

Consultee Comments for Planning Application DC/19/01236

Application Summary

Application Number: DC/19/01236

Address: Land Off Hawes Lane Norton Bury St Edmunds IP31 3LS

Proposal: Outline Planning Application (some matters reserved) - Erection of 20 dwellings and construction of vehicular access and pedestrian link.

Case Officer: Alex Scott

Consultee Details

Name: Mrs Jillian rowland

Address: Willow Brook Cottage, Ashfield Road, Norton Bury St Edmunds, Suffolk IP31 3NN

Email: rowland@talk21.com

On Behalf Of: Norton Parish Clerk

Comments

The Council object to this application for the following reasons:

T10 This is a small road. There is strong concern about increased traffic generated by the proposed properties on this small single carriage road. As there is no public footway along Hawes Lane and Heath Road so the Council consider that further development in this area would present a serious risk to pedestrians. With additional family housing, and also during construction work, safety concerns exist for families using Heath Road with no footway. It would have a detrimental effect on the amenity of the area by means of additional traffic generation and safety.

T10 The single carriage road is very narrow and there is a lack of road width which would not allow access by emergency vehicles, particularly fire service vehicles.

A1088 The junction of Heath Road joining the A1088 has been the subject of several near miss accidents. Visibility of vehicles coming from Ixworth is poor and with additional vehicles and construction vehicles using Heath Road this gives rise to concern for safety reasons. (Policy T10)

T10 the proposed pedestrian link to the A1088 and main village exits directly on to the A1088 with no pavement which is a pedestrian danger. It is opposite a bus stop and does not allow full visibility of vehicles travelling South from the Ixworth direction, which would present a danger to pedestrians attempting to cross the A1088.

SC1 - Physical Infrastructure it is questioned whether drainage and sewerage systems would be sufficient to cope with an additional 20 properties. The local school (which is already at near maximum capacity) and the local Health Centre would not cope with the additional workload. There are currently a number of sites with approved application so this site would result in over 50

new houses planned for the village, which the Council feel the infrastructure could not deal with.

The Council is concerned about the proximity of the proposed development of 20 houses to the Wildlife Nature Reserve and the impact additional houses and vehicles would have on this protected area.

Part of the proposal site is outside the settlement boundary.

It is strongly advised that Highways look at all the potential problems from this development and address the concerns.



Planning Applications – Suggested Informative Statements and Conditions Report

If you would like to discuss any of the points in this document please contact us on 03456 066087, Option 1 or email planningliaison@anglianwater.co.uk.

AW Site Reference: 145702/1/0055341

Local Planning Authority: Mid Suffolk District

Site: Land Off Hawes Lane Norton Bury St
Edmunds IP31 3LS

Proposal: Outline Planning Application (some matters reserved) - Erection of 20 dwellings and construction of vehicular access and pedestrian link.

Planning application: DC/19/01236

Prepared by: Pre-Development Team

Date: 17 April 2019

ASSETS

Section 1 - Assets Affected

There are assets owned by Anglian Water or those subject to an adoption agreement within or close to the development boundary that may affect the layout of the site. Anglian Water would ask that the following text be included within your Notice should permission be granted.

Anglian Water has assets close to or crossing this site or there are assets subject to an adoption agreement. Therefore the site layout should take this into account and accommodate those assets within either prospectively adoptable highways or public open space. If this is not practicable then the sewers will need to be diverted at the developers cost under Section 185 of the Water Industry Act 1991. or, in the case of apparatus under an adoption agreement, liaise with the owners of the apparatus. It should be noted that the diversion works should normally be completed before development can commence.

WASTEWATER SERVICES

Section 2 - Wastewater Treatment

The foul drainage from this development is in the catchment of Norton (Suffolk) Water Recycling Centre which currently does not have capacity to treat the flows the development site. Anglian Water are obligated to accept the foul flows from the development with the benefit of planning consent and would therefore take the necessary steps to ensure that there is sufficient treatment capacity should the Planning Authority grant planning permission.

Section 3 - Used Water Network

The sewerage system at present has available capacity for these flows via a gravity discharge regime. If the developer wishes to connect to our sewerage network they should serve notice under Section 106 of the Water Industry Act 1991. We will then advise them of the most suitable point of connection. (1) INFORMATIVE - Notification of intention to connect to the public sewer under S106 of the Water Industry Act Approval and consent will be required by Anglian Water, under the Water Industry Act 1991. Contact Development Services Team 0345 606 6087. (2) INFORMATIVE - Notification of intention to connect to the public sewer under S106 of the Water Industry Act Approval and consent will be required by Anglian Water, under the Water Industry Act 1991. Contact Development Services Team 0345 606 6087. (3) INFORMATIVE - Protection of existing assets - A public sewer is shown on record plans within the land identified for the proposed development. It appears that development proposals will affect existing public sewers. It is recommended that the applicant contacts Anglian Water Development Services Team for further advice on this matter. Building over existing public sewers will not be permitted (without agreement) from Anglian Water. (4) INFORMATIVE - Building near to a public sewer - No building will be permitted within the statutory easement width of 3 metres from the pipeline without agreement from Anglian Water. Please contact Development Services Team on 0345 606 6087. (5) INFORMATIVE: The developer should note that the site drainage details submitted have not been approved for the purposes of adoption. If the developer wishes to have the sewers included in a sewer adoption agreement with Anglian Water (under Sections 104 of the Water Industry Act 1991), they should contact our Development Services Team on 0345 606 6087 at the earliest opportunity. Sewers intended for adoption should be designed and constructed in accordance with Sewers for Adoption guide for developers, as supplemented by Anglian Water's requirements.

Section 4 - Surface Water Disposal

The preferred method of surface water disposal would be to a sustainable drainage system (SuDS) with connection to sewer seen as the last option. Building Regulations (part H) on Drainage and Waste Disposal for England includes a surface water drainage hierarchy, with infiltration on site as the preferred disposal option, followed by discharge to watercourse and then connection to a sewer.

From the details submitted to support the planning application the proposed method of surface water management does not relate to Anglian Water operated assets. As such, we are unable to provide comments on the suitability of the surface water management. The Local Planning Authority should seek the advice of the Lead Local Flood Authority or the Internal Drainage Board. The Environment Agency should be consulted if the drainage system directly or indirectly involves the discharge of water into a watercourse. Should the proposed method of surface water management change to include interaction with Anglian Water operated assets, we would wish to be re-consulted to ensure that an effective surface water drainage strategy is prepared and implemented.

