

**HADLEIGH  
NEIGHBOURHOOD  
PLAN**

*Shaping Hadleigh's Future*

**Adopted February 2025**

(Minor update - December 2025)

**2023 to 2037**



Hadleigh Town Council

**navigus**  
planning



dan722

# Notice of minor modification to the Hadleigh Neighbourhood Plan

Babergh District Council (December 2025)

Readers are hereby notified that Babergh District Council have made the following minor modifications to the Hadleigh Neighbourhood Plan to now include 'Bacon Lane (Bridleway 11)', off Gallows Hill, Hadleigh, as a Non-designated Heritage Asset (NdHA).

The modifications are as follows:

- Amendment to paragraph 6.4 of the Plan so that it now refer to their being 96 NdHA's
- Updating Figure 6.1, Figure 6.2, and Figure 6.3 to ensure that all 96 NdHAs are shown
- An amendment to the first line of criterion A. of Policy HAD6 to refer to their being 96 NdHA's
- Updating the NdHA layer on the Policies Maps to also correlate with Figures 6.1 to 6.3
- Updating Appendix B by adding no. 96, 'Bacon Lane (Bridleway 11)' to named list of NdHA's

## Reason for this decision

Following the 'making' (adoption) of the Hadleigh Neighbourhood Plan in February 2025, Babergh District Council was approached by a third party enquiring why Bacon Lane ~ which is described on the Hadleigh Society website as a sunken lane or Holloway that probably dates back to at least the late Medieval period ~ had not been identified as a Non-designated Heritage Asset.

It was established that Bacon Lane had previously been plotted as an NdHA in the published Regulation 14 Pre-submission draft version of the Plan, but had been omitted in error from the relevant appendix. It was also established that Hadleigh Town Council had made a commitment to correct this oversight when preparing their submission draft Plan. That was not done. The minor modifications now made simply implement those corrections

If you have any questions on this matter, please address those to the Planning Policy Team at Babergh and Mid Suffolk District Council

E: [localplan@baberghmidsuffolk.gov.uk](mailto:localplan@baberghmidsuffolk.gov.uk) | Telephone: 0300 123 4000 (option 5, then option 4)

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## **SUPPORTING DOCUMENTS**

Advertisement and Shopfront Design Codes (2022)

Anglian Water Drainage and Wastewater Management Plan 2025-2050

ANGSt

Babergh and Mid Suffolk Open Space Study May 2019

Climate Change Commission Assessment of the UK Net Zero Strategy (2021)

Conservation Area Appraisal, BDC (2008)

Hadleigh Market Survey Invest Board Report (2022)

Hadleigh NP Area Application (2015), Notice (2015) and Responses (2015)

Hadleigh Character Assessment (2022)

Hadleigh CBL Choice Based Lettings (2023)

Hadleigh Cycle Map v0.995 (PDF X-4)

Hadleigh Design Guidance and Codes (2023)

Hadleigh-NDP-HRA-Screening-Report-LUC-Oct-23.pdf

Hadleigh-NDP-SEA-Screening-Report-LUC-Oct-23

Hadleigh NP SEA HRA Determination Feb24

Hadleigh Sporting Community (2021)

Hadleigh Transport Study Report (2023)

HEAT green corridor (2023)

IPCC 1.5 Chapter 5 (2018)

IPCC 1.5 Chapter 6 (2018)

Landscape & Biodiversity Assessment (2022)

Landscape & Views Assessment – (Comprises: 1. Main Report; 2. Hadleigh Site Selection; 3. Key Views; 4. Appendices Documents)

Local Cycling and Walking Infrastructure Methodology Report

Local Green Spaces Report (2023)

Local List Intro and Local List on Hadleigh Society's Website

Parking Strategy Report, BDC (2022) and Summary, BDC (2022)

Parking Study Report, BDC (2018)

Plotted destination restaurants, cinemas, theatres

The Wildlife of Hadleigh and District

Town Centre Healthcheck – Hadleigh Excerpt (2015)

Visitor Information Centre Annual Report (2021)

# 1 INTRODUCTION



## Neighbourhood Planning

- 1.1 Neighbourhood Planning is a community right set out in The Localism Act 2011. Neighbourhood Plans give local parishes and communities the right to develop a vision for their area which has statutory weight and status unlike other local statements. This could be for the next 10, 15, 20 years in ways that meet identified local need and make sense for local people. They give communities much stronger control over the nature and location of developments in the area within reason and within conformity of the Local Plan policies.
- 1.2 Once approved and adopted, the Neighbourhood Plan becomes part of the development plan for that parish and is used to help determining planning application decisions where relevant.
- 1.3 Hadleigh is a community of around 9,000 people, with over 3,000 homes and in excess of 200 businesses. Together with the Babergh and Mid Suffolk Joint Local Plan, (the JLP), the policies in this Plan will provide the basis for the determination of planning applications by Babergh District Council (BDC), the Local Planning Authority.
- 1.4 Our Plan has been prepared with regard to the Government's National Planning Policy Framework (NPPF, December 2023), as well as guidance set out in the National Planning Practice Guidance. The policies in this Plan contribute towards the achievement of sustainable development, and they conform with the strategic policies in the Babergh and Mid Suffolk JLP Part 1. Babergh and Mid Suffolk were preparing a Part 2 Joint Local Plan but are now working on a full review.
- 1.5 Hadleigh Town Council submitted an Area Designation Application to BDC in April 2015 to define the boundary of its Neighbourhood Plan area. The application was approved in June 2015 (see Chapter 2). Work on our Plan was then halted in 2016 and not resumed until 2021.

## Plan Period

- 1.6 The Plan will cover the period 2023 – 2037. This plan period is appropriate for a number of reasons:
  - It will correspond with the period applicable to the Joint Local Plan.
  - The supply of land for development can be identified in the Plan, and the take-up, which will be monitored, will be determined by the market and the condition of the sites.
  - It allows time for the issues identified in the Plan to be addressed.
  - The Plan will be reviewed during the plan period when circumstances require. This will ensure that it remains current as attempting to plan beyond five years can be difficult with changing economic, social and environmental horizons.

## Summary of Consultations

- 1.7 The Plan is based on continuous engagement with the local community and higher authorities. Initial public consultations were completed in 2015/16 with further consultations carried out in more recent years (from 2020 onwards).
- 1.8 The appendices and supporting documents which provide more detail on the outcomes of the consultations and upon which the Plan is based are available online at <https://hadleightowncouncil.gov.uk/hadleigh-neighbourhood-plan/>

- 1.9 The Consultation Statement provides details of the consultations carried out and the analysed results thereof.
- 1.10 All photographs in this document are from Hadleigh Town Council, its Archive and the Neighbourhood Plan Group, unless stated otherwise within.

## **Policy context**

- 1.11 The Hadleigh Neighbourhood Plan was first 'made' (adopted) in February 2025 following a majority yes vote at a local referendum. It now forms part of the development plan for determining planning applications within Hadleigh parish. The other parts of the development plan are:
- Babergh and Mid Suffolk Joint Local Plan Part 1 (adopted November 2023) – this establishes the strategic context with which the Neighbourhood Plan must be in general conformity.
  - Babergh Local Plan 2006 – the majority of this has been superseded by the Joint Local Plan Part 1. However there are a number of saved policies.
  - Babergh Core Strategy 2014 - the majority of this has been superseded by the Joint Local Plan Part 1. However there are a number of saved policies.
  - Suffolk Minerals and Waste Local Plan 2020.
- 1.12 The Babergh and Mid Suffolk Joint Local Plan Part 2 is being prepared, with a scheduled adoption date of late-2026. Once adopted, this will supersede in its entirety the saved policies from the Local Plan 2006 and the Core Strategy 2014. Amongst other things, it is expected that Joint Local Plan Part 2 will set out housing site allocations to provide flexibility and to ensure that over its plan period, district-wide housing requirement figures can be met. This may result in housing site allocations in Hadleigh.

*Note: December 2025. The above paragraph refers to the preparation of a Part 2 Joint Local Plan. Earlier this year, Babergh and Mid Suffolk District Councils announced that, rather than prepare a Part 2 Plan, they had instead committed to undertake a full Joint Local Plan Review, with adoption scheduled for 2029.*

## 2 THE NEIGHBOURHOOD AREA



### Location

- 2.1 Hadleigh is located in the Babergh District of Suffolk. It is the second largest town in the Babergh area and is located in the rural countryside not too far from the county town of Ipswich (about 10 miles). The main river which flows through Hadleigh is the River Brett. Eight other parishes meet Hadleigh's border.

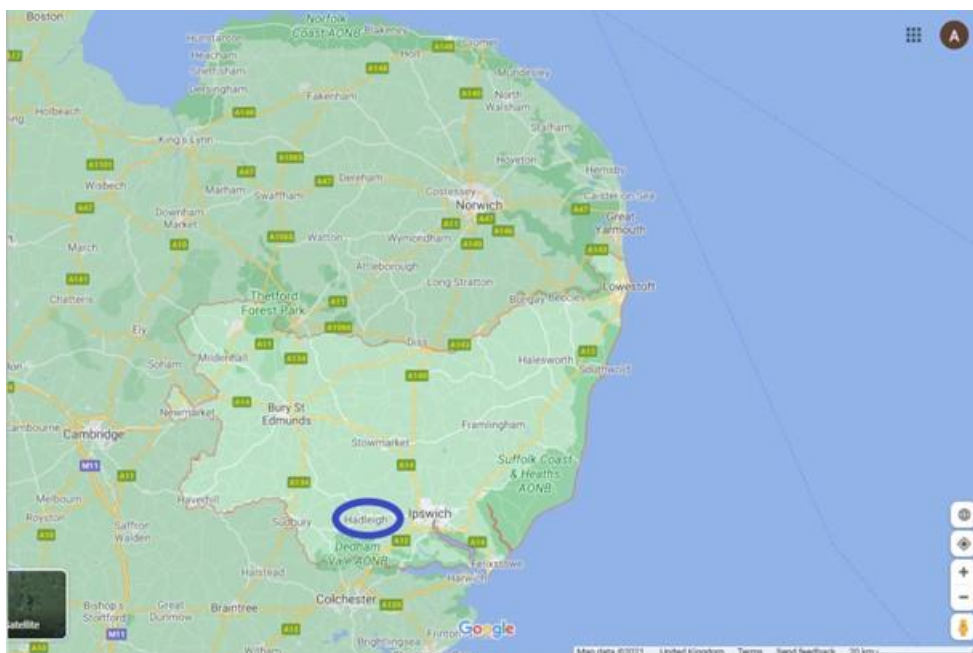
**Figure 2.1: Hadleigh parish boundary within Suffolk**



Source: <https://heritage.suffolk.gov.uk/parish-histories>



**Figure 2.2: Hadleigh location within East Anglia**

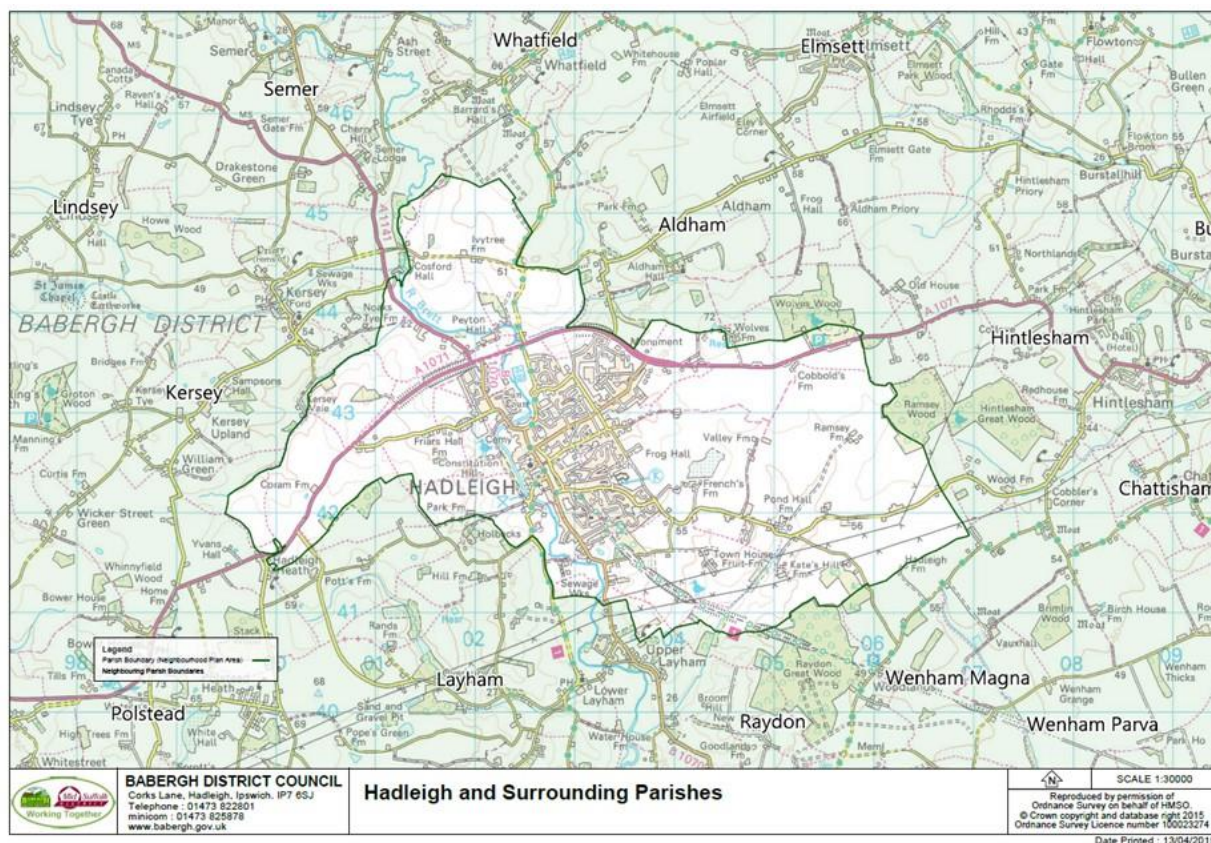


Source: Google Maps

## The Neighbourhood Plan Area

2.2 The plan area follows the Hadleigh Parish boundary, as shown in Figure 2.3.

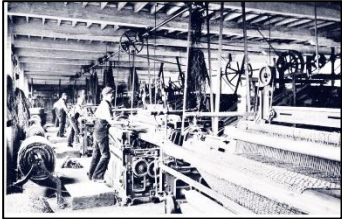

**Figure 2.3: Parish boundary of Hadleigh as designated area**



Source: Babergh District Council



## Town History

- 2.3 The town of Hadleigh (originally Haedlaege or Hetlega meaning 'the heath clearing') has a long and rich history. Testament to its remarkable heritage are its 246 listed buildings (four being Grade I) complemented by a Local List of over 100 properties of local heritage worth.
- 2.4 Archaeological excavations and surveys (finds recorded on Suffolk Heritage Explorer website) provide good evidence of human activity in the Hadleigh area from the Stone, Bronze and Iron Ages, through Roman occupation and into the Anglo-Saxon and Medieval periods. Possibly the first documented reference to Hadleigh emanates from 878CE with the defeat by Alfred the Great of Danish warlord Guthrum and the latter's enforced conversion to Christianity (baptized Aethelstan). Subsequently Guthrum became ruler of East Anglia with Hadleigh noted as one of his royal towns and reputed place of burial.
- 2.5 Medieval Hadleigh derived considerable prosperity from its woollen-cloth industry; this affluence is demonstrated by the prestigious Grade I listed buildings originating from the time - St Mary's Church, the Guildhall Complex and Rector Archdeacon Pykenham's Gateway (the Deanery Tower) – today these create a spectacular heritage area around the churchyard. Close by, were the manorial enclosures of two of Hadleigh's five manors – the Manor of Toppesfield and the Manor of Hadleigh. The latter was the town's chief and largest manor, bequeathed in 991 by Ealdorman Byrhtnoth to the Church of Christ of Canterbury (today's Canterbury Cathedral). The archbishops, and later the lord priors and monks of the Cathedral Monastery, became its lords and also chief lords of the town with responsibility for jurisdiction within the parish. Hadleigh's church (included in Bryhtnoth's bequest) then became an archiepiscopal peculiar of Canterbury making it independent of the local diocese until 1838. Today's Hadleigh market also stems from the medieval period with the charter of Henry III in 1252 granted to the Lord and Lady of Toppesfield Manor. An unusually early grammar school was recorded in the town in 1275, possibly operating even before this date.
- 
- 2.6 The origins of Hadleigh's impressive Guildhall date from the early 15th century when the land (with a building), the market and market rights were granted to the town by the Clopton family of Toppesfield Hall; the initial 6s 8d rent changing to an annual red rose in 1438. Ever since, this important publicly owned building has featured prominently in the life and governance of Hadleigh. Its spaces have been used for conducting town and market affairs and as venues for the meetings and functions of many groups, including Hadleigh's six religious guilds of the 15th and first half of the 16th century. Almshouses, a grammar school, workhouse (at times referred to as a hospital or house of correction), prison, woolhall, National schools and a Sunday school have all been accommodated within the premises.
- 2.7 By the 16th century responsibility for town matters lay with a group of leading citizens known as the Chief Inhabitants - comprising the Trustees of the Market Feoffment and Archdeacon Pykenham's charity, other wealthy townsmen and later the Rector or Dean. Perhaps their most commendable achievement was their ambitious and progressive poor-relief system involving the setting up of the workhouse. Town business would have been conducted against the religious turbulence associated with the Reformation, most poignantly evidenced locally by the martyrdom in 1555 of Hadleigh's former Protestant Rector Dr Rowland Taylor who was burnt at the stake on Aldham Common.
- 
- 2.8 Borough status was awarded to Hadleigh by James I in 1618 creating governance by a council of eight aldermen (from whom the mayor was elected annually) and sixteen chief burgesses. Borough administration and justice were run exclusively from within Hadleigh's Guildhall Complex. When this borough status was formally withdrawn by James II in 1686, town governance became the province of the Vestry - the ancient governing body of a parish dealing with local matters civil and ecclesiastical; the Chief Inhabitants were responsible for the market and the town charities. Both groups were chaired by the Dean. The earliest known map of Hadleigh dates from 1668 with the town centre entirely

recognisable today. The 17th century also witnessed the decline of Hadleigh's previously vibrant woollen-cloth industry and two plague outbreaks, all amidst the vagaries of Civil War and continuing religious strife. Hadleigh's prosperity suffered considerably.

- 2.9 In the 18th century local government remained with the Vestry. The workhouse continued to function, inmates spinning yarn to raise income. Two successful Sunday schools were set up and Protestant Dissenters were allowed to meet in their own places of worship. Poverty was still rife, not helped by two visitations of smallpox though the recently developed inoculations saved the day. The Hadleigh Gang of smugglers were particularly active in 1745 with their leader John Harvey of Pond Hall transported in 1747.



- 2.10 The poverty and depression of the 19th century led to some conspicuous unrest in the town. Establishment of further agricultural-based businesses (long associated with Hadleigh), new ventures such as a silk throwster mill, production of gas, factories for coco-fibre matting, sacks and corsets along with considerable development in malting and some migration helped to alleviate unemployment. Today's Corn Exchange, New Town Hall, United Reformed Church and Deanery House date from this period. Dean Lyall commissioned a detailed street map of Hadleigh in 1836 while his successor, Dean Knox, visited every home in the parish and recorded in a diary his candid opinions of the parishioners! The railway arrived in 1847 with passenger services ceasing in 1932 and goods in 1965. During the century Hadleigh Local Government Board became responsible for town governance until the formation of Hadleigh Urban District Council (HUDC) in 1894.



- 2.11 The 1900s saw substantial development in Hadleigh including significant social improvements for residents. Early in the century roads and pavements were constructed in the town centre and a motor bus service to Ipswich commenced. The WWI memorial warranted 112 names; after WWII, a further 39 had to be added. By 1924 the first 24 council houses had been built; by 1950 there were 144. Sir Cedric Morris created the East Anglian School of Painting and Drawing at Benton End in 1940; the swimming pool and High School opened in 1971 and Magdalen Road in 1973. HUDC was replaced by Hadleigh Town Council in 1974, appointing the town's first mayor after 288 years. Babergh District Council established its offices in Corks Lane in 1982, closing in 2017. In the second half of the century Hadleigh bypass and a major refurbishment of the Guildhall were completed. The first planning application by Tesco for a superstore on land off the High Street was submitted in 1999, starting a fourteen-year battle ending in rejection for the retailer. Perhaps one of the most influential 20th century developments was the Lady Lane Industrial Estate in 1964 which steered employment opportunities away from those of the traditional agricultural-based economy towards modern industries using new technologies; associated with this were major residential developments. This expansion has continued into the 21st century with Hadleigh's population increasing from 3,250 to around 9,000, bringing with it a growth in prosperity not seen for centuries.



- 2.12 This section was prepared by Hadleigh Society. Sources used in this report may be found in a version of the same entitled 'A Brief Summary of Hadleigh's History' in the Hadleigh History section of the Hadleigh Society website. A Timeline of Hadleigh History is also available on the website. <http://www.hadsoc.org.uk/>.

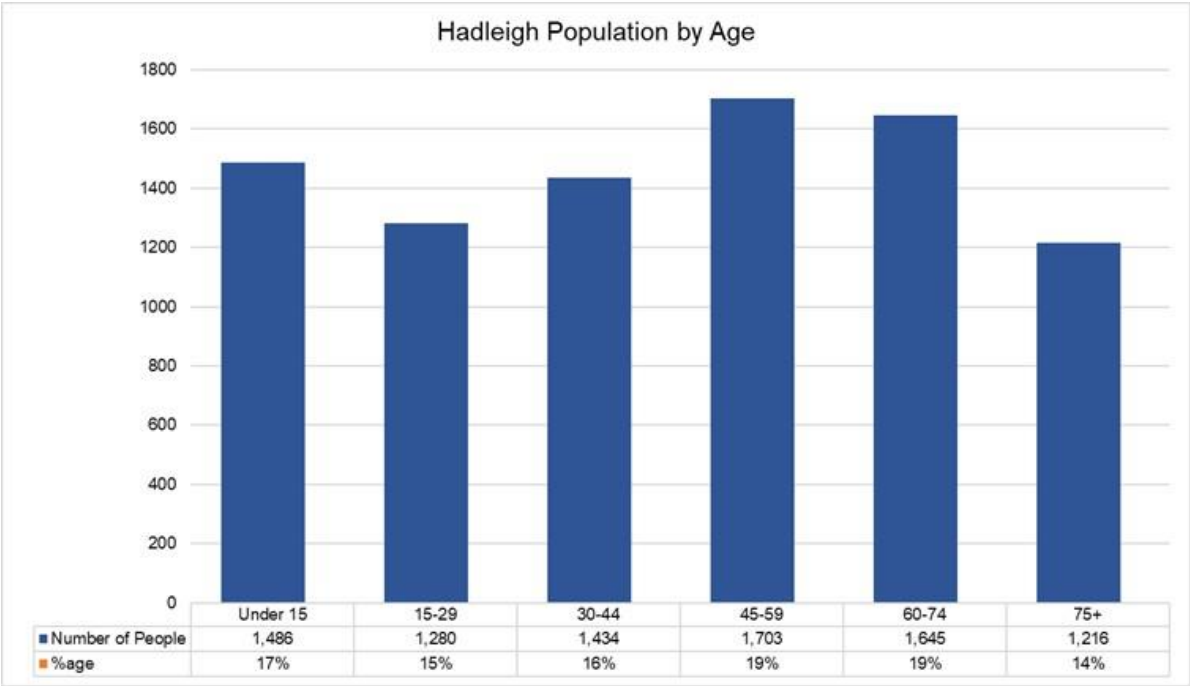
# Modern Day Hadleigh

2.13 The statistical data which is shown and commented on in the following sections on Population, Household and their Housing, and Economic Activity, is taken from the census of 2021.

## Population

2.14 Based on the Census of 2021, Hadleigh (within the Neighbourhood Plan designated area boundary) has a population of 8,764 people (47% males to 53% females) across an area of 1,762.23 hectares giving a population density of 5.0 persons per hectare. The population is broken down in the following age categories:

Figure 2.4: Age structure



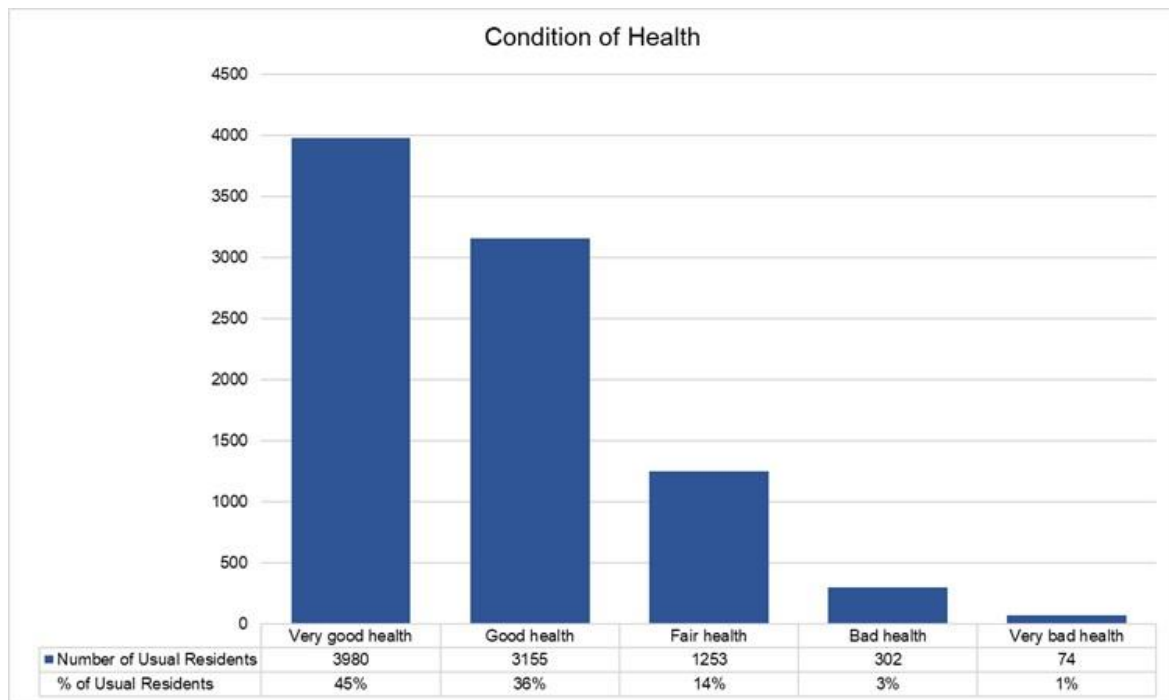
Source: 2021 Census

2.15 Hadleigh’s population is generally well split across the age brackets with fewer in the 75+ category. The age distribution shows that Hadleigh has a higher proportion of young persons (aged 0-15) than Babergh overall (15%) at 17% (England was 17.4%).

