street and daily witnessing pedestrians and push chairs using narrow or non-existent pavement to compete with the traffic is echoed by many, that “there is a serious accident waiting to happen”. Other popular exit routes included Sand Hill and School Hill.

8.7 In a 2018 appeal against a refusal to grant outline planning permission for up to 24 dwellings north and west of Swan Street, the Inspector dismissed the appeal, finding it had an unacceptable highways impact. In reaching his conclusion, inter alia he commented:

*‘To my mind these findings show that Swan Street is not dealing with the demands placed on it by current traffic conditions. The combination of driver frustration, relatively high vehicle speeds, the need to make awkward manoeuvres and instances of a mix of vehicle types sharing or intruding into pedestrians spaces poses a substantial risk to highway safety. There is no record of personal injury accidents in this part of Swan Street. However, there is a substantial body of anecdotal evidence from local residents and the Parish Council of near misses involving vehicles and pedestrians, as well as damage to vehicles and buildings. ‘*



**Photograph highlighting speeding, pedestrian safety, and car parking problems.**

8.8 Swan Street is the road that has a persistent pattern of significant problems, but problems exist in Broad Street and also in Ellis Street where it narrows and

climbs towards the sub-standard Cox Hill junction. Daily and with little or no stewardship, residents, shoppers and through traffic make it work and tolerate the periodic congestion and risks. However, there is a clear case, almost universally supported except by the very few, for speed control, safer pedestrian movement and a village car park to reduce on street parking. There is anecdotal evidence that a 20 MPH speed limit throughout the main village highway corridor would receive wide support for its potential to reduce the severity of vehicle impact injury and to encourage walking rather than driving in the neighbourhood. The visual impact of the traffic calming measures, and signage required for a 20 MPH Zone in the conservation area may be more problematic and needs further study to avoid unsightly signage and traffic management measures such as seen locally in Water Street, Lavenham.

### **Pedestrian Access**

- 8.9 Traffic control, speed and pedestrian access are all linked; every bus journey starts with a walk and a walk can replace a parked car. Walking is popular in Boxford, the village itself is compact and footpaths exist to and round green spaces and neighbouring hamlets. However, in addition to the hazard of traffic, there are problems with footpath width and gaps in some places, notably Swan Street, Ellis Street and Cox and Sand Hills, and there has been little planned connectivity. A notable exception is the new Goodlands estate with its well planned and landscaped pedestrian route to join Swan Street, a bonus to the Daking Avenue estate residents. Elsewhere, major new developments of significant size, which this plan will not recommend, can encompass many initiatives to improve pedestrian navigation and access, designing new safe attractive footpaths to assist connectivity and encourage the healthy option of walking to work, shop, school, sport or entertainment and curbing the default option of the car.
- 8.10 Boxford's challenge is to improve walkability largely within the existing built environment. The key existing walkway routes in the parish are identified on **Map 8 below**. Any new small development should give regard to encouraging short local journeys to be made by foot or bicycle as a healthy and preferable alternative to short car journeys. In addition, consideration should be given to modifying the main existing pedestrian routes where it is safe and practicable to do so to ensure sufficient width of pavement for a push chair or wheelchair/mobility scooter. This needs to be contiguous with the village car park aspiration as in some places existing street parking will need to be replaced with double yellow line marking to improve pavement width. There would be considerable local opposition to further on street parking restriction without the addition of a car park.



**Photographs illustrating narrow width of pavements and residential on street parking.**

- 8.11 Measures to improve pedestrian safety, particularly those for school children such as a ‘walking bus’, are supported by this Neighbourhood Plan. A walking bus is a form of student transport for schoolchildren who, chaperoned typically by two adults, walk to school along a set route, with some similarities to a school bus route. Like a real bus, walking buses have a fixed route with designated "bus stops" and "pick up times" at which they pick up and "drop off" children. The Travel Survey results revealed that 67% of residents would walk into the centre of the village for shopping and to use the community services rather than drive and attempt to park.
- 8.12 The Croft (**see Map 9 below**) is an important connection between the village centre, Homefield and the playing fields. It is in constant use and the combination of lockdown usage and the heavy rains of winter 20/21 have caused deterioration in the footpath. A project to improve access at the northern end entrance from the playing fields car park and the general condition of the footpath down to Broad Street would be of low-cost benefit and ideally undertaken following the establishment of the village car park. (**See also Projects Chapter 6**)
- 8.13 Boxford’s compact geography means that street/directional signage can be kept to a bare minimum. However, the playing fields and the Spinney are both used by visitors and single directional signs sensitively designed and in keeping with the village’s character could have the advantage of encouraging further use of these facilities from Broad Street, thereby contributing to reducing pollution and the parking requirement.

**Objective 2: To support development that ensures safe vehicular and pedestrian access to the village centre.**

**POLICY**

**BOX 4: Safety for vehicles, pedestrians, and cyclists**

Measures that would reduce congestion in the village centre and improve pedestrian safety on highways and at the following key junctions will be supported:

- Cox Hill and Ellis Street with Sand Hill
- Church Street with Stone Street Road
- Swan Street/Church Street/Broad Street
- A1071 with Stone Street Road

Development proposals that would result in a substantial risk to highway safety or would increase congestion through the need for vehicles to make awkward manoeuvres, create instances of a mix of vehicle types sharing or intruding into pedestrian spaces or damage to vehicles and buildings will not be supported.

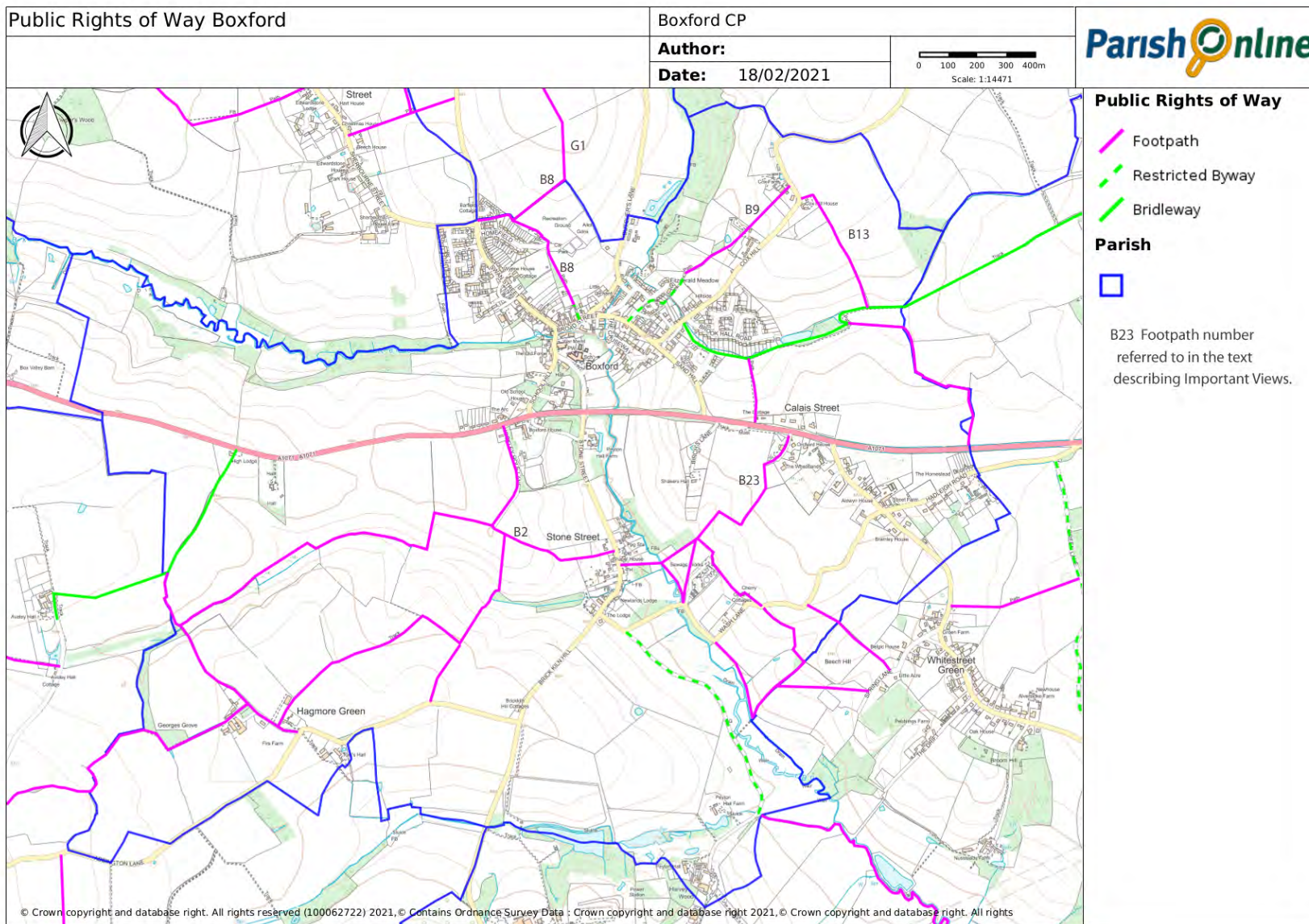
Proposals to enhance key walkway routes (**see Map 8**) around the village used by pedestrians will be encouraged and developer contributions, appropriate to the scale and location of the proposed development should be used to enable these enhancements. Enhancement can take the form of new connections, improved surfaces and/or signage increasing connectivity between communities. Proposals that would be impede or adversely affect the safe use of these routes will be discouraged.

Specific support is given to proposals that would result in improvements to The Croft (Boxford FP8 which runs between the village centre, Homefield and the playing fields – **See Map 9**)

Where new development takes place, where appropriate to the scale and location of the development, opportunities should be taken to increase the health and wellbeing of residents through developing existing routes and creating new footpath and cycle routes which connect to village services, the village centre and the existing Public Rights of Way Network into the surrounding countryside. These should form part of a safe, accessible, and coherent network in and around the parish.

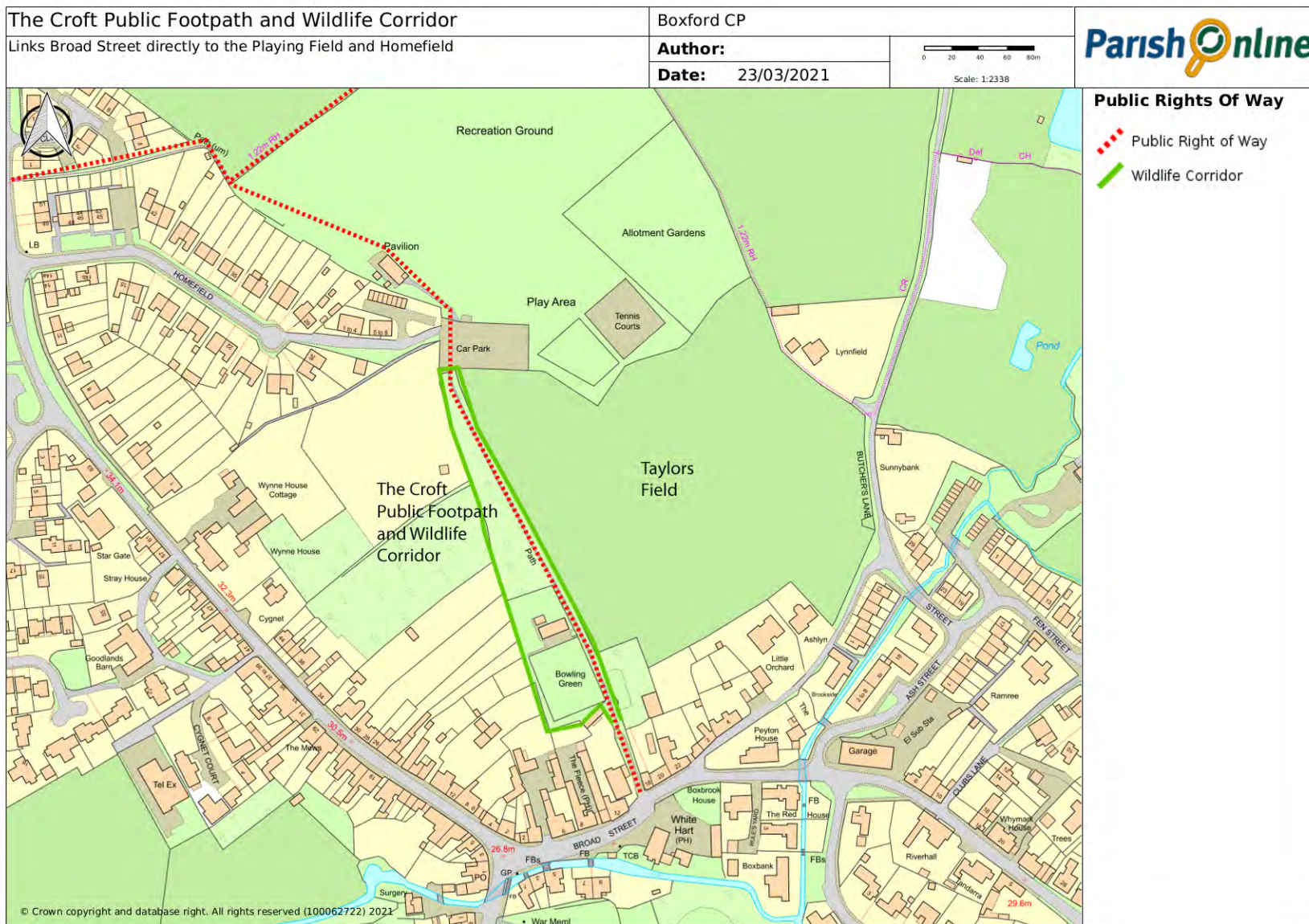


**Map 8 –  
Key  
'Walkway  
Routes' –  
Public  
Rights of  
Way**





**Map 9 –  
The Croft –  
Boxford  
Public  
Footpath8  
and  
Wildlife  
Corridor**



## **Public Transport**



### **Frequency of buses**

8.14 For much of the last century Boxford enjoyed the services of a locally owned bus company which served a number of routes. It now has the service of one route alone, the 90/91 operated by Beestons. These buses run each way through Boxford between Ipswich and Sudbury. They are most used for journeys to Sudbury in the west and Hadleigh in the east. In addition, the school bus services operate during school terms. Only three years ago the service ran hourly and direct to Sudbury, via part of Great Cornard. The service was reduced first to every, one and a half hours and then, prior to Covid 19, to an approximately two hourly service. The journey time to and from Sudbury was lengthened to cover a larger portion of Great Cornard before reaching the bus station. The July 2021 Travel Survey revealed that over 76 per cent of respondents never used the buses.

### **Rail connectivity**

8.15 The big question of accessibility and interchangeability is beyond the scope of this plan and lies in the hands of national authorities and transport operators. Public transport that does not connect up, discourages people from using it and leaves more people choosing to drive, increasing congestion on the roads and in car parks and contributing to pollution. Although it is rare to find an operator who doesn't claim a "joined up" approach in their publicity, it does seem that the operation, investment and planning of different public transport modes are frequently made in isolation, which means opportunities to link them are missed. With local government funding facing further cuts it is highly unlikely that public subsidies to operators will be available for enhanced services, but the case should be made. If the Boxford-Sudbury bus service set down closer to the Sudbury Railway Station at times matched to the hourly train service, it would provide good access to London in 1 hour. 15 minutes. This would provide the

opportunity for wider travel for all ages without the use of cars. Without this kind of public transport, many people are unable to live independently or to travel for education, work or leisure. This is not just a social issue, important though that is. It is also an economic issue as it could be an effective use of public sector budgets in the transport, health and welfare sectors.

- 8.16 The Housing Needs Assessment has confirmed that the 65+ cohort is currently the only growing sector of Boxford’s population. This plan recommends that bus frequency, inter-connectivity and accessibility should always be part of any development planning, not the least because of the wider advantages for all.

<b>POLICY</b>	<p><b>BOX 5: Improving access and connectivity</b></p> <p>Proposals that would promote a joined-up approach to the provision and use of public transport in Boxford will be encouraged.</p> <p>Particular support is given for measures that would enable greater use of public transport through provision of specific infrastructure and facilities at transport interchanges e.g., secure cycle parking and safe storage, access to car parking facilities and bus shelters.</p> <p>Proposals that would result in the provision of electric charging points and infrastructure will be supported.</p>
---------------	---

**Parking**

- 8.17 The lack of a village car park has probably been evident from before the most recent expansion in car ownership, commuting and car journeys to school. Events at the playing fields benefit from a car park, accessed through Homefields, but this is in need of expansion and surface improvement. It is a seven-to-ten-minute walk from the village and neither route is wheelchair /buggy friendly. In the centre of the village, visitors and residents compete for the roadside space and this is accentuated at school drop off and pick up. Well attended village hall events, weddings and funerals in the church provide a considerable challenge for those dropping off, collecting and parking. A village car park sits at the top of priorities. It needs to be within easy walking distance of the centre of the village.(See also **Policy BOX1**)





**Photograph illustrating issues of on street residential parking.**

- 8.18 No new development of size should be approved without adequate off-street parking and accessibility and there is a clear priority to answer some of the future housing needs with a housing development which also resolves the lack of a public car park. The provision of land and finance for a public car park is unlikely without the financial underpinning provided by a combination of either grants, District Council support, Parish precept, community infrastructure levies, lottery funding or developer contributions.
- 8.19 The delivery of a car park would allow consideration to be given to a Resident Parking Scheme, permits only to be given to vehicle owners close to the address for which the vehicle is registered and when the owner spends at least four nights a week at their home. It should be noted that only one permit per dwelling is normally allowed and the cost of the permit funds the administration of the scheme. This will not be popular with residents in the (mainly) listed properties but could present the opportunity for more double yellow line parking restrictions.

### **Objective 3: To enable the creation of a village car park.**

- 8.20 The Adopted Babergh Local Plan (2006) contains Policy TP19 which relates to the provision of a new car park next to the primary school, with provision for bus turning. The aim of the car park was to alleviate pressures resulting from on-street parking in the village. The new car park would provide for school, parish council and community parking, all of which is currently concentrated in a relatively congested area of the village. The policy remains a 'saved policy' and has not been superseded although the car park is yet to be delivered.
- 8.21 The car park remains an important community aspiration and the results of consultation during the preparation of this Neighbourhood Plan reinforce this point and it is clear that the problems of on street parking, pedestrian safety and traffic congestion in this part of the village remain.



8.22 Policies **BOX1** and **BOX1A** have sought to take a pro-active approach and make provision for the delivery of the car park as a consequence of new development at Stone Street Road. The delivery of the car park is the overriding issue and support for housing development in the identified location is only given in order to deliver the community benefit of the car park. It is acknowledged that this scheme will require on-street parking restrictions to be introduced to resolve existing areas of on street congestion. Parking and maneuvering, secure cycle storage and EV charging infrastructure should be provided in accordance with Suffolk Guidance for Parking 2019.

POLICY	<p><b>BOX 6: New Village Car park adjacent to the primary school (Stone Street Road)</b></p> <p>Approximately 0.3 hectares of land adjacent to Boxford CEV Primary School are allocated for a community car park to address traffic congestion and pedestrian safety issues caused by current levels of on street parking at peak times in Swan Street, Broad Street, Church Street and School Hills. Proposals for the car park should include:</p> <ul style="list-style-type: none"> <li>• Suitable landscaping scheme around the perimeter</li> <li>• An appropriate and permeable surface to ensure that issues of flood risk are mitigated, and that increased flood risk is not caused elsewhere.</li> <li>• A layout that will suitably accommodate bus and turning facilities.</li> <li>• Good pedestrian connections to the rest of the village</li> <li>• Provision of a direct access point from the car park to the school (to mitigate for the lack of a footway between the car park entrance and the school)</li> </ul> <p style="padding-left: 20px;">Provision of appropriate large vehicle turning head</p> <p>Proposals should ensure that the heritage impacts of any development on this site are considered carefully. Any application should be accompanied by a detailed heritage statement that identifies any impacts including on the significance and setting of designated heritage assets and mitigation, as appropriate.</p> <p>(See also Policy <b>BOX1</b>, <b>BOX1A</b> and <b>Map 7</b>).</p>
--------	---

### Transport Strategy Projects

The following projects are identified for delivery as part of the overall Boxford Transport Strategy:

- Identification of a site for a new village car park.
- Promotion of sensitively designed new signage at key points to encourage 'walkability' in the parish.
- Promotion of integrated transport – linking bus and rail frequency and timetables to enable greater inter-connectivity and accessibility.

- Encouragement of opportunities for footway widening and joining up of existing gaps in footway provision to improve pedestrian safety, where feasible.
- Identification of sites for 'enhancement' of existing routes funded by developer contributions.
- **See also Community Projects – Chapter 6**

## 9. The Built and Historic Environment

**Objective 4: To support new development that is well designed and of a high quality, that enhances the rural setting and character of the individual settlements within the Parish.**

### High Quality Design

- 9.1 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 the local community concerns about any proposed new development. If a community believes that it has been involved in 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.
- 9.2 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.
- 9.3. 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.
- 9.4 Government guidance places considerable emphasis on achieving well-designed places. Paragraph 126 of the NPPF 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.
- 9.5 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 they should be reflected in development.
- 9.6 To make a decision as to whether something is 'in keeping' with the existing development is subjective. However, the Neighbourhood Plan Steering Group commissioned consultants AECOM to produce a Design Code and Design Guidelines for Boxford. The final report published in March 2021 and available as a supporting evidence document to this Plan has been used to inform **Policy BOX 7** below.

- 9.7 The Design Code built on the work of the Steering Group and sought to devise Design Guidelines and Codes that would assist with the development of the Neighbourhood Plan. The AECOM report undertook a detailed analysis of the local character of Boxford, developed some strategic design guidelines and identified a palette of materials which should influence the design of future development. In addition, the report provided specific guidance to be used by the Parish Council when assessing and responding to consultation in future planning applications for new development.
- 9.8 The report also identifies three distinct character areas for Boxford as follows:
- Village Core – Swan Street, Ellis Street, Broad Street and Stone Street Road
  - Meandering Neighbourhoods – Daking Avenue, Brook Hall Road and Fen Street
  - Linear Neighbourhoods - Homefield, Cox Hill, Stone Street Hamlet and Calais Street.

Each Character Area is described in terms of five criteria – Building Groupings, Building Line, Boundary Treatments, Heights & Rooflines and Car Parking. The Design Code is a supporting document to the Neighbourhood Plan and is submitted separately.

#### **Consideration of Context:**

- 9.9 The development principles identified in the Design Guidelines Report indicates that development which is of high density and does not reflect the current grain of the village shall be avoided. Proposals need to consider existing density and the relationship between buildings and plot sizes. The use of a repeating type of dwelling along the entirety of the street should be avoided to create variety and interest in the streetscape. However, having too many different building types should be avoided, as it can lead to a confused and chaotic street scene.
- 9.10 Boundaries such as walls or hedgerows, whichever is appropriate to the street, should enclose and define each street along the back edge of the pavement, adhering to a clear building line that can allow minor variations for each development group. In areas where properties are set back from the edge of the road with small gardens, consideration should be given to the most appropriate site boundaries. Where appropriate, new properties should aim to provide rear and front gardens.
- 9.11 However, where the provision of a front garden is not possible, like along the Village Core character area, small buffers to the public realm such as planting strips could be beneficial. Edges must be designed to link rather than segregate existing and new neighbourhoods. A belt of hedges that defines the existing settlement edge can be integrated into the new neighbourhood by providing a shared back hedge.

