

Parish: Chichester	Ward: Chichester North
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CC/16/03791/OUT

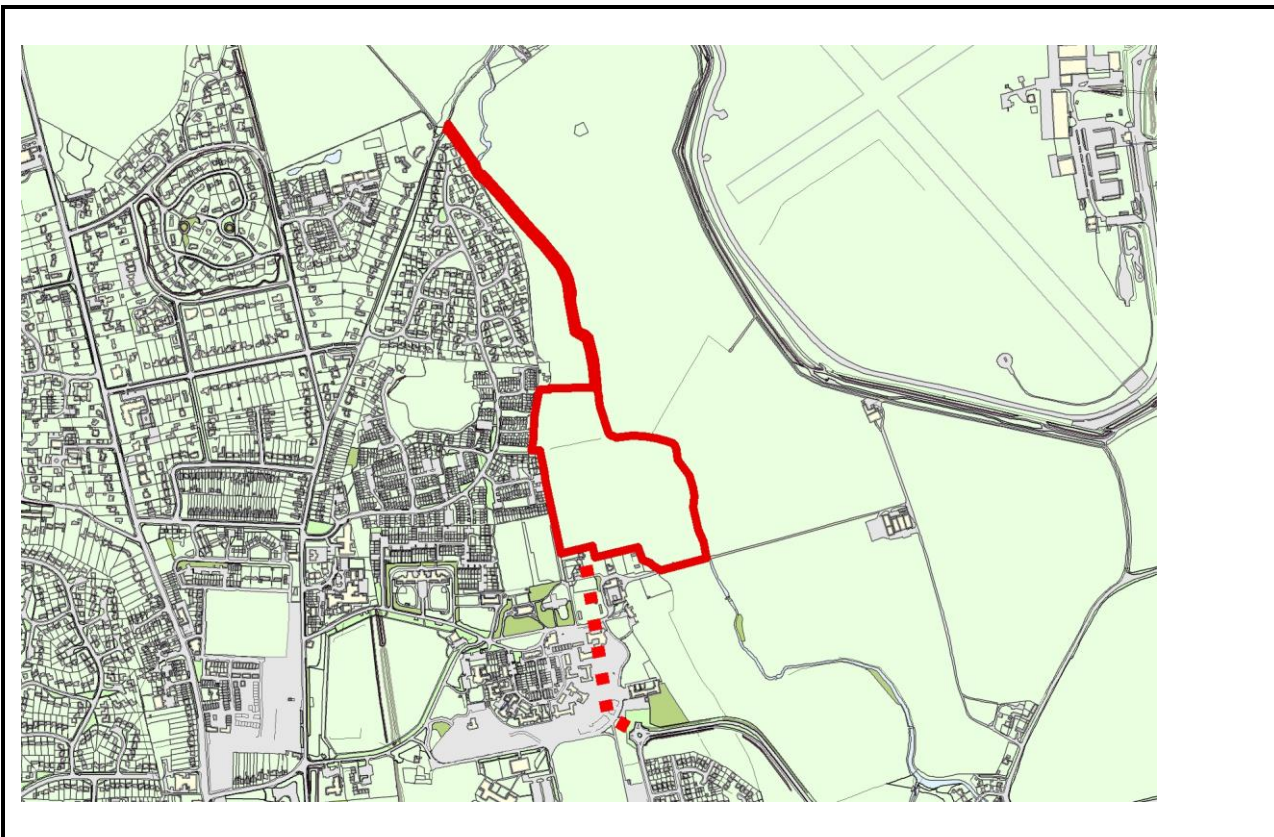
Proposal Residential development comprising up to 200 no. dwellings, including an element of affordable housing, associated landscaping and open space, Lavant Valley Linear Greenspace, surface water attenuation and ancillary works and vehicular access from the area known as 'Phase 4 of the Graylingwell Park development.'


Site Phase 2 Of The Westhampnett/North East Chichester SDL Land North East Of Graylingwell Park Chichester West Sussex

Map Ref (E) 486954 (N) 106194

Applicant CEG And The Site Landowners (DC Heaver And Eurequity IC Ltd)

RECOMMENDATION TO DEFER FOR SECTION 106 THEN PERMIT



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1.0 Reason for Committee Referral

Major application on which Officers consider decision should be by Committee.

2.0 The Site and Surroundings

- 2.1 The site forms the northern part of the Westhampnett/North East Chichester strategic housing allocation detailed in policy 17 of the Chichester Local Plan. This is a substantial land allocation subject to various environmental constraints which limit the extent of land that can be developed for housing. There are two areas for the housing elements of this 500 dwelling allocation within the strategic development location (SDL). Phase 1 is located to the far south east of the SDL between Stane Street and Madgwick Lane. That site obtained outline planning permission in June 2016 for up to 300 dwellings (WH/15/03524/OUTEIA). At the same time a separate outline planning permission (WH/15/03884/OUT) was granted for the provision of sports playing pitches in the central part of the SDL with a green infrastructure link comprising a new pedestrian/cycleway leading from Madgwick Lane to the playing pitches and onto the point where it meets the SE corner of the proposed Phase 2 development which is the subject of this current application.
- 2.2 The site forms part of an open river valley landscape and consists of a misshapen rectangular parcel of arable land of approximately 8.826 hectares situated on the north eastern boundary of the built up area of Chichester, east of the neighbourhood of Summersdale and the new development taking place within the grounds of the former Graylingwell hospital to the south-west. The site includes a narrow ribbon of land following the west side of the river which extends north to the point where it meets the unmade section of Fordwater Road - this land is proposed to form part of the Lavant Valley Linear Greenspace and is within Flood Zone 3. Whilst the site is currently not included within the settlement boundary for Chichester, it forms Phase 2 of the Westhampnett / North East Chichester Strategic Development Area (SDL) and will become part of the city.
- 2.3 The site adjoins the existing 2-2.5 storey housing at Winterbourne Road from which it is separated by an overgrown boundary hedgerow formed of native species. There is very little vegetation within the site itself. A short section of hedgerow following an east-west alignment running down the slope appears to be a remnant boundary hedge and is isolated from the eastern and western edges of the site. There are a few isolated evergreen trees along the river edge. The majority of the site is within Flood Zone 1. A small area in the south-east corner is in Flood Zone 2 and a small part in the northern part of the site is in Flood Zone 3. No buildings are proposed to be located in these areas.
- 2.4 The prevailing landform for the site slopes down from west to east and the site is bounded to the east by the River Lavant. Across the river valley to the north-east of the site is the Goodwood Motor Racing Circuit (GMRC) and Aerodrome. A well-established public bridleway - Stocks Lane - follows the outer perimeter of the GMRC linking Madgwick Lane to the south-east (and Phase 1 of the SDL) with New Road to the south of East Lavant. The application site is not currently accessible from the existing highway network.

3.0 The Proposal

- 3.1 This application is for a development of up to 200 dwellings (including affordable dwellings), associated landscaping and open space, a Lavant Valley Linear Greenspace, surface water attenuation and ancillary works. The application is submitted in outline form, with all matters reserved for consideration as part of a later application albeit vehicular access is to be taken from Phase 4 of the adjacent Graylingwell Park development.
- 3.2 As well as the application site boundary (shown in red on the application plans) and the other land in control of the applicant (shown in blue), a set of three parameter plans (Land Use/Access and Movement Plan, Density Plan and Building Heights Plan) have been prepared which establish an envelope within which the future detailed proposals will be brought forward. The parameter plans are intended to be flexible enough to allow the detailed design to be reserved for subsequent approval, whilst defining the key principles of the development in enough detail to allow the effects of the development on the environment to be assessed. In addition to the parameter plans a suite of illustrative plans have also been submitted providing further details to demonstrate how the site could be developed. These include an illustrative framework plan, an illustrative proving layout and an illustrative open space and green infrastructure plan.
- 3.3 The parameter plans and illustrative documentation are designed to demonstrate a potential method of developing the site and to give the Local Planning Authority an assurance that it can be developed with an appropriate access at the density of development proposed whilst not having an unacceptable impact on the local and wider environment. The quantum of development and the principle of a vehicular access to the site through Graylingwell Park are the only matters for formal consideration at this stage but the parameter plans provide an additional broadbrush and unrefined layer of detail in terms of the intended density of housing, the building heights and access and movement patterns through any future layout. Officers consider that the general broad approach to the development shown on these parameter plans is flexible enough not to fetter a full and proper evaluation at the reserved matters stage. It is accepted that these plans are therefore a material consideration for the outline application and will form part of the decision. The Committee may recall that the same approach was taken regarding the parameter plans submitted in respect of the application for Phase 1 of the SDL.
- 3.4 The submission of the 'illustrative' sketch plans add a further more prescriptive layer of detail to the proposals which is considered to be outwith the scope of an outline application where all matters are reserved. The 3 sketch plans provide an Illustrative Framework Plan; an Illustrative Proving Layout; and an Illustrative Open Space and Green Infrastructure plan. At this outline stage the sketch plans are therefore not a material consideration but are for illustrative purposes only. It is not proposed that they are formally approved as part of the outline planning application.

- 3.5 The applicant issued a request for a Screening Opinion under the Environmental Impact Assessment Regulations 2011 running concurrently with this outline planning application. The Local Authority issued its Screening Opinion on 30 January 2017 which concluded that the development was schedule 2 development but that the environmental impact would not be so significant as to comprise EIA development and would not require submission of an Environmental Statement.

Housing

- 3.6 The development proposes a range of types and sizes of units, including 30% affordable housing. The application seeks permission for up to 200 dwellings but the mix and layout are not subject to detailed consideration at this stage. Officers consider that the illustrative proving layout provides enough flexibility to accommodate the full 200 dwellings, especially as the illustrative mix currently includes too many larger dwellings. In relation to affordable housing, the 30% policy requirement for the full 200 homes would result in 60 affordable and 140 market dwellings. The applicant has identified that the affordable dwellings will be pepper potted throughout the site and be externally indistinguishable from the market units in form and appearance. Although the appearance of the dwellings is a reserved matter for future determination the Design and Access Statement suggests a traditional design approach and detailing and a palette of materials based on a selection of local examples. Suggested materials comprise locally sourced bricks, flint and render and predominantly plain roof tiles with some slate. The building heights parameter plan shows development ranging from 2 storeys at the outer eastern edge of the site rising to a maximum 3 storeys adjacent to the permitted housing development at Phase 4 Graylingwell Park. The Design and Access Statement proposes a development that will comprise a series of 9 'character areas' across the site where the design, density, building heights, architectural language and materials will vary to reflect the architectural vernacular of north-east Chichester and Summersdale. In terms of density the submitted Illustrative Density Analysis Plan shows a proposed density of housing graded from 45 dwellings per hectare (dph) where the site adjoins the existing settlement edge at Chichester to 30dph through a central zone with the outer edge looking onto the open countryside to the east at 20dph.

Access

- 3.7 'Access' to the site is a reserved matter but the application makes it clear inter alia through the parameter plans and Transport Assessment that the proposed development will be accessed from a single point of vehicular access which will be taken through the Phase 4 development of 160 dwellings at Graylingwell Park which is currently being developed.
- 3.8 In addition the Land Use Access and Movement parameter plan also includes a number of potential pedestrian/cycle access points which link the site to the existing residential development in Chichester to the west, however the applicant has confirmed that the detailed matters to be considered under "access" exclude pedestrian/cycle access. These will be informed by the subsequent detailed layout to be considered at the reserved matters stage.

Car parking provision

- 3.9 The proposed car parking will be provided on site in accordance with the WSCC Guidance for Parking in New Residential Developments (Sept 2010) as demonstrated by the WSCC Parking Calculator. Based on the indicative housing schedule the Parking Calculator determines that in the region of 475 spaces are required for the 200 dwellings. This works on the basis of 1 space for each 1 bed flat, 2 spaces for 2 and 3 bed properties and 3 spaces for 4 or 5 bed dwellings. This results in an average of 2.37 car parking spaces per dwelling across the development and compares with the average 2.46 spaces per dwelling for Phase 1. The illustrative proving layout shows the parking predominantly on-plot with some provision within parking courts and the applicant confirms that a suitable level of parking provision can be provided on the site. At reserved matters stage sufficient parking spaces will need to be accommodated within the layout.

Open space and Landscaping

- 3.10 The application proposes a total of 2.093ha of open space on site. For the applicant's proposed housing mix the Council's requirement under the SPD Open Space Calculator is for a total of 1.573ha. The proposed provision compares with the required standards as follows and shows that each requirement is met:

Equipped Play Space

Required	0.065ha
Proposed	0.066ha

Amenity Open Space

Required	0.215ha
Proposed	0.286ha - includes a more central green located illustratively within the housing layout and fingers of open space following the retained east-west hedgerow on the site and the indicative internal roads shown on the Parameter land use/access and movement plan.