2.16 The peak economic activity is in ages ranging from 16-44 years. In this bracket, Hadleigh has a higher proportion of people, 31%, than Babergh’s proportion at 29.9% but lower than the England proportion of 38.3%. In the standard economic activity bracket (ages 45-64 years), Hadleigh has 25.8% of its population.

2.17 The data for the general proportion of 65+ in Hadleigh is 27.0% compared to Babergh showing 26.5%.

**Figure 2.5: Health structure**



Source: 2021 Census

2.18 Related to these age characteristics are the health figures (taken from 2011 census):

	Number of People	% of People
Day-to-day activities not limited	6,862	83.2%
Day-to-day activities limited a lot: Age 16 to 64	209	2.5%
Day-to-day activities limited a little: Age 16 to 64	322	3.9%
Day-to-day activities limited not limited: Age 16 to 64	4,331	52.5%

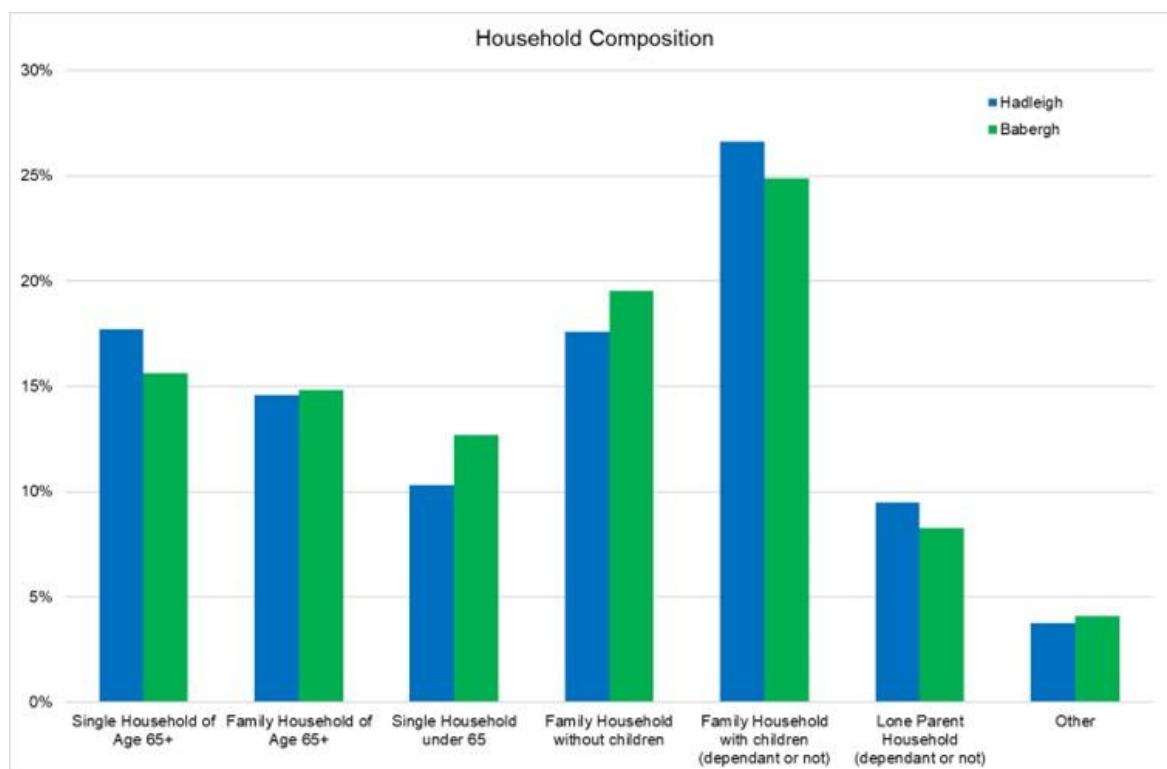
2.19 16.8% of Hadleigh residents declared that their fair/bad/very bad health is limiting day-to-day activities a little or a lot, compared to 17.4% in Babergh (17.6% England) according to the 2011 census.

### Households and their Housing

2.20 The Office for National Statistics (ONS) defines Household Composition as classifying “households according to the relationships between the household members. Households consisting of one family and no other usual residents are classified according to the type of family (married, same-sex civil partnership or cohabiting couple family, or lone parent family) and the number of dependent children. Other households are classified by the number of people, the number of dependent children, or whether the household consists only of students or only of people aged 65 and over.”

2.21 Hadleigh’s Household Composition and other Housing statistics according to the 2021 Census are shown in the charts below.

**Figure 2.6: Household Composition**

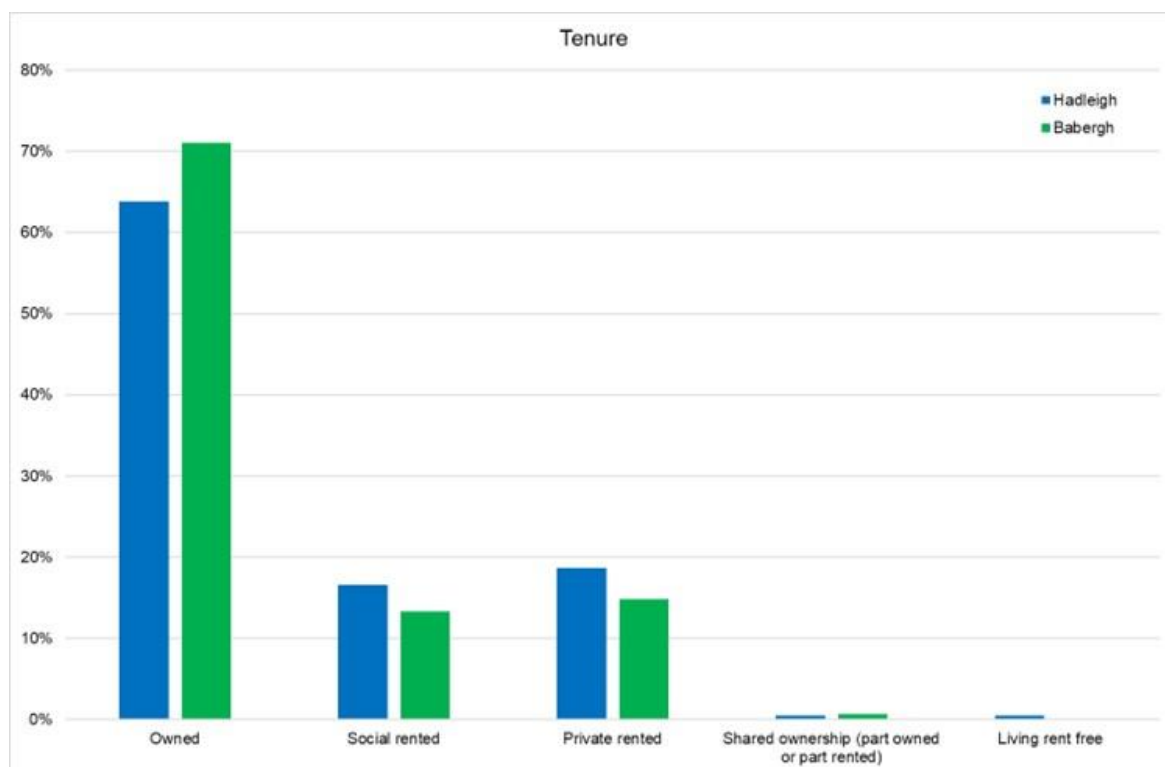


Source: 2021 Census

- 2.22 Household composition in Hadleigh shows a mixed picture. Single-person households who are over 65 years old account for 17.7% of all households which is 2.1 percentage points above the Babergh total however family households where all members are over 65 shows Hadleigh has a fewer percent of households than Babergh overall. It is clear to see that the majority of Hadleigh's households are families with children (26.62% versus 24.88% in Babergh). This should be considered when discussing housing needs where it is also clear that single households and households without children are less than the District average.



**Figure 2.7: Tenure – Households**

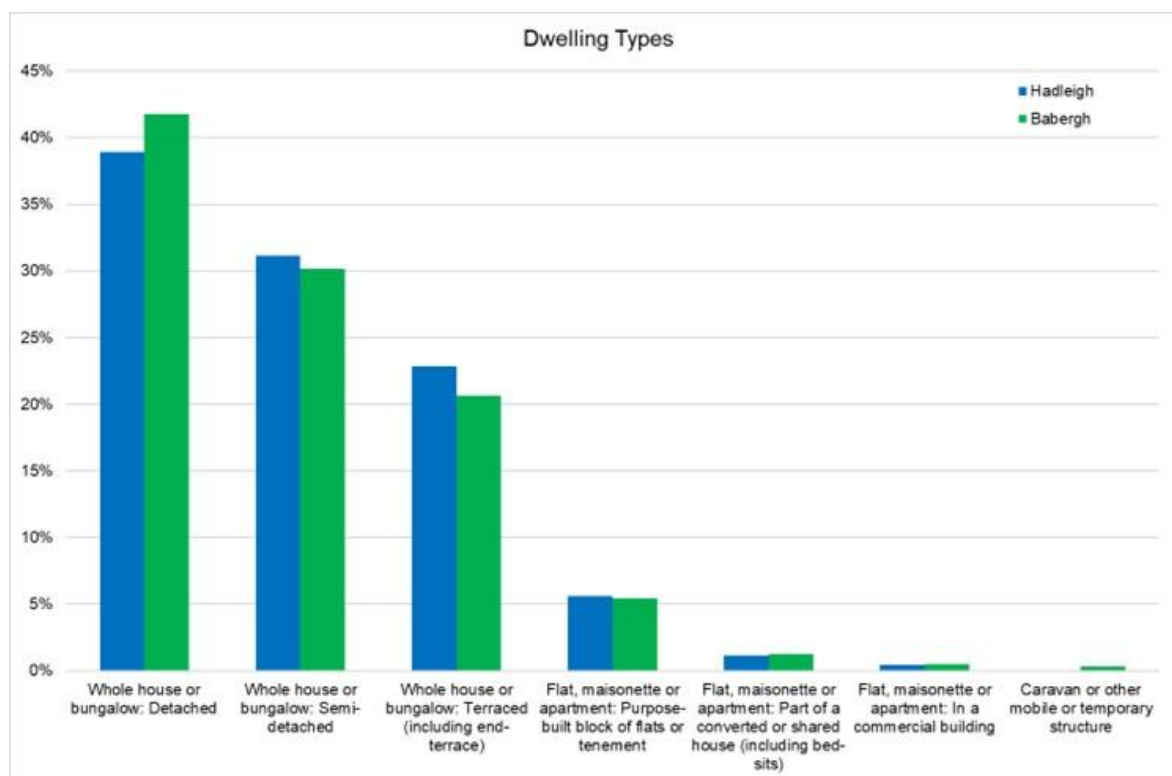


Source: 2021 Census

- 2.23 In Hadleigh 64% of households own their dwelling (of those 1,491 households, 63% own outright and 37% own with a mortgage/loan). This is on par with Babergh statistics of 61% of households. Rented accommodations counter each other: social rented housing is above the Babergh average but so is private rented. Shared ownership and households living rent free are also comparative to Babergh as a whole.
- 2.24 Hadleigh's dwelling types within this are shown overleaf for general information. Just one household is reported as sharing a dwelling with more than one other household.
- 2.25 The Census also provided averages of rooms per household which measured in line with the overall Babergh census numbers:

	Hadleigh	Babergh
Average household size	2.4	2.3
Average number of rooms per household	6	6
Average number of bedrooms per household	3	3

**Figure 2.8: Accommodation Types – Households**

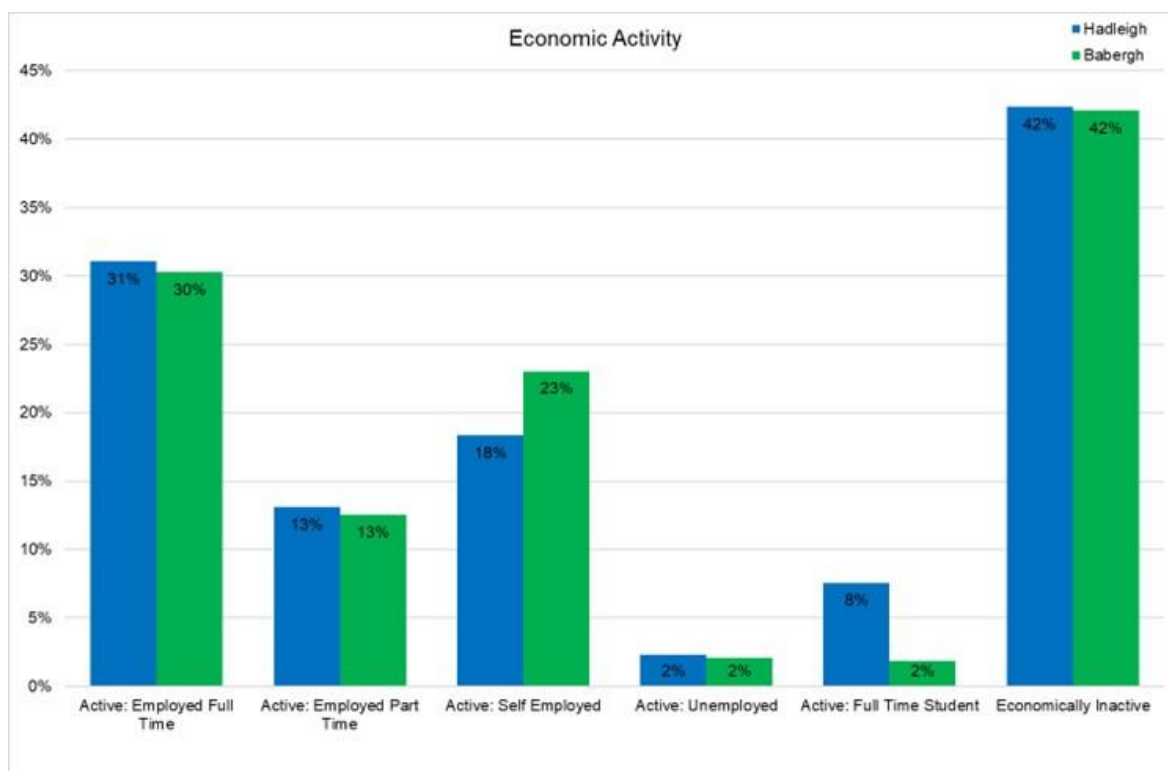


Source: 2021 Census

### Economic Activity

- 2.26 For the purposes of this first chart, economic activity relates to whether a person was in work or looking for work in the week before the census 2021 therefore providing a measure of whether or not a person was an active participant in the labour market rather than simply in employment or not. The term “Economically Inactive” refers to those either not able to work, who choose not to work or who are retired.
- 2.27 It clear to see in the chart overleaf that Hadleigh is close to the Babergh measures in general across all aspects of the economic measures. Hadleigh has 2 percentage point higher of people who are employed full time and part time and the same percentage of unemployed or economically inactive residents against the norm for the district. This is a positive sign that Hadleigh’s contribution to the local economy is good.
- 2.28 It may be pertinent to note that of the economically inactive those looking after the home or family is lower than other areas (3.74%) and long-term sick or disabled is much the same as Babergh in general (2.82% versus Babergh 2.76%). Full-time students has increased considerably since the 2011 census with Hadleigh having 11% of the usual residents aged 16-74 (previously 6%) and of those students, 71% are economically active.

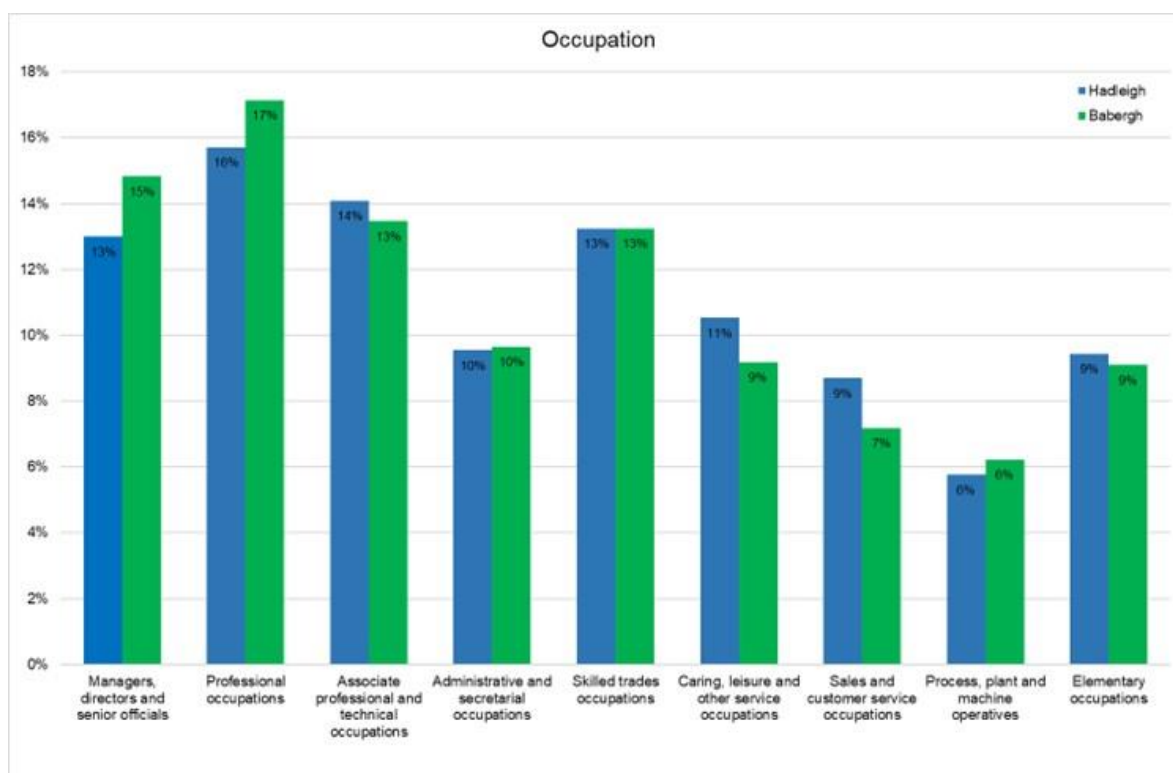
**Figure 2.9: Economic Activity**



Source: 2021 Census

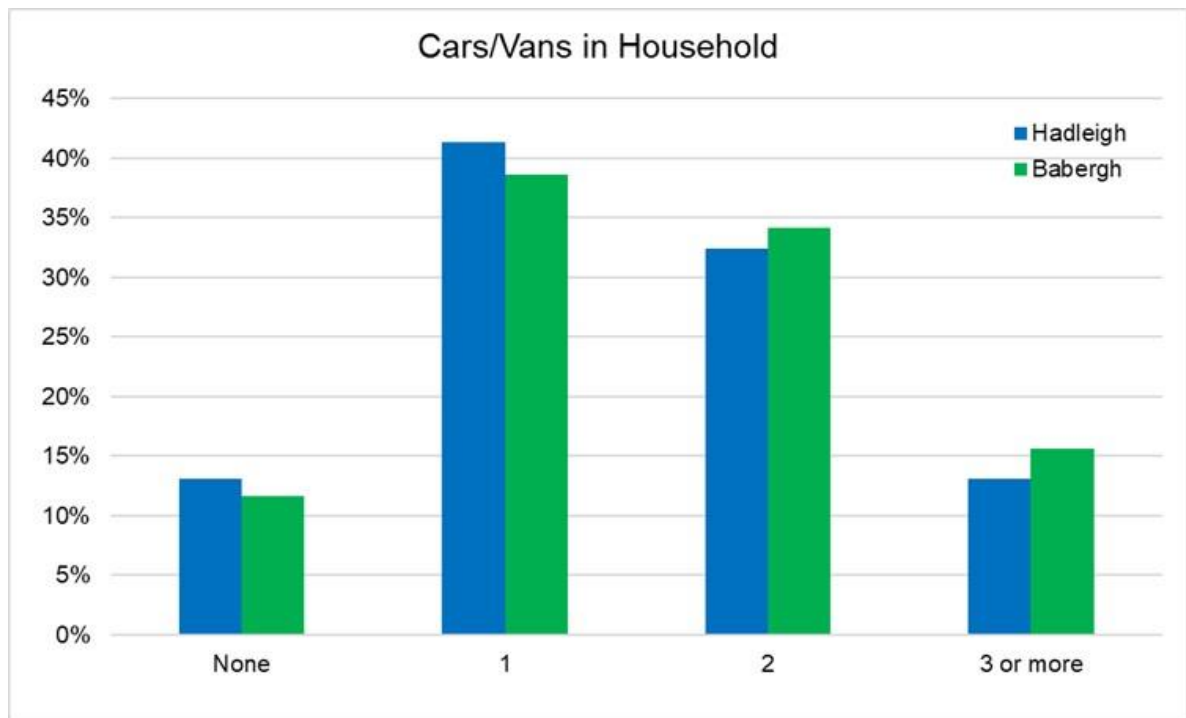
2.29 Socio-economic classifications can also be measured by industry sectors and are important to understand to ensure the right types of business policies and housing growth are created and understand the demographic of the populace better to anticipate their future needs for their work.

**Figure 2.10: Occupation**



Source: 2021 Census

**Figure 2.11: Car or Van Availability**



Source: 2021 Census

- 2.30 The above chart shows the percent of households in Hadleigh that a car or van compared with that of Babergh District. Vehicle ownership of at least one vehicle in Hadleigh is 87% of total households. This is comparable to other areas as Babergh averages 88%.
- 2.31 It is important to remember that car ownership tends to be higher in rural areas, where alternative forms of transport are less readily available and distances travelled are greater, than in more urban or more densely populated areas.
- 2.32 Hadleigh does not have a train line, the closest being 8 miles away in Manningtree and then Ipswich some 10 miles away or Sudbury some 11 miles away. To get to these most people would drive as buses are infrequent.

### 3 KEY CHARACTERISTICS, CHALLENGES, THEMES & VISION



#### Key Characteristics

- 3.1 Hadleigh has many qualities. These attract visitors from both nearby parishes as well as tourists from further afield who are looking to explore the historic nature and beauty of the East Anglia countryside towns. The town's key characteristics therefore need to be preserved or enhanced if it is to prosper and to continue to attract new residents, businesses, and tourism. Our Character Assessment document provides more detail on these qualities.

#### Historic Character

- 3.2 Hadleigh boasts a High Street and beyond, namely Benton Street, Angel Street and George Street, full of unique and historic buildings. It is widely known for having three Grade I listed buildings at its centre: The Deanery Tower, St Mary's Church and The Guildhall, embodying the town's historic character. Hadleigh also has a great many listed buildings of all grades, 243 buildings or parts of buildings listed in total (source: Historic England), which can be viewed in the appendices (with those in the town shown in Figure 3.1). It is worth noting the work the Hadleigh Society undertook to compile a list of buildings of local heritage merit which are not nationally listed and heritage assets of the town's character. The Local List complements national designations in building a sense of place and history for localities and communities. Local heritage listing is intended to highlight heritage assets which are of local heritage interest in order to ensure that they are given due consideration when change is being proposed. The Hadleigh Society's document can be found in the appendices.
- 3.3 It is vital to maintain and enhance this rich history of the town.

