



Parish: Chichester	Ward: Chichester West
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CC/19/01134/REM

Proposal	All outstanding Reserved Matters for the erection of 73 residential dwellings with associated parking, landscaping, informal open space and associated works on Parcel P2.A, pursuant to permission 14/04301/OUT and approval of the West of Chichester Residential Architectural Design Strategy (August 2019, ref CB_70_068 Rev J), in compliance with condition 27 of permission 14/04301/OUT.		
Site	Land West Of Centurion Way And West Of Old Broyle Road Chichester West Sussex PO19 3PH		
Map Ref	(E) 485000 (N) 106000		
Applicant	Miller Homes Ltd	Agent	Mr Nicholas Billington

RECOMMENDATION TO PERMIT

		
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1.0 Reason for Committee Referral

Red Card: Cllr Richard Plowman - The proposal is for a major development
Parish Objection - Officer recommends Permit

2.0 The Site and Surroundings

- 2.1 The application site forms part of the Phase 1 of the West of Chichester Strategic Development Location (SDL). The specific site, the subject of this application, is located at the north-eastern end of the Phase 1 site and is identified as parcel P2.A within the application documents. This parcel is allocated for residential development on the approved masterplan and the parameter plans, which were approved as part of the outline planning permission. The whole SDL is approximately 120 hectares, with the application site comprising 2.8 hectares.
- 2.2 A significant copse of trees contains the application site to both the east and west, with the approved SANGs car park and Old Broyle Road located beyond the tree copse on the eastern side of the site. The site lies in close proximity to the SDL's northern access point, with the spine road, which runs through the centre of the development, located immediately to the south of this parcel. Access to the parcel is directly off the spine road. Two residential dwellings, Fairyhill and Fairyhill Cottage, accessed off Old Broyle Road, are located to the north/north-west of the parcel.
- 2.3 The site itself is roughly rectangular in shape and currently comprises unfarmed agricultural land. In terms of topography, the site slopes from east to west with the highest part of the site on the eastern side, forming a relatively flat plateau. There is a sharp level change from the centre of the site down to the west, providing a valley 'setting' at the western boundary.

3.0 The Proposal

- 3.1 Outline planning permission was granted in April 2018 for the first phase of development for up to 750 homes with access from Old Broyle Road, temporary access from Clay Lane, a local centre (with associated employment, retail and community uses), primary school, informal and formal open space (including a Country Park), playing pitches, associated landscaping, utilities and drainage infrastructure with on-site foul sewage package treatment plant or pumping station with connection to Tangmere Waste Water Treatment Works (CC/14/04301/OUT).
- 3.2 The outline permission also included a set of parameter plans comprising:
- Framework Plan phase 1
 - Street Hierarchy phase 1
 - Storey Heights phase 1
 - POS and Drainage phase 1
 - Land Use phase 1
 - Footpath and Cycleways phase 1
 - Quantum Development phase 1

The decision was subject to a S106 Agreement covering affordable housing, recreation disturbance mitigation contribution, community building and associated car parking, SANGs land, play area, allotments, informal open space, sports facility, retail provision, employment provision, health provision, Highways England contribution, education, highway works, Brandy Hole Lane works contribution, bus service contribution, Parklands cycle improvements contribution, St Pauls Road cycle improvements contribution, infrastructure steering group, construction management plan, travel plan and lorry routing.

3.3 This application is for the approval of reserved matters relating to 73 dwellings and seeks approval in respect of the appearance of the dwellings, their layout, scale and landscaping for parcel P2.A of the development in the north-eastern corner of the site. This detailed application is for the first phase of house building since approval of the outline planning application (as referred to in paragraph 3.1 above), which secured the principle of a residential-led mixed use development of the site as well as means of access to the site. Approval of the West of Chichester Residential Architectural Design Strategy (August 2019), in compliance with condition 27 of the outline planning permission, is also sought.

