

Parish: Westhampnett	Ward: Lavant
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WH/18/01024/REM

Proposal Approval of reserved matters in respect of pedestrian and cycle access, appearance, layout, scale and landscaping (including SUDs and pumping station) following outline planning permission 15/03524/OUTEIA for residential development comprising up to 300 residential dwellings, including an element of affordable housing, with vehicular access from Stane Street and Madgwick Lane, associated landscaping, a community facility, open space and children's play space, surface water attenuation and ancillary works (EIA development).

Site Land North Of Stane Street Madgwick Lane Westhampnett West Sussex

Map Ref (E) 487830 (N) 106239

Applicant Mrs Aaron Wright

RECOMMENDATION TO DEFER FOR SECTION 106 THEN PERMIT



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1.0 Reason for Committee Referral

Parish Objection - Officer recommends Permit

Significant application on which Officers consider decision should be by Committee

2.0 The Site and Surroundings

- 2.1 The application site lies to the east of Chichester city, between Chichester and Westhampnett. The site is bordered by Stane Street to the south and Madgwick Lane to the north.
- 2.2 The Grade II listed buildings in the vicinity comprise Old Place Farmhouse, a C17 farmhouse, (now 3 cottages) to the north of the proposed access from Old Place Lane; 33 and 34 Madgwick Lane, a 'Dukery' type two storey mid C19 coursed stone building fronting Madgwick Lane to the south of the proposed access and Westhampnett Mill House which is a red brick property dating from 1772 positioned just to the south of The Sadlers access, to the south of the site.

3.0 The Proposal

- 3.1 This application, which is for the approval of reserved matters, proposes 300 dwellings and associated works, including pedestrian and cycle access, allotments and landscaping. The application follows the outline planning approval 15/03524/OUTEIA, which confirmed the points of vehicular access into the site from Stane Street and Madgwick Lane. It also set the parameters of the development, including the number of dwellings, the range of building heights and densities and the provision of a community facility.
- 3.2 The 300 dwellings range in size from 1 bed 2 person apartments to 4 bed 7 person detached houses. 90 dwellings (30%) are proposed as affordable, with 63 of these for affordable rent and 27 for shared ownership. The affordable dwellings are distributed around the site.
- 3.3 The majority of the dwellings are proposed as two storey properties, with a small number of 2.5 storey dwellings (14no.) to be located in the middle and south western parts of the site. The dwellings would be mostly faced in brick or flint, with a small number of painted brick dwellings. Roofs are proposed as natural slate or tile. Some properties would have tile hanging, chimneys, porches and / or bay windows, some with contrasting brick detailing in a plinth or course detail, or window surrounds. All 2+ bed properties and 1 bed ground floor apartments would have a private garden.
- 3.4 Each dwelling would be allocated parking space(s) according to its size, either on plot on a driveway in a garage or immediately adjacent. In total, there would be 671 parking spaces, plus 38 visitor spaces and 13 parking spaces for the allotments. It is intended that the road layout will be adopted, apart from the short sections of private drive serving a handful of properties.

- 3.5 The layout includes a perimeter route, which would be suitable for cyclists and pedestrians. A new footway is proposed in the far south east corner to connect the site and the allotments to St Peter's Church, and a new footway and crossing point is shown on Madgwick Lane to access the sports area and recreational route along the River Lavant. Additional sections of footway and crossing points are shown along the southern boundary, connecting the site to the existing footway and cycle routes and bus stops along Stane Street.
- 3.6 A key feature of the proposed layout are the green buffers to Madgwick Lane and Stane Street. The Madgwick Lane buffer, The Ride, is a 12-32m wide belt of landscaping, including existing boundary hedging, an oak tree to be retained, new hedging and native trees, and swale features. The Ride area then increases to a depth of some 50m to the south of the Madgwick Lane access, to accommodate a pumping station with associated access and landscaping. The dwellings are set a minimum of 20m back from the edge of the site and 22m back from the edge of Madgwick Lane. The Stane Street frontage is a similar depth to the Ride close to the main vehicular access, narrowing to approximately 8m as Stane Street curves towards the roundabout. This area is proposed for landscaping and swales for surface water drainage.
- 3.7 The south west corner of the site lies within flood zone 2 and is therefore reserved for the primary SUDS pond and informal recreation and landscaping. A planted buffer of approximately 3m depth is shown to the eastern boundary.
- 3.8 Two public spaces are proposed, one in the northern part of the site and another towards the south. The southern of the two is the focus for the active play space while the northern public space is landscaped for more informal recreation and its amenity value. Allotments are proposed in the south east corner of the site.
- 3.9 The application is accompanied by a suite of supporting documents, including a noise assessment, affordable housing strategy, landscape and open space management plan, transport assessment with travel plan and pumping station technical note.

4.0 History

15/03524/OUTEIA	PER106	Residential development comprising up to 300 residential dwellings, including an element of affordable housing, with vehicular access from Stane Street and Madgwick Lane, associated landscaping, a community facility, open space and children's play space, surface water attenuation and ancillary works.
15/03884/OUT	PER106	Outline application for the provision of playing fields with associating changing facility, access, parking and linear greenspace. Access from Madgwick Lane.

17/01221/DOC	DOCDEC	Discharge of conditions 4 and 5 of permission WH/15/03524/OUTEIA.
17/02823/DOC	DISCHA	Discharge of conditions 6, 7, 8, 10, 13, 16 and 21 permission WH/15/03524/OUTEIA.
17/03425/ADV	PER	1 no. non-illuminated "Land Acquired" V-Sign at the Barratt David Wilson Homes site to be known as Madgwick Park.
18/00751/DOC	PER	Discharge of Condition 11 of Outline Planning Consent WH/15/03524/OUTEIA.
18/01003/FUL	PCO	Vehicular access off Madgwick Lane to allow access to pumping station.
18/01023/REM	PCO	Approval of reserved matters in respect of pedestrian and cycle access, appearance, layout, scale and landscaping for one playing pitch and associated changing facility, car parking and temporary access via Old Place Lane following outline planning permission 15/03884/OUT.
18/01024/REM	PDE	Approval of reserved matters in respect of pedestrian and cycle access, appearance, layout, scale and landscaping (including SUDs and pumping station) following outline planning permission 15/03524/OUTEIA for residential development comprising up to 300 residential dwellings, including an element of affordable housing, with vehicular access from Stane Street and Madgwick Lane, associated landscaping, a community facility, open space and children's play space, surface water attenuation and ancillary works (EIA development).
18/01046/DOC	DISCHA	Discharge of Conditions 12, 15, 18, 20, 22 and 24 of planning permission WH/15/03524/OUTEIA.
18/01895/DOC	PCO	Discharge of condition 4, 5, 7, 8, 10, 11, 12, 13, 15, 17, 18, 20 and 21 from planning permission WH/15/03884/OUT.

5.0 Constraints

Listed Building	Setting
Conservation Area	No
Rural Area	Yes
AONB	No
Strategic Gap	No
Tree Preservation Order	No
- Flood Zone 2	Yes
- Flood Zone 3	No
Historic Parks and Gardens	No

6.0 Representations and Consultations

6.1 Westhampnett Parish Council

The Parish Council comments are a mixture of support, objection and requests:

Layout

The Parish Council supports the proposals for:-

- Parking: 671 spaces for 300 dwellings + 38 visitors' spaces + 14 additional spaces for the allotments with these 14 to be managed by the Parish Council.
- Garage sizes: 6m x 6m for a double garage; 3m x 6m for a single garage.
- Social housing distributed throughout the site rather than being concentrated together.