FOR THE ATTENTION OF THE APPLICANT - if Section 3 or Section 4 condition has been recommended above, please see below information:

Next steps

Desktop analysis has suggested that the proposed development will lead to an unacceptable risk of flooding downstream. We therefore highly recommend that you engage with Anglian Water at your earliest convenience to develop in consultation with us a feasible drainage strategy.

If you have not done so already, we recommend that you submit a Pre-planning enquiry with our Pre-Development team. This can be completed online at our website <http://www.anglianwater.co.uk/developers/pre-development.aspx>

Once submitted, we will work with you in developing a feasible mitigation solution.

If a foul or surface water condition is applied by the Local Planning Authority to the Decision Notice, we will require a copy of the following information prior to recommending discharging the condition:

Foul water:

- Feasible drainage strategy agreed with Anglian Water detailing the discharge solution including:
 - Development size
 - Proposed discharge rate (Should you require a pumped connection, please note that our minimum pumped discharge rate is 3.8l/s)
 - Connecting manhole discharge location (No connections can be made into a public rising main)
- Notification of intention to connect to the public sewer under S106 of the Water Industry Act (More information can be found on our website)
- Feasible mitigation strategy in agreement with Anglian Water (if required)

Surface water:

- Feasible drainage strategy agreed with Anglian Water detailing the discharge solution, including:
 - Development hectare size
 - Proposed discharge rate (Our minimum discharge rate is 5l/s. The applicant can verify the site's existing 1 in 1 year greenfield run off rate on the following HR Wallingford website -<http://www.uksuds.com/drainage-calculation-tools/greenfield-runoff-rate-estimation> . For Brownfield sites being demolished, the site should be treated as Greenfield. Where this is not practical Anglian Water would assess the roof area of the former development site and subject to capacity, permit the 1 in 1 year calculated rate)
 - Connecting manhole discharge location
- Sufficient evidence to prove that all surface water disposal routes have been explored as detailed in the surface water hierarchy, stipulated in Building Regulations Part H (Our Surface Water Policy can be found on our website)

Alex Scott
Planning Department
Mid Suffolk District Council
Endeavour House
8 Russell Road
Ipswich, IP1 2BX

23/04/2019

Dear Alex,

RE: DC/19/01236 Outline Planning Application (some matters reserved) - Erection of 20 dwellings and construction of vehicular access and pedestrian link. Land off Hawes Lane, Norton

Thank you for sending us details of this application, we have the following comments:

We have read the ecological survey report (MHE Consulting, November 2018) and we note the findings of the consultant.

The application site is approximately 200m from Suffolk Wildlife Trust's Black Bourn Valley reserve. Although the proposed development appears unlikely to result in any direct impact on the reserve, there is the potential for indirect impacts to arise from sources such as external lighting. It must be ensured that permission is not granted for development which would give rise to such impacts.

Whilst the application site is of limited ecological value, it does represent an area of grassland which is likely to be used by a range of species including some UK Priority species (under Section 41 of the Natural Environment and Rural Communities (NERC) Act (2006)), such as hedgehog, or Suffolk Character species, such as barn owl. Development of the site would therefore represent a net loss of this habitat type from the area.

Notwithstanding the above, should it be determined that some level of development is appropriate in this location, we request that the recommendations made within the ecological survey report are implemented in full, via a condition of planning consent.

Please do not hesitate to contact us should you require anything further.

Yours sincerely

Jill Crighton
Conservation Planner

All planning enquiries should be sent to the Local Planning Authority.

Email: planning@babberghmidsuffolk.gov.uk

The Planning Department
MidSuffolk District Council
Planning Section
1st Floor, Endeavour House
8 Russell Road
Ipswich
Suffolk
IP1 2BX

For the attention of: Alex Scott

Dear Alex

**TOWN AND COUNTRY PLANNING ACT 1990
CONSULTATION RETURN:**

PROPOSAL: Erection of 20 dwellings and
construction of vehicular access and pedestrian link.

LOCATION: Land off Hawes Lane, Norton, Bury St Edmunds IP31 3LS

We recommend a holding refusal for the application for the following reasons:

A plan of the access onto highway showing the visibility splays has not been provided. Hawes Lane is within a 30mph speed limit and the required visibility splays for this location are $x=2.4m$ and $y=90m$, as standards in the Design Manual for Roads and Bridges. If the site cannot achieve the required standards, a speed survey will provide acceptable evidence of actual speeds to enable a lower standard of visibility to be accepted. If the required dimensions cannot be met, the proposed vehicular access will not safely facilitate the intensification of use the development would create.

Hawes Lane is a narrow unclassified road; approx 3.2m wide with no passing places. For the development to be acceptable in highway terms, the road will require widening.

A Transport Statement /scoping note that adequately considers the impacts of all the additional traffic generated by the development has not been submitted. As there is an increase in trips and traffic from this proposal, this could present a detrimental impact to the road network, so it is important that transport is assessed appropriately.

To promote, encourage and support the principles of sustainable transport as outlined in the National Planning Policy Framework, safe and suitable access is required for bus services, pedestrians and cyclists to and from the site. The proposal indicates a pedestrian link from the site to Ixworth Road however, a new footway adjacent to Suffolk House with a crossing point to the footway on the north side of Ixworth Road is required to provide safe route for pedestrians to the bus stop and village amenities. Note - The existing directional sign and bus stop will need to be repositioned to allow for the dropped crossing.

The nearest bus stop is approx. 100m from the centre of the site - this is considered acceptable distance to walk to catch public transport, however, there isn't a frequent service at present so residents are likely to be heavily reliant on the private car.

The catchment primary school is in Norton is approx. 450m from centre of the site which is within walking distance. The secondary school is in Thurston is approx. 2.7miles away – this is below the 'free school transport' threshold and with no safe route to walk or cycle, many parents will drop their children off at schools by car. The increase in trips and traffic would present a detrimental impact to the road network and landscape character of the area.

At present, we would recommend that permission for the application has a holding refusal unless the above points can be addressed and we look forward to receiving further information.

Yours sincerely,

Samantha Harvey
Senior Development Management Engineer
Growth, Highways and Infrastructure

Your Ref:DC/19/01236
Our Ref: SCC/CON/3597/19
Date: 13 September 2019



All planning enquiries should be sent to the Local Planning Authority.