Natural/Semi-Natural Green Space

Required	0.431ha
Proposed	1.565ha - A belt of natural/semi-natural green space on the eastern boundary of the proposed housing ranging in width from approximately 66m at its widest point towards the south end of the site to a narrow point of approximately 10m. This is shown as accommodating 2 areas of allotments, an area of equipped play space and indicative SuDS (total SuDS area 0.37ha shown as 4 x detention basins and 1 x conveyance basin) and associated swales which are shown separately on the Illustrative Framework Plan.

Allotments

Required	0.172ha
Proposed	0.176ha

Parks, Sport and Recreation Grounds

Required	0.689ha
Proposed	- A second sports football playing pitch (and cricket pitch) to be provided as part of the new playing fields permitted under 15/03884/OUT.

Lavant Valley Linear Greenspace

- 3.11 An extension of the Lavant Valley Linear Greenspace, is proposed to the north of the application site, on the west side of the River Lavant comprising a belt approximately 10-15 m wide of open amenity space. In accordance with the approved masterplan for development of the NE Chichester SDL as a whole, the Lavant Valley Linear Greenspace will link to the publicly accessible footpath and cycleway approved under outline planning permission 15/03884/OUT for the playing fields and green infrastructure at phase 1. Taken together, phase 1 and phase 2 as a result of the SDL will deliver a new continuous cycle and footpath link between Madgwick Lane and Fordwater Road.
- 3.12 In terms of landscaping, the illustrative open space and green infrastructure plan indicates areas of informal new tree planting along the banks of the river and around the site perimeter adjoining the phase 4 Graylingwell development together with retention and improvement of the existing hedgeline in these areas and where necessary new hedge planting. North-South avenues of formal tree planting are also proposed which follow the indicative line of internal streets.

Drainage

- 3.13 In terms of surface water drainage it is proposed that the site will adopt the principle of utilising a SuDS. Infiltration to ground is the preferred method of drainage and further site ground investigations will ascertain how effective this can be on this site. Wholesale infiltration may not be possible because of the ground conditions but could form part of the overall strategy. The parameter and illustrative plans submitted with the application show a series of interlinked detention basins and a conveyance basin on the eastern boundary of the site adjacent to the River Lavant. These basins will be designed to manage surface water run off from the development and to cope with storm discharges during the 1 in 100 year plus climate change event storm (modelled for 40% climate change including peak rainfall intensity).
- 3.14 In terms of foul drainage the proposed strategy relies on the approved strategy for phase 1 which is a pumped solution to Tangmere WwTW. The phase 1 sewer infrastructure which comprises an upgrade to the existing Stane Street sewer will make allowance for the future phase 2 development (this application) to accommodate the additional foul flows. At the time of preparing this report, information to discharge the foul drainage condition on the outline planning permission for the phase 1 proposals had not been submitted. Whilst the stated intention for phase 1 will be an upgrade to the Stane Street sewer, there is a possibility that phase 1 might alternatively utilize the new strategic sewer infrastructure leading to Tangmere WwTW that is to be provided as part of the West of Chichester SDL.

4.0 History

17/00206/EIA

EIANR

Residential development comprising up to 200 no. dwellings, including an element of affordable housing, associated landscaping and open space, Lavant Valley Linear Greenspace, surface water attenuation and ancillary works and vehicular access from the area known as 'Phase 4 of the Graylingwell Park development.'

5.0 Constraints

Listed Building	NO
Conservation Area	NO
Rural Area	NO
AONB	NO
Strategic Gap	NO
Tree Preservation Order	NO
South Downs National Park	NO
- Flood Zone 2	YES (part)
- Flood Zone 3	YES (part)
Historic Parks and Gardens	NO

6.0 Representations and Consultations

6.1 Chichester City Council

Concern is expressed about the lack of detailed information supporting this outline application and the following comments submitted:

1. The importance of ensuring that an effective landscaping scheme is provided and maintained, both within the site and on the periphery, cannot overstressed if this development is to eventually integrate with the surrounding landscape. A buffer strip should be retained between the proposed development and the existing.
2. The idea of 'Character Areas' is supported to promote local distinctiveness.
3. Concern is raised over the lack of information about how this development is to achieve vehicular access through the Graylingwell Phase 4 development site.

6.2 Lavant Parish Council

Lavant Parish Council notes that within the above application is a proposal to bring a cyclepath and footpath to the northern end of the Fordwater Road carriage way in Chichester. LPC supports initiatives to encourage non-motorized access to the National Park, but from this point going north there are no cycle paths only footpaths 3044 and 459.

This proposal will encourage cyclists to ride on unsuitable footpaths causing damage, and, because of the narrowness of the paths in places, will come into conflict with walkers.

LPC is of the view that footpath 3044 would with a modest investment be suitable as a shared cyclist and footpath. The northern half of the footpath from where it leaves the private drive needs to be widened till it rejoins the wider section at the ford. At the point where walkers and cyclists rejoin the main carriageway at New Road and Fordwater Road separation, Lavant Neighbourhood Development Plan (Submission) has proposed a footpath going west along the southern edge of Fordwater Road (LNDP policy 18) on Goodwood Estate land to East Lavant, this could be upgraded to a shared cyclist and walkers path. LPC does not support 3044 being made into a bridleway, as there is already a bridleway to the east, running just to the west of the airfield, and the access and ingress points are not suitable for horses. Any changes to the footpaths must be done such that no motorized vehicles (other than mobility vehicles?) can gain access.

LPC envisaged the works being funded in the form of CIL or directly from a developer.

6.3 Chichester Harbour Conservancy

No objection. Application site is within 5.6km of Chichester and Langstone Harbour SPA and will lead to a net increase in residential accommodation. A financial contribution should be secured in accordance with the District Council's policy to mitigate against the potential effects of recreational disturbance.

6.4 Environment Agency

Satisfied with the additional technical assessment of flood risk which was prepared by the applicant's consulting drainage engineers Brookbanks. Removal of original objection is subject to imposition of appropriate conditions.

6.5 Southern Water

Initial desk top study indicates that Southern Water currently cannot accommodate the needs of this application without the development providing additional local infrastructure. The wastewater discharged from the proposed development will be drained to Southern Water's Tangmere Wastewater Treatment Works. The plant currently does not have the capacity to accommodate flows from the proposed development. Should the Local Planning Authority be minded to grant planning permission for this development we request that the following condition is attached to the consent: Occupation of the development will not be permitted until the Local Planning Authority is satisfied that, in consultation with Southern Water, adequate wastewater treatment facilities exist to effectively drain the development. The development will be dependent on the provision of infrastructure for adequate wastewater conveyance and treatment to meet strict environmental standards. The current Southern Water investment scheme to upgrade the existing Tangmere Wastewater Treatment Works in order to deliver additional treatment capacity is currently under construction.

6.6 Highways England

No objection provided that the applicant makes a relevant contribution to the A27 Local Plan mitigations in line with Chichester District Council's SPD 'Approach for securing development contributions to mitigate additional traffic impacts on the A27 Chichester Bypass'. The proposed development is the 'North East Chichester development area' allocation within the Westhampnett / NE Chichester strategic location and therefore requires a contribution of £202,447.

6.7 Natural England

No objection subject to payment of a financial contribution in line with District Council policy towards mitigating recreational disturbance.

Planning Officer comment: The recreational contribution is currently £181 per dwelling from 1st April 2017 so on the basis of 200 dwellings a figure of £36,200 will be due.

6.8 WSSC - Highways

The Highway Authority is satisfied with the additional information and raises no objection to the proposal subject to conditions being attached to any planning permission granted and appropriate CIL and S106 contributions being secured. The development should not be occupied until both the Kingsmead Avenue/Palmersfield Avenue highway works and the two bus gates on Graylingwell Drive - all secured as part of the Graylingwell Park development - have been completed and are brought into operation. This is to ensure that all traffic generated by the development (other than pedestrians and cyclists) are routed to and from the east as per LPA policy requirements.

Traffic impact - envisaged trips numbers for the development in the AM and PM peak periods taken from the Chichester Area Transport Model (CATM) suggest the following:

- AM Peak (08:00-09:00) - 66 two-way vehicle trips
- PM Peak (17:00-18:00) - 70 two-way vehicle trips

Development has looked at the different off site scenarios and junction modelling in terms of all other committed schemes in the locality for the period 2018-21 analysing lengths of queues and anticipated delays based on the CATM and concluded that the above figures are representative.

Parking - Actual numbers required for the development will be defined by the final development mix at any Reserved Matters stage and worked-out using the WSSC parking calculator. Early observation of the internal layout as provided suggests that parking numbers might be in excess of the recommended guidance.

Sustainable Access - Local bus services are the No. 50 (stops within nearby Graylingwell Park) and the No. 600 (stops on or close to Broyle Road). No. 700 (Stagecoach Coastliner) and other services can be found in Chichester City Centre - approximately 15-20 minutes-walk away.

Cycle parking should be provided for visitors as well as residents. A Travel Plan to be secured by condition should encourage lift sharing, a car club, electric vehicle charging points, travel vouchers for new dwellings etc.

The following PROW links are recommended - Creation of a local link (or links) to Winterbourne Road to encourage permeability. Creation of a new shared footpath and cycleway link running north to Fordwater Road is to be encouraged. In light of Local Plan Policy 17 the Highway Authority recommend that a financial contribution be secured. Working with the developer and using best endeavours, such a contribution could be used to try to secure an upgrade of Public Footpath 459 to a bridleway. WSCC estimate the overall works to cost £100,000.

A schedule of conditions is recommended and matters for inclusion within the S.106 agreement.

6.9 WSCC - Flood Risk Management

No objection. Mapping shows that the majority of proposed site is at 'low' risk from surface water flooding. There is a section in the south east sector of the site which is at higher risk for surface water flooding. The majority of the proposed development is shown to be at 'high risk' from ground water flooding based on the current mapping. Where the intention is to dispose of surface water via infiltration/soakaway, these should be shown to be suitable through an appropriate assessment. We do not have any records of historic surface water flooding within the confines of the proposed site or within close proximity to the site. This should not be taken that this site has never suffered from flooding, only that it has never been reported to the LLFA.

6.10 CDC - Drainage Engineer

The FRA/Drainage strategy shows that the site can be drained effectively. Prior to investigating attenuation and discharge to a watercourse any further, soakaways must be investigated. We require winter groundwater monitoring and percolation testing across the site to confirm ground conditions and suitability for infiltration. Soakaways must be above the highest recorded groundwater level in that area.

6.11 CDC - Environmental Health Officer (Noise)

Original Comments

The closer housing development gets to the GMC and GA flight paths then the greater the impact due to noise from their activities.

Apart from the GMC and airfield noise, the surrounding countryside is a relatively quiet location, set apart from local roads and major traffic routes. The ambient noise in the absence of nearby aircraft and GMC use is dictated by distant traffic noise from the A27 dual carriageway, Madgwick Lane and Stane Street, and this site experiences a low level of ambient noise. Unfortunately there is no national planning guidance which sets acceptable criteria for noise levels from motor sport so you have to judge how disturbing it will be and how frequently it will be generated. The subjective nature of noise means that there is no simple relationship between noise levels and the impact on those affected. The only noise criteria proposed by the applicant and agreed is a design criterion of not more than 55dB LAeq,30min.

A 50 to 55dB threshold value represents the World Health Organisation guideline for the onset of moderate to significant community annoyance and is based on exposure throughout the whole day.

The applicant's predicted noise levels demonstrate that the noise level of 50 to 55 dB LAeq,30mins is unlikely to be experienced within the application site area for GMC Categories 2 and 3 type uses. A noise level of 70 - 75dB LAeq,30mins is likely to be experienced from Historic Racing events (Category 1 - maximum 5 days) at GMC at distances of up to 400m.

We agree that the noise attributed to motor circuit activities within vehicle defined categories 2 and 3 is typically below 50dB LAeq 30mins at around 400m, and varies depending on vehicle category and wind direction. Noise from vehicles on GMC during non-racing days will be noticeable at the application site although unlikely to result in any significant observed adverse effect to person's behaviour.

On up to five days per year, the noise levels from Category 1 Historic Racing events will be much more noticeable and result in a degree of disturbance to some residents causing material changes in behaviour like staying indoors and keeping windows closed most of the time. We accept that there is a legacy of planning which allows for 5 days of racing which is noisy and affects residents further afield. We accept that there is no simple way of determining clearly defined noise parameters in this situation and human response to noise is complex.