## Materials

- 9.12 The materials and architectural detailing used throughout the Parish contribute to the historic character of the area and the local vernacular. It is therefore important that the materials used in proposed developments are of a high quality and reinforce local distinctiveness. Any future development proposals should demonstrate that the palette of materials has been selected based on a solid knowledge of the local vernacular style and traditions. They must also reflect an intelligent understanding of the building details of the historic settlement cores without resulting in low-quality imitations of past styles. In new developments and renovations, locally sourced bricks or bricks that match the buildings in the surrounding area would be the most appropriate.
- 9.13 Particular attention should be given to the bonding pattern, size, colour, and texture of bricks. While red bricks are extensively used in the Parish, stock bricks are not characteristic of the area and should be avoided. Engineering bricks do not contribute to the historic character of the Parish, however, due to their durability they can be appropriate on some occasions. Generally, for inspiration and appropriate examples, the developers should look at the historic cores of the settlements and the surrounding area. Each development should be designed with the specific location in mind and its immediate surroundings. The Design Code includes examples of building materials that contribute to the local vernacular of the Parish and that could be used to inform future development.

## Building heights and roofline

- 9.14 Boxford village already has two prevailing rooflines defined by the types of building groupings that are found in the area. Within the historic core, the roofline is continuous, due to the building groupings, creating an interesting visual result. Outside the historic core, the surrounding neighbourhoods are characterised by different building groupings with repetitive gaps creating a different roofline pattern, interrupted by those gaps that allow long distance views to the countryside.
- 9.15 The continuous roofline is characteristic of the historic core of the village while the interrupted one reinforces the existing rich green infrastructure allowing for views to the countryside. Creating variety in the roofline is a significant element of designing attractive places. There are certain elements that serve as guidelines in achieving a good variety of roofs. The scale and pitch of the roof should always be in proportion with the dimensions of the building itself. Monotonous building elevations should be avoided, therefore subtle changes in roofline should be ensured during the design process. Roof shapes and pitches must however employ a restrained palette on a given building: overly complex roofs must be avoided.
- 9.16 Locally traditional roof detailing elements such as roofing materials, edge treatments, and dormer styles should be considered and implemented where possible in new developments. Dormers can be used as a design element to add variety and interest to roofs. They must be proportional to the mass of the building roof, be vertically aligned to the windows, and be of consistent style



across an elevation. Future developments should follow the existing styles in rooflines and avoid long stretches of similar roof heights and monotonous rooflines. – Higher buildings should be placed on important roads and junctions to be used as landmarks and improve legibility.

## **Connections and Accessibility**

9.17 New development should improve the existing street scene by:

- Providing direct and attractive footpaths between neighbouring streets and local facilities. Streets must be designed to prioritise the needs of pedestrians and cyclists. Establishing a robust pedestrian network: a) across any new development; and b) among new and existing developments, is key in achieving good levels of connectivity among any part of Boxford.
- Proposing routes laid out in a permeable pattern, allowing for multiple connections and choice of routes, particularly on foot. Any cul-de-sacs should be relatively short and provide onward pedestrian links.
- Proposing short and walkable distances that are usually defined to be within a 10-minute walk or a five-mile trip by bike. If the design proposal calls for a new street or cycle/pedestrian link, it must connect destinations and origins.
- Avoiding design features such as barriers to vehicle movement, gates to new developments, or footpaths between high fences.

## **Car parking**

9.18 Demand for private cars remains high and therefore car parking has to be carefully integrated into new development. There is no single best approach to domestic car parking. A good mix of parking typologies should be deployed, depending on, and influenced by, location, topography and market demand. The main types to be considered are:

- For family homes, cars should be placed at the front or side of the property. For small pockets of housing a front or rear court is acceptable. Multiple garage parking is encouraged.
- Car parking design should be combined with landscaping to minimise the presence of vehicles.
- Parking areas and driveways should be designed to minimise impervious surfaces, for example through the use of permeable paving.
- When placing parking at the front, the area should be designed to minimise visual impact and to blend with the existing streetscape and materials. The aim is to keep a sense of enclosure and to break the potential of a continuous area of car parking in front of the dwellings by means of walls, hedging, planting, and use of differentiated quality paving materials.
- Cycle parking must be integrated into all new housing.

9.19 On plot side or on front parking can be visually attractive when it is combined with high quality and well-designed soft landscaping. Front garden depth from pavement back must be sufficient for a large family car. Boundary treatment is the key element to help avoid a car-dominated character. This can be achieved by using elements such as hedges, trees, flower beds, low walls, and

high-quality paving materials between the private and public space. Hard standing and driveways must be constructed from porous materials to minimise surface water runoff.

- 9.20 Where provided, garages must be designed either as free-standing structures or as additive form to the main building. In both situations, it must complement and harmonise with the architectural style of the main building rather than forming a mismatched unit. Often, garages can be used as a design element to create a link between buildings, ensuring continuity of the building line. However, it should be considered that garages are not prominent elements, and they must be designed accordingly. Many garages are not used for storing vehicles, and so may not be the best use of space. Consideration must be given to the integration of bicycle parking and/or waste storage into garages.

### **Green Spaces and Landscaping**

- 9.21 New development should offer a variety of open spaces that can host a diverse range of activities and accommodate different users. Open spaces should respond to local character and encourage civic pride. Development adjoining public open spaces and important gaps should enhance the character of these spaces by either providing a positive interface (i.e., properties facing onto them to improve natural surveillance) or a soft landscaped edge.
- 9.22 New and existing landscapes and open spaces should be located within walking distance from their intended users. If appropriate, these should be linked to form connected green networks. The networks are often more useful to create visual amenity, for recreational use and wildlife corridors than isolated parks. Where direct links are not possible, it may be appropriate to link these together through green routes, shared surfaces and streets. Tree lined avenues can achieve a visual and physical connection to open space. New developments should incorporate existing native trees and shrubs and avoid unnecessary loss of flora. Any trees or woodland lost to new development must be replaced. Native trees and shrubs should be used to reinforce the more rural character of the area.

### **Building line and boundary treatments**

- 9.23 Any new development should front onto, and have access from, the street or public space. Dead frontages should be avoided. Buildings should be designed to ensure that streets and/or public spaces have good levels of natural surveillance from buildings. This can be ensured by placing ground floor habitable rooms and upper floor windows facing the street.
- 9.24 New developments should have setbacks that can provide front gardens, or alternatively small areas that offer buffer zones between private and public spaces. Building setbacks should be varied by street level, local character, and type of structure. The transition between private and public spaces can vary from a well - defined to a looser boundary. A buffer zone could be defined by the use of railings, fences, plants, walls, etc. If placed on the property boundary, waste storage should be integrated as part of the overall design of the property. Landscaping could also be used to minimise the visual impact of bins and recycling.

**BOX 7: The Design of New Development**

The design of all new development in Boxford should reflect the parish’s local distinctiveness and character and seek to enhance its quality.

**Consideration of Context**

All proposals for new development should respect the existing context of the proposed development and that of the immediate locality including the character of adjacent properties where this provides a positive contribution. Consideration should be given to the guidance contained within the specific Design Code for each of the three main character areas in the Boxford Design Guidelines and Codes (March 2021).

Proposals for new housing development should be of a high standard of design and include the following, where appropriate:

**Materials**

- a) High quality and sustainable local materials (e.g., red clay tiles, black slate roof tiles, red brick and yellow brick for elevations, timber framing, white render, flint walls)
- b) Detailing such as pargetting and porch detailing, low redbrick and hedging for boundary demarcation

**Density and Building Heights**

- c) provide for a density compatible with that in the appropriate character area,
- d) ensure the proposed heights of buildings are appropriate to the prevailing character of the area and do not impact upon the amenity of adjoining residents through over-looking.

**Connections, Accessibility and Parking**

- e) integrate with the existing footway network and prioritise the movement of pedestrians and cyclists
- f) avoid overdevelopment by ensuring that a residential plot can accommodate the needs of modern dwellings with usable garden space
- g) provide sufficient external amenity space for refuse and recycling storage
- h) accommodate parking consistent with the Suffolk Guidance for Parking 2019 or successor documents
- l) where garages are proposed ensure that they are of sufficient dimensions to accommodate an average sized car and allow for the opening of the car doors
- j) include built in crime reduction measures, having regard to the guidance in Secure by Design<sup>11</sup> to minimise the likelihood and fear of crime

**Green Spaces and Landscaping**

- k) include well landscaped soft boundary edges especially where adjacent to open countryside or edge of settlement

- l) minimise the loss of trees and hedgerows to enable necessary road access and visibility splays
- m) retain existing tree belts and hedgerows making a feature of them as part of the development
- n) include features to encourage and attract wildlife, create new habitats, provide a biodiversity net gain and enhance and extend existing wildlife corridors
- o) retain existing tree belts and hedgerows making a feature of them as part of the development
- p) include tree-lined streets unless in specific cases there are clear justifiable and compelling reasons why this would be inappropriate

Proposals for outstanding contemporary or innovative designs which respects the character of the area and promotes the use of high-quality materials will be supported. High levels of sustainability that help raise the standard of design more generally in the area will be encouraged.

**See also Policy BOX 16 Environmental Design**

## Historic Environment and Conservation Area

### **Objective 5: To conserve and enhance the character of the Conservation Area and historic assets.**

- 9.25 In addition to its high-quality natural environment Boxford possesses a high quality and varied historic environment. The current Boxford Conservation Area was designated in 2011 and the settlement contains 87 Nationally Listed Buildings which are shown on Map 3.
- 9.26 The Boxford Conservation Area was originally designated in 1973 and was more recently the subject of a new Appraisal prepared by Babergh in 2011 which underpins the current designation. It covers the main village and extends south of the settlement to include Stone Street, further down the Box Valley. It shows that there is a strong cluster of listed buildings along Swan Street and Broad Street, with the Grade I Church of St Mary sited in a prominent location in the historic core of the settlement. There are also outlying clusters of listed buildings at Stone Street hamlet and Calais Street.

---

<sup>11</sup> [www.securedbydesign.com](http://www.securedbydesign.com)

POLICY	<p><b>BOX 8: Historic Environment and Conservation Area</b></p> <p>Proposals for development within the historic village centre and Conservation Area will be supported where they respect the historic character and appearance of the Conservation Area and protect the significance of listed buildings, protected trees and other heritage assets.</p> <p>The special character of the Conservation Area and its setting will be protected and reinforced. This will be achieved by:</p> <ul style="list-style-type: none"> <li>a) Encouraging the retention and maintenance of buildings which contribute to the overall character of the Conservation Area,</li> <li>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.</li> <li>c) Protecting the setting of the conservation area including views into or out of the area where it contributes to its character and appearance.</li> <li>d) Where new or reconfigured advertising signage is proposed, it should be sensitively designed with consideration given to its size, design, materials and siting to ensure that it does not detract from the character and appearance of the Conservation Area.</li> <li>e) Proposals seeking to enhance the streetscape through appropriate use of street furniture<sup>12</sup> which preserves and enhances the area will be supported.</li> </ul>
--------	---

### Non-Designated Heritage Assets

- 9.27 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 which are not formally designated heritage assets. In some areas, local authorities identify some non-designated heritage assets as “locally Listed”. The PPG goes on to explain that these can be identified through Local Plans (and now most commonly through Neighbourhood Plans) and can be a positive way for the local planning authority to identify non-designated heritage assets against consistent criteria so as to improve the predictability of the potential for sustainable development.
- 9.28 The NPPF 2021 at paragraph 203 indicates that the effects of an application on the significance of a non-designated heritage assets should be taken into account in determining the applications.
- 9.29 The Policy Ideas consultation conducted in December 2020 and January 2021 (online due to Covid19 restrictions) tested the appetite of the local community for identifying non-designated heritage assets in Boxford and asked for views on a potential policy that would identify non designated heritage assets. There was no dissension from this proposed policy idea at all from the respondents. The community was asked to identify any potential unlisted features or

<sup>12</sup> including, but not limited to, high quality lighting, railings, seating, litter bins, bollards, and cycle- racks.



buildings that would be worthy of some form of local protection. The results are shown below:



a) The Sarsen boulder



b) The Village 'Pump'



c) The Village Pump House



d) The Village Sign



e) Ashley House

9.30 All of the suggested nominations for non-designated heritage assets have been assessed against criteria based on the Local Heritage Listing: Historic England

Advice Note 7, page 9. The results of this exercise are shown in Appendix B and those buildings/structures that are considered to score above 15 when measured against the criteria are included in **Policy BOX 8**

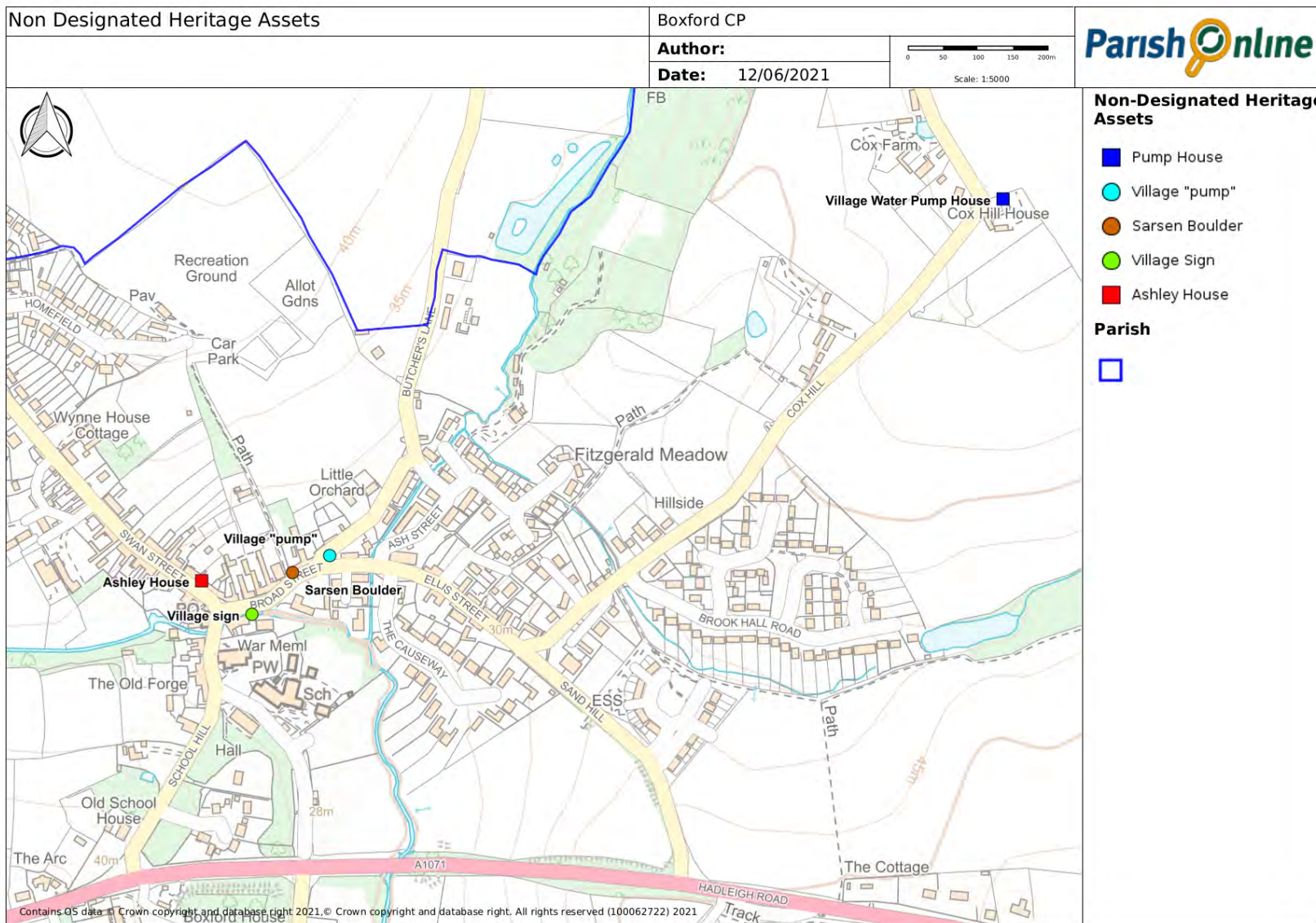
**POLICY**

**BOX 9: Non-Designated Heritage Assets**

The following (as shown on **Map 10** below) are heritage assets that are considered to be locally important to Boxford in terms of their architectural, historical or cultural significance and these will be treated as Non-Designated Heritage Assets.

- a) The Sarsen boulders around the village
- b) The Village 'Pump'
- c) The Village Pump House
- d) The Village Sign
- e) Ashley House

### Map 10 Map of Non designated Heritage Assets





## Historic Views

- 9.31 The Conservation Area Appraisal notes a number of important vistas which have been created within the built environment. They have become an important and valued part of the character of the village and are included within the views shown on Maps 11a and 11b and have been included within **Policy BOX10** below. Further important views which are worthy of protection are to be found in the three green “tunnel” highway approaches to the village which are also shown below with photographs. The appraisal understandably focusses on the area covered by the statutory designation and the historic core. A Character Appraisal has therefore been conducted to look wider spatially and also take into account the recent developments that have occurred in the village.
- 9.32 The Heritage and Settlement Sensitivity Assessment 2018, carried out on behalf of BMSDC sought to assess the value, susceptibility and capacity of each settlement to accommodate change. It described Boxford as a “settlement of high value, with a well-preserved linear core containing a high number of listed buildings. This is highly susceptible, as is Stone Street hamlet to the south. There has been modern development to the east which divorces the historic settlement edge from the surrounding landscape, making this area less susceptible.” Boxford was given an overall assessment of Medium/High susceptibility to change.
- 9.33 The report concluded, inter alia, that Boxford was amongst a small number of settlements identified as being of cumulatively high value, in regard to the value of the settlement as a whole, and in relation to individual heritage assets. The majority of such settlements had been well preserved and there was a strong correlation between those which are of high value, and those which are also susceptible to harm from inappropriate housing developments and allocations.
- 9.34 There is an active Boxford Society which has an extensive archive to aid in its work as stewards of the village heritage and environment, all of which has influenced the Character Appraisal’s production and unsurprisingly the results of the consultation exercise indicate a high level of value that the community places on its historic environment.

The following are therefore identified as views that contribute to the historic character of Boxford:

**1. Village Centre and Church Street**

View looking south from the village centre where Broad Street and Swan Street meet Church Street at the ancient fording place. Boxford grew up around this point where four route ways converged to cross the river. Today a recently reconstructed bridge has replaced the many that have stood here over hundreds of years at the heart of the ancient village. The Grade 1 listed St Mary's Church sits on rising ground with medieval cottages opposite. These once housed the old Smithy, the Chequers Inn and Bower's the carrier, with the water mill behind. The shop on the extreme right has sold goods here for more than 500 years.



**2. View north along Swan Street**

Nearly all the houses on both sides are timber framed behind the re-fronting of more recent centuries. Many are Grade 2 listed. The varied mix of materials, colours and rooflines makes for an attractive and individual feel without losing the unique wholeness. There were many shops and two pubs until the last century. The large, ornate, late Victorian red brick house on the right fits in well. Part of the arched entrance to what was once Skinner's the carrier is just visible.



**3. View looking south down Swan Street towards the previous viewpoint.**

A variety of frontages, doorways, colours, tiles and rooflines add character to this historic street. The remains of shop windows can be seen and that of the village butcher, we are fortunate to still have, is on the right next to the white van. On-street parking is necessary as there is only limited space and access behind these houses. At least this helps to slow traffic in this narrow street with very narrow or non-existent pavements.





**4. Broad Street looking west.**

This view shows the width of Broad Street at this point with the River Box confined to its channel behind the wall on the left. This place has traditionally been the communal gathering place. For centuries it housed the two annual fairs and recently has been the scene of street parties to celebrate royal events. The shop at the end facing the camera has always been the largest and has kept the village and surrounding settlements supplied for centuries. The Fleece Hotel was a coaching inn and has a fine interior and rear yard through an archway. The other two buildings visible were shops until the mid-20th century as their frontages show.



**5. View of Broad Street from The Croft.**

This view from further east along Broad Street at the entrance to The Croft has the river and the Old Gaol (listed) on the left. The river fronts houses on the south bank reached by footbridges. The church tower with its spirelet provides an attractive backdrop. The building on the right housed the village bakery until it closed about 60 years ago and beyond that was one of several butcher's shops.



**6. View along Butcher's Lane**

This iconic view northeast along Butcher's Lane from Broad Street shows the half-timbered 15th century weaver's cottages at their best. The jettied upper storeys have southeast facing large windows to give light all day to the looms. This very narrow lane is a minor entrance to the village from the small hamlets and farms to the north. The gate on the left once gave access to Kemball's timber yard where coffins were made, and milk and butter sold from the back door. On the right was an old malting house, one of twenty-two in the village in times past. It was demolished in the early 20th century, but traces remain.



**7. View across rooftops to the Church from The Croft**

This view south across the heart of the village to the Church from The Croft has the bowling green in the foreground. It shows how the Grade 1 listed church stands out on rising ground overlooking the heart of the village. The rear yards, outbuildings and typical, local red brick surrounding walls of the rendered timbered houses on Broad Street add greatly to the attractiveness of the scene. The medieval jumble of gables and red tiled roofs with the backdrop of trees that fill the valley beyond makes a timeless view that must be protected.



**8. 'Green entrance' at Sand Hill**

This view north-west down Sand Hill is such a contrast to the busy A1071 and rolling open farmland the driver or cyclist has just left. It gives an air of rurality and serenity which refreshes the spirit, particularly for the commuter or shopper returning home from one of the nearby urban centres after a long day. In the distance is the start of medieval Ellis Street leading to Broad Street.



**9. 'Green entrance' at School Hill**

Turning off the A1071 at the other end of the village one immediately encounters this tranquil green entrance at School Hill. Looking north-east through the trees, one glimpses the church, and then as you leave the green "tunnel" it is revealed in its full glory. The Old Grammar School lies immediately to the left behind the road sign and beyond it on the left was once the site of an old Tudor house used as a pub. The new housing of Rectory Park to the right is well-screened from the road by a wide belt of trees. Unfortunately, in the absence of a car park, the road is inevitably lined with parked cars delivering and collecting children from school in the morning and afternoon.





**10. 'Green entrance' view from Stone Street**

This route brings one into the village from the hamlet to the south and Colchester. This view north was once the direct route into the village centre but now requires an awkward "dog's leg" crossing of the A1071 ahead. Nevertheless, the rural and pastoral feel of this corridor has been preserved. The road follows the side of the undeveloped valley floor of the River Box through an Area of Local Landscape Sensitivity. On the right is the partly moated Old Parsonage, which housed the Rector of St Mary's until Boxford House was built in 1820 in Palladian, Regency and Gothic style. It stands back on the left behind trees in extensive grounds. The mature trees and landscape are a great asset to the village.