Email: planning@babberghmidsuffolk.gov.uk

The Planning Department
MidSuffolk District Council
Planning Section
1st Floor, Endeavour House
8 Russell Road
Ipswich
Suffolk
IP1 2BX

For the attention of: Alex Scott

Dear Alex Scott,

TOWN AND COUNTRY PLANNING ACT 1990

APPLICATION REF: DC/19/01236

PROPOSAL: Outline Planning Application (Access to be considered) - Erection of 20 dwellings and construction of vehicular access and pedestrian link

LOCATION: Land Off Hawes Lane, Norton, Bury St Edmunds, IP31 3LS

Notice is hereby given that the County Council as Highway Authority recommends that any permission which that Planning Authority may give should include the conditions shown below:

COMMENTS

We have reviewed the data supplied with this application, the summary of our findings are as follows:

- The proposed visibility splays for the development are sufficient for this application.
- The proposal for 20 dwellings would create approximately 14 vehicle movements within the peak hour (1 vehicle every 4 minutes) therefore, the development will not have an impact on the capacity of the highway network in the area.
- The nearest bus stop is on Station Road with services running approx every 2 hours - the stops are within 100m from the application site with minimal public transport services but the stops are considered acceptable distance to walk to catch public transport.
- Hawes Lane is a narrow rural road with sub-standard visibility at it's junction with Heath Road. However, there is an alternative route from the proposed development and it could be considered that drivers can chose this routes to avoid the junction.
- The application shows a footway between the site and Ixworth Road which provides a safe link to the Bus Stops and footway network in the village.

This development would not have an unacceptable impact on highway safety (NPPF para 109) therefore, we do not object to the proposal.

CONDITIONS

Should the Planning Authority be minded to grant planning approval the Highway Authority in Suffolk would recommend they include the following conditions and obligations:

V 1 - Condition: Before the access is first used visibility splays shall be provided as shown on Drawing No. 100-225/003B with an X dimension of 2.4m and a Y dimension of 59m and thereafter retained in the specified form. Notwithstanding the provisions of Part 2 Class A of the Town & Country Planning (General Permitted Development) Order 1995 (or any Order revoking and re-enacting that Order with or without modification) no obstruction over 0.6 metres high shall be erected, constructed, planted or permitted to grow within the areas of the visibility splays.

AL10 - Condition: Before the development is commenced, details of the access and associated works, (including layout, levels, gradients, surfacing and means of surface water drainage), shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that roads/footways are constructed to an acceptable standard.

ER 1 - Condition: Before the development is commenced, details of the estate roads and footpaths, (including layout, levels, gradients, surfacing and means of surface water drainage), shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that roads/footways are constructed to an acceptable standard.

HW 2 - Condition: Before any dwelling is first occupied, the developer shall deliver the footway and highway improvements on Hawes Lane and Ixworth Road in accordance with the approved details except with the written agreement of the Local Planning Authority.

P 2 - Condition: Before the development is commenced details of the areas to be provided for the [LOADING, UNLOADING,] manoeuvring and parking of vehicles including electric vehicle charging units and secure cycle storage shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be carried out in its entirety before the development is brought into use and shall be retained thereafter and used for no other purpose.

Reason: To enable vehicles to enter and exit the public highway in forward gear in the interests of highway safety.

B 2 - Condition: Before the development is commenced details of the areas to be provided for storage and presentation of Refuse/Recycling bins shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be carried out in its entirety before the development is brought into use and shall be retained thereafter for no other purpose.

Reason: To ensure that refuse recycling bins are not stored on the highway causing obstruction and dangers for other users.

HGV CONSTRUCTION - Condition: Before the development hereby permitted is commenced a Construction Management Plan shall have been submitted to and approved in writing by the Local Planning Authority. Construction of the development shall not be carried out other than in accordance with the approved plan. The Construction Management Plan shall include the following matters:

- haul routes for construction traffic on the highway network and monitoring and review mechanisms.
- provision of boundary hoarding and lighting
- details of proposed means of dust suppression
- details of measures to prevent mud from vehicles leaving the site during construction
- details of deliveries times to the site during construction phase
- details of provision to ensure pedestrian and cycle safety
- programme of works (including measures for traffic management and operating hours)
- parking and turning for vehicles of site personnel, operatives and visitors
- loading and unloading of plant and materials
- storage of plant and materials
- maintain a register of complaints and record of actions taken to deal with such complaints at the site office as specified in the Plan throughout the period of occupation of the site.

Reason: In the interest of highway safety to avoid the hazard caused by mud on the highway and to ensure minimal adverse impact on the public highway during the construction phase.

NOTES

The works within the public highway will be required to be designed and constructed in accordance with the County Council's specification. The applicant will also be required to enter into a legal agreement under the provisions of Section 278 of the Highways Act 1980 relating to the construction and subsequent adoption of the highway improvements. Amongst other things the Agreement will cover the specification of the highway works, safety audit procedures, construction and supervision and inspection of the works, bonding arrangements, indemnity of the County Council regarding noise insulation and land compensation claims, commuted sums, and changes to the existing street lighting and signing.

Yours sincerely,

Samantha Harvey
Senior Development Management Engineer
Growth, Highways and Infrastructure

Your Ref:DC/19/01236
Our Ref: SCC/CON/1547/19
Date: 24 April 2019
Highways Enquiries to: sam.harvey@suffolk.gov.uk



All planning enquiries should be sent to the Local Planning Authority.

Email: planning@babberghmidsuffolk.gov.uk

The Planning Department
MidSuffolk District Council
Planning Section
1st Floor, Endeavour House
8 Russell Road
Ipswich
Suffolk
IP1 2BX

For the attention of: Alex Scott

Dear Alex

**TOWN AND COUNTRY PLANNING ACT 1990
CONSULTATION RETURN:**

PROPOSAL: Outline Planning Application (Access to be considered) - Erection of 20 dwellings and construction of vehicular access and pedestrian link.

LOCATION: Land off Hawes Lane Norton Bury St Edmunds IP31 3LS

Notice is hereby given that the County Council as Highway Authority make the following comments:

Visibility - the DMRB was developed principally for Trunk Roads; highway authorities apply this standard as it can be applicable, in part, to all classification of roads. It also sets a standard of good practice. For an agreement for a lower standard on the access visibility, a speed survey is required as evidence of actual speeds.