We are very concerned that by allowing residential development much closer than the approximate 400m buffer then occupants will start complaining about noise and demand that actions be taken against existing use of the GMC to reduce noise impacts, a debate that was essentially concluded 20 years ago when the GMC was developed. A small portion of the land which is the subject of this application lies within the 400m buffer zone referred to in the Local Plan, where the developer is seeking to utilise the available land to the west of the River Lavant. The leading edge of the closest properties are at 370m and are unlikely to result in noise exposure different to that measured by the noise assessment at the applicant's measurement position of 360m. The current layout of the development shows the nearest houses to the GMC are facing east with gardens behind. As the noise is most likely to affect persons outdoors then the housing will afford a barrier to the propagation of noise and reduce noise experienced by persons in the garden area. Some flexibility by encroachment of 30m within the 400m buffer zone may be considered acceptable in this case.

Conclusions - There is a small encroachment of the adopted 400m buffer although the noise experienced from GMC at 370m has been demonstrated within their survey to be well under the noise criteria proposed. The noise exposure from aircraft using the Integrated Noise Model is well below 52dB LAeq,16hours contour. The final design and orientation of any residential property must be of the highest standard to counteract some of these noise realities and modelling uncertainties. The criteria on guidance noise levels for dwellings set out in British Standard 8233:2014 'Guidance on sound insulation and noise reduction for buildings' should be met. The objective of the design process must be a building envelope that provides a good standard of internal noise in terms of BS 8233 and also to provide outside areas where a LAeq,T 50 - 55dB can be achieved to avoid significant annoyance.

A specific condition is recommended controlling the detailed design of the proposed dwellings in terms of sound insulation against external noise and in terms of the laying out of the garden areas and any balconies.

Additional/Amended Comments

There is some acknowledgement in the current local plan to permit development within the 400 metre buffer of Goodwood Motor Circuit (GMC) and Goodwood Aerodrome (GA). A small portion of the land which is the subject of this application lies within the 400m buffer zone referred to in the Local Plan, where the developer is seeking to utilise the available land to the west of the River Lavant. The leading edge of the closest properties are at 370m and unlikely to result in noise exposure different to that measured by the noise assessment at measurement position CJ3 (360m). The current layout of the development shows the nearest houses to the GMC are facing east with gardens behind. Some flexibility by encroachment of 30m within the 400m buffer zone may be considered acceptable in this case. We recognise that the layout of the runways of GA will not mean that any of the development is directly over flown by departing and arriving fixed wing aircraft.

***We do not wish to object to this application* but consider that the prevailing acoustic environment ought to be taken into consideration and appropriate adaptation made to the development to protect the future occupiers should permission be granted. Conditions are recommended in this regard.**

6.12 CDC - Environmental Health (Land Contamination)

The site appears to have a low risk of contamination from past land uses. During construction works pollution prevention measures should be put in place where appropriate and it is recommended that such measures are included within a Construction Management Plan (CMP).

6.13 CDC Housing Enabling Officer

A full 30% quota of affordable housing is required in-line with the local plan. The market and the affordable mixes must follow the Strategic Housing Market Assessment (SHMA). The SHMA concludes that the mix of market housing in Chichester district should be focused to a greater degree on smaller properties. The indicative mix would not comply with the SHMA recommended mix as there would be too many 4 bedroom houses and insufficient 2 bedroomed ones.

6.14 CDC Archaeology Officer

The likely archaeological potential of the site would justify the implementation of a programme of field evaluation prior to it being developed, the aim being to identify significant archaeological deposits that might be present and to implement suitable measures for their preservation. The Council's standard condition can be used to secure an archaeological investigation of the site is carried out in accordance with a specification to be submitted to and agreed by the Local Planning Authority in writing before the commencement of any building works.

6.15 CDC - Environmental Strategy Officer

The Ecology Report submitted gives a good overview of the further work that will need to be undertaken at Reserved Matters. These could be conditioned. Since the site sits within the Lavant Biodiversity Opportunity Area we would expect much more detail on the ecological enhancements proposed along the Lavant when the application for reserved matters is submitted.

6.16 CDC - Conservation and Design Manager

I confirm that the broad principle of the design approach is acceptable in terms of creating well defined perimeter blocks and a legible street hierarchy. I also support the way the layout has respected the historic field boundaries, as indicated in the maps appended to the Heritage Desk-Based Assessment and the landscaping could be used to enhance this concept. The open spaces appear to be well overlooked, which is supported. The approach to parking is also supported with a mix of on plot, on street with some parking courts. There would still appear to be scope for greater permeability and integration of highway/footpath/cyclepath infrastructure between the existing and proposed development, possibly connecting footpaths, creating new footpaths to provide access to the linear park for existing residents of Summersdale and north Chichester generally maximising opportunities to create attractive sustainable alternative commuter routes to the city through and from the development.

6.17 SDNP - Link Officer

The SDNPA accepts that broad parameters have now been established, and has no in principle objection to the development of this part of the site. However, we are keen to ensure that the details are appropriate given the proximity to the National Park. Views towards landmarks in both the town and the surrounding downland are equally important to new residents in encouraging their enjoyment of the SDNP. The block structure should respond to these contextual assets by revealing views towards landmarks. It would be beneficial to continue discussions regarding the potential for upgrading existing footpaths to create cycle access beyond the site to the north alongside consideration of the current application. SDNP welcome the intentions of limiting additional light pollution.

6.18 Hampshire CC - Landscape Consultant for CDC

This development will be located in a landscape that has been judged to be of moderate to high sensitivity to built development. The development extends housing into the open river valley and will have impacts on the open character of the land and the setting of the river. Views of the site are visible from public rights of way across the valley and the development needs to be softened by planting. Planting that extends beyond the edges of the site, up and down the river, would aid integration into the wider landscape. The existing urban edge is relatively well contained. The water tower at Graylingwell and the spire of the Cathedral are landmark features seen over a tree'd foreground. The soft nature of this view will be lost as a result of placing the taller and higher density buildings in front of these trees. The impact of the proposal on the South Downs National Park has not been adequately addressed.

The development needs to provide space for planting forest sized trees on an east-west axis as well providing adequate space for the proposed north-south planting. The impact of lighting within the development also needs to be considered further.

6.19 15 Third Party Objections

Permanent loss of prime agricultural land and green belt.

The proposed development is on a floodplain.

Encroaching into the noise buffer zone for the airfield is dangerous.

The proposed pedestrian/cycle path is essentially unnecessary as there is already a public footpath skirting Goodwood Motor Racing Circuit which connects Westhampnett to Fordwater Road. The new path may encourage anti-social behaviour and/or crime into the area.

The Goodwood Estate Ltd maintains its opposition to the strategic allocation on grounds of the strong likelihood that housing in close proximity to its operations at both the Goodwood Motor Circuit and Goodwood Aerodrome, will give rise to complaints, primarily of noise and disturbance, that could impede its lawful operations.

Suburban housing within the strategic allocation will have a detrimental impact on the setting of the important historic city of Chichester, the setting of important heritage assets and the South Downs National Park.

The applicant has not demonstrated that the development will not harm heritage assets at Graylingwell.

The development is within the 400m noise buffer endorsed by the local plan inspector which should be respected.

Proposed agricultural access to north means that traffic will have to trundle through existing housing estate causing disruption to residential amenity.

What will happen to the thin slither of agricultural land left over?

Chichester cannot cope with the extra traffic.

Development has inadequate access through Graylingwell.

Does not plan for a proper soft green edge to the development.

Goodwood Motor Circuit Consultative Committee – regard the 400m buffer as striking an effective balance between the needs of running an important commercial operation which provides a substantial economic contribution to Chichester and on the other hand the concerns of local residents.

6.20 Applicant/Agent's Supporting Information

The application is accompanied by a Planning Statement and Design and Access Statement and a suite of the following documents: Statement of Community Involvement, Transport Assessment (including Travel Plan), Landscape and Visual Impact Assessment, Tree Quality Survey, Flood Risk Assessment, Geo-Environmental Phase 1 Study, Air Quality Assessment, Planning Noise Assessment, Ecology Report, Heritage Assessment.

7.0 Planning Policy

The Development Plan

- 7.1 The Development Plan for the area comprises the Chichester Local Plan: Key Policies 2014-2029 and all made neighbourhood plans. There is no neighbourhood plan for Chichester City.
- 7.2 The principle planning policies relevant to the consideration of this application are as follows:

Policy 1: Presumption in Favour of Sustainable Development
Policy 2: Development Strategy and Settlement Hierarchy
Policy 4: Housing Provision
Policy 7: Masterplanning Strategic Development
Policy 8: Transport and Accessibility
Policy 9: Development and Infrastructure Provision
Policy 10: Chichester City Development Principles
Policy 13: Chichester City Transport Strategy
Policy 17: Westhampnett/North East Chichester Strategic Development Location
Policy 33: New Residential Development
Policy 34: Affordable Housing
Policy 38: Local and Community Facilities
Policy 39: Transport, Accessibility and Parking
Policy 40: Sustainable Design and Construction
Policy 42: Flood Risk and Water Management
Policy 47: Heritage
Policy 48: Natural Environment
Policy 49: Biodiversity
Policy 50: Development and Disturbance of Birds in Chichester and Langstone Harbours
Special Protection Areas
Policy 52: Green Infrastructure
Policy 54: Open Space, Sport and Recreation
Annex A: Green Infrastructure

National Policy and Guidance

- 7.3 Government planning policy now comprises the National Planning Policy Framework (NPPF), paragraph 14 of which states:

At the heart of the NPPF is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision-taking:

*For decision-taking this means unless material considerations indicate otherwise:
- Approving development proposals that accord with the development plan without delay; and*

- Where the development plan is absent, silent or relevant policies are out-of-date, granting planning permission unless any adverse impacts of doing so would significantly or demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole; or specific policies in (the) Framework indicate development should be restricted.

- 7.4 Consideration should also be given to paragraphs including 6-13 (sustainability principles) 17 (core planning principles), 32, 34- 39 (transport), 42 (communications infrastructure), 47-50, 52 (housing), 56-66 (design), 69-70, 73, 75 (healthy communities), 96, 99-101, 103 (climate change), 109, 113, 115, 118, 123-125 (natural environment), 128, 129, 131-135, 141 (historic environment), 159, 162, 165, 169-171, 173-177 (evidence base), Decision Taking, and Annex 1.
- 7.5 The government's New Homes Bonus (NHB) which was set up in response to historically low levels of housebuilding, aims to reward local authorities who grant planning permissions for new housing. Through the NHB the government will match the additional council tax raised by each council for each new house built for each of the six years after that house is built. As a result, councils will receive an automatic, six-year, 100 per cent increase in the amount of revenue derived from each new house built in their area. It follows that by allowing more homes to be built in their area local councils will receive more money to pay for the increased services that will be required, to hold down council tax. The NHB is intended to be an incentive for local government and local people, to encourage rather than resist, new housing of types and in places that are sensitive to local concerns and with which local communities are, therefore, content. Section 143 of the Localism Act which amends S.70 of the Town and Country Planning Act makes certain financial considerations such as the NHB, material considerations in the determination of planning applications for new housing. The amount of weight to be attached to the NHB will be at the discretion of the decision taker when carrying out the final balancing exercise along with the other material considerations relevant to that application.

Other Local Policy and Guidance

- 7.6 The following Supplementary Planning Documents are material to the determination of this planning application:
- SDL Planning Concept Statement
Planning Obligations and Affordable Housing SPD (January 2016)
Adopted Surface Water and Foul Drainage SPD (September 2016)
- 7.7 The aims and objectives of the Chichester in Partnership Community Strategy 2016-2029 which are relevant and material to the determination of this planning application are:
- Encourage and support people who live and work in the district and to adopt healthy and active lifestyles
 - Support communities to meet their own housing needs
 - Encourage partner organisation to work together to deliver rural projects and ensure that our communities are not isolated

- Support and promote initiatives that encourage alternative forms of transport and encourage the use of online services
- Promote and increase sustainable, environmentally friendly initiatives in the district
- Influence local policies in order to conserve and enhance the qualities and distinctiveness of our area

8.0 Planning Comments

This report was published as part of the April 2017 Planning Committee Agenda but was not considered by members at that meeting because of an issue with regard to vehicular access to and from the site via the nearest publicly adopted highway at Kingsmead Avenue. ‘Access’ remains a ‘reserved matter’ and the applicant is not therefore required to show the final, detailed means of access as part of this application. Officers have nevertheless requested confirmation that arrangements are in place to ensure that the application site can be satisfactorily accessed and served from the public highway. Officers are now in receipt of a letter from the solicitors acting for the developer of the adjoining Graylingwell Park development (Linden/Downland Graylingwell LLP) which essentially confirms that there is an existing legal agreement in place between the interested parties to provide access to and from the application site and the public highway at Kingsmead Avenue for vehicles, pedestrians and cyclists. Officers are satisfied that this correspondence provides the certainty required for the application to proceed to a decision. The Committee is advised that the plan accompanying this report shows with a broken line the approximate position of the intended future vehicular access.

