

# Babergh and Mid Suffolk

## Joint Local Plan

### Spatial Distribution Statement

September 2021



Babergh and Mid Suffolk District Councils

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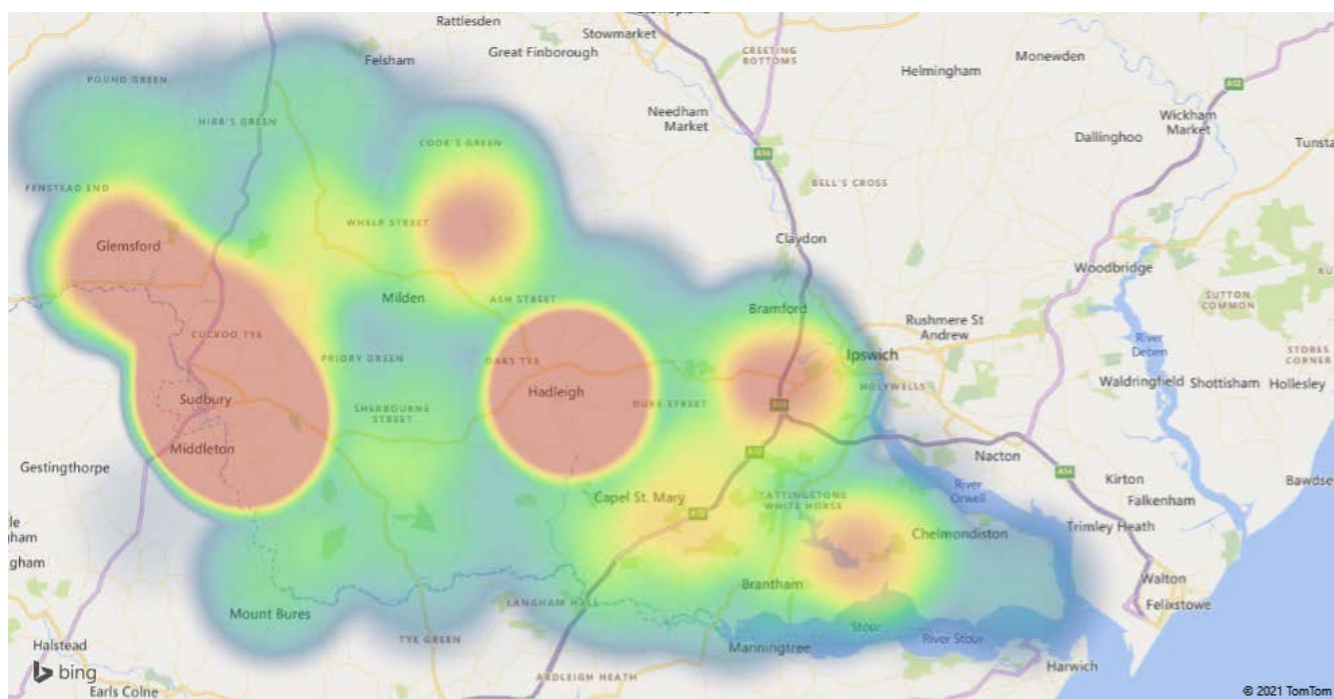
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## Introduction and context

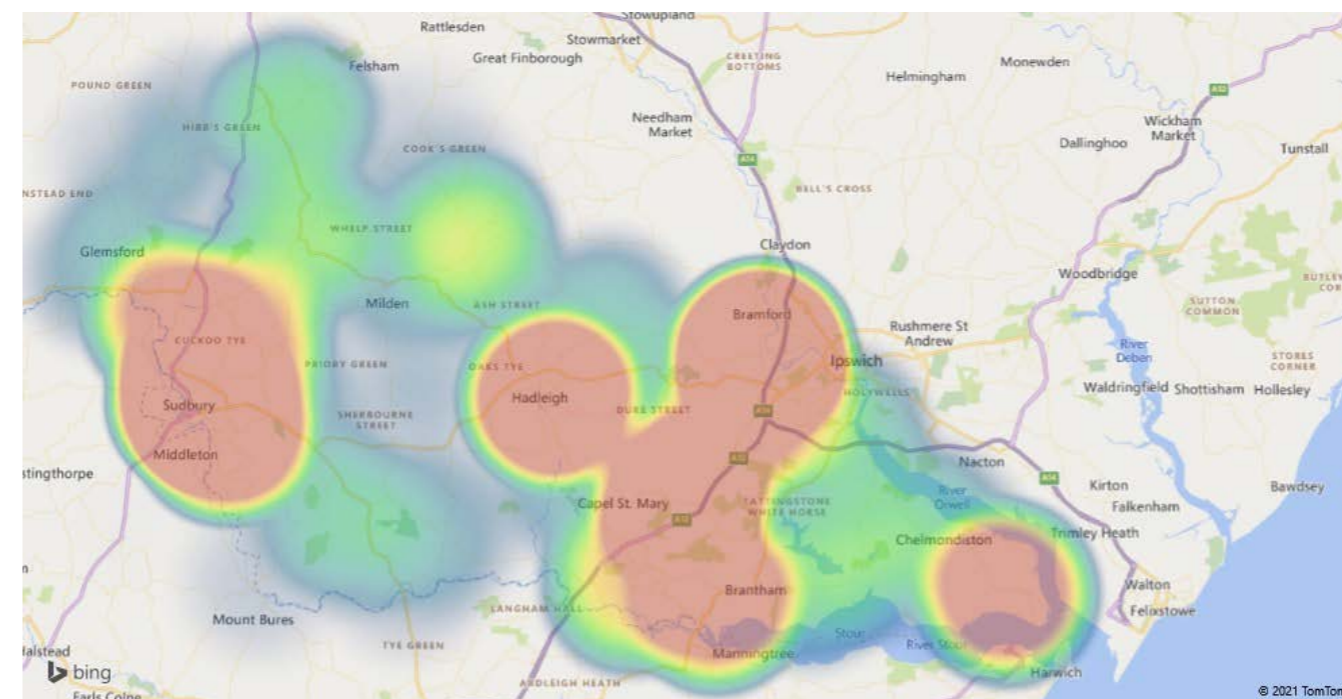
- 1.01 This evidence document has been produced by the Councils for the Babergh and Mid Suffolk Joint Local Plan (JLP) Examination in response to the Inspectors' request from the preliminary Matter 4 hearing session, held on 21<sup>st</sup> July 2021. The entire Core Document Library for the JLP Examination can be accessed online.
- 1.02 For further information please visit the Council's JLP Examination webpages below:
- <https://www.babergh.gov.uk/planning/planning-policy/new-joint-local-plan/joint-local-plan-submission/joint-local-plan-examination/>
- <https://www.midsuffolk.gov.uk/planning/planning-policy/new-joint-local-plan/joint-local-plan-submission/joint-local-plan-examination/>
- 1.03 This document explains the rationale forming the Councils' decisions when composing the spatial strategy for the Joint Local Plan.
- 1.04 Overall, the historic pattern of growth from 2001 – 2020 in both Babergh and Mid Suffolk districts has been quite dispersed, with approximately 60% of all completions in rural areas and concentrations of larger developments at the market towns and Ipswich urban fringe areas (See Figures 1 and 3).
- 1.05 The overall approach of the Joint Local Plan is to seek to secure a balance to growth in the strategic transport corridor areas, as well as ensuring that other market towns and rural communities benefit from appropriate growth. A diversity of site sizes and locations are proposed which will help to maintain delivery at the scale to meet district targets. The transport corridors of the A12, A14, A140 and railway lines within the area have a strong effect upon market forces and demand for both housing and employment land. Compatible growth along these areas can help to reduce the need to travel by ensuring closer location of where people live, relative to shops, services and employment. However, Babergh and Mid Suffolk are both rural districts, with a wide variety of settlement types and previous Joint Local Plan consultation responses have identified that it is important that all communities throughout the area are helped to maintain vitality and services. Consistent with national planning policy, this Plan seeks to create flexibility and diversity with policies for appropriate rural growth.
- 1.06 There are 5 levels of settlement category identified in the Plan's settlement hierarchy – 1) Ipswich Fringe, 2) Market Towns and Urban Areas, 3) Core Villages, 4) Hinterland Villages and 5) Hamlet Villages. Each category of settlement will be required to contribute towards the future growth of the Districts. It is important that development is proportionate to the provision of services and facilities within those settlements, and as such, the Councils consider that the Ipswich Fringe, Market Towns and Urban Areas and Core Villages categories will take the largest levels of growth. A distinctive pattern for the Joint Local Plan to contribute towards sustainable development and rebalance growth towards the transport corridors and the three top tier settlement categories, can be seen in Figures 2 and 4. The settlement hierarchy needs to be considered in combination with the spatial distribution. However, all settlements within each category are not equal, and there will be some variance in levels of potential for growth dependent upon a number of factors, including the availability of suitable development sites, infrastructure capacity and considerations of the built and natural environment.
- 1.07 The new development locations have been identified with consideration to consultation responses, the availability and deliverability of sites, the preferred spatial distribution pattern, the sensitivities and constraints of the area (eg. flood zones, heritage features and landscape designations etc) and the infrastructure capacity and opportunities (eg. schools and healthcare etc). The following sections of this document set out the key 'top down' planning rationale for the growth attributed to settlements identified in the Joint Local Plan and how this has informed the overall spatial strategy. The Councils have also undertaken a 'bottom up' process regarding site selection which has also informed the overall spatial strategy. Further information on the individual sites selection is set out in the Councils' Matter 9 Hearing Statement ([Document I901](#)) and should be read in conjunction with this statement when looking at each individual settlement and site selection. A significant volume of growth has been granted planning permission already and determines a large proportion of the spatial distribution set out in the Plan. Where the Councils have granted a cumulative supply of extant permissions in a settlement, for plan-making purposes, the Councils consider that the relevant settlement is capable of accommodating at least the total extant dwellings permitted figure, as a minimum, during the Joint Local Plan period up to 2037.



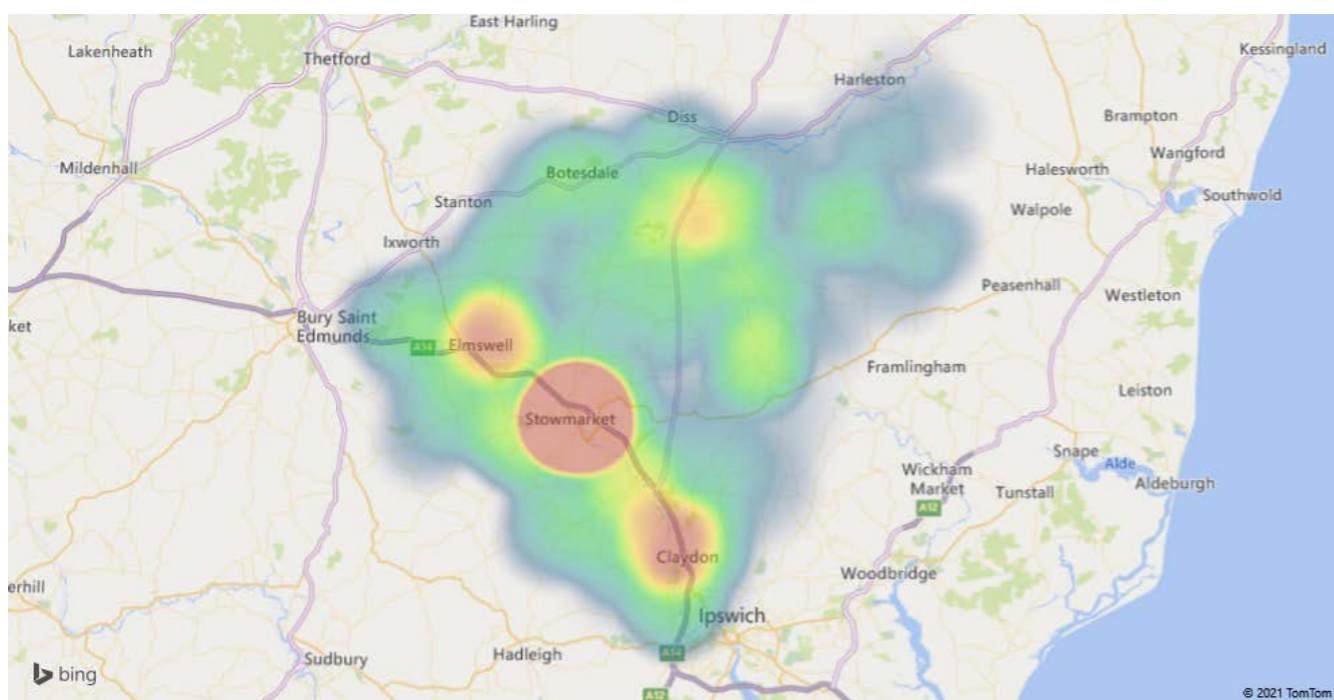
**Figure 1 - Babergh historic growth (2001 – 2020) dwelling completions heat map**



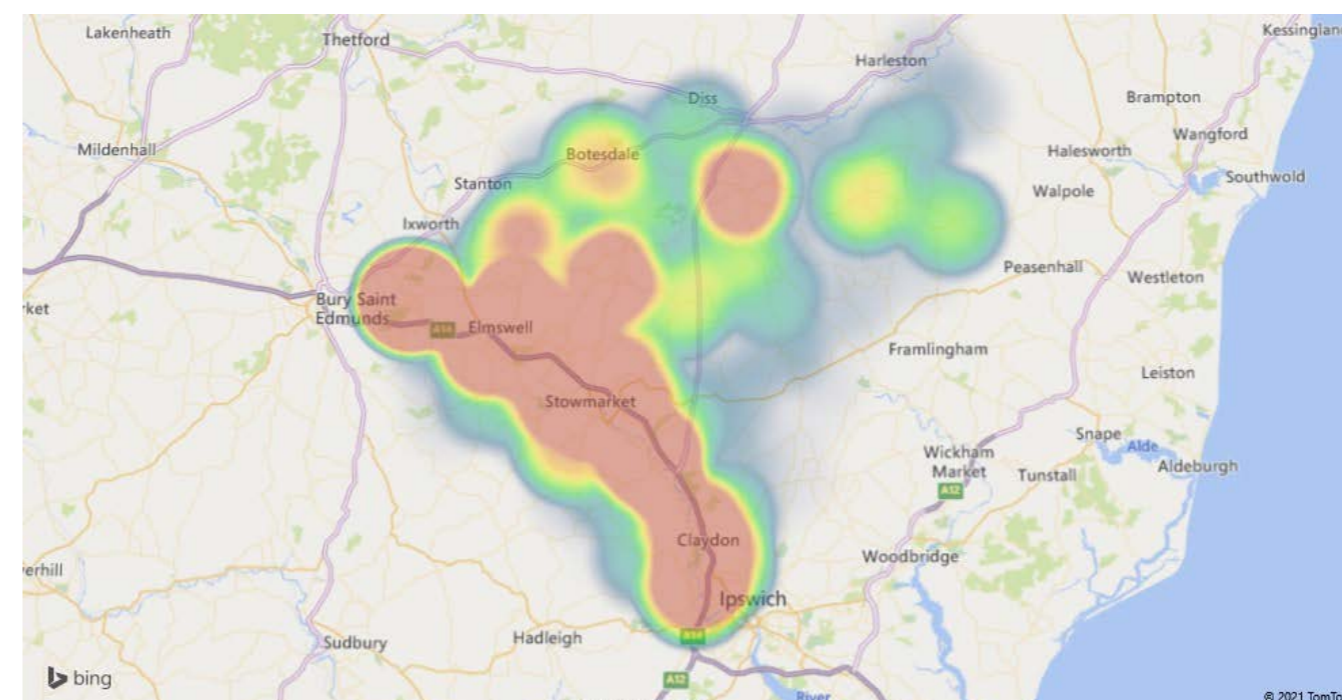
**Figure 2 - Babergh planned JLP growth (2018 – 2037) projected dwellings heat map**



**Figure 3 - Mid Suffolk historic growth (2001 – 2020) dwelling completions heat map**



**Figure 4 - Mid Suffolk planned JLP growth (2018 – 2037) projected dwellings heat map**





## Babergh – Ipswich Fringe

Settlement name	Parish Census 2001 total housing stock	Parish Historic completions 2001 – 2020	Transport Corridor (Y/N)	# dwellings extant PP 2018 (at 01/04/21 in brackets)	# dwellings SHELAA capacity (2018-2037)	Infrastructure considerations	Planning rationale for numbers of dwellings proposed?
Belstead	93	8	Y	14 (20)	14	Existing educational capacity can accommodate additional provision within catchment area.  Copdock Interchange is a constraint for significant growth and improvements are required.  No existing footways in the settlement.	<b>Plan dwellings identified in settlement (2018-2037) = 28</b> Settlement has had limited growth over last 20 years and is Ipswich Fringe with good access into Ipswich. Growth can be accommodated within infrastructure capacity.  <b>Reason not a higher number?</b> No further SHELAA sites. No primary school provision in the settlement and no opportunity to provide one. No existing footways in the settlement.  <b>Reason not a lower number?</b> Settlement is in Ipswich Fringe and all sites have extant planning permission.
Copdock and Washbrook	470	17	Y	36 (53)	263	Existing educational capacity can accommodate additional provision within catchment area and a new primary school and pre-school planned at the Wolsey Grange development, Sproughton.  Copdock Interchange is a constraint for significant growth and improvements are required.  Pedestrian and cycle route improvements required between Copdock and Washbrook, Ipswich and Sproughton to improve accessibility and reduce impact on air quality and the highway network going into Ipswich.	<b>Plan dwellings identified in settlement (2018-2037) = 274</b> Settlement has had limited growth over last 20 years and is Ipswich Fringe with good access into Ipswich. Growth can be accommodated within infrastructure capacity.  <b>Reason not a higher number?</b> Limited further SHELAA sites. Significant nearby growth proposals in Capel St Mary, East Bergholt and Sproughton. Potential cumulative impact of additional growth upon nearby A12/A14 Copdock Interchange and Ipswich AQMA.  <b>Reason not a lower number?</b> The settlement is located in a sustainable location at Ipswich Fringe, with good access to a range of services/facilities as well as employment and sustainable transport opportunities.
Pinewood	1806	146	Y	155 (155)	0	n/a – no further growth proposed	<b>Plan dwellings identified in settlement (2018-2037) = 155</b> Settlement is very sustainable with a large range of facilities and services. It is located in the urban area of the Ipswich Fringe and has very good accessibility to Ipswich.  <b>Reason not a higher number?</b> No further SHELAA sites.  <b>Reason not a lower number?</b> Settlement is in Ipswich Fringe and all sites have extant planning permission.
Sproughton	565	81	Y	84 (447)	2580	Existing educational capacity can accommodate additional provision within catchment area and a new primary school and pre-school planned at the Wolsey Grange development, Sproughton.  Copdock Interchange is a constraint for significant growth and improvements are required.  Pedestrian and cycle route improvements required between Copdock and Washbrook, Ipswich and Sproughton to improve accessibility and reduce impact on air quality and the highway network going into Ipswich.  Opportunity to provide additional health provision.	<b>Plan dwellings identified in settlement (2018-2037) = 1,514</b> Settlement is in Ipswich Fringe with a good ranges of services and good access into Ipswich. There are two key areas, the main village settlement to the west of A14 junction 54 and the new urban fringe area adjacent to the Pinewood and Ipswich boundaries. Some development is proposed in the village area to provide a diversity of site opportunities in a sustainable location as well as some local affordable housing within the village itself. Strategic growth is also proposed in urban fringe area where access is best located to existing services and facilities and the scale provides an appropriate and effective opportunity to support new growth with new and enhanced infrastructure.  <b>Reason not a higher number?</b> A significant increase in dwellings numbers could be provided on an alternative strategic local north of Sproughton village. However, it is not considered that both strategic options are appropriate as this may overload existing market demand and may compromise delivery of both. Furthermore, larger volumes of growth in the Ipswich Fringe would offset the benefits of growth in other sustainable locations such as Market towns and Core villages. The Councils have considered that delivery of a strategic site adjacent to Pinewood and Ipswich is more appropriately located to facilities and helps to retain the urban form of the wider Ipswich area within the strategic boundary of the A14. There are also significant nearby growth proposals in Capel St Mary, Copdock & Washbrook, and East Bergholt. Potential cumulative impact of additional growth upon nearby A12/A14 Copdock Interchange and Ipswich AQMA.  <b>Reason not a lower number?</b> The settlement is located in a sustainable location at Ipswich Fringe, with good access to a range of services/facilities as well as employment and sustainable transport opportunities.