Carriageway Widths - Hawes Lane is a narrow lane and will require widening due to the additional traffic from the site. Suffolk Design Guide shows the narrowest road width as 4.1m; this is for a road with no frontage development. Manual For Streets also states 'In lightly-trafficked streets, carriageways may be narrowed over short lengths to a single lane as a traffic-calming feature'. Narrow lanes for short distances are acceptable with passing places; however, the site access is 90m from the Hawes Lane/ Heath Road with insufficient width for 2 vehicles to pass safely for this distance. We would like to see some highway improvements in this location; passing places as a minimum.

Transport Assessment - assessments are not required for this size of development but a statement or technical note would be beneficial as it is still likely to have an impact at a local level on the immediate highway network.

School transport - the agent is correct in stating that there is a school bus for the secondary students and although the distance to the school is less than 3 miles, children are able to use this service as there is not a safe walking route for children to the school. Therefore, SCC would be liable for the costs in getting pupils from the development to the school.

Footway links - if the agent can show on the drawing the proposal to improve the footway connection, this can be conditioned.

We hope this clarifies the situation.

Yours sincerely,

Samantha Harvey
Senior Development Management Engineer
Growth, Highways and Infrastructure

Mid Suffolk District Council
Planning Department
Endeavour House
Russell Road
Ipswich
IP1 2BX

Fire Business Support Team
Floor 3, Block 2
Endeavour House
8 Russell Road
Ipswich, Suffolk
IP1 2BX

Your Ref:
Our Ref: FS/F311025
Enquiries to: Angela Kempen
Direct Line: 01473 260588
E-mail: Fire.BusinessSupport@suffolk.gov.uk
Web Address: <http://www.suffolk.gov.uk>

Date: 21/03/2019

Dear Sirs

Land at Hawes Lane, Norton, Bury St Edmunds IP31 3LS
Planning Application No: DC/19/01236/OUT
Hydrants are required for this development
(see our required conditions)

I refer to the above application.

The plans have been inspected by the Water Officer who has the following comments to make.

Access and Fire Fighting Facilities

Access to buildings for fire appliances and firefighters must meet with the requirements specified in Building Regulations Approved Document B, (Fire Safety), 2006 Edition, incorporating 2010 and 2013 amendments Volume 1 - Part B5, Section 11 dwelling houses, and, similarly, Volume 2, Part B5, Sections 16 and 17 in the case of buildings other than dwelling houses. These requirements may be satisfied with other equivalent standards relating to access for fire fighting, in which case those standards should be quoted in correspondence.

Suffolk Fire and Rescue Service also requires a minimum carrying capacity for hard standing for pumping/high reach appliances of 15/26 tonnes, not 12.5 tonnes as detailed in the Building Regulations 2000 Approved Document B, 2006 Edition, incorporating 2010 and 2013 amendments.

Water Supplies

Suffolk Fire and Rescue Service recommends that fire hydrants be installed within this development on a suitable route for laying hose, i.e. avoiding obstructions. However, it is not possible, at this time, to determine the number of fire hydrants required for fire fighting purposes. The requirement will be determined at the water planning stage when site plans have been submitted by the water companies.

Sprinklers Advised

Suffolk Fire and Rescue Service recommends that proper consideration be given to the potential life safety, economic, environmental and social benefits derived from the provision of an automatic fire sprinkler system. (Please see sprinkler information enclosed with this letter).

Consultation should be made with the Water Authorities to determine flow rates in all cases.

Should you need any further advice or information on access and fire fighting facilities, you are advised to contact your local Building Control in the first instance. For further advice and information regarding water supplies, please contact the Water Officer at the above headquarters.

Yours faithfully

Water Officer

Suffolk Fire and Rescue Service

Enc: Hydrant requirement letter

Copy: info@philcobboldplanning.co.uk

Enc: Sprinkler information

Mid Suffolk District Council
Planning Department
Endeavour House
Russell Road
Ipswich
IP1 2BX

Fire Business Support Team
Floor 3, Block 2
Endeavour House
8 Russell Road
Ipswich, Suffolk
IP1 2BX

Your Ref:
Our Ref: ENG/AK
Enquiries to: Mrs A Kempen
Direct Line: 01473 260486
E-mail: Angela.Kempen@suffolk.gov.uk
Web Address: www.suffolk.gov.uk

Date: 21 March 2019

Planning Ref: DC/19/01236/OUT

Dear Sirs

RE: PROVISION OF WATER FOR FIRE FIGHTING
ADDRESS: Land off Hawes Lane, Norton, Bury St Edmunds IP31 3LS
DESCRIPTION: 20 dwellings
HYDRANTS REQUIRED

If the Planning Authority is minded to grant approval, the Fire Authority require adequate provision is made for fire hydrants, by the imposition of a suitable planning condition at the planning application stage.

If the Fire Authority is not consulted at the planning stage, or consulted and the conditions not applied, the Fire Authority will require that fire hydrants be installed retrospectively by the developer if the Planning Authority has not submitted a reason for the non-implementation of the required condition in the first instance.

The planning condition will carry a life term for the said development and the initiating agent/developer applying for planning approval and must be transferred to new ownership through land transfer or sale should this take place.

Fire hydrant provision will be agreed upon when the water authorities submit water plans to the Water Officer for Suffolk Fire and Rescue Service.

Where a planning condition has been imposed, the provision of fire hydrants will be fully funded by the developer and invoiced accordingly by Suffolk County Council.

Until Suffolk Fire and Rescue Service receive confirmation from the water authority that the installation of the fire hydrant has taken place, the planning condition will not be discharged.

Continued/

OFFICIAL

Should you require any further information or assistance I will be pleased to help.

Yours faithfully

Mrs A Kempen
Water Officer

OFFICIAL

Resource Management
Bury Resource Centre
Hollow Road
Bury St Edmunds
Suffolk
IP32 7AY

Philip Isbell
Corporate Manager - Development Manager
Planning Services
Endeavour House
8 Russell Road
Ipswich IP1 2BX.