**11. View through Stone Street Hamlet**

A quarter of a mile south from the previous location one enters the medieval hamlet of Stone Street. Here some of the ancient jumble of cottages and houses front the road, but others lie at right angles to it making a charming and unique whole. It once had its own general shop, and even a pub until 1989 - the Compasses, left foreground. In the distance the road bends slightly right and it narrows to only a car's width between the cottages either side. The "Slow" notice on the road says it all. This is the direct route from the village to Colchester and London and, if its historic character is to be preserved, it needs to be protected from further intrusive development and heavy traffic.



**12. View looking south-east towards Calais Street crossroads.**

The ancient buildings of Calais Street hamlet grew up around this once important crossroad on the old Sudbury - Boxford - Hadleigh - Ipswich Road. Two of the three listed buildings can be seen and the one on the left is an old farmstead. From here other routes lead off to Polstead and Stone Street hamlet. This only became the serene backwater it is today in 1975, when the new A1071 was built, by-passing it.



**13. View North-west along Ellis Street**

As you leave the "green tunnel" of Sand Hill you enter Ellis Street. It is joined here at a "blind" junction by Cox Hill, another, albeit minor, entrance to the village. The road is attractively lined with cottages and houses of various styles and periods. Amongst them are 11 Grade 2 listed buildings. One of them, Ancient House, the half-timbering of which can just be seen just protruding on the right, was a rich clothier's house built in 1485. In the far distance the single storey black wooden building is said to be the oldest garage in Europe. The busy road narrows considerably here and there is not room for a footpath. Safe pedestrian access from this area to the village centre is difficult.



**BOX 10: Boxford Historic Views**

The following are identified as views that contribute to the historic character of Boxford:

1. Village Centre and Church Street
2. View along Swan Street looking north.
3. View along Swan Street from the north, looking south.
4. Broad Street looking west.
5. View of Broad Street from The Croft
6. View along Butcher's Lane
7. View across rooftops to the Church from The Croft
8. Green entrance to the village at Sand Hill
9. Green entrance to the village at School Hill
10. Green entrance to the village view from Stone Street.
11. View looking south through Stone Street Hamlet
12. View at Calais Street crossroads.
13. View north-west along Ellis Street.

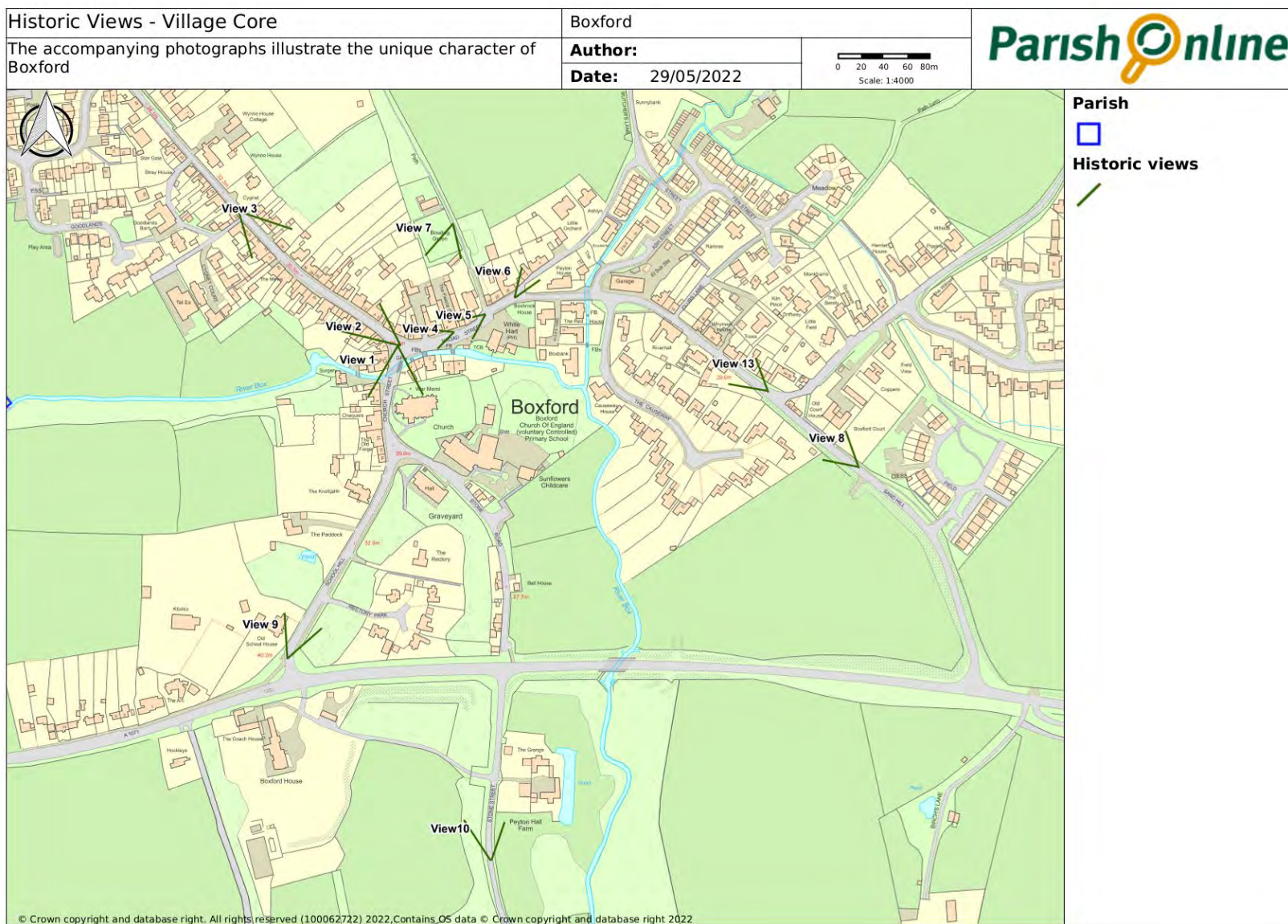
Proposals for development that would be visible within or would affect an historic view should ensure that they respect and take account of the view concerned. Development that would have an unacceptable adverse impact upon the significance or character of the historic view that cannot be mitigated, will not be supported.

**(See Maps 11a and 11b below)**

**POLICY**

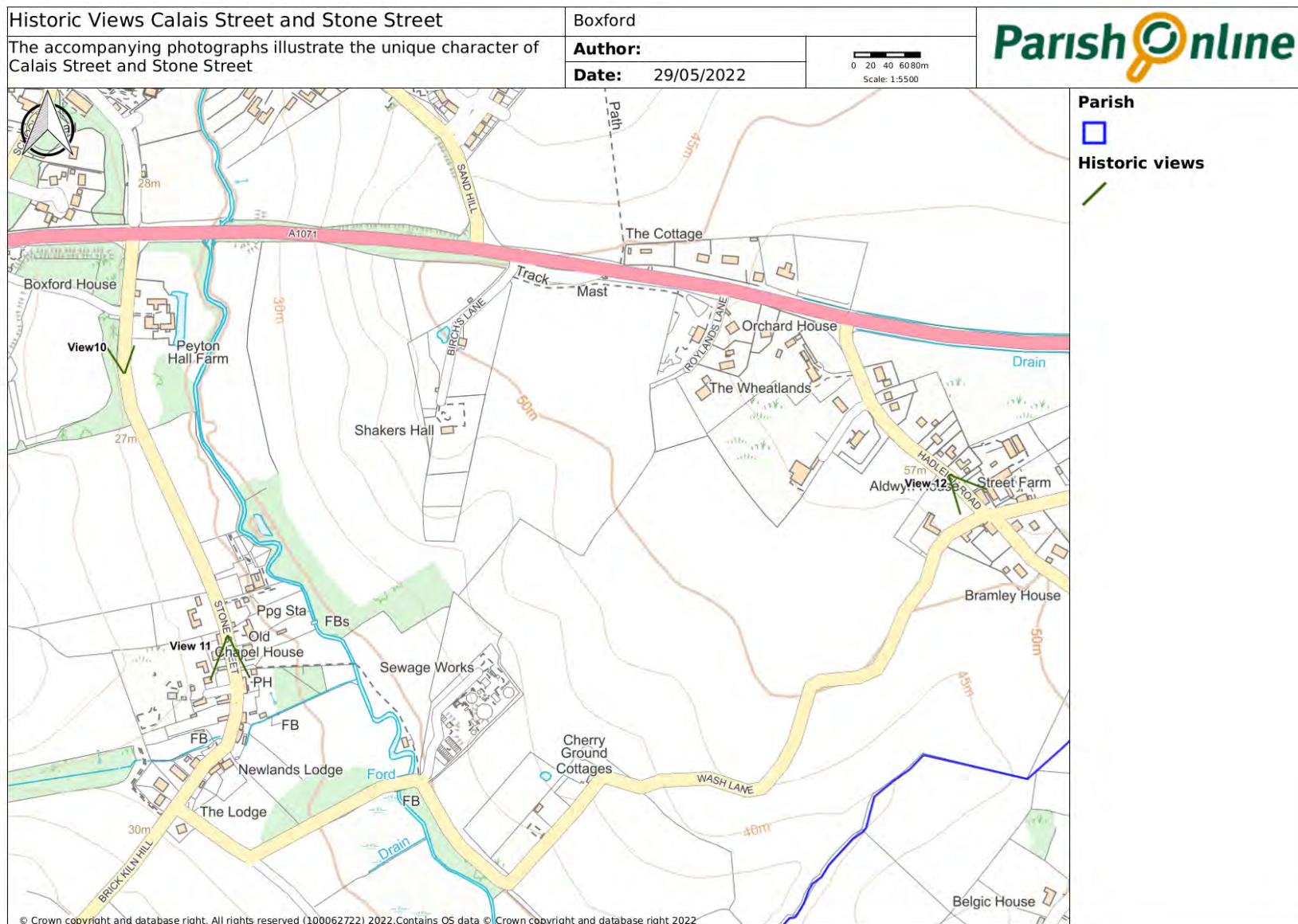


**Map11a -  
Historic  
views  
(Village  
Core)**





**Map 11b –  
Historic  
Views  
(outer)**



# 10. Natural Environment

**Objective 6: To protect and enhance Boxford's natural assets, important views and the scenic beauty of the wider landscape setting of the open countryside.**

## Landscape

- 10.1 This section seeks to describe the unique character of Boxford to enable architects and developers to make proposals sympathetic to that ancient heritage. Using the Suffolk County Council and Babergh District Council Landscape Character Assessment from 2015 we find that Boxford is classified in two zones as Rolling Valley Farmland or Ancient Rolling Farmlands.
- 10.2 Rolling Valley Farmland consists of meadowland on the valley floor with gentle valley sides and an organic field pattern on the lower slopes. The arable fields above are increasingly regular and have been subject to some amalgamation to form larger fields.
- 10.3 Ancient Rolling Farmland on the low plateau above the valley is dissected by small streams. The chalky clays and loams make good arable soils for cereals. The ancient random pattern of fields has been largely lost through amalgamation into large fields, mainly in the 20th century. The narrow winding lanes and paths with hedges are part of its character.
- 10.4 These descriptions, although useful, do not fully capture the character of the landscape of the parish. The valley of the River Box is mainly pasture with numerous trees. Looking into it in July from the surrounding low plateau, standing among the rolling fields of golden corn, one sees a mass of green trees almost completely obscuring the historic settlement. Ancient Boxford nestles tightly in its valley as it has for hundreds of years. The most one can usually see from above is the tower of the church, and sometimes a glimpse of a jumble of red roofs. This is the true character of Boxford and both it and the views into it must be protected.
- 10.5 The valley of the River Box at the extreme south-eastern end of the parish south of the ford in Wash Lane is part of the Deben and Stour ANOB and is therefore already protected meadowland and wetland. The whole of the valley from the ford northwards was designated a Special Landscape Area (SLA) in the Babergh District Council Local Plan 2006 and deservedly so. The SLA was designated because of its landscape sensitivity and scenic quality. It begins with sloping and wet horse pasture and large privately owned pasture/gardens at the back of Stone Street Hamlet, part of the Conservation Area stretching back up the valley to Boxford itself. Nearer to Boxford this pasture beside the river has been developed for dog training, but further north it merges into ancient pasture with a straight "moat" beside the Old Parsonage. North of the A1071 the land is unimproved and marshy and then the valley becomes very narrow. Here was the ideal site for the water mill (now the Surgery) and church, at the heart of what was to become the ancient settlement on either side of the ford.

- 10.6 Upstream to the western parish boundary, the valley was until recently unimproved meadowland and wetland with alder and willow lining the banks of the river. In 1999 it became Primrose Wood planted with native species by the Woodland Trust with the support of the community. Part of the wetland has been designated a County Wildlife Site because of its rarity and the Southern Marsh Orchids that grow there in profusion. The meadowland on the north bank below Goodlands was designated as Public Open Space in the BDC Local Plan 2006, but this seems to have lapsed in more recent plans and there have been two failed planning applications to build on it. The status of this land and public access to Primrose Wood around it or across it needs resolving.
- 10.7 The Special Landscape Area designation may be non-statutory, although originally government recommended, but it can be seen from the above that a degree of extra protection is required for the whole of the Box valley in the parish as delimited by the SLA. It is countryside intrinsically of high visual quality. This zone provides an interest and variety that is worthy of conserving in its own right and gives a diversity of habitat that is essential for wildlife. It is of important for its amenity value and paths provide good accessibility. It contrasts strongly with the large, open and intensively farmed fields above. Special attention should be paid to conserving and enhancing the visual quality and minimising the environmental impact of development in the SLA through detailed consideration of the siting, materials and design of the any development.
- 10.8 The views across and from the Ancient Rolling Farmland above the village also need protecting from large scale development and the harm that that it could bring to this unique setting. The hamlets of Hagmore Green and Calais Street lie in this zone and need protecting from inappropriate development too.
- 10.9 This Neighbourhood Plan recognises the intrinsic value and special qualities of this area of landscape and propose to retain the SLA designation but renamed as Area of Local Landscape Sensitivity (ALLS) consistent with other Neighbourhood Plans within the Babergh District.

**POLICY**

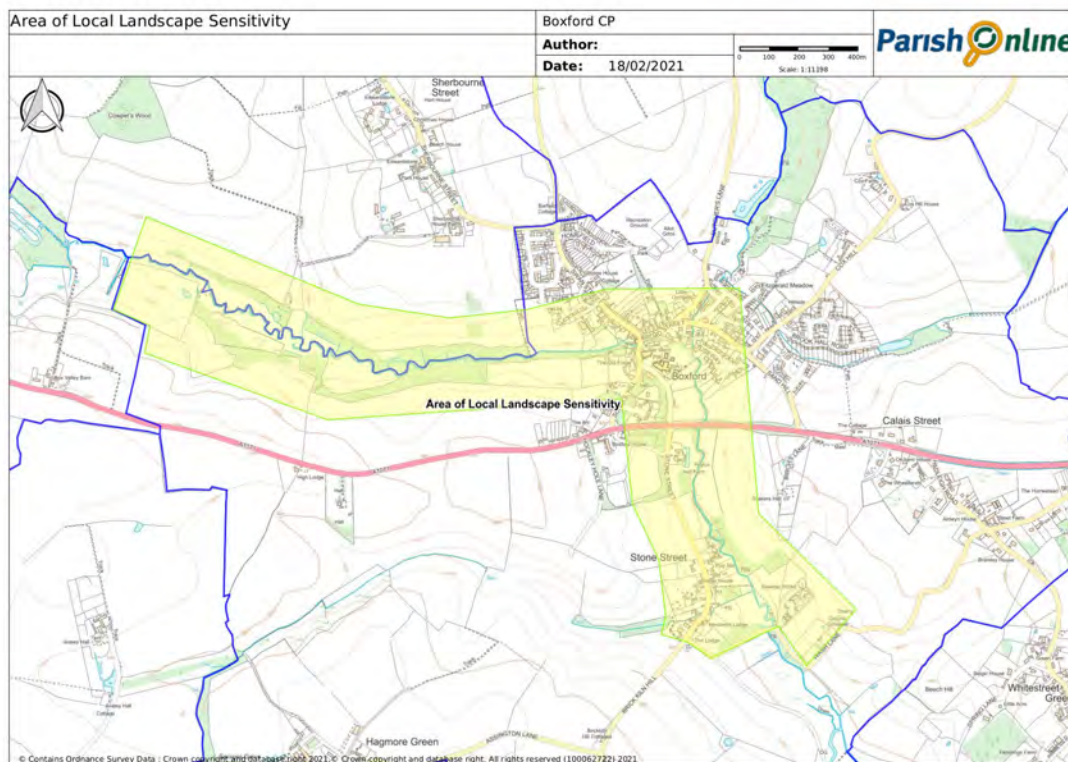
**BOX 11: The River Box Area of Local Landscape Sensitivity (ALLS)**

The visual, scenic, and undeveloped character of the River Box Area of Local Landscape Sensitivity (shown on **Map 12** below and on the Policies Map) will be protected from development that may adversely affect its landscape character, its function as an important piece of green infrastructure and its contribution to the wider network of green spaces in the area.

Development within the River Box Area of Local Landscape Sensitivity will only be supported provided that the proposal:

- a) Conserves or enhances the special qualities of the landscape<sup>13</sup>,
- b) is designed and sited to be sympathetic to the scenic beauty of the landscape setting and
- c) is in accordance with other relevant policies in this Plan.

**Map 12 - River Box Area of Local Landscape Sensitivity**



**Important Public Scenic Views**



10.10 Opinions have also been sought on important views into and out of the village. These have been mapped and are shown on **Map 13** below.

<sup>13</sup> As set out in the Joint Babergh Mid Suffolk Landscape Character Assessment August 2015.



10.11 The Steering Group were mindful that any policy which sought to protect these views should focus on those that are ‘important’ to the overall landscape character of Boxford and which can be enjoyed from publicly accessible locations, e.g., footpaths, public highway, an existing open space, or through a gap between buildings. Important ‘historic views’ within the historic core of the village are identified in **Policy BOX 10** above.

10.12 Taking this into account, the following views have been identified as Important Public Scenic Views:

<p><b>1. View from the A1071 approaching from Sudbury looking north-east</b> down into the historic centre of the village on the River Box, with the church tower prominent. From here the whole village appears largely enclosed by trees with only the occasional roof visible in summer. This shows why the Box valley is designated an Area of Local Landscape Sensitivity.</p>	
<p><b>2. View from a similar location on the A1071 looking north-north-east</b> across the well-wooded valley of the River Box and Primrose Wood. Beyond are the housing estates of Daking Avenue, Homefield and Goodlands built north of the village core with open rolling farmland and Groton church beyond. Right of centre a jumble of roofs line Swan Street in the historic centre.</p>	



**3. View from the seat in the "new" meadow at Primrose Wood.**

Probably the finest view of Boxford. This 2019 photo was taken before it was planted out with native species. We are looking east along the Box Valley (Area of Local Landscape Sensitivity) towards the church and the centre of the village, most of which is again, obscured by trees. A wide "ride" through the planting now ensures this view is retained.



**4. View from the public footpath (FP23) at the end of Roylands Lane** looking south-west into the tree-lined valley of the River Box (Area of Local Landscape Sensitivity) obscuring Stone Street hamlet. Beyond is rolling farmland and the medieval hamlet of Hagmore Green on the horizon (centre). The northern boundary of the Dedham Vale and Stour Valley Area of Outstanding Natural Beauty (AONB) is to the left.



**5. View from Hockley Hole public footpath (FP2)** looking across the valley from the opposite side of the previous photo. This view northeast across rolling farmland in springtime includes the Area of Local Landscape Sensitivity and Stone Street hamlet in the valley, and Roylands Lane and Calais Street hamlet on the right horizon. Calais Street, at the top of the valley slope, sits on the edge of the AONB.



**BOX 12: Important Public Scenic Views**

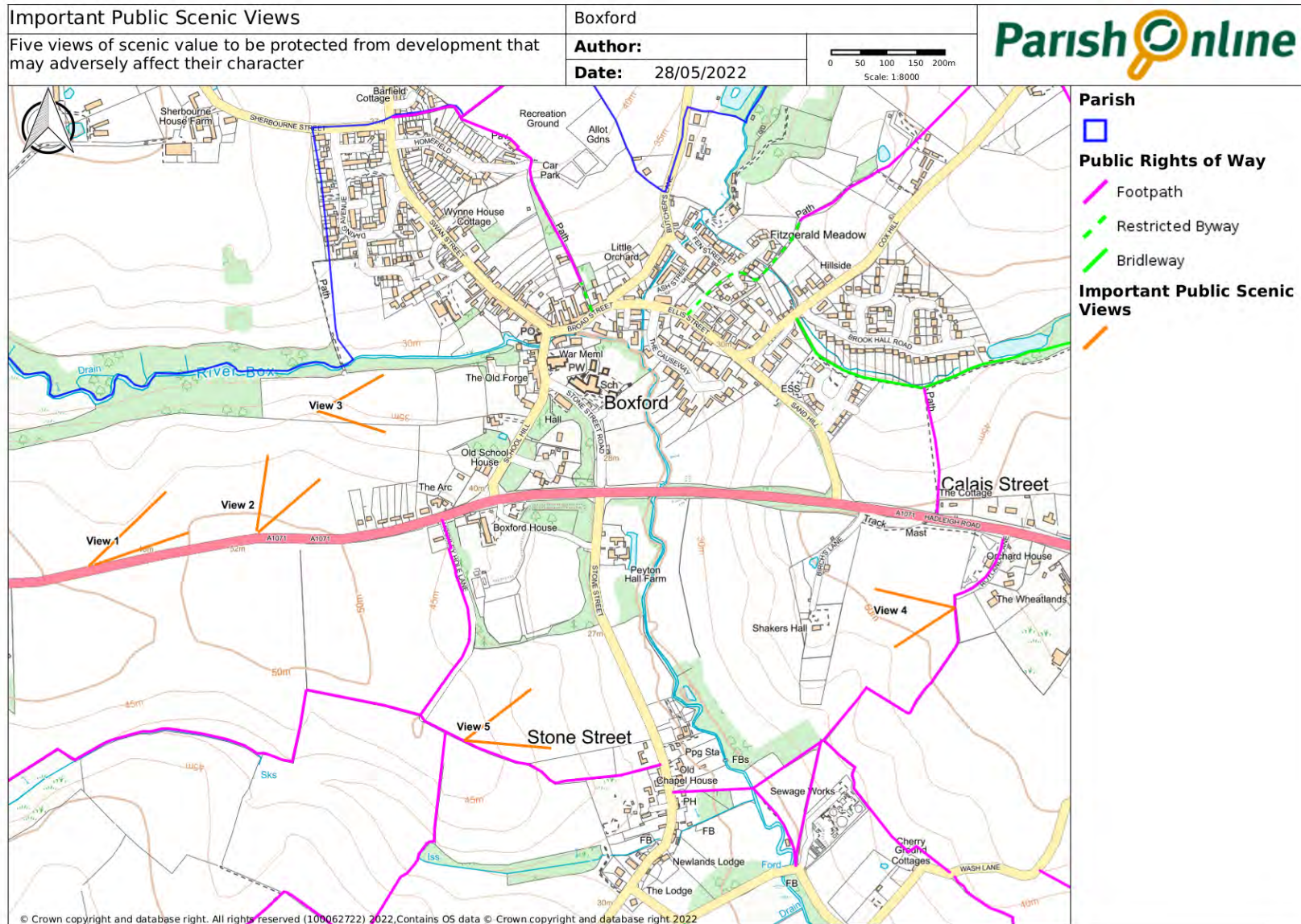
The following views and vistas (as shown on **Map 13** below and the Policies Map) are identified as Important Public Scenic Views. Development proposals within or which would affect an identified public scenic view should take account of the view concerned. Developments which would have an unacceptable adverse impact on the landscape or character of the view concerned, will not be supported.