#### Dynamic Town Centre

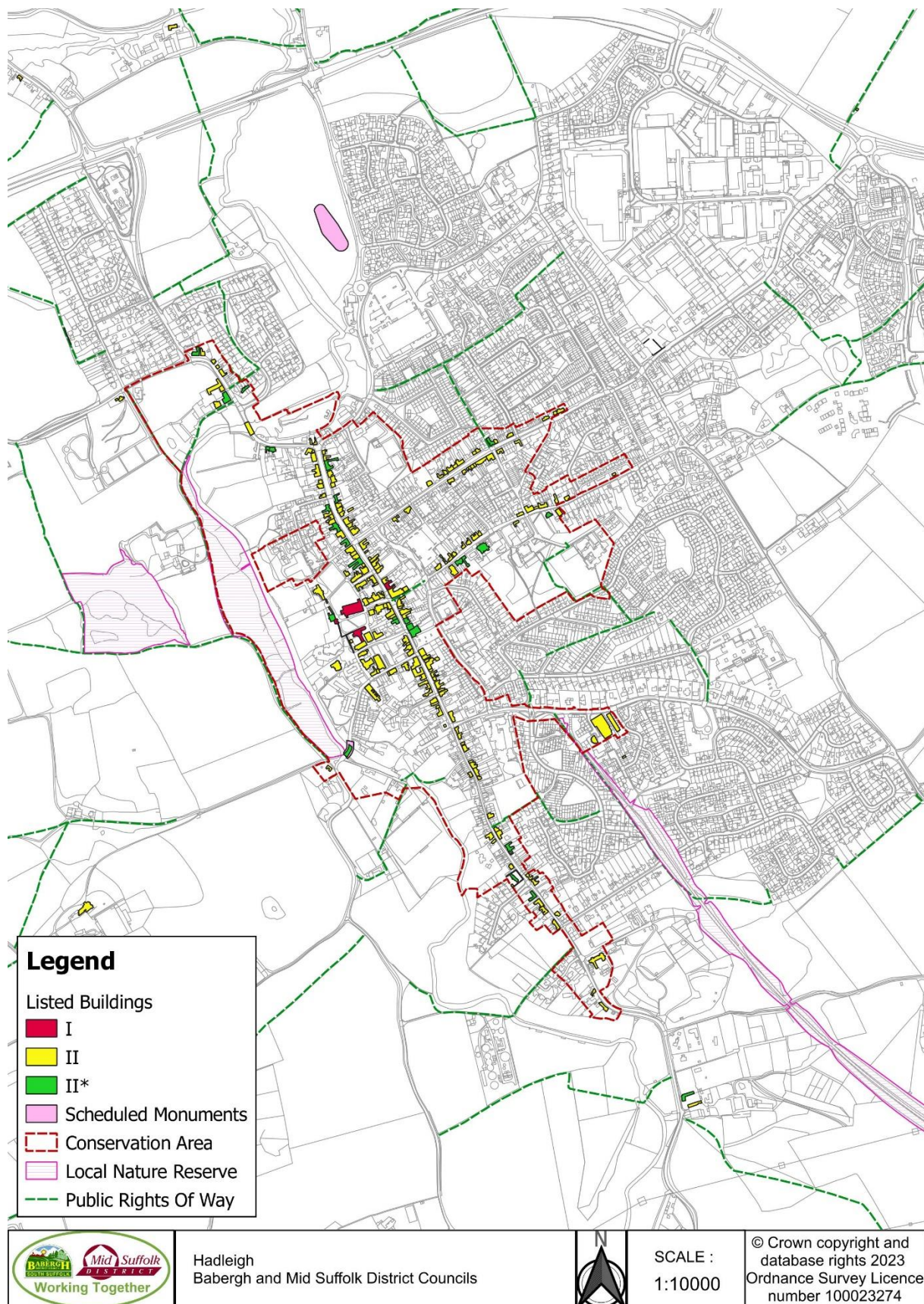
- 3.4 Hadleigh's High Street is made up of over 100 businesses and many residences. The town centre is host, almost entirely, to independent businesses (the exceptions being a few tied public houses, a Co-Op, a Boots and a Greggs store). There is a good variety of experiential shops such as salons, barbers, second-hand shops, hospitality venues (ranging from small cafes to larger pubs), unique retail outlets and everything in between.
- 3.5 Hadleigh also has a vibrant service industry within the town, particularly operating from the Lady Lane and Crockatt Road Industrial Estate on the outer of the centre towards the A1071.
- 3.6 All the High Street, off-High Street and open spaces are important to the attraction of visitors and tourists, and thus support local businesses. These include the river walk and its parks, the churchyard and historic avenues such as the lower part of George Street.



*Lady Lane Industrial Estate*



**Figure 3.1: Hadleigh Town Centre, including conservation area and listed buildings**



## Attractive Natural Environment

3.7 Hadleigh has a great number of natural features to attract new residents and visitors. The centre is in a conservation area (see supporting documentation and Figure 3.1) which was adopted by Babergh District Council in 2008. This area provides some background to the Neighbourhood Plan policies and is key in maintaining the natural environment in line with the historic buildings. The Conservation Area Appraisal also details the topographical framework and archaeological significance of Hadleigh.



*Riverside Walk at Broom Hill*

- 3.8 The large church, St Mary's, in the centre of Hadleigh allows for open space surrounding it to be enjoyed by those visiting the church or local area and those wanting a peaceful minute of relaxation. Just beyond the High Street, the River Walk and Railway Walk provide circular routes and pleasant areas for enjoying the natural environment they provide as well as providing important areas for wildlife and bio-diversity to flourish as does Constitution Hill and the Broom Hill nature reserve.
- 3.9 Hadleigh Town Council owns multiple recreation grounds all around Hadleigh, the Layham Road Sports Ground of particular note encompassed by the River Brett is highly popular with local dog owners, picnickers and the local sports clubs alike.
- 3.10 Approximately two miles east of the town centre, adjacent to the A1071, lies the RSPB Wolves Wood reserve. The town is the closest stopping point for those in need of refreshments and amenities.
- 3.11 Long-term sustainability throughout Hadleigh should be considered in all that is done, to care for the natural environment and the future of the town.

## Destination for Tourists

3.12 Hadleigh's independent shops, wonderful array of listed buildings, River and Railway walks and the relaxed nature of the town all enhance visitor experiences. The fact that Hadleigh has such a rich history (see Chapter 2.3 and the Hadleigh Conservation Area Appraisal) draws tourists to the area to learn about the rich history of Hadleigh within East Anglia.

*(Pictured right) Rowland Taylor's Memorial*



- 3.13 As Hadleigh is set in rural Suffolk, the countryside retreat is an attractive proposition to tourists. The whole area has such historic significance and draws tourists for the fresh air and open spaces within Hadleigh as a base for the larger surrounding area. With plenty to do including activities with societies and clubs in the town, there is normally always an event happening in Hadleigh.
- 3.14 Tourism brings its benefits to the businesses and in turn continued maintenance of Hadleigh and thus should continue to be supported.

## Community

3.15 Hadleigh has a wide range of clubs, charities and societies that cater for a broad range of interests. This reflects the diversity of Hadleigh and is a very important part of the social fabric of the town. The benefits of the wide range of institutions to the mental health, social interaction and wellbeing for residents of all ages should not be underestimated. There are over 68 clubs, societies and charities in Hadleigh spanning subject areas from sports, twinning, arts & culture, education, nature and wildlife, buildings, crafts, history groups and more.



## Key Challenges

- 3.16 The principal challenge in all towns in the present day is providing sustainable economic growth to the High Street and creating sustainable developments whilst achieving a good socio-economic balance within the community.
- 3.17 Over the years a trend towards an increasing ageing population is accelerating and will continue to do so. It is important for Hadleigh to increase and support the younger generation within the town to encourage retention of young people living in Hadleigh and ensure they are shaping the future of the town they want to live in as they age. Doing this will also attract relocation to displace those who will not stay in Hadleigh. The challenge within Hadleigh for attracting younger people to the town from away must be married with that of protecting its heritage.
- 3.18 Current challenges which Hadleigh faces can in some respects be attributed to its key characteristics as set out above. People enjoy the town and more are choosing to live here. The town and general area it is set within are growing and thus increasing house prices, rising demand for services and pressure on the local facilities and transport links. Making this all sustainable is vital to the life of the community.

## Vision

- 3.19 This vision looks ahead to the future of the town and will largely be delivered by the policies of the plan although understanding is given that some new items will follow as additions to the plan and worked on by steering groups and working parties after the plan is made.

In 2037 Hadleigh will still have its recognisable character as a small, rural market town. Its development will have placed sustainability at its heart, capturing the social, environmental and economic benefits of what the town and its growth has to offer for both current and future generations. Its buildings reflect the town's rich history as well as its progress towards a zero-carbon future – Hadleigh is historical, which is a major reason why tourists come in greater numbers than ever before, but it is not preserved in aspic.

The centre of Hadleigh is a bustling hub of pedestrian activity with reduced vehicle movements through the provision of alternative, low carbon transport modes, particularly walking and cycling. This has helped to breathe new life into Hadleigh's high street, with shops sitting alongside community activities and heritage attractions. Alongside this, the range of community facilities for leisure, culture, sports and learning have been improved and expanded to meet modern demands. Residents have less need to leave Hadleigh in order to find what they require to live well and thrive.

Hadleigh's environment is greener, with more wildlife corridors that are helping nature to thrive. Existing green spaces have been protected and enhanced for nature and people, with new green spaces created as part of new development following this lead – informal spaces allow children to play and adults to socialise. Indeed, these new green spaces have been an important feature of the significant growth in housing that Hadleigh has experienced. This feature of well-planned layouts for development has been complemented by the fundamental principle of cars not dominating the streetscape. Developments are of a human scale and have been well designed to reflect the character of the town.

## Objectives

3.20 The objectives ensuring how the vision will be achieved are set out below. These items form the core rationale to the plan for achieving the vision but are not wholly and entirely responsible for guaranteeing the vision.

1. Provide a full range of community services and facilities for residents and visitors of all ages.
2. Enhance existing visitor/heritage attractions, making Hadleigh a 'destination of choice'.
3. Protect, expand and enhance areas of nature and biodiversity and linkages between them, both in public and private spaces.
4. Protect existing green spaces and provide usable green spaces in new development.
5. Maintain the essential character of Hadleigh as a historical market town.
6. Ensure that Hadleigh's town centre continues to thrive and serves the community as its needs change.
7. Deliver high quality, very low carbon, energy efficient and climate-resilient development, both in new build and renovation.
8. Provide additional safe cycling and walking infrastructure to reduce car dependency.
9. Ensure housing meets the range of needs of the community and is well integrated with it.



*Left: Entrance to Railway Walk*



*Above: Community Fete held at Hadleigh Cricket Club with Hadleigh Cemetery and Grade II Cemetery Lodge in the background, 2008*

## 4 LANDSCAPE AND DESIGN



- 4.1 Hadleigh is an historic market town sitting in the gently rolling hills of the Suffolk countryside. One of the principle reasons why people enjoy living in the parish is because of the high quality landscape and views into the countryside, plus access to the countryside and nature reserves. Another is the quality of the built environment; this doesn't mean that all buildings are designed to look the same or with the purpose of displaying heritage value. Rather it is the common thread of a high quality natural and built environment that informs the best of Hadleigh. New development needs to be informed by this common thread.

### Design

- 4.2 In order to establish the key aspects that the design of new buildings or refurbishments need to take into consideration in order to preserve and enhance the character of Hadleigh, a Design Guidance and Codes report<sup>1</sup> was commissioned. Its aim is to ensure that new development - particularly housing - in the town reflects its essential character. Whilst Hadleigh is an historic market town, this does not mean that all new developments should copy the design of the past but rather that an appreciation of traditional architecture combined with thoughtful application of modern building techniques and suitable materials should provide the basic inspiration for new developments. Matters relating to modern building and minimising energy use are dealt with in Section 6.



*Traditional building painted Suffolk pink*



*Typical street scene in Character Zone A*

- 4.3 The Design Guidance and Codes report identified a series of general design principles that are applicable to the whole Hadleigh parish. In total, 16 general design 'codes' have been identified under four themes:
- a. Historic character
  - b. Dynamic Town centre
  - c. Attractive natural environment
  - d. Distinctive palette and design details

<sup>1</sup> AECOM (2023) *Hadleigh Design Guidance and Codes*, for Hadleigh Town Council



4.4 In addition, nine Character Areas were identified in and around Hadleigh town. For each of these areas, more detailed design codes have been identified. These are based on their relevance to the prominent features, opportunities and issues found in that Character Area. Figure 4.1 shows the defined Character Areas.

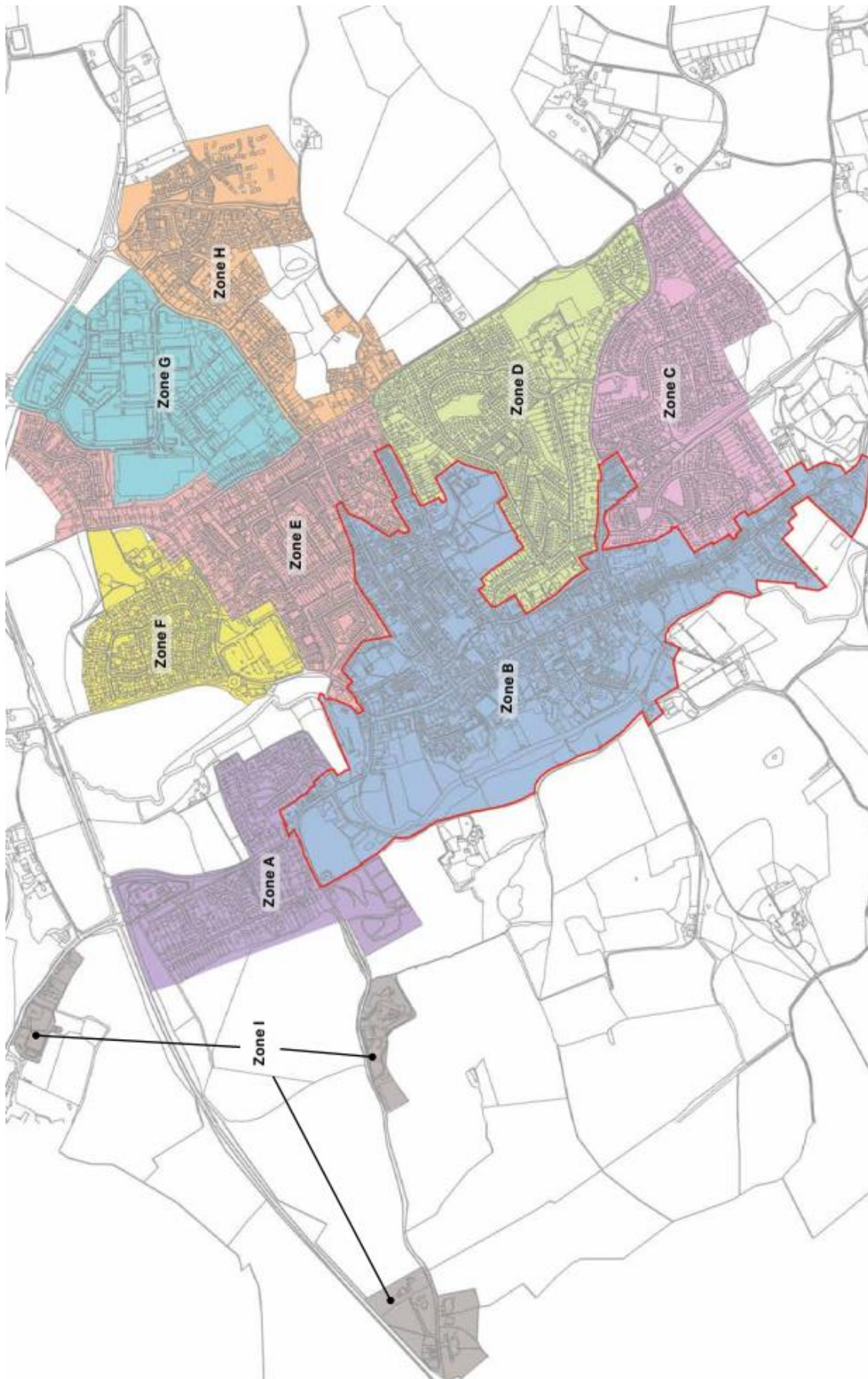
4.5 To ensure high quality design, it is important that development proposals – and particularly major developments (as defined by the NPPF) – actively demonstrate how they have been informed by these design codes. Their purpose is not to expect all development to slavishly adhere to all codes in all circumstances; rather it is to inform development so that what is built represents high quality development in the context of Hadleigh. This aligns with Joint Local Plan Part 1 Policy LP24 (Design and Residential Amenity) which requires development to demonstrate high quality design which responds to and safeguards the existing character and context.



## POLICY HAD1: DESIGN AND CHARACTER

- A. Development should demonstrate high quality design and layout which respects the character of Hadleigh and the relevant local character area as identified in the Hadleigh Design Guidance and Codes 2023 or any successor document (local character areas are shown on Figure 4.1).
- B. In delivering high quality design, development proposals must demonstrate the appropriate use of design, layout, materials and features. The following principles should be considered as part of design proposals:
  - 1. New development should be respectful of the architectural styles and use of materials of surrounding buildings, particularly in the case of residential development.
  - 2. Building rooflines should match existing surrounding buildings and skyline. Taller buildings will only be permitted where it is clearly demonstrated that they can complement or enhance the local character.
  - 3. Development should avoid hard edges, particularly where adjacent to open countryside or green spaces, preferably using hedging or other natural features.
  - 4. Development should integrate with and enhance the form of its existing surroundings, with all connections including road patterns ensuring permeability for cyclists and pedestrians.
  - 5. A mix of house types (where appropriate) and plot layouts should be used.
  - 6. Development should be in accordance with Suffolk Guidance for Parking 2023 and the Suffolk Design Streets Guide 2022 (and any successor documents)
- C. All development proposals should include a proportionate statement and illustrations demonstrating how the principles and guidance in the Hadleigh Design Guidance and Codes have been addressed.
- D. All development proposals should not result in water run-off that would add to or create surface water flooding. The use of Sustainable Drainage Systems (SuDS) should be included as appropriate and could include wetland and other water features which can help reduce flood risk whilst offering other benefits including water quality, amenity/recreational areas and biodiversity benefits.

**Figure 4.1: Hadleigh's Character Areas**



Source: Hadleigh Design Guide and Codes report

## Landscape and Views

- 4.6 Hadleigh parish and the town in particular sits within a high quality, highly valued rural landscape.
- 4.7 Joint Local Plan Part 1 Policy LP17 (Landscape) requires the conservation and enhancement of landscape character. Where significant landscape or visual impacts are likely to occur, a Landscape and Visual Appraisal (LVA) or a Landscape and Visual Impact Assessment (LVIA) must be prepared to identify ways of avoiding, reducing and mitigating any adverse effects and opportunities for enhancement.
- 4.8 To provide an additional level of local detail, the Town Council commissioned a Landscape Character Assessment<sup>2</sup>. Its two main parts (see below) have directly informed policy in this Neighbourhood Plan:
- A landscape character and sensitivity assessment
  - A key views assessment
- 4.9 The Landscape Character and Sensitivity Assessment (May 2023) identified 8 distinct rural character areas (RCAs) across land adjacent to but outside of the main town. These are shown in Figure 4.2. For each RCA, the assessment considers both landscape value and visual sensitivity. It relies on the premise that development or change should be more readily acceptable in the least sensitive areas, and where appropriate forms of mitigation would be possible. Development would be least acceptable in areas of higher landscape value and where visual sensitivity is high, and/or where conditions are such that the landscape would be sensitive to available mitigation measures.



*Toppesfield Bridge*



*View from Layham Road over the meadows*

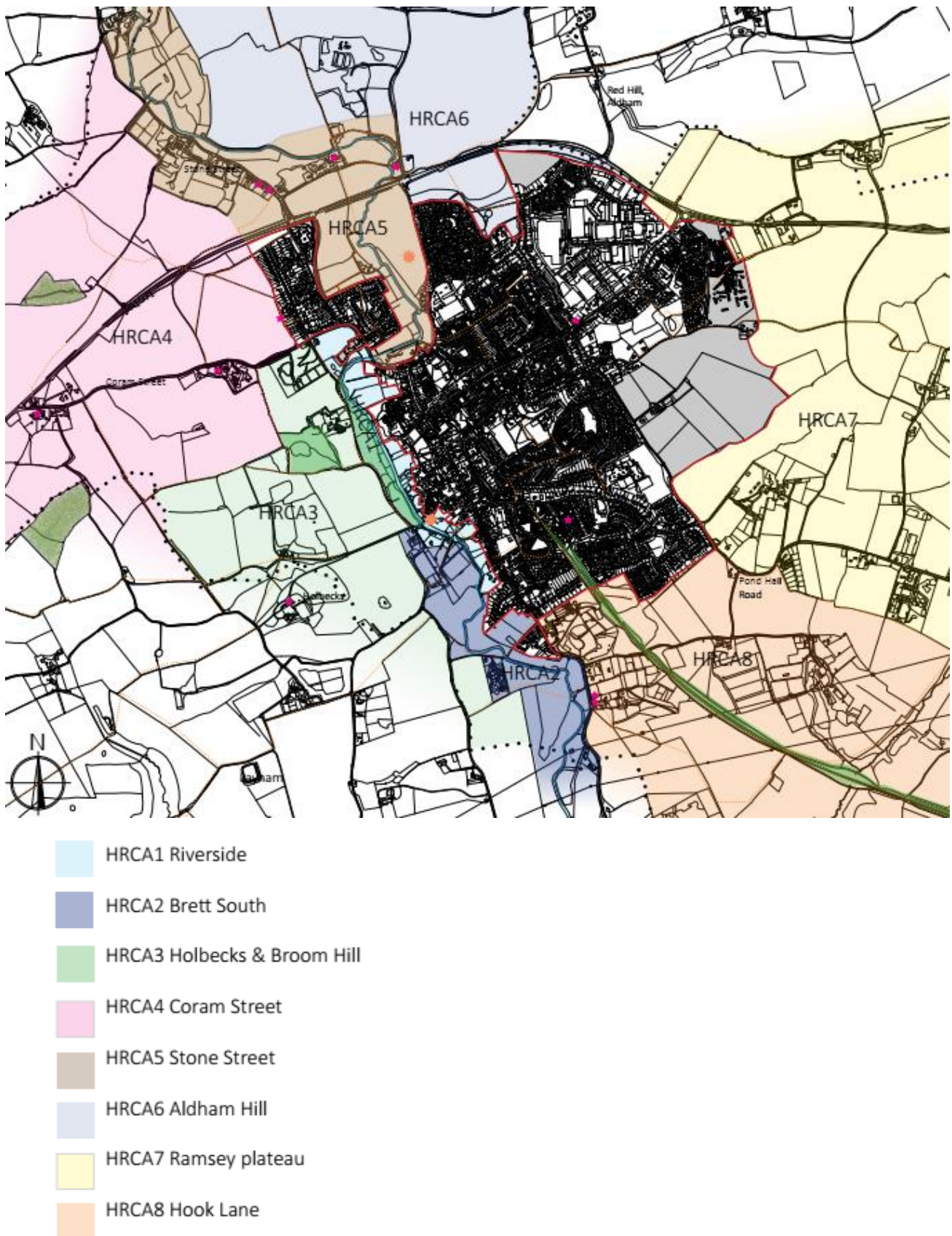
- 4.10 Figure 4.2 (overleaf) shows the 8 Rural Character Areas.

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<sup>2</sup> Lucy Batchelor-Wylam (2023) *Hadleigh Neighbourhood Plan: Landscape Assessment*, for Hadleigh Town Council



Figure 4.2: Hadleigh Rural Character Areas (HRCAs)



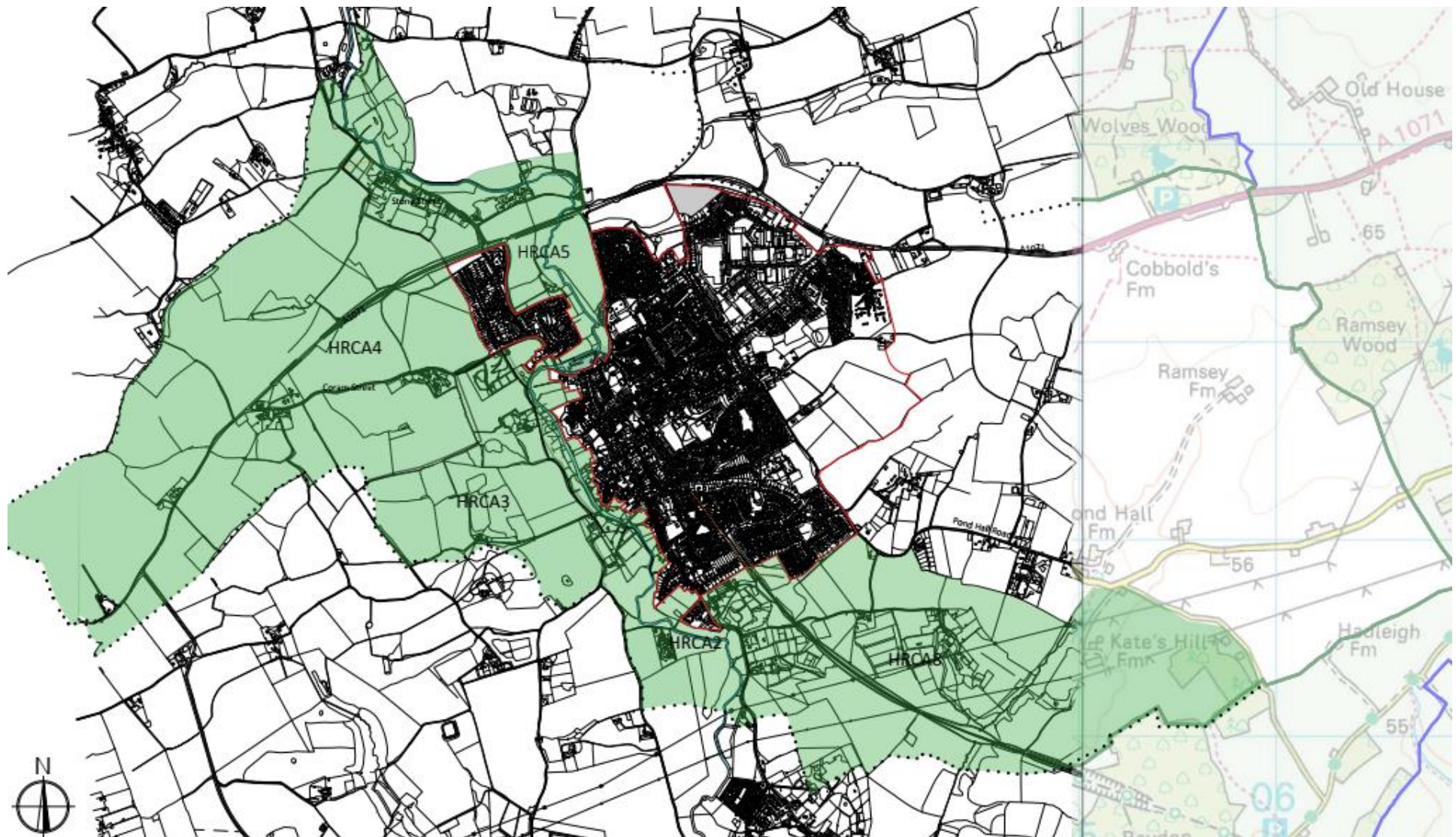
Source: Hadleigh Neighbourhood Plan: Landscape Assessment

## **Area of Local Landscape Sensitivity**

- 4.11 The 2006 Babergh Local Plan defined the rolling river valley landscape to the west of Hadleigh as a 'Special Landscape Area' (SLA). The SLA designations were carried forward into the 2014 Babergh Local Plan but have not been carried forward into the Joint Local Plan. The Hadleigh Landscape Assessment assessed the merits of retaining this designation within the Hadleigh Neighbourhood Plan. The assessment work indicated that parts of the landscape contribute particularly strongly to the distinctive character of the town, and would benefit from an additional level of landscape protection.
- 4.12 The evidence justifies redefining an area for protection in the Neighbourhood Plan that covers the most sensitive of the Hadleigh RCA areas (HRCA nos. 1, 2, 3, 4 and 8). This is referred to as the Area of Local Landscape Sensitivity (ALLS). The intention is to protect the ALLS from development that will harm its character or prove intrusive within its views.
- 4.13 The extent of the ALLS is shown overleaf in Figure 4.3



Figure 4.3: Area of Local Landscape Sensitivity



Source: Hadleigh Neighbourhood Plan: Landscape Assessment



## Key Views

- 4.14 The Key Views Assessment undertaken as part of the RCA work identified a series of views that are more than 'everyday' views. In other words, they are views that would be generally recognised as having notable qualities or a particularly attractive composition that might cause people to pause and appreciate the scene.