Enquiries to: Hannah Cutler
Direct Line: 01284 741229
Email: Hannah.Cutler@suffolk.gov.uk
Web: <http://www.suffolk.gov.uk>

Our Ref: 2019_01236
Date: 22/03/2019

To Whom it may concern

Dear Mr Isbell

Planning Application DC/19/01236 – Land off Hawes Lane, Norton, Bury St Edmunds: Archaeology

The proposed development site occupies a position with archaeological potential as recorded by information held by the County Historic Environment Record, close to the historic core of Norton, which is a settlement with medieval origins. Several buildings of late medieval/early post-medieval date survive and finds and features of Medieval date have been identified from within the village (NRN 024, NRN 033). Ixworth Road, which lies approximately 60m east, is believed to follow the line of a Roman Road (NRN 008). In addition, aerial photography has identified cropmarks of pre-modern field systems, trackways, and a ring ditch (NRN 015) in the fields immediately west of the proposed development site. The ring ditch is likely to represent the plough-raised remains of a later prehistoric burial mound (barrow). If so, such features are rarely found in isolation. A find of a Bronze-Age spearhead (NRN 006) supports this interpretation.

Thus, there is high potential for the discovery of below-ground heritage assets of archaeological importance within this area, and groundworks associated with the development have the potential to damage or destroy any archaeological remains which exist.

There are no grounds to consider refusal of permission to achieve preservation *in situ* of any important heritage assets. However, in accordance with the *National Planning Policy Framework* (Paragraph 199), any permission granted should be the subject of a planning condition to record and advance understanding of the significance of any heritage asset before it is damaged or destroyed.

In this case the following two conditions would be appropriate:

1. No development shall take place within the area indicated [the whole site] until the implementation of a programme of archaeological work has been secured, in accordance

with a Written Scheme of Investigation which has been submitted to and approved in writing by the Local Planning Authority.

The scheme of investigation shall include an assessment of significance and research questions; and:

- a. The programme and methodology of site investigation and recording
- b. The programme for post investigation assessment
- c. Provision to be made for analysis of the site investigation and recording
- d. Provision to be made for publication and dissemination of the analysis and records of the site investigation
- e. Provision to be made for archive deposition of the analysis and records of the site investigation
- f. Nomination of a competent person or persons/organisation to undertake the works set out within the Written Scheme of Investigation.
- g. The site investigation shall be completed prior to development, or in such other phased arrangement, as agreed and approved in writing by the Local Planning Authority.

2. No building shall be occupied until the site investigation and post investigation assessment has been completed, submitted to, and approved in writing by the Local Planning Authority, in accordance with the programme set out in the Written Scheme of Investigation approved under part 1 and the provision made for analysis, publication and dissemination of results and archive deposition.

REASON:

To safeguard archaeological assets within the approved development boundary from impacts relating to any groundworks associated with the development scheme and to ensure the proper and timely investigation, recording, reporting and presentation of archaeological assets affected by this development, in accordance with Core Strategy Objective SO 4 of Mid Suffolk District Council Core Strategy Development Plan Document (2008) and the National Planning Policy Framework (2019).

INFORMATIVE:

The submitted scheme of archaeological investigation shall be in accordance with a brief procured beforehand by the developer from Suffolk County Council Archaeological Service, Conservation Team.

I would be pleased to offer guidance on the archaeological work required and, in our role as advisor to Mid Suffolk District Council, the Conservation Team of SCC Archaeological Service will, on request of the applicant, provide a specification for the archaeological work required at this site. In this case, an archaeological evaluation will be required to establish the potential of the site and decisions on the need for any further investigation (excavation before any groundworks commence and/or monitoring during groundworks) will be made based on the results of the evaluation.

Further details on our advisory services and charges can be found on our website: <http://www.suffolk.gov.uk/archaeology/>

Please do get in touch if there is anything that you would like to discuss, or you require any further information.

Yours sincerely,

Dr Hannah Cutler

Archaeological Officer
Conservation Team

Your ref: DC/19/01236/OUT
Our ref: 00058549
Date: 08 April 2019
Enquiries: Isaac Nunn
Tel: 01473 265 248
Email: isaac.nunn@suffolk.gov.uk



Alex Scott
Mid Suffolk District Council
Planning Department
Endeavour House
Russell Road
Ipswich IP1 2BX

Dear Mr Scott,

Norton, land off Hawes Lane IP31 3LS

I refer to the proposal: Outline Planning Application (some matters reserved) - Erection of 20 dwellings and construction of vehicular access and pedestrian link.

Policy Background

Mid Suffolk is a district authority which charges Community Infrastructure Levy (CIL). Therefore, some measures which we require will be dealt with via CIL bids, rather than planning obligations. These measures will be those which fall under Mid Suffolk's Regulation 123 infrastructure list.

Some requirements must be dealt with by planning obligations or conditions. These may fall under s38 or s278 of the Highways Act 1980, s106 of the Town and Country Planning act 1990, or other relevant legislation. This kind of requirement will be explicitly identified in this letter. The National Planning Policy Framework (NPPF) paragraph 56 sets out the requirements of planning obligations, which are that they must be:

- a) Necessary to make the development acceptable in planning terms;
- b) Directly related to the development; *and*,
- c) Fairly and reasonably related in scale and kind to the development.

The County and District Councils have a shared approach to calculating infrastructure requirements, as set out in the adopted Section 106 Developers Guide to Infrastructure Contributions in Suffolk.

Impacts and Mitigation

The details of the impact on local infrastructure serving the proposed development are set out below and will form the basis of a future bid for CIL funds by the County Council.

1. **Education.** Paragraph 94 of the NPPF states: 'It is important that a sufficient choice of school places is available to meet the needs of existing and new communities. Local planning authorities should take a proactive, positive and collaborative

approach to meeting this requirement, and to development that will widen choice in education. They should:

- a) give great weight to the need to create, expand or alter schools through the preparation of plans and decisions on applications; *and*
- b) work with schools promoters, delivery partners and statutory bodies to identify and resolve key planning issues before applications are submitted.'

SCC anticipates the following **minimum** pupil yields from proposed development:

Phase	Pupil Numbers	Places Required	Cost per Place	Requirement per School Phase
Primary	5	5	£12,181	£60,905
High	4	4	£18,355	£73,420
Sixth	1	0	£19,907	£ -
Total CIL requirement				£134,325

Norton Church of England Voluntary Controlled Primary (CEVCP) School is the catchment and nearest primary school for the proposed development. The school is not projected to have spaces for new pupils in the coming years, so CIL funding will be required for all new primary-age pupils arising from this site.