**POLICY**

1. From the A1071 looking north-east towards the church tower,
2. From the A1071 north-north-east across the river valley towards Daking Avenue and Goodlands, with open countryside and Groton church beyond
3. From the meadow at Primrose Wood along the river valley towards the church.
4. From the public footpath at the end of Roylands looking south- west across the river valley to Stone Street hamlet, with Hagmore Green and the AONB beyond.
5. From Hockley Hole public footpath looking east across the river valley and Stone Street to Roylands and Calais Street Hamlet



### Map 13 – Important Public Scenic Views



## Wildlife and Habitats

- 10.13 In terms of nature conservation sites, the parish does not contain any nationally designated nature conservation sites although the parish does fall within the 'risk zone' for the Special Area of Conservation (SAC) Special Protection Area (SPA) and Site of Special Scientific Interest (SSSI) which covers the Dedham Vale Area of Outstanding Natural Beauty (AONB). (See **Map 14**).
- 10.14 In addition as referred to in paragraph 7.19 , part of the Neighbourhood Area falls within the Zone of Influence (ZOI) for recreational disturbance for the Stour and Orwell Estuaries which are Special Protection Areas (SPA) and Ramsar Sites afforded protection for their wildlife value. Babergh District Council together with Mid Suffolk, East Suffolk and Ipswich Borough Council are taking a collaborative approach to strategic mitigation to support development and avoid impacts upon internationally important designated wildlife sites. 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 confirms how they will be funded and delivered over the lifetime of the Local Plans. Such measures can be delivered strategically through the Suffolk Coast RAMS to make sites more resilient to increased recreational pressures. A proportionate financial contribution should therefore be secured from proposed residential development in the ZOI in line with the Suffolk Coast RAMS and new housing in the parish within the ZOI is required to contribute to this scheme.
- 10.15 The most important habitat is Primrose Wood, a site of 28 acres consisting of woodland, grassland, and water meadow and home to the Southern Marsh Orchid. Part of the site is designated as a County Wildlife Site.
- 10.16 There are areas of priority habitat within the parish for example traditional orchard, semi-improved natural grassland, deciduous woodland, woodpasture and parkland, which are traditionally associated with the Rolling Farmland Landscape Character Area.
- 10.17 It is clear from consultation undertaken, that local residents attribute a high level of importance to the rural landscape within the parish. It has been considered necessary for the Neighbourhood Plan to include a policy aimed at protecting areas of important landscape character including specific natural features that contribute to the quality of that landscape character.



### **BOX 13: Protection and Enhancement of natural features**

Sensitive natural features typical of the Rolling Valley Farmland or Ancient Rolling Farmlands Character Areas<sup>14</sup> such as traditional orchard, grassland, deciduous woodland, wood pasture and parkland, will be protected from development that would have a significant adverse impact upon their character, appearance, and wildlife value.

Development proposals will be expected to protect and enhance existing ecological networks and wildlife corridors. Proposals should retain existing features of biodiversity value (including ponds, ancient woodlands, veteran trees, hedgerows, ancient field boundaries and verges) and provide a net gain in biodiversity, through for example:

- a) the creation of new natural habitats.
- b) the planting of additional trees and hedgerows, the restoring, repairing, and connecting of fragmented biodiversity networks and habitats to create wildlife corridors.

The extent of any net gain in biodiversity should be in accordance with national policy.

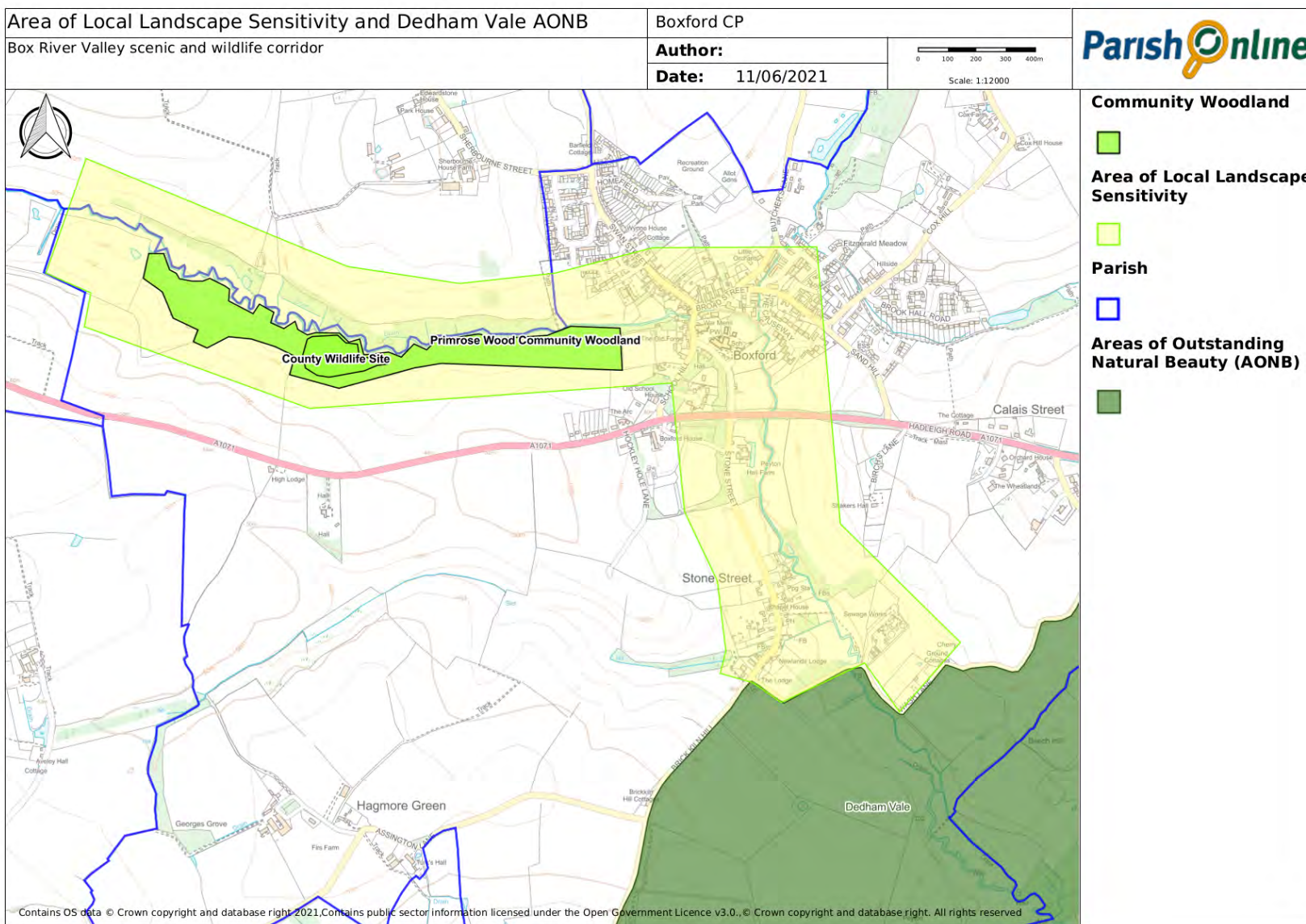
Where loss or damage is unavoidable, the development shall provide for appropriate replacement planting on site together with a method statement for ongoing care and maintenance of that planting.

Where development proposals cause damage to identified natural features, wildlife corridors around the interruption will be constructed.

---

<sup>14</sup> As identified in the Joint Babergh and Mid Suffolk District Council Landscape Guidance – August 2015

# Map 14 – Natural Features



## Local Green Spaces

10.18 The National Planning Policy Framework 2021, at paragraphs 101-103 introduces the concept of Local Green Spaces which can be identified through neighbourhood plans by local communities and allows green areas identified as being of particular importance to be protected. Paragraph 102, sets out 3 broad criteria for identifying and designating such spaces as follows:

*'The Local Green Space designation should only be used when 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, for example, because of its beauty, historic significance, recreational value (including as a playing field) tranquility and richness of its wildlife: and*

*c) local in character and not an extensive tract of land'.*

10.19 The NPPF at paragraph 103 then goes on to state that 'policies for managing development within a Local Green Space should be consistent with those for green belts' and therefore affords them a very high level of protection. It is also clear that the designation of Local Green Spaces should not be used as a mechanism to try to block or resist development on agricultural land immediately adjacent to village development boundaries and that a successful designation must meet the criteria outlined above.

10.20 Such spaces can be viewed locally as equally as important as the landscape setting of an area. Such spaces are green spaces found within the built-up area that contribute to the character of a settlement. These can vary in size, shape, location, ownership and use but such spaces will have some form of value to the community particularly for benefits to mental and physical health and wellbeing and help define what makes that specific settlement what it is.

10.21 Consultation to date indicates, that local residents believe green spaces to be important to the character of Boxford. There was also support for the principle of a Local Green Spaces policy.

10.22 The 13 spaces are shown on **Map 15a, b and c**. Assessments for each one against the criteria set out in the NPPF have been carried out and these are shown in **Appendix C**.

**POLICY**

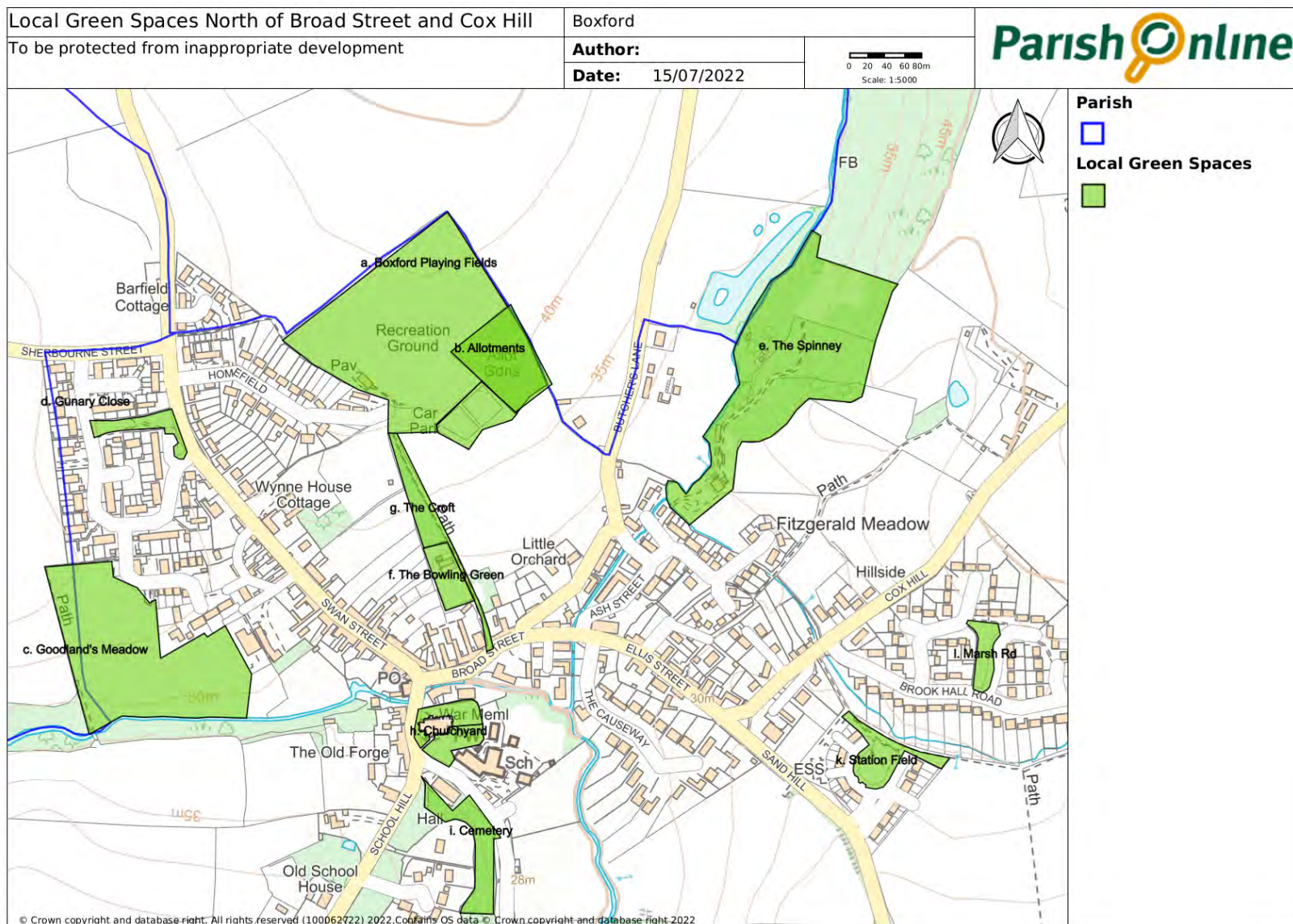
**BOX 14: Local Green Spaces**

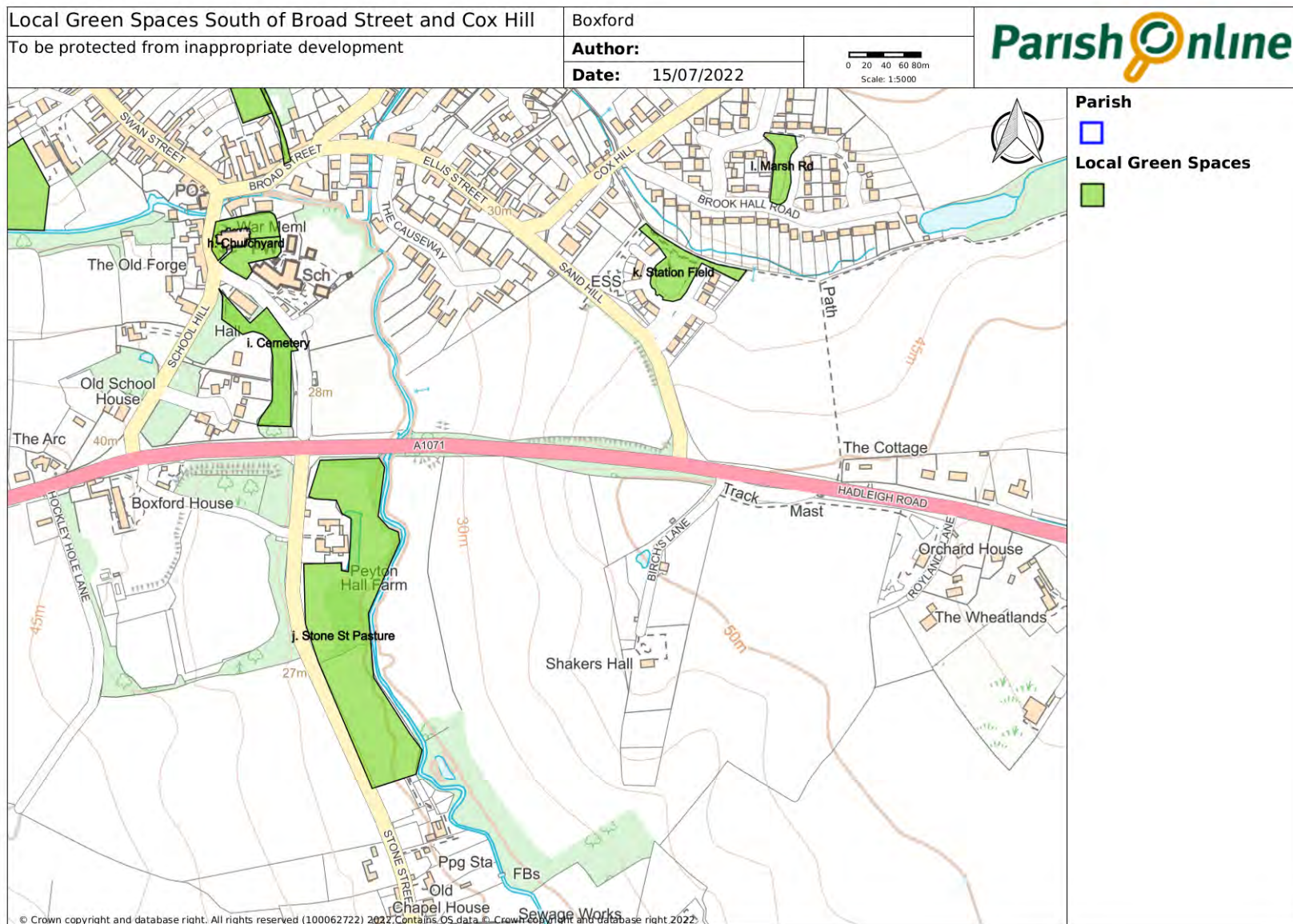
The following areas are designated as Local Green Spaces (as shown on Map 15a, b and c below and the Policies Map).

- a) Boxford Playing Fields
- b) Allotments
- c) Goodland's Meadow
- d) Gunary Close
- e) The Spinney
- f) The Bowling Green
- g) The Croft
- h) Churchyard
- i) Cemetery
- j) Stone Street Pasture
- k) Station Field
- l) Marsh Road
- m) Hagmore Green



**Map 15a  
Local Green  
Space  
(central  
area) –  
north of  
Broad Street  
and Cox  
Hill**

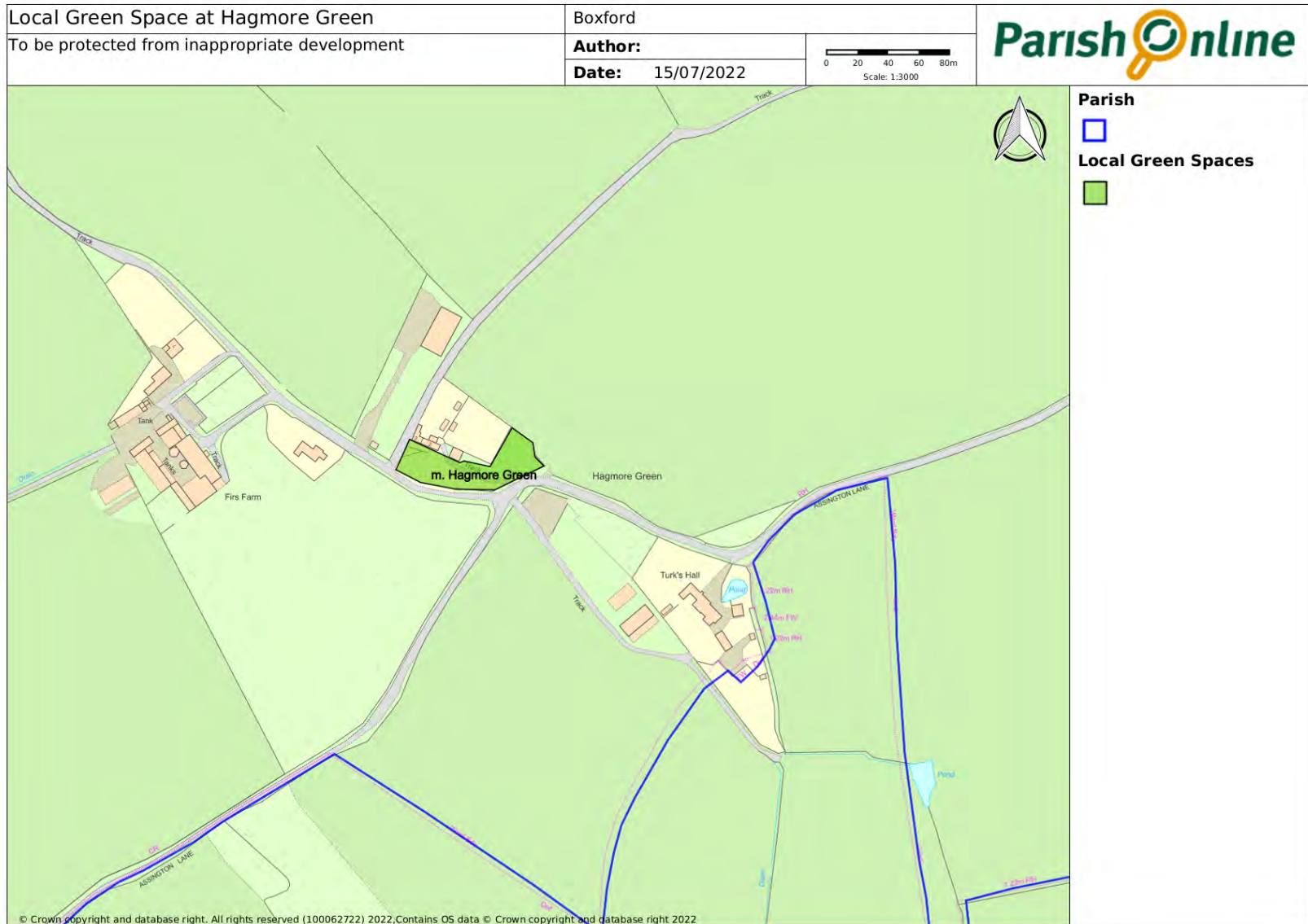




**Map 15b –  
Local  
Green  
Spaces  
(central  
area) -  
south of  
Broad  
Street and  
Cox Hill**



**Map 15c  
Local Green  
Space at  
Hagmore Green**



# 11. Sustainability and Climate Change

**Objective 7: To encourage new sustainable housing growth that is future proofed against climate change.**

11.1 The plan period for this Neighbourhood Plan looks ahead to 2037. When looking into the future it is difficult not to consider the issues of climate change and future sustainability taking account of flood risk. Government guidance encourages the planning system to support the transition to a low carbon future in a changing climate. It should help to shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience, encourage the re-use of existing resources, including the conversion of existing buildings and support renewable and low carbon energy.

## The History of Flooding in Boxford

11.2 Damaging floods have occurred in the centre of the village since it was first settled. The site of the early village and bridge, where the valley narrows considerably and there is no floodplain, was chosen to limit flood damage. However, there are historical and recent records of the flooding affecting the Post Office, Broad Street and the White Hart when the River Box has overflowed its banks. Equally damaging have been the occasions when the brook descending from Horner's Green and Groton and its tributary descending from the Brook Hall Road area have overflowed. Although these streams have relatively small catchment areas, they can produce a very fast, high run-off during a short burst of intense rainfall. Climate change is already making such periods of intense rainfall heavier and more frequent.

11.3 In 1845 a "barrel" drain was placed under the length of Swan Street, mainly to take storm water down to the River Box and stop floods coming off the fields and down the hill from Groton. Despite this, the worst flood recorded was on 18<sup>th</sup> September 1888 when water rushed through the village causing considerable damage to houses and the White Hart. It is not clear whether this was the result of the River Box overflowing or all three possible sources. The river itself was by this time confined in normal flow to its present quite deep channel through the village, but it would seem that this has not always been sufficient to prevent bank overflow.