Settlement name	Parish Census 2001 total housing stock	Parish Historic completions 2001 – 2020	Transport Corridor (Y/N)	# dwellings extant PP 2018 (at 01/04/21 in brackets)	# dwellings SHELAA capacity (2018-2037)	Infrastructure considerations	Planning rationale for numbers of dwellings proposed?
							Development scale is able to provide and support key new infrastructure such as a new primary school.
Wherstead – Bourne Hill	130	2	Y	0 (76)	75	Existing educational capacity can accommodate additional provision within catchment area.  Copdock Interchange is a constraint for significant growth and improvements are required. Footway improvements will be required to ensure links between the village and Ipswich. Opportunity to improve accessibility and reduce impact on air quality and the highway network going into Ipswich.	<b>Plan dwellings identified in settlement (2018-2037) = 75</b> Settlement has had limited growth over last 20 years and is Ipswich Fringe with good access into Ipswich. Growth can be accommodated within infrastructure capacity.  <b>Reason not a higher number?</b> No further SHELAA sites. No primary school provision in the settlement and no opportunity to provide one. Potential cumulative impact of additional growth upon nearby A12/A14 Copdock Interchange and Ipswich AQMA. Constrained by AONB to the east.  <b>Reason not a lower number?</b> Settlement is in Ipswich Fringe and all sites have extant planning permission.
Wherstead Park	130	2	Y	0 (0)	0	Business Park – Employment land allocation	<b>Plan dwellings identified in settlement (2018-2037) = 0</b> No residential growth is identified here. The settlement forms the location for a long established strategic employment site.

The Babergh and Mid Suffolk Ipswich Fringe areas have historically been strategic designations, as growth areas in recognition of the cross-boundary influence of the county town of Ipswich as a regional service centre. Growth in this area, matched with infrastructure contributions, can more directly help to support investment, meet needs and promote sustainable development of Ipswich and it's wider functional area. The Ipswich Fringe area is also closely tied to the transport corridor of the A12 and A14 and mainline railway, where compatible growth can help to reduce the need to travel by ensuring closer location of where people live, relative to shops, services and employment.

A significant amount of growth (approx. 800 dwellings) has been identified with extant planning permission (or authority to approve subject to S106) in the Babergh Ipswich Fringe as at 1<sup>st</sup> April 2021. A total (minimum) supply of 2,046 dwellings is identified for the Babergh Ipswich Fringe in the Joint Local Plan. This amounts to an average of 341 dwellings per settlement (6) in this category. This is considered a broadly appropriate volume considering the position of Ipswich Fringe in the settlement hierarchy, and a planning balance considering the availability of sites and the opportunities to create new infrastructure provision in an effective manner. Ipswich also has a significant amount of in-community from Babergh and Mid Suffolk areas, and so growth in this location would help to reduce journey lengths and potentially offer greater opportunity to use sustainable transports modes. Traffic issues across the wider Ipswich area have been identified which the Ipswich Strategic Planning Area Transport Mitigation Strategy can seek to mitigate and consideration must also be given to potential impacts upon designated AQMAs in the Ipswich administration area.

A lower volume of housing is not considered appropriate as it would offset the locational sustainability benefits of growth in Ipswich Fringe and would put further pressure on settlements elsewhere in the settlement hierarchy. A substantially higher volume of housing could be achieved here, but is considered this would create too much emphasis upon Ipswich Fringe growth and an undue cumulative impact (in particular potentially upon AQMAs). Spreading growth across more categories (particularly the Market Towns and Core Villages) is considered a more sustainable option and reduces deliverability risk and/or the risk of potential negative impacts of growth upon any one area.

## Mid Suffolk Ipswich Fringe

Settlement name	Parish Census 2001 total housing stock	Parish Historic completions 2001 – 2020	Transport Corridor (Y/N)	# dwellings extant PP 2018 (at 01/04/21 in brackets)	# dwellings SHELAA capacity (2018-2037)	Infrastructure considerations	Planning rationale for numbers of dwellings proposed?
Barham – Sandy Lane	568	95	Y	45 (68)	20	<p><u>For the Barham, Claydon and Great Blakenham area:</u></p> <p>Existing educational capacity can accommodate additional provision within catchment area and a new primary school and pre-school planned in Barham. Existing Claydon High School is constrained to limited expansion.</p> <p>Opportunity to improve accessibility and reduce impact on air quality and the highway network going into Ipswich.</p> <p>Additional health provision is required for the area.</p>	<p><b>Plan dwellings identified in settlement (2018-2037) = 65</b></p> <p>Located in Ipswich Fringe area, but less accessible and more rural in character than Claydon (with part Barham) area to south-east.</p> <p><b>Reason not a higher number?</b> No further SHELAA sites. Disproportionate to this settlement.</p> <p><b>Reason not a lower number?</b> Development will provide a diversity of sites in the Ipswich Fringe area an opportunity to meet local needs and maintain rural vitality.</p>
Barham - Bell's Cross Road	568	95	Y	0 (0)	0	See Barham – Sandy Lane	<p><b>Plan dwellings identified in settlement (2018-2037) = 0</b></p> <p>Located in Ipswich Fringe area, but less accessible and very rural in character than Claydon (with part Barham) area to south-east.</p> <p><b>Reason not a higher number?</b> No further SHELAA sites. Disproportionate to this settlement. No primary school provision in the settlement and no opportunity to provide one. No existing footways in the settlement.</p> <p><b>Reason not a lower number?</b> No further growth is considered appropriate here due to remote rural context.</p>
Bramford	1045	177	Y	166 (269)	304	<p>Existing educational capacity can accommodate additional provision within catchment area and a new pre-school planned in Bramford. Existing Claydon High School is constrained to limited expansion.</p> <p>Copdock Interchange is a constraint for significant growth and improvements are required. Opportunity to improve accessibility and reduce impact on air quality and the highway network going into Ipswich. Opportunity for improved pedestrian and cycle links between Bramford and Sproughton.</p> <p>Additional health provision is required for the area.</p>	<p><b>Plan dwellings identified in settlement (2018-2037) = 470</b></p> <p>Settlement is in Ipswich Fringe with a good ranges of services and good access into Ipswich. Growth can be accommodated within infrastructure capacity.</p> <p><b>Reason not a higher number?</b> No further SHELAA sites. Potential cumulative impact of additional growth upon nearby A12/A14 Copdock Interchange and Ipswich AQMA. Constrained to the east, north and south by flood risk. The B1113 road is a significant threshold to settlement pattern to the west.</p> <p><b>Reason not a lower number?</b> Settlement is in Ipswich Fringe and all sites have extant planning permission.</p>
Claydon (with part Barham)	845	106	Y	8 (16)	941	See Barham – Sandy Lane	<p><b>Plan dwellings identified in settlement (2018-2037) = 678</b></p> <p>Settlement is in Ipswich Fringe with a good ranges of services and good access into Ipswich. Growth can be accommodated within infrastructure capacity. A high school is located in the settlement, albeit with capacity matters needing to be carefully managed. Scale provides an appropriate and effective opportunity to support new growth with new and enhanced infrastructure.</p> <ul style="list-style-type: none"> <li>• 325 dwellings are applied with Claydon (with part Barham), although technically located in Barham parish.</li> <li>• 270 dwellings are applied with Claydon (with part Barham), although technically located in Barham parish.</li> </ul> <p><b>Reason not a higher number?</b> Larger volumes of growth in the Ipswich Fringe would offset the benefits of growth in other sustainable locations such as Market towns and Core villages. Capacity at Claydon High</p>

Settlement name	Parish Census 2001 total housing stock	Parish Historic completions 2001 – 2020	Transport Corridor (Y/N)	# dwellings extant PP 2018 (at 01/04/21 in brackets)	# dwellings SHELAA capacity (2018-2037)	Infrastructure considerations	Planning rationale for numbers of dwellings proposed?
							School needs to be carefully managed. Potential cumulative impact of growth upon Ipswich AQMA.  <b>Reason not a lower number?</b> Settlement is in Ipswich Fringe and critical mass required to provide new primary school provision here.
Great Blakenham	504	399	Y	286 (128)	38	See Barham – Sandy Lane	<b>Plan dwellings identified in settlement (2018-2037) = 294</b> Settlement is in Ipswich Fringe with good access into Ipswich. Growth can be accommodated within infrastructure capacity. A large historic development is still under construction here.  <b>Reason not a higher number?</b> Settlement has had relatively high growth over last 20 years. Larger volumes of growth in the Ipswich Fringe would offset the benefits of growth in other sustainable locations such as Market towns and Core villages. Capacity at Claydon High School needs to be carefully managed. Potential cumulative impact of growth upon Ipswich AQMA.  <b>Reason not a lower number?</b> Settlement is in Ipswich Fringe and majority of sites have extant planning permissions.
Great Blakenham – Old Bell House	504	399	Y	0 (0)	120	See Barham – Sandy Lane	<b>Plan dwellings identified in settlement (2018-2037) = 0</b> Located in Ipswich Fringe area, but very small in character and less suitable to growth than main built area to south and south-east.  <b>Reason not a higher number?</b> Growth would be disproportionate to this very small settlement and would promote extensive linear development away from the main built form to the south and south-east.  <b>Reason not a lower number?</b> No further growth is considered appropriate here due to negative impact upon settlement form.
Whitton	40	31	Y	21 (190)	190	Existing educational capacity can accommodate additional provision within catchment area and a new primary school and pre-school planned in Barham.  Copdock Interchange is a constraint for significant growth and improvements are required. Opportunity to improve accessibility and reduce impact on air quality and the highway network going into Ipswich.  Additional health provision is required for the area.	<b>Plan dwellings identified in settlement (2018-2037) = 211</b> Located in Ipswich Fringe, but no recognisable settlement area and more rural in character. Some historic development granted here at appeal.  <b>Reason not a higher number?</b> No further SHELAA sites. Disproportionate to this settlement. Considered less favourable for development relative to other Ipswich Fringe locations which can integrate better with existing communities. Larger volumes of growth in the Ipswich Fringe would offset the benefits of growth in other sustainable locations such as Market towns and Core villages. Capacity at Claydon High School needs to be carefully managed. Potential cumulative impact of growth upon Ipswich AQMA.  <b>Reason not a lower number?</b> All sites have extant planning permission.

The Babergh and Mid Suffolk Ipswich Fringe areas have historically been strategic designations, as growth areas in recognition of the cross-boundary influence of the county town of Ipswich as a regional service centre. Growth in this area, matched with infrastructure contributions, can more directly help to support investment, meet needs and promote sustainable development of Ipswich and its wider functional area. The Ipswich Fringe area is also closely tied to the transport corridor of the A12 and A14 and mainline railway, where compatible growth can help to reduce the need to travel by ensuring closer location of where people live, relative to shops, services and employment.

A significant amount of growth (approx. 1,200 dwellings) has been identified with planning permission (or authority to approve subject to S106) in the Mid Suffolk Ipswich Fringe as at 1<sup>st</sup> April 2021. A total (minimum) supply of 1,718 dwellings is identified for the Mid Suffolk Ipswich Fringe in the Joint Local Plan. This amounts to an average of 245 dwellings per settlement (7) in this category. This is considered a broadly appropriate volume considering the position of Ipswich Fringe in the settlement hierarchy, and a planning balance considering the availability of sites and the opportunities to create new infrastructure provision in an effective manner. At Plan development stage, there were known predicted high school capacity issues at Claydon High School which is the natural catchment for this location and needs to be managed. Ipswich also has a significant amount of in-commuting from Babergh and Mid Suffolk areas, and so growth in this location would help to reduce journey lengths and potentially offer greater opportunity to use sustainable transport modes. Traffic issues across the wider Ipswich area have been identified which the Ipswich Strategic Planning Area Transport Mitigation Strategy can seek to mitigate and consideration must also be given to potential impacts upon designated AQMAs in the Ipswich administration area.

A lower volume of housing is not considered appropriate as it would offset the locational sustainability benefits of growth in Ipswich Fringe and would put further pressure on settlements elsewhere in the settlement hierarchy. The volume of suitable SHELAA sites is constrained, however a marginally higher volume of housing could be achieved here, depending on specific merits of sites selected at each settlement (in particular potentially upon AQMAs). Spreading growth across more categories (particularly the Market Towns and Core Villages) is considered a more sustainable option and reduces deliverability risk and/or the risk of potential negative impacts of growth upon any one area.

## Babergh Market Towns and Urban Areas

Settlement name	Parish Census 2001 total housing stock	Parish Historic completions 2001 – 2020	Transport Corridor (Y/N)	# dwellings extant PP 2018 (at 01/04/21 in brackets)	# dwellings SHELAA capacity (2018-2037)	Infrastructure considerations	Planning rationale for numbers of dwellings proposed?
Hadleigh	3106	760	N	125 (333)	1171	Existing educational capacity can accommodate additional provision within catchment area.  Opportunity to provide additional health provision.	<b>Plan dwellings identified in settlement (2018-2037) = 871</b> Market Towns are important sustainable locations for growth in the district. Infrastructure capacity can be adequately improved to accommodate a scale of growth which is broadly in line with the historic rate of growth.  <b>Reason not a higher number?</b> Settlement has had relatively high growth over last 20 years. Capacity at Hadleigh High School needs to be carefully managed and would require the provision of additional land to accommodate growth above what is currently planned for. The impacts on the highway network also require careful consideration.  <b>Reason not a lower number?</b> Considered an appropriate minimum contribution to meeting the future district housing needs. Lowering growth in Hadleigh, would put additional pressure on Sudbury as the only other Market Town where growth could be allocated. Hadleigh provides a good range of services/facilities as well as employment and sustainable transport opportunities.
Pinewood	1806	146	Y	155 (155)	0	See Ipswich Fringe	See Ipswich Fringe
Sudbury (with parts Chilton and Gt Cornard)	5513	1087	N	1,606 (1,495)	1,266	Existing educational capacity can accommodate additional provision within catchment area and a new primary school and pre-school planned at the Chilton Woods development.  Pedestrian and cycle route improvements required between to improve connectivity between development and the existing settlement and to reduce impact on air quality and the local highway network.  Opportunity to provide additional health provision through delivery of a new health centre.	<b>Plan dwellings identified in settlement (2018-2037) = 2,290</b> Market towns are important sustainable locations for growth in the district, with the growth identified for Sudbury including parts of the parishes of Chilton and Great Cornard within the built-up area. There is an historic Local Plan allocation, which has planning permission for 1,150 dwellings at Chilton Woods. Growth can be adequately accommodated within infrastructure capacity both existing and planned. Settlement has a railway station.  <ul style="list-style-type: none"> <li>• 130 dwellings are applied with Sudbury, although technically located in Chilton parish.</li> <li>• 500 dwellings are applied with Sudbury, although technically located in Gt Cornard parish.</li> <li>• 46 dwellings are applied with Sudbury, although technically located in Gt Cornard parish.</li> <li>• 8 dwellings are applied with Sudbury, although technically located in Gt Cornard parish.</li> </ul> <b>Reason not a higher number?</b> Settlement has had a lot of committed development with additional growth in the parishes of Chilton and Great Cornard within the built-up area adjoining Sudbury. Potential impact on traffic capacity, particularly the A131/A134 and Sudbury AQMA.  <b>Reason not a lower number?</b> Sudbury together with parts of Chilton and Great Cornard parishes provides a good range of services/facilities as well as employment and sustainable transport opportunities, including rail. Significant amount of growth has extant planning permission. Opportunity to provide additional health provision. Lowering growth in Sudbury, would put additional pressure on Hadleigh as the only other Market Town where growth could be allocated.

The Market Towns play an important role in the large rural district, acting as an employment and local service centre for a wide area. Whilst each market town has its own unique characteristics, they are all well served by services and facilities and relatively well accessible by public transport means. These areas have traditionally supported a significant proportion of sustainable development and are considered appropriate to continue to do so in the future. Note that in Sudbury, the town has grown beyond its parish boundaries and therefore some locations in adjacent parishes such as Chilton, Great Cornard and Long Melford are identified as Market Town growth where they are functionally related to Sudbury. Hadleigh and Sudbury are not located on the transport corridors but are generally well accessible by sustainable transport means.