Thurston Community College is the catchment secondary school for the development. Accounting for recent planning permissions which have already been granted, Thurston will not have any capacity to accept new secondary pupils. Therefore, CIL funding will be sought for the full number of secondary places generated at this development.

Thurston CC is also the catchment and nearest sixth form college. Thurston is currently projected to have enough sixth form places for pupils arising from this development. No CIL funding for sixth form expansion will be sought on that basis.

Additionally, since Thurston CC is not within safe walking distance of the development, the developer must provide contributions to fund the anticipated secondary-age pupils over five years. The annual cost of transporting a pupil is £960. 4 pupils x 5 years x £960 = £19,200 school transport contribution. This contribution will be secured via a s106 planning obligation.

2. Pre-school provision. Refer to the NPPF 'Section 8 Promoting healthy and safe communities'.

The Childcare Act 2006 places a range of duties on local authorities regarding the provision of sufficient, sustainable and flexible childcare that is responsive to parents' needs. Local authorities are required to take a lead role in facilitating the childcare market within the broader framework of shaping children's services in partnership with the private, voluntary and independent sector. Section 7 of the Act sets out a duty to secure funded early years provision of the equivalent of 15 hours funded education per week for 38 weeks of the year for children from the term after

their third birthday until they are of compulsory school age. The Education Act 2011 places a statutory duty on local authorities to ensure the provision of early education for every disadvantaged 2-year-old the equivalent of 15 hours funded education per week for 38 weeks. The Childcare Act 2016 places a duty on local authorities to secure the equivalent of 30 hours funded childcare for 38 weeks of the year for qualifying children from September 2017 – this entitlement only applies to 3 and 4 years old of working parents.

In the Elmswell & Norton ward there is an existing deficit of spaces. SCC would anticipate that this development generate need for 3 places. CIL funds would therefore be sought for all 3 places at a cost per place of £8,333 (£24,999 total).

3. **Play space provision.** Consideration will need to be given to adequate play space provision. A key document is the 'Quality in Play' document fifth edition published in 2016 by Play England.
4. **Transport issues.** Refer to the NPPF Section 9 'Promoting sustainable transport'. As noted in the SCC Highways response (from Samantha Harvey 02/04/19), an assessment of highways and transport issues is required. Any requirements arising will be dealt with via planning conditions and Section 106 of the Town and Country Planning Act 1990 as appropriate, and infrastructure delivered to adoptable standards via Section 38 and Section 278 of the Highways Act 1980.

Though we recognise that the site layout is not final, it should be noted that Paragraph 110 of the NPPF says applications for development should:

- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
- d) allow for the efficient delivery of goods, and access by service and emergency vehicles; *and*
- e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

Part of the proposal is for a pedestrian link which emerges onto the A1088. This link has an important role in the scheme by allowing direct foot access to the village. Without this link the village services would only be accessible over a much greater distance by roads with no suitable footway and would therefore encourage dependency on motor vehicles for short journeys. Without this path it is unlikely that the scheme would meet the requirements of point a) above.

Since the proposed link comes out on a side of the road with no existing footway it will be necessary to design a suitable crossing. Such a crossing will need to have no impact on the opposite bus stop and will need to be delivered by the developer under an s278 agreement. If it is not possible for there to be no impact on the southbound bus stop then a location for an alternative stop will need to be found and works for this relocation also included in the s278 agreement. Any relocation of a bus stop will need support from the parish council and residents. It is suggested that, as part of any design work on this matter, the feasibility of incorporating a northbound bus stop on the exit of the pedestrian link be investigated as the current northbound stop is nearly 200m south of the link and on the far side of a crossroad.

Suffolk County Council, in its role as local Highway Authority, has worked with the local planning authorities to develop county-wide technical guidance on parking which replaces the preceding Suffolk Advisory Parking Standards (2002) in light of new national policy and local research. It has been subject to public consultation and was adopted by Suffolk County Council in November 2014 (updated 2015).

5. Libraries. Refer to the NPPF Section 8: 'Promoting healthy and safe communities'.

The libraries and archive infrastructure provision topic paper set out the detailed approach to how contributions are calculated. A minimum standard of 30 square metres of new library space per 1,000 populations is required. Construction and initial fit out cost of £3,000 per square metre for libraries (based on RICS Building Cost Information Service data but excluding land costs). This gives a cost of (30 x £3,000) = £90,000 per 1,000 people or £90 per person for library space. Assuming an average of 2.4 persons per dwelling, CIL funding of £216 per dwelling will be sought. For this development this means a total of £4,320.

6. Waste. Paragraph 8 of the National Planning Policy for Waste states that when determining planning applications for non-waste development, local planning authorities should, to the extent appropriate to their responsibilities, ensure that:

New, non-waste development makes sufficient provision for waste management and promotes good design to secure the integration of waste management facilities with the rest of the development and, in less developed areas, with the local landscape. This includes providing adequate storage facilities at residential premises, for example by ensuring that there is sufficient and discrete provision for bins, to facilitate a high quality, comprehensive and frequent household collection service.

SCC requires that waste bins and garden composting bins be provided before occupation of each dwelling and this will be secured by way of a planning condition. SCC would also encourage the installation of water butts connected to gutter down-pipes to harvest rainwater for use by occupants in their gardens.

7. Sustainable Drainage Systems. Section 14 of the NPPF seeks to meet the challenges of climate change, flooding and coastal change. Suffolk County Council is the lead local flood authority. Paragraphs 155 – 165 refer to planning and flood risk and paragraph 165 states: 'Major developments should incorporate sustainable

drainage systems unless there is clear evidence that this would be inappropriate. The systems used should:

- a) take account of advice from the lead local flood authority;
- b) have appropriate proposed minimum operational standards;
- c) have maintenance arrangements in place to ensure an acceptable standard of operation for the lifetime of the development; *and*
- d) where possible, provide multifunctional benefits.'

In accordance with the NPPF, when considering a major development (of 10 dwellings or more), sustainable drainage systems should be provided unless demonstrated to be inappropriate.