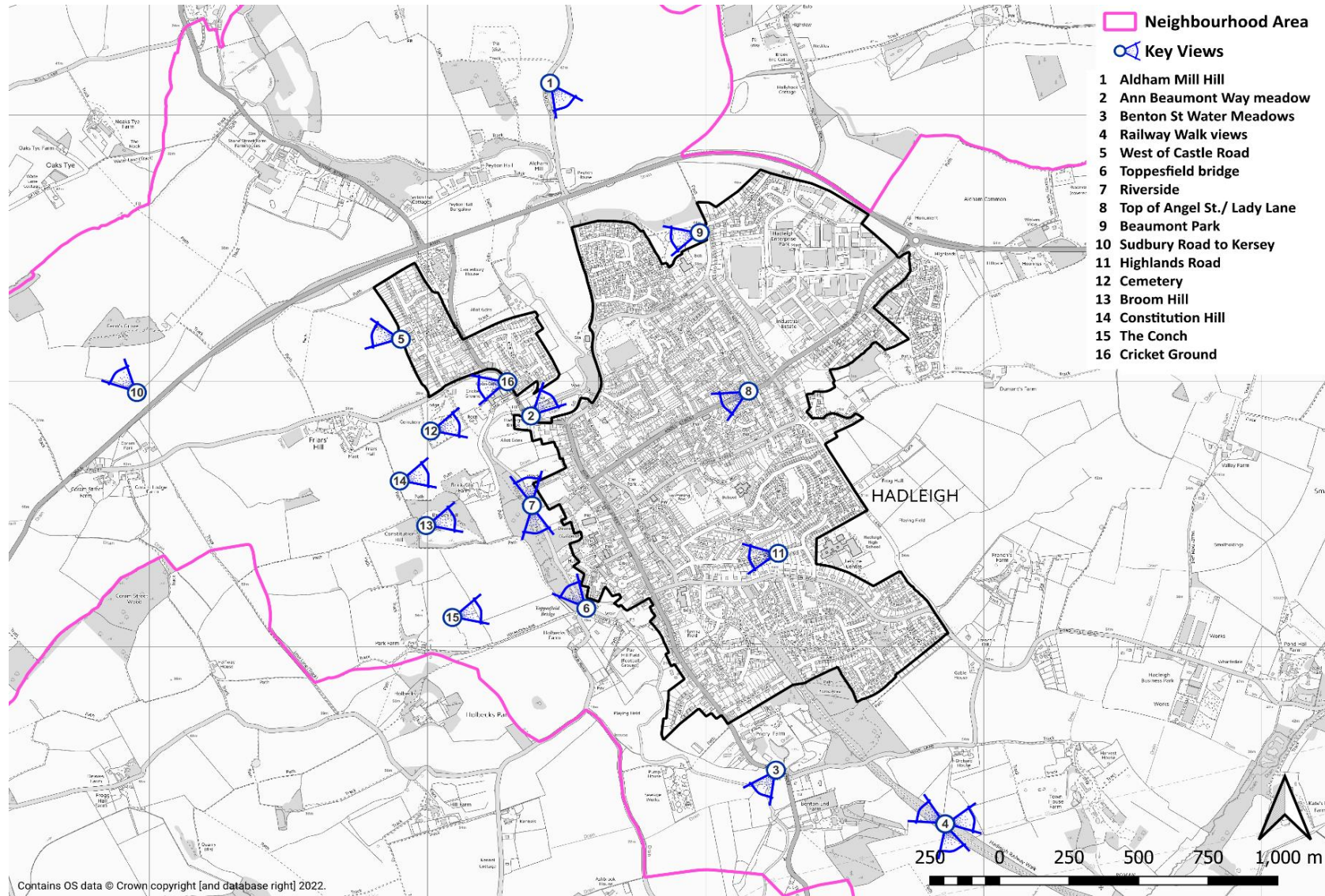
*View from Aldham Mill Hill*

- 4.15 In total, 16 key views were identified. These views are each held in high public regard and demonstrate particular qualities or features. These views are marked on Figure 4.4.
- 4.16 It should be noted that the settlement boundary shown in Figure 4.4 and on the Policies Map is from the 2006 Babergh Local Plan. When adopted, and where appropriate to do so, Joint Local Plan Part 2 is likely to establish new settlement boundaries around specific towns and villages, including around Hadleigh. At this point, the settlement boundary referred to in Policy HAD2 will relate to the new boundary as defined by the Joint Local Plan Part 2.



*View at Ann Beaumont Way*

Figure 4.4: Key Views



Source: Hadleigh Neighbourhood Plan: Key Views Assessment

## POLICY HAD2: LANDSCAPE AND KEY VIEWS

A. Development proposals must take into account of and be informed by the findings and recommendations set out in the Hadleigh Landscape Assessment Character and Sensitivity Assessment May 2023 or any successor document for the particular Landscape Character Area in which a proposal is situated. All proposals should demonstrate that:

1. the scale and character respects the landscape, landscape features, streetscape, heritage assets and important spaces and valued views into, out of and within Hadleigh (and particularly the Conservation Area);
2. the proposal will have particular regard to any management recommendations applicable to the Landscape Character Area (see Figure 4.2) in which it is located;
3. any required landscape mitigation measures are incorporated to ensure development is sensitively screened and assimilated into its surroundings. For locations on the edge of Hadleigh town (as defined by the settlement boundary), landscape buffers will usually be required.

B. Development proposals in the Hadleigh Area of Local Landscape Sensitivity (ALLS), as shown in Figure 4.3 and identified on the Policies Map will only be permitted where they:

1. Protect and enhance the special landscape qualities of the area and its wider context;
2. Are designed and sited so as to harmonise with the landscape setting and features of the site; and
3. Provide landscape impact mitigation measures as part of the proposal where necessary.

Exceptions to this are proposals affecting existing rural buildings, householder applications or residential development that complies with one or more exceptional circumstances set out in national policy (NPPF paragraph 84) or proposals affecting essential utility infrastructure.

All development will be expected to deliver, where appropriate, enhancement measures (following the management recommendations Rural Character Areas HRCA1, 2, 3, 4 and 8 set out in the Hadleigh Landscape Assessment Character and Sensitivity Assessment May 2023).

C. To conserve the landscape and rural character and setting of the Neighbourhood Plan Area, development proposals shall, where appropriate, demonstrate how they will ensure that there is no detrimental impact on the key features and attributes of key views listed below and overleaf, and shown in Figures 4.4 and identifies on the Policies Map:

1. Aldham Mill Hill
2. Ann Beaumont Way meadow
3. Benton Street Water Meadows
4. Railway Walk views
5. West of Castle Road (*including Friars Hill*)
6. Toppesfield Bridge
7. Riverside
8. Top of Angel St./Lady Lane
9. Beaumont Park
10. Sudbury Road [A1071] towards Kersey
11. Highlands Road
12. Cemetery
13. Broom Hill
14. Constitution Hill
15. The Conch
16. Cricket Ground



## 5 NATURAL ENVIRONMENT



- 5.1 Hadleigh sits within an environment rich in biodiversity and wildlife. It is vital, as part of the need to help address the current and acute environmental challenges we face, that this richness is preserved and enhanced. This not only applies to development around the edges of Hadleigh town or in the countryside; development within the town can also make a contribution. Even in urban areas, wildlife can thrive given the right conditions. The design of development needs to be informed by this critical need.

### Maximising opportunities for biodiversity to thrive through design

- 5.2 The design of individual buildings and of neighbourhood scale green and open spaces, including private gardens, will help to ensure that existing habitats present in Hadleigh can thrive and a range of new habitats can be created.
- 5.3 This is in line with the requirement of the Environment Act 2021 for all new development (excluding small householder proposals) to achieve net biodiversity gain of at least 10%. The community of Hadleigh was clear that development should seek to go further than this and seek to achieve at least 20% net gain. Moreover, if all or part of this net gain cannot be achieved on site, then offsite improvements should be within Hadleigh parish. Such improvements should seek to link up areas of habitat to create wildlife corridors, including with land neighbouring Hadleigh. This includes the emerging green corridor in Calais Street (see Policy HAD4).
- 5.4 Planting is an important aspect of development and habitat creation. Not only does a well-considered planting scheme provide high quality landscaping, it is a fundamental aspect of enhancing biodiversity that otherwise would be lost. Planting schemes should ensure that tree species should be carefully selected to be responsive to landscape and historic character and to suit the planting location<sup>3</sup>. Planting should not simply consist of trees but a range of shrubs and grasses too.

- 5.5 Other creative ways of providing habitats can be designed easily into developments of any size (*see image right of a bin store with a green roof and habitat features. Photo credit: Green Roof Shelters*)

- 5.6 Protecting species present in the area is also important. Examples of the simple solutions that well thought-out design can easily incorporate into new and existing developments are:

- Integral bird and bat boxes under the eaves of the new houses, or artificial nests sited in places away from windows and doors, can create vital new roosting sites to support populations of birds and bats.
- Boundaries between dwellings can be made hedgehog friendly by including pre-cut holes for hedgehogs to more effectively move across neighbourhoods to forage.



<sup>3</sup> See 'Right Tree in the Right Place for a Resilient Future' by Forest Research - <https://www.forestresearch.gov.uk/tools-and-resources/fthr/urban-tree-manual/>

- New planting schemes can support bees and other pollinators by including nectar-rich plants.
- Even very small ponds provide a haven for insects, frogs and other wildlife. Where sustainable drainage systems (SuDS) are required to support major development, these should also be designed with wildlife in mind.
- Plumbed-in rainwater for non-sanitary uses e.g. cisterns, maintaining ponds and watering gardens.
- Reed bed systems can treat grey water and create a wildlife area.



*Bricks that allow birds to nest  
(credit: Bird Brick Houses)*



*Hedgehog-friendly fencing  
(credit: Nurturing Nature)*

- 5.7 Development is encouraged to be informed by the full list of considerations in Natural England's 'Green Infrastructure Framework 2023'<sup>4</sup>.



*A green roof  
(credit: BMI UK)*



*Rainwater harvesting*

- 5.8 Opportunities should also be taken to provide green roofs, particularly on flat roofs and any degree of roof where it is practicable to do so. More effective water harvesting can also be provided very cheaply and effectively provided it is designed into new properties. On commercial properties tanks can be built under car parks to accommodate excess water and prevent flash flooding of industrial areas which typically lack green areas that can absorb heavy rainfall.
- 5.9 Along with these specific features, the use of landscaping has multiple positive benefits. Not only is it more visually appealing than hard, man-made features, particularly walls, but it also enhances biodiversity, creates important habitats for wildlife and provides important shade and shelter. The simplest example is the use of hedges rather than wooden fences. Policy LP24 in the Joint Local Plan Part 1 addresses this, requiring development to incorporate high levels of soft landscaping, trees and public open space that creates and connects to green infrastructure and networks.

<sup>4</sup> <https://designatedsites.naturalengland.org.uk/GreenInfrastructure/Home.aspx>



### **POLICY HAD3: BIODIVERSITY-LED AND WILDLIFE-FRIENDLY DESIGN**

- A. Development should be designed to retain trees, shrubs and hedgerows of arboricultural, habitat and amenity value on-site and to conserve and enhance connectivity to the wider multifunctional green and blue infrastructure networks.**
- B. In addition to protecting existing habitats and species, including hedgerows and mature trees, all development proposals should deliver a minimum of 10% net gain in biodiversity and are encouraged to deliver a minimum of 20%. Development should take a 'biodiversity-first' approach and should maximise the delivery of biodiversity net gains on site. If on-site delivery is not possible then:
  - a. it must be clearly demonstrated that all reasonable options for on-site provision have been considered prior to off-site provision; and**
  - b. off-site improvements should be within Hadleigh parish wherever possible.****
- C. The incorporation of design features into new development that encourages local wildlife and biodiversity to thrive will be supported.**

### **Green / Blue Corridors and Verges**

- 5.10 Green infrastructure is a network of multi-functional green space and other green features, urban and rural, which can deliver quality of life and environmental benefits for communities. Green infrastructure is not simply an alternative description for conventional open space. It includes parks, open spaces, playing fields and woodlands as well as street trees, allotments, private gardens, green roofs and walls, SuDS and soils. It includes rivers, streams and other water bodies, sometimes called 'blue infrastructure'.
- 5.11 There are nine County Wildlife Sites (CWSs) in Hadleigh parish as well as a small part of the Hintlesham Woods Site of Special Scientific Interest (SSSI). In addition, 10 priority habitats have been identified, with a significant number of Protected and Priority species recorded in association with these habitats.
- 5.12 The ability to link these habitats via corridors is important to allow wildlife to thrive. As with the example of creating gaps in fences for hedgehogs, the ability for wildlife to move between green areas is often critical for their survival. Protecting such 'green' or 'blue' corridors is therefore of fundamental importance. The design of new development is key to ensuring that these corridors both remain functional and are enhanced.
- 5.13 A green corridor has been identified in the Calais Street area of Hadleigh town. Figure 5.1 shows this corridor, running from Calais Street up to Churchill Avenue/Aldham Road. This area includes grassland, path verges, mature trees and hedgerows. Whilst the area therefore provides benefits to wildlife, these could be enhanced. Hadleigh Environmental Action Team (HEAT) is encouraging people to put up bird and bat boxes, plant up the gaps in the hedges, create small habitat piles of dead wood and plant wildflowers and trees. It is therefore important that development in the area does not create barriers to this green corridor. It also offers an opportunity for development that is unable to deliver on-site net biodiversity gain to meet its requirements locally by contributing to these enhancements.

**Figure 5.1: Calais Street green corridor**

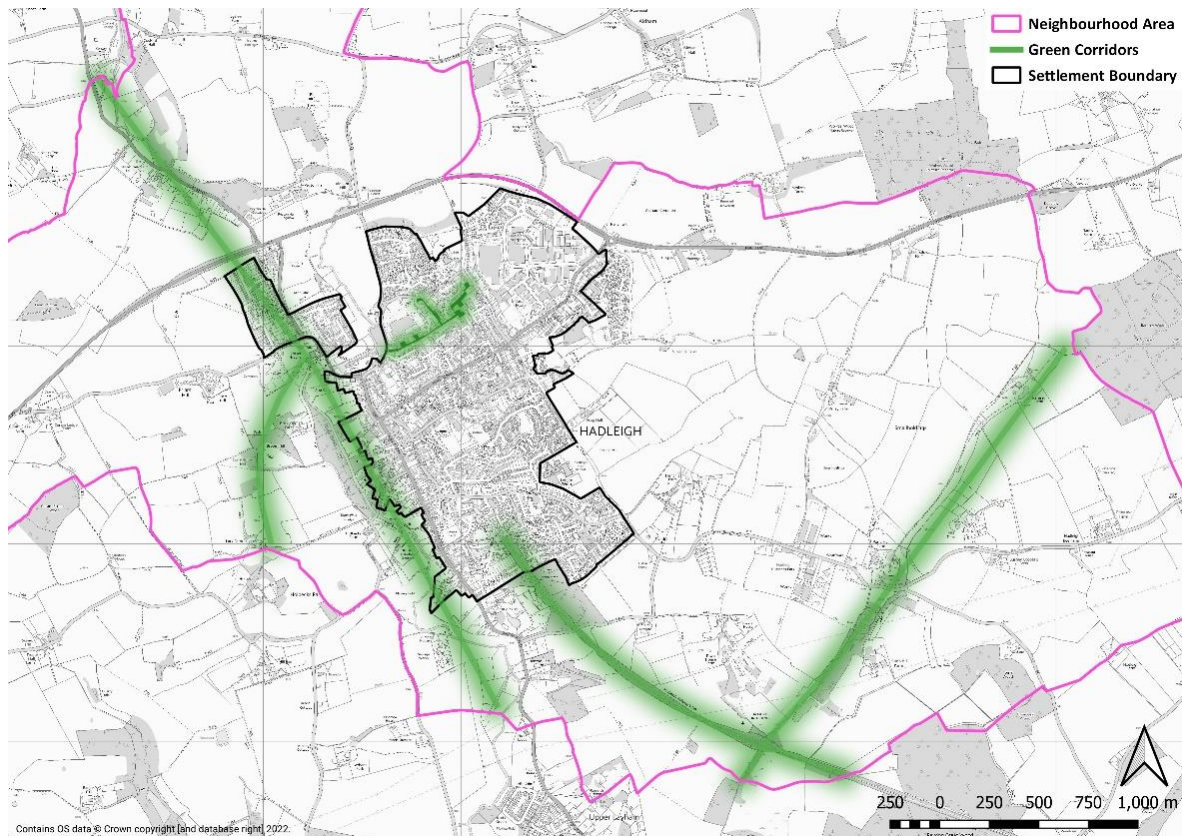


*(source: Hadleigh Environmental Action Team (HEAT))*

- 5.14 Two sections of the River Brett within the parish are designated as CWSs, namely the section from Bridge Street south to Duke Street and the section south of Layham Road Sports Ground to the footbridge near the sewage works. This covers most of the areas adjacent to the town. These sections of the River Brett have been selected due to their importance for aquatic wildlife including aquatic plants which indicate good water quality including water starwort species and river water-dropwort. There are several records of water vole and otter along the river, as well as European eel and bird species including kingfisher and grey wagtail<sup>5</sup>.
- 5.15 As well as the habitat directly associated with the watercourses, there are significant blocks of other habitat bordering the river including wet woodland and coastal and floodplain grazing marsh. The habitats along the river corridor also link with an ecological network of habitats joining Broom Hill Wood CWS with habitat to the north and south of the CWS, which then join the important hedgerows and historic parkland associated with Holbecks Park. The river corridor is separated by Benton Street from another ecological corridor along the Hadleigh Railway Walk CWS. The Hadleigh Railway Walk CWS is a linear wooded habitat which connects other areas of Priority Habitat and CWSs, such as patches of lowland mixed deciduous woodland, Valley Farm Meadows CWS, Raydon Great Wood CWS and Tom's/Broad oak Wood CWS. This ecological corridor along the Hadleigh Railway Walk CWS also links with an area of semi-natural habitat which runs along an unnamed drain running north to south from Valley Farm Meadow CWS linking patches of fen meadow, woodland, scrub and grassland.
- 5.16 Natural England have identified a number of network enhancement and expansion zones based on the presence of Priority Habitats, where habitat enhancement and improving ecological corridors is particularly recommended (see Figure 5.2). The River Brett blue corridor forms a significant part of this.

<sup>5</sup> Source: Suffolk Wildlife Trust (2022) *Hadleigh Neighbourhood Plan: landscape and Biodiversity Evaluation 2022*, for Hadleigh Town Council

**Figure 5.2: Ecological Networks in Hadleigh Parish**



Source: Navigus Planning

- 5.17 Like the Calais Street green corridor, these corridors are similarly protected.
- 5.18 Mini corridors could also be created along verges. Planting on large verges – through the use of planters, shrubs or trees – also ensures parked vehicles do not damage the verges. The Suffolk Design: Streets Guide includes further policy requirements in this regard and it is important to note that the cutting of verges and choice of low vegetation within visibility splays is necessary for highway safety purposes



*Example of damage to grass verges  
(source: Babergh and Mid Suffolk Parking Strategy 2022-2024)*



## **POLICY HAD4: GREEN / BLUE CORRIDORS AND VERGES**

### **Green / Blue Corridors**

- A. Development proposals on or adjacent to the green or blue corridors identified on Figure 5.2 must demonstrate a layout and design which ensures that wildlife habitat is connected and not impeded in its movement along the corridor. Proposals to enhance the green and blue corridors are strongly encouraged.**

### **Verges**

- B. Existing green verges along roadways should be retained and should only be removed if it is clearly demonstrated to be part of necessary highway improvements, including for walking and cycling. Any such improvements should incorporate opportunities for planting around the existing verges wherever practicable.**
- C. Major development (as defined in the NPPF) should maximise the provision of green verges along main roadways and should demonstrate that these are designed so that vehicles are not able to use them for parking which can lead to the degradation of the verges or be degraded by day-to-day activity.**
- D. On roadways outside of main routes, the design of roadways and verges to maximise biodiversity value will be supported. This could include enabling the planting of street trees or wildflower meadows or the creation of community gardens.**
- E. Proposals to enhance the biodiversity value of verges will be strongly supported.**



## Local Green Spaces

- 5.19 Under the NPPF, Neighbourhood Plans have the opportunity to designate Local Green Spaces which are of particular importance to them. This will afford protection from development other than in very special circumstances. Paragraph 106 of the NPPF says that the Local Green Space designation should only be used where the green space is:
- in reasonably close proximity to the community it serves;
  - demonstrably special to a local community and holds a particular local significance, for example because of its beauty, historic significance, recreational value (including as a playing field), tranquillity or richness of its wildlife; and
  - local in character and is not an extensive tract of land.
- 5.20 Policy HAD5 below identifies 19 spaces that merit Local Green Space designation. Figure 5.3 (which follows) shows their locations.

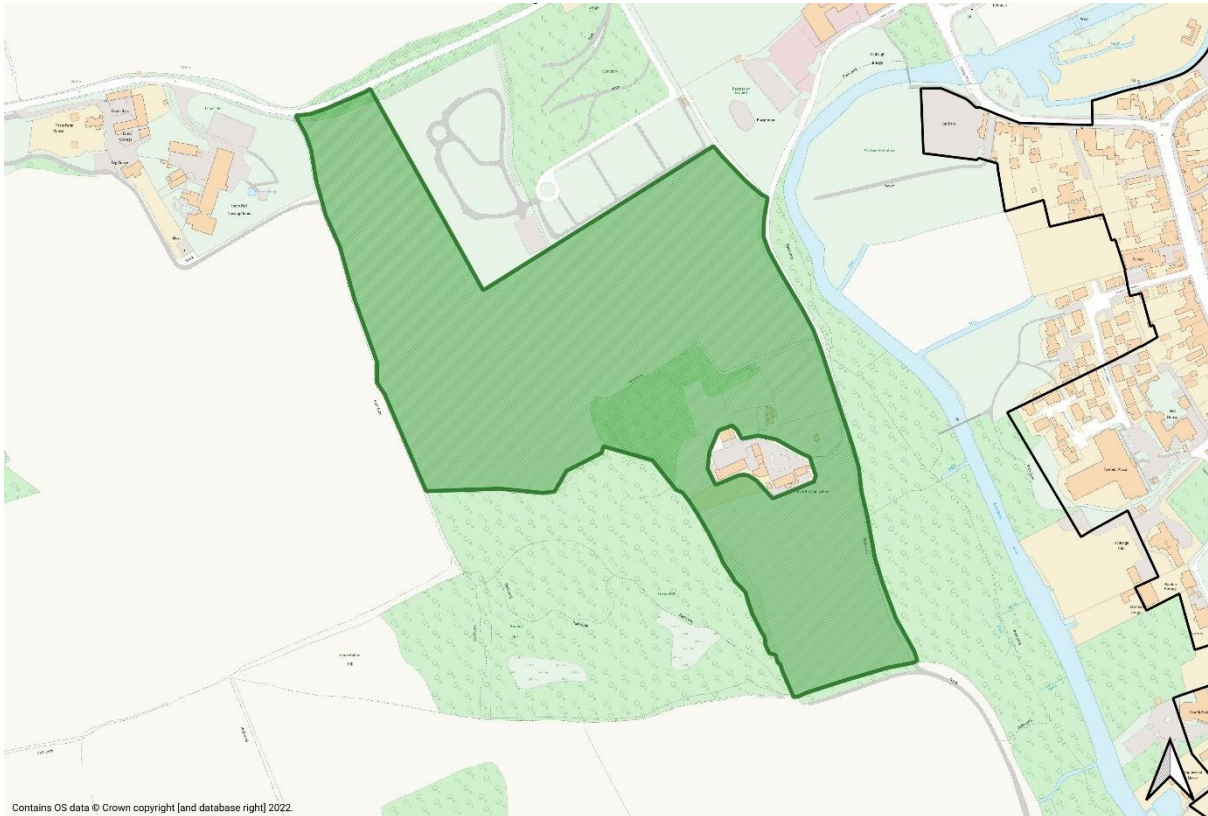
### **POLICY HAD5: LOCAL GREEN SPACES**

**A. The following areas shown on Figure 5.3 and on the Policies Map are designated as Local Green Spaces:**

1. Constitution Hill
2. Broom Hill
3. Beaumont Park
4. Corks Lane Park
5. Bridge Street Allotments
6. Toppesfield Allotments
7. Gallows Hill Allotments
8. Cricket Ground
9. Calais Street Recreation Ground
10. East Meadow/Cox's Park
11. Riverside Walk and Toppesfield Picnic Area
12. Railway Walk
13. Layham Road Sports Ground and The Millfield
14. Hadleigh Cemetery
15. Green area Between Station Road and Buckenham Road
16. Green at Clopton Gardens
17. Yeoman Way Recreation Area
18. The Fuzz

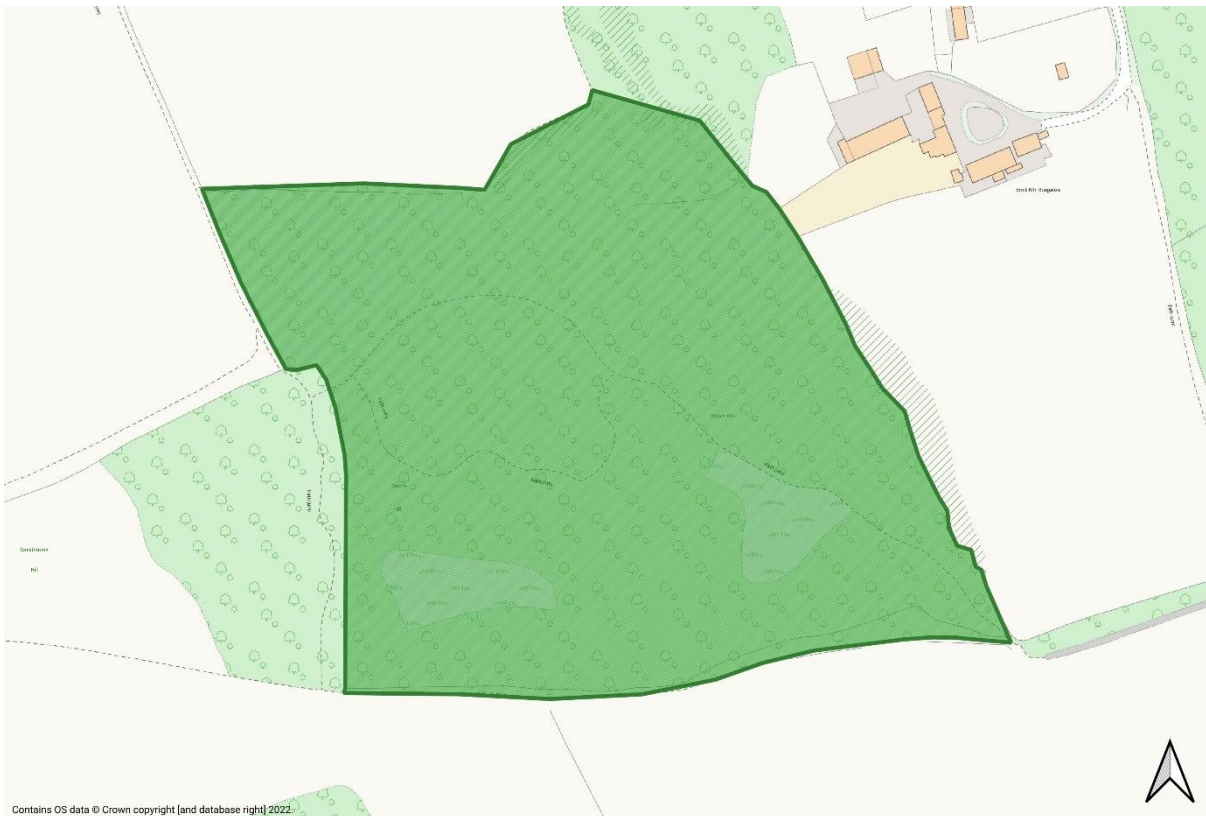
**B. Development proposals within the Local Green Spaces will be consistent with national policy for Green Belts.**

## 1. Constitution Hill, 9.64 ha



- 5.21 Pastured agricultural land used by the public for informal recreational use across footpaths and permissive passage, primarily for dog walking. Extends from the field above Castle Road to Coram Hill and along the northern edge of the Broom Hill nature reserve. It has many paths criss-crossing the land including two important routes used by many Hadleigh residents – the path across the bypass to Kersey village and Love Lane which forms the outer boundary for most people walking on Constitution Hill.