A significant amount of growth (approx. 1,800 dwellings) has been identified with planning permission (or authority to approve subject to S106) in the Market Towns & Urban Areas as at 1<sup>st</sup> April 2021. A total (minimum) supply of 3,161 dwellings is identified for the Market Towns and Urban Areas in the Joint Local Plan. This amounts to an average of 1,580 dwellings per settlement (2) in this category (accounting for Pinewood area being in the Ipswich Fringe). This is considered a broadly appropriate volume considering the position in the settlement hierarchy and the important role these settlements make to the district overall. Development in these locations can be very sustainable and aligned with the capacity of substantial existing infrastructure, or can be planned at a scale that is sufficiently viable to include new or improved infrastructure, and planned to include employment land, green infrastructure, and access to services including transport.

A lower volume of housing is not considered appropriate as it would offset the locational sustainability benefits of growth in the Market Towns and would put further pressure on settlements elsewhere in the settlement hierarchy. A substantially higher volume of housing could be



achieved here, but is considered this would create too much emphasis upon Market Towns growth and an undue cumulative impact. Spreading the larger proportions of growth across more categories (particularly the Ipswich Fringe and Core Villages) is considered a more sustainable option and reduces deliverability risk and/or the of potential negative impacts of growth upon any one area.

## Mid Suffolk Market Towns and Urban Areas

Settlement name	Parish Census 2001 total housing stock	Parish Historic completions 2001 – 2020	Transport Corridor (Y/N)	# dwellings extant PP 2018 (at 01/04/21 in brackets)	# dwellings SHELAA capacity (2018-2037)	Infrastructure considerations	Planning rationale for numbers of dwellings proposed?
Eye	903	261	Y	291 (313)	522	<p>Existing educational capacity can accommodate additional provision within catchment area.</p> <p>Highway improvements made to the A140 transport corridor at Eye.</p> <p>Potential water supply capacity constraint at Hartismere water resource zone.</p>	<p><b>Plan dwellings identified in settlement (2018-2037) = 663</b></p> <p>Market Towns are important sustainable locations for growth in the district. Infrastructure capacity can be adequately improved to accommodate scale of growth. Located on a transport corridor. Relatively low historic growth rate. This figure is committed in the adopted Neighbourhood Plan.</p> <p><b>Reason not a higher number?</b> Growth proposed in adopted Neighbourhood Plan considered appropriate subject to progress on delivery of sites. Potential water supply capacity constraint at Hartismere water resource zone.</p> <p><b>Reason not a lower number?</b> Adopted Neighbourhood Plan identifies for minimum housing number. Sustainable settlement for growth. Possibility of expanding education capacity in the town. Lowering growth in Eye, would put additional pressure on Needham Market and Stowmarket which already has a high dwelling number.</p>
Needham Market	2035	301	Y	363 (459)	803	<p>Limited educational capacity to accommodate additional provision within catchment area.</p> <p>Additional health provision is required for the area.</p>	<p><b>Plan dwellings identified in settlement (2018-2037) = 612</b></p> <p>Market Towns are important sustainable locations for growth in the district. Infrastructure capacity can accommodate scale of growth, although above this level would require additional new provision. Located on a transport corridor. Settlement has a railway station.</p> <ul style="list-style-type: none"> <li>• 43 dwellings are applied with Needham Market, although technically located in Creeting St Mary parish.</li> <li>• 5 dwellings are applied with Needham Market, although technically located in Creeting St Mary parish.</li> </ul> <p><b>Reason not a higher number?</b> Growth on additional sites beyond the level identified would require a new primary school and there are insufficient SHELAA sites to deliver this. Capacity at local high schools needs to be carefully managed.</p> <p><b>Reason not a lower number?</b> Sustainable settlement with good employment and sustainable transport opportunities, including rail. Majority of sites have extant planning permission. Lowering growth in Needham Market, would put additional pressure on Eye and Stowmarket which already has a high dwelling number.</p>
Stowmarket	6440	3009	Y	470 (1,429)	2,221	<p>Existing educational capacity can accommodate additional provision within catchment area and a new primary school and pre-school planned at the Chilton Leys development.</p> <p>Additional health provision is required for the area.</p>	<p><b>Plan dwellings identified in settlement (2018-2037) = 2,691</b></p> <p>Market Towns are important sustainable locations for growth in the district. Infrastructure capacity can be adequately improved to accommodate scale of growth. Located on a transport corridor. Settlement has a railway station with mainline services.</p> <ul style="list-style-type: none"> <li>• 300 dwellings are applied with Stowmarket, although technically located in Onehouse parish.</li> <li>• 100 dwellings are applied with Stowmarket, although technically located in Onehouse parish.</li> <li>• 10 dwellings are applied with Stowmarket, although technically located in Onehouse parish.</li> <li>• 300 dwellings are applied with Stowmarket, although technically located in Stowupland parish.</li> <li>• 143 dwellings are applied with Stowmarket, although technically located in Stowupland parish.</li> </ul> <p><b>Reason not a higher number?</b> Settlement has had relatively high growth over last 20 years, with additional growth planned in adjoining parishes. Capacity at local high schools needs to be carefully managed.</p> <p><b>Reason not a lower number?</b> Stowmarket together with parts of Onehouse and Stowupland parishes provides a good range of services/facilities as well as employment and sustainable transport opportunities, including rail. Significant amount of growth has extant planning permission or is an historic plan allocation.</p>

The Market Towns play an important role in the large rural district, acting as an employment and local service centre for a wide area. Whilst each market town has its own unique characteristics, they are all well served by services and facilities and relatively well accessible by public transport means. These areas have traditionally supported a significant proportion of sustainable development and are considered appropriate to continue to do so in the future. Note that in Stowmarket and to a lesser extent Needham Market, the towns have grown beyond their parish boundaries and therefore some locations in adjacent parishes such as Barking, Creeting St Mary, Onehouse and Stowupland are identified as Market Town growth where they are functionally related to the relevant town. Eye, Needham Market and Stowmarket are all located on the transport corridors (A14, A140 and railway).

A significant amount of growth (approx. 2,200 dwellings) has been identified with planning permission (or authority to approve subject to S106) in the Market Towns & Urban Areas as at 1<sup>st</sup> April 2021. A total (minimum) supply of 3,966 dwellings is identified for the Market Towns and Urban Areas in the Joint Local Plan. This amounts to an average of 1,322 dwellings per settlement (3) in this category. This is considered a broadly appropriate volume considering the position in the settlement hierarchy and the important role these settlements make to the district overall. Development in these locations can be very sustainable and aligned with the capacity of substantial existing infrastructure, or can be planned at a scale that is sufficiently viable to include new or improved infrastructure, and planned to include employment land, green infrastructure, and access to services including transport. At Plan development stage, there were known predicted high school capacity issues at Claydon High School which is also linked to the Needham Market area. The existing Needham Market primary school has limited capacity and feasibility to expand, therefore a new primary school is likely depending upon growth levels in the town.

A lower volume of housing is not considered appropriate as it would offset the locational sustainability benefits of growth in the Market Towns and would put further pressure on settlements elsewhere in the settlement hierarchy. A moderately higher volume of housing could be achieved here, but is considered this would create too much emphasis upon Market Towns growth and an undue cumulative impact. Spreading the larger proportions of growth across more categories (particularly the Ipswich Fringe and Core Villages) is considered a more sustainable option and reduces deliverability risk and/or the risk of potential negative impacts of growth upon any one area.



## Babergh Core Villages

Settlement name	Parish Census 2001 total housing stock	Parish Historic completions 2001 – 2020	Transport Corridor (Y/N)	# dwellings extant PP 2018 (at 01/04/21 in brackets)	# dwellings SHELAA capacity (2018-2037)	Infrastructure considerations	Planning rationale for numbers of dwellings proposed?
Acton	737	53	N	113 (202)	100	Existing educational capacity can accommodate additional provision within catchment area and a new primary school planned for the Chilton Woods development.  Would need enhancement to the footway network.	<b>Plan dwellings identified in settlement (2018-2037) = 213</b> Settlement has had limited growth over last 20 years and as a core village has good facilities. Growth can be accommodated within infrastructure capacity.  <b>Reason not a higher number?</b> No additional SHELAA capacity and not located on a transport corridor.  <b>Reason not a lower number?</b> Settlement is a core village and all sites have extant planning permission.
Bildeston	446	65	N	56 (1)	75	Existing educational capacity can accommodate additional provision within catchment area, although Hadleigh High School will require additional land to expand to accommodate cumulative growth.  Footway links and carriageway improvements are needed, to create connectivity to the existing footway network, and to provide a safe route to school.	<b>Plan dwellings identified in settlement (2018-2037) = 131</b> Settlement is a core village and has good facilities. Growth can be accommodated within infrastructure capacity.  <b>Reason not a higher number?</b> Capacity at Hadleigh High School needs to be carefully managed and settlement not located on a transport corridor.  <b>Reason not a lower number?</b> Settlement is a core village where key services are available. Development here will help provide planned rural diversity and vitality as well as local affordable housing.
Boxford	537	62	N	6 (66)	65	Boxford CEVC Primary School can accommodate limited growth within its current capacity, although the site is physically constrained which limits any ability to expand. Existing secondary educational capacity can accommodate additional provision.  Local highway constraints within the settlement limit the ability to create footway connections to facilities and services.  Opportunity to provide additional health provision.	<b>Plan dwellings identified in settlement (2018-2037) = 6</b> Settlement is a core village and has good facilities.  <b>Reason not a higher number?</b> The local primary school is not able to expand due to site constraints and therefore cannot accommodate growth above that planned. There are insufficient SHELAA sites to deliver a new primary school. Not located on a transport corridor.  <b>Reason not a lower number?</b> Settlement is a core village where key services are available.
Brantham	1068	46	Y	362 (339)	175	Existing educational capacity can accommodate additional provision within catchment area.  Close proximity to Manningtree Railway Station.	<b>Plan dwellings identified in settlement (2018-2037) = 487</b> Settlement has had limited growth over last 20 years and as a core village has good facilities. The settlement benefits from good access to nearby Manningtree Railway Station to the south-west and growth can be accommodated within infrastructure capacity. A strategic regeneration site is under construction here.  <b>Reason not a higher number?</b> Limited additional SHELAA capacity. Potentially negative cumulative impact of growth upon traffic patterns to/from Suffolk/Essex border to the south and upon HRA designated wildlife sites at the river estuary.  <b>Reason not a lower number?</b> Settlement is a core village. The majority of growth is committed through a significant regeneration scheme which is under construction.
Bures St Mary	394	70	N	9 (7)	5	Existing educational capacity can accommodate additional provision within catchment area.  Bures has a railway station.	<b>Plan dwellings identified in settlement (2018-2037) = 14</b> Settlement as a core village has good facilities and benefits from access to a railway station.  <b>Reason not a higher number?</b> No further SHELAA sites.  <b>Reason not a lower number?</b> Settlement is a core village where key services are available, including access to a railway station.

Settlement name	Parish Census 2001 total housing stock	Parish Historic completions 2001 – 2020	Transport Corridor (Y/N)	# dwellings extant PP 2018 (at 01/04/21 in brackets)	# dwellings SHELAA capacity (2018-2037)	Infrastructure considerations	Planning rationale for numbers of dwellings proposed?
Capel St Mary	1163	102	Y	142 (193)	650	Existing educational capacity can accommodate additional provision within catchment area.  Close proximity to the A12 and mainline rail services are accessible via Manningtree and Ipswich Railway Stations.	<b>Plan dwellings identified in settlement (2018-2037) = 792</b> Settlement has had limited growth over last 20 years and as a core village has good facilities. Growth can be accommodated within infrastructure capacity. Located in transport corridor with access to A12.  <b>Reason not a higher number?</b> No further SHELAA sites. Significant nearby growth proposals in Copdock & Washbrook, East Bergholt and Sproughton. Potential cumulative impact of additional growth upon nearby A12/A14 Copdock Interchange and Ipswich AQMA.  <b>Reason not a lower number?</b> Settlement is a core village where key services are available and is in a transport corridor with access to the A12. The level of growth provides the opportunity for infrastructure to be enhanced.
East Bergholt	1165	44	Y	6 (237)	229	Existing educational capacity can accommodate additional provision within catchment area.  Close proximity to the A12 and mainline rail services are accessible via Manningtree Railway Station.	<b>Plan dwellings identified in settlement (2018-2037) = 235</b> Settlement has had limited growth over last 20 years and as a core village has good facilities including a high school. Growth can be accommodated within infrastructure capacity. Located in transport corridor with access to A12.  <b>Reason not a higher number?</b> No additional SHELAA capacity. Partially constrained by the AONB. Significant nearby growth proposals in Capel St Mary, Copdock & Washbrook and Sproughton. Potential cumulative impact of additional growth upon nearby A12/A14 Copdock Interchange and Ipswich AQMA.  <b>Reason not a lower number?</b> Settlement is a core village where key services are available and is in a transport corridor with access to the A12 and Manningtree railway station. All sites have extant planning permission.
Glemsford	1389	277	N	37 (34)	175	Glemsford Primary School capacity can meet growth identified in the Joint Local Plan, but site is physically constrained, which limits any ability to expand beyond this level. Existing secondary educational capacity can accommodate additional provision within catchment area.  Local highway constraints within the settlement which limit the ability for carriageway widening and footway connections.	<b>Plan dwellings identified in settlement (2018-2037) = 37</b> Settlement is a core village and has good facilities.  <b>Reason not a higher number?</b> Settlement has had moderate growth over last 20 years and the local primary school requires additional land to be able to expand, which is not possible. Any additional growth beyond that identified in the Joint Local Plan would require a new primary school and there are insufficient SHELAA sites to enable its delivery. Not on a transport corridor.  <b>Reason not a lower number?</b> Settlement is a core village where key services are available.
Great Cornard  (with part Sudbury and Chilton)	3148	975	N	0 (108)	674	See Sudbury (with parts Chilton and Great Cornard).	<b>Plan dwellings identified in settlement (2018-2037) = 0</b>  <u>See Sudbury (with parts Chilton and Great Cornard).</u>  <ul style="list-style-type: none"> <li>• 500 dwellings are applied with Sudbury, although technically located in Gt Cornard parish.</li> <li>• 46 dwellings are applied with Sudbury, although technically located in Gt Cornard parish.</li> <li>• 8 dwellings are applied with Sudbury, although technically located in Gt Cornard parish.</li> </ul>
Holbrook	659	136	N	58 (15)	7	Existing educational capacity can accommodate additional provision within catchment area.  Site-specific highway mitigation will be required.	<b>Plan dwellings identified in settlement (2018-2037) = 65</b> Settlement is a core village and has good facilities.  <b>Reason not a higher number?</b> No further SHELAA sites. Settlement has had growth over last 20 years. Not on a transport corridor.  <b>Reason not a lower number?</b> Settlement is a core village where key services are available.
Lavenham	951	120	N	98 (73)	20	Existing educational capacity can accommodate additional provision within catchment area.	<b>Plan dwellings identified in settlement (2018-2037) = 118</b> Settlement is a core village and has good facilities. Volume of growth broadly consistent to historic pattern and considered appropriate for the settlement.

Settlement name	Parish Census 2001 total housing stock	Parish Historic completions 2001 – 2020	Transport Corridor (Y/N)	# dwellings extant PP 2018 (at 01/04/21 in brackets)	# dwellings SHELAA capacity (2018-2037)	Infrastructure considerations	Planning rationale for numbers of dwellings proposed?
							<p><b>Reason not a higher number?</b> No further SHELAA sites. A particularly rich in heritage village which may be more sensitive to growth. Not on a transport corridor.</p> <p><b>Reason not a lower number?</b> Settlement is a core village where key services are available.</p>
Long Melford	1646	271	N	217 (61)	180	<p>Existing educational capacity can accommodate additional provision within catchment area.</p> <p>Footway links improvements will be required together with site specific highway mitigation.</p>	<p><b>Plan dwellings identified in settlement (2018-2037) = 367</b></p> <p>Settlement is a core village and has good facilities. Growth can be accommodated within infrastructure capacity. Volume of growth broadly consistent to historic pattern and considered appropriate for the settlement.</p> <p><b>Reason not a higher number?</b> The level of growth is considered appropriate for the settlement when considering the planning balance, taking into account local considerations and the historic pattern of growth. A particularly rich in heritage village which may be more sensitive to growth. Not on a transport corridor.</p> <p><b>Reason not a lower number?</b> Settlement is a core village where key services are available.</p> <p>Settlement is a core village where key services are available.</p>
Nayland with Wissington	521	31	N	16 (19)	0	n/a – no further growth proposed	<p><b>Plan dwellings identified in settlement (2018-2037) = 16</b></p> <p>Settlement is heavily constrained with flood risk and heritage assets, as well as being entirely located within the AONB.</p> <p><b>Reason not a higher number?</b> No SHELAA sites. Heavily constrained settlement – flood risk, heritage, AONB</p> <p><b>Reason not a lower number?</b> Settlement is a core village and all sites have extant planning permission.</p>
Shotley Street	1030	30	N	168 (5)	50	<p>Existing educational capacity can accommodate additional provision within catchment area.</p> <p>Local roads mostly consist of narrow country lanes. Footway improvements and carriageway widening will be required as part of site-specific mitigation.</p>	<p><b>Plan dwellings identified in settlement (2018-2037) = 218</b></p> <p>Settlement has had limited growth over last 20 years and as a core village has good facilities. Growth can be accommodated within infrastructure capacity.</p> <p><b>Reason not a higher number?</b> No further SHELAA sites. Local road network constraints. Constrained by close proximity to HRA designated wildlife sites at the estuary.</p> <p><b>Reason not a lower number?</b> Settlement is a core village where key services are available.</p>
Sproughton*	565	81	Y	84 (447)	2580	See Ipswich Fringe	See Ipswich Fringe

Core villages are identified as communities which are generally well equipped with services and facilities and therefore have a particularly important function within the rural area. There is a notable diversity to Core villages by way of their locations and individual characteristics spanning from infrastructure capacity and local constraints. However, their role is significant to the district, in that they often form a focus for smaller rural settlements to be able to access a number of local everyday convenience or services demands. Brantham (railway) Capel St Mary (A12) and East Bergholt (A12) are located on the transport corridors.