8. **Archaeology.** Suffolk Country Council Archaeological Service (SCCAS) will submit a detailed response separately. In summary, we will not request any S106 contributions for archaeological work, but we will ask that archaeological investigation of the site be secured by means of planning permission. For further information see the SCCAS response from Dr Hannah Cutler dated 22/03/2019.
9. **Ecology, landscape & heritage.** It is suggested that consideration should be given to incorporating suitable roosting and nesting boxes within dwellings for birds and bats, as well as providing suitable biodiversity features including plants to attract & support insects, reptiles, birds & mammals.
10. **Health impact assessment.** An assessment of the likely impact of the development proposals on local health infrastructure, facilities and funding should be undertaken. We recommend seeking advice on this matter from the NHS West Suffolk Clinical Commissioning Group.
11. **Police assessment.** We recommend consulting Suffolk Constabulary with regard to any local policing infrastructure, facilities, or funding required as a result of this development. At the design stage, we recommend that thought should be put into integrating natural surveillance and 'designing out crime'. This will be particularly relevant to the proposed pedestrian link which appears from the indicative layout to be relatively narrow and with no active frontage to provide surveillance.
12. **Fire Service.** Any fire hydrant issues will need to be covered by appropriate planning conditions at reserved matters stage. SCC would strongly recommend the installation of automatic fire sprinklers. Early consideration is given during the design stage of the development for both access for fire vehicles and the provisions of water for fire-fighting. For further information see the Suffolk Fire & Rescue Service response dated 21/03/2019.
13. **Superfast broadband.** This should be considered as part of the requirements of the NPPF Section 10 'Supporting high quality communication'. SCC would recommend that all development is equipped with high speed broadband (fibre optic). This facilitates home working which has associated benefits for the transport network and also contributes to social inclusion; it also impacts educational

attainment and social wellbeing, as well as improving property prices and saleability.

As a minimum, access line speeds should be greater than 30Mbps, using a fibre based broadband solution, rather than exchange-based ADSL, ADSL2+ or exchange only connections. The strong recommendation from SCC is that a full fibre provision should be made, bringing fibre cables to each premise within the development (FTTP/FTTH). This will provide a network infrastructure which is fit for the future and will enable faster broadband.

14. Legal costs. SCC will require an undertaking from the applicant for the reimbursement of its reasonable legal costs associated with work on a S106 agreement, or any other kind of legal agreement, whether or not the matter proceeds to completion.

Time-limit to information

The above information is time-limited for 6 months only from the date of this letter.

The above will form the basis of one or more bids for CIL funds and is indicative of the obligations Suffolk County Council would seek if planning permission is granted.

Yours sincerely,

Isaac Nunn
Planning Officer
Growth, Highways & Infrastructure Directorate – Strategic Development

From: Tegan Chenery <Tegan.Chenery@baberghmidsuffolk.gov.uk>
Sent: 05 April 2019 14:50
To: Alex Scott <Alex.Scott@baberghmidsuffolk.gov.uk>
Cc: BMSDC Planning Area Team Yellow <planningyellow@baberghmidsuffolk.gov.uk>
Subject: DC/19/01236 - Heritage response

Hello Alex

DC/19/01236 – Land off Hawes Lane, Norton

This Outline application is for the erection of 20 dwellings, with access only to be considered. The proposal site stands to the north west of the historic core and crossroads of Norton; in itself, a diminutive village. The issues of heritage concern relate to the potential impact of the proposal on the setting of the nearby Grade II listed 'The Dog Inn' and 'Maltings Cottage' (as named on the National Heritage Listed for England) to the east of Ixworth Road. In addition, heritage concerns relate to the non-designated heritage asset 'Suffolk House' – which is a probably 19th century gault brick dwelling. Its associated flint boundary wall and outbuilding(s) also contribute to the character of the historic village core and the rural setting.

The Heritage Impact Statement submitted with the application is incredibly cursory, stating that 'there are no listed buildings, scheduled ancient monuments or any other heritage assets nearby which would be affected by the development', with no further explanation for this conclusion.

Following a site visit, the Heritage Team disagrees with the above statement and considers the proposal would cause a *negligible level of harm* to the setting and subsequently the significance of the two listed buildings – The Dog Inn and Maltings Cottage. They are in close proximity but disassociated from the proposal site due to their location to the east of Ixworth Road, which divides the proposal site from these buildings. The site however, is considered to be within their wider setting. The proposed development would diverge from the traditional morphology of the village which is broadly linear, addressing the street, and corresponding to the crossroads to the centre of Norton; reflected in the position of these two listed buildings.

In addition, the proposal would cause a *very low level of less than substantial harm* to Suffolk House, which the Heritage Team considers to be a non-designated heritage asset. Existing modern development has eroded its relationship to the wider rural landscape, encroaching on its immediate setting. The proposed development site to its north west would therefore have a cumulative effect and further commute its relationship to the rural setting, by infilling the parcel of land which still maintains a sense of its former association to the open countryside.

The proposed development would therefore cause harm on a range from *negligible* to a *very low level of less than substantial harm* to the designated and non-designated heritage assets, and so the scheme should be weighed against public benefits. Should the LPA be minded to grant permission, The Heritage Team would expect to be consulted on any Reserved Matters application to ensure appropriateness of the details.

Tegan Chenery

Heritage and Design Officer

Babergh and Mid Suffolk District Councils - Working Together

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From: Nathan Pittam <Nathan.Pittam@babberghmidsuffolk.gov.uk>
Sent: 29 March 2019 10:51
To: Alex Scott <Alex.Scott@babberghmidsuffolk.gov.uk>
Cc: BMSDC Planning Area Team Yellow <planningyellow@babberghmidsuffolk.gov.uk>
Subject: DC/19/01236. Land Contamination

Dear Alex

EP Reference : 256874
DC/19/01236. Land Contamination
Land off, Hawes Lane, Norton, BURY ST EDMUNDS, Suffolk.
Outline Planning Application (some matters reserved) - Erection of 20 dwellings and construction of vehicular access and pedestrian link.

Many thanks for your request for comments in relation to the above application. Having reviewed the application I can confirm that I have no objection to the proposed development from the perspective of land contamination. I would only request that the LPA are contacted in the event of unexpected ground conditions being encountered during construction and that the below minimum precautions are undertaken until such time as the LPA responds to the notification. I would also advise that the developer is made aware that the responsibility for the safe development of the site lies with them.

Kind regards

Nathan

Nathan Pittam BSc. (Hons.) PhD
Senior Environmental Management Officer

Babergh and Mid Suffolk District Councils – Working Together

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Minimum requirements for dealing with unexpected ground conditions being encountered during construction.