Footpaths

1. The proposed 2m wide footpath linking the eastern end of the site to the St. Peter's Church was introduced following consultation with the Parish Council and is fully endorsed by the Council. It is required to ensure safe access for pedestrians to both church and school. The Parish Council hopes that WSCC will adopt the proposal and that funding can be allocated from CIL contributions being paid by the developer.

2. The footpath connection across Madgwick Lane at the north-east corner between the site and Stocks Lane has been omitted from the proposals under consideration. The Parish Council would like to see this provision re-instated. It forms an important link for walkers and cyclists to the South Downs, via Lavant, as identified in the Council's developing Neighbourhood Plan.

Pedestrian Crossing

An additional pedestrian crossing point across Stane Street with a central reservation is requested. The crossing to be located between the bus stop on the south side of Stane Street and Madgwick Park on the north side, to permit safe crossing for pedestrians, including school children, using buses into Chichester.

Bus Stop

An additional bus stop on Stane Street, located on the northern side, at the eastern end of the site (opposite the allotment area), is requested. This would encourage the use of public transport in line with government policy. The next available bus stop on that side is a long way further on, just before The Grange.

Appearance

Materials proposed include references to 'Flint stone' for the houses and 'Flint cobblestone' for garden/boundary walls. Westhampnett has a considerable number of traditional flint built dwellings, many of which have listed building status, and flint garden walls. This is not an area of flint stone or cobblestone and the Parish Council is opposed to such being introduced, it being out of character with the local area. Any flint walls should be constructed with knapped flints, pointed with a lime mortar and if prefabricated blocks are used, these should be irregular shaped, not rectangular, with joints/spaces infilled with knapped flints using lime mortar.

Lighting

The Parish Council wishes to be consulted when proposals for footpaths, street and road lighting are considered. This is a semi-rural area which is close to and can be viewed from the South Downs, which have dark night sky status.

Landscaping

It is noted that detailed proposals for the eastern boundary of the site between the development and the Lanburn Stud are still being finalised. The Parish Council would like to be notified of these when negotiations have been completed.

The Parish Council endorses the proposals for the boundary hedges and hopes that:-

- All remaining existing hedgerows will be protected prior to development on site commencing.
- Planting of new/infill hedgerows will be undertaken at the commencement of the development, to allow these to establish as soon as possible.

Site Management

- Site security during construction will be an issue.
- Road cleaning - it is noted that the proposals include wheel-washing for construction vehicles at the Stane Street entrance and roads to be swept 3 x per day.
- Access to the sales offices will be off Madgwick Lane.

Further comments

I am pleased to be able to report that the Parish Council are in favour of the offer of allotments for the Parish, and are very grateful to be able to have this amenity.

They would wish to own the land, and manage and maintain the allotments, and associated car park, toilet block, water butts and fencing.

The current design of larger and smaller plots is thought to be a sensible size and number for the parish, and the provision of the toilet block is essential.

The only concern raised is that of the security of the car park, especially as in the very recent past the Parish has been subjected to illegal encampments by travellers. The location of the car park, being opposite the travellers transit site, leaves it open to misuse by them and also by others, and the Parish Council asks if the fencing could be continued around the whole piece of land, with locked gates as allotment holders are used to having keys to gates at other sites. If that is not possible perhaps a low fence at the entrance to the car park with flip down key operated bollards in the road?

6.2 Ministry of Housing Communities and Local Government

No comments to make on the environmental statement

6.3 Historic England

No material changes, see comments from 9 May 2014

Refer to the Planning (Listed Buildings and Conservation Areas) Act with regard to the setting of listed buildings.

Previous comments of 9 May 2014, summarised

Principally concerned with the setting of the Grade II* St Peter's Church. Due consideration to be given to grade II listed buildings and their settings.

The scattering of listed and historic buildings surrounding the application site are remnants of an old agricultural and early industrial landscape and include the grade II* church, the grade II listed old vicarage, now 'Churchview', Old Place Farm, Westhampnett Mill House and Westhampnett Mill, along with estate workers' cottages associated with nearby Goodwood. English Heritage considers that the application site, currently open fields, forms part of the rural context for these buildings, and therefore contributes to their significance.

The EIA identified that the development would be harmful (in some case quite severely so) to the setting of designated heritage assets.

St Peter's is a rural Saxo-Norman parish church which sits in a secluded churchyard with mature planting and boundary walls enclosing it. It is separated from the application site by the old vicarage (grade II). Currently glimpses of the spire are possible around the site which may be further constrained by the proposed development. Notwithstanding later development in the area, the building continues to be appreciated as a rural parish church in a remnant agricultural landscape. While EH and the EIA differ on the degree of significance that the Church derives from its setting, I do conclude that the level of harm that would be caused to it is likely to be less than substantial, and should therefore be assessed under NPPF paragraph 134.

We defer to your own authority to assess the impacts to grade II assets which, because of their closer proximity and more limited vegetative screening, are also likely to suffer harm. We draw your attention to NPPF paragraph 137.

We recommend the advice of the County Archaeologist is sought in relation to buried undesignated archaeology at this site.

6.4 Southern Water

The comments dated 30/11/15 remain valid for this application.

Due to the vibration, noise and potential odour generated by sewage pumping stations, no habitable rooms should be located closer than 15 metres to the boundary of a proposed pumping station site.

Comments dated 30/11/2015, summarised

There is currently inadequate capacity in the local network to provide foul sewerage disposal to service the proposed development. Additional off-site sewers, or improvements to existing sewers, will be required to provide sufficient capacity. Section 98 of the Water Industry Act 1991 applies. Connection to the public sewerage system should only be permitted if it can be demonstrated that there is adequate treatment and sewerage capacity available to serve the development. Southern Water is progressing a significant investment scheme to upgrade the existing Tangmere Wastewater Treatment Works in order to deliver additional treatment capacity. The current delivery date of this scheme will be 2017.

The applicant will need to ensure that arrangements exist for the long term maintenance of the SUDS facilities. The Council's technical staff and the relevant authority for land drainage consent should comment on the adequacy of the proposals to discharge surface water to the local watercourse. No new drainage features should be located within 5m of a public gravity sewer, rising main or water main. Advice is given on landscaping proposals.

Further comments

The wastewater pumping station will be built as per Sewers for Adoption. Tanker numbers and frequency will be determined following further monitoring based on the build out rate.

Routine servicing would generally be carried out by an Engineer in a van. Alarms for the pumping station will be generated via telemetry. Subsequently, 24/7 access is required to the pumping station in order to investigate and rectify alarms and equipment failures. Tanker access would be required for the duration of the pumping station service life for maintenance and break down purposes

Strategic pipeline programme:

Phase 1 & 2 - Tangmere works to Westhampnett pumping station, including construction of the first and second new pumping stations (total of approx. 6km of sewer). Work is starting January 2019. Completion is scheduled by April 2020 (total of 65 weeks).

Phases 1, 2 & 3 - Tangmere works to West of Chichester pumping station, including construction of the first, second and third new pumping stations (total of approx. 10km of sewer). Work is starting January 2019. Completion is due by July 2020 (total of 78 weeks).

6.5 Sussex Police

Refer to previous letter dated November 2015 (15/03524/OUTIE). Comments remain extant including on the following matters:

- The location of leisure areas requires careful consideration, providing natural surveillance, appropriate boundaries, landscaping and lighting External cycle storage should be located close to the occupied buildings as possible, with suitable anchoring points
- Footpaths must not be any narrower than 2m wide, wider where people may congregate
- Low planting is recommended by paths, planted at a suitable distance from the path to avoid pinch points and areas of concealment
- Paths should benefit from good natural surveillance
- Lighting throughout the development is an important consideration
- Consideration should be given to the possibility of drivers cutting through the site when traffic is busy especially around Goodwood Events

Further comments

Footpaths should be straight, wide and well lit, be overlooked and avoid potential hiding places. Routes for pedestrians, cyclists and vehicles should be integrated to provide a network of supervised areas to reduce crime and antisocial behaviour. Physical barriers may also have to be put in place where 'desire' lines (unsanctioned direct routes) place users in danger, such as busy road junctions.