A significant amount of growth (approx. 1,400 dwellings) has been identified with planning permission (or authority to approve subject to S106) in the Core villages as at 1<sup>st</sup> April 2021. A total (minimum) supply of 2,699 dwellings is identified for the Core villages in the Joint Local Plan. This amounts to an average of 193 dwellings per settlement (14) in this category (accounting for Sproughton area being in the Ipswich Fringe). This is considered a broadly appropriate volume to ensure rural sustainability and that a geographic spread of rural housing needs can be met in the most appropriate settlements. Further consideration will need to be had to each settlement’s individual characteristics such as flood zone extents or AONB areas. In addition, matching individual settlement growth to infrastructure planning will be an important factor to ensure that proposals are effective. The existing Boxford and Glemsford primary schools have known limited capacity and feasibility to expand, therefore a new primary school is likely depending upon growth levels in the settlements.

A lower volume of housing is not considered appropriate as Core villages play an important role in rural sustainability across the district. Offsetting growth to settlements higher in the hierarchy would deprive rural communities from sustainable development opportunities in the future. Equally, offsetting growth from core villages onto smaller settlements would generally cause inappropriate pressure on settlements which are less well served by services and facilities and is not considered an appropriate sustainable approach.

The volume of suitable SHELAA sites is constrained, however a marginally higher volume of housing could be achieved here, but is considered of limited difference to the proposed growth. It would be unfavourable to reduce dwellings from higher order settlements due to their high sustainability credentials. Equally, it would not be considered favourable to significantly reduce modest growth in lower order settlements as this will remove appropriate opportunities for growth to assist with some rural vitality in the smaller settlements.



## Mid Suffolk Core Villages

Settlement name	Parish Census 2001 total housing stock	Parish Historic completions 2001 – 2020	Transport Corridor (Y/N)	# dwellings extant PP 2018 (at 01/04/21 in brackets)	# dwellings SHELAA capacity (2018-2037)	Infrastructure considerations	Planning rationale for numbers of dwellings proposed?
Bacton	487	47	N	77 (407)	317	<p>Relocation of the existing Bacton primary school (on site allocation LA046) is planned and will include increased provision to provide for committed and planned growth.</p> <p>Existing secondary educational capacity can accommodate additional provision within catchment area with the opportunity to expand Stowupland High School.</p> <p>Improvements to footway links are required.</p> <p>Expansion of the Mendlesham Surgery (of which the Bacton Surgery is a branch of) is currently taking place and anticipated for completion in September 2021.</p>	<p><b>Plan dwellings identified in settlement (2018-2037) = 344</b> Settlement has had limited growth over last 20 years and as a core village has good facilities. Growth can be accommodated within infrastructure capacity.</p> <p><b>Reason not a higher number?</b> Capacity at local high schools needs to be carefully managed. Not on transport corridor. Significant proportion of growth is proposed.</p> <p><b>Reason not a lower number?</b> Majority of sites are extant planning permissions. Settlement is a core village and the level of growth provides the opportunity for infrastructure to be enhanced.</p>
Botesdale and Rickinghall	825	184	N	43 (184)	176	<p>Existing educational capacity can accommodate additional provision within catchment area.</p> <p>Improvements to footway links are required together with site specific highway mitigation.</p> <p>Botesdale Health Centre expanded in 2019 to provide additional provision in relation to the population growth from committed and planned developments.</p> <p>Potential water supply capacity constraint at Hartismere water resource zone requiring further investment.</p>	<p><b>Plan dwellings identified in settlement (2018-2037) = 159</b> Settlement as a core village has good facilities. Growth can be accommodated within infrastructure capacity. Volume of growth broadly consistent to historic pattern.</p> <p><b>Reason not a higher number?</b> Growth proposed in adopted Neighbourhood Plan considered appropriate subject to progress on delivery of sites. Additional growth would require additional education provision. Potential water supply capacity constraint at Hartismere water resource zone requiring investment. Impact on the Conservation Area has contributed to the level of growth identified.</p> <p><b>Reason not a lower number?</b> Adopted Neighbourhood Plan identifies for minimum housing number.</p>
Bramford*	1045	177	Y	166 (269)	304	See Ipswich Fringe	See Ipswich Fringe
Claydon with part Barham*	845	106	Y	8 (16)	941	See Ipswich Fringe	See Ipswich Fringe
Debenham	834	251	N	16 (21)	645	<p>Existing educational capacity can accommodate additional provision within catchment area, although any additional growth above that identified in the Joint Local Plan would require additional education provision.</p> <p>Footway improvements required. There are localised highway constraints.</p>	<p><b>Plan dwellings identified in settlement (2018-2037) = 261</b> Settlement is a core village and has good facilities including a high school and leisure centre. Volume of growth broadly consistent to historic pattern. Growth can be accommodated within infrastructure capacity.</p> <p><b>Reason not a higher number?</b> Settlement not located on transport corridor. Growth proposed in adopted Neighbourhood Plan considered appropriate subject to progress on delivery of sites. Additional growth would require additional education provision.</p> <p><b>Reason not a lower number?</b> Adopted Neighbourhood Plan identifies for minimum housing number. Sustainable settlement for growth.</p>
Elmswell	1367	483	Y	480 (511)	354	There is a close relationship between Elmswell and Woolpit in respect of services and facilities, with the opportunity to improve connectivity between the two settlements. Pedestrian and cycle link planned over the A14 to provide a safe link between Elmswell and	<p><b>Plan dwellings identified in settlement (2018-2037) = 834</b> Settlement as a core village has good facilities and is located in a transport corridor. Growth can be accommodated within infrastructure capacity and scale provides an appropriate and effective opportunity to support new growth with new and enhanced infrastructure.</p>

Settlement name	Parish Census 2001 total housing stock	Parish Historic completions 2001 – 2020	Transport Corridor (Y/N)	# dwellings extant PP 2018 (at 01/04/21 in brackets)	# dwellings SHELAA capacity (2018-2037)	Infrastructure considerations	Planning rationale for numbers of dwellings proposed?
						<p>Woolpit.</p> <p>Existing educational capacity can accommodate additional provision within catchment area with a new primary school planned in Woolpit.</p> <p>Elmswell has a railway station, however the railway line does result in traffic congestion at peak times, when the level crossing is down. This can affect any proposals for development north of the railway line, where people would access services and facilities to the south along with the A14.</p> <p>Additional health provision is required for the area, with planned alterations to Woolpit Health Centre and car park.</p>	<p><b>Reason not a higher number?</b> Settlement has had relatively high growth over last 20 years. Level of growth has been considered together with that in Woolpit where there is a strong functional relationship and new infrastructure provision planned to accommodate this, through a new primary school in Woolpit and a pedestrian and cycle link between the two settlements. Elmswell does experience traffic congestion at peak times when the level crossing is down. There are also significant growth proposals in nearby Thurston. Limited additional SHELAA land available.</p> <p><b>Reason not a lower number?</b> Settlement is a core village where key services are available and is in a transport corridor with access to the A14 and a railway station in Elmswell. The level of growth ensures a new primary school can be delivered in Woolpit, which will provide primary educational capacity for both Woolpit and Elmswell, as well as enhanced health provision at Woolpit Health Centre.</p>
Haughley	688	73	Y	0 (171)	192	<p>Existing educational capacity can accommodate additional provision within catchment area with the opportunity to expand Stowupland High School.</p> <p>Speed and highway mitigation required.</p>	<p><b>Plan dwellings identified in settlement (2018-2037) = 192</b></p> <p>Settlement has had limited growth over last 20 years and as a core village has good facilities. Growth can be accommodated within infrastructure capacity. Located in a transport corridor. Adopted Neighbourhood Plan provides for up to 150 dwellings.</p> <p><b>Reason not a higher number?</b> Capacity at local high schools needs to be carefully managed. Additional growth would require new primary school provision.</p> <p><b>Reason not a lower number?</b> Majority of growth is extant planning permissions. Settlement is a core village in a transport corridor with access to the A14 and is located to the west of the market town of Stowmarket, which offers a range of services and facilities.</p>
Mendlesham	579	116	Y	84 (93)	125	<p>Existing educational capacity can accommodate additional provision within catchment area with the opportunity to expand Stowupland High School.</p> <p>Improved and new footway links together with traffic management is required.</p> <p>Expansion of the Mendlesham Surgery is currently taking place and anticipated for completion in September 2021.</p> <p>Potential water supply capacity constraint at Hartismere water resource zone.</p>	<p><b>Plan dwellings identified in settlement (2018-2037) = 159</b></p> <p>Settlement as a core village has good facilities. Growth can be accommodated within infrastructure capacity. Located in a transport corridor. Volume of growth broadly consistent to historic pattern. Adopted Neighbourhood Plan identifies for at least 75 dwellings.</p> <p><b>Reason not a higher number?</b> Capacity at local high schools needs to be carefully managed. Potential water supply capacity constraint at Hartismere water resource zone.</p> <p><b>Reason not a lower number?</b> Settlement is a core village in a transport corridor with access to the A140 and the level of growth provides the opportunity for infrastructure to be enhanced.</p>
Stowupland	832	224	Y	191 (259)	118	<p>Existing educational capacity can accommodate additional provision within catchment area with the opportunity to expand Stowupland High School to accommodate the planned growth within the Joint Local Plan. A new pre-school site will be required within the settlement and is planned for. Primary school provision was previously a constraint to growth and therefore requiring new provision. However, Suffolk County Council have advised that a primary school in the settlement is no longer required to support the growth identified in the Joint Local Plan.</p> <p>Footway improvements required. There are localised</p>	<p><b>Plan dwellings identified in settlement (2018-2037) = 209</b></p> <p>Settlement as a core village has good facilities as well as good access into Stowmarket. Growth can be accommodated within infrastructure capacity. Located in a transport corridor. Settlement has a high school. Adopted Neighbourhood Plan identifies for at least 203 dwellings.</p> <p><b>Reason not a higher number?</b> It is considered the level of growth is appropriate for this core village when considering what has been delivered over the last 20 years, together with development that has been delivered and is planned in Stowmarket. Capacity at local high schools needs to be carefully managed.</p> <p><b>Reason not a lower number?</b> Settlement is a core village where key services are available with the opportunity for enhancement. The settlement is in a transport corridor with access to the A14 and a railway station in the nearby market town of Stowmarket, which also offers a range of services and facilities.</p>

Settlement name	Parish Census 2001 total housing stock	Parish Historic completions 2001 – 2020	Transport Corridor (Y/N)	# dwellings extant PP 2018 (at 01/04/21 in brackets)	# dwellings SHELAA capacity (2018-2037)	Infrastructure considerations	Planning rationale for numbers of dwellings proposed?
						highway constraints.	
Stradbroke	536	158	N	67 (81)	275	<p>Existing educational capacity can accommodate additional provision within catchment area.</p> <p>Footway improvements and links to village required. Bus stop improvements and other site-specific highway mitigation also required.</p> <p>Potential water supply capacity constraint at Hartismere water resource zone.</p>	<p><b>Plan dwellings identified in settlement (2018-2037) =282</b> Settlement as a core village has good facilities. Growth can be accommodated within infrastructure capacity. Settlement has a high school. Adopted Neighbourhood Plan identifies for at least 219 dwellings.</p> <p><b>Reason not a higher number?</b> Settlement not located on transport corridor. Growth proposed in adopted Neighbourhood Plan considered appropriate subject to progress on delivery of sites. Additional growth would require additional education provision. Potential water supply capacity constraint at Hartismere water resource zone.</p> <p><b>Reason not a lower number?</b> Adopted Neighbourhood Plan identifies for minimum housing number.</p>
Thurston	1298	113	Y	490 (991)	999	<p>To address the growth committed and planned in Thurston, land is being provided for the relocation and expansion of Thurston Church of England Primary Academy, which will also include a pre-school. Existing secondary educational capacity can accommodate additional provision within catchment area.</p> <p>Thurston has a railway station, however improvements to a passenger level crossing are required to ensure the safety of passengers. Feasibility study currently being undertaken.</p> <p>Strategic transport modelling has identified that specific junctions are shown to experience congestion, namely the Mount Road / Sow Lane / East Barton Road junction, and the New Road / Mount Road junction.</p> <p>Additional health provision is required for the area, with planned alterations to Woolpit Health Centre and car park.</p>	<p><b>Plan dwellings identified in settlement (2018-2037) = 1,489</b> Settlement has had limited growth over last 20 years and as a core village has good facilities and good access into Bury St Edmunds to the west. It is located in a transport corridor. Growth can be accommodated within infrastructure capacity and scale provides an appropriate and effective opportunity to support new growth with new and enhanced infrastructure. Settlement has a high school and train station.</p> <p><b>Reason not a higher number?</b> The settlement has a lot of committed development through planning approvals, and strategic transport modelling has identified that specific junctions are shown to experience congestion. Improvements are also necessary to the passenger level crossing at the railway station. There are also significant growth proposals in Elmswell and Woolpit, which are in the catchment area of secondary education provided in Thurston.</p> <p><b>Reason not a lower number?</b> Settlement is a core village where key services are available and is in a transport corridor with access to the A14 and a railway station in the settlement. The level of growth ensures new and enhanced infrastructure can be provided, as well as enhanced health provision at Woolpit Health Centre.</p>
Walsham-le-Willows	474	88	N	8 (84)	82	<p>Existing educational capacity can accommodate additional provision within catchment area.</p>	<p><b>Plan dwellings identified in settlement (2018-2037) = 90</b> Settlement as a core village has good facilities. Growth can be accommodated within infrastructure capacity. Volume of growth broadly consistent to historic pattern.</p> <p><b>Reason not a higher number?</b> No further SHELAA sites. Not on transport corridor.</p> <p><b>Reason not a lower number?</b> A proportionate level of growth is sufficient for this core village settlement, where key services are available.</p>
Woolpit	820	104	Y	8 (473)	709	<p>There is a close relationship between Woolpit and Elmswell in respect of services and facilities, with the opportunity to improve connectivity between the two settlements. Pedestrian and cycle link planned over the A14 to provide a safe link between Woolpit and Elmswell. Other footway links will also be required together with site-specific highway mitigation.</p> <p>Strategic transport modelling has identified that specific junctions of the A14 are shown to experience congestion issues, these are the A14 westbound on-slip from The Street, and the A14/ A1088 (Junction 47).</p> <p>New primary education provision is required within the</p>	<p><b>Plan dwellings identified in settlement (2018-2037) = 707</b> Settlement as a core village has good facilities and is located in a transport corridor. Growth can be accommodated within infrastructure capacity and scale provides an appropriate and effective opportunity to support new growth with new and enhanced infrastructure.</p> <p><b>Reason not a higher number?</b> Level of growth has been considered together with that in Elmswell where there is a strong functional relationship and new infrastructure provision planned to accommodate this, through a new primary school in Woolpit and a pedestrian and cycle link between the two settlements. The impact of growth on the A14 junctions needs to be carefully considered. There are also significant growth proposals in nearby Thurston.</p> <p><b>Reason not a lower number?</b> Settlement is a core village where key services are available and is in a transport corridor with access to the A14 and a railway station in Elmswell. The level of growth ensures a new primary school can be delivered, which will provide primary educational capacity for both Woolpit and</p>



Settlement name	Parish Census 2001 total housing stock	Parish Historic completions 2001 – 2020	Transport Corridor (Y/N)	# dwellings extant PP 2018 (at 01/04/21 in brackets)	# dwellings SHELAA capacity (2018-2037)	Infrastructure considerations	Planning rationale for numbers of dwellings proposed?
						<p>area to facilitate additional growth and a new primary school is planned, including provision for a pre-school. Existing secondary educational capacity can accommodate additional provision within catchment area.</p> <p>Additional health provision is required for the area, with planned alterations to Woolpit Health Centre and car park.</p>	Elmswell, as well as enhanced health provision at Woolpit Health Centre.

Core villages are identified as communities which are generally well equipped with services and facilities and therefore have a particularly important function within the rural area. There is a notable diversity to Core villages by way of their locations and individual characteristics spanning from infrastructure capacity and local constraints. However, their role is significant to the district, in that they often form a focus for smaller rural settlements to be able to access a number of local everyday convenience or services demands. Elmswell (A14, railway), Haughley (A14), Mendlesham (A140), Stowupland (A14, railway), Thurston (A14, railway) and Woolpit (A14) are located on the transport corridors.

A significant amount of growth (approx. 3,500 dwellings) has been identified with planning permission (or authority to approve subject to S106) in the Core villages as at 1<sup>st</sup> April 2021. A total (minimum) supply of 4,761 dwellings is identified for the Core villages in the Joint Local Plan. This amounts to an average of 433 dwellings per settlement (11) in this category (accounting for Bramford, and Claydon area being in the Ipswich Fringe). This is considered a broadly appropriate volume to ensure rural sustainability and that a geographic spread of rural housing needs can be met in the most appropriate settlements. Further consideration will need to be had to each settlement’s individual characteristics such as flood zone extents or AONB areas. In addition, matching individual settlement growth to infrastructure planning will be an important factor to ensure that proposals are effective. The existing Bacton, Elmswell, Haughley, Thurston and Woolpit primary schools have known limited capacity and feasibility to expand, therefore a new primary school is likely, depending upon growth levels in the settlements.

A lower volume of housing is not considered appropriate as Core villages play an important role in rural sustainability across the district. Offsetting growth to settlements higher in the hierarchy would deprive rural communities from sustainable development opportunities in the future. Equally, offsetting growth from core villages onto smaller settlements would generally cause inappropriate pressure on settlements which are less well served by services and facilities and is not considered an appropriate sustainable approach. A moderately higher volume of housing could be achieved here, but is considered of limited difference to the proposed growth. It would be unfavourable to reduce dwellings from higher order settlements due to their high sustainability credentials. Equally, it would not be considered favourable to significantly reduce modest growth in lower order settlements as this will remove appropriate opportunities for growth to assist with some rural vitality in the smaller settlements.