1. *All site works at the position of the suspected contamination will stop and the Local Planning Authority and Environmental Health Department will be notified as a matter of urgency.*
2. *A suitably trained geo-environmental engineer should assess the visual and olfactory observations of the ground and the extent of contamination and the Client and the Local Authority should be informed of the discovery.*
3. *The suspected contaminated material will be investigated and tested appropriately in accordance with assessed risks. The investigation works will be carried out in the presence of a suitably qualified geo-environmental engineer. The investigation works will involve the collection of solid samples for testing and, using visual and olfactory observations of the ground, delineate the area over which contaminated materials are present.*
4. *The unexpected contaminated material will either be left in situ or be stockpiled (except if suspected to be asbestos) whilst testing is carried out and suitable assessments completed to determine whether the material can be re-used on site or requires disposal as appropriate.*
5. *The testing suite will be determined by the independent geo-environmental specialist based on visual and olfactory observations.*
6. *Test results will be compared against current assessment criteria suitable for the future use of the area of the site affected.*
7. *Where the material is left in situ awaiting results, it will either be reburied or covered with plastic sheeting.*
8. *Where the potentially contaminated material is to be temporarily stockpiled, it will be placed either on a prepared surface of clay, or on 2000-gauge Visqueen sheeting (or other impermeable surface) and covered to prevent dust and odour emissions.*
9. *Any areas where unexpected visual or olfactory ground contamination is identified will be surveyed and testing results incorporated into a Verification Report.*
10. *A photographic record will be made of relevant observations.*
11. *The results of the investigation and testing of any suspect unexpected contamination will be used to determine the relevant actions. After consultation with the Local Authority, materials should either be: • re-used in areas where test results indicate that it meets compliance targets so it can be re-used without treatment; or • treatment of material on site to meet compliance targets so it can be re-used; or • removal from site to a suitably licensed landfill or permitted treatment facility.*
12. *A Verification Report will be produced for the work.*

Alex

I have no objection to this application as any trees potentially affected by the proposal are of limited amenity value.

Regards

David

David Pizzey FARborA

Arboricultural Officer

MID SUFFOLK DISTRICT COUNCIL

MEMORANDUM

TO: Alex Scott – Development Management Planning Officer
From: Sacha Tiller - Housing Enabling Officer – Strategic Planning
Date: 19.05.2019

SUBJECT: - **Outline Planning: DC/19/01236**

Proposal: Outline Planning Application (Access to be considered) - Erection of 20 dwellings and construction of vehicular access and pedestrian link.

Location: Land off Hawes Lane, Norton, Bury St Edmunds, IP31 3LS.

Key Points

1. Background Information

A development proposal for fifty-two (20) residential dwellings
This is an open market development and based on 20 units should offer 7 affordable housing units = 35% policy compliant position.

2. Housing Need Information:

- 2.1 The Ipswich Housing Market Area, Strategic Housing Market Assessment (SMHA) document, updated in 2017, confirms a continuing need for housing across all tenures and a growing need for affordable housing.
- 2.2 The 2017 SHMA indicates that in Mid Suffolk there is a need for **94 new affordable homes per annum**.
- 2.3 Furthermore, by bedroom numbers the affordable housing mix should equate to:

Ref2 Estimated proportionate demand for affordable new housing stock by bedroom number	
Bed Nos	% of total new affordable stock
1	46%
2	36%
3	16%
4+	2%

2.4 This compares to the estimated proportionate demand for new housing stock by bedroom size across all tenures.

Ref3 Estimated proportionate demand for all tenure new housing stock by bedroom number	
Bed Nos	% of total new stock
1	18%
2	29%
3	46%
4+	6%

2.5 The Council's 2014 Suffolk Housing Needs Survey shows that there is high demand for smaller homes, across all tenures, both for younger people, who may be newly forming households, and also for older people who are already in the property-owning market and require different, appropriate housing, enabling them to downsize. Affordability issues are the key drivers for this increased demand for smaller homes.

2.6 The Council's Choice Based Lettings system currently has circa. 890 applicants registered for affordable housing in Mid Suffolk at May 2019.

2.7 This application is for a S106 planning obligation site, so the affordable housing provided will be to meet district wide need hence the **890** applicants registered is the important number.

3. Preferred Mix for Open Market homes. The development is proposing an indicative open market mix of: -

- 2 x bungalows
- 6 x open market
- 6 x self-build

We would welcome clarification on:

- the number of bedrooms for each dwelling
- location of each type of dwelling on the plan
- how the proposed self build plots will be allocated, dwelling types, sizes and bedroom(s).

Current housing needs information suggests a need for smaller dwellings for sale on the open market. Therefore, the development proposal would meet current housing need.

- The **2014 Suffolk Housing Survey** shows that, across Mid Suffolk district:
 - 12% of all existing households contain someone looking for their own property over the next 3 years (mainly single adults without children). The types of

properties they are interested in are flats / apartments, and smaller terraced or semi-detached houses. Although this is not their first preference, many accept that the private rented sector is their most realistic option.

- 25% of households think their current property will not be suitable for their needs in 10 years' time.
- 2 & 3 bed properties are most sought after by existing households wishing to move.
- Suitable housing options for more elderly people are less available within the current housing stock. 6% of all households have elderly relatives who may need to move to Suffolk within the next 3 years.

4. Proposed mix for Affordable Housing

4.1 At present 6 of the proposed dwellings on the development will be for affordable housing, however, this does not equate to 35% and would need to be increased to 7 dwellings.

The proposed affordable housing should be:

Affordable Rent =

- 3 x 2 bed 5 person houses @ 79sqm
- 2 x 3 bed 6 person houses @ 102sqm

Shared Ownership

- 2 x 2 bed 5 person house @ 79sqm

4.2 There have been no space standards provided therefore these have been detailed above. Any future design and layout information should clearly specify the intended sizes of all dwellings.

The above mix is requested and to be included in the S106 agreement.

5. Other requirements for affordable homes:

- Properties must be built to current Homes England Housing Technical Standards March 2015.
- The council is granted 100% nomination rights to all the affordable units on first lets and a minimum of 75% on relets. A draft Nomination agreement should form one of the S106 agreement schedules.
- Adequate parking provision is made for the affordable housing units.
- Shared ownership initial shares should not exceed 70%.
- The affordable housing should be delivered at the same time as open market dwellings – a trigger mechanism should be included in the S106 agreement.

Sacha Tiller – Housing Enabling Officer – Strategic Housing