Advise a footpath connection to the public right of way to the north.

There are concerns about the siting of the crossing over Madgwick Lane due to road speeds and visibility.

There is no footpath on the western side of Madgwick Lane between the Sadlers and Old Place Lane for access to the sports provision, and no lighting proposed.

6.6 WSCC Highways

In summary, the general principle of the arrangement is acceptable. There are a few changes that are required:

From the Highway Layout Review drawings, it's apparent that the majority of carriageways and footways are to be offered for adoption as public highway. The layout has therefore been reviewed in terms of the suitability for adoption as public highway.

In terms of the general principles, the carriageway (4.8 to 5.5 metres) and footway (2metres) widths comply with the advice within Manual for Streets. The layout includes a mix of segregated carriageways and footways along with shared surface streets with no defined carriage or foot ways. Again, the general principle of this arrangement is acceptable.

It would be more preferable and more in keeping with MfS to design the short lengths of no through roads as junctions as crossovers. This then gives greater priority for pedestrians over vehicular traffic. The transition from segregated to shared surfaces will need to be considered in more detail. The use of ramps may require the detailed drainage design to be updated. Shared surfaces should use a different, contrasting material to adopted highway, such as block paving.

The vehicular access onto Stane Street does not accord with that approved as part of the outline permission, notably the pedestrian footway on the western side has been removed. The RM plans should be updated to reflect the approved arrangement or the approved outline drawings varied to reflect the arrangement now shown.

The pedestrian access at the south-eastern corner of the site doesn't connect to the footway on Stane Street. The drawings should be revised to ensure a continuous route.

At the southwestern corner of the site, near to the Resort Hotel Roundabout, a link is shown onto the existing pedestrian/cyclist unsegregated route that runs alongside Stane Street. The link between the existing route and the site is however shown outside of the planning application red edging although this is entirely within the public highway. Confirmation is required that this link will form part of the application.

Landscaping plans will need to take into account visibility splay requirements.

Potential parking demands have been viewed against the WSCC Parking Demand Calculator. The calculator is forecasting a greater demand (748 spaces) than is being provided for (709 spaces).

This is due mainly to the actual provision for visitor parking (38 spaces) being much less than the forecast demand (60). With visitor parking, it's accepted that this is generally short stay and doesn't necessarily need to use visitor parking spaces; visitors to specific dwellings could use that plots allocated parking if available. It's also noted that more allocated parking is being provided to certain units than strictly required by the calculator. On balance, the approach applied to parking is appropriate. For those lay-by spaces within verges, a 1 metre hard margin should be installed. This then ensures those entering or exiting vehicles do not do so onto a soft or slippery verge.

Further comments

Note the western footway at the Stane Street access is missing from the plans, in conflict with the outline approval.

Pedestrian and cyclist access in the south west corner and pedestrian access in the south east are to be delivered in full.

A 1m hardstanding around the back edge of laybys (if abutting verge) is required wherever possible.

The pedestrian link to north to bridleway was intended to provide a connection to the bridleway (Stocks Lane) opposite. Due to difficulties in achieving the necessary visibility in light of the speed of traffic, it is not possible to deliver a safe crossing point. This connection is now not proposed. Whilst desirable to provide this link, given that there are safety reasons for not providing it, the non-provision is supported.

Materials and finishes for potentially adoptable areas will be approved as part of any future road adoption agreement. No further conditions are necessary.

6.7 CDC Conservation and Design

Nearby listed buildings include 33 & 34 Madgwick Lane; Old Place House, and Westhampnett Mill House.

No objection raised in principle. Overall design approach is a modern interpretation of the Sussex Style. Advice given to improve scheme details:

- Connectivity to bridleway to north
- Quality facing materials required
- Roof details, include overhang
- Timber or aluminium sash windows preferred, larger bays
- Improve the variety of architectural features on corner plots
- Better landscape features expected, with semi-mature trees, meaningful community spaces and additional street landscaping to offset hard surfacing

The whole estate needs a distinct step-change to upgrade the overall appearance, or risks looking bland and unconvincing

6.8 CDC Contract Services

There is an excessive amount of reversing distances required to service the site, prefer linking up the hammer heads to serve the site in a forward gear where possible.

Road surfacing should be suitable for vehicles up to 26 tonnes, advise the use of highway specification surfacing if using block paving.

Parking restrictions are advised along the roads to prevent access being obstructed for refuse vehicles.

One waste and one recycling bin are required per property. Collection points are acceptable.

6.9 CDC Environment

More information is required on biodiversity enhancements

Further comments

Pleased to see inclusion of green infrastructure and networks into revised plans and wildlife improvements on site within the Landscape Management and Mitigation Plan. More information and clarification is requested on the management of vegetation and habitats during the construction phase, use of a lighting scheme to protect bats and management and the monitoring of habitats on site post construction.

6.10 CDC Environmental Health (Noise)

The acoustic mitigation measures proposed are sufficient in my opinion in respect of noise from the Motor Circuit, aerodrome and road traffic. They have considered all levels of noise from the circuit and proposed mitigation for all except the unsilenced historic racing which occurs on 5 days a year.

As no mitigation is proposed for the Historic Racing at the circuit, I would agree with the comment made by the acoustic consultants, that prospective purchasers should be made aware of the proximity of the circuit and the fact that there are 5 days of unrestricted racing every year. I would extend this to advise on the fact that there is major traffic disruption from both the Historic Racing events at the circuit and the Festival of Speed at Goodwood House.

6.11 CDC Housing

The policy quota of 30% affordable units is met (90 dwellings/300).

The affordable rent 3-4 bed sizes and shared ownership mix is to be amended to comply with the SHMA and local needs. Advise the nine 4-bed shared ownership units are instead provided as 1 and 2 bed houses.

Units are small, some don't meet DCLG minimum sizes. Two of the 1 bed ground floor units should be increased in size to be adaptable for disabled occupiers.

The location of the 4 bed units should be confirmed. These are likely to be occupied to full capacity with potentially a large total number of children so these units must not be concentrated in one area of the site. The

The dwellings must be tenure blind. Affordable units are to be transferred to a Registered Provider/Approved Body.

A small adjustment is required to the market mix to comply with the SHMA.

Further comments

The latest housing mix, as set out in the schedule dated 13 August 2018 is acceptable now that the 4 bedroom shared ownership units have been substituted for 2 and 3 bedroom units. It is a disappointment however that units are sized to DCLG Technical standard minima, so that, other than the principal bedroom, bedrooms are only singles. A small increase in size would have provided many more bed spaces and more flexibility.

The pepper potting of the affordable and market housing is generally acceptable, but as 4b units are likely to be fully occupied with large numbers of children/teenagers in a single location, I would like to see their groupings in the SW and SE corners broken up.

6.12 Chichester Society

The layout and design lack interest of outline scheme and references to local character

Support other objections on paucity of village green and changes to recreational area access.