8.1 The main issues arising from this proposal are:

1. Principle of housing development in this location
2. Capacity of the site to accommodate this level of development
3. Impact on the safety and function of the highway network
4. Foul drainage
5. Surface water management
6. Landscape and visual impact
7. Heritage
8. Noise impact
9. Open space/green infrastructure
10. Ecology
11. Socio-economic impacts
12. Other matters (Air Quality, Contamination and Communications infrastructure)

Assessment

1. Principle of housing development in this location

8.2 This application relates to Phase 2 of the Westhampnett / North East Chichester Strategic Development Location in Policy 17 of the Local Plan. Phase 1 has already secured outline planning permission for the erection of 300 dwellings and a second application has secured outline permission for the provision of related sports playing pitches and a green infrastructure link from Madgwick Lane.

- 8.3 Policy 17 allocates the SDL for mixed development, comprising 500 homes, community facilities, and open space and green infrastructure, including a linear greenspace with public access along the Lavant Valley. Policy 17 states that development will be masterplanned in accordance with Local Plan Policy 7 (Masterplanning Strategic Development), taking account of a number of site-specific requirements which are listed in the policy. These include the requirement that development will be directed towards the settlement of Westhampnett, to the south of Madgwick Lane (the area covered by the extant outline permission), and to the eastern edge of Chichester, but away from the floodplain of the River Lavant (this application).
- 8.4 The Council has adopted a Concept Statement for the Westhampnett/NE Chichester SDL which sets the parameters for the masterplanning work, setting out key objectives and planning considerations as recommended in the Council's approved Design Protocol. The Concept Statement for the SDL identifies the parcel of land, the subject of this application, as one of two areas for housing development. The Concept Statement anticipates that this site is to be developed for approximately 150 homes including 30% affordable housing.
- 8.5 With the reduction in Phase 1 from the originally proposed 350 homes to the now permitted 300 homes, the overall balance to be made up in the 500 dwelling SDL allocation is 200 dwellings rather than the 150 in the Concept Statement. However, subsequent to the Concept Statement, a masterplan and phasing plan has been developed for the whole SDL. This demonstrates how the provision of 500 homes will be delivered across the two sites identified within the SDL with 300 at the Phase 1 site and 200 at the Phase 2 site. Members will recall that both the Site Wide Masterplan and Phasing Plan for the SDL were endorsed by the Planning Committee on 2 February 2016.
- 8.6 The principle of housing on this site can therefore be supported, subject to compliance with the comprehensive masterplan document for the SDL and the site specific criteria outlined in policy 17, including that the scheme is well integrated with NE Chichester, has green links to the SDNP, is designed with special regard to the landscape sensitivity of the site and to reduce the noise from Goodwood motor circuit and aerodrome, includes new structural planting; comprehensive surface water drainage; new and improved pedestrian and cycle routes linking the site to Chichester city and the SDNP and mitigation measures for potential off-site traffic impacts.

2. Capacity of site to accommodate this level of development

- 8.7 As outlined above the masterplan sets out the broad parameters of how the development across the whole SDL will meet the provisions of the SDL allocation of 500 homes. The masterplan identifies 200 homes for the site, which is the subject of this outline application.

8.8 Although this application is in outline only, with all matters reserved for consideration at this stage, a set of three parameter plans (Land Use/Access and Movement, Density Plan and Building Heights Plan) and a detailed illustrative proving layout have been provided to demonstrate how the site could deliver up to 200 homes, of a range of types and sizes of units with 30% affordable housing.

Housing

8.9 The illustrative proving layout shows an internal housing layout based on perimeter blocks. A hierarchy of streets is proposed, with the main primary and secondary routes linking into a network of tertiary streets and areas of shared surface. Whilst 'access' is technically a reserved matter, the application confirms that there will be a single point of vehicular access to the site and that this will be from the north-east corner of the Phase 4 development at Graylingwell Park where the development of 160 new homes (CC/15/02506/REM) has commenced. The approved road layout within Phase 4 provides for an approximately 5.5-6 metre wide road from where it is anticipated a through connection will be made at the boundary with the application site. The exact position and layout of this access point will be determined at the reserved matters stage and will be subject to a Stage One Road Safety Audit. All traffic generated by the proposed development will utilise Kingsmead Avenue as the only point of access/exit. There will be no traffic rat-running westwards through Graylingwell Park to try to gain access to College Lane/Summersdale Road. The section 106 agreement at the requirement of WSCC Highways will necessitate the alterations to the Kingsmead Avenue/Palmers Field Avenue junction and the installation of the bus gates at Graylingwell Park (both secured as part of the main Graylingwell development) to be in place before the proposed development commences, if Linden Homes (the developers of Graylingwell Park) have not first carried out these works.

8.10 With regard to the internal street widths, the primary loop road through the site will be approximately 6m wide, with 5m wide secondary routes and 4.8m wide tertiary routes. The illustrative proving layout shows the parking provision predominantly on-plot with some provision within parking courts and on street parallel bays which mimic the existing facilities within Graylingwell Park and the surrounding area. A dedicated pedestrian and cycle path is shown providing a loop around the application site which has links into the Lavant Valley Linear Greenspace and the surrounding area. Potential opportunities to connect/integrate the development through to Winterbourne Road via pedestrian and/or cycle links will be explored at the reserved matters stage when considering 'layout', but the submitted parameter plans show a number of potential points where access routes could be created subject to permission being obtained from the adjoining landowner. The overall design approach of providing housing in perimeter blocks with a hierarchy of streets is an acceptable approach for the housing layout and is supported by the Council's Design and Conservation Manager.

8.11 Although the housing mix will be defined at reserved matters stage, the illustrative proving layout (combined affordable and market mix) has been provided for illustrative purposes at this stage. The indicative mix shown on the illustrative proving layout details a total of 200 dwellings.

The housing officer, in her consultation response above, advises that the proposed illustrative housing mix contains too many 4 bedroom houses (6 too many) for the market mix (9 too many for the overall market and affordable combined) and would not therefore comply with the Strategic Housing Market Assessment (SHMA) recommendations. The final housing mix would need to comply with the SHMA, which would be determined through consideration of future reserved matters applications. The S.106 agreement with this application will follow the same approach as with the agreement on the phase 1 permission in that it will require a further S.106 agreement to be submitted with the reserved matters application to demonstrate that the mix/tenure of the affordable units conforms with the SHMA requirements. The illustrative housing mix does however demonstrate that it would be possible to provide up to 200 homes at an appropriate mix of housing, where the mix is required to deliver a number of smaller units than currently being shown on the illustrative proving layout. The distribution of the affordable housing, to ensure appropriate pepper potting, would be determined at reserved matters stage.

8.12 The Illustrative Density Analysis Plan repeats the Density Parameter Plan but has been additionally annotated to show a range of proposed densities across the site. The average density overall is 31dph which equates well with the Local Plan where a density of 35dph is considered broadly appropriate on most sites (LP paragraph 17.6 page 158). The densities are expressed on the parameter plan as north to south bands of development. These range from a low of 20dph (27 units) for a swathe of development along the outer eastern boundary and 30dph (88 units) for the central section of the site. The highest density levels of 45dph (85 units) are located on the elevated western part of the site adjacent to the proposed development at phase 4 Graylingwell Park and the existing development at Winterbourne Road. The approach regarding density is acceptable to officers as it will ensure that the development respects the landscape sensitivities of the site and will help establish the development within its surroundings. As proposed, the lowest densities and therefore the loosest pattern of development would be located adjacent to the more sensitive boundaries, this being the area of urban/rural transition from the developed part of Chichester to the countryside. The highest densities comprising the tallest buildings are adjacent to the west boundary and would be read against the existing backcloth of housing within the settlement boundary of Chichester including the 3.5 storey flatted development approved in phase 4 Graylingwell Park.

8.13 Although 'scale' is a reserved matter, the Building Heights parameter plan suggests a development of predominantly 2 to 2.5 storey dwellings which is commensurate with the existing scale of development in Summersdale. The masterplan strategy is for the building heights to gradually step down in scale at half storey intervals as you pass down the slope from S/SW to E/NE. The Building Heights parameter plan therefore shows the tallest buildings (up to 3 storeys) comprising apartment blocks located on part of the southern and western edge of the development adjoining phase 4 Graylingwell Park (where 3-3.5 storey buildings have been approved) and Winterbourne Road, then a 3-2.5 storey transition zone and then development restricted to 2 storeys at the eastern/north eastern edge of the site where it adjoins the River Lavant. In general terms, the approach outlined on the parameter plan with regard to the heights of the

proposed dwellings reflects that proposed on the density parameter plans. It is considered that the development in this form is acceptable and will respect the landscape sensitivities of the site and its surroundings.

Open Space and Landscaping

- 8.14 In terms of the site's capacity to absorb the different components of the proposed development, it is not only the physical presence of the buildings and the access roads themselves but the necessary open spaces, surface water drainage features and landscaping elements which need to be accommodated. The site contains the correct amount of open space according to the Council's Open Space Calculator including equipped play space, amenity open space and allotments and this is shown on the parameter plans as well as on the illustrative plans. The eastern margin of the site has a number of significant functions to perform to service the development in terms of tree planting to screen the development, the provision of informal semi-natural greenspace, surface water drainage features and allotments but officers are confident based on the illustrative 'layout' that these can be accommodated satisfactorily. The finer detailing of the scheme will be considered at reserved matters stage.

3. Impact on the safety and function of the highway network and site access details

- 8.15 The application's wider transport impacts, specifically on the trunk road network, were evaluated in detail during the preparation of the Local Plan. Within this application, Highways England has raised no objections to the development, subject to a financial contribution towards the A27 Chichester Bypass junction improvements. This would be secured by way of the S106 Agreement which would require the applicant to enter into a S278 agreement with Highways England. In terms of the additional traffic movements that would be generated by the development, the modelling based on the Chichester Area Transport Model (CATM) reveals 66 two-way vehicle trips in the AM Peak (08:00-09:00) and 70 two-way vehicle trips in the PM Peak (17:00-18:00). Assessment of the development has looked at the different off site scenarios and junction modelling in terms of all other committed schemes in the locality for the period 2018-21 analysing lengths of queues and anticipated delays based on the CATM and concluded that overall the above figures are representative and acceptable.
- 8.16 The transport sustainability of the site was also explored in detail through the Local Plan preparation and adoption process. Chichester city centre and the range of services and facilities it provides are highly accessible being within a 25 minute walk or a 10 minute cycle ride. The bus stops close to the site at Graylingwell Park also provide greater transport choice.
- 8.17 In summary on this issue and with reference to NPPF paragraph 32, taking account of the site specific mitigation measures proposed (the footways and cycle links and the travel plan), it is considered that this development would not result in a severe residual cumulative impact. No technical objections have been raised by Highways England or WSCC as the local highway authority. The development would need to contribute through CIL towards measures listed within policy 13 of the Local Plan. This would include improvements towards the Westhampnett Road mini roundabouts and the Chichester to Tangmere cycle route. The development

would also be required to implement a travel plan to encourage the use of alternative transport modes. The proposal therefore complies with the relevant criteria of policies 13, 17 and 39 of the Local Plan.

4. Foul drainage

8.18 Policy 17 requires that development will be dependent on the provision of infrastructure for adequate wastewater conveyance and treatment to meet strict environmental standards. The supporting text at paragraph 12.52 states that development will be reliant on additional wastewater capacity, which would be provided by a sewerage undertaker and that future capacity has been identified at Tangmere WwTW following its proposed expansion/upgrade in 2019 (now confirmed to be December 2017). The development will be required to fund the necessary wastewater infrastructure linking the site to Tangmere WwTW.

8.19 The Committee will recall that the permission for phase 1 proposes that foul water drainage will be taken to Tangmere WwTW via a link to the existing sewer pipe along Stane Street, subject to appropriate upgrading (provided that alternative arrangements are not made to drain the site via the strategic pipeline that will be constructed as part of the West of Chichester SDL). For phase 2 the developer proposes the same strategy but again with the potential that foul drainage could be taken via the strategic pipeline. Southern Water has again confirmed that there is not currently sufficient local infrastructure to accommodate the needs of this development and that there would need to be an upgrade.

8.20 In conclusion on this issue, officers are satisfied that, with the appropriate conditions and timetabling as with phase 1, the off-site infrastructure upgrade and the foul sewerage capacity to serve the proposed development at Tangmere WwTW will be available and operational prior to it being required to serve the development. This takes into consideration the time taken for the approval of reserved matters, the subsequent discharge of conditions and then construction. On this basis officers are satisfied that first occupations of the development will not occur until after December 2017.

