

DC/19/03126 Land at Tamage Road, Acton

- 1) Suffolk County Council has altered its position on the primary school allocation as such part 11 of the report should be disregarded. The County Council's position is now as following:

Primary School

The catchment primary school has a capacity of 210 places (a pupil admission number of 30), with the current forecast (July 2019) showing there will be not enough surplus places when considering the school at 95% capacity (200 places). The primary forecasts peak at 203 in 2020/21. The forecasts include the pupils arising from 17/02751/OUT (Barrow Hill). It has recently been confirmed through the emerging Local Plan supporting information provided by SCC that the catchment primary school cannot be expanded within its current landlocked site area.

After reviewing the forecasts including proportion of out of catchment pupils it is expected that over time pupils from this development would be able to secure a place at the catchment school.

However we cannot wait for out of catchment pupils to leave to create places for those living in the village as it is unlawful to reserve school places in this way. As Parents living in the village make applications to their local school they will displace, overtime, those pupils from out of the area as they will have a higher priority claim for a place under the published admissions criteria. Eventually the balance will change as more catchment children will be successful. This is not a solution that creates places instantly and there will be some frustration in the short term, but it is the only approach we can take to remain compliant with the statutory admissions code of practice.

We will therefore require primary school transport for pupils living in the village or from the development that may get displaced in the short term. This is in accordance with the revised Planning Practice Guidance¹. School transport costs are estimated at £1,027 per annum per pupil. Should the District be minded to approve this development SCC will require a school transport contribution of £165,347 (1027 x 7 school years x 23 pupils), increased by the RPI. This would need to be secured by a S106 planning obligation because the school transport contribution doesn't fall within the categories that the District may fund through CIL as set out in the Mid Suffolk Position Statement effective on 1st September reflecting the amended CIL regulations.

School transport S106 contribution: £165,347.00

In addition the recommendation set out an incorrect number of affordable dwellings. This has been amended. Therefore the s.106 contribution as set out in the decision will alter to:

RECOMMENDATION

That authority be delegated to the Chief Planning Officer to GRANT planning permission

(1) Subject to the prior agreement of a Section 106 Planning Obligation on appropriate terms to the satisfaction of the Chief Planning Officer to secure:

- Affordable housing

This shall include

- Rented 75%= 25
- Shared ownership 25%= 10
- Properties shall be built to current Housing Standards Technical requirements March 2015 Level 1. All ground floor 1 bed flats to be fitted with level access showers, not baths.
- The council is granted 100% nomination rights to all the affordable units on initial lets and 75% on subsequent lets
- All affordable units to be transferred freehold to one of the Councils preferred Registered providers.
- Adequate parking provision is made for the affordable housing units including cycle storage for all units.
- Commuted sum option available to be paid instead of on site provision should the LPA agree to such request.

- On-site open space and public open space including management of the space to be agreed and requirement for public access at all times.
- Bus improvements: £55,000
- Contribution to school transport: £165,347.00
- Contribution to improvements to the PROW of £12,500. If not improved via Chilton Woods development.

- 2) For the avoidance of doubt, it is considered that the application does not comply with CS2 of the Babergh Core Strategy and there are no exceptional circumstances which would support development in this location. However as stated within Part 3 of this report, Policy CS2 is considered to have lesser weight. In addition the development does comply with the overall strategy of CS2 which requires the scale and location of new development to take into account local circumstances and infrastructure capacity. As set out in the report it is considered that the local circumstances and infrastructure capacity of Acton will result in a sustainable development. Therefore, and in accordance with the s38(6) duty, while the development could be assessed as not complying with the development plan as a whole (bearing in mind the strict conflict with the terms of policy CS2), other material considerations nevertheless clearly demonstrate that planning permission should be granted.