6.13 7no. Third party letters of objection, relating to:

- a) The village green is just a small play park for the children not an area for the entire village;
- b) Disregarding previous planning strategy
- c) The 1.5m "buffer" to the east provides only a token landscaping zone to the adjacent land and should be increased;
- d) An agreement has been reached with the applicant to provide a 2m high solid fence with a 0.4m trellis on top and this should be confirmed;
- e) The design of the proposed fencing will not adequately deal with the impacts on the horses in the adjacent fields;
- f) Impact of the future occupiers of the houses with noisy activities, such as fireworks needs to be controlled;
- i) The types of plants used in the buffer strip should be appropriate for land next to the horses and not include plants such as Sycamore;
- j) The impact on houses on the wider countryside as will be viewed as a solid brick wall from the adjacent land;

- g) Houses are within the 400m exclusion zone to Goodwood Airfield;
- h) Noise from the development, including during construction needs to be controlled;
- k) The combination of the new road exit, the pedestrian access, the exit for The Sadlers and the sharp bend will increase the risk of accidents and potentially fatal personal injury;
- l) Insufficient and unsafe walking and cycling links that will mean that the development is not sustainable.
- m) The true sustainability of the proposed development alongside those of the National Park and Goodwood Estate have not been assessed;
- n) Any attempt to safeguard principles and respond to concerns were clearly set aside by the generic response of a volume house-builder to an available site;
- o) To date any design improvement appears to relate to the 'softer elements' of the scheme and layout only, and does not tackle the fundamental disappointment in the mundane nature of volume housebuilding as expected by the NPPF and there should be an analysis of the visual impact on the National Park;
- p) the planting proposed is not wide enough to provide the very solid landscape edge required of this edge of city site;
- q) The proposal makes no real attempt to increase bio-diversity, albeit the native hedge improvements will be of some benefit;
- r) a full construction method statement and traffic management plan must be submitted to and approved by the local planning authority: such management plan is to include a requirement of the developer to enter into regular discussions with the Goodwood Estate regarding the timing and duration of its events; and
- s) lack of notification of neighbouring properties.

6.14 1no. Third party letter of comment, relating to:

- a) Occupiers should be discouraged from using cars from the site due to the already constrained road network with cycling a good alternative and In an ideal world, a segregated cycle path is by far the best and happiest solution;
- b) Through the S106 or CIL process, Chichester District Cycle Forum would ask that WSCC Highways be allocated funds to review and improve the route from the site into the city.

6.15 Applicant/Agent's Supporting Information

Amendments and additional information submitted during the assessment process include:

- Revised housing mix, excluding 4 bed shared ownership units
- Alternative and additional materials
- More detailed plans of the sewerage pumping station
- Enhanced planting and amended plant mix along the eastern boundary
- Additional landscaping to buffer areas including The Ride and around the pumping station
- Visibility splays and planting
- Removal of the Living Wall advert at the Stane Street entrance
- Additional electric car charging points
- More explanation for the removal of the northern pedestrian access to the bridleway

- More information about the depth and profile of the swales
- Increased size of the equipped play area
- Amendment to the layout to accommodate a utilities easement

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 made neighbourhood plan for Westhampnett Parish at this time.
- 7.2 The principal planning policies relevant to the consideration of this application are as follows:

Chichester Local Plan: Key Policies 2014-2029

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

National Policy and Guidance

- 7.3 Government planning policy now comprises the revised National Planning Policy Framework (NPPF 2018), which took effect from 24 July 2018. Paragraph 11 of the revised Framework states that plans and decisions should apply a presumption in favour of sustainable development and for decision-taking this means:

c) approving development proposals that accord with an up-to-date development plan without delay; or

d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:

i. the application of policies in this Framework that protect areas of assets of particular importance provides a clear reason for refusing the development proposed; or

ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole

7.4 Consideration should also be given to paragraphs 7-10 (achieving sustainable development), 12 (presumption in favour of sustainable development), 38 (decision taking), 47 (determining applications), 54-56 (conditions and obligations), 59-62, 64 (delivering a sufficient supply of homes), 72, 73 (identifying land for homes, maintaining supply and delivery), 91, 92 (promoting safe and healthy communities), 96 (open space and recreation), 102, 103, 105, 108, 110 (promoting sustainable transport), 122 (achieving appropriate densities), 124, 127-130 (achieving well designed places), 148-150, 153 (planning for climate change), 155, 163, 165 (planning and flood risk), 170 (conserving and enhancing the natural environment), 175-177 (habitats and biodiversity), 180, 182 (ground conditions and pollution), 189-190, 192-194, 196, 197, 199 (proposals affecting heritage assets) and Annex 1 (implementation).

7.5 National Planning Practice Guidance (PPG) is a material consideration.

7.6 The government's New Homes Bonus (NHB) which was set up in response to historically low levels of housebuilding, aims to reward local authorities which 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

7.7 The following Supplementary Planning Documents are material to the determination of this planning application:

Planning Obligations and Affordable Housing SPD
Surface Water and Foul Drainage SPD

7.8 Additional guidance documents relevant to the determination of this planning application include:

Planning Concept Statement Westhampnett/North East Chichester
Waste Storage and Collection Guidance
Planning Guidance Note 3

7.9 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
- Maintain the low levels of crime in the district in the light of reducing resources
- Support and empower communities and people to help themselves and develop resilience
- Support communities to meet their own housing needs
- Support and promote initiatives that encourage alternative forms of transport and encourage the use of online services

Relevant Legislation

7.10 The following legislative provisions (with amendments where applicable) are material to this assessment:

The Town and Country Planning (Environmental Impact Assessment) Regulations 2017
Planning (Listed Buildings and Conservation Areas) Act 1990

8.0 Planning Comments

8.1 This application for the approval of reserved matters follows the grant of outline planning permission under reference 15/03524/OUTEIA on 7 June 2016. The outline planning permission confirmed the location, quantum and type of development and means of access for vehicles, and included parameter plans for land use and movement, density and building heights that followed from the approved masterplan. The outline planning permission also fixed the total of 30% affordable housing. This subsequent application concerns the reserved matters of layout (including housing mix), scale, appearance, means of access for pedestrians and cyclists, and landscaping.

8.2 The main issues arising are:

- i. Compliance with the approved plans from 15/03524/OUTEIA
- ii. Site layout
- iii. Housing mix and tenure
- iv. Noise
- v. Means of access for pedestrians and cyclists
- vi. Heritage
- vii. Landscaping (including drainage and ecology)
- viii. Sewerage

Assessment

- i. Compliance with the approved plans from 15/03524/OUTEIA

8.3 The outline application was approved with a detailed plan showing the two points of vehicular access and three parameter plans that demonstrated the broad principles of access and movement, density and building heights that would be carried forward into the reserved matters application.

8.4 The submitted plans for the reserved matters application accurately show the approved vehicular accesses. There are minor amendments to the detailed layout which have influenced the interpretation of the parameter plans, the main differences being the location and size of the open space and the removal of the pedestrian access point in the northern corner. The open space is now shown in two locations, the combined size of which exceeds the original plans. The split provision is considered positive in urban design terms and each area is provided for a different purpose (informal recreation or formal play space). The northern pedestrian access was considered to be unsafe by WSCC when this connection was reviewed through the pre-application process prior to the submission of the reserved matters application, due to the road geometry and speeds and presence of vegetation that was important to retain. As a result this connection point was removed from the scheme.

8.5 The building heights and density parameter plans were material in the outline application to the conclusions of the Environmental Impact Assessment. This is because they affect the setting of the development in its part rural part semi-urban context and location within the setting of listed buildings. The building heights range from 7.5m to 9m for the two storey properties and would be lower than the 9.5m maximum height on the parameter plan. The 2.5 storey properties are shown at 9.75m to ridge, compared to up to 10.5m on the parameter plan. The density plan included wide overlapping ranges in each area, with density rising from north to south, from 15dph to 40dph. The proposed plans fit within these parameters, with a range of densities proposed from 16dph to 34dph.