## 2. Broom Hill, 3.99 ha



- 5.22 A former quarry that supplied clay to local brick-makers and, since its abandonment, has been covered with woodland, grassland and scrub. Now it is a green space Nature Reserve used for recreational enjoyment by the local community.



### 3. Beaumont Park, 4.31 ha



- 5.23 A hilltop green parkland used for informal recreation. It also has formal recreation with the children's play area and equipment. It has long distance views over the town and countryside.

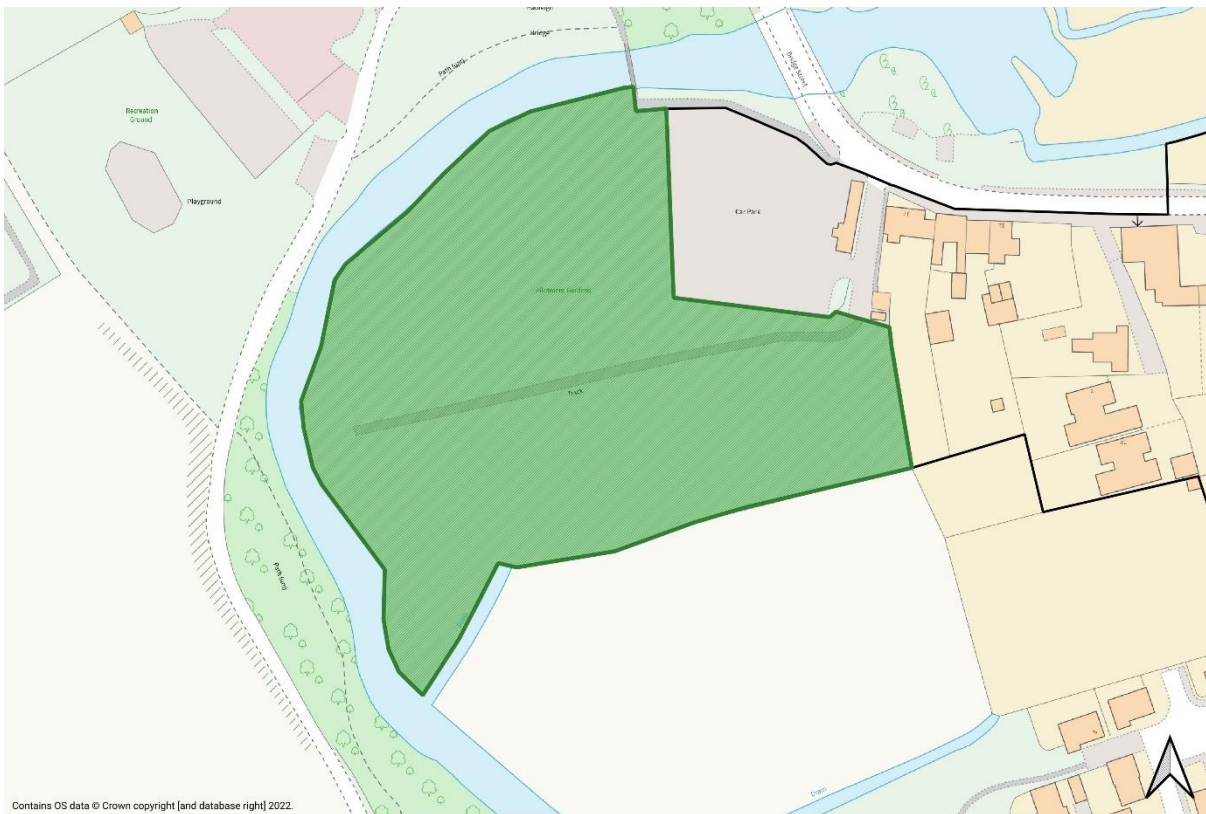


4. Corks Lane Park, 0.52 ha



5.24 Formal children’s play area and adult outdoor gym facilities amongst green parkland space that is used for informal recreation.

## 5. Bridge Street Allotments, 1.41 ha



### 5.25 Existing well-used allotments.

## 6. Toppesfield Allotments, 0.24 ha



5.26 Existing well-used allotments.



7. Gallows Hill Allotments, 2.21 ha



5.27 Existing well-used allotments.

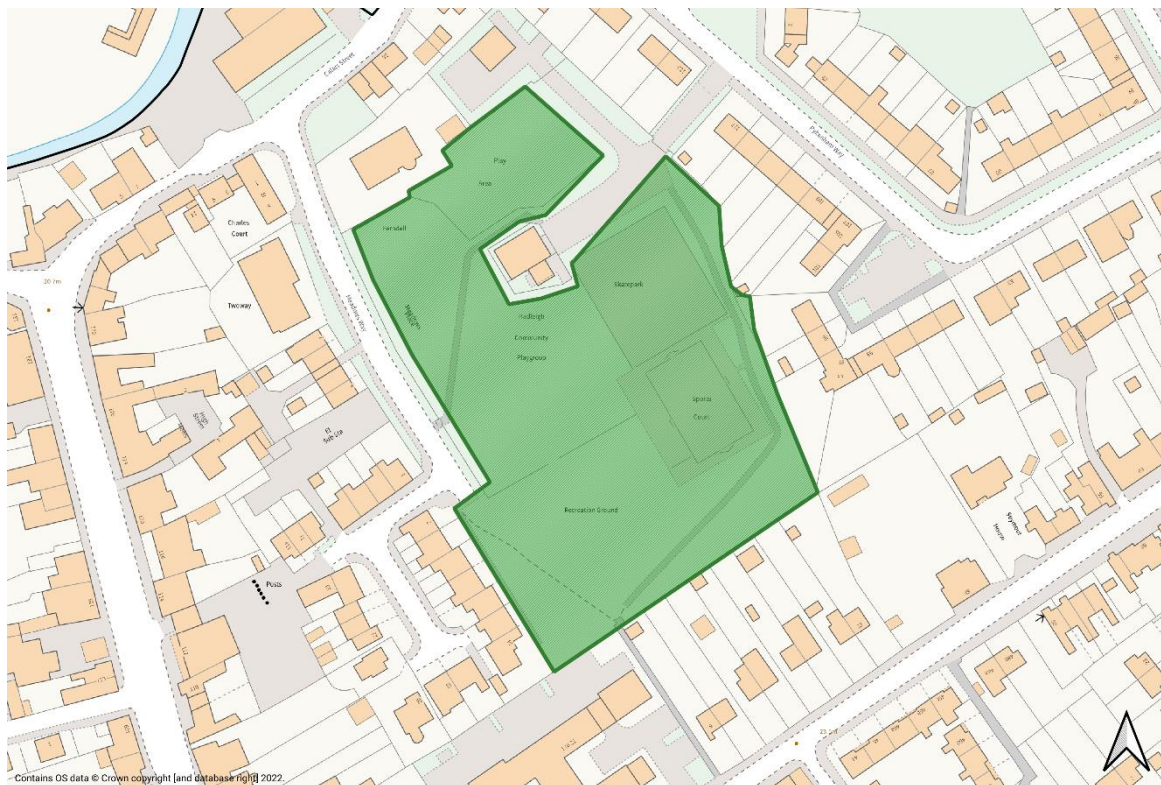


## 8. Cricket Ground, 1.73 ha



- 5.28 A historically important open space, being the original 'tenter grounds' for the wool industry in the Medieval period. It is now a cricket ground close to the heart of Hadleigh which has been used by Hadleigh Cricket Club since 1893. The Club is thriving and fields multiple teams at men's, ladies and junior level.

### 9. Calais Street Recreation Ground, 1.19 ha



- 5.29 A formal children's play area and open grassed parkland with benches for recreational use. The area also includes a popular skatepark and hard court for ball games.



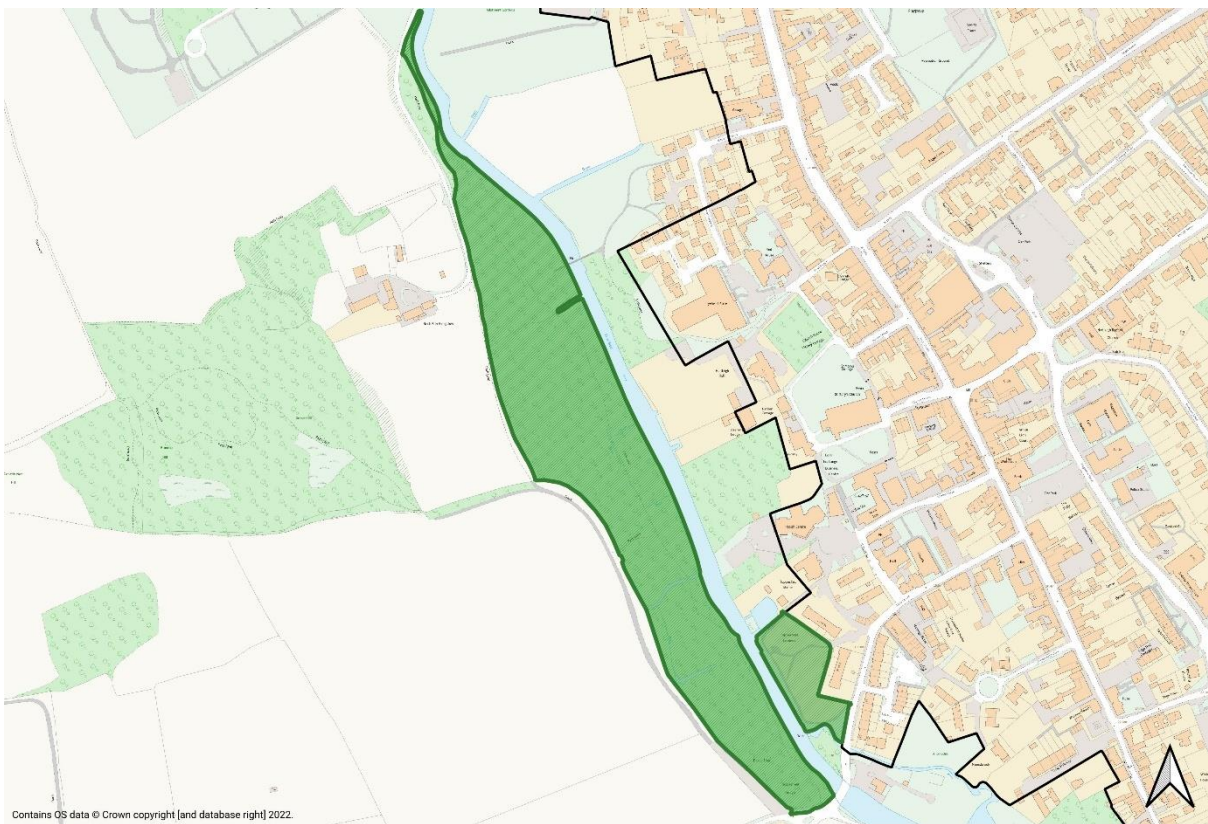
**10. East House Meadow/Cox's Park, 2.47 ha**



- 5.30 Formerly part of the substantial grounds of East House it now provides a well-equipped children's play area and open grassed parkland with mature trees and paths for informal recreation. The Park also contains Hadleigh's swimming pool and leisure centre.



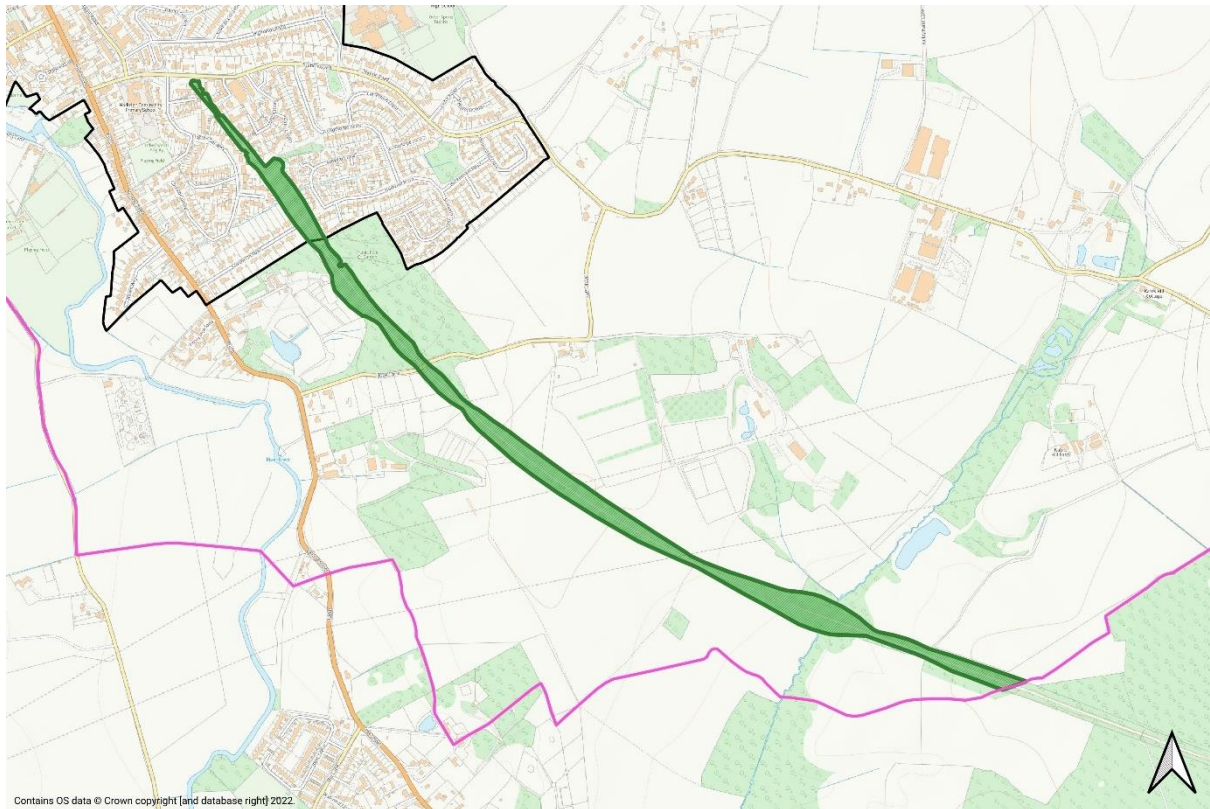
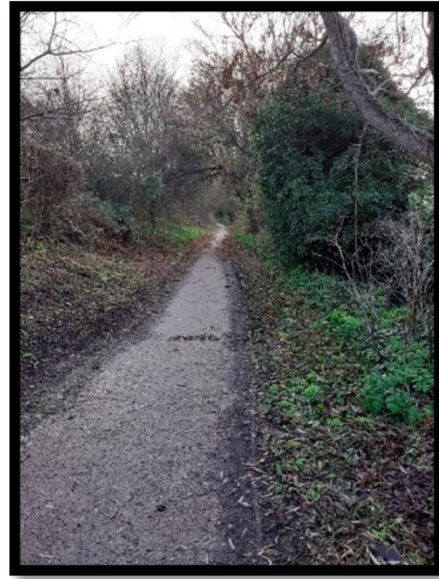
**11. Riverside Walk and Toppesfield Picnic Area, 4.79 ha**



- 5.31 A nature walk following the River Brett in a linear woodland area on the western bank of the River Brett. Has an all-weather footpath connecting Corks Lane to Duke Street and the picnic area by Toppesfield bridge. The riverside walk also has a newly opened footbridge that gives access to the High Street via Manor Gardens.

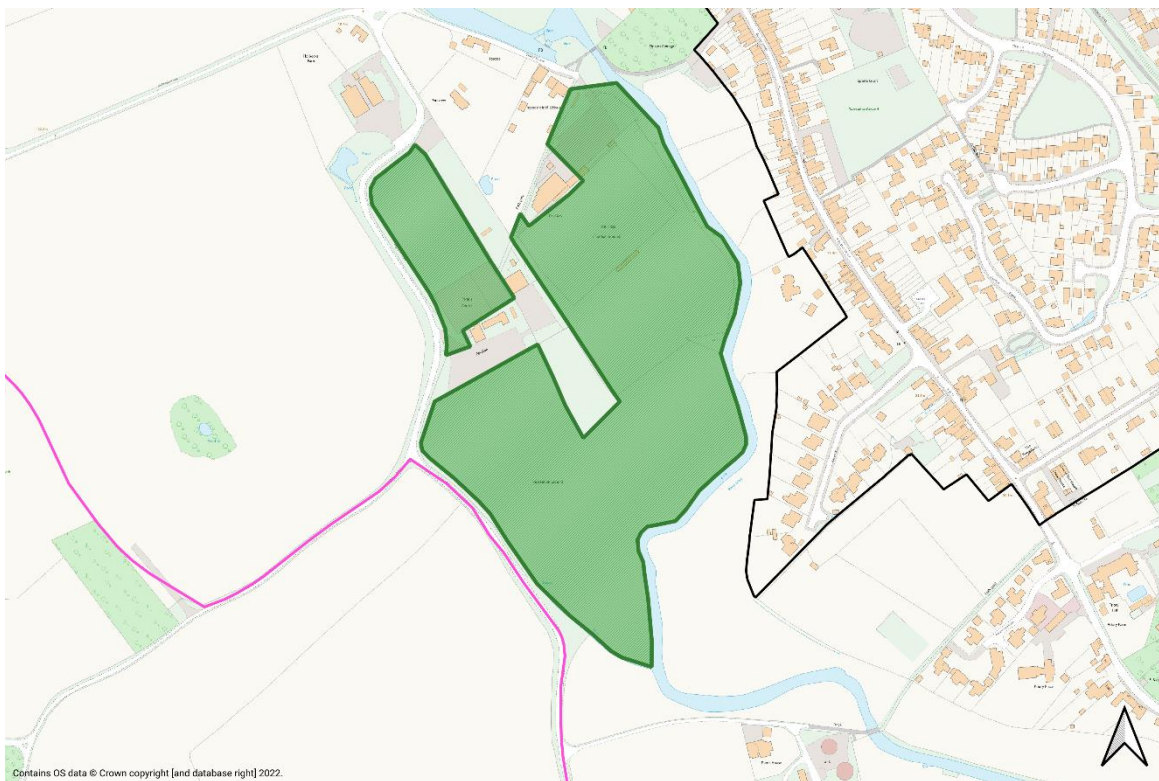


12. **Railway Walk, 8.75 ha**



- 5.32 A nature reserve walk following the old railway line of historic importance for 2 miles from Hadleigh to Raydon. It is also used by equestrians as well as walkers and cyclists.

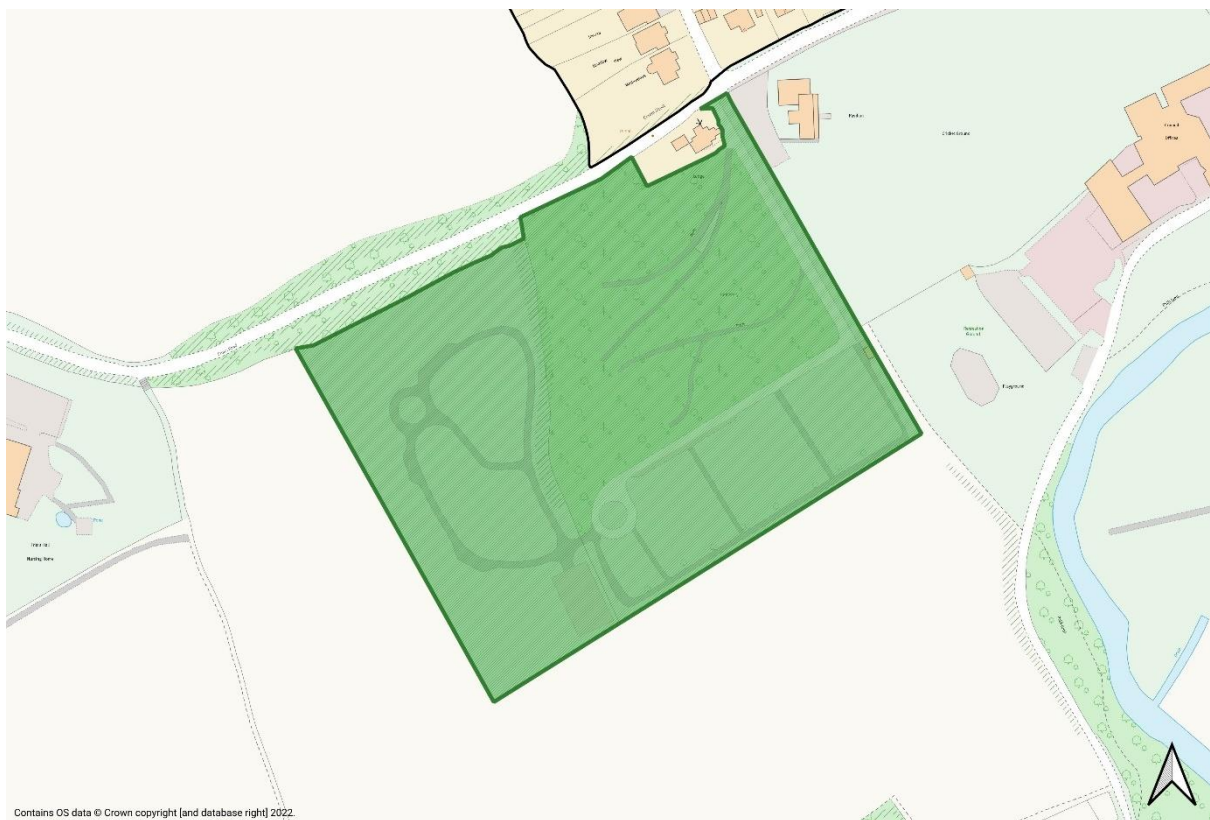
**13. Layham Road Sports Ground and The Millfield, 7.23 ha**



- 5.33 A dedicated green space used for sporting activities and recreational use. This includes formal sports - rugby, tennis, football, hockey – and informal activities such as picnicking and dog walking. The Football Club operating out of The Millfield is thriving and fields multiple teams at men's, ladies and junior level, often too many for the spaces available to play on. The rugby club has also increased its teams including recent formation of a women's team "Hadleigh Ewes".



**14. Hadleigh Cemetery, 3.50 ha**



- 5.34 An area of land used as the town cemetery with many headstones. A safe and quiet green space used as the town's cemetery since 1860's. A reflective place to walk and sit. The cemetery has recently been extended and can now also provide natural burials.