5. Surface water management

8.21 The application site is predominantly in flood zone 1, however part of the site near the south-east corner is in Flood Zone 2 and a small part in the northern part of the site is in Flood Zone 3. The land presently discharges storm water to the River Lavant on the east boundary of the site.

8.22 The proposed surface water drainage strategy in the Flood Risk Assessment confirms the site naturally has a shallow gradient falling generally in a south easterly direction. The SuDS features are therefore logically positioned in a line along the eastern boundary with the River Lavant, with a conveyance basin in the south-east corner. The final drainage design will be required to be informed by a full hydrological and hydrogeological assessment taking climate change into account. The Council's Drainage Officer has advised that infiltration methods must be prioritised and where infiltration is not possible, then discharge to a watercourse could be acceptable at no greater than greenfield levels. This is recommended to be covered by condition, as is the agreement of a detailed management and maintenance schedule.

- 8.23 The illustrative drainage plan shows the SuDS detention basins stretched out and linked in a line at the eastern site margin and occupying the majority of the green space and perimeter planting area. The final size and configuration will depend on the results of the monitoring and final design. The SuDS detention basins may have the capacity to function as informal open space if the gradients of the basin are suitably shallow (i.e. 1:3 as indicated), and water is not held in this location for an extended period. The lowest point of the basin therefore needs to be higher than the peak groundwater level.
- 8.24 The assessment to date on the principles of surface water management has identified that all built development will be located in flood zone 1, with space available on site to enable SuDS methods to be used as a priority. The final detailed design will be expected to demonstrate there will be no risk of flooding either on site or in the surrounding area. The proposal in this regard complies with Local Plan policy 42 and section 11 of the NPPF and is acceptable.

6. Landscape and visual impact

- 8.25 Policy 17 (bullet 4) of the Local Plan requires that development should be designed with special regard to the sensitivity of the site, especially in terms of views towards and from the South Downs National Park. It also seeks major new structural planting to soften the impact of development on views from the north and around the Motor Circuit/Aerodrome. Local Plan policies 33, 47 and 48 and Appendix A also refer to landscape matters. National level policy context is provided in the NPPF and the English National Parks and the Broads: UK Government Vision and Circular 2010. The application is supported by a Landscape and Visual Impact assessment prepared by Tyler Grange.
- 8.26 The application is supported by the SDL masterplan and SDL phasing plan. As the principle of the allocation and the wider landscape impacts of the development in broad terms have been assessed through the Local Plan process, this assessment relates to the impacts anticipated from the application development itself, based on the submitted parameter and illustrative plans.
- 8.27 'Landscaping' remains a reserved matter on this application so the submitted details shown on the parameter plans and illustrative open space and green infrastructure plan together with the Tyler Grange report are not submitted for approval at this stage although it is recommended that the fundamental principles they establish be carried through to the reserved matters stage by condition. The Design and Access Statement identifies a Landscape Strategy for the development. Integrating a new development of 200 homes visually with the existing settlement at Chichester on a prominent sloping site which already has a well defined green edge and without it appearing unduly prominent is challenging. The applicant has approached this on a number of fronts. The first approach has been to work with the contours of the site by introducing formal lines of tree planting following the N-S route of roads within the site as they traverse the slope. The intention is that over time the lines of these trees and their crowns in particular will create a terracing or layering effect, breaking up the development's built form as it rises from the River Lavant to meet the higher ground at Graylingwell.

- 8.28 The second approach indicated on the parameter plan is to introduce informal tree planting along the line of the River Lavant. The intention here is not to create a continuous line of planting in an attempt to hide the development but to break up and soften the overall built form in the same way that the formal street planting proposes. It is also relevant that the eastern edge of the development is proposed with dwellings which face out towards the River Lavant rather than backing onto it in order to provide an attractive development edge that comprises well designed, high quality dwellings set behind a vegetated linear green space. The third approach which Tyler Grange recommends in its supplementary supporting note is the gapping up of the strongly vegetated Stocks Lane bridleway bordering the Goodwood Motor Racing Circuit (GMRC). The existing hedgerow along Stocks Lane is continuous but for occasional gaps from which the site is currently seen against the adjoining backdrop of the settlement edge of Chichester with Graylingwell Tower a feature in the view and the open arable Lavant valley landscape in the foreground. The gapping up with native species hedgerow maintained at above head height as existing will provide a continuous screen (save for the field gate access) containing views. A short section of Fordwater Road adjacent to the river at the north end of the site is also to be planted up with hedgerow again to restrict more distant views from this aspect. Crucially both the above areas to be infilled with new hedgerow planting are within the 'blue' land on the application i.e. land within the applicants control and the Council can therefore impose appropriate conditions to mitigate the landscape impacts of the development.
- 8.29 The Landscape Visual Impact Assessment (LVIA) produced by the applicant has been assessed by Hampshire County Council landscape services (HCC) as consultants on behalf of CDC. HCC comment that whilst there are areas in the LVIA which are agreed, the disagreement generally relates to the rating of the landscape quality/sensitivity which HCC consider is more sensitive. However, HCC recognise that this opinion must be balanced against the fact that the Council has allocated the land for development. In terms of the wider landscape impact from hill tops within the SDNP at St Roches Hill, Halnaker Windmill and The Trundle officers are of the opinion that the intervening distance of 4-6km effectively flattens out the landscape impact to the extent that the rooftops of the development will appear assimilated into the existing backcloth of the city.
- 8.30 The proposal shown on the Building Heights Parameter Plan locates the tallest and highest density properties on the highest ground. Whilst there would appear to be an urban design logic in locating the highest density development adjacent to the existing city edge, and reducing the density as it moves outwards towards the rural edge, there is a potential dilemma with this approach on this particular site in that the tallest buildings may become more prominent. It is relevant to note however that the Graylingwell Phase 4 reserved matters application increased building heights when compared to the 2009 outline application to which it was pursuant by proposing areas of 3 and 4 storey development adjacent to the Westhampnett / North East Chichester SDL Phase 2 Site. This was because it was evident that this part of Graylingwell would no longer be the edge of the settlement as was originally thought in 2009 and that it was therefore appropriate for development which is more urban in nature given the context of the adjacent SDL site which would in turn provide a new transition to the rural edge.

Officers consider that an appropriate transition of height and density should be established through the SDL Phase 2 site by setting the parameters of the development out as proposed. On balance therefore, it is considered that the focus of development of greater height (up to 3 storeys) and density (up to 45dph) in this area grading out to lower height (up to 2 storeys) and density (up to 20dph) along the eastern boundary is acceptable in principle.

8.31 It is therefore considered that on balance, the principles of the landscaping outlined on the parameter and illustrative plans comply with the requirements of Local Plan policy 17. From longer distances, including viewpoints within the South Downs National Park, it is considered that the development will be viewed in the context of the wider setting of Chichester city. The wider setting of the SDNP and of Chichester city will be affected to some degree, as would be expected by the delivery of a large housing allocation, however these impacts can be acceptably mitigated and are considered not to be significant and are outweighed by the benefits of delivering 200 houses on the portion of the SDL allocated for housing through the Concept Statement. Final details of all elements of the scheme, including lighting, will be reserved for careful assessment at a later stage.

7. Heritage

8.32 The application site is immediately adjacent to the north east and east of the Graylingwell Conservation Area/Registered Historic Park and to the north east of the Grade II listed hospital chapel and Grade II listed Graylingwell Farmhouse. The fact that the development site has proximity to such designated heritage assets requires that an assessment is made of any potential harmful impact of the new development on their setting in accordance with section 12 of the NPPF. The reality on the ground is that there is, or will be once the on-going development at Phase 4 Graylingwell Park is completed, no intervisibility between the application site and the group of designated heritage assets. As a result of this there will be only a negligible effect on the setting and significance of the designated heritage assets. Due to this lack of intervisibility it is considered that there are also no cumulative effects on the significance of the assets concerned. The existing thick vegetation along and beyond the application site's south western boundary, combined with the on-going development to the north of the chapel which is within the Conservation Area, have the effect of severing the visual connection with the agricultural land of the application site. While parts of the wider agricultural landscape in the Lavant Valley may contribute to the significance of the assets to some degree, this visual separation between the application site and the designated assets means that there will be a negligible effect on the significance of the designated heritage assets because the development will not be experienced from the assets.

8.33 The retained water tower at Graylingwell though not individually listed is nevertheless a heritage asset which is visible from a significant distance including vantage points in the SDNP, signposting as it does this part of the City. By placing the tallest buildings on the proposed development on the highest ground there could be potential for the watertower's prominence to be undermined.

However it should be noted that the tallest buildings on the development at 3 storeys are proposed to be located adjacent to the tallest 3.5 storey buildings in phase 4 and so will not compete with or impact on external views any more so than the form of development that has already been approved. The Watertower in any event remains taller than all the permitted and proposed apartment blocks and it is considered that its significance when viewed from the SDNP to the north will not be compromised.

8.34 In conclusion on this issue, the level of detail provided in this outline application suggests that harm to the setting and significance of the Grade II and unlisted heritage assets will be less than substantial and notwithstanding this important assessment, are outweighed by the public benefits of developing the site for new housing. The details of building form, location, appearance and landscaping will be subject to a further detailed application and will be required at that stage to demonstrate all reasonable efforts to reduce any impact on the setting of adjacent listed buildings and heritage assets. On this basis the proposal is considered to comply with the NPPF and policies 17 and 47 of the Local Plan.

8. Noise impact

8.35 Local Plan policy 17 (bullet 4) requires that any development should be designed to reduce the impact of noise associated with the Goodwood Motor Circuit /Aerodrome. The supporting text at paragraph 12.50 (bullet 1) indicates that housing development should not be within 400m of the boundary of Goodwood Airfield and Motor Circuit. It goes on to state that it may be possible for limited development to occur within 400m of the circuit, subject to any proposal demonstrating that there would be no adverse noise impact on the occupiers of the proposed housing development and no adverse impact on building design or development layout resulting from proposed noise mitigation measures.

8.36 The illustrative proving layout which is not submitted for approval under this application shows part of the proposed residential development lies within 400m of Goodwood Airfield and Motor Circuit although the degree of incursion into that 400m zone depends on where the measurement is taken from. As measured from the outer edge of the bund surrounding the airfield approximately 30 dwellings would fall within the zone. However, as measured from the outer edge of the motor racing track (the source of the noise itself) which is the basis on which the Council's EH officer has based his assessment approximately 15 dwellings are likely to fall within 400 metres. The applicant justifies the likely incursion with reference to the noise assessment prepared by Cole Jarman.

8.37 The current illustrative layout of the development shows the nearest houses to the GMRC are facing east with gardens behind. The EH officer's view is that as the noise is most likely to affect persons outdoors then the built form of the housing will afford a barrier to the propagation of noise and reduce the noise experienced by persons in their garden areas. The Council's EH officer has advised that some flexibility by encroachment of 30m within the 400m buffer zone as proposed may therefore be considered acceptable in this case. In terms of the noise impact overall the EH officer identifies that the noise levels from Category 1 Historic

Racing events on 5 days per year will be much more noticeable and will result in a degree of disturbance to some residents but that this is a legacy of previous planning decisions which is noisy and already affects residents further afield. The conclusion of the EH officer is that the final design and orientation of any residential property must be of the highest standard to counteract some of these noise realities and modelling uncertainties. The objective of the design process must be a building envelope that provides a good standard of internal noise mitigation in order to avoid significant annoyance. A specific condition is therefore recommended controlling the detailed design of the proposed dwellings in terms of sound insulation against external noise during the day and night in bedrooms and living rooms.

8.38 In conclusion on this issue, the acoustic impacts of a residential development of up to 200 dwellings on this site have been carefully considered by the Council's EH officer. It is acknowledged that in respect of the 5 days of Historic Racing Events there will be a negative impact on residential amenity but that this is an accepted impact in planning terms which extends far beyond the application site. For the majority of the site for most of the time the noise impact will be within WHO accepted guidelines. Importantly there is no demonstrable case that a 30 metre incursion inside the 400 metre noise zone by approximately 15 dwellings as indicated on the illustrative proving layout for the majority of the year would be unacceptable in amenity terms. The impacts of the particular development detail in terms of the layout and form of dwellings will be reviewed through the reserved matters application(s) and it is expected that the development will be designed and delivered through the specific noise conditions proposed on this application. On this basis, the development is considered to comply with Local Plan policy 17 and NPPF paragraph 124. Construction noise can be controlled by condition.