8.6 The outline application included a community facility, illustratively shown in the south east corner of the site. This facility was included in the outline proposal because at the time, there was not sufficient certainty that the community building for Westhampnett village would be delivered on the former hanging basket nursery site to the south of Rolls Royce. Officers are now satisfied that the community building will be delivered on the hanging basket site. The S106 agreement for the outline planning permission provided for this option and has secured funds from this Stane Street/Madgwick Lane site to be invested into that provision.

Allotments are now being proposed in this location, as an alternative community facility, which will be made available for local residents across the Parish. The allotments will be managed by Westhampnett Parish Council. This is considered to be a positive change and an additional facility that can be accommodated under the parameters of the outline planning permission.

ii. Site layout

8.7 Similar to the indicative scheme submitted at outline stage, the layout is structured around a hierarchy of roads and footways that curve through and around the site. This allows for a perimeter block approach to the layout of the dwellings. This arrangement is characterised by outward facing dwellings positioned back to back with enclosed rear gardens. The block layout and their sizes vary across the site, informed by the dwelling size and density in each area.

8.8 The dwellings are predominantly detached or semi-detached, with a small number of short terraces of three. Almost all the dwellings are provided with a private rear garden that meets or exceeds the CDC guidance of 10m depth, or a wider garden is shown. All gardens are to be enclosed for amenity and security and the perimeter block layout means that these rear boundaries will be discrete in the street scene. Each plot has access to their own garden.

8.9 Each dwelling has on-site parking or shared parking within a small parking court immediately adjacent to their property. This arrangement is best for security and the convenience of occupiers, and the layout allows for most properties with on plot parking to have a small landscaped area to the front of their property. Garages are either integral or set back from the principal elevation to give depth to the street scene. The WSCC Highways officer is satisfied with the parking provision, including the number and arrangement of visitor spaces.

8.10 The perimeter block design approach has created active frontages to the south, north and west site boundaries, and active elevations to almost all internal roads, junctions and public spaces. This is a clear positive feature of this proposal, as it provides multiple opportunities for interaction and natural surveillance, both within and outside the site. This is of particular importance for the public spaces, which are all well overlooked by nearby properties, and for the site edges, where the dwellings will engage positively within the streetscene.

8.11 The green spaces surrounding and within the site were significant features from the masterplan and are, therefore, important to the development layout. These comprise the Ride along the Madgwick Lane boundary, the informal green space and drainage pond in the south west corner, the buffer along the Stane Street frontage, the belt of additional planting along the eastern boundary and the play and recreational spaces within the site itself.

8.12 Both the Madgwick Lane and Stane Street boundaries soften and filter views into and out of the site, provide recreational space and opportunities for significant additional native planting including feature trees. These would complement the existing trees and hedging, the majority of which will be retained and enhanced with gaps filled.

The buffers require the dwellings to be set back into the site, providing a degree of separation between the occupants and road and commercial noise, and help to visually assimilate the development into this semi-rural context. The green space in the south west corner lies within flood zone 2 but the dwellings are set well back from the boundary, so as to be within flood zone 1.

8.13 The two main public spaces are located in the eastern part of the site, around 100m apart. The total area for the two greens is around 0.7ha, with additional small areas of open landscaping shown adjacent to the eastern site boundary, the larger of which connects the southern green to the allotment area. This gives a total of some 0.8ha. Each space is easily accessible for pedestrians or by bicycle. The southern green is identified for formal play space, and includes approximately 970sqm dedicated to equipped play, which accords with the SPD. The northern green is designed for informal recreation. Both include shallow swales and feature tree planting. The total area of informal play space meets the Supplementary Planning Document requirements and exceeds the minimum requirements set out in the S106 agreement from the outline planning permission. The play area equipment is predominantly wooden and the layout and equipment choices make good use of the changing ground levels. The equipment is considered to be suitable for a wide age range of children, and will be managed by the management company. The play space is well overlooked and is surrounded by low fencing for safety for younger children and to keep the play space separate from dog activity, as recommended by Sussex Police.

8.14 An allotment area is located in the south east corner of the site. This measures approximately 1,500sqm, plus a car park with 13 spaces and a toilet block. Allotments of a variety of sizes and two water points are shown on the landscaping plans. WPC has confirmed that it is happy to take this on and undertake all related management arrangements. The allotments benefit from good natural surveillance from adjacent dwellings and are in a location most easily accessible from the village.

iii. Housing mix and tenure

8.15 The outline planning permission established the overall provision of 30% affordable housing, 90 units out of the 300 total. The reserved matters application has been amended during the course of the assessment to ensure the mix and tenure arrangements better comply with the SHMA recommendations and local needs.

- 8.16 The 63 affordable rented units (70% of the affordable provision) comprise 10no 1 bed apartments, 21no 2 bed houses, 22no 3 bed houses and 10no 4 bed houses. This complies with the SHMA requirements and meets local needs. Within the mix, a range of dwelling sizes are proposed.
- 8.17 The affordable rented dwellings are clustered in groups of 3-11 of mixed sizes, in the southern two thirds of the site, with the largest grouping in the south west corner. The highest concentration of 4 bed affordable rented dwellings (4no.) is in the south east corner, adjacent to the allotments. The Housing Officer has requested that these are distributed around the site. However, it is considered that the additional garden and amenity space, and parking options available in the south east corner makes this location the most suitable for the larger units, as they are likely to be fully occupied (6 people per property).
- 8.18 The 27 shared ownership units (30% of the affordable provision) comprise 11no 2 bed houses and 16no 3 bed houses. These are mostly located close to the affordable rented dwellings, in groups of 2-4. The mix has been negotiated with the Housing Officer and focusses on the smaller dwellings that are in higher demand locally. The 30% shared ownership provision complies with the requirement in the new NPPF for at least 10% of new homes on major development sites being available for affordable home ownership.
- 8.19 The market mix of 210 dwellings consists of 70 no 2 bed houses (33%), 104 no 3 bed houses (50%) and 36 no 4 bed houses (17%). This is very close to the SHMA recommended mix of 35% 1 and 2 bed, 50% 3 bed and 15% 4 bed dwellings. The Housing Officer considers this mix to be acceptable. To accord with the density parameter plan, the largest concentration of larger dwellings (3-4 bed) are located in the northern part of the site. The sizes of the dwellings vary from 57sqm for the smallest 2 bed to 164sqm for the largest 4 bed (7 person unit), which provides a range of options for occupiers.
- 8.20 The affordable and market mix, tenures and distribution are considered to be acceptable and compliant with CLP policies 33 and 34, the Planning Obligations and Affordable Housing SPD and NPPF paragraphs 62 and 64. The S106 agreement will confirm the finer details of the provision, including accessibility standards and property management and maintenance arrangements to ensure the affordable units remain so in perpetuity, in accordance with the SPD.

iv. Noise

- 8.21 The site has the potential to experience noise from events and activities at nearby Goodwood Motor Circuit, adjacent commercial uses along Stane Street and road noise. Road noise, including from commercial uses along Stane Street, is the dominant source of noise. Additionally, the neighbouring land to the east is in equestrian use and there are residential neighbours, mostly towards the south west of the site, who would experience noise generated by the development. Representations have been received raising these concerns.