## Babergh Hinterland Villages

Settlement name	Parish Census 2001 total housing stock	Parish Historic completions 2001 – 2020	Transport Corridor (Y/N)	# dwellings extant PP 2018 (at 01/04/21 in brackets)	# dwellings SHELAA capacity (2018-2037)	Infrastructure considerations	Planning rationale for numbers of dwellings proposed?
Assington	163	35	N	38 (25)	0	Existing educational capacity can accommodate additional provision within catchment area.	<p><b>Plan dwellings identified in settlement (2018-2037) = 38</b> All sites are extant planning permissions. Total considered broadly appropriate taking account of settlement type, transport geography, settlement scale and the availability of sites.</p> <p><b>Reason not a higher number?</b> No further SHELAA sites. Not on a transport corridor. Council would not want too much reliance upon hinterland villages which are less sustainable than higher order settlements.</p> <p><b>Reason not a lower number?</b> All sites are extant planning permissions.</p>
Belstead*	93	8	Y	14 (20)	14	See Ipswich Fringe	See Ipswich Fringe
Bentley	340	18	Y	32 (42)	100	Existing educational capacity can accommodate additional provision within catchment area, however Suffolk County Council does not intend to expand Bentley Primary School beyond 70 places as it is not considered to be effective.	<p><b>Plan dwellings identified in settlement (2018-2037) = 52</b> Some development here will help provide planned rural diversity and vitality as well as local affordable housing. On transport corridor. Growth is considered within an appropriate range of infrastructure capacity and delivery. Total considered broadly appropriate taking account of settlement type, transport geography, settlement scale and the availability of sites.</p> <p><b>Reason not a higher number?</b> Settlement constrained by AONB. Council would not want too much reliance upon hinterland villages which are less sustainable than higher order settlements. A significant portion of development (&gt;1,000 dwellings) is identified in the locality at the nearby Core Villages of Capel St. Mary, East Bergholt and Brantham. The local primary school is not considered effective to expand beyond 70 places.</p> <p><b>Reason not a lower number?</b> Majority of sites are extant planning permissions. Development here will help provide planned rural diversity and vitality as well as local affordable housing.</p>
Burstable	84	11	N	3 (2)	0	n/a – no further growth proposed	<p><b>Plan dwellings identified in settlement (2018-2037) = 3</b> All sites are extant planning permissions. Total considered broadly appropriate taking account of settlement type, transport geography, settlement scale and the availability of sites.</p> <p><b>Reason not a higher number?</b> No further SHELAA sites. Not on a transport corridor. Council would not want too much reliance upon hinterland villages which are less sustainable than higher order settlements.</p> <p><b>Reason not a lower number?</b> All sites are extant planning permissions.</p>
Chelmondiston	525	-1	N	13 (26)	39	Existing educational capacity can accommodate additional provision within catchment area.	<p><b>Plan dwellings identified in settlement (2018-2037) = 52</b> The settlement has had negative growth for the last 20 years. Some development here will help provide planned rural diversity and vitality as well as local affordable housing. Total considered broadly appropriate taking account of settlement type, transport geography, settlement scale and the availability of sites.</p> <p><b>Reason not a higher number?</b> No further SHELAA sites. Not on a transport corridor. Settlement constrained by AONB and close proximity to HRA designated wildlife sites at the estuary. Council would not want too much reliance upon hinterland villages which are less sustainable than higher order settlements.</p> <p><b>Reason not a lower number?</b> Majority of sites are extant planning permissions. Development here will help provide planned rural diversity and vitality as well as local affordable housing.</p>
Chilton (with part Sudbury and Gt Waldingfield)	138	14	N	11 (14)	0	Existing educational capacity can accommodate additional provision within catchment area and a new primary school and pre-school planned at the Chilton Woods development.	<p><b>Plan dwellings identified in settlement (2018-2037) = 11</b> The settlement should be read in the context of the north-eastern urban fringe of Sudbury where a significant portion of development (&gt;1,000 dwellings) is consented and to the south at Great Cornard where an additional large site is proposed for allocation. Total considered broadly appropriate taking account of settlement type, transport geography, settlement scale and the availability of sites. No further growth</p>

Settlement name	Parish Census 2001 total housing stock	Parish Historic completions 2001 – 2020	Transport Corridor (Y/N)	# dwellings extant PP 2018 (at 01/04/21 in brackets)	# dwellings SHELAA capacity (2018-2037)	Infrastructure considerations	Planning rationale for numbers of dwellings proposed?
						Please also see information under the Market Town of Sudbury.	<p>beyond existing consents are proposed, although two allocations below are technically within the parish area.</p> <ul style="list-style-type: none"> <li>130 dwellings (under construction) are applied within the Sudbury figure, although technically located in Chilton parish.</li> <li>20 dwellings are applied to the Great Waldingfield figure, although technically located in Chilton parish.</li> </ul> <p><b>Reason not a higher number?</b> Limited further SHELAA sites. Not on a transport corridor. Strategic sites already planned to the neighbouring areas north and south. Council would not want too much reliance upon hinterland villages which are less sustainable than higher order settlements.</p> <p><b>Reason not a lower number?</b> Sites are extant planning permissions.</p>
Cockfield – Howe Lane	362	57	N	39 (0)	0	Existing educational capacity can accommodate additional provision within catchment area.	<p><b>Plan dwellings identified in settlement (2018-2037) = 39</b> All sites are extant planning permissions. Some development here will help provide planned rural diversity and vitality as well as local affordable housing. Total considered broadly appropriate taking account of settlement type, transport geography, settlement scale and the availability of sites.</p> <p><b>Reason not a higher number?</b> No further SHELAA sites. Not on a transport corridor. Council would not want too much reliance upon hinterland villages which are less sustainable than higher order settlements.</p> <p><b>Reason not a lower number?</b> All sites are extant planning permissions.</p>
Copdock and Washbrook *	470	17	Y	36 (53)	263	See Ipswich Fringe	See Ipswich Fringe
East Bergholt – East End	1165	44	Y	6 (0)	0	Existing educational capacity can accommodate additional provision within catchment area.	<p><b>Plan dwellings identified in settlement (2018-2037) = 6</b> All sites are extant planning permissions. Nearby appropriate growth proposed in neighbouring Brantham (Core village) to south-east. On transport corridor. Total considered broadly appropriate taking account of settlement type, transport geography, settlement scale and the availability of sites.</p> <p><b>Reason not a higher number?</b> No further SHELAA sites. Partially constrained by AONB. Council would not want too much reliance upon hinterland villages which are less sustainable than higher order settlements.</p> <p><b>Reason not a lower number?</b> All sites are extant planning permissions.</p>
Elmsett	303	44	N	8 (66)	84	Existing educational capacity can accommodate additional provision within catchment area.	<p><b>Plan dwellings identified in settlement (2018-2037) = 49</b> All sites are extant planning permissions and consistent with adopted Neighbourhood Plan. Some development here will help provide planned rural diversity and vitality as well as local affordable housing. Total considered broadly appropriate taking account of settlement type, transport geography, settlement scale and the availability of sites.</p> <p><b>Reason not a higher number?</b> Growth proposed in adopted Neighbourhood Plan (note this is approx. 60) considered broadly appropriate subject to progress on delivery of sites. Not on a transport corridor.</p> <p><b>Reason not a lower number?</b> Adopted Neighbourhood Plan identifies for minimum housing number. All sites are extant planning permissions.</p>
Great Waldingfield (with part Chilton)	611	110	N	7 (35)	102	Existing educational capacity can accommodate additional provision within catchment area.	<p><b>Plan dwellings identified in settlement (2018-2037) = 59</b> The settlement is well located to Sudbury. Some development here will help provide planned rural diversity and vitality as well as local affordable housing. Total considered broadly appropriate taking account of settlement type, transport geography, settlement scale and the availability of sites.</p> <ul style="list-style-type: none"> <li>20 dwellings are applied with Gt Waldingfield, although technically located in Chilton parish.</li> </ul> <p><b>Reason not a higher number?</b> Historic growth in last 20 years relatively high. Not on a transport corridor. Growth proposed considered broadly appropriate for settlement category. Significant residential growth</p>

Settlement name	Parish Census 2001 total housing stock	Parish Historic completions 2001 – 2020	Transport Corridor (Y/N)	# dwellings extant PP 2018 (at 01/04/21 in brackets)	# dwellings SHELAA capacity (2018-2037)	Infrastructure considerations	Planning rationale for numbers of dwellings proposed?
							proposed in neighbouring Sudbury area to the south-west. Council would not want too much reliance upon hinterland villages which are less sustainable than higher order settlements.  <b>Reason not a lower number?</b> Majority of sites are extant planning permissions. Development here will help provide planned rural diversity and vitality as well as local affordable housing.
Hartest	195	24	N	12 (2)	0	n/a – no further growth proposed	<b>Plan dwellings identified in settlement (2018-2037) = 12</b> All sites are extant planning permissions. Total considered broadly appropriate taking account of settlement type, transport geography, settlement scale and the availability of sites.  <b>Reason not a higher number?</b> No further SHELAA sites. No on a transport corridor. Council would not want too much reliance upon hinterland villages which are less sustainable than higher order settlements.  <b>Reason not a lower number?</b> All sites are extant planning permissions.
Hintlesham	238	50	N	39 (43)	6	Existing educational capacity can accommodate additional provision within catchment area, with Hintlesham & Chattisham CEVCP School requiring additional external space.	<b>Plan dwellings identified in settlement (2018-2037) = 45</b> All sites are extant planning permissions. Total considered broadly appropriate taking account of settlement type, transport geography, settlement scale and the availability of sites.  <b>Reason not a higher number?</b> Council would not want too much reliance upon hinterland villages which are less sustainable than higher order settlements. Not on a transport corridor.  <b>Reason not a lower number?</b> All sites are extant planning permissions.
Hitcham	273	107	N	5 (19)	12	Existing educational capacity can accommodate additional provision within catchment area.	<b>Plan dwellings identified in settlement (2018-2037) = 17</b> All sites are extant planning permissions. Some development here will help provide planned rural diversity and vitality as well as local affordable housing. Total considered broadly appropriate taking account of settlement type, transport geography, settlement scale and the availability of sites.  <b>Reason not a higher number?</b> Historic growth in last 20 years relatively high. No further SHELAA sites. Council would not want too much reliance upon hinterland villages which are less sustainable than higher order settlements. Not on a transport corridor.  <b>Reason not a lower number?</b> All sites are extant planning permissions.
Kersey	168	13	N	5 (8)	0	n/a – no further growth proposed	<b>Plan dwellings identified in settlement (2018-2037) = 5</b> All sites are extant planning permissions. Total considered broadly appropriate taking account of settlement type, transport geography, settlement scale and the availability of sites.  <b>Reason not a higher number?</b> No further SHELAA sites. Council would not want too much reliance upon hinterland villages which are less sustainable than higher order settlements. Not on a transport corridor.  <b>Reason not a lower number?</b> All sites are extant planning permissions.
Monks Eleigh	214	47	N	30 (20)	0	n/a – no further growth proposed	<b>Plan dwellings identified in settlement (2018-2037) = 30</b> All sites are extant planning permissions. Total considered broadly appropriate taking account of settlement type, transport geography, settlement scale and the availability of sites.  <b>Reason not a higher number?</b> No further SHELAA sites. Council would not want too much reliance upon hinterland villages which are less sustainable than higher order settlements. Not on a transport corridor.  <b>Reason not a lower number?</b> All sites are extant planning permissions.
Newton	213	19	N	23 (22)	0	n/a – no further growth proposed	<b>Plan dwellings identified in settlement (2018-2037) = 23</b> All sites are extant planning permissions. Total considered broadly appropriate taking account of settlement type, transport geography, settlement scale and the availability of sites.  <b>Reason not a higher number?</b> No further SHELAA sites. Council would not want too much reliance upon hinterland villages which are less sustainable than higher order settlements. Not on a transport corridor.  <b>Reason not a lower number?</b> All sites are extant planning permissions.



Settlement name	Parish Census 2001 total housing stock	Parish Historic completions 2001 – 2020	Transport Corridor (Y/N)	# dwellings extant PP 2018 (at 01/04/21 in brackets)	# dwellings SHELAA capacity (2018-2037)	Infrastructure considerations	Planning rationale for numbers of dwellings proposed?
Polstead – Church	343	29	N	2 (0)	0	n/a – no further growth proposed	<p><b>Plan dwellings identified in settlement (2018-2037) = 2</b> All sites are extant planning permissions. Total considered broadly appropriate taking account of settlement type, transport geography, settlement scale and the availability of sites.</p> <p><b>Reason not a higher number?</b> No further SHELAA sites. Council would not want too much reliance upon hinterland villages which are less sustainable than higher order settlements. Not on a transport corridor.</p> <p><b>Reason not a lower number?</b> All sites are extant planning permissions.</p>
Raydon	200	44	Y	10 (34)	40	Existing educational capacity can accommodate additional provision within catchment area.	<p><b>Plan dwellings identified in settlement (2018-2037) = 44</b> All sites are extant planning permissions. Some development here will help provide planned rural diversity and vitality as well as local affordable housing. On transport corridor. Total considered broadly appropriate taking account of settlement type, transport geography, settlement scale and the availability of sites.</p> <p><b>Reason not a higher number?</b> Council would not want too much reliance upon hinterland villages which are less sustainable than higher order settlements.</p> <p><b>Reason not a lower number?</b> All sites are extant planning permissions.</p>
Shotley Gate	1030	30	N	285 (3)	0	Existing educational capacity can accommodate additional provision within catchment area.	<p><b>Plan dwellings identified in settlement (2018-2037) = 285</b> All sites are extant planning permissions. A strategic regeneration site is consented here (commenced). Total considered broadly appropriate taking account of settlement type, transport geography, settlement scale and the availability of sites.</p> <p><b>Reason not a higher number?</b> No further SHELAA sites. Settlement is constrained by AONB. Potentially negative cumulative impact of growth upon HRA designated wildlife sites at the estuary. Council would not want too much reliance upon hinterland villages which are less sustainable than higher order settlements. Not on transport corridor.</p> <p><b>Reason not a lower number?</b> All sites are extant planning permissions.</p>
Stoke by Nayland	313	15	N	1 (0)	26	Existing educational capacity can accommodate additional provision within catchment area.	<p><b>Plan dwellings identified in settlement (2018-2037) = 19</b> The settlement has had limited growth for the last 20 years. Some development here will help provide planned rural diversity and vitality as well as local affordable housing. Total considered broadly appropriate taking account of settlement type, transport geography, settlement scale and the availability of sites.</p> <p><b>Reason not a higher number?</b> Not on a transport corridor. Settlement constrained by AONB and historic assets. Council would not want too much reliance upon hinterland villages which are less sustainable than higher order settlements.</p> <p><b>Reason not a lower number?</b> Development here will help provide planned rural diversity and vitality as well as local affordable housing.</p>
Stratford St Mary	287	32	Y	0 (0)	0	n/a – no further growth proposed	<p><b>Plan dwellings identified in settlement (2018-2037) = 0</b> No outstanding permissions or proposed allocations. Total considered broadly appropriate taking account of settlement type, transport geography, settlement scale and the availability of sites.</p> <p><b>Reason not a higher number?</b> No further SHELAA sites. Settlement constrained by AONB and flood risk. Council would not want too much reliance upon hinterland villages which are less sustainable than higher order settlements.</p> <p><b>Reason not a lower number?</b> No growth is identified.</p>
Stutton	364	48	N	11 (66)	54	Existing educational capacity can accommodate additional provision within catchment area.	<p><b>Plan dwellings identified in settlement (2018-2037) = 65</b> All sites are extant planning permissions. Some development here will help provide planned rural diversity and vitality as well as local affordable housing. Total considered broadly appropriate taking account of settlement type, transport geography, settlement scale and the availability of sites.</p> <p><b>Reason not a higher number?</b> No further SHELAA sites. Settlement constrained by AONB. Council would not want too much reliance upon hinterland villages which are less sustainable than higher order</p>

Settlement name	Parish Census 2001 total housing stock	Parish Historic completions 2001 – 2020	Transport Corridor (Y/N)	# dwellings extant PP 2018 (at 01/04/21 in brackets)	# dwellings SHELAA capacity (2018-2037)	Infrastructure considerations	Planning rationale for numbers of dwellings proposed?
							settlements. Not on transport corridor. <b>Reason not a lower number?</b> All sites are extant planning permissions.
Tattingstone - Church	208	45	N	1 (0)	0	n/a – no further growth proposed	<b>Plan dwellings identified in settlement (2018-2037) = 1</b> All sites are extant planning permissions. Total considered broadly appropriate taking account of settlement type, transport geography, settlement scale and the availability of sites. <b>Reason not a higher number?</b> No further SHELAA sites. Council would not want too much reliance upon hinterland villages which are less sustainable than higher order settlements. Not on transport corridor. <b>Reason not a lower number?</b> All sites are extant planning permissions.
Whatfield	134	28	N	1 (0)	0	n/a – no further growth proposed	<b>Plan dwellings identified in settlement (2018-2037) = 1</b> All sites are extant planning permissions. Total considered broadly appropriate taking account of settlement type, transport geography, settlement scale and the availability of sites. <b>Reason not a higher number?</b> No further SHELAA sites. Settlement constrained by AONB and flood risk. Council would not want too much reliance upon hinterland villages which are less sustainable than higher order settlements. Not on transport corridor. <b>Reason not a lower number?</b> All sites are extant planning permissions.
Wherstead – Bourne Hill*	130	2	Y	0 (76)	75	See Ipswich Fringe	See Ipswich Fringe
Wherstead Park	130	2	Y	0 (0)		See Ipswich Fringe	See Ipswich Fringe

Hinterland villages are prevalent throughout the district area. Many of these villages tend to be small, with more limited facilities making them more dependant upon higher order settlements for everyday needs. Notwithstanding this, Hinterland villages do have some degree of facilities and sustainability, as they act as a more local service location sometimes with pubs, small convenience shops and primary schools. Due to their frequency and spread, cumulatively these settlements have a role to play in diversity and rural sustainability to meet very local housing needs. Bentley (A12), Raydon (A12) and Stratford St Mary (A12) are located on the transport corridors.

A significant amount of growth (approx. 500 dwellings) has been identified with planning permission (or authority to approve subject to S106) in the Core villages as at 1<sup>st</sup> April 2021. A total (minimum) supply of 866 dwellings is identified for the Hinterland villages in the Joint Local Plan. This amounts to an average of 38 dwellings per settlement (23) in this category (accounting for Belstead, Copdock and Washbrook and Wherstead area being in the Ipswich Fringe). This is considered a broadly appropriate volume to aid local rural sustainability and vitality of some of these smaller communities without a heavy reliance placed upon them to meet the needs of the Plan as a whole. Further consideration will need to be had to each settlement’s individual characteristics such as flood zone extents or AONB areas. Generally speaking, hinterland villages would not be considered settlements where infrastructure opportunities are most effectively applied, therefore growth would normally expect to be considered within the context of the existing local infrastructure capacity.