3.4 In terms of housing provision, the application proposes the following:

22 Affordable homes

9 x 2 bed houses
12 x 3 bed houses
1 x 4 bed house

[equals 30.1% of the 73 homes proposed on this application, leaving a further 203 affordable homes to be provided out of the remaining 677 dwellings for the total development of 750]

7 [32%] = shared ownership; 15 [68%] = affordable rented

51 Private homes

10 x 2 bed houses
20 x 3 bed houses
19 x 4 bed houses
2 x 5 bed houses

3.5 The dwellings are two storey in height, arranged as a mix of detached, semi-detached properties (plots 2-3, 21-22, 40-41, 42-43, 44-45, 53-54 and 66-67) and small terraces (plots 8-10, 21-22, 36-39, 46-49, 55-57, 58-60 and 62-64). The overall density of the development on the application site is 26.7 dwellings per ha (dph).

3.6 The application proposes a total of 191 parking spaces, 168 of these are to be allocated (133 spaces and 35 garages) and 23 unallocated visitor bays. The car parking is proposed mainly within the property curtilages, in a combination of on-plot spaces and some private garages, with some parking on street and a parking court (for plots 53-56).

- 3.7 The dwellings are proposed to be constructed in a palette of materials comprising red/brown brick, with projecting brick banding and some units incorporating decorative tile hanging. Flint blockwork with brick quoins and white painted brick are proposed on occasional focal dwellings. A mixture of brick and reconstituted stone window headers and cills are proposed; tiled porches and bay windows. Roof tiles are proposed as a mixture of either plain red/brown tiles or slate/grey tiles and rooflines comprise predominantly gable pitched roofs, with some gable fronted features. Samples of materials are controlled by condition 26 on the outline permission.

4.0 History

14/04301/OUT	PER106	Outline planning application with all matters reserved (except for access) for the first phase of development for up to 750 homes with access from Old Broyle Road, temporary access from Clay Lane, a local centre (with associated employment, retail and community uses), primary school, informal and formal open space (including a Country Park), playing pitches, associated landscaping, utilities and drainage infrastructure with on site foul sewage package treatment plant or pumping station with connection to Tangmere Waste Water Treatment Works.
18/01547/DOC	DOCDEC	Discharge of conditions 8, 24 and 32 from application 14/04301/OUT - Ecological Construction Management Plan, Archaeology and Ecological Mitigation Strategy.
18/01587/REM	PER	Approval of reserved matters in respect of Appearance, Landscaping, Layout and Scale following outline planning permission CC/14/04301/OUT - Consent sought for Primary Road, Primary Surface Drainage and Primary Utilities Routing. SANGs land incorporating Western Green Link, Central Green Link and Country Park.
18/01941/DOC	DOCDEC	Discharge of condition 4 of permission CC/14/04301/OUT – Phasing Plan.
19/00178/DOC	PCO	Discharge of Conditions 4 (full re-discharge), 14 and 27 (full discharge), 9, 13, 15, 16, 20, 21, 26, 28, 29 and 31 (phase 1 part discharge of planning permission CC/14/04301/OUT.

19/01531/REM	PCO	All outstanding Reserved Matters for the erection of 91 dwellings with associated parking, landscaping, informal open space and associated work on Phase 2, Parcel B, pursuant to permission 14/04301/OUT.
19/02014/DOC	PCO	Discharge of Condition 5 of Outline Permission CC/14/04301/OUT - Construction and Environmental Management Plan.
19/02015/DOC	PCO	Part Discharge of Condition 30 (Part A) of outline permission CC/14/04301/OUT - Approximate Fire Hydrant Locations.
19/02016/DOC	PCO	Discharge of Condition 22 of outline permission CC/14/04301/OUT - Method of piling/foundation design.
19/02063/DOC	PCO	Part discharge of condition 24 from planning permission CC/14/04301/OUT - Archaeology.

5.0 **Constraints**

Listed Building	No
Conservation Area	No
Rural Area	No
AONB	No
Tree Preservation Order	No
EA Flood Zone	
- Flood Zone 2	No
- Flood Zone 3	No
Historic Parks and Gardens	No

6.0 **Representations and Consultations**

6.1 **Chichester City Council**

Objection in relation to the layout and appearance:

Layout:

The provision of parking which necessitates double and triple parking is not considered adequate.