- 8.22 While the site will experience some noise from certain events at Goodwood, either directly or as a result of traffic, specialist technical reports that have been reviewed by CDC's Environmental Health officers confirm that there are no noise constraints that would prohibit or advise against development within the northern part of the site or adjacent to either Madgwick Lane or Stane Street. With regard to the 400m buffer highlighted in representations, paragraph 12.50 of the CLP identifies that this zone has been set due to existing noise control for the Motor Circuit which is based on the nearest dwelling, located 400m away. The CLP then advises 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".
- 8.23 The proposed mitigation measures include siting the dwellings back from the highway with enclosed rear gardens, higher glazing specifications and alternative means of ventilation. The submitted report identifies that these measures will ensure that the noise experienced in habitable rooms does not exceed the British Standard maximum or World Health Organisation desirable maximum levels of 35dB LAeq during the daytime and 30dB LAeq/45 dB LAm_{ax} at night. External noise levels (private gardens) generally fall below the maximum standard of 55dB LAeq 16hr.
- 8.24 The EHO is satisfied that acoustic mitigation measures proposed are sufficient in respect of noise from the aerodrome and road traffic. The measures are also sufficient for the general operation of the Motor Circuit and 3 of the 4 categories of events held there. There are however 5 days of unsilenced historic racing events at the circuit each year. It is noted that these historic events occur on only 5 days each year and are well advertised. It would be unreasonable to require the development to be additionally constrained by the noise generated by these five annual historic racing events. In doing so, it would also mean that the development could not deliver the 300 dwellings anticipated by the Chichester Local Plan or expected by the approved outline planning permission. The submitted report advises that purchasers should be made aware of the existence of the five additional historic racing days each year, which the EHO agrees is sensible. Additionally, it is advised that awareness is also drawn to the traffic disruption that can occur in association with the Goodwood events. An informative is recommended to this effect. Recommended conditions can secure the implementation of the acoustic mitigation. On this basis, it is considered that the requirements in the NPPF are met (paragraph 180 and the associated Noise Policy Statement for England) and future residents will not experience unreasonable noise, nor would the local business be prejudiced by the additional residential development in this location.
- 8.25 Similarly, properties fronting Stane Street will be subject to the same mitigation to minimise the effect of noise from the commercial uses, including the Council Depot. The deep green buffers on both the Madgwick Lane and Stane Street frontages, will assist with reducing the perception of noise and disturbance to occupiers.

8.26 A fence up to 2.4m tall and additional planting will be installed along the eastern boundary to minimise the disturbance to the horses on the adjacent land. This buffer depth of 3m accords with the requirements of the S106 agreement, and the buffer and lower density development along the eastern boundary complies with the approved parameter plans. The close boarded eastern boundary fence has been extended across the open spaces abutting to the equestrian land to reduce the risk of dogs and children crossing into the adjacent land. Requested restrictions on fireworks are not a planning matter. It is considered that the proposal detail sufficiently minimises the effects of the development on the adjacent existing use.

8.27 The dwellings nearest the pumping station are sited to ensure habitable rooms are no closer than 15m from the equipment. This accords with Southern Water's requirements for this type of equipment. Tanker movements and the pumping process will likely generate some noise for adjacent dwellings, but due to the programme of development and the delivery of the strategic pipeline, and the size of the tankers (typically 3500 gallons), the frequency of visits and associated impacts will be relatively low.

The pumping station will be built to Sewers for Adoption standards and will be operated by Southern Water. Tankering will then only be required in emergencies once the strategic pipeline is operational, and the 15m buffer will be sufficient to mitigate for the potential noise impacts on nearby dwellings.

8.28 In conclusion on this issue, the noise impacts of the development will fall within acceptable limits taking into account the proposed mitigation, policy requirements, technical standards and local circumstances.

v. Means of access for pedestrians and cyclists

8.29 The masterplan and parameter plan 1 (access and movement) set clear expectations for the integration of pedestrian and cycle links within this development. The detailed plans include the required footway connections to the south east to the Church and school and footway and crossing point to the sport and green infrastructure site to the north that were secured in the S106 agreement as part of the outline planning permission. These are considered to be acceptable to WSCC Highways in planning terms. These connections are secured in the S106 agreement. The finer details will be subject to technical approval.

8.30 The reserved matters plans rationalise the additional indicative footway links from the parameter plan, and now show one connection in the south west corner onto the existing shared foot/cycle route alongside Stane Street, and footways each side of the Stane Street vehicular access point. These routes connect into a circular route for pedestrians and cyclists within the site, which is an important element of the masterplan and a positive feature in urban design and accessibility terms. This connection also provides an alternative safer and more pleasant route option away from the main road.

8.31 The northern connection to the bridleway is not being pursued due to safety concerns as identified above and in the WSCC consultation response. The alternative route uses the perimeter route within the site and the new crossing point on Madgwick Lane where speeds are lower and visibility is significantly better. The proposal complies as far as is practical with NPPF paragraphs 108 and 110 and CLP policies 39 and 52 and Appendix A.

vi. Appearance

8.32 The development has been designed with five character areas:

1. The Ride including the dwellings fronting Madgwick Lane
2. The Common, focussing on the northern green and nearby streets
3. Village Green, including the southern green and the central swathe of properties along the main road
4. Southern Boundary, including the south west corner
5. Suburban Mews, which encapsulates the remaining inner areas

8.33 Each area adopts a different pattern of development, use of the overall materials palette and distinct boundary treatments. The differences are relatively subtle, but are considered to provide sufficient variation in a development of this size. For example, properties within the Southern Boundary character area are predominantly semi-detached dwellings with flint or darker red brick elevations, with slate or darker tiled roofs along Stane Street and with the use of a brighter red brick and 2.5 storey dwellings towards the south east corner. Front boundaries are identified with garden railings and parking is mostly to the front or side of each plot.

8.34 Dwellings in The Ride are mainly detached larger properties, with red brick elevations, deeper front gardens with low flint and brick boundary walls, double garages and wider spacing between plots. Dwellings in The Common are the largest houses, with detailing including decorative hanging tiles at first floor and bay windows. Front gardens are planted with hedging. The Suburban Mews area has a higher density pattern, with various terraces of three or semi-detached properties and some key plots have 2.5 storey dwellings or painted brick elevations. Parking is mostly in front of dwellings, hedging is used in front gardens, and there are narrow gaps between the buildings.

8.35 Village Green dwellings in the centre of the site are the most diverse, with features drawn in from the surrounding Common area for plots facing the play space, and characteristics from the Suburban Mews areas for the higher density development along the main street.

8.36 The overall design approach is considered to have a modern interpretation of the "Sussex style" house type, with red-brick cladding and slate roofs, alongside vertically proportioned windows (sash style), some tile hanging and bay window detailing. Particular attention has been paid to the materials palette to root the development into its local context, providing variety while being consistent to a general theme across the site.

There are clear references to the flint cottages along Madgwick Lane, the painted dwellings further along Stane Street and in Westhampnett village, the strong red brick of the Mill properties and historic Westhampnett and the proportions and materials found in the dwellings fronting Westhampnett Road (A285) into Chichester.

8.37 There is variety in the ridge heights (7.5-9.75m) and roof forms (hipped, gabled, projecting gables) and some properties have chimneys. Active elevations are used effectively on all corner properties, alongside the use of flint or painted brick for key elevations. Dwellings are set back at different depths from the streets, providing depth without compromising the strong urban street feel along the primary routes within the site. The falling gradient of the site from north to south west will increase the variety experienced within the site and when viewing the development in its wider context.

8.38 Some concerns have been raised through consultation about the design approach and detailing proposed. It is noted that the illustrative sketches presented through the outline application adopted a much more traditional architectural approach, using examples from central Chichester, with more significant differences between each of the eight character areas.