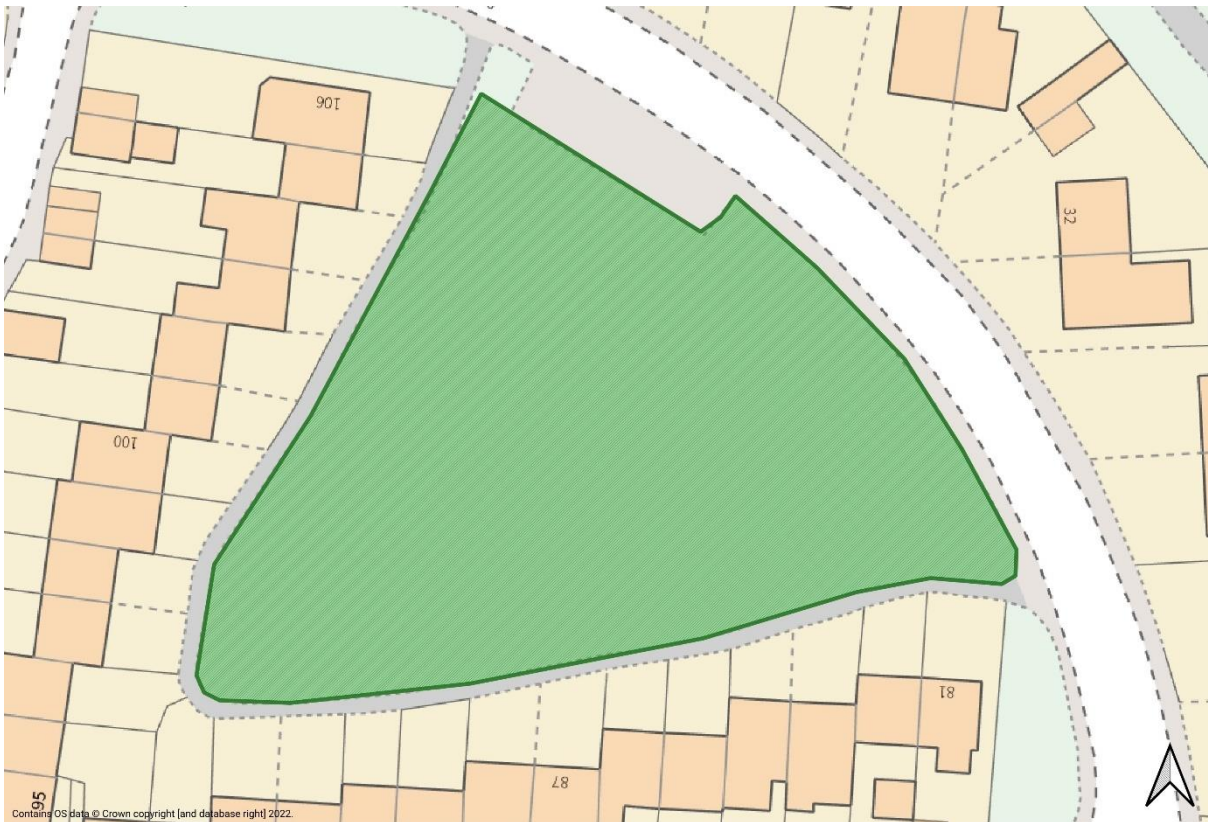
**15. Green Area Between Station Road and Buckenham Road, 0.65 ha**



5.35 A green space in amongst a built up area of development beyond Station Road. It forms an important green break that separates Woodthorpe Close, Wentworth Close and Buckenham Road. It has plentiful trees and a footpath running through it.



**16. Green at Clopton Gardens, 0.27 ha**



- 5.36 A green space in Clopton Gardens used by the residents for informal recreational use. Typically this is for children's ball games, often with a portable small football goal erected by residents. It is also used for street parties.



**17. Yeoman Way Recreation Area, 0.56 ha**



5.37 A green space bordered by many trees that is used regularly by residents for informal recreation.



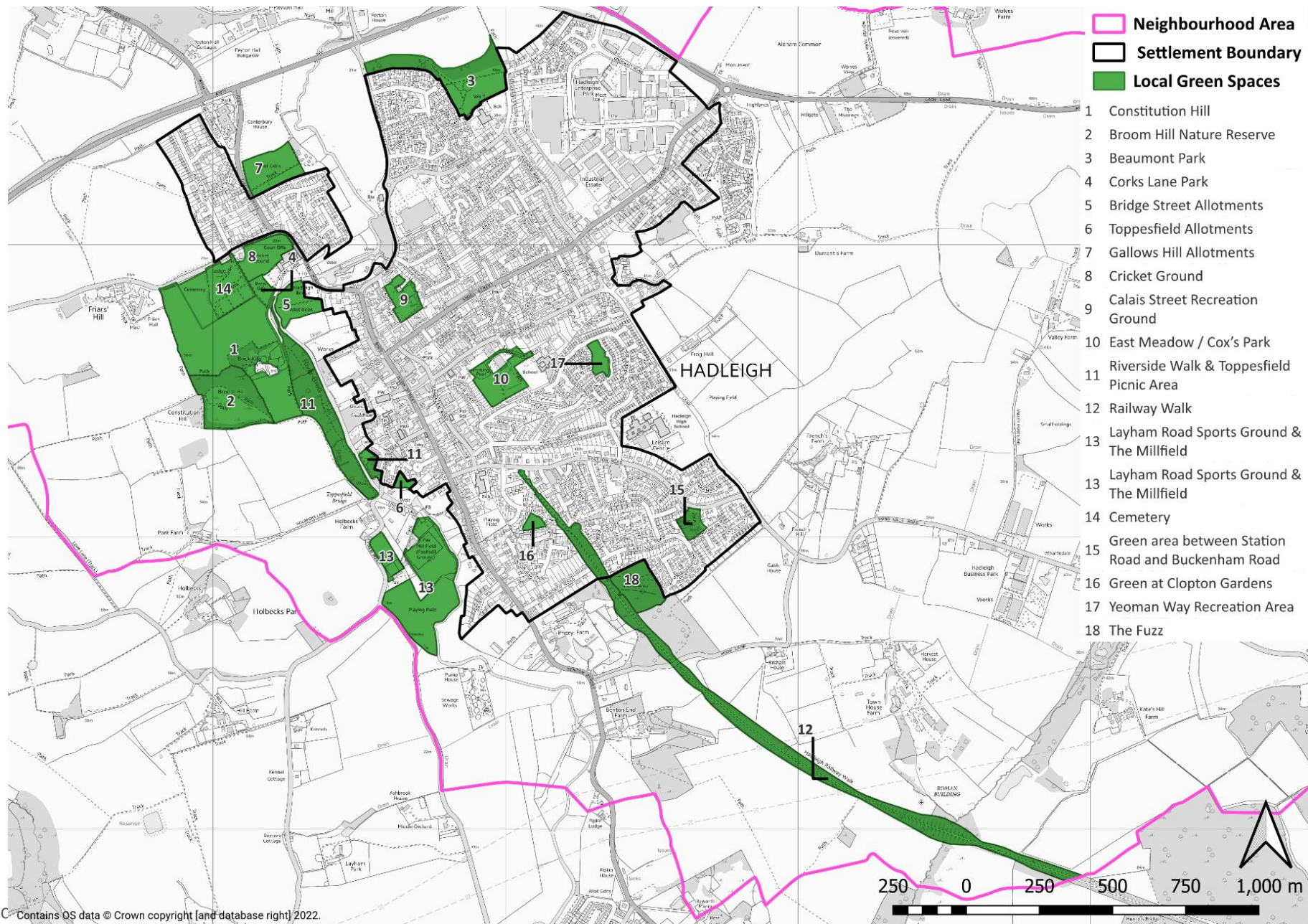
## 18. The Fuzz, 1.98 ha



- 5.38 A Local Nature Reserve used for recreation, walking dogs, riding horses, cycling, and walking into town from the outskirts to avoid the busy area of Station Road. The area is filled with an abundance of trees with numerous footpaths through to Hook Lane and Stockton Close, with wooded areas, gorse bushes ferns, open sand dunes and other grassy area.



Figure 5.3: Local Green Spaces

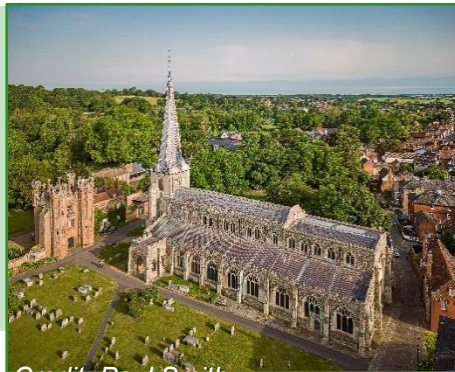




## Actions

- 5.39 The following actions were proposed through the development of the Neighbourhood Plan as ways of supporting the objectives related to the natural environment:
- Undertake wildflower and other native seed sowing in verges (with species mixes that cover the maximum number of pollinating months). Also encourage existing authorities responsible for the public realm and all new developments to do the same.
  - Provide wilding areas and insect hotels in new green spaces.
  - Consider the results of work by the river monitoring group with 6 monitoring points above, below and through Hadleigh (results to be considered by the Town and District Councils).
  - Consider the results of work by the bat monitoring group (results to be considered by the Town and District Councils).
  - Raise awareness of the benefits of linking gardens together to be wildlife-friendly.
  - Make Hadleigh a 'hedgehog friendly town' by encouraging less grass cutting and creating havens and routes for hedgehogs.
  - Enhance biodiversity of existing green spaces.

## 6. HERITAGE



- 6.1 It is known that the area of Hadleigh parish is rich in archaeological finds. It is therefore advised that there should be early consultations of the Historic Environment Record (HER) and assessment of the archaeological potential of any potential development site at an appropriate stage in the design stage, in order that the requirements of NPPF and Babergh Local Plan are met.
- 6.2 A great many of the buildings in Hadleigh are nationally listed and protected by Conservation Area status. Despite this, there are many other aspects of the physical heritage that, whilst contributing to historic, architectural or cultural character, do not enjoy any form of protection.
- 6.3 The identification of a 'Local List' of Non-designated Heritage Assets can address this. The Hadleigh Society has undertaken an assessment of all buildings and structures that could merit inclusion in the Local List. This has been undertaken using guidance from Historic England<sup>6</sup> which recommends the following principle aspects to be taken into account when making the assessment:
- Age
  - Rarity
  - Architectural and Artistic Interest
  - Group Value
  - Archaeological Interest
  - Historic Interest
  - Landmark Status
- 6.4 In total, 96 Non-designated Heritage Assets have been identified. The detail for each entry are shown on the Hadleigh Society website: <https://hadsoc.org.uk/local-list/>
- Figures 6.1 to 6.3 overleaf show the location of these 96 assets. The list of addresses for each asset shown on the maps is included in Appendix A.

<sup>6</sup> Historic England (2021) *Local Heritage Listing: Identifying and Conserving Local Heritage*, Historic England Advice Note 7 (Second Edition)

Figure 6.1: Non-designated Heritage Assets in Hadleigh - parish

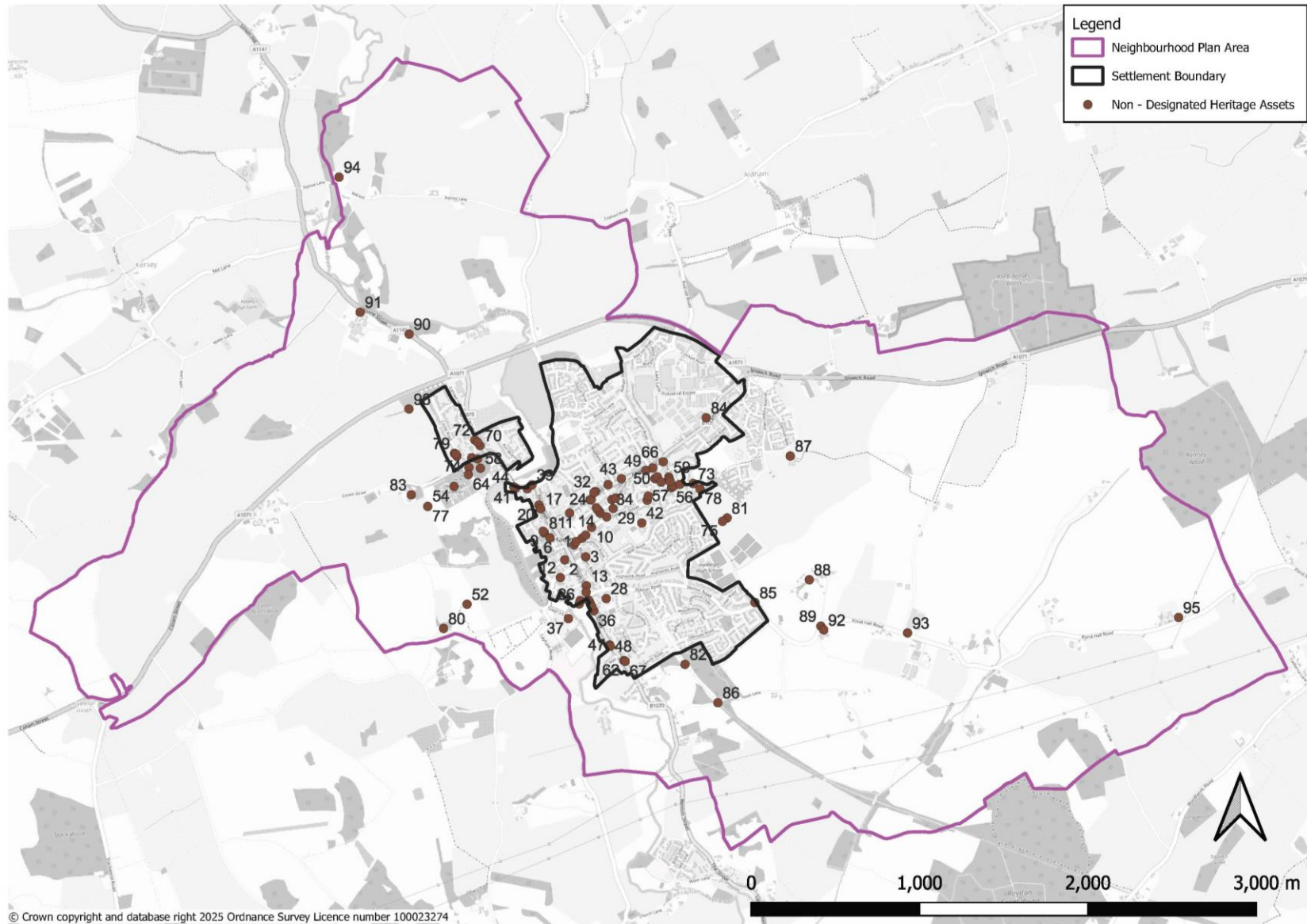




Figure 6.2: Non-designated Heritage Assets in Hadleigh (town centre west)

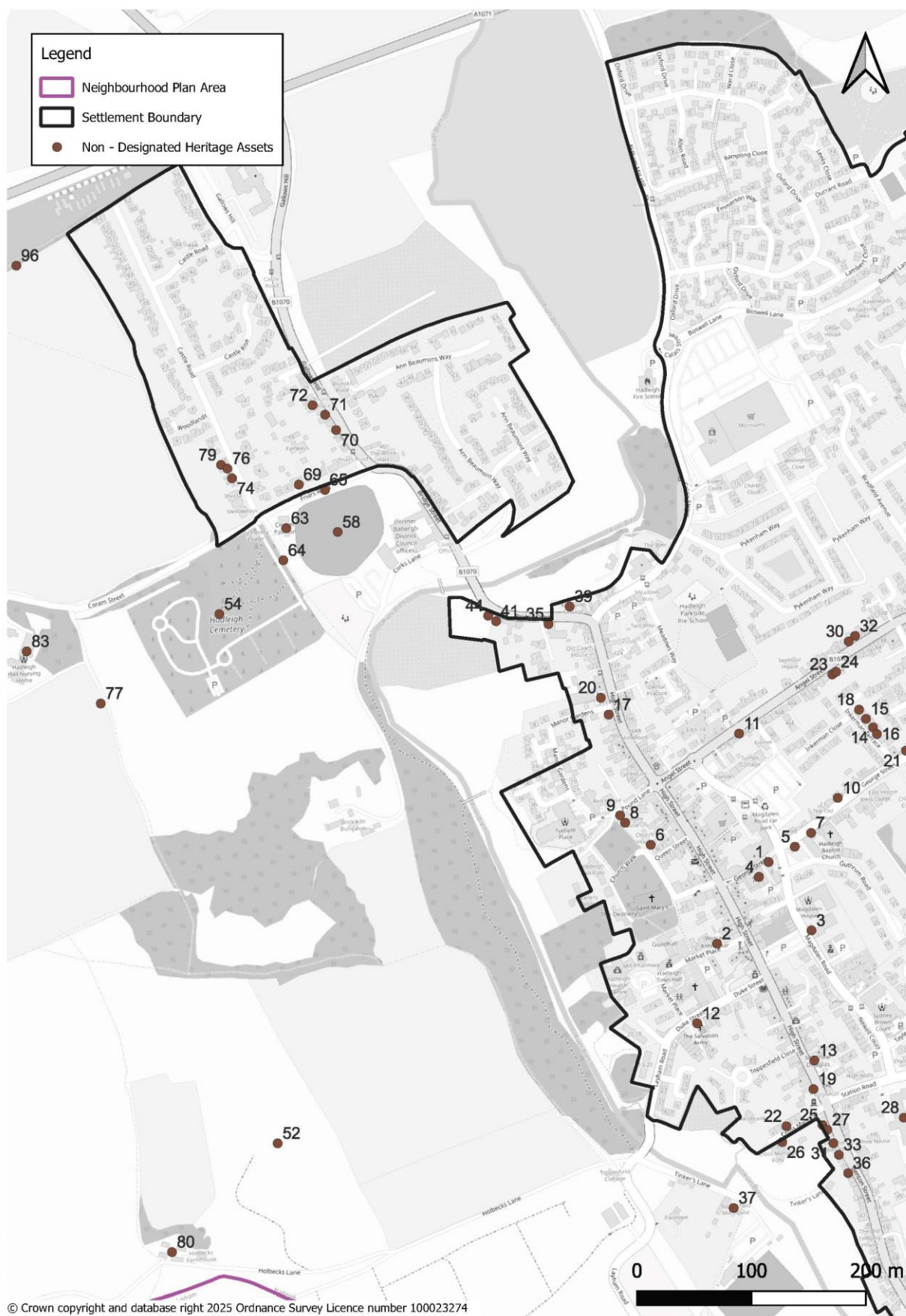
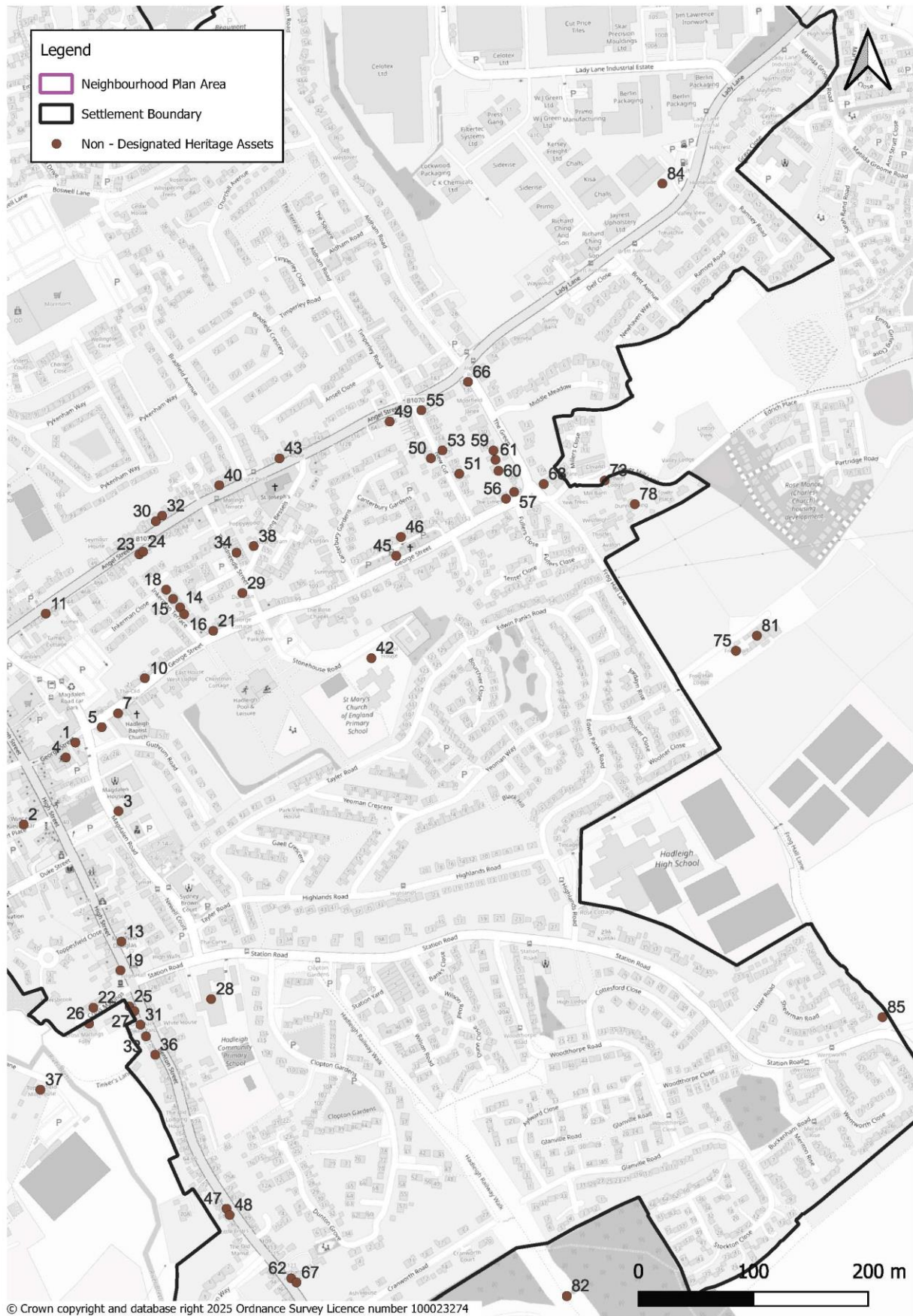


Figure 6.3: Non-designated Heritage Assets in Hadleigh (town centre east)





- 6.5 This designation enables the significance of an identified Non-designated Heritage Asset to be better taken into account in the determination of planning applications that may affect the asset.

#### **POLICY HAD6: NON-DESIGNATED HERITAGE ASSETS**

- A. This policy identifies 96 Non-designated Heritage Assets. Their locations are shown on Figures 6.1 to 6.3, and they are listed in Appendix A. Specific details for each NdHA are published on the Hadleigh Society website: <https://hadsoc.org.uk/local-list/>**
- B. All proposals for development that directly, or indirectly affect a non-designated heritage asset, as identified on the Hadleigh Local List of Non-designated Heritage Assets, require their significance to the heritage character of the area and its sense of place to be taken into account in regard to the scale of any harm or loss to the heritage asset to minimise any significant harm or loss to the asset and or its setting. This should be included as part of a heritage statement.**
- C. Identified Non-designated Heritage Assets that provide a significant contribution to the special character or appearance of the Hadleigh Conservation Area should be retained and their demolition or substantial demolition should only be permitted where less than significant harm will be caused to the Conservation Area.**



*Benton Street*



*Toppesfield Bridge*



*High Street*



## 7. LOW CARBON DEVELOPMENT



- 7.1 Built development uses a significant amount of energy and creates carbon emissions, both in the construction phase and once in use. Given the extent of climate change and the need to drastically reduce emissions, it is vital that all built development minimises emissions throughout its whole life cycle and is designed to use as little energy as possible. Moreover, the creation and use of renewable energy as locally as possible will make a significant contribution towards addressing climate change.

### Low Energy Buildings

- 7.2 The Climate Change Act 2008 committed the UK to an 80% reduction in CO<sub>2</sub> emissions by 2050. In June 2019, an announcement was made by Government to reduce this further to almost 100% by 2050. This will be a major task that will require everyone to be engaged, from households and communities, to businesses and local and national government.
- 7.3 In 2016, the residential sector alone accounted for over 16% of the UK's annual greenhouse gas emissions (source: Department for Business, Energy and Industrial Strategy). The total emissions from all building types will therefore be much greater. Standards for ecologically sustainable homes and developments are established through Building Regulations and Joint Local Plan policies. Specifically, Policy LP23 (Sustainable Construction and Design) requires new residential dwellings to achieve reductions in CO<sub>2</sub> emissions for the Target Emissions Rate in the 2021 Building Regulations.
- 7.4 However, for built development to make a meaningful contribution towards achieving net zero by 2050, development needs to go further. Hadleigh's Neighbourhood Plan recognises that in climate policy terms, ensuring new development is very low carbon in design and build is the lowest of low hanging fruit towards the UK's decarbonisation, and therefore expects that developers in the parish will contribute effectively to achieving national and county net zero goals
- 7.5 New development is therefore encouraged to exceed the requirements of Joint Local Plan Part 1 Policy LP23 or, at the very least, to ensure that new properties are designed so that they are ready to receive the technologies that are crucial to minimising their energy use, e.g. underfloor heating to increase the effectiveness of heat pumps, orientated south to maximise the potential from solar panels, etc. The aim should be for houses to achieve the best standards possible – at the current time this is commonly considered to be the Passivhaus standard.
- 7.6 In terms of the materials used in construction, efforts should be made to use natural, repurposed or recycled materials where possible. This could include recycled steel and bricks (including clay bricks), reclaimed wood, cross-laminated timber, wool or straw bale insulation.
- 7.7 In particular, driveways and parking areas are an issue in terms of their environmental impact. The cumulative impact of large numbers of hard-surfaced, impermeable driveways and parking areas on rainwater run-off and biodiversity generally is considerable. New builds should look to use alternative materials such as porous matting to help minimise this.
- 7.8 Whilst development in the Conservation Area or on historic buildings (i.e. listed buildings) needs to be considered in terms of its impact on heritage, the proliferation of new materials and innovative design of solar PV panels means that there are opportunities for such provision to be made without having an unacceptable impact on heritage.