There is a missed opportunity to provide a pedestrian/cycle link directly to the east of the site to the SANGs car park.

A separate cycle lane should be provided where possible on all roads to link to the spine road and any other cycle paths.

A height barrier and appropriate post and rail fencing should secure the SANGs car park to ensure it is used by private car users and not commercial vehicles/vans or caravans with the potential for disposing of waste on the SANGs.

Appearance:

The building designs are unoriginal and not high quality or locally connected. Higher quality design with better environmental and ecological features should be proposed. The design of the proposed windows with thick white UPVC frame and thin internal glazing bars is unacceptable, as is the proposed design for the doors. The proposed windows and doors do not reflect the surrounding character and would harm visual amenity.

Where there is flint frontage to a building, all elevations should be flint faced.

Consideration should be given to similar treatment of the side elevations where other accents are proposed only to front elevations.

The sustainability of the proposed dwellings is questionable: Solar panels, bird nesting bricks, electric car charging points and rainwater harvesting facilities should be provided for every plot.

In addition, it is requested that a condition be imposed restricting delivery times during construction taking into account local school pick up and drop off times.

6.2 Lavant Parish Council

Lavant Parish Council has no comment.

6.3 WSCC Local Development Division

Additional comments (23 July 2019)

No objection.

Spine Road changing into a Shared Surface - Previously WSCC raised concern that the footpath along both sides of the spine road stops outside plots 20 and 45. In response to this concern the applicant has added a footway to the western side of the spine road and extended pavements on some of the side roads. It is not apparent as to why the applicant has adopted this approach or the design rationale for this. It is not clear as to why properties 40 to 44 should have a lower level of pedestrian provision than properties directly opposite them. The spine road is not designed as a shared surface road in this location but how people access properties 40 to 43 will effectively be like a shared surface. Whilst the Highway Authority are of the view that both sides of the road should have a footway between plots 20/46 and plots 25/39 the proposed arrangement is not considered to warrant a reason for refusal of the planning application. The applicant and CDC should however consider if this is the best arrangement for pedestrian access to plots 40 to 45.

Service Margins - In the original comments WSCC queried the provision of service margins. The applicant has confirmed that a minimum 1.2m service margin is provided in the highlighted locations. WSCC have no objections to this issue.

Junctions of Spine Road & Side Streets - WSCC previously stated that consideration should be given to providing continuous vehicle crossovers rather than kerb radii at side roads. The applicant states that they have considered the provision of these but they do not consider them necessary given the currently proposed rumble strips and side road entry treatments as road users come off the sites main spine road into each residential parcel. This position is noted and the lack of continuous crossovers is not considered to warrant a reason for refusal. However, their inclusion in the proposals would have increased pedestrian priority within the site.

Permeability - Previously WSCC requested changes to routes within the site to seek improvements to the levels of permeability for pedestrians and cyclists. These changes are highlighted below as are the applicants response:

Enhance routes to leave the site from plots 13, 14 & 15 - applicant states it is not feasible without significant alterations to the layout.

Route outside plots 61 & 69 and plots 3 & 4 to link with proposed footpath - applicant does not consider these routes as necessary or desirable and they consider these routes would be detrimental to the rural character of the parcel.

Whilst WSCC does not necessarily agree with all of the above statements the lack of inclusion of these routes is not considered to warrant a reason for refusal. With regards to paths between plots 3, 4, 61 and 69 are not considered to be detrimental to the rural character given the scale of these routes and would ensure routes accessible for all irrespective of the season. For example it may be difficult for a wheelchair user to cross the grass in winter months following heavy rain. Whilst WSCC does not require these routes to be included to address a potential reason for refusal CDC should consider whether their inclusion does have a detrimental impact on the rural character and whether their inclusion and the benefits to permeability outweighs any potential harm.

S38 extent of adoption - the road is assumed to be remain as private and these comments are written on that basis.

Road Treatments - previously the Highway Authority queried the nature of the road treatments. The applicant has confirmed that they are intending rumble strips on the side roads.