With reference to the revised NPPF (section 12), achieving well-designed places is in part about local distinctive design, good materials and detailing, but also about function, connectivity, legibility and a sense of place, a positive combination of built form and green and public spaces that promotes a high standard of amenity. It is not for the LPA to insist on a particular design approach if the development meets local policy requirements. As discussed above, it is considered that the proposal will deliver on the NPPF expectations for a well-designed place and in terms of finer detailing, it will be complementary to the existing local positive buildings and its setting between Westhampnett village and Chichester city. Sustainable design and construction practices will be followed, with a 'fabric first' approach to minimising environmental impacts, in accordance with CLP policy 40. The proposal complies with CLP policy 33 and NPPF paragraphs 122 and 127 and fits within the framework established under the masterplan and outline planning permission.

vii. Heritage

8.39 The development sits within the setting of thirteenth century Grade II* St Peter's Church and abuts the boundary of Grade II The Close/Grayle House (the former vicarage). Other nearby listed buildings include: 33 & 34 Madgwick Lane; Old Place House, and Westhampnett Mill House on the opposite side of Madgwick Lane to the south west and west of the site. The detailed layout minimises the impact on the setting of these buildings, as far as is reasonably possible, given the policy allocation and outline approval, through the careful positioning of the built form and the use of landscaping and other green features between the new development and the historic buildings. Archaeological investigations are in progress on site with details secured by condition on the outline planning permission. The proposal complies with CLP policy 47 and NPPF section 16.

viii. Landscaping

- 8.40 As identified in the site layout section above, landscaping and green space is an integral and important part of this development. The detailed landscaping plans use a variety of native species to complement the existing hedgerow and trees within the site boundaries, which have grown with little management. New planting will include additional hedging and trees ranging in size from standard (approx. 3m planted height) to semi-mature (5-5.5m planted height) in key areas such as the new open space and recreational green areas. The planting schedule for the eastern boundary and nearby planting areas has been revised to avoid the use of plants that could be a hazard to the adjacent equestrian use and to improve the depth and height of planting to this sensitive boundary.
- 8.41 SUDS features including the swales and pond in the south west corner will be planted with water suitable grasses. The overarching details of the SUDS features including the calculations for their effectiveness and climate change allowances have been addressed through the discharge of conditions process for the outline planning permission. Those conditions also deal with the management and maintenance arrangements of the SUDS features.
This reserved matters application identifies the final location, size and landscaping of the swales and ponds. The final details of the surface water drainage for all the adopted sections of road will be dealt with under the WSCC technical consent process. The drainage details are considered to be compliant with CLP policies 40 and 42 and the Surface Water and Foul Drainage SPD and integrate well within the proposed layout.
- 8.42 It is considered that the layout and landscaping plans maximise the opportunities for new planting which is suitable for a new development on this site in a semi-rural location. The combination of new planting and protecting and enhancing the existing will create additional habitats for wildlife, including strengthening existing key routes as identified in CLP Appendix A, primarily the Madgwick Lane boundary, which is a notable bat route. The development detail complies with CLP policies 49 and 52 and NPPF paragraphs 118 (a and b), 174 and 175 (d).

ix. Sewerage

- 8.43 The longer term permanent foul drainage solution for this site requires the new strategic pipeline from West of Chichester to Tangmere to be operational. The route of this pipeline passes to the north of the development site and includes a pumping station within the land near Old Place Farm. The programme for this pipeline identifies work will start on phase 1 in Tangmere in January 2019, with the full route to be completed by July 2020. To avoid holding up the delivery of this development, Southern Water has agreed an interim solution on site.

- 8.44 The temporary solution makes use of a pumping station required on site to connect into the permanent pipe, which will be located uphill to the north of the site. Sewerage will be stored and tankered out until such time that the strategic pipeline becomes operational. Southern Water has agreed this arrangement on a delivery programme of up to 125 dwellings per year. It is estimated that the development will be constructed at a rate of 60-90 dwellings per year. Southern Water will provide the tankers and manage and maintain the equipment. Servicing access will be required on a permanent basis, with the access retained as suitable for tanker use in perpetuity, in the event of any issues arising.
- 8.45 The pumping station would, therefore, be a permanent facility. The details are included within this application as the equipment is shown located within the area designated as the landscaped Ride, to the south of the Madgwick Lane access and has required amendments to the development layout to accommodate the facility. The majority of the equipment will be located underground. Above ground, there will be a small kiosk (1m x 2.3m footprint, approx. 1.5m tall) with guard rails and bollards to protect the underground equipment and the access points. The equipment and tanker hardstanding area (140sqm) will be enclosed with a metal palisade fence, 1.8m tall. With reference to the Parish Council concerns, the access and turning head will be secured with a 1.2m metal farm style gate and timber post and rail fencing is proposed to prevent unauthorised access to the equipment or into the Ride from the pumping station access point itself.
- 8.46 It is unfortunate that the pumping station has to be located within the Ride area, as this was intended purely for landscaping, ecology and recreational purposes. Nevertheless, as the scheme has evolved, the location of the pumping station was set by operational requirements from Southern Water and could not be otherwise located. In response, the housing layout incorporates the required 15m buffer zone around the equipment for habitable rooms and this has allowed for additional landscaping areas, with a deeper buffer than was indicated on the outline plans. The proposed hedging and trees, combined with the majority of equipment being underground, should effectively screen or filter views of the infrastructure depending on the viewpoint, with the access being the primary visible engineering feature. The impact on the streetscene is, therefore, limited to the access and associated visibility splays, which is subject to a separate application 18/01003/FUL. Replacement hedging is proposed behind the visibility splays. The recreational route through the Ride crossing this area is retained. Overall it is considered that the required equipment has been integrated into the scheme well and will be a discrete feature. All habitable rooms are located beyond the 15m buffer set by Southern Water to minimise any noise, odour and vibration to acceptable levels.

Other matters

8.47 As a strategic development location, the delivery of this development will make an important contribution to the Council's 5 year housing land supply. The delivery programme for this development anticipates a material start on site later this year and first occupations in the 2019-2020 financial year. The development is planned to be built in two concurrent phases, one to the north and the other to the south of the Madgwick Lane access. Affordable housing will be delivered alongside the market dwellings in each phase. The programme anticipates completion of the development in approximately 3 years.

8.48 The outline application was subject to Environmental Impact Assessment. The details within this reserved matters application are considered to comply with the overarching expectations of the EIA and do not alter its conclusion that the development will not be environmentally significant under the terms of the EIA Regulations. The MHCLG has been consulted and have offered no additional comments. The details of the development, including appropriate and timely implementation of the landscaping, will be secured through planning conditions.

Significant Conditions

8.49 Various conditions were applied to the outline planning permission to deal with matters such as archaeology, construction and environmental management, and on outline strategy for the sewerage and drainage infrastructure. Significant conditions for the reserved matters application therefore include predominantly implementation conditions, securing such details as the use of the permitted materials and boundary treatments, noise mitigation measures, allotment management and security details, delivery of the required planting and drainage features to an appropriate timetable and monitoring the effectiveness of the wildlife enhancements.

Associated technical approvals will deal with the detail of the sewerage infrastructure (Southern Water) and surfacing and drainage of the adopted road and pedestrian/cycle routes and lighting within the adopted road layout (WSCC). Informatives are recommended to draw the developer's attention to the Environmental Health officer's advice about Goodwood events and the requirements of the outline planning permission and associated conditions and obligations.

Section 106 Agreement

8.50 This development is liable to pay the Council's CIL charge.

8.51 The finer details of the affordable housing provision, including management of these units, are to be secured within a further S106 agreement, that will sit alongside the S106 agreement attached to the original outline planning permission.