A lower volume of housing would not be considered appropriate as overall it may withhold opportunities for hinterland villages to maintain local rural vitality through appropriate growth. A moderately higher volume of housing could be achieved here, but is not considered to be an appropriate sustainable option as it would be relying upon settlements with limited facilities and would unduly promote additional car journeys.

## Mid Suffolk Hinterland Villages

Settlement name	Parish Census 2001 total housing stock	Parish Historic completions 2001 – 2020	Transport Corridor (Y/N)	# dwellings extant PP 2018 (at 01/04/21 in brackets)	# dwellings SHELAA capacity (2018-2037)	Infrastructure considerations	Planning rationale for numbers of dwellings proposed?
Badwell Ash	293	71	N	31 (152)	119	Existing educational capacity can accommodate additional provision within catchment area.	<p><b>Plan dwellings identified in settlement (2018-2037) = 150</b> Sites identified through extant planning permissions. Total considered broadly appropriate taking account of settlement type, transport geography, settlement scale and the availability of sites.</p> <p><b>Reason not a higher number?</b> Historic growth in last 20 years relatively high. No further SHELAA sites. Council would not want too much reliance upon hinterland villages which are less sustainable than higher order settlements. Not on transport corridor.</p> <p><b>Reason not a lower number?</b> All sites have extant planning permission.</p>
Barham – Sandy Lane*	568	95	Y	45 (68)	20	See Ipswich Fringe	See Ipswich Fringe
Barking	165	16	N	20 (16)	10	Existing educational capacity can accommodate additional provision within catchment area.	<p><b>Plan dwellings identified in settlement (2018-2037) = 30</b> Sites identified through extant planning permissions. Total considered broadly appropriate taking account of settlement type, transport geography, settlement scale and the availability of sites.</p> <p><b>Reason not a higher number?</b> No further SHELAA sites. Council would not want too much reliance upon hinterland villages which are less sustainable than higher order settlements. Not on transport corridor.</p> <p><b>Reason not a lower number?</b> Majority of sites are extant planning permissions. Development here will help provide planned rural diversity and vitality as well as local affordable housing.</p>
Beyton	259	55	Y	11 (17)	19	Primary school provision is outside of the settlement, pupils from settlement would be accommodated at the new Woolpit primary school. Existing secondary educational capacity can accommodate additional provision within catchment area.	<p><b>Plan dwellings identified in settlement (2018-2037) = 30</b> Sites identified through extant planning permissions. On transport corridor. Total considered broadly appropriate taking account of settlement type, transport geography, settlement scale and the availability of sites.</p> <p><b>Reason not a higher number?</b> No further SHELAA sites. Council would not want too much reliance upon hinterland villages which are less sustainable than higher order settlements.</p> <p><b>Reason not a lower number?</b> Majority of sites are extant planning permissions. Development here will help provide planned rural diversity and vitality as well as local affordable housing.</p>
Brome (with Oakley)	197	25	Y	1 (10)	0	Existing educational capacity can accommodate additional provision within catchment area.	See Oakley
Coddenham	222	73	N	8 (5)	8	n/a – no further growth proposed	<p><b>Plan dwellings identified in settlement (2018-2037) = 8</b> Sites identified through extant planning permissions. Total considered broadly appropriate taking account of settlement type, transport geography, settlement scale and the availability of sites.</p> <p><b>Reason not a higher number?</b> Historic growth in last 20 years relatively high. Council would not want too much reliance upon hinterland villages which are less sustainable than higher order settlements. Not on transport corridor.</p> <p><b>Reason not a lower number?</b> All sites are extant planning permissions.</p>
Combs	400	52	N	7 (129)	5	Existing educational capacity can accommodate additional provision within catchment area.	<p><b>Plan dwellings identified in settlement (2018-2037) = 12</b> Sites identified through extant planning permissions. Total considered broadly appropriate taking account of settlement type, transport geography, settlement scale and the availability of sites.</p> <p><b>Reason not a higher number?</b> No further SHELAA sites. Council would not want too much reliance upon</p>

Settlement name	Parish Census 2001 total housing stock	Parish Historic completions 2001 – 2020	Transport Corridor (Y/N)	# dwellings extant PP 2018 (at 01/04/21 in brackets)	# dwellings SHELAA capacity (2018-2037)	Infrastructure considerations	Planning rationale for numbers of dwellings proposed?
							hinterland villages which are less sustainable than higher order settlements. Not on transport corridor. <b>Reason not a lower number?</b> All sites have extant planning permission.
Creeting St Mary	279	46	Y	14 (135)	0	Existing educational capacity can accommodate additional provision within catchment area.	<b>Plan dwellings identified in settlement (2018-2037) = 14</b> Sites identified through extant planning permissions. On transport corridor. Total considered broadly appropriate taking account of settlement type, transport geography, settlement scale and the availability of sites. <b>Reason not a higher number?</b> No further SHELAA sites. Council would not want too much reliance upon hinterland villages which are less sustainable than higher order settlements. <b>Reason not a lower number?</b> All sites are extant planning permissions.
Earl Stonham – Forward Green	251	14	Y	2 (0)	20	Existing educational capacity can accommodate additional provision within catchment area.	<b>Plan dwellings identified in settlement (2018-2037) = 12</b> Some development here will help provide planned rural diversity and vitality as well as local affordable housing. On transport corridor. Relatively low historic growth. Total considered broadly appropriate taking account of settlement type, transport geography, settlement scale and the availability of sites. <b>Reason not a higher number?</b> No further SHELAA sites. Council would not want too much reliance upon hinterland villages which are less sustainable than higher order settlements. <b>Reason not a lower number?</b> Development here will help provide planned rural diversity and vitality as well as local affordable housing.
Felsham	186	37	N	1 (2)	0	n/a – no further growth proposed	<b>Plan dwellings identified in settlement (2018-2037) = 1</b> Sites identified through extant planning permissions. Total considered broadly appropriate taking account of settlement type, transport geography, settlement scale and the availability of sites. <b>Reason not a higher number?</b> No further SHELAA sites. Council would not want too much reliance upon hinterland villages which are less sustainable than higher order settlements. Not on transport corridor. <b>Reason not a lower number?</b> All sites are extant planning permissions.
Finningham	169	47	N	2 (11)	20	Existing educational capacity can accommodate additional provision within catchment area.  Potential water supply capacity constraint at Hartismere water resource zone.	<b>Plan dwellings identified in settlement (2018-2037) = 22</b> Some development here will help provide planned rural diversity and vitality as well as local affordable housing. Total considered broadly appropriate taking account of settlement type, transport geography, settlement scale and the availability of sites. <b>Reason not a higher number?</b> No further SHELAA sites. Council would not want too much reliance upon hinterland villages which are less sustainable than higher order settlements. Not on transport corridor. Potential water supply capacity constraint at Hartismere water resource zone. <b>Reason not a lower number?</b> Majority of sites are extant planning permissions. Development here will help provide planned rural diversity and vitality as well as local affordable housing.
Fressingfield	441	55	N	38 (27)	18	Existing educational capacity can accommodate additional provision within catchment area.	<b>Plan dwellings identified in settlement (2018-2037) = 56</b> Sites identified through extant planning permissions. Total considered broadly appropriate taking account of settlement type, transport geography, settlement scale and the availability of sites. <b>Reason not a higher number?</b> No further SHELAA sites. Council would not want too much reliance upon hinterland villages which are less sustainable than higher order settlements. Not on transport corridor. <b>Reason not a lower number?</b> All sites are extant planning permissions.
Gislingham	378	91	N	54 (48)	0	n/a – no further growth proposed	<b>Plan dwellings identified in settlement (2018-2037) = 54</b> Sites identified through extant planning permissions. Total considered broadly appropriate taking account of settlement type, transport geography, settlement scale and the availability of sites. <b>Reason not a higher number?</b> Historic growth in last 20 years relatively high. No further SHELAA sites. Council would not want too much reliance upon hinterland villages which are less sustainable than higher



Settlement name	Parish Census 2001 total housing stock	Parish Historic completions 2001 – 2020	Transport Corridor (Y/N)	# dwellings extant PP 2018 (at 01/04/21 in brackets)	# dwellings SHELAA capacity (2018-2037)	Infrastructure considerations	Planning rationale for numbers of dwellings proposed?
							order settlements. Not on transport corridor. <b>Reason not a lower number?</b> All sites are extant planning permissions.
Great Blakenham*	504	399	Y	286 (128)	38	See Ipswich Fringe	See Ipswich Fringe
Great Finborough	239	196	N	1 (29)	46	Existing educational capacity can accommodate additional provision within catchment area.	<b>Plan dwellings identified in settlement (2018-2037) = 22</b> Sites identified through extant planning permissions. Total considered broadly appropriate taking account of settlement type, transport geography, settlement scale and the availability of sites. <b>Reason not a higher number?</b> Historic growth in last 20 years relatively high. Council would not want too much reliance upon hinterland villages which are less sustainable than higher order settlements. Not on transport corridor. <b>Reason not a lower number?</b> All sites are extant planning permissions.
Henley	220	12	N	2 (13)	65	Existing educational capacity can accommodate additional provision within catchment area.	<b>Plan dwellings identified in settlement (2018-2037) = 47</b> Sites identified through extant planning permissions. Relatively low historic growth. Total considered broadly appropriate taking account of settlement type, transport geography, settlement scale and the availability of sites. <b>Reason not a higher number?</b> Council would not want too much reliance upon hinterland villages which are less sustainable than higher order settlements. Not on transport corridor. <b>Reason not a lower number?</b> Development here will help provide planned rural diversity and vitality as well as local affordable housing.
Hessett	188	19	Y	3 (5)	5	Existing educational capacity can accommodate additional provision within catchment area.	<b>Plan dwellings identified in settlement (2018-2037) = 8</b> Sites identified through extant planning permissions. On transport corridor. Relatively low historic growth. Total considered broadly appropriate taking account of settlement type, transport geography, settlement scale and the availability of sites. <b>Reason not a higher number?</b> Council would not want too much reliance upon hinterland villages which are less sustainable than higher order settlements. <b>Reason not a lower number?</b> All sites are extant planning permissions.
Horham	120	15	N	10 (10)	0	n/a – no further growth proposed	<b>Plan dwellings identified in settlement (2018-2037) = 10</b> Sites identified through extant planning permissions. Total considered broadly appropriate taking account of settlement type, transport geography, settlement scale and the availability of sites. <b>Reason not a higher number?</b> No further SHELAA sites. Council would not want too much reliance upon hinterland villages which are less sustainable than higher order settlements. Not on transport corridor. <b>Reason not a lower number?</b> All sites are extant planning permissions.
Hoxne – Cross Street/Heckfield Green	367	48	N	13 (9)	30	Existing educational capacity can accommodate additional provision within catchment area.  Potential water supply capacity constraint at Hartismere water resource zone.	<b>Plan dwellings identified in settlement (2018-2037) = 43</b> Some development here will help provide planned rural diversity and vitality as well as local affordable housing. Total considered broadly appropriate taking account of settlement type, transport geography, settlement scale and the availability of sites. <b>Reason not a higher number?</b> No further SHELAA sites. Council would not want too much reliance upon hinterland villages which are less sustainable than higher order settlements. Not on transport corridor. Potential water supply capacity constraint at Hartismere water resource zone. <b>Reason not a lower number?</b> Development here will help provide planned rural diversity and vitality as well as local affordable housing.
Hoxne – Low Street	367	48	N	0	0	n/a – no further growth proposed	<b>Plan dwellings identified in settlement (2018-2037) = 0</b> No outstanding permissions or proposed allocations. Total considered broadly appropriate taking account of settlement type, transport geography, settlement scale and the availability of sites.

Settlement name	Parish Census 2001 total housing stock	Parish Historic completions 2001 – 2020	Transport Corridor (Y/N)	# dwellings extant PP 2018 (at 01/04/21 in brackets)	# dwellings SHELAA capacity (2018-2037)	Infrastructure considerations	Planning rationale for numbers of dwellings proposed?
				(10)			<p><b>Reason not a higher number?</b> No further SHELAA sites. Council would not want too much reliance upon hinterland villages which are less sustainable than higher order settlements. Not on transport corridor. Potential water supply capacity constraint at Hertismere water resource zone.</p> <p><b>Reason not a lower number?</b> No growth is identified.</p>
Laxfield	424	76	N	35 (82)	62	Existing educational capacity can accommodate additional provision within catchment area, through additional land secured through planning permission to expand primary school.	<p><b>Plan dwellings identified in settlement (2018-2037) = 97</b> Sites identified through extant planning permissions. Total considered broadly appropriate taking account of settlement type, transport geography, settlement scale and the availability of sites</p> <p><b>Reason not a higher number?</b> No further SHELAA sites. Historic growth in last 20 years relatively high. Council would not want too much reliance upon hinterland villages which are less sustainable than higher order settlements. Not on transport corridor.</p> <p><b>Reason not a lower number?</b> Development here will help provide planned rural diversity and vitality as well as local affordable housing. Post Examination Neighbourhood Plan plans for a minimum of 119 dwellings.</p>
Mellis	184	36	Y	15 (18)	5	Existing educational capacity can accommodate additional provision within catchment area.  Potential water supply capacity constraint at Hartismere water resource zone.	<p><b>Plan dwellings identified in settlement (2018-2037) = 20</b> Sites identified through extant planning permissions. On transport corridor. Total considered broadly appropriate taking account of settlement type, transport geography, settlement scale and the availability of sites</p> <p><b>Reason not a higher number?</b> Council would not want too much reliance upon hinterland villages which are less sustainable than higher order settlements. Potential water supply capacity constraint at Hartismere water resource zone.</p> <p><b>Reason not a lower number?</b> Development here will help provide planned rural diversity and vitality as well as local affordable housing.</p>
Mendham – Church	174	19	N	3 (13)	6	Existing educational capacity can accommodate additional provision within catchment area.	<p><b>Plan dwellings identified in settlement (2018-2037) = 9</b> Sites identified through extant planning permissions. Total considered broadly appropriate taking account of settlement type, transport geography, settlement scale and the availability of sites.</p> <p><b>Reason not a higher number?</b> Council would not want too much reliance upon hinterland villages which are less sustainable than higher order settlements. Not on transport corridor.</p> <p><b>Reason not a lower number?</b> Development here will help provide planned rural diversity and vitality as well as local affordable housing.</p>
Metfield	179	35	N	12 (3)	25	Existing educational capacity can accommodate additional provision within catchment area.  Potential water supply capacity constraint at Hartismere water resource zone.	<p><b>Plan dwellings identified in settlement (2018-2037) = 37</b> Some development here will help provide planned rural diversity and vitality as well as local affordable housing. Total considered broadly appropriate taking account of settlement type, transport geography, settlement scale and the availability of sites.</p> <p><b>Reason not a higher number?</b> No further SHELAA sites. Council would not want too much reliance upon hinterland villages which are less sustainable than higher order settlements. Not on transport corridor. Potential water supply capacity constraint at Hartismere water resource zone.</p> <p><b>Reason not a lower number?</b> Development here will help provide planned rural diversity and vitality as well as local affordable housing.</p>
Norton	329	84	N	20 (69)	12	Existing educational capacity can accommodate additional provision within catchment area.	<p><b>Plan dwellings identified in settlement (2018-2037) = 20</b> Sites identified through extant planning permissions. Total considered broadly appropriate taking account of settlement type, transport geography, settlement scale and the availability of sites.</p> <p><b>Reason not a higher number?</b> Historic growth in last 20 years relatively high. Council would not want too much reliance upon hinterland villages which are less sustainable than higher order settlements. Not on transport corridor.</p> <p><b>Reason not a lower number?</b> All sites are extant planning permissions.</p>

Settlement name	Parish Census 2001 total housing stock	Parish Historic completions 2001 – 2020	Transport Corridor (Y/N)	# dwellings extant PP 2018 (at 01/04/21 in brackets)	# dwellings SHELAA capacity (2018-2037)	Infrastructure considerations	Planning rationale for numbers of dwellings proposed?
Occold	205	36	N	7 (0)	0	n/a – no further growth proposed	<p><b>Plan dwellings identified in settlement (2018-2037) = 7</b> Sites identified through extant planning permissions. Total considered broadly appropriate taking account of settlement type, transport geography, settlement scale and the availability of sites.</p> <p><b>Reason not a higher number?</b> No further SHELAA sites. Council would not want too much reliance upon hinterland villages which are less sustainable than higher order settlements. Not on transport corridor.</p> <p><b>Reason not a lower number?</b> All sites are extant planning permissions.</p>
Old Newton	421	122	N	6 (128)	130	Existing educational capacity can accommodate additional provision within catchment area.	<p><b>Plan dwellings identified in settlement (2018-2037) = 136</b> Some development here will help provide planned rural diversity and vitality as well as local affordable housing. Total considered broadly appropriate taking account of settlement type, transport geography, settlement scale and the availability of sites.</p> <p><b>Reason not a higher number?</b> Historic growth in last 20 years relatively high. No further SHELAA sites. Council would not want too much reliance upon hinterland villages which are less sustainable than higher order settlements. Not on transport corridor.</p> <p><b>Reason not a lower number?</b> Majority of sites are extant planning permissions.</p>
Onehouse (with part Stowmarket)	327	15	Y	21 (11)	10	Existing educational capacity can accommodate additional provision within catchment area.	<p><b>Plan dwellings identified in settlement (2018-2037) = 31</b> The settlement should be read in the context of the western urban fringe of Stowmarket where a significant portion of development (approx. 900 dwellings) is under construction. Some development here will help provide planned rural diversity and vitality as well as local affordable housing. On a transport corridor. Total considered broadly appropriate taking account of settlement type, transport geography, settlement scale and the availability of sites.</p> <ul style="list-style-type: none"> <li>400 dwellings (300 under construction) are applied within the Stowmarket figure but technically in the parish of Onehouse.</li> </ul> <p><b>Reason not a higher number?</b> No further SHELAA sites. Strategic sites already planned to the neighbouring areas west of the settlement. Council would not want too much reliance upon hinterland villages which are less sustainable than higher order settlements.</p> <p><b>Reason not a lower number?</b> Majority of sites are extant planning permissions.</p>
Palgrave	324	88	Y	48 (14)	0	n/a – no further growth proposed	<p><b>Plan dwellings identified in settlement (2018-2037) = 48</b> Sites identified through extant planning permissions. On a transport corridor. Total considered broadly appropriate taking account of settlement type, transport geography, settlement scale and the availability of sites.</p> <p><b>Reason not a higher number?</b> Historic growth in last 20 years relatively high. No further SHELAA sites. Council would not want too much reliance upon hinterland villages which are less sustainable than higher order settlements. Not on transport corridor.</p> <p><b>Reason not a lower number?</b> All sites are extant planning permissions.</p>
Rattlesden	350	70	N	0 (8)	0	Existing educational capacity can accommodate additional provision within catchment area.	<p><b>Plan dwellings identified in settlement (2018-2037) = 0</b> No outstanding permissions or proposed allocations. Total considered broadly appropriate taking account of settlement type, transport geography, settlement scale and the availability of sites.</p> <p><b>Reason not a higher number?</b> Historic growth in last 20 years relatively high. No further SHELAA sites. Council would not want too much reliance upon hinterland villages which are less sustainable than higher order settlements. Not on transport corridor.</p> <p><b>Reason not a lower number?</b> No growth is identified.</p>
Redgrave	228	-8	N	2 (22)	24	Existing educational capacity can accommodate additional provision within catchment area.	<p><b>Plan dwellings identified in settlement (2018-2037) = 11</b> The settlement has had negative growth for the last 20 years. Some development here will help provide planned rural diversity and vitality as well as local affordable housing. Total considered broadly appropriate taking account of settlement type, transport geography, settlement scale and the availability of sites.</p>