## **POLICY HAD7: LOW CARBON DEVELOPMENT**

**A. Proposals for new development, including the construction of new buildings and the redevelopment and refurbishment of existing building stock, are encouraged to exceed the requirements in Policy LP23 (Sustainable Construction and Design) of the Babergh and Mid Suffolk Joint Local Plan Part 1 (2023) and achieve the best possible levels of energy efficiency.**

**Passivhaus / Zero Carbon is considered to represent the optimum response.**

**B. In particular, the following are strongly encouraged:**

- a. The use of porous materials for driveways and parking areas.**
- b. Innovative design and materials to enable the use of roof-mounted solar PV panels in the Conservation Area or on listed buildings without having an unacceptable impact on heritage.**
- c. The installation of heat pumps and associated underfloor heating, particularly where insulation has been maximised.**

## **Community Energy**

- 7.9 Joint Local Plan Part 1 Policy LP25 (Energy Sources, Storage and Distribution) provides support for community energy generating proposals, subject to ensuring certain impacts are mitigated.
- 7.10 The most efficient energy networks are those that produce renewable energy and use it locally. These are commonly called district heating networks and enable communities to be more self-sufficient and therefore more resilient in terms of their energy needs. An excellent local example of a developing district heating network is in Bildeston <https://heatingbildeston.uk/our-project>.
- 7.11 All development sites could provide potential opportunities to accommodate renewable energy generation proposals. Other renewable energy schemes that are community-led or which clearly provide benefits for local residents are also likely to garner stronger local support.

## **POLICY HAD8: COMMUNITY ENERGY**

**The development of a district heating or electricity network to serve Hadleigh will be strongly supported. If a district heat network is in place or there is clear evidence that it will be in place and providing energy within the lifetime of a development proposal, then that development proposal must be designed to connect to that network unless it is demonstrably unfeasible.**

## 8. SAFE, SUSTAINABLE AND ACTIVE TRAVEL

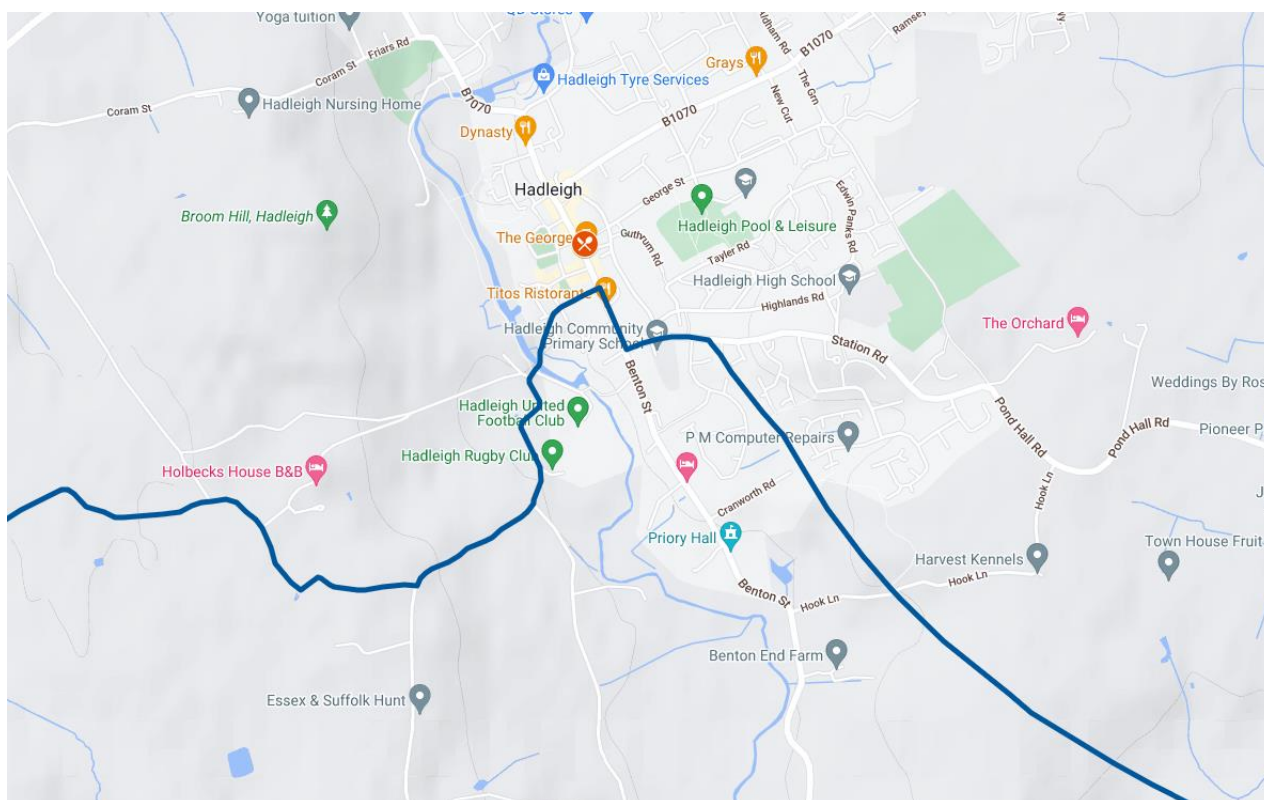


### Walking and Cycling

- 8.1 In terms of trying to positively influence future patterns of movement into and around Hadleigh and particularly within the town, the Neighbourhood Plan seeks to focus on making improvements for pedestrians and cyclists in order to encourage more walking and cycling to and from the residential areas. Linking residential areas into the network of walkways and safest cycling routes is vital to encourage more walking and cycling and less use of the private car. Such improvements have a range of benefits including:
- Providing genuine alternatives to the private car as a means of accessing the town centre, primary and secondary schools, medical and other community facilities;
  - Providing health benefits through increased physical exercise;
  - Facilitating less congestion and reducing air pollution at busy times by encouraging children to walk to and from school and people to walk to the shops rather than 'jumping in the car' for a short journey;
  - Providing a safer environment for the community of Hadleigh, including for vulnerable users.
- 8.2 Being a market town, Hadleigh has many of the services that residents need. As such, there will be a large number of short-distance trips made every day - to travel to work, school, community activities or the shops and services on the High Street and industrial estate. Most parts of the town are within a 5-minute cycle of the centre of the High Street area. The goal is to maximise the proportion of these trips that are undertaken on foot or by bicycle.
- 8.3 There are a series of key main routes which form the spine of Hadleigh. These are the High Street, Angel Street, Station Road and Calais Street/Aldham Mill Hill. To enhance walking and, in particular, cycling, these routes need to be made as safe and pleasant as possible for pedestrians and cyclists. If routes for bicycles can be segregated from other vehicular traffic and pedestrians, it is likely that more people will choose to cycle. Whilst such improvements may not always be possible, opportunities should be taken where possible and new developments should ensure that they provide safe, high-quality footpath and cyclepath linkages in to these key main routes from the heart of their developments.
- 8.4 The Wolf Way is a 248-mile (400km) cycling route around Suffolk that is promoted by Cycling UK. The route passes through Hadleigh, via the Hadleigh Railway Walk, Station Walk, High Street, Due Street and Layham Road. The Wolf Way will encourage cyclists through Hadleigh, and placing facilities for cyclists (such as parking, bike maintenance facilities and e-bike charging) at strategic spots along the route within the town will encourage and enable them to stop and spend some time in the town – further boosting the visitor economy.



**Figure 8.1: Route of the Wolf Way through Hadleigh**



Source: Wolf Way route map

- 8.5 In addition, a Local Cycling and Walking Implementation Plan (LCWIP) was prepared at district level for Babergh and Mid Suffolk<sup>7</sup>. This identified a prioritised programme of infrastructure improvements for future investment and covered the Hadleigh area. It specifically identified a community desire for a segregated cyclepath along Hadleigh High Street along with improved junction crossings for cyclists and pedestrians. Development of this is strongly supported by the Neighbourhood Plan and major site allocations in the Joint Local Plan Part 2 should contribute towards this.
- 8.6 Suffolk County Council has also prepared a Green Access Strategy (2020-2030)<sup>8</sup> which sets out SCC's commitment to enhance PROW, including new linkages and upgrading routes where there is a need. The strategy also seeks to improve access for all and to support healthy and sustainable access between communities and services through development funding and partnership working.
- 8.7 Where new cycle and walking spaces are provided, they should seek to minimise their impact on surface water flooding and the environment generally. This can be achieved by using permeable materials. This will also help to integrate such routes with the landscape character of the area and reinforce distinctiveness and identity. Where there isn't sufficient street lighting, solar lighting should be provided.

<sup>7</sup> Babergh and Mid Suffolk District Councils (2022) *Local Cycling and Walking Infrastructure Plan*

<sup>8</sup> Suffolk County Council (2020) *Suffolk Green Access Strategy*



*Taylor Road to Stonehouse Road*



*Tinkers Lane*

*Example of well-used but poorly lit footpaths leading to sports venues*

- 8.8 Where cycling infrastructure is installed, it should include safe cycle parking infrastructure. Development proposals should include safe and secure cycle parking to all homes, positioned close to people's front doors, to aid convenience and encourage choice over car use for short trips. In developments where there are multiple dwellings in a building, secure cycle lockers should be installed. Joint Local Plan Part 1 Policy LP24 (Design and Residential Amenity) does require this of development. Guidance is also provided about this in the Suffolk Design: Streets Guide and in national guidance (LTN1/20).

#### **POLICY HAD9: ENHANCING WALKING AND CYCLING**

- A. Development proposals which would improve cycling and walking in the Neighbourhood Plan area will be supported. In particular, provision of segregated cycle and pedestrian routes will be strongly supported. Such routes must also ensure that access for disabled deaf or blind people is secured.**
- B. To ensure that residents can access public transport facilities, schools, leisure and other important facilities serving Hadleigh, where practicable development proposals should ensure safe and continuous pedestrian routes that connect to the following key routes shown on the Policies Map:**
  - a. High Street
  - b. Angel Street
  - c. Station Road
  - d. Calais Street/Aldham Mill Hill
- C. Proposals to enhance the identified key routes for pedestrians and cyclists will be supported.**
- D. Development proposals should not have an unacceptable impact on the safety and accessibility of these key routes. Developments proposals should provide a strategy to mitigate the impact of additional traffic movements on the safety and flow of pedestrian and cycle access on the identified key routes.**
- E. For major developments (as defined by the NPPF), proposals should be accompanied by an Active Travel Plan.**
- F. Particular encouragement is given to securing the potential transport improvements identified in Appendix A.**



## Access To The Countryside

- 8.9 Whilst Hadleigh is a market town, it sits within a rural area. Access to the countryside is therefore unsurprisingly very important to the residents of Hadleigh. The need for access as a means of exercise, to walk dogs and for general wellbeing is vital. Without this, the community becomes more reliant on use of the private car to access leisure opportunities, which creates more short distance car trips that do not contribute positively to sustainability.
- 8.10 The public rights of way (PROW) network is therefore very important. Figure 8.2 overleaf shows the existing network.



*View over Hadleigh and the 1960's-built industrial estate*



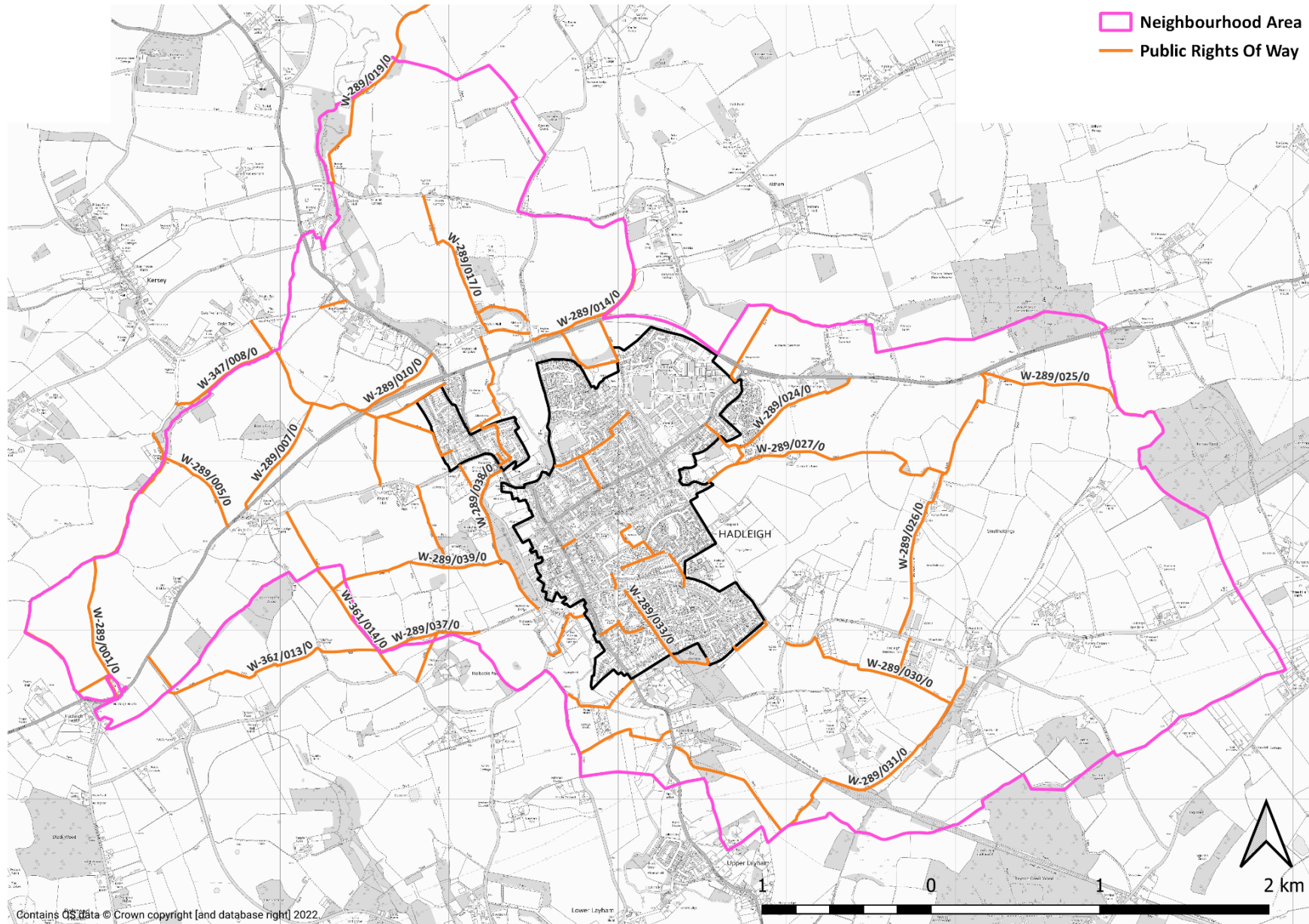
*Access via A1071 to Wolves Wood RSPB Nature Reserve on the outskirts of Hadleigh*



*Access to countryside from one of the newest developments*



Figure 8.2: Public rights of way network



## **POLICY HAD10: ACCESS TO THE COUNTRYSIDE**

- A. Access to the countryside will be promoted through protection and maintenance of the existing Public Rights of Way (PROW) network (as shown in Figure 8.2), its enhancement where possible, provision of bridleways and the safety of users of rural roads and lanes.**
- B. Proposals to divert PROWs or cycleways should provide clear and demonstrable benefits for the wider community. Where possible, development should enhance PROWs by improving existing routes and improving connectivity through the creation of new routes. The loss or degradation of any PROW will not be permitted in other than very special circumstances.**

## **Actions**

8.11 The following actions were proposed through the development of the Neighbourhood Plan as ways of supporting the objective related to enhancing cycling and walking (and public transport) to reduce car dependency:

- Lobby for the provision of designated bus parking (potentially in Bridge Street).
- Lobby for improvements to the junctions identified in the Hadleigh Transport Study<sup>9</sup> - High Street/Angel Street, High Street/Calais Street, Highlands Road/Tayler Road.
- Improve bicycle parking in the town centre by installing a secure and attractive cycle parking area in the centre with e-bike charging points and a tap to refill water bottles.
- Support and encourage the creation of a car-pooling club scheme for Hadleigh, such as the Co Wheels or Enterprise schemes existing already around the UK.
- Explore the potential of the Hadleigh community being placed on the Liftshare or equivalent platform.
- Make the existing walking and cycling routes available digitally via an app or similar.
- Install benches where there is space on the uphill routes in Hadleigh and on walking routes. Any benches should be made of sustainable materials rather than virgin wood, virgin metal or virgin plastic.
- Raise awareness and promote community use and support for the Hadleigh Community Transport that runs across the District.
- Add self-help tourist trail markers in the ground for walks from new developments into the town centre and towards the heritage core of the town with links into and through existing residential areas and any existing public footpaths or markers.
- Explore the potential for a rickshaw scheme for short runs around town with volunteers running on regular routes and to and from tourist attractions (such as Benton End, St Mary's Church and Deanery Tower, Riverside Walk and Railway Walk, Broom Hill Nature Reserve and the High Street conservation area).
- Explore the potential for making the Railway Walk circular (to Benton End) and extending it to Hook Lane.
- Support the promotion of the Wolf Way route which will improve bicycle parking in the town centre.
- Work with County Council's Passenger Transport Team and the Suffolk Enhanced Partnership for bus travel to future-proof and protect the provision outlined within section 4.7 in the Hadleigh Transport Study Report.

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<sup>9</sup> 2020 Consultancy (2023) *Hadleigh Transport Study*, for Hadleigh Town Council

## 9. HOUSING



- 9.1 Many of the housing needs expressed by the community of Hadleigh through the development of the Neighbourhood Plan are not unique to the area. Issues of an ageing population and its needs, affordability, and the need to think innovatively about how we provide housing in the future were raised. The policy framework provided by the Joint Local Plan Part 1 addresses a lot of these issues. The Neighbourhood Plan cannot duplicate such policies, therefore it seeks to highlight the most important aspects and to add to them where possible.

### Housing Needs

- 9.2 An important issue raised by the community of Hadleigh was the need for new housing to be designed so that it can be adapted as people's needs change. What people cited was the concept of 'homes for life' – easily adaptable homes that are designed in a way which has the future in mind. This is one aspect of the 'Building for a Healthy Life' national design code standards which is an exemplar for good design of residential development<sup>10</sup>.
- 9.3 JLP Part 1 Policy LP24 (Design and Residential Amenity) requires at least 50% of new dwellings to meet the national Building Regulations requirements for accessible and adaptable dwellings. Also, where appropriate it requires design to demonstrate consideration for the needs of disabled people and an ageing population and follow Dementia-Friendly Design Principles<sup>11</sup>.

### Co-housing

- 9.4 Alternative approaches to housing provision are also seen as positive ways to view the future of community in Hadleigh. In particular these can promote community, affordability and well-being.
- 9.5 Co-housing was specifically identified as one possible way of providing such housing. Co-housing is also referred to as an intentional community – people living in a way that they themselves have intentionally designed. Examples in countries such as Denmark have shown that smaller housing with shared facilities and common spaces have proven very popular. Such shared facilities might include laundry rooms. These developments have been shown to enhance social wellbeing and in particular help to combat loneliness.
- 9.6 JLP Part 1 Policy LP07 (Community-led and rural exception housing) sets out the expectation that any community-led housing proposal is able to demonstrate that the scheme is both legitimate and has general community support. It is important however that encouragement is given for such proposals to come forward.

#### **POLICY HAD11: CO-HOUSING SCHEMES**

**Subject to meeting the requirements of Babergh and Mid Suffolk Joint Local Plan Part 1 Policy LP07 (Community-led and rural exception housing), proposals to deliver co-housing schemes will be strongly supported. Such schemes should seek to provide a range of shared facilities and common spaces that meet the needs of prospective residents.**

<sup>10</sup> <https://www.designforhomes.org/project/building-for-life/>

<sup>11</sup> [https://www.rtpi.org.uk/media/2213533/dementia\\_and\\_town\\_planning\\_final.compressed.pdf](https://www.rtpi.org.uk/media/2213533/dementia_and_town_planning_final.compressed.pdf)



## 10. COMMUNITY, VISITOR AND SERVICE ECONOMY



### Hadleigh Town Centre

- 10.1 The town centre in Hadleigh is seen as a fundamental part of what makes Hadleigh so popular, both for residents and visitors. It is home to a range of shops, including many independent stores, and has arguably been more successful than others in the face of a declining market for bricks-and-mortar shops in the face of online retailing. However, vacancy rates have been rising since 2010, with the rate in 2023 at approximately 12% compared with less than 5% in 2010.
- 10.2 Matters such as business rates are outside the influence of the Neighbourhood Plan. Moreover, changes to the Use Classes Order mean that there is a lot more scope for uses to change without the need for a planning application (see 'Temporary uses'). However, there is still scope for the Plan to influence the future of the High Street so that it reflects what the community wants from it over the lifetime of the plan.

### Shopfronts

- 10.3 A feature of the High Street is the range of styles of shop units and frontages. Being at the heart of the Conservation Area, it is very much the face of Hadleigh and the listed buildings which house many of its shops are one of the reasons why it has endured as a place that people like to come to shop. Whilst this helps to ensure that new shopfronts do not detract from the setting of the Conservation Area, it is vital that the right balance is struck so that new retail businesses continue to be attracted to Hadleigh to fill empty units when they inevitably arise.



*Examples of high-quality shopfronts and signage*

- 10.4 The Neighbourhood Plan is supported by an Advertising and Shopfront Design Code Document. This provides guidance on examples of the features and layouts which create high quality shopfronts, signs and advertisements in the town. These design codes should inform any new shopfronts, shop signage or advertising generally within the town centre.

### Temporary uses

- 10.5 The changing nature of high streets does need to be recognised. In particular, changes to the Use Classes Order mean that retail units can be lost to 'main town centre uses' other than retail. As such,

protection can only be provided by policy for changes to uses that are not within this definition<sup>12</sup>. For the High Street to continue to thrive it needs to be a place that people want to come – with a high-quality public realm – and needs to be flexible with the ways in which empty shop units are filled – including temporary uses.

### **Hadleigh Market**

- 10.6 One of the most well-loved activities in Hadleigh town is the weekly market. Held every Friday, it has 16 stalls offering a range of fresh produce and other goods. A survey in late-2021 showed that more than half of its visitors came every week.
- 10.7 It is important that the market is supported so that it can continue to thrive. As part of this, the opportunity to expand is important as many survey respondents wanted a greater choice of goods. This could include the provision of some undercover space for small stalls to have pop-up spaces. This often gives potential businesses the chance to trial their goods to see how popular they may be.
- 10.8 The expansion of the market is therefore supported. It is important this is balanced with the retention of a high-quality public realm (the market survey identified the need for more spaces to sit) and the need to protect the amenity of the neighbouring shops.



Hadleigh Neighbourhood Plan stand at  
Hadleigh Market, June 2022

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<sup>12</sup> The NPPF (Dec 2023) classifies main town centre uses as retail development (including warehouse clubs and factory outlet centres); leisure, entertainment and more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, nightclubs, casinos, health and fitness centres, indoor bowling centres and bingo halls); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).

## POLICY HAD12: HADLEIGH TOWN CENTRE

- A. To secure the ongoing vitality of Hadleigh Town Centre, proposals which protect, enhance and promote a diverse range of main town centre uses – including retail, leisure, commercial, office, tourism, cultural and community - will be supported within the Town Centre, subject to the other policies in this Neighbourhood Plan.

### Shopfronts, signage and advertising

- B. Proposals for new shopfronts, signage or advertising in Hadleigh Town Centre should demonstrate how they accord with the Hadleigh Advertising and Shopfront Design Code Document or any successor document. The use of traditional materials such as timber with sign-written titles rather than plastic, externally illuminated signs will be supported for both shopfronts and protruding signs. Security grilles and shutters should be internal wherever possible and the use of external solid security shutters is resisted.

### Existing retail premises

- C. In the Hadleigh Town Centre, as shown on the Policies Map, the permanent change of use of main town centre uses to other uses will only be supported where the following can be demonstrated:
- The proposed use will maintain the vitality and viability of Hadleigh Town Centre;
  - The premises in question have not been in continuous active use for at least 12 consecutive months; and
  - The existing premises have no potential for reoccupation by a main town centre use as demonstrated through the results both of a full viability report and a marketing campaign lasting for a continuous period of at least 6 months.

### Temporary uses

- D. The use of premises for main town centre uses on a temporary basis will be supported in Hadleigh Town Centre. Such uses include 'pop up' shops and cultural, creative and leisure uses introduced on a temporary basis or for specific events.
- E. Such uses must demonstrate that they will not have a detrimental impact on the amenity of neighbouring uses, particularly residential through pollution or excessive noise.
- F. Such uses will generally not be considered appropriate if the operation of the business requires such large amounts of vehicle parking in order to function unless sufficient parking arrangements have been presented.

### Hadleigh market

- G. The expansion of provision at Hadleigh market, including the provision of undercover pitches, is supported, provided any negative impacts on the surrounding area (including the operational requirements of existing businesses in the vicinity) can be mitigated.

### Public realm

- H. Proposals which enhance the quality and accessibility (specifically for pedestrians and disabled users) of the public realm in Hadleigh Town Centre will be supported.



## Community Facilities

### Community Buildings

- 10.9 With the proposed growth of Hadleigh over the plan period, it will be particularly important that provision of community infrastructure keeps pace with the increased population. This includes all spaces and buildings which are used by the community, principally for leisure, e.g. community rooms, sports facilities, arts centres, libraries, etc.
- 10.10 Joint Local Plan Part 1 Policy LP28 (Services and Facilities within the Community) supports the provision of new accessible local services and community facilities where the proposal is well related to and meets the needs of the community.
- 10.11 It will be important moving forward that further work is done to identify the specific community infrastructure needs of the community of Hadleigh. Moreover, if such provision is to be made on new site allocations coming forward through the Joint Local Plan Part 2, then these should be provided in locations that are accessible to the existing community, as well as the new residents, particularly on foot and by bicycle.
- 10.12 One specific item that has been identified as requiring expansion is Hadleigh Library. Suffolk County Council has advised that it is at 86% of the size required for the catchment population and that any significant level of growth proposed will required an increase in the level of service.