11.4 In May 1924, after a big storm, water rushed down Butcher's Lane one and a half feet deep. In 1935 a flood destroyed the millpond and retaining sluice gates and threatened the village. In 1939 the village centre was flooded again. After a very snowy winter, the big thaw in March 1947 flooded the White Hart and Post Office Stores when the River Box overflowed.

11.5 More recently "flash floods" through the village seem to be the result of short but intense rainfall in a major thunderstorm bringing more water down from Groton than the brooks and drains and Swan Street can cope with. This happened in 1992 when water, soil and stones ended up in Broad Street and



the Post Office Stores. The flash flood of May 2000, described locally as a “cloudburst”, brought water in some places two feet deep into two houses in Ash Street and lapping at the steps of others. In Butcher’s Lane it flowed like a river a foot deep, escaping into Broad Street and flooding a 200-yard length of the street, finally escaping into the River Box. The water arrived in the village at 7.0 pm following a storm over Groton 90 minutes earlier. It was reported that the water rose five feet at one place in half an hour. The White Hart was flooded and needed new carpets throughout. A one-foot-deep flow down Ash Street escaped partly through Riddellsdell’s garage, over Ellis Street, down The Causeway and through gardens into the river. Fire crews were called to help with pumping out from Sudbury, Nayland and Hadleigh.



**May 2000 floods – see above and below (Butcher’s Lane and the Causeway).**

- 11.6 Since then Babergh District Council and the Environment Agency have taken steps to increase the watercourses’ capacity. There have been improvements to the channels and bridges at Fen Street, Ash Street and Ellis Street and the Environment Agency has improved the River Box channel through to Stone Street hamlet. The building of the Station Field estate in 2016 required an underground attenuation system to slow drainage to the stream. Since all these various works there has been no bank overflow anywhere in the village even after very intense rainfall. The Weaver’s Green/Sand Hill outline application for another 64 houses plans to replace that attenuation scheme with a much larger one. It remains to be seen whether this will be adequate to maintain the recent good record as regards flooding in the village.



- 11.7 With climate change already bringing much more frequent, intense rainfall, this and the previous channel works may not be sufficient in the longer term to prevent a repeat of flooding in the village. The areas of past flooding should be taken into account when proposing further development in the Neighbourhood Plan. For this the Environment Agency surface water and river flood risk map is an invaluable source of data. (<https://flood-warning-information.service.gov.uk/long-term-flood-risk>). Given the above, the need for developers to liaise with Anglian Water regarding any potential upgrades or improvements to the sewer network required to resolve these issues is essential.

## SuDS

- 11.8 The term SuDS stands for Sustainable Drainage Systems. It covers a range of approaches to managing surface water in a more sustainable way to reduce flood risk and improve water quality whilst improving amenity benefits. SuDS work by reducing the amount and rate at which surface water reaches a waterway or combined sewer system. Usually, the most sustainable option is collecting this water for reuse, for example in a water butt or rainwater harvesting system, as this has the added benefit of reducing pressure on important water sources.
- 11.9 Where reuse is not possible there are two alternative approaches to using SuDS:

- Infiltration, which allows water to percolate into the ground and eventually restore groundwater.
- Attenuation and controlled release, which holds back the water and slowly releases it into the sewer network.

11.10 Although the overall volume entering the sewer system is the same, the peak flow is reduced. This reduces the risk of sewers overflowing. Attenuation and controlled release options are suitable when either infiltration is not possible (for example where the water table is high, or soils are clay) or where infiltration could be polluting (such as on contaminated sites). The most effective type or design of SuDS would depend on site-specific conditions such as underlying ground conditions, infiltration rate, slope, or presence of ground contamination.

11.11 A number of overarching principles can however be applied:

- Manage surface water as close to where it originates as possible.
- Reduce runoff rates by facilitating infiltration into the ground or by providing attenuation that stores water to help slow its flow down so that it does not overwhelm water courses or the sewer network.
- Improve water quality by filtering pollutants to help avoid environmental contamination.
- Form a 'SuDS train' of two or three different surface water management approaches.
- Integrate into development and improve amenity through early consideration in the development process and good design practices. SuDS are often as important in areas that are not directly in an area of flood risk themselves, as they can help reduce downstream flood risk by storing water upstream.
- Some of the most effective SuDS are vegetated, using natural processes to slow and clean the water whilst increasing the biodiversity value of the area.
- Best practice SuDS schemes link the water cycle to make the most efficient use of water resources by reusing surface water.
- SuDS must be designed sensitively to augment the landscape and provide biodiversity and amenity benefits.

11.12 Suffolk County Council have indicated that the use of SuDS and water attenuation for developments is absolutely critical, due to the topography of the parish. In addition, areas to the west, north and north-east of the village are the areas SCC would consider most critical for flood risk and would recommend the plan be explicit about the location of these areas and their associated flood risk.

### **BOX 15: Localised Flooding**

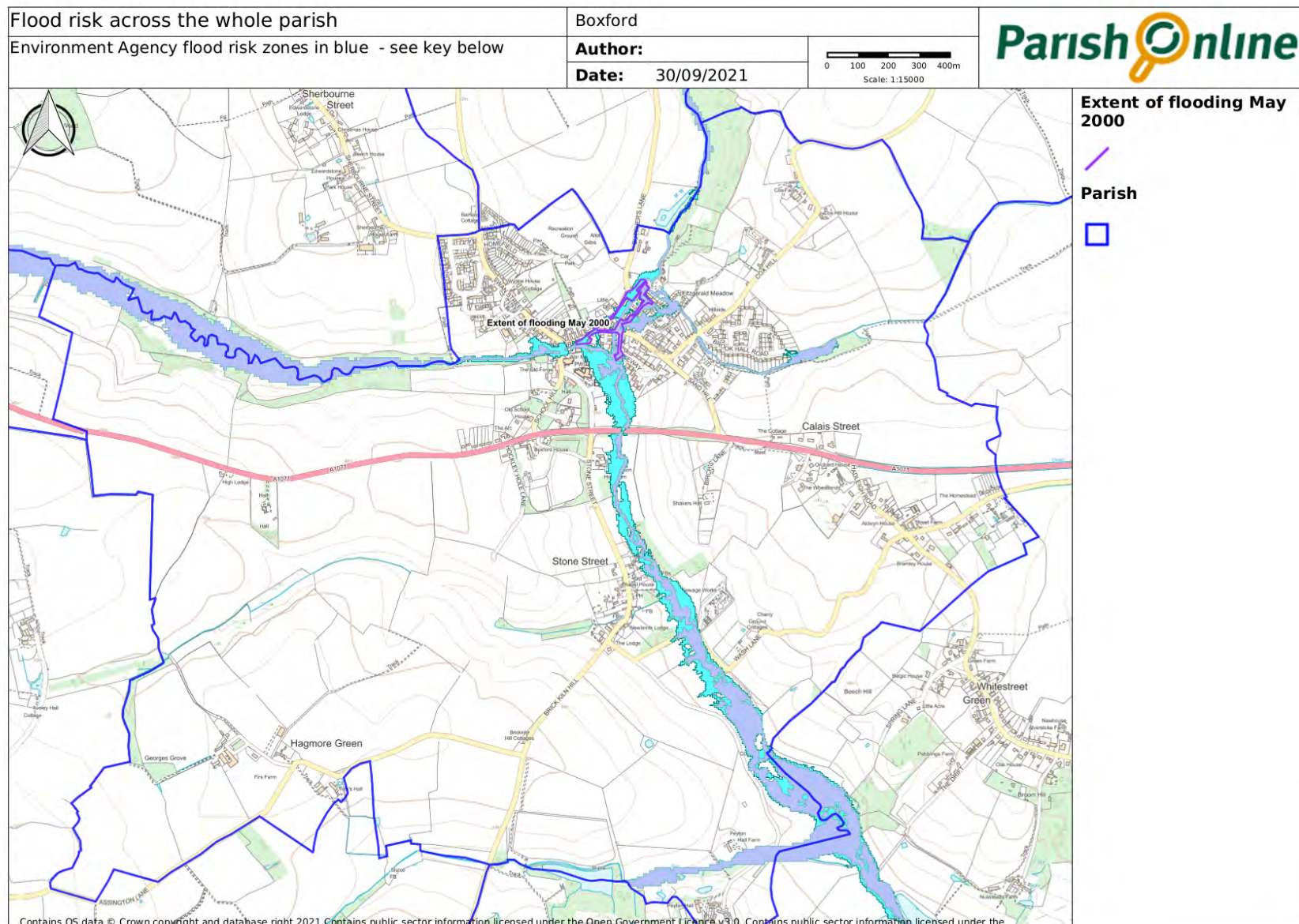
All new development (including minor development) must use appropriate sustainable drainage systems (SuDS), wetland and water features to protect against pollution, provide drainage and wider amenity, recreational and biodiversity benefits.

All development will be expected to demonstrate how it can mitigate its own flooding and drainage impacts, avoid the increase of flooding elsewhere and seek to achieve lower than greenfield run-off rates. Development will be directed away from areas of significant flood risk. Innovative design solutions that would meet these requirements will be supported.

**Map 16** below shows areas identified as at risk of flooding and proposals for new development which would increase the risk of flooding in these areas, which cannot be mitigated, will not be supported.

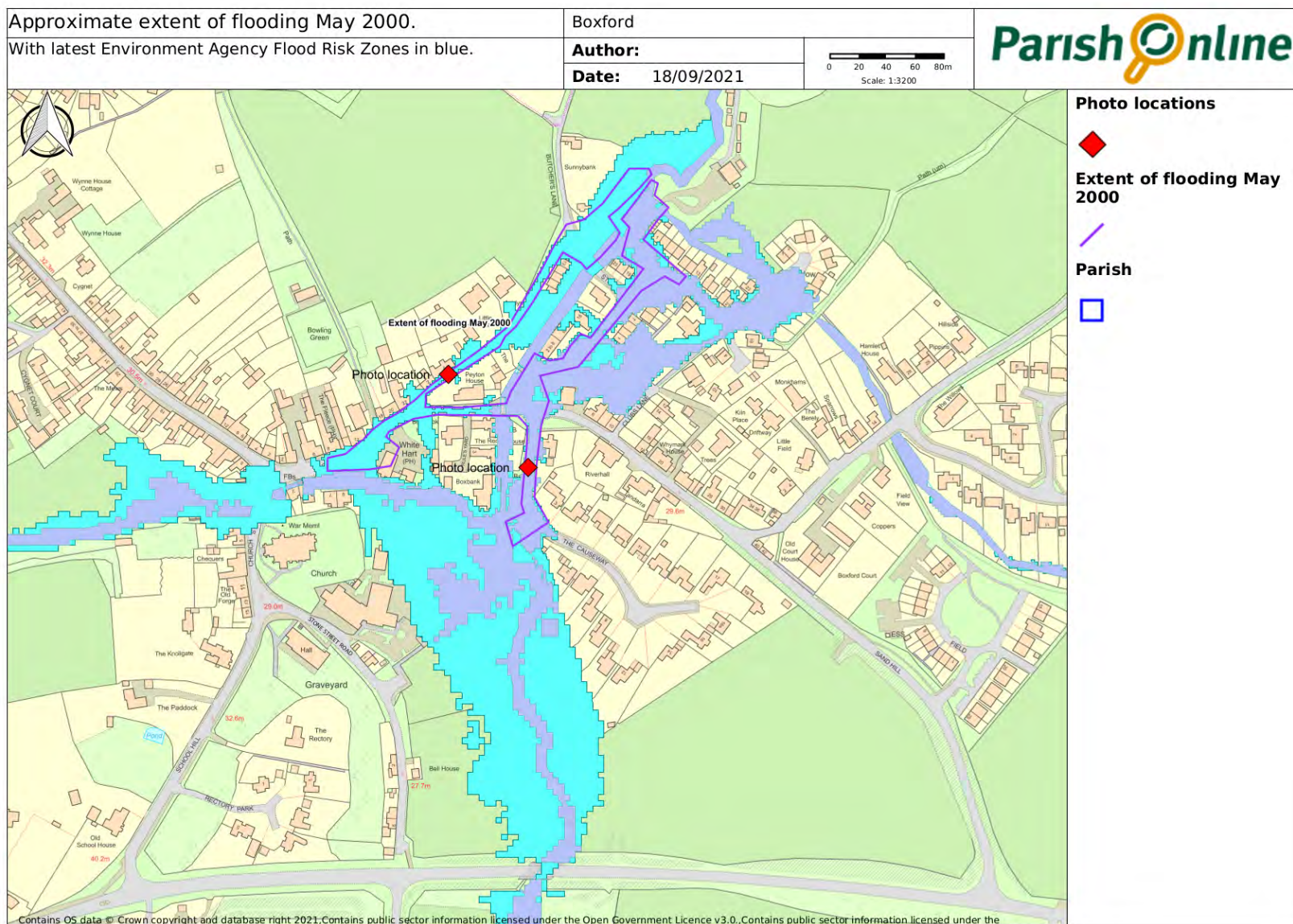


**Map 16a**  
**-**  
**Floodrisk**  
**in the**  
**parish**





# Map – 16b – Localised Flooding



## **Sustainability and Low Carbon technology**

- 11.13 Unsurprisingly given the prominence of low carbon and the future sustainability of the planet in the media, the length of the plan period of the Neighbourhood Plan and the likelihood of significant technological improvements during that period, many neighbourhood plans include planning policies that seek to reduce green-house gas emissions by controlling the location, orientation and design of new development. Some also include policies to increase the supply and use of renewable low carbon energy and heat.
- 11.14 In November 2020, consultants AECOM were commissioned to produce a Design Code for Boxford. The report recommends technologies that could be incorporated in buildings and at broader Parish design scale as principles. Use of such principles and design tools should be encouraged in order to contribute towards a more sustainable environment. Energy efficient or eco design combines all around energy efficient appliances and lighting with commercially available renewable energy systems, such as solar, electricity and/or solar/ water heating. Starting from the design stage there are strategies that can be incorporated to incorporate technologies such as passive solar heating, cooling and energy efficient landscaping which are determined by local climate and site conditions.

### **Roof Solar Panels**

- 11.15 Solar panels over a rooftop can have a positive environmental impact, however their design and installation should be done carefully considering potential implications within the Conservation Area. Preserving the character of the village should be a priority. Some solutions of sensitive implementation of solar roof panels are suggested as follows:

#### **On new builds**

- Design solar panel features from the start, forming part of the design concept. Some attractive options are solar shingles and photovoltaic slates.
- Use the solar panels as a material in their own right.

#### **On retrofits**

- Analyse the proportions of the building and roof surface in order to identify the best location and sizing of panels.
- Consider introducing other tile or slate colours to create a composition with the solar panel materials. Conversely, aim to introduce contrast and boldness with proportion. There has been increased interest in black panels due to their more attractive appearance.
- Black solar panels with black mounting systems and frames can be an appealing alternative to blue panels.
- Carefully consider the location of solar panels on buildings within the Boxford Conservation Area.
- It might be appropriate to introduce solar panels to areas of the building that are more concealed in order to preserve the character and appearance of the conservation area.

- Solar panels may be feasible on listed buildings, but they need to be carefully sited, and consent will be required.
- Where roof mounted solar panels are unlikely to be supported due to their visual intrusion, consideration should first be given to ground mounted panels.

### **Permeable pavements**

11.16 Most built-up areas, including roads and driveways, increase impervious surfaces and reduce the capacity of the ground to absorb runoff water. This in turn increases the risks of surface water flooding. Permeable pavements offer a solution to maintain soil permeability while performing the function of conventional paving. The choice of permeable paving units must be made depending on the local context; the units may take the form of unbound gravel, clay pavers, or stone setts. Permeable paving can be used where appropriate on footpaths, public squares, private access roads, driveways, and private areas within the individual development boundaries.

### **Green Roofs**

11.17 Green roofs improve drainage and add to biodiversity. Whether the roof is partially or completely covered with vegetation, their design should follow some design principles such as:

- Planned from the start.
- Easy to reach and maintain.
- To complement (where applicable) the surrounding landscape.
- To help integrate the building with the countryside.
- Design comprehensively with other eco designs such as water harvesting and porous pavements.

### **Storage and slow release**

11.18 Rainwater harvesting refers to the systems allowing the capture and storage of rainwater as well as those enabling the reuse in-site of grey water. Simple storage solutions, such as water butts, can help provide significant attenuation. To be able to continue to provide benefits, there has to be some headroom within the storage solution. If water is not reused, a slow-release valve allows water from the storage to trickle out, recreating capacity for future rainfall events. New digital technologies that predict rainfall events can enable stored water to be released when the sewer has greatest capacity to accept it.

11.19 These systems involve pipes and storage devices that could be unsightly if added without an integral vision for design. Therefore, some design recommendation would be to:

- Conceal tanks by cladding them in complementary materials.
- Use attractive materials or finishing for pipes.
- Combine landscape/planters with water capture systems.
- Underground tanks.
- Utilise water bodies for storage.



## Bioretention systems

- 11.20 Bioretention systems, including soak away and rain gardens, can be used within each development, along verges, and in semi-natural green spaces. They must be designed to sit cohesively with the surrounding landscape, reflecting the natural character of the Parish. Vegetation must reflect that of the surrounding environment. They can be used at varying scales, from small-scale rain gardens serving individual properties, to long green-blue corridors incorporating bioretention swales, tree pits and mini-wetlands, serving roads or extensive built-up areas.
- 11.21 These planted spaces are designed to enable water to infiltrate into the ground. Cutting of downpipes and enabling roof water to flow into rain gardens can significantly reduce the runoff into the sewer system.

### **BOX 16: Environmental Design**

Proposals for all forms of development that incorporate measures into new development that will help to offset or mitigate climate change whilst minimising visual impact will be encouraged.

Whilst this Policy does not apply local technical standards or requirements relating to the construction or performance of new dwellings, support will be given to proposals that include (but are not limited to) one or more of the following technologies:

#### **POLICY**

- a) Grey water recycling and rainwater capture
- b) Air Source Heat pumps
- c) Green Roofs
- d) Permeable Pavements
- e) Solar panels (subject to design policies)
- f) Ground source heat pumps
- g) Passive ventilation <sup>15</sup>
- h) Thermal mass<sup>16</sup>
- i) Layouts that take account of daylight, sunlight, wind and temperature
- j) Electric charging points
- k) Passive solar gain
- l) Include features that allow for increased energy efficiency performance and renewable energy provision.

<sup>15</sup> Passive ventilation allowing fresh air into a building whilst removing stale air

<sup>16</sup> Thermal mass - the ability of material to absorb and store heat energy.

## 12. Community Infrastructure

**Objective 8: To maintain and enhance community cohesion and protect existing village infrastructure from unacceptable development.**

### Existing Community Services and Facilities

- 12.1 Government guidance indicates that the overarching social objective of the planning system 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 supports the health, social and cultural well-being of communities.
- 12.2 To achieve this, the planning of new development must go hand in hand with planning for community services and facilities that need to be in place to support development and importantly the needs of existing and future residents. This includes transport, education, library provision, green infrastructure, sports facilities, local shops, footpaths and cycleways, allotments, fire hydrants, health and social care services and a range of cultural facilities. These are collectively referred to as 'community infrastructure'. Housing and other development will be expected to contribute towards improving local services and infrastructure through either the payment of Community Infrastructure Levy (CIL); planning obligations (via a Section 106 Agreement/Section 278 agreement) or use of a planning condition/s.
- 12.3 Boxford is identified as a 'Core Village' in the Local Plan settlement hierarchy, and this is largely due to the wide range of services and facilities that it currently enjoys. Boxford has medical facilities, a primary school, nursery, village hall, public houses, café, a range of small shops and a Post Office, small businesses providing such as hair and beauty, local garage as well as public open spaces and sports pitches.
- 12.4 Whenever the prospect of new housing growth is debated in a village, inevitably concerns are expressed about the vital community infrastructure required to support a viable community that will keep pace with the expected population growth.
- 12.5 It is essential that thought is given to community infrastructure at an early stage and that the needs of the current community, the capacity of existing services and the anticipated needs of new residents are taken into account. Depending upon the level of growth expected this could reveal the need for, new, improved or reconfigured facilities.
- 12.6 National planning guidance in the NPPF states that planning policies should promote social integration including opportunities for meetings between people who might not otherwise come into contact with each other and to provide the social, recreational and cultural facilities and services that the community needs, Plans should guard against the unnecessary loss of valued facilities and services, particularly where this would reduce the community's ability to meet its day-to-day needs. Facilities and services should be able to develop and modernize and be retained for the benefit of the community. (See Map 2 in Chapter 2 for Community Facilities).

<b>POLICY</b>	<p><b>BOX 17: Protection of Existing Village Services and Facilities</b></p> <p>Proposals, including changes of use, that would involve the potential loss of an existing community facility, (such as Church, Shop, Pub, Village Hall, School, GP or medical practice etc) will only be supported where an improved or equivalent facility can be located elsewhere in the parish at an equally convenient, safe and accessible location, or where there is no reasonable prospect of continued viable use, and this can be sufficiently demonstrated through:</p> <ul style="list-style-type: none"> <li>i) At least six months of marketing in appropriate publications for the permitted and similar uses, using an appropriate agent; and</li> <li>ii) Confirmation that it has been offered on a range of terms (including price) agreed to be reasonable on the advice of an independently qualified assessor.</li> </ul> <p>(See also Map 2)</p>
---------------	--

- 12.7 Some services such as health and wellbeing, social and medical care have evolving models for delivery of services as the needs of service users change. Whilst the likelihood of a new large-scale community facility being delivered as a consequence of new development over the plan period is remote there is always the potential for new configurations or improvements to existing facilities to be identified and realised.
- 12.8 The Neighbourhood Plan is able to influence provision including supporting shared spaces and shared facilities in order to maximise access. Community infrastructure that provides useable and adaptable spaces that would suit the needs of a range of services will be supported.

<b>POLICY</b>	<p><b>BOX18: Supporting new community infrastructure</b></p> <p>Proposals that would result in the expansion of existing facilities will be supported provided that they would not have a significant adverse impact upon the character of the area, adjoining uses or the amenities of local residents either through their built form, proposed use or traffic generated . New green spaces and facilities should be accessible to residents with limited mobility and include features such as benches and well-maintained paths.</p> <p>The provision of flexible and adaptable space(s) available for multi-uses e.g., health and social care services, new or improved school provision, and meeting spaces that would provide a better service to the community is encouraged.</p> <p>Particular support is given to proposals that would enable improved provision of off-road staff car parking and bus/parent drop-off facilities to serve Boxford Primary School.</p>
---------------	--

## Utilities

- 12.9 The Neighbourhood Plan has little influence over the provision of utilities e.g., electricity, gas, water, broadband etc. It is the duty of the utility provider to meet the needs of new development and not something the Neighbourhood Plan is able to contain specific policies on.