Settlement name	Parish Census 2001 total housing stock	Parish Historic completions 2001 – 2020	Transport Corridor (Y/N)	# dwellings extant PP 2018 (at 01/04/21 in brackets)	# dwellings SHELAA capacity (2018-2037)	Infrastructure considerations	Planning rationale for numbers of dwellings proposed?
							<p><b>Reason not a higher number?</b> Not on a transport corridor. Council would not want too much reliance upon hinterland villages which are less sustainable than higher order settlements.</p> <p><b>Reason not a lower number?</b> All sites are extant planning permissions.</p>
Somersham	289	34	N	1 (43)	30	Existing educational capacity can accommodate additional provision within catchment area.	<p><b>Plan dwellings identified in settlement (2018-2037) = 31</b> Sites identified through extant planning permissions. Total considered broadly appropriate taking account of settlement type, transport geography, settlement scale and the availability of sites.</p> <p><b>Reason not a higher number?</b> No further SHELAA sites. Council would not want too much reliance upon hinterland villages which are less sustainable than higher order settlements. Not on transport corridor.</p> <p><b>Reason not a lower number?</b> All sites are extant planning permissions.</p>
Stonham Aspal	225	21	Y	16 (30)	35	Existing educational capacity can accommodate additional provision within catchment area.	<p><b>Plan dwellings identified in settlement (2018-2037) = 51</b> Some development here will help provide planned rural diversity and vitality as well as local affordable housing. On transport corridor. Total considered broadly appropriate taking account of settlement type, transport geography, settlement scale and the availability of sites.</p> <p><b>Reason not a higher number?</b> No further SHELAA sites. Council would not want too much reliance upon hinterland villages which are less sustainable than higher order settlements.</p> <p><b>Reason not a lower number?</b> Development here will help provide planned rural diversity and vitality as well as local affordable housing.</p>
Stonham Parva	144	15	Y	3 (5)	10	Existing educational capacity can accommodate additional provision within catchment area.	<p><b>Plan dwellings identified in settlement (2018-2037) = 13</b> Some development here will help provide planned rural diversity and vitality as well as local affordable housing. On transport corridor. Total considered broadly appropriate taking account of settlement type, transport geography, settlement scale and the availability of sites.</p> <p><b>Reason not a higher number?</b> No further SHELAA sites. Council would not want too much reliance upon hinterland villages which are less sustainable than higher order settlements.</p> <p><b>Reason not a lower number?</b> Development here will help provide planned rural diversity and vitality as well as local affordable housing.</p>
Stuston	82	8	Y	0 (7)	0	n/a – no further growth proposed	<p><b>Plan dwellings identified in settlement (2018-2037) = 0</b> No outstanding permissions or proposed allocations. Total considered broadly appropriate taking account of settlement type, transport geography, settlement scale and the availability of sites.</p> <p><b>Reason not a higher number?</b> No further SHELAA sites. Council would not want too much reliance upon hinterland villages which are less sustainable than higher order settlements. Not on transport corridor.</p> <p><b>Reason not a lower number?</b> No growth is identified.</p>
Thorndon	252	76	Y	55 (33)	20	Existing educational capacity can accommodate additional provision within catchment area.	<p><b>Plan dwellings identified in settlement (2018-2037) = 75</b> Sites identified through extant planning permissions. Total considered broadly appropriate taking account of settlement type, transport geography, settlement scale and the availability of sites.</p> <p><b>Reason not a higher number?</b> Historic growth in last 20 years relatively high. No further SHELAA sites. Council would not want too much reliance upon hinterland villages which are less sustainable than higher order settlements.</p> <p><b>Reason not a lower number?</b> Development here will help provide planned rural diversity and vitality as well as local affordable housing. Post Examination Neighbourhood Plan plans for a total of around 100 dwellings.</p>
Thwaite	53	3	Y	0 (0)	15	Existing educational capacity can accommodate additional provision within catchment area.  Potential water supply capacity constraint at Hartismere water resource zone.	<p><b>Plan dwellings identified in settlement (2018-2037) = 15</b> The settlement has had limited growth for the last 20 years. Some development here will help provide planned rural diversity and vitality as well as local affordable housing. On transport corridor. Total considered broadly appropriate taking account of settlement type, transport geography, settlement scale and the availability of sites.</p>



Settlement name	Parish Census 2001 total housing stock	Parish Historic completions 2001 – 2020	Transport Corridor (Y/N)	# dwellings extant PP 2018 (at 01/04/21 in brackets)	# dwellings SHELAA capacity (2018-2037)	Infrastructure considerations	Planning rationale for numbers of dwellings proposed?
							<p><b>Reason not a higher number?</b> No further SHELAA sites. Council would not want too much reliance upon hinterland villages which are less sustainable than higher order settlements. Potential water supply capacity constraint at Hartismere water resource zone.</p> <p><b>Reason not a lower number?</b> Development here will help provide planned rural diversity and vitality as well as local affordable housing.</p>
Tostock	181	31	Y	20 (26)	5	Existing educational capacity can accommodate additional provision within catchment area.	<p><b>Plan dwellings identified in settlement (2018-2037) = 25</b> Some development here will help provide planned rural diversity and vitality. On transport corridor. Total considered broadly appropriate taking account of settlement type, transport geography, settlement scale and the availability of sites.</p> <p><b>Reason not a higher number?</b> No further SHELAA sites. Council would not want too much reliance upon hinterland villages which are less sustainable than higher order settlements.</p> <p><b>Reason not a lower number?</b> Development here will help provide planned rural diversity and vitality as well as local affordable housing.</p>
Wattisham Airfield	0	0	N	0 (0)	0	Existing educational capacity can accommodate additional provision within catchment area.	<p><b>Plan dwellings identified in settlement (2018-2037) = 0</b> No outstanding permissions or proposed allocations. Total considered broadly appropriate taking account of settlement type, transport geography, settlement scale and the availability of sites.</p> <p><b>Reason not a higher number?</b> No further SHELAA sites. Council would not want too much reliance upon hinterland villages which are less sustainable than higher order settlements. Not on transport corridor.</p> <p><b>Reason not a lower number?</b> No growth is identified.</p>
Wetheringsett-cum-Brockford – Church	263	36	Y	10 (22)	0	Existing educational capacity can accommodate additional provision within catchment area.  Potential water supply capacity constraint at Hartismere water resource zone.	<p><b>Plan dwellings identified in settlement (2018-2037) = 10</b> Sites identified through extant planning permissions. Total considered broadly appropriate taking account of settlement type, transport geography, settlement scale and the availability of sites.</p> <p><b>Reason not a higher number?</b> No further SHELAA sites. Council would not want too much reliance upon hinterland villages which are less sustainable than higher order settlements. Not on transport corridor. Potential water supply capacity constraint at Hartismere water resource zone.</p> <p><b>Reason not a lower number?</b> All sites are extant planning permissions.</p>
Whitton*	40	31	Y	21 (190)	190	See Ipswich Fringe	See Ipswich Fringe
Wortham	272	67	N	20 (42)	0	n/a – no further growth proposed	<p><b>Plan dwellings identified in settlement (2018-2037) = 20</b> Sites identified through extant planning permissions. Total considered broadly appropriate taking account of settlement type, transport geography, settlement scale and the availability of sites.</p> <p><b>Reason not a higher number?</b> No further SHELAA sites. Council would not want too much reliance upon hinterland villages which are less sustainable than higher order settlements. Not on transport corridor.</p> <p><b>Reason not a lower number?</b> All sites are extant planning permissions.</p>
Yaxley	165	69	Y	5 (10)	35	Existing educational capacity can accommodate additional provision within catchment area.  Potential water supply capacity constraint at Hartismere water resource zone.	<p><b>Plan dwellings identified in settlement (2018-2037) = 40</b> Some development here will help provide planned rural diversity and vitality as well as local affordable housing. On transport corridor. Total considered broadly appropriate taking account of settlement type, transport geography, settlement scale and the availability of sites.</p> <p><b>Reason not a higher number?</b> No further SHELAA sites. Council would not want too much reliance upon hinterland villages which are less sustainable than higher order settlements. Potential water supply capacity constraint at Hartismere water resource zone.</p> <p><b>Reason not a lower number?</b> Development here will help provide planned rural diversity and vitality as well as local affordable housing.</p>

Hinterland villages are prevalent throughout the district area. Many of these villages tend to be small, with more limited facilities making them more dependant upon higher order settlements for everyday needs. Notwithstanding this, Hinterland villages do have some degree of facilities and sustainability, as they act as a more local service location sometimes with pubs, small convenience shops and primary schools. Due to their frequency and spread, cumulatively these settlements have a role to play in diversity and rural sustainability to meet very local housing needs. Beyton (A14), Brome and Oakley (A140), Creeting St Mary (A14), Mellis (A140), Onehouse (A14), Stonham Aspal (A140), Stonham Earl (A140), Stonham Parva (A140), Stuston (A140, railway), Thorndon (A140), Twaite (A140), Tostock (A140), Wetheringsett-cum-Brockford (A140) and Yaxley (A140) are located on the transport corridors.

A significant amount of growth (approx. 1,200 dwellings) has been identified with planning permission (or authority to approve subject to S106) in the Core villages as at 1<sup>st</sup> April 2021. A total (minimum) supply of 1,267 dwellings is identified for the Hinterland villages in the Joint Local Plan. This amounts to an average of 30 dwellings per settlement (42) in this category (accounting for Barham, Great Blakenham and Whitton area being in the Ipswich Fringe). This is considered a broadly appropriate volume to aid local rural sustainability and vitality of some of these smaller communities without a heavy reliance placed upon them to meet the needs of the Plan as a whole. Further consideration will need to be had to each settlement's individual characteristics such as flood zone extents or AONB areas. Generally speaking, hinterland villages would not be considered settlements where infrastructure opportunities are most effectively applied, therefore growth would normally expect to be considered within the context of the existing local infrastructure capacity.

A lower volume of housing would not be considered appropriate as overall it may withhold opportunities for hinterland villages to maintain rural vitality through appropriate growth. A moderately higher volume of housing could be achieved here, but is not considered to be an appropriate sustainable option as it would be relying upon settlements with limited facilities and would unduly promote additional car journeys.

### Babergh Hamlets (where JLP allocations are proposed)

Settlement name	Parish Census 2001 total housing stock	Parish Historic completions 2001 – 2020	Transport Corridor (Y/N)	# dwellings extant PP 2018 (at 01/04/21 in brackets)	# dwellings SHELAA capacity (2018-2037)	Infrastructure considerations	Planning rationale for numbers of dwellings proposed?
Aldham	76	1	N	1 (9)	12	Existing educational capacity can accommodate additional provision within catchment area.	<p><b>Plan dwellings identified in settlement (2018-2037) = 13</b> Figure consistent with adopted Neighbourhood Plan and allocations. Limited growth to help provide planned rural diversity and vitality.</p> <p><b>Reason not a higher number?</b> No further SHELAA sites. Settlement is a hamlet with limited facilities which would not encourage sustainable development and unduly promote additional car journeys.</p> <p><b>Reason not a lower number?</b> Sites are extant planning permissions or allocated in adopted Neighbourhood Plan. Limited development here will help provide planned rural diversity and vitality.</p>
Boxford – Calais Street	537	62	N	2 (8)	5	Boxford CEVC Primary School is able to accommodate limited growth within its current capacity. The school site is physically constrained which limits any ability to expand. Existing secondary capacity can accommodate additional provision within the catchment area.	<p><b>Plan dwellings identified in settlement (2018-2037) = 7</b> Some development here will help provide planned rural diversity and vitality. Total considered broadly appropriate taking account of settlement type, transport geography, settlement scale and the availability of sites.</p> <p><b>Reason not a higher number?</b> Settlement is a hamlet with limited facilities which would not encourage sustainable development and unduly promote additional car journeys.</p> <p><b>Reason not a lower number?</b> Limited development here will help provide planned rural diversity and vitality.</p>
Cockfield – Great Green	362	57	N	8 (55)	10	Existing educational capacity can accommodate additional provision within catchment area.	<p><b>Plan dwellings identified in settlement (2018-2037) = 18</b> Some development here will help provide planned rural diversity and vitality as well as local affordable housing. Total considered broadly appropriate taking account of settlement type, transport geography, settlement scale and the availability of sites.</p> <p><b>Reason not a higher number?</b> Settlement is a hamlet with limited facilities which would not encourage sustainable development and unduly promote additional car journeys.</p> <p><b>Reason not a lower number?</b> Sites are extant planning permissions. Limited development here will help provide planned rural diversity and vitality as well as local affordable housing.</p>
Cockfield – Mackenzie Place	362	57	N	0 (54)	51	Existing educational capacity can accommodate additional provision within catchment area.	<p><b>Plan dwellings identified in settlement (2018-2037) = 51</b> Some development here will help provide planned rural diversity and vitality as well as local affordable housing. Total considered broadly appropriate taking account of settlement type, transport geography, settlement scale and the availability of sites.</p> <p><b>Reason not a higher number?</b> Settlement is a hamlet with limited facilities which would not encourage sustainable development and unduly promote additional car journeys.</p> <p><b>Reason not a lower number?</b> Sites are extant planning permissions. Limited development here will help provide planned rural diversity and vitality as well as local affordable housing.</p>
Holton St Mary	92	12	Y	1 (2)	12	Existing educational capacity can accommodate additional provision within catchment area.	<p><b>Plan dwellings identified in settlement (2018-2037) = 13</b> Some development here will help provide planned rural diversity and vitality as well as local affordable housing. Within transport corridor. Total considered broadly appropriate taking account of settlement type, transport geography, settlement scale and the availability of sites.</p> <p><b>Reason not a higher number?</b> Settlement is a hamlet with limited facilities which would not encourage sustainable development and unduly promote additional car journeys.</p> <p><b>Reason not a lower number?</b> Limited development here will help provide planned rural diversity and vitality as well as local affordable housing.</p>
Lawshall	377	28	N	3	45	Existing educational capacity can accommodate	<p><b>Plan dwellings identified in settlement (2018-2037) = 13</b> Some development here will help provide planned rural diversity and vitality. Total considered broadly</p>

Settlement name	Parish Census 2001 total housing stock	Parish Historic completions 2001 – 2020	Transport Corridor (Y/N)	# dwellings extant PP 2018 (at 01/04/21 in brackets)	# dwellings SHELAA capacity (2018-2037)	Infrastructure considerations	Planning rationale for numbers of dwellings proposed?
				(31)		additional provision within catchment area.	<p>appropriate taking account of settlement type, transport geography, settlement scale and the availability of sites.</p> <p><b>Reason not a higher number?</b> Settlement is a hamlet with limited facilities which would not encourage sustainable development and unduly promote additional car journeys.</p> <p><b>Reason not a lower number?</b> Sites are extant planning permissions. Limited development here will help provide planned rural diversity and vitality.</p>
Leavenheath	596	26	N	4 (7)	40	Existing educational capacity can accommodate additional provision within catchment area.	<p><b>Plan dwellings identified in settlement (2018-2037) = 44</b></p> <p>Some development here will help provide planned rural diversity and vitality as well as local affordable housing in a very constrained local surrounding area. In particular, some growth here may help to meet local housing need in nearby Nayland (Core village) to the south-east, where no growth is proposed due to significant constraints. Total considered broadly appropriate taking account of settlement type, transport geography, settlement scale and the availability of sites.</p> <p><b>Reason not a higher number?</b> Settlement is a hamlet with limited facilities which would not encourage sustainable development and unduly promote additional car journeys.</p> <p><b>Reason not a lower number?</b> Limited development here will help provide planned rural diversity and vitality as well as local affordable housing in a very constrained local surrounding area.</p>
Lindsey	72	11	N	7 (6)	5	Existing educational capacity can accommodate additional provision within catchment area.	<p><b>Plan dwellings identified in settlement (2018-2037) = 12</b></p> <p>Some development here will help provide planned rural diversity and vitality. Total considered broadly appropriate taking account of settlement type, transport geography, settlement scale and the availability of sites.</p> <p><b>Reason not a higher number?</b> Settlement is a hamlet with limited facilities which would not encourage sustainable development and unduly promote additional car journeys.</p> <p><b>Reason not a lower number?</b> Limited development here will help provide planned rural diversity and vitality.</p>
Nedging-with-Naughton	167	29	N	14 (25)	9	Existing educational capacity can accommodate additional provision within catchment area.	<p><b>Plan dwellings identified in settlement (2018-2037) = 23</b></p> <p>Some development here will help provide planned rural diversity and vitality. Total considered broadly appropriate taking account of settlement type, transport geography, settlement scale and the availability of sites.</p> <p><b>Reason not a higher number?</b> Settlement is a hamlet with limited facilities which would not encourage sustainable development and unduly promote additional car journeys.</p> <p><b>Reason not a lower number?</b> Sites are extant planning permissions. Limited development here will help provide planned rural diversity and vitality.</p>
Stanstead	131	28	N	9 (8)	13	Existing educational capacity can accommodate additional provision within catchment area.	<p><b>Plan dwellings identified in settlement (2018-2037) = 17</b></p> <p>Some development here will help provide planned rural diversity and vitality. Total considered broadly appropriate taking account of settlement type, transport geography, settlement scale and the availability of sites.</p> <p><b>Reason not a higher number?</b> Settlement is a hamlet with limited facilities which would not encourage sustainable development and unduly promote additional car journeys.</p> <p><b>Reason not a lower number?</b> Sites are extant planning permissions. Limited development here will help provide planned rural diversity and vitality.</p>
Tattingstone	208	45	N	2 (10)	5	Existing educational capacity can accommodate additional provision within catchment area.	<p><b>Plan dwellings identified in settlement (2018-2037) = 7</b></p> <p>Some development here will help provide planned rural diversity and vitality. Total considered broadly appropriate taking account of settlement type, transport geography, settlement scale and the availability of sites.</p> <p><b>Reason not a higher number?</b> No further SHELAA sites. Settlement is a hamlet with limited facilities which</p>