9. Open space/green infrastructure

8.39 An integral part of the masterplan for the SDL is the provision of green infrastructure, both within each residential development parcel and on land connecting the two where the playing pitches and linear accessible green space are to be provided.

8.40 As suggested on the illustrative Open Space and Green Infrastructure Plan, the total provision of open space, including equipped, formal and informal green and open space, is 2.093ha which is in excess of the policy requirement as set out in the Planning Obligations and Affordable Housing SPD which is in total 1.573ha (as informed by the Open Space Calculator based on the submitted illustrative housing mix). Officers acknowledge that the location of some areas of open space, particularly the central green and the equipped play area, may need further consideration alongside the layout details at reserved matters stage, however the quantum of space meets the requirements of the Planning Obligations and Affordable Housing SPD.

8.41 The proposed delivery of 200 dwellings generates a requirement for around 0.689ha of sport and recreation facilities. For this application this will be in the form of playing pitches, a sports pavilion and associated parking. The Committee will be aware that outline planning permission CC/15/03884/OUT has already secured the provision of a new sports playing field south of the application site of a size sufficient to provide 2 no. football playing pitches with an overlapping cricket pitch

to serve the needs of both phase 1 and phase 2 of the SDL. The phase 1 development of 300 dwellings has already secured one of the two football playing pitches required within this playing field area and this is required through the section 106 agreement on CC/15/03884/OUT to be delivered and available for public use with temporary parking and changing facilities by occupation of the 200th dwelling on phase 1. The second football playing pitch and the cricket pitch within the sports playing field together with a permanent sport pavilion and associated parking on the phase 2 site will be secured through the section 106 agreement on this application with the detailed design coming through the subsequent reserved matters application. It is anticipated that delivery of the second football pitch and cricket pitch will be no later than occupation of the 130th dwelling in phase 2 although at the time of preparing this report the precise trigger was still under negotiation with the applicant. Members will be updated on this issue but Officers are satisfied that on the basis that the proposed facilities follow the intentions of the masterplan and associated SDL phasing plan and provision and delivery are bound by the S106 agreement, that the development complies with Local Plan Policy 54.

8.42 Bullet points 3 and 6 of Local Plan policy 17 emphasise the importance of providing green links to the SDNP. With the proposed provision of the Lavant Valley Linear Greenspace through this application site and the green infrastructure route to be delivered as part of the playing fields permission WH/15/03884/OUT this objective can be met. A continuous new PROW link for both pedestrians and cyclists following the line of the river will be provided from Madgwick Lane north along the river valley to Fordwater Road. This will provide residents of both phase 1 and phase 2 of the SDL with a new recreational route through to the South Downs. To provide continued connectivity for cyclists beyond Fordwater Road to the SDNP PROW network via East Lavant there would need to be an upgrade to one of the two existing footpaths to bridleway status (either footpath 459 [more likely] or possibly 3044). Such a proposal is strongly supported by WSCC and by the South Downs National Park Authority and is identified in Local Plan Appendix A (A.53; Map A.7 and Map A.9) as a 'desired' connection. Initial costs estimates for this work indicate a sum of approximately £100,000 and in this regard a contribution of £50,000 has been requested from the applicant towards the overall costs of these works which the applicant has agreed to in principle. An obligation in this regard will be included in the S.106 agreement. The green infrastructure elements of policy 17 in this regard are considered to be successfully addressed by the proposals.

10. Ecology

8.43 NPPF paragraphs 109 and 118 emphasis that the planning system should contribute to and enhance the natural and local environment by minimising impacts on biodiversity and providing net gains in biodiversity where possible. The application site is presently an arable field and as such its primary ecological value is in its hedgerows and boundary trees. The eastern boundary with the River Lavant is particularly important ecologically as it falls within the Lavant Biodiversity Opportunity Area (Local Plan Appendix A, Map A.3).

8.44 The retained and new boundaries and green buffers will provide potential habitat and/or foraging opportunities for reptiles, bats, badgers and nesting birds. The use of planning conditions to protect these areas during works and suitable additional and replacement planting, ecological enhancements and an ecologically appropriate lighting scheme would need to be secured through any reserved matters application. The Council's Environment Officer has requested that more details of ecological enhancements along the River Lavant will need to be provided as part of the reserved matters application and this could be conditioned. On this basis, and considering on-site ecological impacts as a whole, the development is capable in this regard of complying with Local Plan policy 49 and Natural England's standing advice on protected species.

8.45 The site lies within the 5.6km buffer for the Chichester Harbour Special Protection Area. The development of up to 200 dwellings is therefore likely to have an in-combination effect on the Solent Maritime SAC. Avoidance measures will need to be adopted to ensure the development will not adversely affect the integrity of the SPA. In accordance with the Solent Disturbance and Mitigation Project (Phase III), the payment of £181 per dwelling is therefore required at or before commencement to ensure the avoidance measures funded by this money are in place prior to first occupation. This contribution will be secured through the Section 106 Agreement. Accordingly, the development complies with CLP policy 50.

11. Socio-economic impacts

8.46 In terms of the socio-economic impacts of the development, the main principle in general terms is to focus development on Chichester city and its immediate surroundings because the city is the primary settlement in the plan area. In this regard the application site will provide up to 200 dwellings in a sustainable location for accessing goods, services and facilities, including employment and leisure functions. The development will make a significant contribution to meeting local and district housing need, including providing 30% affordable dwellings of various tenures integrated within the site. The construction of the development itself will also deliver economic benefits.

8.47 In combination with the phase 1 proposals which will deliver community facility provision and the separate playing fields permission, together with the highway infrastructure upgrades and green infrastructure links delivered through both phase 1 and phase 2 to ensure transport capacity, it is considered that there will be tangible benefits of delivering this scheme in socio-economic terms, which will assist in achieving the objectives of the Chichester Local Plan.

12. Other matters

8.48 Land Contamination - In terms of this issue the Council's EH officer has confirmed that the application site has a very low risk. In the event that contamination sources may be found during construction, a watching brief can be secured through a condition. Likewise, pollution mitigation measures to protect land and groundwater contamination during construction and once the site is occupied can be secured through suitably worded conditions. Accordingly the development is considered to comply with NPPF paragraphs 120-122.

8.49 Air Quality - The Council's EH officer has assessed the applicant's air quality assessment report and has concluded that the results are compliant with the relevant air quality standards. The significance of the predicted development impact is considered to be negligible. No residual effects are predicted as a result of the development. The EHO agrees with this assessment and notes that a number of mitigation measures have been put forward in the Transport Assessment submitted with the application (such as providing cycle parking at the site, offering a cash sum for households to spend on sustainable transport such as season tickets for bus or rail, contribution to purchase of a bicycle and 12 months free membership to the local car club). Such measures could be captured through the S.106 agreement in the travel plan.

8.50 Communications infrastructure - The Local Plan recognises that high quality advanced communications infrastructure is essential for economic growth (paragraph 8.15) and advises that development should facilitate where possible the growth of new and existing telecommunications systems to ensure residential and business choice. These aspirations are included within LP policies 7, 8, 9, 33 and 39. The applicant has confirmed that broadband access will be provided to all households on occupation. The full details of this will be sought and approved by condition.

Significant Conditions

8.51 The recommendation to permit this outline application includes conditions regarding full foul and surface water drainage and management details, construction management plan covering transport and environmental matters, archaeology investigations and reporting, ecological and vegetation protection, noise mitigation and final access details. All detailed matters will then be dealt with by reserved matters application(s) which will be subject to additional conditions.

Community Infrastructure Levy (CIL)

8.52 The development is also liable to pay the Community Infrastructure Levy. The CIL Charging Schedule sets the tariff for new residential development south of the National Park at £120 per sqm.

S106 Agreement

8.53 At the time of preparing this report work on the fine detail of the legal agreement including the various triggers is continuing, however it is anticipated that it will need to include the following heads of terms. The Committee will be updated where necessary:

- 30% Affordable Housing - Agreement will specify the requirement to deliver 30% affordable housing on site and include a clause to require a further S106 to be entered into at the first reserved matters application stage to confirm the details of the tenure, size, mix and management and if required a commuted sum for any part unit in the same way as for Phase 1.

- Close the access track from Madgwick Lane to the playing fields to vehicular use before first occupation on any house on the phase 2 site. From first occupation of Phase 2 the playing pitches will only be accessed by car from the Phase 2 site.
- Provide one senior sports playing pitch (football) and a cricket pitch - delivery linked to occupation of 130th dwelling on Phase 2. Provide associated permanent Sports Pavilion to include changing facilities in accordance with Sport England guidelines plus attendant parking - Provide this on Phase 2 site with details of associated management and maintenance thereafter.
- A27 contribution - prior to commencement of phase 2 to enter into a S278 Agreement with Highways England to secure a financial contribution of £202,447 towards the A27 Chichester Bypass junction improvements or any such figure as set out in the adopted SPD.
- Green Infrastructure - Provision of Lavant Valley Linear Greenspace as a publically accessible green infrastructure route, between the playing pitch to the south and Fordwater Road at its northern end, comprising a footpath and cycle path adjacent to the River Lavant, with a minimum width of 3.7m and with a surface suitable for its use in a rural location to be retained in perpetuity. Details of maintenance and management plan to be agreed. Delivery prior to occupation of 130th dwelling.
- Chichester Harbour SPA Recreation contribution (£181 per dwelling so £36,200) at or prior to commencement of development and education packs for new residents prior to first occupation.
- Landscaping, on-site Open Space, children's equipped and non-equipped play areas - delivery, management, maintenance of and timing.
- Phasing plan.
- Section 106 monitoring fee - £4,642
- Highway Works - The applicant would only be required to undertake the works in a, b and c if they or any successor construct the development in advance of - or in the absence of - Linden Homes undertaking such works:
 - a. Northern section of Palmersfield Avenue at its junction with Kingsmead Drive including road realignment and associated road widening, signing, lining and TRO's to control traffic movements and on-street
 - b. Provision of both bus gates (and locations thereof if applicant and/or subsequent developer/owner seeks to construct the development in advance of existing Linden Homes obligations). Development not to be commenced until both bus gates are designed, constructed and in full operation to the satisfaction of the LPA to ensure that all traffic will enter and leave via Kingsmead Avenue.
 - c. Provision of suitable access to development (in addition to those works set out above) between Palmersfield Avenue/Kingsmead Avenue and site in advance of Phase 4 Graylingwell Park.

- Upgrade footpath 459 to bridleway status - £50,000 contribution payable before first occupation with payback clause if not used.
- Non-adoption clauses (to prevent roads, footways etc. being offered for retrospective adoption).
- Details of long-term Management Plans and Management Company for the development (to include - but not be limited to - all roads, footways, cycleways etc.).
- Travel Plan to be submitted before first occupation.

Conclusion

8.54 The principle of a housing development on this site has been established, through the allocation of the SDL in the Local Plan and the specific requirements of policy 17, the concept statement and the endorsed masterplan for the SDL. Policy 17 of the Local Plan requires that the SDL as a whole is allocated for a mixed use development comprising 500 homes, community facilities, open space and green infrastructure. Phase 1 of the SDL has already secured outline planning permission for up to 300 dwellings and the community facilities provision and a separate outline application has secured the necessary sports playing field.

8.55 The parameter plans and illustrative information for phase 2 demonstrate that it is possible to deliver the quantum of development proposed in the outline application, that being up to 200 homes including 60 affordable homes (subject to satisfactory details provided through reserved matters applications), parking, open space and landscaping in a manner which would be in keeping with the character of the surrounding area. Additionally officers are satisfied that the proposed development would not have an adverse impact on the setting of adjacent heritage assets at Graylingwell or residential amenity in terms of proximity to GMRC, or that it would adversely impact on the wider landscape sensitivities from existing public rights of way, or most distant views from the SDNP.

8.56 The proposed development will deliver the remaining balance of homes in one of the Council's four strategic housing sites and is key to the Council delivering its Local Plan housing requirements and maintaining its 5 year housing land supply. The application is therefore recommended for approval subject to completion of the necessary S.106 agreement.

Human Rights

8.57 In reaching this conclusion the Human Rights of the applicants and nearby occupiers have been taken into account when reaching this recommendation and it is concluded that the recommendation to permit is justified and proportionate.

RECOMMENDATION

DEFER FOR SECTION 106 THEN PERMIT subject to the following conditions and informatives:-

1) (i) Approval of the details of the layout of the site, (including housing mix), the scale and the appearance of the building(s) or place, the means of access thereto (relating to vehicular, pedestrian and cycle access) and the landscaping of the site (hereinafter called "reserved matters") shall be obtained from the Local Planning Authority before any development is commenced.