Cycle Lanes - WSCC as Highway Authority did not request dedicated on road cycle infrastructure in their original comments. Given the nature and design of the road, that its designed with a 20mph design speed and the likely flows, WSCC would not look for any formal dedicated cycle provision. The roads are considered appropriate for cyclists to use the carriageway and therefore any formal cycle infrastructure provision within the parcel is considered unnecessary.

In light of the above WSCC does not consider that the reserved matters application for 73 residential units warrants a reason for refusal. However, there are still aspects, that despite the response from the applicant, WSCC are of the view that these amendments could enhance the scheme and CDC as planning authority should consider whether to ask for these changes. These relate to the inclusion of a footpath on both sides of the spine road outside properties 39 to 45 and the aforementioned pedestrian route from plots 61/69 and 3/4 to the proposed footpath running adjacent to the sites main spine road.

Original Comments (17 May 2019)

Recommendation - More information.

Car Parking

The applicant is proposing a total of 188 car parking spaces. This comprises of:

- 130 allocated spaces
- 35 garages
- 23 unallocated visitor bays

The applicant has compared the proposed car parking level against the WSCC Car Parking Demand Calculator which uses census data to forecast likely car ownership. The calculator forecasts that there would be a likely demand for car parking from a development of this scale in this location of 188 spaces (165 allocated residents parking and 23 unallocated/visitor spaces). The proposed level of car parking is therefore deemed acceptable and not considered to result in significant levels of overspill car parking taking place.

Cycle Parking

The applicant is proposing that each dwelling will be provided with either cycle storage space within a garage or through dedicated cycle storage facilities in the back gardens or apartment blocks. All the proposed garage spaces are greater than the minimum requirements (6m by 3m) to accommodate the storage of a car and bike. All back gardens have separate access points which prevents the need for users to carry their bike through the property. The number and layout and design of cycle parking spaces is deemed acceptable, in line with the WSCC Guidance for Parking in new Residential Developments and policy compliant.

Road Safety Audit

The applicant has undertaken a Stage 1 Road Safety Audit to assess the road safety implications of the proposed highway layout. The WSCC Road Safety Audit Policy did not require a RSA to be undertaken in this instance however the applicant has elected to undertake one. The majority of the issues raised are about detailed design matters that can be addressed at a later date. It is also noted that the applicant has stated that they do not intend to offer the road for adoption.

Residential Street Layout

The proposed inter-connected street layout is generally considered to provide a permeable network; however certain improvements could be made which shall be detailed later in this response. The design and layout of the roads are designed in a way to facilitate a design speed of 20mph. A 5.5m carriageway width and 2m footpath on both sides of the road is proposed for the majority of the spine road. Off the spine road 4.8m shared surface streets are proposed.

The Highway Authority wishes to make the following comments in relation to street layout:

- Spine Road changing into a Shared Surface - Outside plots 20 and 45 the footway on both sides of the spine road stops. It is not evident why this is the case or the design rational for it. The Highway Authority preference would be for the footway to continue on both sides of the carriageway until plots 25 and 39 and the start of a Shared Surface. Additional speed reduction measures would also compliment this change.
- Service Margins - service margins are provided but they appear to narrow around visitor parking spaces e.g. outside plots 69 & 18. This suggests that the services run under the parking bay. This is not an ideal scenario and therefore clarification is sought and potential amendments.
- Junctions of Spine Road & Side Streets - Consideration should be given to providing a greater degree of pedestrian priority by making the side roads vehicle crossovers with a continuous footway rather than kerb radii.
- Permeability - Permeability through the parcel is generally good especially given the narrow and elongated shape of the site. The road network is interconnected and footpaths are provided to connect most logical routes. However could the following be provided:
 - Routes to leave the site from plots 13, 14 & 15 are convoluted. The desire line would be to cut through where plots 4 and 5 currently are. It would be beneficial in permeability terms to open a pedestrian and cycle route up here
 - A path should be provided somewhere outside plots 61 & 69 to connect into the path running adjacent to the sites main spine road
 - Similarly a path could be provided outside plots 3 & 4 to connect into the same route
- S38 extent of adoption - in the technical highway note the applicant states that they are not intending to offer the roads for adoption. The Highway Authority would just look for that to be confirmed.
- Road treatments - from the plans submitted it is not apparent as to the exact nature of the road treatments indicated in light grey as you enter the shared surface areas. Are these ramps or rumble strips clarification should be provided.
- Construction materials and treatment of shared surfaces - it is assumed that the Highway materials are tarmac (indicated grey on plan) and block paved (indicated brown on plan). We require that shared surfaces have a contrasting material to the more traditional carriageway. This helps reinforce the different nature of the shared surface areas. Currently certain shared surfaces have the same material (tarmac) as the main spine road.