## Other services and facilities

- 12.10 The Neighbourhood Plan can influence with specific policies, the provision of other services such as education and drainage. Where services are at or nearing capacity and new development is planned, then it is possible for developer contributions to be sought to enable the provision of additional capacity. It is then the responsibility of the service provider (e.g., Suffolk County Council, Anglian Water) to make these capacity improvements to keep up with the pace of development. (See **Policy BOX15 – Localised Flooding**)
- 12.11 The village is connected into Boxford Water Recycling Centre (WRC) which Anglian Water has identified as only current has capacity for around another 100 dwellings. It is important that developers with proposals for new developments connecting into the foul sewer are carefully planned in consultation with Anglian Water and it is recommended new connections are made to the mains sewer network. Early engagement with Anglian Water as the local sewerage undertaker will establish whether the existing foul sewage system has sufficient capacity to accept additional flows from any proposed developments.



## 13. Business

**Objective 9: To support existing businesses in the village and allow them to expand in a suitable way.**

### New and Existing Business

- 13.1 In addition to environmental and community roles that deliver sustainable housing growth and protect important assets, the third key role of Neighbourhood Plans is to deliver the economic objectives related to sustainable development that are set out in the National Planning policy Framework (NPPF).
- 13.2 These are to help build a strong, responsive and competitive economy by ensuring that sufficient land of the right types is available in the right places to support growth, innovation and improved productivity by identifying and coordinating the provision of physical infrastructure.
- 13.3 The Neighbourhood Plan also has a role in considering the future employment needs of the parish. There are a number of businesses either based or operating within Boxford and these range in size, type and operation from the quite large scale like LBG Machinery Ltd on Cox Hill to small scale and starter businesses and community-based businesses such as those in the village centre.
- 13.4 In keeping with Boxford's rural nature there are no major employers in the parish with Boxford CEVC Primary School being the largest with 33 staff, many of whom reside outside the parish. A number of other public facing businesses such as Suffolk Medical Clinic, Howard Watts Automotive, Mattock Motors, LBG Machinery Ltd. and The White Hart public house each employ about five staff. Together with the hairdresser and four local shops they provide limited local employment opportunities. There are a further number of micro businesses and self-employed residents who have a business based at home or are able to work from home whilst being employed elsewhere.
- 13.5 The Parish Survey conducted in December 2018 indicated that, with the exception of the Primary School, 33 residents ran their own businesses in the village employing a total of 61 employees bringing a best estimate of the total employment opportunities within the village to 127. The Parish Survey also showed that only 30% would welcome the building of small industrial units.
- 13.6 According to the 2011 Census, 62% (531) of Boxford's population aged between 16 and 74 are employed either full or part time, 15.2% of which are self-employed, 2.8% are unemployed and 2.6% are students. A further 21.6% are retired. The top occupations listed are professional 16.8%, skilled trades 16.7%, associate professional and technical 14.7%, managers, directors and senior officials 12.3%, administrative and secretarial 9.8%, process plant and machinery operators 7.6%, caring, leisure and other service 7.4%, elementary occupations (e.g., cleaners), 7.4%, sales and customer service occupations 7.2%. Of the estimated 404 people who commute from the village to work, the majority travel to Sudbury, Hadleigh, Ipswich and Colchester, with a lesser number going to London.

- 13.7 The NPPF advises that planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Weight should be given to the need to support economic growth and productivity taking into account local business needs. In rural areas planning policies should enable the sustainable growth of all types of businesses in rural areas both through the conversion of existing buildings and well-designed new buildings. The use of previously developed land and sites that are well related physically to existing settlements should be encouraged. However, it is recognised that the juxtaposition of business and employment generating uses in rural areas is often not without its impacts which can be in the form of traffic generation, HGV use, noise and other potential environmental impacts. It is therefore important to ensure that the character of the area and the amenity of local residents is safeguarded when considering proposals for new or expanded business or employment uses.

#### **BOX 19: Support for small scale extensions to existing business**

Proposals for the expansion of existing business, including small scale extensions will be supported provided that they would 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.

New small-scale businesses appropriate to a rural area, particularly those that result in the re-use of an existing redundant or unused historic or farm building will be encouraged provided that they would not have a significant adverse impact upon the character of the area, the amenity of residents or result in an unacceptable increase in traffic generation or result in drawing traffic through the village.

Proposals that would improve accessibility (walking and cycling) between businesses and the village centre, will be supported.

**POLICY**

# Chapter 14: Implementation

## Implementation

- 14.1 The Boxford Neighbourhood Plan has been developed to assist with the planning of sustainable growth across the parish for a period up to 2037. The implementation of the Boxford Neighbourhood Plan will require the coordinated input and co-operation of a number of statutory and non-statutory agencies, private sector organisations, landowners and the local community.
- 14.2 Alongside other strategic documents and policies, the Boxford Neighbourhood Plan is intended to provide a starting point for working together to implement positive sustainable growth in the parish.
- 14.3 The policies in this Neighbourhood Plan shape the way in which development will happen within the parish of Boxford. Some of the policies included within the Boxford 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 District 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 improve local services such as schools, libraries or transport.
- 14.4 In order to see delivery realised, it will require Boxford Parish Council and partner organisations to be proactive in getting the best results for Boxford. Working in partnership with the District Council and Suffolk County Council will be particularly important regarding strategic matters such as addressing traffic and highway safety issues.
- 14.5 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. Babergh District Council has introduced CIL which currently operates at 15%, although Boxford Parish Council will benefit from 25% of the levy revenues arising from development that takes place in Boxford, once the Neighbourhood Plan is made (adopted).
- 14.6 In addition to its role as part of the statutory Development Plan, the Neighbourhood Plan will be the key document used by Boxford Parish Council in formulating their responses to Babergh District Council in respect of consultations on planning applications.

## **Monitoring**

- 14.7 A formal review process in consultation with the local community and the District Council should be undertaken at a minimum of every five years, to ensure that the Plan is still current and remains a positive planning tool to deliver sustainable growth. In order to determine when a review is necessary, the District and Parish Councils will monitor development in Boxford along with the local and national policy and legislative context.
- 14.8 It is understood that the Boxford Neighbourhood Plan will require review during its life and that it will be the role of the Parish Council to update the Neighbourhood Plan at the appropriate time. Some of the first Neighbourhood Plans that were “made” (adopted) across the country are now in the process of review and alteration.
- 14.9 The Parish Council will report annually on the implementation of policies, and the progress made on taking forward any Community Action Projects.



# Appendix

## Appendix A – Summary of results of Boxford Travel Survey July 2021, undertaken by the Parish Council

### Introduction

In recent years, congestion and traffic issues have been the source of increasing complaints and issues within the village.

Boxford is a medieval village with roads that were not designed for the ever-expanding use and need of cars, lorries and agricultural vehicles. As the years have gone by, the vehicles using the narrow roads have continued to grow in size and volume.

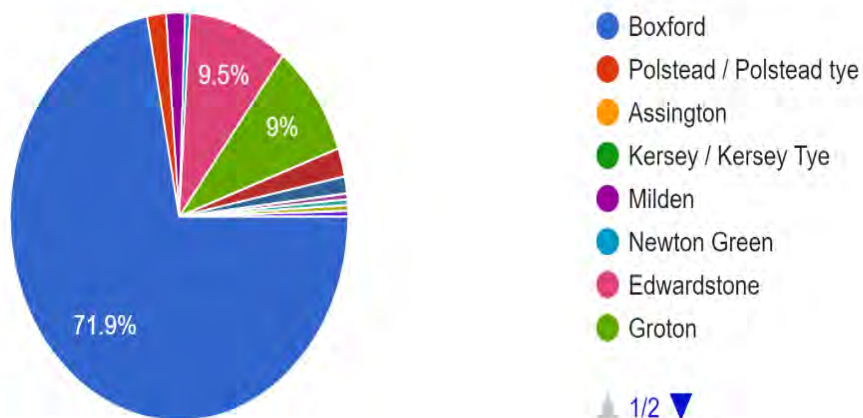
To better understand the situation and the pattern of vehicle movements coming into and moving within the village, the Parish Council felt it was necessary to undertake a survey of residents both within the village and the surrounding area, to gain further a greater insight into the issues facing the village. The survey was conducted in July 2021, for a period of three weeks, the survey was advertised in the Box River News, for people to complete on-line. Paper copies were also made available and circulated within the village for completion by those people that were unable to complete it electronically. Within the three-week period, the survey received 221 responses, which are summarised within this document.

It is our hope that Suffolk County Council Highways and others will use our survey to inform their understanding of the constraints and pressures our village faces. Our survey should also inform the emerging Neighbourhood Plan and be a guide to, and influence, the location of any future development that generates traffic movements within our village. In planning terms, Boxford is a core village but because of its largely medieval road layout it cannot sustain large scale development and the daily problems the residents of our village have articulated in their responses to this survey.

In order to verify the source of each respondent we asked for a surname and householder’s road location. The Parish Council will hold such records to conform to the current data protection legislation.

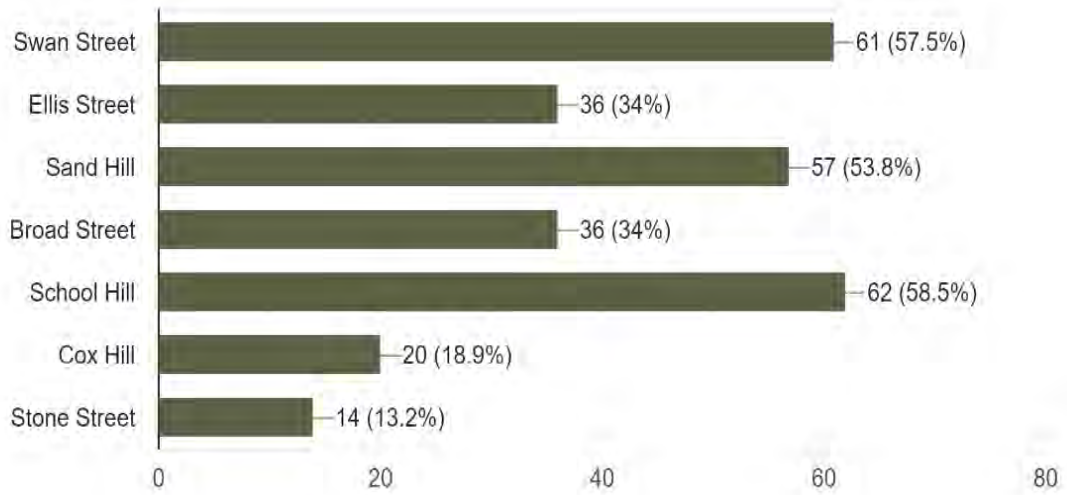
### Your village

221 responses



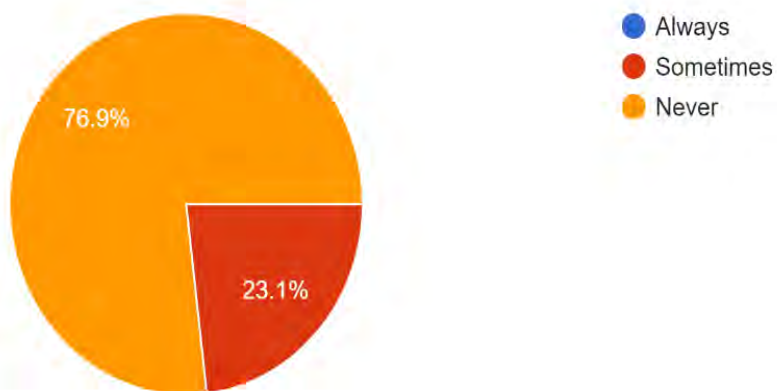
If you leave the village for work, which roads do you primarily use when going by car? (tick all that apply)

uses

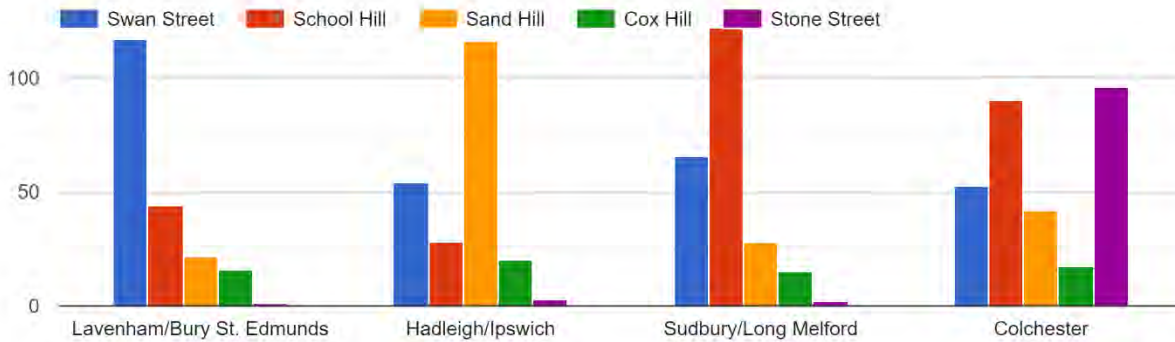


Do you use the bus?

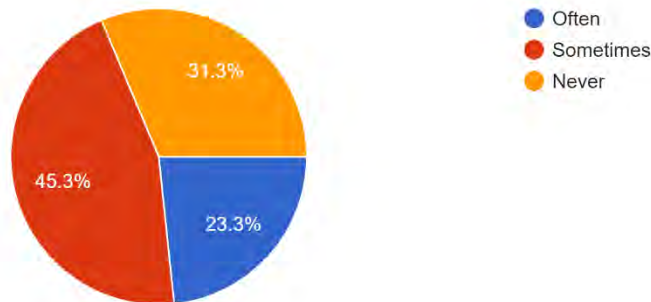
uses



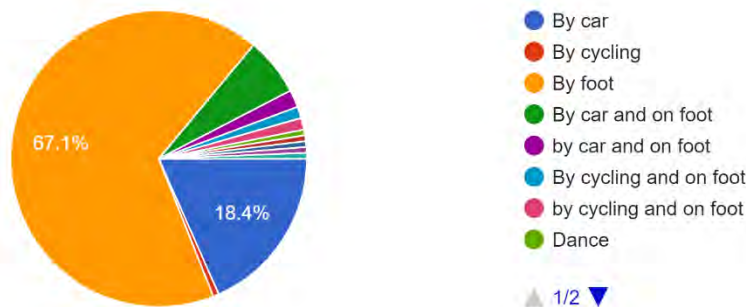
When leaving the village by car to visit the following destinations, which routes do you usually take to leave the village?



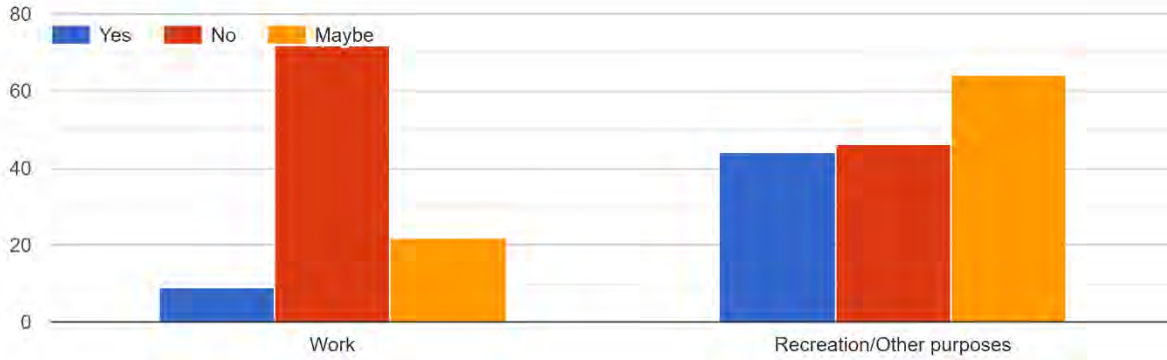
Do you combine trips to any of the above locations with shopping in the village and so would need to park a car in the centre of Boxford to enable that?



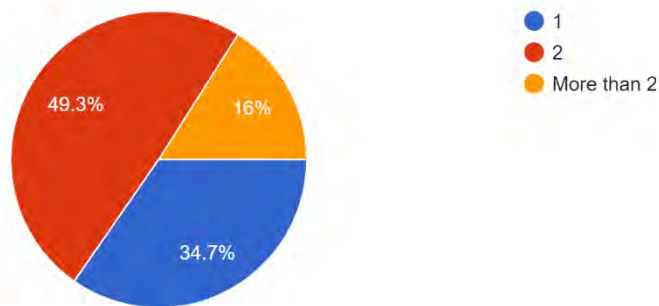
When visiting the centre of Boxford (shops, doctor's surgery, school, events, etc), how would you usually arrive there?



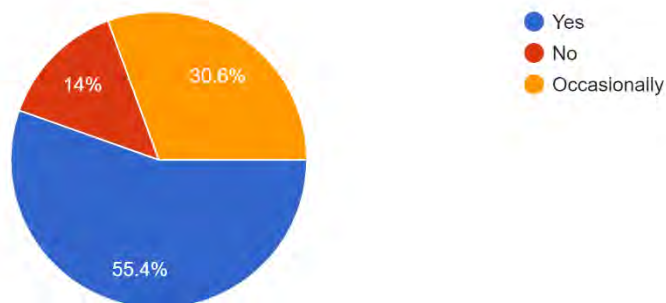
If a more regular/reliable public transport service were implemented would you consider using it for:



How many cars do you have in your household?

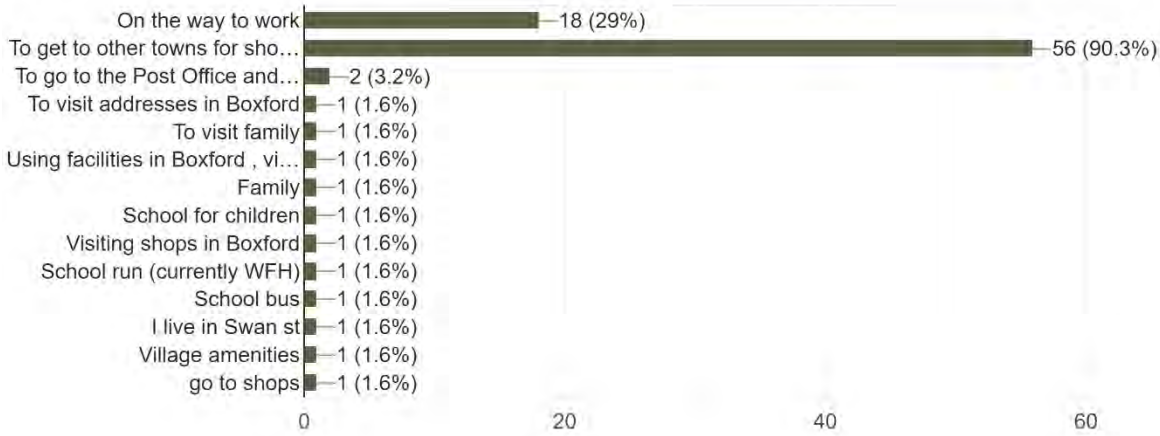


Do you find speeding cars a problem in your part of the village?

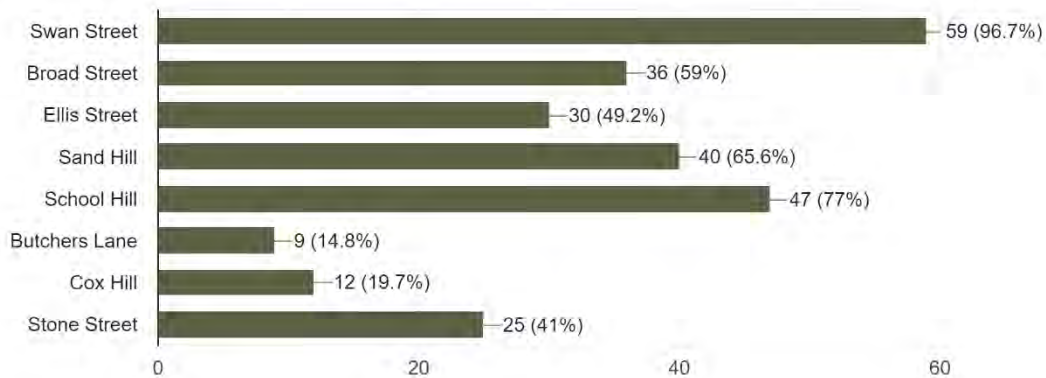




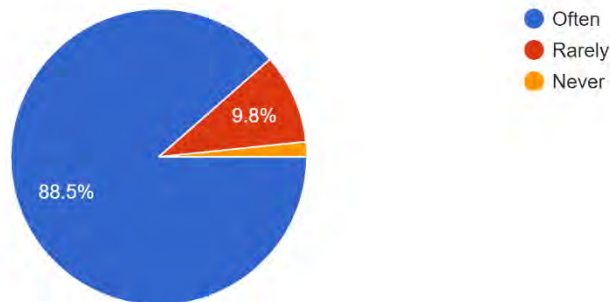
Do you have to pass through the centre of Boxford



If you ticked any of the above, please indicate the roads you use (tick all that apply)



If so, how frequently?



What, if any, difficulties do you encounter, when passing through Boxford?

50% of responses to this question related to blocked roads due to parking, traffic volumes and the size of vehicles that use the village.

25% of responses specifically name Swan Street as a major issue in the village.

53% of respondents stated parking in the village is impossible.

Below is a selection of some of the comments made:

- The village is clogged with parked cars. Those with off street parking should be encouraged to use their parking. Charges for parking should be introduced. Swan Street is very narrow & numerous vehicles use it as a rat run to places further afield EG: Bury St Edmunds.
- Congestion in Swan Street.
- Parked cars creating narrow roads
- Congestion, particularly when large vehicles may be passing through
- Too many badly parked cars; congestion near the school; lorries that are too big for the streets
- It's very busy and congested. The roads are small, and the parking is minimal. If a large vehicle or lorry enters Boxford it often causes a hold up and delay
- traffic builds up
- Parking is the main problem - not enough spaces, so people park badly and that then creates bottlenecks
- Speeding, poor parking, large lorries driving through
- Roads are narrow and very parked up, people drive too fast, large vehicles make Swan Street difficult to get through without mounting the pavement, vehicles parked outside village shop make turning into Swan Street dangerous at times. Also, vehicles parked by the turning to sand hill make trying to enter the village there difficult as the tall ones block the line of site. The bend by sand hill onto cox hill is tight and narrow and people speed through that, they also ignore the road layout and turn without looking or indicating.
- Swan Street - frequently have to drive on the pavement to get passed oncoming vehicles.
- Driving up and down Swan St to reach village is challenging. Road is not wide enough for the volume of traffic that uses it.
- Size of vehicles often causes jams because of the parked vehicles and bad driving
- Not enough room for 2 cars to pass so regularly one car has to mount the pavement. VERY dangerous
- Parked cars restricting the width of the road, often having to drive on the pavement to get past with 4x4's and lorries blocking

#### **What, if any, difficulties do you encounter, when visiting Boxford for a specific reason?**

73% of responses refer to the lack off or difficulty in parking within the village.

56% of responses refer to congestion and blocked roads in the village

Below is a selection of some of the comments made:

- Blocked roads, congestion and finding somewhere to park
- Traffic congestion due to parked cars, mostly in Swan Street and on School Hill, also (when travelling by car) parking in the village, because most of the potential sites for the car park that has become increasingly urgently needed over the past few decades have now been built upon.
- Traffic Volume
- Difficulty on finding parking space in Broad Street or Swan Street
- Cannot Park easily
- Parking in village to run errands
- Difficulty finding parking when visiting doctor or butcher. The only parking options often add to congestion problems.