Plans and particulars of the reserved matters referred to in paragraph (i) above, relating to the layout of the site, (including housing mix), the scale and the appearance of the building(s) or place, the means of access thereto (relating to vehicular, pedestrian and cycle access) and the landscaping of the site shall be submitted in writing to the Local Planning Authority and shall be carried out as approved.

(ii) Application for approval of the reserved matters shall be made to the Local Planning Authority before the expiration of three years from the date of this permission.

Reason: To comply with Section 92 of the Town and Country Planning Act 1990 and to ensure that the full details of the development are approved at the appropriate stage in the development process.

2) The development hereby permitted shall be begun before the expiration of two years from the date of approval of the last of the reserved matters to be approved.

Reason: To enable the Local Planning Authority to control the development in detail and to comply with Section 92 of the Town and Country Planning Act 1990

3) The development hereby permitted shall be carried out in accordance with the approved plans in so far as they relate to the matters of detail hereby approved: 5921/L002A; 5921/P001B; 5921/P002B; 5921/P003B.

Reason: For the avoidance of doubt and in the interests of proper planning.

4) No built development approved by this permission shall be located within Flood Zones 2 or 3.

Reason: The above condition is required to ensure that the development proposed is located in Flood Zone 1, in accordance with the submitted Flood Risk Assessment and illustrative plans, and to ensure that this is implemented when the reserved matters layout is approved, in accordance with policy 42 of the Chichester Local Plan: 2014-2029 and paragraphs 100 to 103 of the National Planning Policy Framework.

5) No development shall take place until a scheme for the provision and management of a buffer zone, at least 10 metres wide from the top of the bank, alongside the River Lavant shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the development shall be carried out in accordance with the approved scheme and any subsequent amendments shall be agreed in writing by the Local Planning Authority. The buffer zone shall be free from built development including lighting, footpaths, domestic gardens and formal landscaping; and could form a vital part of a green infrastructure provision. The scheme shall include:

- plans showing the layout and extent of the buffer zone;
- details of the proposed planting scheme;
- details demonstrating how the buffer zone will be protected during development and managed/maintained over the longer term including adequate financial provision and bodies responsible for ongoing management as part of a detailed management plan.

Reason: In order to protect the biodiversity and ecological value of the habitat adjacent to the river course and to ensure that the detailed design of the buffer scheme is appropriate, in accordance with paragraphs 109 and 118 of the National Planning Policy Framework.

6) Development shall not commence until an overall site-wide foul water drainage scheme and full details of the proposed off site means of foul sewerage disposal to Tangmere Waste Water Treatment Works have been submitted to, and approved in writing by, the Local Planning Authority in consultation with Southern Water. No dwelling shall be occupied until all off-site provisions enabling foul drainage only to Tangmere Wastewater Treatment Works have been confirmed operational and fit for purpose.

At or before reserved matters stage for each phase of the development hereby permitted a foul water drainage scheme shall be submitted to and be approved in writing by the Local Planning Authority. This should accord with the overall site-wide foul water drainage scheme.

The foul water drainage scheme shall be implemented for each phase as approved unless any variation is agreed in writing by the Local Planning Authority.

No building in any phase shall be occupied until the complete foul water drainage system serving the properties of that phase has been implemented in accordance with the agreed details.

Reason: The details are required pre-commencement to ensure that the proposed development is satisfactorily drained with all necessary infrastructure installed during the groundworks phase.

7) An overall design strategy for the development for the site as a whole including details of the different character areas, palette of materials and architectural approach shall be submitted with the first application for reserved matters relating to but not exclusively reserved to matters of scale, appearance or layout and all subsequent applications for reserved matters shall demonstrate how the details are in accordance with the approved design strategy.

Reason: To ensure consideration is given to the development as a whole in the interests of amenity and to ensure a development of visual quality.

8) No development shall be commenced until plans showing suitable internal access roads and footpath layouts (including links up-to and abutting the western boundary of the site) have been submitted to and been approved in writing by the Local Planning Authority after consultation with West Sussex County Council as the Local Highway Authority. The development shall thereafter be carried out in accordance with the approved plans.

Reason: To ensure fit-for-purpose access roads and footpaths constructed to appropriate design and safety standards.

9) The development hereby permitted shall not be constructed until full details of the access to Phase 4 of the Graylingwell Park development has been shown on a plan to be submitted to and agreed in writing by the Local Planning Authority after consultation with West Sussex County Council as the Local Highway Authority. Details shall include (but not necessarily be limited to) visibility splays, pedestrian and cycle access, emergency access and recommendations of any associated Road Safety Audits. The development shall thereafter be carried out in accordance with the approved plan/s.

Reason: To ensure fit-for-purpose roads constructed to appropriate design and safety standards.

10) The development hereby permitted shall not be commenced until the accesses, highway works (both on and off-site) and bus gates as referred to in S106 Agreement have been constructed to a final specification to be agreed in writing with the Local Planning Authority after consultation with West Sussex County Council as the Local Highway Authority.

Reason: To ensure fit-for-purpose accesses constructed to appropriate design and safety standards.

11) Prior to the commencement of the development, details showing the proposed location, installation and ongoing maintenance of 6 (six) fire hydrants (in accordance with the West Sussex Fire and Rescue Guidance Notes) shall be submitted to and approved in writing by the Local Planning Authority in consultation with West Sussex County Council's Fire and Rescue Services.

Prior to the first occupation of any dwelling hereby approved the fire hydrants shall be installed in accordance with the approved details (including connection to a suitable water supply which is appropriate in terms of both pressure and volume for the purposes of fire-fighting).

The fire hydrant(s) shall thereafter be maintained as in accordance with the approved details.

Reason: In the interests of amenity and in accordance with Chichester Local Plan (2014 - 2029) Key Policies 8 and 9 and in accordance with The F&RS Act 2004.

Note:

As part of the Building Regulations 2004, adequate access for fire fighting vehicles and equipment from the public highway must be available and may require additional works on or off site, particularly in very large developments (BS5588 Part B 5). For further information please contact the Fire and Rescue Service.

12) Details of any external lighting for a phase of the site including street lighting shall be submitted to, and be approved in writing by the Local Planning Authority prior to the commencement of that phase of the development. This information shall include a layout plan with beam orientation and a schedule of equipment in the design (luminaire type, mounting height, aiming angles and luminaire profiles). The lighting shall be installed, maintained and operated in accordance with the approved details unless the Local Planning Authority gives its written consent to the variation. The lighting scheme should take into consideration the presence of bats in the local area and the scheme should minimise potential impacts to any bats using the trees and hedgerows by avoiding unnecessary artificial light spill through the use of directional light sources and shielding.

Reason: This is required pre-commencement to protect the appearance of the area, the environment and local residents from light pollution.

Note: The lighting scheme shall set out how the design of the lighting shall not exceed the obtrusive light limitations for exterior lighting of the Institution of Lighting Professional Guidance for Environmental Zone – E2; as shown below:

- Sky Glow ULR [Max %] 2.5;
- Light Intrusion (into windows) Ev [lux] pre-curfew 5;
- Light Intrusion (into windows) Ev [lux] post-curfew 1;
- Luminaire Intensity in candelas pre-curfew 7500;
- Luminaire Intensity in candelas post-curfew 500;
- Building Luminance Pre-curfew, Average, L [cd/m²] 5;

The curfew is 23.00 Hours;

The scheme shall include an isolux diagram showing the predicted luminance in both the horizontal and the vertical plane (at a height of 3.5 metres) for the development.

13) No construction shall be carried out on any phase of the development unless and until a full schedule of all materials and finishes for that phase and samples of such materials and finishes to be used for external walls and roofs of the proposed buildings and surfacing materials of that phase have been submitted to and been approved by the Local Planning Authority. All approved materials and finishes shall be used for the development unless otherwise agreed in writing by the Local Planning Authority.

Reason: To enable the Local Planning Authority to control the development in detail in the interest of amenity and to ensure a development of visual quality.

14) Before work begins on any phase of the development hereby permitted details of site levels and longitudinal and latitudinal sections through the site of the dwellings for that phase shall be submitted for the approval of the Local Planning Authority to show how the buildings shall be set into the ground and any re-profiling of the land. The development shall be carried out in accordance with the approved details.

Reason: This is required pre-commencement to ensure acceptable levels are used throughout the development process.

15) No development shall take place unless and until a site specific Environmental Construction Management Plan comprising a schedule of works and accompanying plans has been submitted to and approved in writing by the Local Planning Authority. The plan must demonstrate the adoption and use of the best practicable means to reduce the effects of noise, vibration, dust and site lighting. Thereafter the approved Plan shall be implemented and adhered to throughout the entire construction period. The Plan shall provide details as appropriate but not necessarily be restricted to the following matters:

- the phased programme of construction works;
- the means of access and road routing for all construction traffic associated with the development;
- provision of wheel washing facilities and details of their operation and location;
- Details of street sweeping;
- construction working times including delivery times;
- details of a means of suppressing dust arising from the development;
- details of all proposed external lighting to be used during construction;
- details of areas for the loading, unloading, parking and turning of vehicles associated with the construction of the development;
- details of areas to be used for the storage of plant and materials associated with the development;
- details of the temporary construction site enclosure to be used throughout the course of construction (including access gates).

- Contact details for the site contractor, site foreman and CDM co-ordinator (including out-of-hours contact details).
- Evidence of consultation with neighbours prior to works commencing and procedures for maintaining good public relations including complaint management, public consultation and liaison.
- Details of any temporary traffic management that may be required to facilitate the development including Chapter 8 traffic signage.
- A Section 59 Agreement (only if HGV construction vehicle numbers exceed 20 per-day throughout course of development).
- All works and ancillary operations which are audible at the site boundary, or at such other place as may be agreed with the Council's Environmental Management Team, shall be carried out only between the following hours:
08 00 Hours and 18 00 Hours on Mondays to Fridays
08 00 and 13 00 Hours on Saturdays and;
at no time on Sundays and Bank Holidays.
- Deliveries to and removal of plant, equipment, machinery and waste from the site must only take place within the permitted hours detailed above.
- Mitigation measures as defined in BS 5528: Parts 1 and 2 : 2009 Noise and Vibration Control on Construction and Open Sites shall be used to minimise noise disturbance from construction works.
- Procedures for emergency deviation of the agreed working hours.
- Chichester District Council encourages all contractors to be 'Considerate Contractors' when working in the city by being aware of the needs of neighbours and the environment.
- Control measures for dust and other air-borne pollutants. This must also take into account the need to protect any local resident who may have a particular susceptibility to air-borne pollutants.
- Measures for controlling the use of site lighting whether required for safe working or for security purposes.

Details of how measures will be put in place to address any environmental problems arising from any of the above shall be provided. A named person shall be appointed by the applicant to deal with complaints, shall be available on site and their availability made known to all relevant parties.

Reason: To ensure safe and neighbourly construction in the interests of amenity and road safety.

16) No development shall commence on any phase until full details of the proposed overall site-wide surface water drainage scheme has been submitted to and approved in writing by the Local Planning Authority. The design should follow the hierarchy of preference for different types of surface water drainage disposal systems as set out in Approved Document H of the Building Regulations and the SUDS Manual produced by CIRIA and be supported by percolation testing to BRE 365, or similar approved. Winter groundwater monitoring to establish highest annual ground water levels will be required to be undertaken prior to the submission of details under this condition to support the design of any infiltration drainage.

At or before reserved matters stage for each phase of the development hereby permitted a detailed surface water drainage scheme for that phase shall be submitted to and be approved in writing by the Local Planning Authority. This should accord with the overall site-wide surface water drainage scheme and include a timetable of implementation of the overall site-wide surface water drainage infrastructure.

The surface water drainage scheme shall be implemented for each phase (including any necessary site-wide infrastructure) as approved unless any variation is agreed in writing by the Local Planning Authority.

No building in any phase shall be occupied until the complete surface water drainage system serving the properties of that phase has been implemented in accordance with the agreed details.

Reason: The details are required pre-commencement to ensure that the proposed development is satisfactorily drained with all necessary infrastructure installed during the groundworks phase.

Note: No new soakaways, swales, ponds, watercourses or any other surface water retaining or conveying features should be located within 5 metres of a public gravity sewer, rising main or water main.

17) The development hereby permitted shall not be begun until a scheme to deal with contamination of land or groundwater has been submitted prior to the commencement of development and approved by the Local Planning Authority and until the measures approved in that scheme have been implemented. The scheme shall include all of the following measures unless the Local Planning Authority dispenses with any such requirement specifically and in writing:

(1) A site investigation shall be carried out by a competent person to fully and effectively characterise the nature and extent of any land and/or groundwater contamination, and its implications. The site investigation shall not be commenced until:

- (i) A desk-top study has been completed, and
- (ii) The requirements of the Local Planning Authority for site investigations have been fully established, and
- (iii) The extent and methodology have been agreed in writing with the Local Planning Authority. Two full copies of a report on the completed site investigation shall be submitted to the Local Planning Authority without delay upon completion.