Settlement name	Parish Census 2001 total housing stock	Parish Historic completions 2001 – 2020	Transport Corridor (Y/N)	# dwellings extant PP 2018 (at 01/04/21 in brackets)	# dwellings SHELAA capacity (2018-2037)	Infrastructure considerations	Planning rationale for numbers of dwellings proposed?
							would not encourage sustainable development and unduly promote additional car journeys.  <b>Reason not a lower number?</b> Sites are extant planning permissions. Limited development here will help provide planned rural diversity and vitality.
Wenham Magna	67	14	Y	1 (2)	6	Existing educational capacity can accommodate additional provision within catchment area.	<b>Plan dwellings identified in settlement (2018-2037) = 7</b> Some development here will help provide planned rural diversity and vitality. Within transport corridor. Total considered broadly appropriate taking account of settlement type, transport geography, settlement scale and the availability of sites.  <b>Reason not a higher number?</b> No further SHELAA sites. Settlement is a hamlet with limited facilities which would not encourage sustainable development and unduly promote additional car journeys.  <b>Reason not a lower number?</b> Sites are extant planning permissions. Limited development here will help provide planned rural diversity and vitality.
Woolverstone	97	13	N	16 (12)	10	Existing educational capacity can accommodate additional provision within catchment area.	<b>Plan dwellings identified in settlement (2018-2037) = 26</b> Some development here will help provide planned rural diversity and vitality as well as local affordable housing. Total considered broadly appropriate taking account of settlement type, transport geography, settlement scale and the availability of sites.  <b>Reason not a higher number?</b> No further SHELAA sites. Settlement is a hamlet with limited facilities which would not encourage sustainable development and unduly promote additional car journeys.  <b>Reason not a lower number?</b> Majority of sites are extant planning permission. Limited development here will help provide planned rural diversity and vitality as well as local affordable housing.

Hamlet settlements are commonplace across the district and have been identified where a group of 10 or more well related dwellings exist. They are characteristic of the rural nature of the district, however they are usually very small communities and do not have a range of services and facilities to support large developments.

To avoid unsustainable patterns of growth, beyond existing planning permissions, the Plan generally does not propose growth in these locations, although a small number of communities had expressed a desire through consultation for some very limited growth to meet specific needs and maintain local vitality. Some growth (approx. 400 dwellings) has already been permitted in these hamlet locations as at 1<sup>st</sup> April 2021 and there are some locations where a unique context may provide for an appropriate development and help to diversify future housing supply. A total (minimum) supply of 339 dwellings is identified for Hamlets in the Joint Local Plan. This amounts to an average of 5 dwellings per settlement (74) in this category.

A lower volume of housing is not considered as the majority of sites have been granted planning permission and the remainder are considered locally appropriate in order to provide for limited opportunities for these communities to meet very local needs. A moderately higher volume of housing could be achieved here, but is not considered to be an appropriate sustainable option as it would be relying upon settlements with very limited facilities and would unduly promote additional car journeys.

### Mid Suffolk Hamlets (where JLP allocations are proposed)

Settlement name	Parish Census 2001 total housing stock	Parish Historic completions 2001 – 2020	Transport Corridor (Y/N)	# dwellings extant PP 2018 (at 01/04/21 in brackets)	# dwellings SHELAA capacity (2018-2037)	Infrastructure considerations	Planning rationale for numbers of dwellings proposed?
Ashbocking	118	32	N	4 (6)	15	Existing educational capacity can accommodate additional provision within catchment area.	<p><b>Plan dwellings identified in settlement (2018-2037) = 19</b> Some development here will help provide planned rural diversity and vitality as well as local affordable housing. Total considered broadly appropriate taking account of settlement type, transport geography, settlement scale and the availability of sites.</p> <p><b>Reason not a higher number?</b> No further SHELAA sites. Settlement is a hamlet with limited facilities which would not encourage sustainable development and unduly promote additional car journeys.</p> <p><b>Reason not a lower number?</b> Limited development here will help provide planned rural diversity and vitality as well as local affordable housing.</p>
Badwell Ash – Long Thurlow	293	71	N	3 (0)	15	Existing educational capacity can accommodate additional provision within catchment area.	<p><b>Plan dwellings identified in settlement (2018-2037) = 18</b> Some development here will help provide planned rural diversity and vitality as well as local affordable housing. Total considered broadly appropriate taking account of settlement type, transport geography, settlement scale and the availability of sites.</p> <p><b>Reason not a higher number?</b> Settlement is a hamlet with limited facilities which would not encourage sustainable development and unduly promote additional car journeys.</p> <p><b>Reason not a lower number?</b> Limited development here will help provide planned rural diversity and vitality as well as local affordable housing.</p>
Battisford	188	10	N	3 (23)	9	Existing educational capacity can accommodate additional provision within catchment area.	<p><b>Plan dwellings identified in settlement (2018-2037) = 12</b> Some development here will help provide planned rural diversity and vitality. Total considered broadly appropriate taking account of settlement type, transport geography, settlement scale and the availability of sites.</p> <p><b>Reason not a higher number?</b> No further SHELAA sites. Settlement is a hamlet with limited facilities which would not encourage sustainable development and unduly promote additional car journeys.</p> <p><b>Reason not a lower number?</b> Sites are extant planning permissions. Limited development here will help provide planned rural diversity and vitality.</p>
Cotton	208	36	N	4 (12)	20	Existing educational capacity can accommodate additional provision within catchment area.  Potential water supply capacity constraint at Hartismere water resource zone.	<p><b>Plan dwellings identified in settlement (2018-2037) = 9</b> Some development here will help provide planned rural diversity and vitality. Total considered broadly appropriate taking account of settlement type, transport geography, settlement scale and the availability of sites.</p> <p><b>Reason not a higher number?</b> Settlement is a hamlet with limited facilities which would not encourage sustainable development and unduly promote additional car journeys. Potential water supply capacity constraint at Hartismere water resource zone.</p> <p><b>Reason not a lower number?</b> Sites are extant planning permissions. Limited development here will help provide planned rural diversity and vitality.</p>
Creeting St Mary – Jack’s Green (with part Needham Market)	279	46	Y	4 (135)	48	Existing educational capacity can accommodate additional provision within catchment area.	<p><b>Plan dwellings identified in settlement (2018-2037) = 4</b> The settlement is well located to Needham Market. Some development here will help provide planned rural diversity and vitality. Total considered broadly appropriate taking account of settlement type, transport geography, settlement scale and the availability of sites.</p> <ul style="list-style-type: none"> <li>• 43 dwellings are applied with Needham Market, although technically located in Creeting St Mary parish.</li> <li>• 5 dwellings are applied with Needham Market, although technically located in Creeting St Mary parish.</li> </ul>

Settlement name	Parish Census 2001 total housing stock	Parish Historic completions 2001 – 2020	Transport Corridor (Y/N)	# dwellings extant PP 2018 (at 01/04/21 in brackets)	# dwellings SHELAA capacity (2018-2037)	Infrastructure considerations	Planning rationale for numbers of dwellings proposed?
							<p><b>Reason not a higher number?</b> No further SHELAA sites. Although settlement is well located to Needham Market, it remains a hamlet in context and further growth would risk coalescence with Needham Market. Constrained by flood risk and A14. Additional growth would more appropriately be located in neighbouring Needham Market.</p> <p><b>Reason not a lower number?</b> All sites are extant planning permissions.</p>
Norton – Ashfield Road/Little Green	329	84	N	3 (0)	8	Existing educational capacity can accommodate additional provision within catchment area.	<p><b>Plan dwellings identified in settlement (2018-2037) = 11</b> Some development here will help provide planned rural diversity and vitality. Total considered broadly appropriate taking account of settlement type, transport geography, settlement scale and the availability of sites.</p> <p><b>Reason not a higher number?</b> No further SHELAA sites. Settlement is a hamlet with limited facilities which would not encourage sustainable development and unduly promote additional car journeys.</p> <p><b>Reason not a lower number?</b> Sites are extant planning permissions. Limited development here will help provide planned rural diversity and vitality.</p>
Pettaugh	82	4	N	0 (0)	10	Existing educational capacity can accommodate additional provision within catchment area.	<p><b>Plan dwellings identified in settlement (2018-2037) = 10</b> Some development here will help provide planned rural diversity and vitality as well as local affordable housing. Within transport corridor. Total considered broadly appropriate taking account of settlement type, transport geography, settlement scale and the availability of sites.</p> <p><b>Reason not a higher number?</b> No further SHELAA sites. Settlement is a hamlet with limited facilities which would not encourage sustainable development and unduly promote additional car journeys.</p> <p><b>Reason not a lower number?</b> Limited development here will help provide planned rural diversity and vitality as well as local affordable housing.</p>
Oakley (with part Brome)	197	25	Y	0 (0)	15	Existing educational capacity can accommodate additional provision within catchment area.  Potential water supply capacity issues at Hartismere Water Resource Zone requiring further investment.	<p><b>Plan dwellings identified in settlement (2018-2037) = 15</b> Some development here will help provide planned rural diversity and vitality as well as local affordable housing. Within transport corridor. Total considered broadly appropriate taking account of settlement type, transport geography, settlement scale and the availability of sites.</p> <p><b>Reason not a higher number?</b> No further SHELAA sites. Settlement is a hamlet with limited facilities which would not encourage sustainable development and unduly promote additional car journeys. Potential water supply capacity constraint at Hartismere water resource zone.</p> <p><b>Reason not a lower number?</b> Limited development here will help provide planned rural diversity and vitality as well as local affordable housing.</p>
Rattlesden – Poystreet Green / Top Road	350	70	N	15 (0)	30	Existing educational capacity can accommodate additional provision within catchment area.	<p><b>Plan dwellings identified in settlement (2018-2037) = 45</b> Some development here will help provide planned rural diversity and vitality as well as local affordable housing. Total considered broadly appropriate taking account of settlement type, transport geography, settlement scale and the availability of sites.</p> <p><b>Reason not a higher number?</b> No further SHELAA sites. Settlement is a hamlet with limited facilities which would not encourage sustainable development and unduly promote additional car journeys.</p> <p><b>Reason not a lower number?</b> Sites are extant planning permissions. Limited development here will help provide planned rural diversity and vitality as well as local affordable housing.</p>
Stoke Ash	90	42	Y	3 (4)	8	Existing educational capacity can accommodate additional provision within catchment area.  Potential water supply capacity constraint at Hartismere water resource zone.	<p><b>Plan dwellings identified in settlement (2018-2037) = 11</b> Some development here will help provide planned rural diversity and vitality as well as local affordable housing. Within transport corridor. Total considered broadly appropriate taking account of settlement type, transport geography, settlement scale and the availability of sites.</p> <p><b>Reason not a higher number?</b> No further SHELAA sites. Settlement is a hamlet with limited facilities which would not encourage sustainable development and unduly promote additional car journeys. Potential water</p>

Settlement name	Parish Census 2001 total housing stock	Parish Historic completions 2001 – 2020	Transport Corridor (Y/N)	# dwellings extant PP 2018 (at 01/04/21 in brackets)	# dwellings SHELAA capacity (2018-2037)	Infrastructure considerations	Planning rationale for numbers of dwellings proposed?
							supply capacity constraint at Hartismere water resource zone.  <b>Reason not a lower number?</b> Sites are extant planning permissions. Limited development here will help provide planned rural diversity and vitality as well as local affordable housing.
Wattisfield	186	45	N	3 (0)	8	Existing educational capacity can accommodate additional provision within catchment area.	<b>Plan dwellings identified in settlement (2018-2037) = 11</b> Some development here will help provide planned rural diversity and vitality as well as local affordable housing. Total considered broadly appropriate taking account of settlement type, transport geography, settlement scale and the availability of sites.  <b>Reason not a higher number?</b> No further SHELAA sites. Settlement is a hamlet with limited facilities which would not encourage sustainable development and unduly promote additional car journeys.  <b>Reason not a lower number?</b> Sites are extant planning permissions. Limited development here will help provide planned rural diversity and vitality as well as local affordable housing.
Westhorpe	76	17	N	0 (3)	20	Existing educational capacity can accommodate additional provision within catchment area.  Potential water supply capacity constraint at Hertismere water resource zone.	<b>Plan dwellings identified in settlement (2018-2037) = 10</b> Some development here will help provide planned rural diversity and vitality as well as local affordable housing. Total considered broadly appropriate taking account of settlement type, transport geography, settlement scale and the availability of sites.  <b>Reason not a higher number?</b> Settlement is a hamlet with limited facilities which would not encourage sustainable development and unduly promote additional car journeys. Potential water supply capacity constraint at Hartismere water resource zone.  <b>Reason not a lower number?</b> Limited development here will help provide planned rural diversity and vitality as well as local affordable housing.
Wetheringsett-cum-Brockford	263	36	Y	1 (0)	20	Existing educational capacity can accommodate additional provision within catchment area.  Potential water supply capacity constraint at Hertismere water resource zone.	<b>Plan dwellings identified in settlement (2018-2037) = 21</b> Some development here will help provide planned rural diversity and vitality as well as local affordable housing. Within transport corridor. Total considered broadly appropriate taking account of settlement type, transport geography, settlement scale and the availability of sites.  <b>Reason not a higher number?</b> No further SHELAA sites. Settlement is a hamlet with limited facilities which would not encourage sustainable development and unduly promote additional car journeys. Potential water supply capacity constraint at Hartismere water resource zone.  <b>Reason not a lower number?</b> Majority of sites are extant planning permissions. Limited development here will help provide planned rural diversity and vitality as well as local affordable housing.
Weybread	170	29	N	2 (85)	15	Existing educational capacity can accommodate additional provision within catchment area.  Potential water supply capacity constraint at Hartismere water resource zone.	<b>Plan dwellings identified in settlement (2018-2037) = 17</b> Some development here will help provide planned rural diversity and vitality as well as local affordable housing. Total considered broadly appropriate taking account of settlement type, transport geography, settlement scale and the availability of sites.  <b>Reason not a higher number?</b> No further SHELAA sites. Settlement is a hamlet with limited facilities which would not encourage sustainable development and unduly promote additional car journeys. Potential water supply capacity constraint at Hartismere water resource zone.  <b>Reason not a lower number?</b> Sites are extant planning permissions. Limited development here will help provide planned rural diversity and vitality as well as local affordable housing.
Wickham Skeith	130	17	Y	0 (6)	5	Existing educational capacity can accommodate additional provision within catchment area.  Potential water supply capacity constraint at Hartismere water resource zone.	<b>Plan dwellings identified in settlement (2018-2037) = 5</b> Some development here will help provide planned rural diversity and vitality as well as local affordable housing. Within transport corridor. Total considered broadly appropriate taking account of settlement type, transport geography, settlement scale and the availability of sites.  <b>Reason not a higher number?</b> No further SHELAA sites. Settlement is a hamlet with limited facilities which would not encourage sustainable development and unduly promote additional car journeys. Potential water supply capacity constraint at Hartismere water resource zone.

Settlement name	Parish Census 2001 total housing stock	Parish Historic completions 2001 – 2020	Transport Corridor (Y/N)	# dwellings extant PP 2018 (at 01/04/21 in brackets)	# dwellings SHELAA capacity (2018-2037)	Infrastructure considerations	Planning rationale for numbers of dwellings proposed?
							<b>Reason not a lower number?</b> Sites are extant planning permissions. Limited development here will help provide planned rural diversity and vitality as well as local affordable housing.
Worlingworth	279	95	N	16 (35)	31	Existing educational capacity can accommodate additional provision within catchment area.  Potential water supply capacity constraint at Hartismere water resource zone.	<b>Plan dwellings identified in settlement (2018-2037) = 47</b> Some development here will help provide planned rural diversity and vitality as well as local affordable housing. Total considered broadly appropriate taking account of settlement type, transport geography, settlement scale and the availability of sites.  <b>Reason not a higher number?</b> No further SHELAA sites. Settlement is a hamlet with limited facilities which would not encourage sustainable development and unduly promote additional car journeys. Potential water supply capacity constraint at Hartismere water resource zone.  <b>Reason not a lower number?</b> Majority of sites are extant planning permissions. Limited development here will help provide planned rural diversity and vitality as well as local affordable housing.

Hamlet settlements are commonplace across the district and have been identified where a group of 10 or more well related dwellings exist. They are characteristic of the rural nature of the district, however they are usually very small communities and do not have a range of services and facilities to support large developments.

To avoid unsustainable patterns of growth, beyond existing planning permissions, the Plan generally does not propose growth in these locations, although a small number of communities had expressed a desire through consultation for some very limited growth to meet specific needs and maintain local vitality. Some growth (approx. 500 dwellings) has already been permitted in these hamlet locations as at 1<sup>st</sup> April 2021 and there are some locations where a unique context may provide for an appropriate development and help to diversify future housing supply. A total (minimum) supply of 404 dwellings is identified for Hamlets in the Joint Local Plan. This amounts to an average of 5 dwellings per settlement (86) in this category.

A lower volume of housing is not considered as the majority of sites have been granted planning permission and the remainder are considered locally appropriate in order to provide for limited opportunities for these communities to meet very local needs. A moderately higher volume of housing could be achieved here, but is not considered to be an appropriate sustainable option as it would be relying upon settlements with very limited facilities and would unduly promote additional car journeys.