6.4 WSCC Fire and Rescue

The emergency link road forms a second access point to the estate and a future link to north side of the estate. My understanding is that this access point may form part of the construction site access during the development of the site and it would be a requirement that a through thoroughfare is maintained during this time (not obstructed with building materials). When the site is completed this will form part of an emergency access only and will be restricted by padlocked gates or drop bollards. This emergency access should comply with the minimum standards of road construction and width as directed by the building regulation ADB part B5.

6.5 CDC Housing Enabling Officer

This is the first packet of land on the first 750 unit phase of a larger development of 1600 units. There will be different character areas and densities throughout the site as a whole but the total mix, for both market and affordable housing, must comply with that set out in the report to Committee on 11 November 2016 and the subsequent s106 agreement, as set out below:

Market housing:

1 & 2 bedrooms	30%
3 bedrooms	50%
4+ bedrooms	20%

Affordable housing:	Rented	Intermediate
1 bedroom	10%	20%
2 bedrooms	35%	60%
3 bedrooms	40%	20%
4 bedrooms	15%	

Affordable Housing

30% (22) of the proposed units are affordable, and 70% (15 or 16) of these must be affordable rented, in line with the s106. The proposed mix of the affordable units are all 2, 3 and 4-bedroomed houses, but with no 1-bedroom flats. However, this is a lower density packet of development close to the rural edge and smaller units will be provided nearer the centre of the new community at a later date. This is acceptable but further phases will need to carefully consider the mix to avoid an unacceptable amount of flatted development in one area.

Assuming 15 no rented units a suitable rented/intermediate split, which allows terraces and pairs of semis to be of a single affordable tenure, would be:

	Rent	Intermediate
1b	0	0
2b	6	3
3b	8	4
4b	1	0
Total (22)	15	7

The Planning, Design and Access Statement (p13) provides a breakdown of the percentages of market and affordable housing on a parcel by parcel basis. It would be most useful if a similar one were provided showing the numbers and percentage of the bedroom mixes for the development as a whole, including a split of affordable rent and intermediate housing so it could be clearly seen how each packet contributes to the total overall mix. Sizes are to meet or exceed the DCLG technical housing standards as set out in the s106. The pepper potting of the affordable units could be better, but it complies with planning policy and is acceptable.

Market housing

The mix (below) as a discrete element does not comply with the agreed mix set out above.

1 & 2 bedroom	20%
3 bedroom	39%
4 bedroom	41%

However, and as noted previously, there is some flexibility to allow for different character areas and the numbers will be assessed as a whole. Enclaves of large numbers of single types are to be avoided however and a suitable mix provided over each packet's development. In particular, as the Strategic Housing Market Assessment makes clear, market housing in Chichester district should be focused to a greater degree on smaller properties. With the proviso that future packets and phases must contribute to the agreed mix, I consider the current proposals acceptable.

6.6 CDC Drainage Engineer

The proposals submitted outline the broad principles for the surface water drainage scheme for this parcel/ phase, these principles are to infiltrate where possible and connect into the wider drainage scheme where infiltration is not achievable. We would like to encourage the wider use of permeable paving to achieve water quality standards. Permeable paving should still be utilised in areas where infiltration has been found to not work, this can be lined as necessary.