*Above: Hadleigh Cricket Club: building used for numerous community activities*

### Sports and leisure facilities

- 10.13 As with other types of community infrastructure, sports facilities is an integral part of the community in Hadleigh. The town is relatively well served for a range of sports and leisure facilities and has an excellent network of clubs including football, rugby, tennis, cycling, cricket, bowling, gymnastics, bowling, badminton, netball and running.
- 10.14 The Layham Road Sports Ground is home to a number of these sports, including football, rugby and tennis. However, it is limited in its ability to expand. As the town grows in population, it will be important that these and other sports that are thriving in Hadleigh are able to grow. The new site allocations that will come through the Joint Local Plan Part 2 will facilitate this growth of the town. Any large-scale allocations will potentially provide important opportunities to ensure that the sports and leisure facilities needed by the population grow as well.
- 10.15 In particular, the need has been identified for new facilities to support football, rugby, cycling and athletics (in the form of a running track). As identified in the 'Hadleigh Sporting Community Status and Plan' document, the growth of football and rugby may mean reorganisation of the sports provided at Layham Road Sports Ground so that new, expanded provision can be made elsewhere for one or more of the current sports located there.
- 10.16 The Neighbourhood Plan therefore seeks to ensure that the site allocations in the Joint Local Plan Part 2 fully consider the needs of the local sports community and engage them fully when considering the sport and leisure needs which these allocations can address on site as part of their development.

## POLICY HAD 13: SPORTS AND LEISURE PROVISION

All major development including site allocations in the Babergh and Mid Suffolk Joint Local Plan Part 2 in the Plan area should ensure, where possible, that they address the need for new, or expanded and enhanced sports, leisure, and community facilities for all users, accessible to both existing and new residents particularly by walking and/or cycling. This should be informed by early engagement with the sports and community clubs and providers in the town to establish existing and future needs and opportunities.

### Actions

10.17 The following actions were proposed through the development of the Neighbourhood Plan as ways of supporting the objectives of providing a full range of community services and facilities for residents and visitors of all ages and making Hadleigh a 'destination of choice':

- Improve surfacing on approaches to Hadleigh marketplace in order to ease access to the market.
- Improve town-wide signage for Hadleigh Market.
- Improve signage for historic monuments/buildings needs across the town.
- Show support for proposals for expansion of Hadleigh High School, including any sixth form and sporting provision, so young people do not have to leave Hadleigh to go to Colchester and Ipswich for these educational services.
- Support the provision of Changing Places toilets at open public spaces.
- Support the Guildhall [*pictured right*] Regeneration project to make it sustainable for future generations. See:

[www.hadleightownhall.co.uk/future-use-study](http://www.hadleightownhall.co.uk/future-use-study))

This could include the provision of office / meeting space for hire.



- Explore the potential for a Hadleigh Visitor Information Centre or Heritage Centre.
- Support the St Mary's Church's project to transform and append an extension to the church as a multi-functional space for all in the community.
- Explore the potential to install additional keep-fit equipment in parks around Hadleigh.
- Promote water refill stations across the town to sign up to the refill campaign <https://www.refill.org.uk>.



*"Pop up" Visitor Information Centre  
in summer 2023 at 46 High Street*



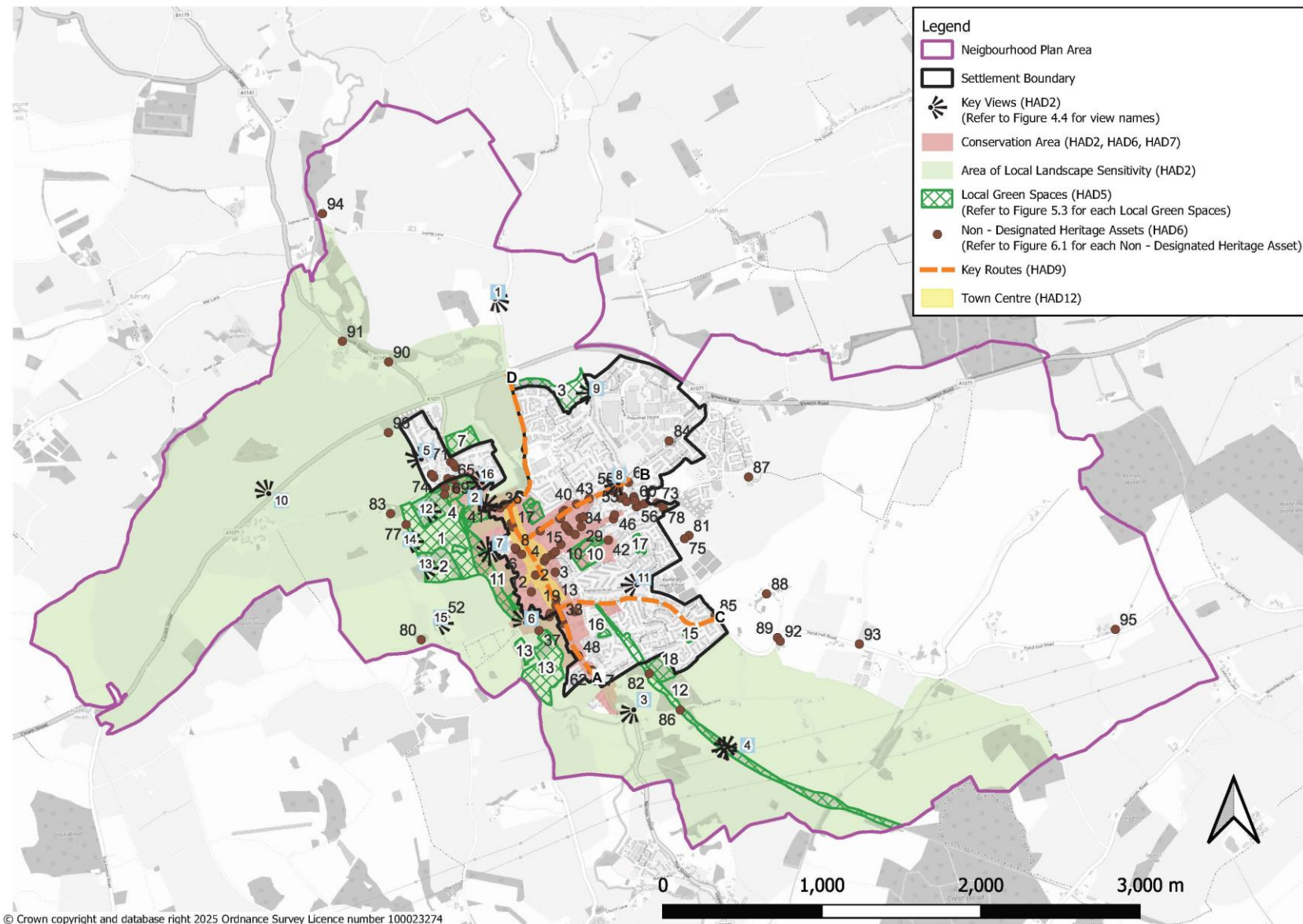
*Morris Dancers in Hadleigh Market Place  
Hadleigh Day of Dance, June 2022*

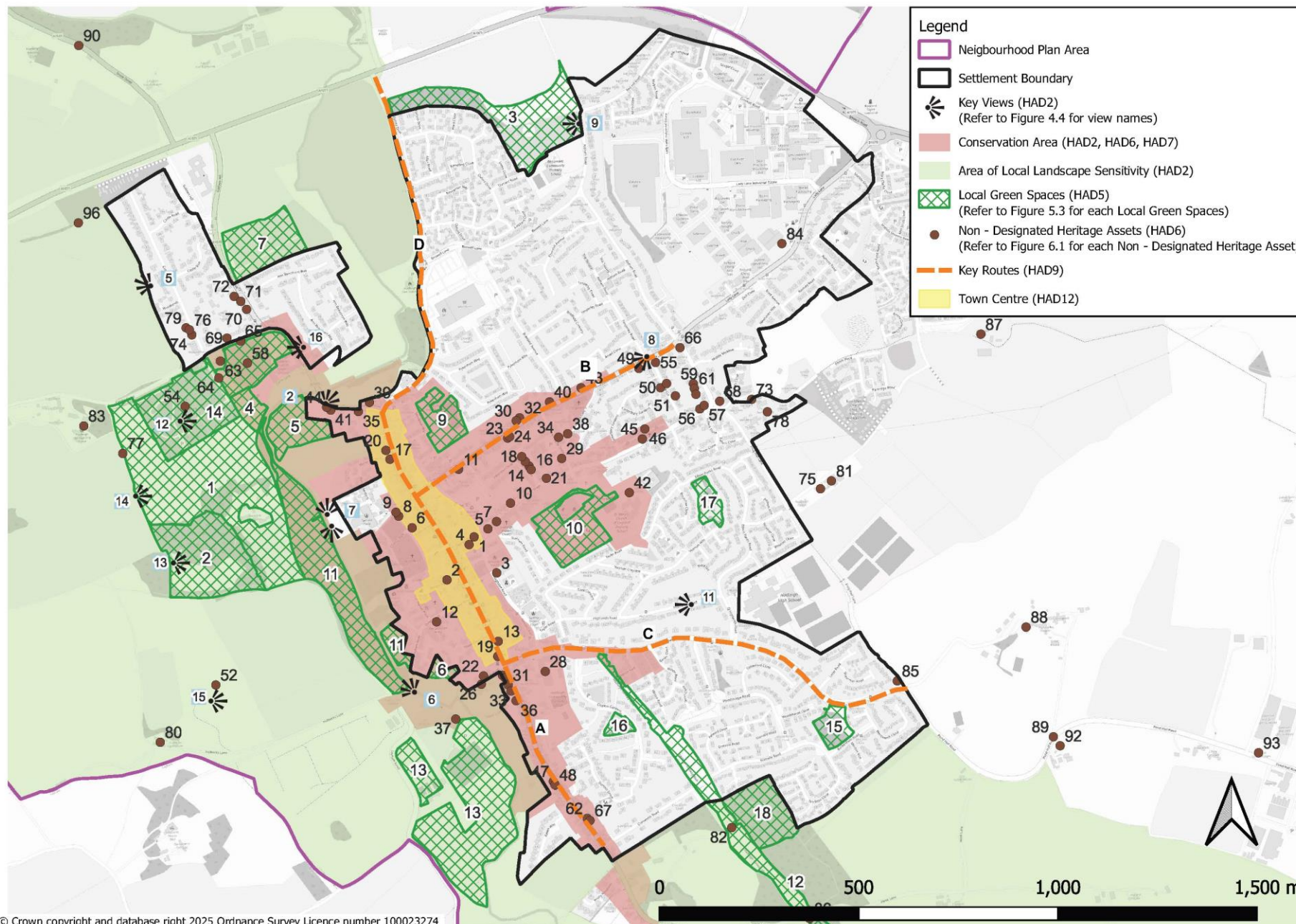


*Street fair, 2007*



## 11. POLICIES MAPS







## 12. IMPLEMENTATION



- 12.1 “Once made, the neighbourhood plan becomes part of the statutory development plan for the area. Planning applications must be determined in accordance with the development plan, unless material considerations indicate otherwise. So the local planning authority (LPA) has a key responsibility in implementing the neighbourhood plan, by applying the policies through the development management process. Development management refers to the role of LPA in dealing with planning applications and other consents.” (*Locality*)
- 12.2 Babergh District Council also operate a Community Infrastructure Levy (CIL) charging regime. When our neighbourhood plan is formally adopted, the Town Council will be entitled to receive an uplift equivalent to 25% of the amount of CIL money received from qualifying development within the plan area.. This CIL money can be used to address infrastructure deficiencies or community priorities identified in this neighbourhood plan as well as other purchases of infrastructure that the Town Council sees fit to use funds on.
- 12.3 Additional benefits can also be secured through the planning process via Section 106 agreements. The Town Council has no direct role in negotiating or administering these payments but could engage in constructive dialogue with the LPA to identify priorities.

### Monitoring

- 12.4 To assess how effective our neighbourhood plan is, the Town Council will need to monitor how it is being used and the consequent decisions and actions of the LPA. Monitoring will assess:
- how the policies are being applied to shape decisions on planning applications
  - whether projects and/or actions identified are being achieved
  - level of monies raised through the Community Infrastructure Levy (CIL) and how such monies are being used (this will be monitored via the annual return to BDC)
  - whether plan aims are being achieved
  - changes to national and local policy
  - changes in the local area.
- 12.5 Consideration of any of these factors could indicate a need to revise a neighbourhood plan.
- 12.6 The monitoring of the Neighbourhood Plan needs to be done by a person(s) who are familiar with the neighbourhood plan and preferably have been involved in its preparation. They should also be consistently involved and have the capacity to do such monitoring. A good understanding of the neighbourhood plan’s policies will be necessary in order to assess how well they are being applied. As such, the Town Council will be responsible for monitoring the Neighbourhood Plan and its officers will undertake the work necessary to monitor and keep records of such monitoring.
- 12.7 Below is a checklist of questions that will be pertinent to assessing planning application decisions:
- Policy compliance: Are planning applications being determined in accordance with neighbourhood plan policies?



- Reasons for departing from policies: If decisions depart from neighbourhood plan policies, are clear and valid reasons for doing so being given in officer reports?
- Effectiveness: Are policies proving to be effective in shaping local authority decisions and appeal decisions?
- Ineffectiveness: If policies are proving to be ineffective, then why?
- Matters not addressed by policies: Are there any significant issues arising that are not covered by neighbourhood plan policies?

12.8 A spreadsheet will also be created as a record for each policy answering the following questions:

- how much each policy is being used
- issues that are being addressed effectively and consistently
- issues not being addressed adequately by each policy
- general comments.

## Review

12.9 The actual decision to revise a neighbourhood plan, and subsequent actions to achieve this, can only be done by neighbourhood plan qualifying bodies (in this case Hadleigh Town Council).

12.10 The Plan will be reviewed at least every five years following the year it is Made. An annual monitoring report will be prepared and submitted to the Town Council each year. This will review the policies and actions laid out in this Plan to check whether they are being applied as intended and to review anything that may have changed since its adoption and how effective the Plan is.

12.11 Reviewing will follow a checklist of factors when considering its effectiveness:

- Consideration of the effectiveness of the existing plan may be assessed through monitoring of planning decisions as above. If the Plan is not having the desired effect, then this may indicate a need for redrafting of policies or introduction of additional policies.
- National Legislation and Policies should be monitored as such changes may have a positive or negative impact on the policies of the made plan. National policy may be a 'material consideration' that may justify a departure from certain neighbourhood plan policies.
- Changes to local policy through revision of the Babergh and Mid Suffolk Joint Local Plan may have an impact on certain neighbourhood plan policies.
- Changing local circumstances could include economic, social or environmental changes. New evidence should be taken into account to identify and assess the impact of local changes.
- Continuing community and stakeholder engagement may highlight local issues or concerns that may influence a decision on whether or not to revise the neighbourhood plan.

## Projects & Actions

12.12 Most neighbourhood plans include projects and actions that fall outside of the scope of planning policy. The advantage of including these in the neighbourhood plan itself (albeit in a non-statutory part) is that it demonstrates to the community what is being done to address certain issues. The disadvantage is that updating the projects and actions section requires revision of the whole neighbourhood plan documentation.

12.13 In addition to monitoring whether projects have been achieved, the impact of those projects and actions could be assessed. For projects, this could include assessment of economic, community and environmental impacts. For funded projects, outputs and outcomes often have to be monitored as a requirement of the funding.

- 12.14 When monitoring actions, it is not just a case of ticking off the actions themselves, but also the outcomes.



*Hadleigh Town Council's King's Coronation Event, 2023 (Deanery Gardens)  
Credit: The Very Rev'd Jo Delfgou*



*Credit: Jo Mackenzie*

## Appendix A ~ Transport Improvements

Excerpt taken from the Hadleigh Transport Study Feb 2023 (2020 Consultancy)

HADLEIGH TRANSPORT STUDY

2020

HIGHWAY & TRANSPORTATION CONSULTANTS

### POTENTIAL TRANSPORT IMPROVEMENTS

The report set out a number of potential solutions to existing transport issues, which have been considered in three categories:

**Short term** – proposals that could be implemented almost immediately with minimal funding, and can be considered simplistic with limited input from stakeholders.

Transport improvements that fall under the short-term category include:

- 20mph speed limits in residential streets;
- Town centre gateways;
- Accessibility improvements throughout Hadleigh;
- Car park signage and pedestrian wayfinding improvements;
- Car park Variable Message Signs.

**Medium term** – improvements that could be implemented in the medium-term and will need a source of funding to be identified, along with input from stakeholders.

Transport improvements that fall under the medium-term category include:

- Enhanced School Safety Zones;
- Junction improvements at the junctions of High Street / Calais Street; High Street / Angel Street; and Highlands Road / Tayler Road;
- Low Traffic Neighbourhoods in residential streets located off George Street;
- A segregated cycle path along the High Street;
- A 20mph zone along the High Street between Angel Street and Duke Street;
- Additional pedestrian crossing points along the High Street.

**Long term** – improvements that are considered to be long-term options that are aspirational, technical, likely to require significant external financial investment, and have good buy-in from stakeholders.

Transport improvements that fall under the long-term category include:

- Continuous footways along the High Street to give pedestrian priority;
- Footway widening along the High Street between Angel Street and Duke Street;
- New road surface materials or surface colouring along the High Street;
- Regeneration of the High Street between Angel Street and Station Road.



## Appendix B ~ List of Non-designated Heritage Assets

I'd no	Names / Description of NdHA
1	8, 8A, GEORGE STREET
2	2, MARKET PLACE
3	ANANDA HOUSE, MAGDALEN ROAD
4	4, GEORGE STREET
5	18, GEORGE STREET
6	VICTORY COTTAGE, CHURCH WALK
7	20, GEORGE STREET
8	SYCAMORE HOUSE, CHURCH WALK
9	POUND HOUSE, POUND LANE
10	29A, 29B, THE LAURELS, GEORGE STREET
11	26, 28, 30, 32, ANGEL STREET
12	SALVATION ARMY HUT, DUKE STREET
13	4, WHEATSHEAF HOUSE, HIGH STREET
14	4, 6, INKERMANN TERRACE
15	8, 10, 12, 14, INKERMANN TERRACE
16	2, INKERMANN TERRACE
17	109, HIGH STREET
18	16, 18, INKERMANN TERRACE
19	1, HIGH STREET
20	115, HIGH STREET
21	67, GEORGE STREET
22	1, 2, 3, 4, 5, 6, CROSS MALTINGS, HIGH STREET
23	62, ANGEL STREET
24	62A, ANGEL STREET
25	2, BENTON STREET
26	CROSS MALTINGS FOLLY, HIGH STREET
27	4, BENTON STREET
28	HADLEIGH COMMUNITY PRIMARY SCHOOL, STATION ROAD
29	4, THREADNEEDLE STREET

I'd no	Names / Description of NdHA
30	81, 83, ANGEL STREET
31	6A, BENTON STREET
32	85, ANGEL STREET
33	6, 8, 10, 12, 14, BENTON STREET
34	1, 3, 5, 7, 9, 11, 13, 15, 17, 19, THREADNEEDLE STREET
35	5, BRIDGE STREET
36	16, 18, 20, 22, 24, 26, BENTON STREET
37	TOPPESFIELD MILL HOUSE, TINKERS LANE
38	YEW TREE COTTAGE, 2 LONG BESSELS
39	4, BRIDGE STREET
40	103, 105, 107, 109, ANGEL STREET
41	17, BRIDGE STREET
42	ST MARY'S C of E PRIMARY SCHOOL, & CARETAKERS HOUSE, STONEHOUSE ROAD
43	139 Angel Street
44	BRIDGE HOUSE, BRIDGE STREET
45	THE ALMSHOUSES GREEN, GEORGE STREET
46	113 to 139 [odd house numbers], THE ALMSHOUSES, GEORGE STREET
47	74, 76, 78, BENTON STREET
48	80, 82, BENTON STREET
49	122, 124, 126, ANGEL STREET
50	24, NEW CUT
51	25, 27, 29, NEW CUT
52	WWII PILL BOX, near Holbecks Lane
53	17, NEW CUT
54	The Cemetery, Friars Road
55	1, 3, 5, 7, NEW CUT
56	155, GEORGE STREET
57	157, GEORGE STREET
58	CRICKET GREEN, FRIARS ROAD

I'd no	Names / Description of NdHA
59	14, THE GREEN
60	18, THE GREEN
61	16, THE GREEN
62	121, ORCHARD END, BENTON STREET
63	CRICKET CLUBHOUSE, FRIARS ROAD
64	THE EASTERN CEMETERY WALL, FRIARS ROAD
65	THE CRICKET GREEN BOUNDARY WALL, FRIARS ROAD
66	128, 130, ANGEL STREET
67	123, THE LIMES, BENTON STREET
68	19, THE GREEN
69	4, 6, FRIARS ROAD
70	9, 11, 13, 15, GALLOWS HILL
71	17 & 19(A & B), GALLOWS HILL
72	21, 23, 25, 27, GALLOWS HILL
73	No. 1 TOWER LODGE COTTAGE, TOWER MILL LANE
74	3, 5, 7, 9, CASTLE ROAD
75	FROG HALL, FROG HALL LANE
76	11, 13, CASTLE ROAD
77	WWII PILL BOX, FRIARS ROAD
78	DUNROAMIN, TOWER MILL LANE
79	15, CASTLE ROAD
80	PARK FARM, HOLBECKS LANE
81	FROG HALL, FARM BUILDINGS
82	RAILWAY TUNNEL, RAILWAY WALK
83	HADLEIGH HALL NURSING HOME, FRIARS ROAD
84	FORMER PUMP-HOUSE, LADY LANE
85	WWII PILL BOX, FROG HALL LANE
86	RAILWAY BRIDGE, HOOK LANE
87	DURRANTS FARMHOUSE, TOWER MILL LANE
88	FRENCH'S FARM, POND HALL ROAD



I'd no	Names / Description of NdHA
89	MILESTONE, POND HALL ROAD
90	THE WHITE HORSE, STONE STREET
91	STONE STREET FARMHOUSE, STONE STREET
92	GARRY FARM, POND HALL ROAD
93	1, 2, POND HALL COTTAGES, POND HALL ROAD
94	COSFORD BRIDGE HOUSE, IVY TREE LANE
95	PRIMROSE COTTAGE, POND HALL ROAD
96	BACON LANE (Bridleway 11)

## **Appendix C ~ List of Helpers and Contributors**

### **Sub-Committee and Working Group Members**

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### **With thanks also to ...**

2020Consultancy

AECOM

Babergh District Council

Hadleigh Society

Locality

Lucy Batchelor-Wylam

Navigus Planning

Suffolk Wildlife Trust

Previous Town Council Councillors and Staff

## Appendix D ~ Glossary

**Active travel:** refers to travel that is not by vehicle, rather by foot or bicycle for example, which affords benefits of improving health through exercise and reducing harmful vehicle emissions.

**Affordable housing:** Affordable housing is defined in the National Planning Policy Framework (Dec 2023) as housing for sale or rent, for those whose needs are not met by the market (including housing that provides a subsidised route to home ownership and/or is for essential local workers); and which complies with one or more of the following definitions:

a) Affordable housing for rent: meets all of the following conditions: (a) the rent is set in accordance with the Government's rent policy for Social Rent or Affordable Rent, or is at least 20% below local market rents (including service charges where applicable); (b) the landlord is a registered provider, except where it is included as part of a Build to Rent scheme (in which case the landlord need not be a registered provider); and (c) it includes provisions to remain at an affordable price for future eligible households, or for the subsidy to be recycled for alternative affordable housing provision. For Build to Rent schemes affordable housing for rent is expected to be the normal form of affordable housing provision (and, in this context, is known as Affordable Private Rent).

b) Starter homes: is as specified in Sections 2 and 3 of the Housing and Planning Act 2016 and any secondary legislation made under these sections. The definition of a starter home should reflect the meaning set out in statute and any such secondary legislation at the time of plan-preparation or decision-making. Where secondary legislation has the effect of limiting a household's eligibility to purchase a starter home to those with a particular maximum level of household income, those restrictions should be used.

c) Discounted market sales housing: is that sold at a discount of at least 20% below local market value. Eligibility is determined with regard to local incomes and local house prices. Provisions should be in place to ensure housing remains at a discount for future eligible households.

d) Other affordable routes to home ownership: is housing provided for sale that provides a route to ownership for those who could not achieve home ownership through the market. It includes shared ownership, relevant equity loans, other low cost homes for sale (at a price equivalent to at least 20% below local market value) and rent to buy (which includes a period of intermediate rent). Where public grant funding is provided, there should be provisions for the homes to remain at an affordable price for future eligible households, or for any receipts to be recycled for alternative affordable housing provision, or refunded to Government or the relevant authority specified in the funding agreement.

**Community Infrastructure Levy (CIL):** The Community Infrastructure Levy (CIL) was introduced in legislation in 2010 and enables planning authorities to set a 'levy' on new development in order to secure the infrastructure needed. Babergh and Mid Suffolk District Councils adopted CIL in 2016. The Charging Schedules set out the rate of CIL that will be charged for different types of development, dependent upon location.

**Conservation Area:** An area of notable environmental or historical interest or importance which is more protected by law against undesirable changes.

**Green infrastructure:** The multifunctional, interdependent network of open and green spaces and green features (e.g. green roofs). It provides multiple benefits for people and wildlife including: flood management; urban cooling; improving physical and mental health; green transport links (walking and cycling routes); ecological connectivity; and food growing. Green and open spaces of all sizes can be part of green infrastructure provided they contribute to the functioning of the network as a whole.

**Landscape Character Assessment (LCA):** A method used for understanding what the landscape is like, how it formed and how it may change in the future. It helps to define what makes an area unique as well as what should be done to protect and improve its character.



**Local Green Space:** A green area of particular importance to a community that, if meeting criteria set out in the NPPF, can be afforded special protection through local and neighbourhood plans.

**Major development:** For housing, development where 10 or more homes will be provided, or the site has an area of 0.5 hectares or more. For non-residential development it means additional floorspace of 1,000m<sup>2</sup> or more, or a site of 1 hectare or more, or as otherwise provided in the Town and Country Planning (Development Management Procedure) (England) Order 2015.

**National Planning Policy Framework (NPPF):** The national planning policy document which sets out the Government's planning policies for England and how these are expected to be applied.

**Non-Designated Heritage Asset:** As defined in the Planning Practice Guidance para.38, none-designated heritage assets are buildings, monuments, sites, places, areas or landscapes identified by plan-making bodies as having a degree of heritage significance meriting consideration in planning decisions but which do not meet the criteria for designated heritage assets.

**HADLEIGH  
NEIGHBOURHOOD  
PLAN**

*Shaping Hadleigh's Future*



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