(2) A written method statement for the remediation of land and/or groundwater contamination affecting the site shall be agreed in writing with the Local Planning Authority prior to commencement, and all requirements shall be implemented and completed to the satisfaction of the Local Planning Authority by a competent person. No deviation shall be made from this scheme without the express written agreement of the Local Planning Authority. Two full copies of a verification report confirming the objectives, methods, results and conclusions of all remediation works shall be submitted to the Local Planning Authority.

In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with the requirements of (1) above, and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of (2) above. The building hereby permitted shall not be occupied unless and until approval is granted for this Verification Report.

NOTE: The above requirements shall be carried out in accordance with DEFRA and the Environment Agency's "Model Procedures for the Management of Land Contamination, CLR11".

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other off site receptors.

Informative: For further information and technical guidance regarding the requirements of this condition applicants should contact the District Council's Environmental Protection Team (01243 785166).

18) The development hereby permitted shall be carried out in accordance with sections 1.3 'Required Actions' and 6 'Recommendations' of the submitted Ecology Report (Baker Consultants Limited, August 2016) with the detailed, site specific measures to be submitted for approval as part of each subsequent application for reserved matters and prior to the commencement of works.

Reason: To minimise the impacts of the development on biodiversity, habitats and species.

19) Development shall not commence on the SUDS system for a phase until full details of the maintenance and management of the SUDs system is set out in a site-specific maintenance manual and submitted to, and approved in writing, by the Local Planning Authority. The manual is to include details of financial management and arrangements for the replacement of major components at the end of the manufacturers recommended design life. Upon completed construction of the SuDs System serving each phase, the owner or management company shall strictly adhere to and implement the recommendations contained within the manual.

Reason: To ensure the efficient maintenance and on going operation of the SuDs system and to ensure the best practice in line with guidance set out in 'The SuDs Manual' CIRIA publication ref: C697 Chapter 22. The details are required pre-commencement to ensure the SuDs are designed appropriately and properly maintained and managed as soon as they are installed.

20) An archaeological investigation of the site shall be carried out in accordance with a specification to be submitted to and agreed by the District Planning Authority in writing before the commencement of any building works. The specification shall include proposals for an initial trial investigation and for mitigation of damage through development to deposits of importance thus identified. The investigation shall be undertaken by an appropriately qualified archaeologist, and shall include the recording of findings and subsequent publication of results.

Reason: This site is of archaeological significance and it is important that it is recorded by excavation before it is destroyed by development.

21) Development shall not commence on a phase until full details of how that phase of the site will be connected to all relevant utilities and services infrastructure networks (including fresh water, electricity, gas, telecommunications and broadband) have been submitted to and approved in writing by the Local Planning Authority. These details shall demonstrate the provision of suitable infrastructure to facilitate these connections and the protection of existing infrastructure on site during works. The development will thereafter proceed only in accordance with the approved details unless otherwise agreed in writing by the local planning authority.

Reason: To comply with policies 8, 9, 33 and 39 of the Chichester Local Plan. This is required prior to commencement to ensure all appropriate infrastructure is installed at the groundworks stage.

22) The development hereby permitted shall be designed and constructed to achieve the objectives in Policy 40 of the Chichester Local Plan: Key Policies 2014-2029 in accordance with details to be submitted to and approved in writing by the Local Planning Authority prior to commencement of the development unless any variation to the requirements of this policy are specifically agreed in writing by the Local Planning Authority.

Reason: To accord with policy 40 of the Chichester Local Plan: Key Policies 2014-2029 and the principles of sustainable development as set out in the NPPF.

23) Before construction commences of the superstructure of any dwelling hereby permitted a scheme for the protection of the development from external noise shall be submitted to and be approved in writing by the Local Planning Authority. The development shall be implemented strictly in accordance with the approved scheme and maintained in perpetuity thereafter.

The scheme shall ensure that as a minimum the following limits are not exceeded in any of the corresponding locations upon completion of the development:

Location	Noise Index	Limit (dBA)
Bedroom	Day LAeq,16h	35
	Night LAeq, 8h	30
	Night LAmax, F	45
Living Rm	Day LAeq, 16h	35

Day refers to the period 07:00 to 23:00

Night refers to the period 23:00 to 07:00

The scheme shall include plans, drawings and a description of the site, the mitigation measures, the building construction and layouts and specific measures for each property to ensure that the limits set out above are not exceeded.

Reason: To protect the health and wellbeing of occupants from any significant adverse impacts due to noise in the environment.

NOTE:

The means by which the developer will achieve the above limits is at their discretion but it is expected that they will include, although not exclusively, any individual or combination of measures of:

- (i) Barriers to obstruct the transmission pathway;
- (ii) Appropriate site design and layout;
- (iii) Choice of building materials and building elements resistant to the passage of sound for the source in question;
- (iv) Appropriate building layout so that the sensitive rooms face away from the noisy façade;
- (v) Use of acoustically insulated glazing with acoustic ventilators.

24) No part of the development shall be first occupied until a Travel Plan has been submitted to and approved in writing by the Local Planning Authority. The Travel Plan once approved shall thereafter be implemented as specified within the approved document. The Travel Plan shall be completed in accordance with the latest guidance and good practice documentation as published by the Department for Transport or as advised by the Highway Authority.

Reason - To encourage and promote sustainable transport.

25) No part of a phase of the development shall be first occupied until covered and secure cycle parking spaces for that phase have been provided in accordance with plans and details submitted to and approved by the Local Planning Authority.

Reason: To provide alternative travel options to the use of the car in accordance with current sustainable transport policies.

26) Occupation of the development will not be permitted until the Local Planning Authority is satisfied that, in consultation with Southern Water, adequate wastewater treatment facilities exist to effectively drain the development and the Local Planning Authority has confirmed this in writing.

NOTE: The development will be dependent on the provision of infrastructure for adequate wastewater conveyance and treatment to meet strict environmental standards.

Reason: To ensure proper provisions are in place for wastewater disposal prior to first occupation.

27) No part of a phase of the development shall be first occupied until the car parking spaces for that phase have been constructed in accordance with plans and details submitted to and approved in writing by the Local Planning Authority. These spaces shall thereafter be retained at all times for their designated use.

Reason: To provide car-parking space for the use.

28) The development hereby approved shall not be occupied until provision has been made within the site in accordance with details to be submitted to and approved by the Local Planning Authority after consultation with West Sussex County Council as the Local Highway Authority to prevent surface water draining onto the public highway (including any PRow).

Reason: In the interests of road safety.

29) The development hereby permitted shall not be occupied until the pedestrian and cycle access to Fordwater Road - part of the Lavant Valley Linear Greenspace - has been constructed in accordance with detailed plans to be submitted to and agreed by the Local Planning Authority after consultation with West Sussex County Council as the Local Highway Authority. Details shall include (but not necessarily be limited to) visibility splays, pedestrian and cycle access considerations and recommendations of any associated Road Safety Audits.

Reason: To ensure fit-for-purpose access on foot and by cycle roads constructed to appropriate design and safety standards and to encourage access by non-car modes.

30) Construction of the development hereby permitted shall not take place other than between the hours of: 07.30 hours - 18.00 hours Mondays to Fridays inclusive; 07.30 hours - 13.00 hours on Saturdays; and not at all on Sundays or Public Holidays.

Reason: To protect the amenity of the locality and of the occupiers of the neighbouring dwellings.

31) Any garage building(s) shall be used only as private domestic garages for the parking of vehicles incidental to the use of the properties as dwellings and for no other purposes.

Reason: To ensure adequate off-street provision of parking in the interests of amenity and highway safety.

INFORMATIVES

1) The Local Planning Authority has acted positively and proactively in determining this application by identifying matters of concern within the application (as originally submitted) and negotiating, with the Applicant, acceptable amendments to the proposal to address those concerns. As a result, the Local Planning Authority has been able to grant planning permission for an acceptable proposal, in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.

2) This permission shall be read in conjunction with an Agreement made under Section 106 of the Town and Country Planning Act 1990.

3) The applicant/developer should enter into a formal agreement with Southern Water to provide the necessary sewerage infrastructure required to service this development. Please contact Southern Water, Sparrowgrove House, Sparrowgrove, Otterbourne, Hampshire SO21 2SW (Tel: 0330 303 0119) or www.southernwater.co.uk

4) The developer's attention is drawn to the provisions of the Wildlife and Countryside Act 1981, the Conservation (Natural Habitats etc) Regulations 1994, and to other wildlife legislation (for example Protection of Badgers Act 1992, Wild Mammals Protection Act 1996). These make it an offence to kill or injure any wild bird intentionally, damage or destroy the nest of any wild bird intentionally (when the nest is being built or is in use), disturb, damage or destroy and place which certain wild animals use for shelter (including badgers and all bats and certain moths, otters, water voles and dormice), kill or injure certain reptiles and amphibians (including adders, grass snakes, common lizards, slow-worms, Great Crested newts, Natterjack toads, smooth snakes and sand lizards), and kill, injure or disturb a bat or damage their shelter or breeding site. Leaflets on these and other protected species are available free of charge from Natural England.

The onus is therefore on you to ascertain whether any such species are present on site, before works commence. If such species are found or you suspected, you must contact Natural England (at: Natural England, Sussex and Surrey Team, Guildbourne House, Chatsworth Road, Worthing, West Sussex, BN11 1LD, 0300 0600300, enquiries@naturalengland.org.uk) for advice. For nesting birds, you should delay works until after the nesting season (1 March to 31 August) or ensure an ecologist is present on site and has checked the site within 24 hours of any works.

5) Applications for S38 and/or S278 Agreements should be made to WSCC as Highway Authority. Full details are available on the WSCC website: www.westsussex.gov.uk/highways.

6) Roads not forming part of the adopted highway network and/or not intended to be offered for adoption, will not be inspected by the Highway Authority during or after any construction phases. Such roads should, however, be assessed and formally signed-off/approved by a suitable Chartered civil engineer to the satisfaction of the LPA.

7) The applicant should contact West Sussex County Council Legal Services to obtain necessary information to enter into the Section 59 Agreement under the Highways Act 1980. This Agreement is required due to the extraordinary traffic that would be generated during the construction works and to provide a means of making good the public highway following the cessation of construction traffic and building work on the site.

8) The applicant should contact West Sussex County Council Legal Services Team in order to establish the appropriate procedure for any diversion or Stopping Up of PRoW if so required. No works (including obstructions/closure etc.) should be commenced to/on the highway until appropriate permissions are received to do so.

9) The applicant should contact West Sussex County Council Legal Services Team in order to establish the appropriate procedure for any Stopping Up of Highway associated with the implementation of any highway works. No works (including obstructions/closure etc.) should be commenced to/on the highway until appropriate permissions are received to do so.

10) The applicant is advised that the Environment Agency's position is based on the understanding that no substantial land raising is proposed within Flood Zones 2 or 3. Raising ground can detrimentally affect the floodplain storage capacity of land and thereby increase flood risk elsewhere.

Any proposals for land raising that come forward in the reserved matters for layout or landscaping will need to be supported by a site specific FRA that demonstrates that flood risk will not be increased elsewhere.

11) The applicant is advised that the development may require an Environmental Permit from the Environment Agency under the terms of the Environmental Permitting (England and Wales) (Amendment) (No. 2) Regulations 2016 for any temporary or permanent proposed works or structures, in, under, over or within 8 metres of the top of the bank of the River Lavant, designated as a 'main river'.

Some activities are excluded or exempt. An environmental permit is in addition to and a separate process from obtaining planning permission.

Further details and guidance are available on the GOV.UK website: <https://www.gov.uk/guidance/flood-risk-activities-environmental-permits>

12) The applicant is advised that in relation to condition 4, the development is partially located within Fluvial Flood Zones 3 and 3 at the site's eastern boundary with the River Lavant. These extents indicate land with a high (1 in 100 year) and medium (1 in 1000 year) probability of flooding from the River Lavant. The submitted information demonstrates that dwellings can be located outside areas of fluvial flood risk, including an allowance for the impacts of climate change and the risks associated with a potential blockage downstream culvert. This demonstrates that a sequential approach has been taken. The assessment and mitigation measures in the submitted FRA area based on proposals to locate all dwellings within Flood Zone 1 and therefore outside of the design flood (1 in 100 year) and extreme flood (1 in 100 year) extents. This is an adequate assessment subject to development being implemented as described in the FRA and indicative masterplans i.e. all built development within Flood Zone 1.

For further information on this application please contact Jeremy Bushell 01243 534734.