- Congestion, hold ups and limited parking
- traffic build up
- Lack of parking
- Particularly when coming for doctor's appointment I need to allow time to find somewhere to park, as it's not assured
- Driving through lack of passing place
- Parking and passing past traffic
- Lack of parking to visit PO, shops and Drs.
- Pedestrians having to crossroads from behind blind spots due to cars parking on corners of junctions etc.
- Parking for school
- Difficulty in finding places to park
- Parking can be difficult; buses can make the centre of the village impassable.
- Inability to park and often give up.
- Parking is difficult
- Difficult to find a parking place
- Nowhere to park. You can end up School Hill when you need the doctors and when ill you need to be able to park in the centre of the village
- Parking anywhere near centre
- Doctors once a month and the post office for paying bills and minor shopping. Sometimes I have had to go further because of no parking
- Wider foot paths needed.
- Difficulty driving there and nowhere to park.

**If you use public transport, please say why and what are the benefits and difficulties of doing so?**

This question received 87 responses, whilst there were positives for some people the overwhelming theme is evidenced by the comments below:

- Used to use bus a lot until the service was greatly reduced.
- Reduced timetable, lack of connectivity with other bus routes
- Not frequent enough use to offer an opinion. But would use it more if frequency was restored
- Infrequent bus services to nearby towns -journey times too long
- Times not convenient
- Too few buses, no direct bus to Colchester.
- My daughter uses the bus to get to Suffolk One College. Benefits: she can catch it from junction with Sand Hill, Cox Hill & Ellis Street, Difficulties: Buses are infrequent and not all returning buses from Ipswich come as far as Boxford.
- No benefits at all
- There is no public transport!
- Infrequent service
- Rarely use because timings are difficult to match up with connecting services. Limited/no late services especially at weekends.
- I live approximately 4 miles from the nearest bus stop
- I would love to use public transport however there is no bus service in Edwardstone

- For buses: Benefit: not having to park a car in Ipswich. Difficulties: very expensive; very infrequent; service stops too early. Colchester almost impossible by bus from Boxford. For trains: Benefit: faster than going to London by car. Difficulties: extraordinarily high price of station parking at Colchester (it's comparable to an airport and there seems to be no regulation of the profiteering); no way of getting there other than by car (buses to Colchester non-existent from Boxford and almost non-existent from Stoke-by-Nayland since timetable changed).
- My son uses the buses, they have become more difficult to navigate as the timetables are complicated you have to change at Hadleigh the timing is not always kept to so if the bus goes early, you gave a long wait for the next one and they are expensive.
- Used to use the bus frequently but timetable and long periods between buses made them unattractive
- Limited times of day
- Difficulties include Infrequent buses to limited destinations, unsuitable return times, no or inappropriate Colchester service. Benefit of a good, comprehensive reliable service would be a reduction in the number of cars owned by villagers.
- Would like to but not convenient or possible from Groton.
- A very limited timetable and no sensible coordination with return buses. If this was improved, I would use them more.
- I used to when they were regular - now I don't because timings are not useful at all
- Infrequent services to towns
- Used to go to Ipswich by bus for dental treatment but walked to and from bus stop. Too few buses now and not at good times

**If you are a regular cyclist, please say why and what are the benefits and difficulties of doing so?**

There were 60 responses to this question, expressing the benefits and concerns cycling in and around the village.

Below is a selection of some of the comments made:

- The roads are far too dangerous!
- Few difficulties except at the junction of Cox Hill, Ellis Street and Sand Hill, where the change of priorities (giving traffic coming south from Cox Hill right-of-way over traffic going up/down the hill between Ellis Street and Sand Hill) has made the junction considerably more dangerous, especially for cyclists leaving the village via Sand Hill.
- Yes regular but difficulties and dangers are: speeding traffic through the village (especially at the Cox Hill / Sand Hill junction where we have often been nearly knocked off by speeding double decker buses, white vans, cars and low loaders full of tractors), fast lorries on the A1071 which do not comply with the highway code in giving clearance to bikes, speeding traffic coming down Cox Hill, poor visibility at junctions onto A1071 due to infrequent verge cutting by the council and large, obstructive signs & adverts which frequently obscure vision. Congestion around the shops and especially up Swan Street due to enormous traffic load makes cycling dangerous and unpleasant.
- Recreational cyclist only. Obviously, a healthier option, and more convenient for most local trips., It's dangerous with narrow lanes, poor visibility and fast/intolerant drivers
- Few benefits in travelling into Boxford due to heavy traffic in the village & parked cars



- Benefit: I avoid the frequent traffic congestion in Boxford and know I will arrive on time. Difficulties: No cycle parking in the village. Speeding cars and badly parked cars make it often difficult to cycle safely.
- We cycled a lot during lock down. Wouldn't cycle much normally due to volume/speed of traffic it's too risky
- I cycle for recreational purposes. The main issue is potholes in the road.
- It's easier to cycle but the parking along Swan Street can cause problems for cyclists
- Healthier; but bad driving (too fast, overtaking too close) makes it unpleasant
- Cycle but more nervous now with speeding cars and my young son with md
- If the weather is fine, I do occasionally cycle to the butchers. Some car drivers are not particularly considerate to cyclists (speed, passing too close etc)
- Yes, it's almost as quick as a car, for my health and enjoyment. Condition of the roads is a difficulty
- I find it too dangerous to cycle, potholes etc
- Try to keep fit the small roads are a disgrace - verges and potholes
- I am a cyclist in Boxford and the HGV traffic coming through the village is a real concern and is dangerous to cyclists across the board as the speeds are too high
- Speed and convenience, although cycling up Swan Street is difficult
- Occasional potholes

**If you are reluctant to walk, cycle or take public transport to access the village facilities, please say what deters you from doing so.**

This question received in excess of 90 responses, the narrowness or lack of suitable pavements, along with time constraints, distance, health and lack of public transport.

Below is a selection of some of the comments made:

- The roads are far too dangerous.
- Narrow pavements bring you into close contact with speeding traffic
- Too far to walk and public transport at wrong times
- Very happy to cycle. Too far (2½ miles) to walk on a regular basis. Reluctant to take public transport because there is so little of it.
- A narrow pavement outside our front door presents an immediate hazard for us from being struck by speeding vehicles driving near the edge of the road. The same applies, of course, for pedestrians walking along the same stretch of pavement and other stretches of narrow pavement along Swan Street.
- there is no public transport from Groton to Boxford! I am unable to walk/cycle as I am not agile enough
- The clogged streets with parked cars & heavy vehicle use. Narrow pavements.
- Lack of parking
- Narrow paths
- Walking or cycling are not practical when shopping in the village, public transport not available
- Infrequent public transport is not convenient for the trips I tend to make. Often only requiring a quick trip to local villages/towns.
- always have items with me
- No relevant public transport
- The buses don't run regularly enough - I need to get to Colchester for certain times of the day
- Distance from home. There is no public transport between Milden and Boxford.
- I'm happy to walk, although very tricky down Swan Street

- Speeding and pavement safety with cars passing
- You just need to be careful though pavements are narrow.
- It's too far to do it in the time I have available
- It is dangerous. Pavements are almost non-existent, idiots park anywhere they see fit.
- I don't cycle due to road safety and nowhere to safely leave my bike if I were to visit shops
- WALKING. THE NARROWING OF THE PAVEMENT ON SWAN STREET AND BROAD STREET
- My child can't walk down to the village on her own because of speeding cars and lack of priority for pedestrian's speed limit should be 20mph no way to safely cross main road.
- Taking public transport to access the village facilities from Brookhall Rd is clearly not possible but for walking & cycling; speeding traffic through the village, inconsiderate drivers, congestion around the shops and especially up Swan Street due to enormous traffic load makes cycling & walking often dangerous and unpleasant.
- Danger from speeding vehicles though, especially on the peripheral country roads leading into Boxford.
- Lack of suitable safe pavements
- Sometimes I require a car for quick i.e., clubs or doctor's appointment and shop
- No public transport from Edwardstone. Too far to walk
- There is a specific problem of parking in the narrow part of Ellis St causing vehicles and pedestrians dangerously close.
- The footpaths are very narrow and even non-existent in places. There are too many large lorries and transporters on Ellis St in the narrow parts where there are no footpaths
- my age and limited mobility due to problems with my knees
- I used to walk and take public transport but now, from 2 years ago, I am restricted because of age. I can't hurry, stand for long, carry heavy items, etc. I also find crowds and busy traffic interferes with balance, etc, and crossing roads
- Narrowness of footpaths in places
- Often need to walk in road, no pavement or parked cars
- Slightly too far in wet weather
- Disability meant that we have to use a WAV car. Sadly, no choice
- Not enough dropped kerbs on footpaths - can get on one end but not off the other and roads very dangerous! Potholes everywhere.
- We do sometimes walk
- Lack of footpaths that are serviceable particularly in winter
- Live half mile outside Boxford on A1071 - no footpath to walk on. Not a cyclist & no bus facility. Therefore, use my car.
- Walk sometimes. Time factor and all uphill if carrying shopping
- Some of the way there is not safe or wide footpaths from Cox Hill round to Ellis Street
- No viable footpath at the bottom of Sand Hill & intersection with Broad Street. Traffic very dangerous here!
- 1. speeding cars 2. cars mounting the pavement 3. lack of usable pavement - too narrow
- Inability due to mobility issues
- I am 92!
- lack of physical mobility
- No footpath from Calais St until near the end of Sand Hill
- Walking back up hill from the village

- No buses
- Large numbers of parked cars which make driving or walking difficult due to moving traffic including buses and lorries. Also, an issue with parking, we are elderly and find walking difficult.

**Please add any comments or suggestions you think might help to improve congestion, movement around or access to the village centre.**

This question received in excess of 200 responses. These included:

The need for a car park to reduce congestion 41%

Need for parking/ speeding enforcement 37%

Wider and improved footpaths 24%

No more development 14%

Reduction of big lorries and agricultural vehicles through the centre of the village 11%

The comments below are just a snapshot of those that were made, covering the same themes:

- The problems of traffic and parking in the village are well known and regrettably are getting worse with speeding, vehicles mounting pavements, parking on bends and double yellow lines treated as private parking spaces! Attempts to date have failed to solve these problems and a significant improvement would appear to be unlikely due to the narrow existing road layout and the lack of any available land in the central area for public parking. The village certainly does not need the traffic generated by another 64 houses!!
- Don't build another massive housing estate.
- Difficulties: Congestion in centre, passing cars having to mount pavements, Cox Hill/Sand Hill junction very difficult to manoeuvre, lack of suitable parking  
Comments: No more larger scale developments. Stop the 64-house proposed development on Sand Hill!!!
- Difficulties: Large vehicles, lorries, tractors getting stuck at the bottom of Cox Hill. Traffic travelling too fast up Ellis St to Sand Hill/Cox Hill junction, some not slowing down to give way.
- Possibly a one-way system but this needs thinking through. Enforcement of no parking at the Swan Street junction with Broad Street. A village car park. No major housing developments to feed Sand Hill or Swan Street.
- A centrally accessible car park with encouragement for people to park off street.
- Traffic calming on Church street - speeding cars, school drop off and pedestrians - many near misses
- too many parked cars in Swan St, Broad St, Ellis St I think that Boxford (village) being an old established village has been overtaken by modern ways of life cars, etc, no parking off road
- School time is a massive problem - cars parked literally everywhere. very difficult leaving village via School Hill - not sure what can be done. Often very difficult when we have visitors as full in village - need a car park somewhere?
- Now the bowls club is back up and running again (which is great) there is a lot of extra cars parked along Broad St and Ellis St - vision turning out of Butchers Lane - particularly trying to look left is not good, you edge out and just hope no-one is travelling fast from that direction.
- Swan St is an absolute nightmare - we normally avoid driving up there at all costs unless absolutely necessary, but what can be done about that as majority of properties do not have any parking facilities and most houses now have more than one car. Sometimes traffic is backed up in village in both directions because there are cars coming down Swan St and cars from village centre then can't get up it but if you just want to get round and out of the village via School Hill you can't - you're stuck amongst them all.
- Difficulties: the very large transporter lorries which pass through

- A carpark for school drop offs. Enforcement of yellow lines to enable us to leave our property safely by car and for our neighbours to do the same. Electronic speed indicators.
- Tough question. Just too many cars trying to use too little space. It's a nightmare at school opening and closing times.
- Some more parking spaces could maybe be found/created? Weight limits? Width limits?
- I frequently see (or hear) cars driving at excessive speed past my house (which abuts Ellis Street) which is particularly dangerous given the number of parked cars restricting visibility.
- A site for a resident's car park would be an advantage. Parking charges should be introduced to encourage those with off street parking to use their spaces. The present situation is untenable.
- Parking space needed particularly if more houses are built in Boxford and surrounding villages
- Building houses has caused Boxford to be a village under siege by cars, planners MUST consider the detrimental environmental impact and stop under calculating the number of cars a development causes. Until Boxford has a public car park, of a size suitable for the problem it needs to solve, congestion, movement around or access to the village centre will always be a problem. The need for village parking was brought to our attention in 1984 when we moved here, 37 years later it has become critical.
- Wider pavements and footpaths, even surfaces and dropped kerbs would allow walkers, cycling children, wheelchair users and parents with prams/strollers to avoid taking the car into the village. Better planned parking.
- On way system in and out through broad st
- A road at the stop of Swan Street exiting to the A1071
- Limit any future housing development, don't restrict on street parking any further, don't bother with the expense of a remote car park as it's unlikely to be used for those who just need to pop to the shops etc.
- Put a bus stop at the top of the village so the buses don't go through the centre. Farm vehicles also go through the centre to go up Cox Hill (very little room on Ellis Street), so request they come in via the Kelsey end of Cox Hill.
- Improve poor discipline about parking on the central village junction.
- Some kind of resolution of massive industrial vehicles attempting to turn the corner from Sand Hill to Cox Hill. Providing a path wide space left in front of the garage so that elderly can traverse here without having to walk in road or walk right round additional cars also parked on road so that they are 2 cars abreast. Watching the elderly with mobility transport or pulling shopping baskets wander out towards the middle of the road is not good. This adds to the well-known problems higher up Ellis Street. The right car park might help school congestion.
- Not build more large housing estates on the edge of the village.
- Parking on swan street/ junction with church/broad Street is dangerous. I have been left with no option, despite always crawling round bend, having to reverse back out if junction as parked cars leave no visibility or space to pass!!! This should be double yellow lined. and enforced!!
- Police visits to stop people parking on double yellow lines, and to stop people speeding, also to stop them traveling down the footpaths in Swan Street
- Limited or no parking in Swan Street especially on the corner in front of the Village Store, and outside the Post Office. Parking on this junction makes access to Swan Street very difficult and very dangerous.
- Restrict parking on Swan Street, especially outside Post Office and Boxford Stores (dangerous junction). Better parking etiquette by parents near school.



- A carpark
- Would be lovely if Swan Street was pedestrian only! But understand that would be difficult for homeowners. Village car park would be great but no spare land
- You need to double yellow line swan street completely from top to bottom. Furthermore, football parking needs to be stopped up Homefield, people are parking on our driveway because they think they can, blocking our cars in so we can't leave our houses and banging muddy football boots all over the pathways.
- Foot paths need to be improved and traffic calming measures should be in place to slow traffic entering the village, especially from Sand Hill direction.
- We need a 20 zone in most of the village. I regularly walk into the village, and it is dangerous.
- Small pavements for pedestrians and cars speed. I am amazed we don't have more accidents. There needs to be No parking zones at the bottom of swan street as people come right round the corner before seeing oncoming traffic and then have to reverse back out into the t junction.
- It's difficult to see around corners at junctions because of parked cars and some vehicles are still parking on double yellow lines. Sometimes it's impossible to see driving out of Cygnet Court onto Swan Street because of this... it's extremely dangerous.
- Parking along the stretch of road from Daking Avenue to Sherbourne Street is a problem in the village. It's a heavily used road, with three junctions. Visibility is reduced. Cars are often parked on junctions/double yellow lines. Children wait for their school bus opposite the junction of Daking Avenue. There will be an accident here if it's not addressed soon. Coming up Swan Street you cannot clearly see up the road. Could the bank be taken in to allow some much-needed parking? Or to allow some passing places to help traffic go up and down Swan Street?
- Car Park. Enforcement of parking. No right turn from Sand Hill to Cox Hill for all lorries and enforced. No inappropriate large-scale development which would adversely affect pedestrian safety.
- Some dedicated free parking - will make the shopping more attractive and hopefully reduce the amount of on street parking, thereby easing congestion.
- Offer alternative parking for the centre of the village. Remove parking options on the corner of Swan Street and Broad Street. Widen roads such as Stone Street. Install more paths which are a suitable width for buggy's etc. Without narrowing the roads.
- The parking on the pavements and the ppl pushing their way up swan st is bad. Mounting the pavement to pass abs the cars parked near shops limits visibility up swan st
- I find it quite dangerous to walk down Swan Street especially at school run times.
- as a disabled blue badge holder i still find it really hard to park there are no disabled bays in Boxford which i find quite shocking often i drive to visit the shops but have to forget it as i simply cannot park close enough. This is quite discriminatory and disappointing in this age. needs addressing as a priority.
- More parking especially for the school
- A car park near the centre
- Stop increasing the population of the broader area with so many new houses being built. Put a stop to further building.
- Needs more off-road parking but difficult to find a location
- More housing development means more cars in the village, and the narrow roads cannot support the volume of traffic, especially with cars already parked along the roads, e.g., in Swan Street. More parking is needed.

- Provide better parking.
- Get cars off Swan Street. Improve the corner of Sand / Box Hill for cars.
- Provide proper pavements. Hard surface access paths.
- Provide more parking for parents dropping children off to school - even if this means a short walk from the car park to the school (currently only the White Hart offers on a goodwill basis off road parking for the school).
- Provision of off-road parking for residents and shoppers
- Use of smaller delivery vehicles by builders merchants and national delivery firms. This of course is unlikely to happen.
- Congestion in the village at either end of the school day has been an issue for the almost 30 years we have lived here (including when our children were at Boxford School). The school has since grown, and the situation has deteriorated greatly. Boxford needs a car park adjacent to the school, preferably with pedestrian access across the river to the village in order to encourage its use by those using the other village facilities. Parking on or opposite junctions (which I believe is against the Highway Code) should be actively discouraged. I appreciate that the fact that Boxford is an excellent and thriving village is largely due to having a popular primary school but as so many of its pupils require transport from surrounding towns and villages,
- serious consideration needs to be given to the provision of a car park. Thank you for the opportunity to voice our thoughts, your work is much appreciated.
- A long-term and radical solution is needed to help residents of Swan St and those living to the north of Boxford. Ideally a new road from Sherborne St across the fields to the A1071. If a new housing development goes ahead, it needs to be combined with a new school building so the present site can be used for housing and parking for visitors/shoppers.
- In my opinion traffic in the village centre has become unmanageable and a dedicated car park in long overdue.
- When driving to the village to use the local shops, I find it more and more difficult to park in the village centre, particularly around school pick-up time. Swan Street is a nightmare to negotiate at any time of day, as the weight of traffic is completely inappropriate for the road.
- This part of Stone Street is a rat run and it's getting worse and worse. Due to the density of the traffic at peak times and single-track nature of the road here with blind access to oncoming drivers its common to see stuck drivers using peoples driveways as passing places. I've lost count of the number of cars that have trespassed on my driveway Traffic calming is required and an easy start would be to reduce the speed limit to 20 MPH This would at least ensure drivers had more time to stop and assess the situation without blindly carrying on and meeting oncoming traffic at the most awkward places. All it would need is to change the signs and paint the road. As mentioned above, the cobblestone speed bumps are pointless, you can easily go over these at excessive speed with no issue at all. Current traffic signage is not prominent enough and is in the wrong place. It would certainly not surprise me to see someone badly injured or killed by a speeding driver. The driveways are blind to the drivers and vice versa. The residents in this part of Stone Street are totally ignored and not classed as part of the village.
- Village needs a new school - maybe instead of 70 houses on Sand Hill we could have a new primary school
- A halt to further housing development.
- Restrict vehicles using swan street based on size or weight (obviously but including those for the farm)

- Constant traffic in Swan St and School Hill at School start and finish time is difficult Too many cars too many new homes Too many pupils at School Move School
- an access lane through to school from Station Field/sand hill included. The slope at Sand Hill would require being very more accessible
- No further developments to be build north of Boxford Traffic issues, congestion Roads not fit for this purpose
- Dedicated car park (increasing difficulty parking) Possibly restriction on parking BUT big problem of policing & monitoring, + need for residents' parking
- too many parked cars in Swan St, Broad St, Ellis St I think that Boxford (village) being an old established village has been overtaken by modern ways of life cars, etc, no parking off road
- Need a car park in Boxford centre but no land available Car parking in Swan St right up as far as Homefield Make people in Swan St who have parking at rear of properties use it, that would create more parking space for visitors
- A car park! Weight/size limit on lorries passing through the village
- Parked cars particularly in centre of village causes problems Safety: Junction at Cox Hill/Sand Hill is a black spot. I'm concerned about safety of children walking to school. The priority at this junction was changed several years ago also with no effect. Vehicles ignore junction priority particularly when leaving the village via Sand Hill, this includes public transport (Buses). Soon someone will be seriously hurt or worse
- Difficulty of transiting Swan St due to on-coming traffic/disabled buggies, etc Parking is a problem It is just about workable currently. It would be madness to increase the problem by building a significant number of additional houses
- I have thought of pedestrian crossings but the lack of and/or narrow footpaths may make the matter worse. Parking is also difficult to solve, and we need to use our facilities and not lose them.
- Obviously adequate parking
- Less housing development Additional car parking at peak school times or stagger school start times if possible.
- I am concerned about future developments at this end and Swan St, and School Hill (particularly at school drop off times) becoming very difficult to navigate but without building a new road I am not sure how this could be achieved
- Re-instate Road markings of Cox Hill/Sand Hill/Ellis St junction - too much traffic speeds from village up Sand Hill endangering cars and cyclists exiting Cox Hill into village - URGENT
- Stop building houses so less people will come to the village as the population now has outgrown it.
- Additional parking facilities for both residents and visitors
- A village car park on the derelict land off Stone Street Road.
- No more speculative housing that would increase the traffic on Ellis Street / Broad Street / Swan Street.
- The speed limit needs to be reduced as we already have too much traffic coming through and there is an accident/fatality waiting to happen.
- The village will struggle with more traffic and there needs to be a reduction in HGVs passing through.

## Appendix B: Non-designated heritage assets justification

### Non-Designated Heritage Assets

The table below outlines the justification for the inclusion of important character buildings and historic features. The criteria are based on the 'Local Heritage Listing: Historic England Advice Note 7', page 9.