Conclusion

8.52 Based on all the above, it is considered that the proposal complies sufficiently with the requirements of the outline planning permission, relevant policies in the Chichester Local Plan and NPPF and relevant Supplementary Planning Documents and is therefore recommended for approval. The recommendation is subject to completion of the S106 to secure the details of the affordable housing provision, and the conditions set out below.

Human Rights

8.53 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 refuse/permit is justified and proportionate.

RECOMMENDATION

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

1) 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

2) The development hereby permitted shall not be carried out other than in accordance with the approved plans:

Append schedule

Reason: To ensure the development complies with the planning permission.

3) **No flintwork shall be installed on site either in a dwelling or boundary wall** until a sample panel of the flintwork has been constructed on site. The sample panel shall accurately reflect the proposed bond, coursing and finish of the material and the type, composition and profile of the mortar, and shall be accompanied by a written specification. The sample panels and associated details shall be made available on site for Local Planning Authority inspection. No flintwork shall be constructed other than the sample panel unless and until written approval has been given by the Local Planning Authority to the sample. The approved sample panel(s) shall be retained on site until the work is completed and the work carried out in full accordance with the approved details.

Reason: To ensure the flintwork used on site is of an appropriate quality for its location and local context.

4) **No brickwork shall be installed on site either in a dwelling or boundary wall** until a sample panel of each type of brickwork including mortar has been constructed on site. The sample panel shall accurately reflect the proposed bond, coursing and finish of the material and the type, composition and profile of the mortar, and shall be accompanied by a written specification. The sample panels and associated details shall be made available on site for Local Planning Authority inspection. No brickwork shall be constructed other than the sample panel(s) unless and until written approval has been given by the Local Planning Authority to the sample. The approved sample panel(s) shall be retained on site until the work is completed and the work carried out in full accordance with the approved details.

Reason: To ensure the brickwork and mortar used on site is of an appropriate quality and appearance for its location and local context.

5) The approved planting around the site boundaries including the new hedges and trees along the eastern boundary, the Madgwick Lane boundary, the Stane Street boundary, and the infilling of the existing gaps in the existing boundary hedgerows on all boundaries in accordance with the approved landscaping plans, shall be installed within the first planting season following commencement of the development, unless an alternative timetable is agreed in writing with the Local Planning Authority. A timetable for the implementation of the remaining landscaping shall be agreed in writing with the Local Planning Authority prior to first use of the show home. The agreed timetable shall thereafter be followed unless otherwise agreed in writing with the Local Planning Authority.

The new planting shall be protected from the date of implementation in accordance with the British Standard 5837:2012.

The wildlife and habitat enhancements hereby approved shall be installed in accordance with the approved details and the timetable for the associated landscaping areas.

The approved landscape management plan shall take effect from the date of the first area of planting to be installed and shall thereafter be complied with unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure timely implementation of the boundary landscaping, which is an important feature of the site and development, and thereafter the remaining landscaping features, and their protection thereafter.

6) No part of the development hereby permitted shall be first occupied until a Travel Plan has been submitted to and approved in writing by the Local Planning Authority in consultation with West Sussex County Council as the Local Highway Authority. The Travel Plan once approved shall thereafter be implemented as specified within the approved document and in accordance with the agreed timescales. 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.

7) **No part of the development hereby permitted shall be occupied** until refuse and recycling storage facilities have been provided in accordance with a scheme that shall first have been submitted to and approved in writing by the Local Planning Authority. Thereafter the refuse and recycling storage facilities shall be maintained as approved and kept available for their approved purposes in perpetuity.

Reason: To ensure the adequate provision of onsite facilities in the interests of general amenity and encouraging sustainable management of waste.

8) **No dwelling hereby permitted shall first be occupied** until the electric car charging facilities associated with that dwelling as shown on the approved plan have been provided in working order. These facilities shall thereafter be retained.

Reason: To encourage electric vehicle use in accordance with the Council's sustainable transport aims.

9) **Prior to first occupation of any dwelling hereby permitted**, the associated boundary treatments for that dwelling shall be provided in accordance with the approved boundary treatment plans.

The boundary features around the areas of landscaping, drainage features or open space as detailed on the approved boundary treatment plan shall be installed prior to the occupation of the first dwelling immediately adjacent to the open space or landscaping area, unless otherwise agreed in writing by the Local Planning Authority.

Thereafter the boundary treatments shall be maintained as approved in perpetuity.

Reason: In the interests of protecting the amenity of neighbours.

10) Prior to the laying out of the allotments, full details of boundary and security features including fencing, gates, security lighting and height restrictive barriers where necessary, shall be submitted to and approved in writing by the Local Planning Authority. Once approved, the boundary and security features shall be installed before the allotments are handed over to the Parish Council and thereafter retained unless otherwise agreed in writing by the Local Planning Authority.

Reason: To secure the allotment provision, which will be an important community resource.

11) The palisade fencing surrounding the pumping station shall be finished in a mid or dark green unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of amenity.

12) **Prior to the first use of the allotments hereby approved** a management plan shall be submitted to and approved in writing by the Local Planning Authority. The management plan shall set out a management and maintenance schedule and responsibilities and a plan for allocating the plots to be provided, which prioritises residents from Westhampnett Parish where practical and possible to do so. Once agreed, the management plan shall be adhered to unless any variation is agreed in writing by the Local Planning Authority.

Reason: To ensure the allotments are allocated managed and maintained appropriately to ensure their continued use as a community resource.

13) The buildings, structures and unadopted areas of surfacing hereby permitted shall not be constructed other than in accordance with the materials specified within the application form and plans, unless otherwise agreed in writing by the Local Planning Authority. The materials and finishes for all adopted sections of highway are shown on the approved plans for illustration only and will be subject to separate technical approval from West Sussex County Council.

Reason: To ensure that a harmonious visual relationship is achieved between the new and the existing developments.

14) **The dwellings hereby approved shall be constructed** only in full accordance with the recommendations within the Noise Impact Assessment Technical Report by 24 Acoustics (ref R6891-1 Rev 3 23rd April 2018) including specified glazing and ventilation mitigation measures. Thereafter, the dwellings shall retain these features or replace only with those of equal or greater effectiveness.

Reason: To protect the occupiers of the dwellings from external noise and to safeguard the interests of nearby businesses.

15) 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. development shall not be first occupied until

- i) An investigation and risk assessment has been undertaken in accordance with a scheme that shall first have been submitted to and approved in writing by the Local Planning Authority, and
- ii) where remediation is necessary a remediation scheme must be submitted to and approved in writing by the Local Planning Authority. Any remediation shall be fully implemented in accordance with the approved scheme before the development is bought into use, and
- iii) a verification report for the remediation shall be submitted in writing to the Local Planning Authority before the development is first bought into use.

Reason: In the interests of amenity and to protect the health of future occupiers of the site from any possible effects of contaminated land in accordance with local and national planning policy

16) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking, re-enacting or modifying that Order) the garages hereby approved shall only be used for the purpose of parking private modes of transport in connection with the residential use of the property.

Reason: To ensure the adequate provision of onsite parking for the purpose of 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) S106

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

3) The Council has taken into account the content of the Environmental Information submitted under the outline planning permission (15/03524/OUTEIA) and the Environment Impact Assessment Regulations 2017 during the assessment of this application and in reaching its conclusions.

4) The developer is advised to take note of the recommendations in the 24 Acoustics report in relation to notification of future occupiers for specific events at the Goodwood Estate. The developer is also advised to be aware of the commercial operations of the adjacent existing businesses, including the equestrian use to the east, when constructing and operating the development hereby approved.

5) The developer's attention is drawn to the conditions and obligations under 15/03524/OUTEIA which apply to the implementation of this planning permission.

For further information on this application please contact Naomi Langford