<b>1. The Sarsen Boulder</b> located at the Junction of Broad Street and The Croft.	
<b>Age</b>	Approximately 55 million years old, formed in tropical seas. A hard, fine-grained sandstone called silcrete by geologists.
<b>Rarity</b>	Rare nationally. Geologically significant. Only found where eroded London Clay strata is just below the surface overlapping chalk, in small areas of SE England. There are over 150 less impressive, smooth, smaller examples elsewhere in the parish. Large, locally derived, very hard boulders are very rare indeed in Suffolk.
<b>Aesthetic interest</b>	This example is particularly attractive, charming and unusual because it is mammillated (formed in breast-like mounds).
<b>Group value</b>	This boulder has probably been in this location against this building for centuries and is intrinsically part of it and the unique street scene. It is the best example in the parish.
<b>Archeological interest</b>	It is the same rock type as that used for the large outer ring of standing stones as Stonehenge.
<b>Archival interest</b>	Included in a detailed article 2013 "The Origin of the Boxford Stones" by Roger Loose on Boxford website.
<b>Historical association</b>	This boulder was probably dragged a short distance to here centuries ago, possibly from the river, to protect the corner of the building at the lane junction from passing carts and to be used as a horse mounting block.
<b>Designed landscape interest</b>	It is a striking and distinctive feature of the local historic street scene and helps to give Boxford its unique identity.
<b>Landmark status</b>	It is striking aesthetically and has strong historical associations.
<b>Social and communal value</b>	This boulder is a major talking point for children and visitors to the village because it is so striking. Small children frequently refer to it as "the sheep" and "ride" on it. Farmers in Wiltshire and 19th century geologists called these particular stones "grey-wethers" using an Old English word for sheep, because they resembled their sheep. Much superstition surrounds them.

<b>2. The Village Pump House</b> located in the grounds of Cox Hill House and visible from the highway.	
<b>Age</b>	Built in 1936 by Cosford Rural District Council. Recorded externally on a visible wall plaque.
<b>Rarity</b>	Only building of its kind in the village. Built with a pump and water tower (since removed) over a 261 feet deep borehole into the chalk strata below, with the capacity to supply 51,840 gallons daily. More than three days village requirement at that time.



<b>Aesthetic interest</b>	Built of Fletton Brick in an attractive style, typical of the period and function.
<b>Group value</b>	Part of major civic undertaking in several Cosford D. C. villages in a similar style. Built by age old Boxford family of Kingsbury's who left a legacy of buildings of various styles and purposes over six centuries.
<b>Archeological interest</b>	Important part of evolution of provision of safe, clean, piped water for the whole village.
<b>Archival interest</b>	Plan, historical letters and photographs, and researched summary of the Waterworks held in Boxford Society Village Archive.
<b>Historical association</b>	Before this, water came from rivers, ponds or shallow wells which were often polluted and had to be hand pumped. This improved health and cleanliness significantly and reduced the labor of everyday tasks considerably.
<b>Designed landscape interest</b>	Although a grid of water pipes was installed throughout the village, not all families could immediately afford to have the water laid on to their house. Standpipes were provided at various points for those people.
<b>Landmark status</b>	Only building of its kind in the village. Visible from the highway even though in private grounds. Converted sympathetically to domestic accommodation in 2007.
<b>Social and communal value</b>	Clean mains water on tap for the village in the 1930s was a huge advance. It removed the task of fetching it for ordinary people and enabled them to have running water, proper baths and flush toilets, which were linked to a new sewage works from the 1950s onwards.

### 3. The Village "Pump" located at the junction of Butcher's Lane and Broad Street.

<b>Age</b>	Probably installed in the 1930s as part of the initial supply of piped clean water to the village, replacing the many hand pumps and shallow wells then in use.
<b>Rarity</b>	The only example left in the village. No examples known of in surrounding villages. Although there were more standpipes here originally, it is not known what they were like.
<b>Aesthetic interest</b>	Cast iron with some ornamentation in the typical Victorian style.
<b>Group value</b>	Once part of a number of standpipes located around the village.
<b>Archeological interest</b>	Important part of the provision for the first time of clean, safe water to the many poor of the village who could not at that time afford to connect their house to the main.
<b>Archival interest</b>	No reference.
<b>Historical association</b>	This was never a "pump". It was basically a communal "tap" using gravity pressure from the above, mentioned water tower on the hill.
<b>Designed landscape interest</b>	It is a unique feature on the corner of this much photographed street of Tudor weavers' cottages.
<b>Landmark status</b>	Only one of its kind in the village and very visible.
<b>Social and communal value</b>	Villagers in nearby houses would have found this tap and the water it supplied to be a great improvement in their lives. It would have been a major meeting point and source of village "gossip".

<b>4. The Village Sign</b> located in Broad Street next to the River Box.	
<b>Age</b>	At noon on 14th March 1998 this modern village sign was unveiled by the Chairman of the Parish Council.
<b>Rarity</b>	The design was the result of several years of consultation and involved local historians, designers and craftsmen.
<b>Aesthetic interest</b>	The symbols forming each element are well-designed and executed. Together they make a brief pictorial story of the village and its history and make an interesting and unusual whole.
<b>Group value</b>	It is located as a village centrepiece at the ancient heart of the village surrounded by Tudor buildings with the church as a backdrop.
<b>Archeological interest</b>	None. Very recent.
<b>Archival interest</b>	Detailed history, newspaper articles and references on Boxford website.
<b>Historical association</b>	The panels include our 15th century church, a box tree, ears of corn, sheep to represent the cloth industry, the wind and water mill and, most controversially, Tornado Smith with his motor bike and lioness. A few in the village originally opposed this element as tasteless. Tornado was in the 1930s a nationally famous and popular son of the village, and his inclusion adds a certain raffishness and considerable interest to the design.
<b>Designed landscape interest</b>	It has strong communal and historical associations and is located within the heritage village scene.
<b>Landmark status</b>	The sign sits at the centre of the village next to the River Box facing Broad Street, where visitors and buses arrive, and village events take place and have done for hundreds of years.
<b>Social and communal value</b>	The story it tells provides a focus for visitors and young children to find out more about our village.

<b>5. Ashley House</b> , 6-10 Swan Street at the heart of the historic centre.	
<b>Age</b>	Constructed around 1889 with yard, stables and outbuildings to replace a medieval timber-framed house previously located on the site.
<b>Rarity</b>	There is no other building in the Arts and Crafts architectural style in the village.
<b>Aesthetic interest</b>	This red brick two/three storey house with a red tiled roof and large double carriage entrance is decorated with typical white gables and porch of the Arts and Crafts style. Horizontal lines of black bricks and a central gable with hipped roof add to the aesthetics. The doorcase has plain pilasters topped with foliate capitals and curved moulding above. There is pargetting of sunrise and sailing boats on the smaller gable and stylised sunflowers between windows.
<b>Group value</b>	It is located imposingly right at the centre of the village surrounded by refronted much older timber-framed buildings with the Grade 1 church as a backdrop.
<b>Archeological interest</b>	There are no records of the medieval house and outbuildings that previously stood on this site. The land was originally part of the Manor

	of Groton and until 1934 this side of Swan Street lay in the parish of Groton.
<b>Archival interest</b>	Conveyancing documents from the past 200 years are in the Boxford Society archive.
<b>Historical association</b>	The house was built on the instructions of a Groton farmer, William Simpson, around 1889. The 600-year-old Boxford building firm of Kingsbury's undertook what, for a village builder, must have been a challenging commission. The cost is said to have bankrupted William Simpson and sadly he was forced to sell it to WJ Bantock in 1891. It was then known informally in the village as Simpson's Folly.
<b>Designed landscape interest</b>	It has strong communal and historical transport associations. In 1920 it was sold to Thomas Skinner, one of the old village carriers, who by this time was providing a bus and later a lorry service to nearby towns. The double carriage entrance and large yard at the back made it ideal for this purpose. His son Tom ran the business from here until 1953 when it moved to Calais Street. Another bus owner Walter Bowers bought the house and yards at that time.
<b>Landmark status</b>	The house sits at the centre of the village and is highly visible from Broad Street, where visitors and buses arrive, and village events take place and have done for hundreds of years.
<b>Social and communal value</b>	The various owners were very well-known in the village in their day and the early and mid-20th century transport run from this house was of great importance to the village community, providing for many the only means to get to market in nearby towns.

## Appendix C: Local Green Space justification

The table below outlines the justification for the inclusion of each Local Green Space identified. The criteria are based on paragraph 102 of the National Planning Policy Framework 2021. Inappropriate development is, by definition, harmful to the Green Spaces and should not be approved except in very special circumstances and the local planning authority should ensure that substantial weight is given to any harm.

	Name of Green Space	Green space is in reasonably close proximity to the community it serves (Is it close to existing dwellings or someway out of the village?) (Yes or no)	Green space is demonstrably special to the local community because of its beauty, historic significance, recreational value, tranquility or wildlife value (Does the space have any of the above values to the community; what is it currently used for; is there public access; can it be seen from a public viewpoint?)	Green space is local in character and not an extensive tract of land (Roughly how big is it? < 1 acre, 1-2 acres etc)	Comments
a	Playing Field	Yes - Edge of settlement but less than ½ km from centre, very accessible on foot and with car parking.	Considerable recreational and amenity value. Widely used for matches, training, whole village events and social activities. Dog walking. Enclosed with hedges, trees and fences.	7 acres	Sports pitches for cricket and football heavily used. Pavilion. <b>Not</b> identified for protection in BDC JLP2019.
b	Tennis courts, children's play area and Allotments.	Yes - Edge of settlement but less than ½ km from centre, very accessible on foot and parking.	Valued for exercise and recreation and the only formal children's play area with apparatus in the village.	Nearly 2 acres.	The allotments are well-tended. All three identified for protection in BDC JLP2019.
c	Goodlands Meadow south of Daking Avenue.	Yes – adjacent to settlement boundary and less than ½ km from village centre.	This area of unimproved grassland provides hard stand car parking for and vital pedestrian access to Primrose Wood agreed with the Woodland Trust. It is used also for exercise and	Just over 7 acres.	It was designated Public Open Space in BDC Local Plan 2006 and should have provided a proper



			dog walking. Its current status is unclear and needs resolving. See comments. Part of it has been the subject of two failed planning applications.		footpath as Section 106 agreement on completion of Goodlands estate. This has not happened, and the future status of the field is unclear. It is still privately owned.
d	Gunary Close	Yes -this lies centrally within the large Daking Avenue housing estate.	Part of original estate plan. Area of BDC maintained grass and trees. Provides important green space for adjacent houses and children.	Nearly half an acre.	This green space is aesthetically and communally vital for the houses that surround it.
e	The Spinney	Yes – edge of settlement but only ½ km from centre.	High recreational and wildlife value. Used by East Anglian and local Scouts and Guides for camping and outdoor activities throughout year. No right of way into it.	Approx 9 acres.	Includes much woodland, wetland and lake for water sports and private fishing.
f	Bowling Green	Yes – behind the Fleece Inn at the centre of the village.	It has important recreational and social value and has been significant in the history of the village.	Nearly 1 acre.	Identified for protection in BDC JLP2019.
g	The Croft	Yes- this “green lane” links the centre of the village to the Playing Field and Homefield.	This ancient narrow wooded track (Public Right of Way) provides a well-loved, tranquil, wildlife corridor within the settlement and gives accessibility for walkers and Homefield residents to the village centre.	Just over 1 acre.	Well used footpath and access to the adjacent Bowling Green (see 3).
h	Churchyard of St Mary	Yes – at the centre of the village.	Medieval historical and community value. Tranquility at the centre of the village.	Just over 1 acre	Essential footpath through it.
i	The Cemetery	Yes – at centre of village.	Very peaceful, well-wooded, secluded place of contemplation.	Less than 1 acre.	Easily accessible from the village centre on foot.

j	Pasture between Stone Street Road and the River Box from Stone Street hamlet as far as A1071.	Yes – begins 200 metres from the village centre on main route into village.	This ancient unimproved pasture beside the river, surrounded by hedges and trees, is an attractive rural setting for the entrance to the village from Stone Street hamlet and Colchester. It is historically significant in surrounding the site of the medieval parsonage with a moat. It has a well-used permissive footpath along the pasture inside the hedge through most of its length joining the two settlements and providing the only direct safe pedestrian route between them.	It is just over 8 acres.	It forms a “green belt” separating the two settlements and is in the Conservation Area and former Special Landscape Area (now proposed ALLS). It is privately owned and has already suffered some encroachment by development at the southern end.
k	Station Field	Yes -lies centrally within the Station Field housing estate.	Part of original estate plan. Area of natural growth and BDC maintained grass and footpaths. Provides important visual green space for adjacent houses and children.	0.6 acres.	A vital part aesthetically and communally of the original design and layout of the estate.
l	Marsh Road	Yes – this lies centrally within the large Brook Hall housing estate.	Part of original estate plan. Area of BDC maintained grass and trees with numerous bee orchids. Used as recreation area by nearby families.	Nearly half an acre.	Identified for protection in BDC JLP2021.
m	Hagmore Green	No - this is over 2 km from the village centre but on the route of a popular circular walk.	This is the last remaining vestige of a medieval communal “green” with adjacent cottages. As such it has important historical and visual value.	About 1.5 acres.	Good direct footpath access from the village and served by an old “green lane”.

## Appendix D: Glossary

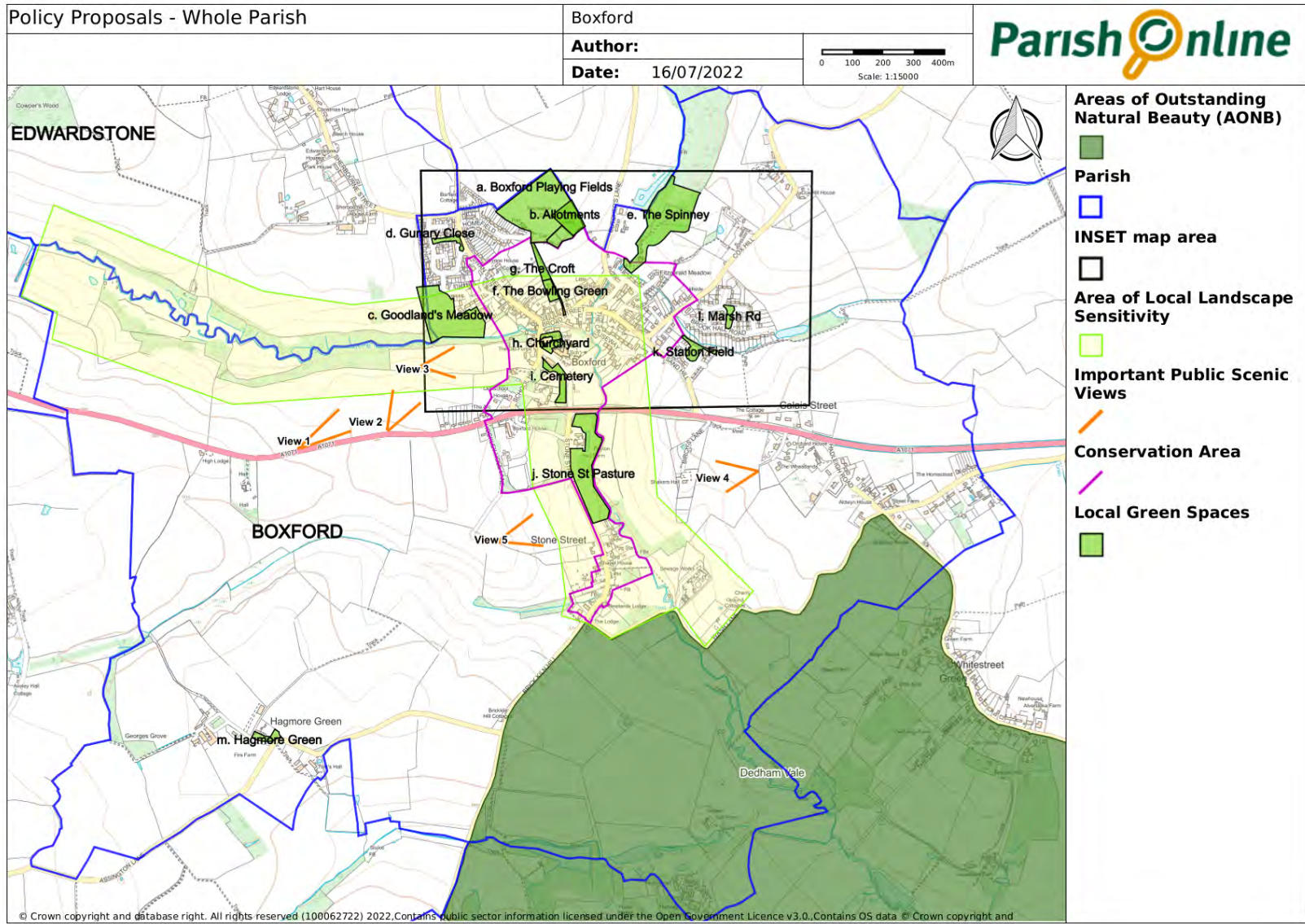
<b>Affordable Housing</b>	Social rented, affordable rented and intermediate housing provided to eligible households whose needs are not met by the market. Eligibility is determined with regard to local incomes and local house prices. Affordable housing should include provisions to remain at an affordable price for future eligible households or for the subsidy to be recycled for alternative affordable housing provision.
<b>Allocation</b>	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.
<b>Biodiversity</b>	The whole variety of life encompassing all genetics, species and ecosystem variation including plants and animals.
<b>Community Facilities</b>	Facilities providing for the health, welfare, social, educational, spiritual, leisure and cultural needs of the community.
<b>Conservation Area</b>	An area of special architectural or historic interest, designated under the Planning (Listed Buildings & Conservation Areas) Act 1990, whose character and appearance is protected.
<b>Density</b>	Measurement of the number of dwellings per hectare and often in equivalent dwellings per acre.
<b>Development</b>	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.
<b>Greenfield Site</b>	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.
<b>Habitat</b>	The natural home of an animal or plant often designated as an area of nature conservation interest.
<b>Infrastructure</b>	Basic services necessary for development to take place, for example, roads, electricity, sewerage, water, education and health facilities.
<b>Landscape Character Assessment</b>	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.
<b>Listed Building</b>	A building or other structure of Special Architectural or Historic Interest. The grades of listing are grade I, II* or II.
<b>Local List</b>	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. See also Non-Designated Heritage Assets.
<b>Local Green Space</b>	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).
<b>Local Plan</b>	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.
<b>Nature Conservation</b>	The protection, management and promotion of wildlife habitat for the benefit of wild species, as well as the communities that use and enjoy them.
<b>National Planning Policy Framework (NPPF)</b>	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.
<b>Neighbourhood Plans</b>	A Plan prepared by a Parish Council or Neighbourhood Forum for a particular neighbourhood area (made under the Planning and Compulsory Purchase Act 2004).
<b>Non-Designated Heritage Asset</b>	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'.
<b>Open Space</b>	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.
<b>Protected Species</b>	Plants and animal species afforded protection under certain Acts of Law and Regulations.
<b>Site of Special Scientific Interest (SSSI)</b>	A SSSI is identified by Natural England as requiring protection from damaging development on account



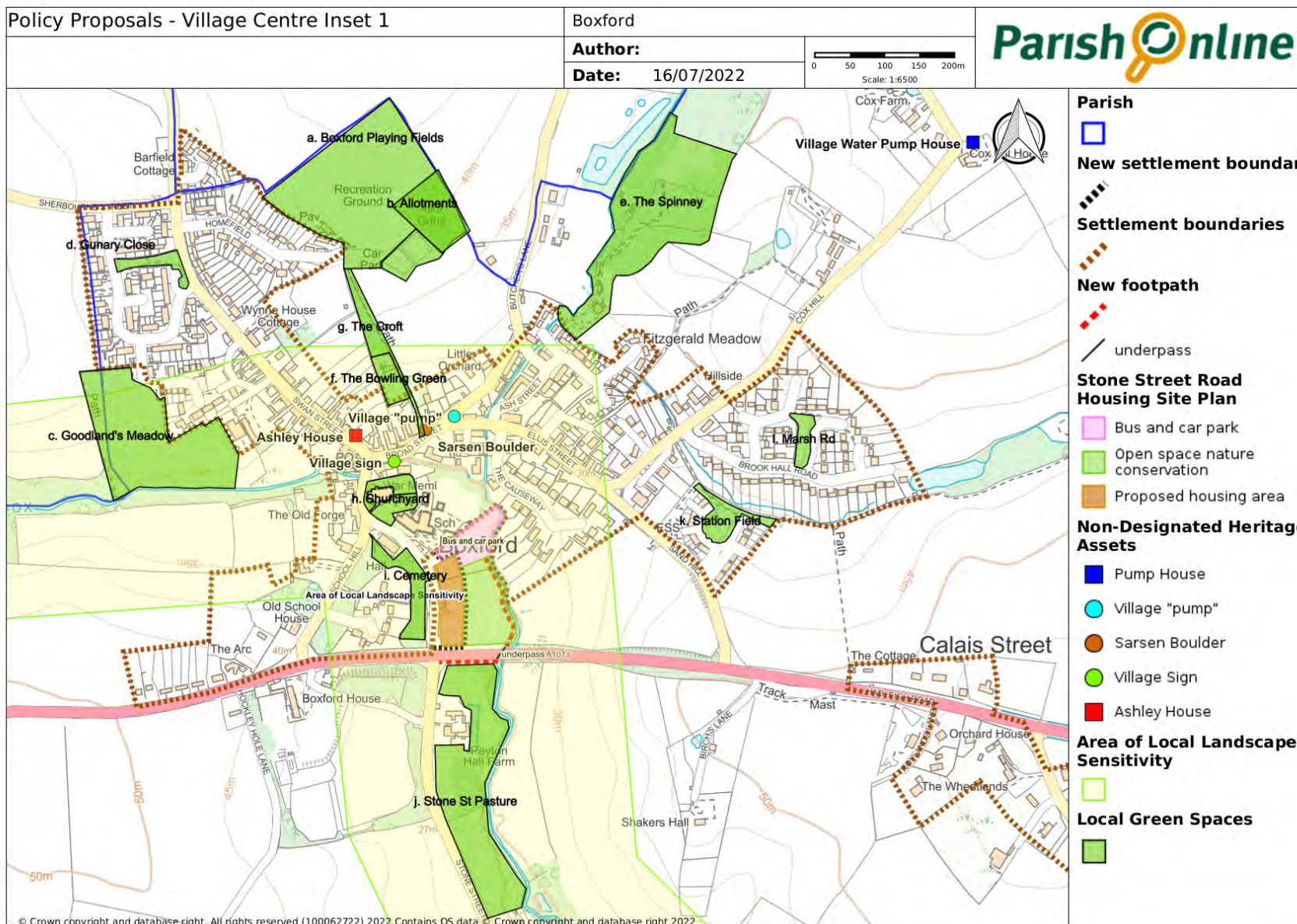
	of its flora, fauna, geological and/or physiological features.
<b>Strategic Environmental Assessment (SEA)</b>	A procedure (set out in the Environmental Assessment of Plans and Programmes Regulations 2004) which requires the formal environmental assessment of certain plans and programmes which are likely to have significant effects on the environment.
<b>Sustainable Development</b>	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.

**Appendix E:  
Policies  
Maps –  
Whole Parish**





**Policy Map Inset 1**





**Policy Map  
Inset 2**