Full details of the surface water drainage proposals for this phase/parcel should be submitted under a discharge of conditions application in order to discharge conditions 13 to 16 of the original outline permission. No drainage details are agreed as part of this reserved matters application, please take care to ensure that no drainage layout plans are listed as approved.

6.7 CDC Environmental Strategy Officer

We are satisfied with the ecological mitigation and enhancements which have been proposed within the Ecological Survey (March 2019) and that this is in line with the proposals agreed as part of the outline application.

6.8 CDC Contract Services

The site layout looks fine and we can see no issues at all with the proposal.

6.9 Sussex Police

Previous advice provided in connection with the outline application remains relevant. Various advice concerning crime prevention measures to be considered at the detailed design stage. Additional measures to mitigate against any identified local crime trends and site specific needs should be considered, including relationship of plot 1 to open grass to west and need for additional planting; consideration of unofficial short cuts being created to SANG car park and Old Broyle Road from site.

6.10 Third Party Objection

6 Third Party letters of objection, including a letter from the Chichester Society and a letter signed by 6 individuals, have been received concerning:

a) Principle

- Too many houses are being built on the west and east sides of Chichester
- Loss of Grade 1 quality land
- Brownfield land should be used
- Scope of the project too large

b) Highways

- Heavy rush hour traffic on Old Broyle Road and St. Pauls Road
- Already dangerous to use East Broyle, Parklands Road and Sherbourne Road junctions
- Development traffic would add to the existing traffic issues and increase risk to pedestrians and cyclists, including school children
- It is already difficult to cross the Old Broyle Road at the junction to the East Broyle Estate.
- Old Broyle Road is narrow and the access is near the old bridge
- Diversion of the southern part of Centurion Way will be dangerous for cyclists and pedestrians due to a severe right hand turn and will be inconvenient
- Missed opportunity for a direct, pleasant footpath into the city - Please consult Friends of Centurion Way group
- Cul-de-sacs lengthen journeys
- The overlong access drive to the SANGs car parking results in unnecessary suburbanisation
- Tandem parking results in a difficult user experience
- The first phase is remote from all community facilities and the current 2 hourly bus service into the City produces a car dependent settlement.
- Query on measures required during construction to ensure safety of pedestrians and cyclists
- Are there any drawings of the Southern Access Road and will there be consultation on the design?
- Is there an intention to provide a cycleway from the mini-roundabout when construction begins?
- Will Centurion way be diverted and when?
- Have sustainable transport consultants had input on the southern access road?

c) Design

- Harm to the unique character and appearance of the City of Chichester
- Concerns about landscaping
- Disappointing architectural character studies, particularly provision of dummy chimneys, painted brick facades, uPVC windows.
- More articulation of facades required to improve place making
- The affordable and shared ownership housing is clustered and identified as closest to traffic noise

- d) Climate Change emergency
 - New builds should have a zero carbon footprint
 - This as a unique opportunity for Chichester to lead the way in sustainable development
- e) Pollution
 - Construction traffic over a considerable period of time would result harm to health of elderly residents and school children.
- f) Ecology
 - Unique corridor of wildlife habitat would be destroyed.
- g) Insufficient timescales for consultation
- h) Delivery of the strategic development
 - Clarity is sought on the delivery timescales of the development
 - Will playing fields for Bishop Luffa School be provided?

6.11 Applicant/Agent's Supporting Information

The application is accompanied by a full set of drawings and a detailed Design and Access Statement.

7.0 **Planning Policy**

The Development Plan

- 7.1 The Development Plan for the area comprises the Chichester Local Plan: Key Policies 2014-2029, the CDC Site Allocation Development Plan Document and all made neighbourhood plans. There is no made neighbourhood plan for Chichester City 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 15: West of Chichester Strategic Development Location
 Policy 33: New Residential Development
 Policy 34: Affordable Housing
 Policy 39: Transport, Accessibility and Parking
 Policy 40: Sustainable Design and Construction

Policy 42: Flood Risk and Water Management
Policy 43: Chichester Harbour Area of Outstanding Natural Beauty (AONB)
Policy 45: Development in the Countryside
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 2019), which took effect from 19 February 2019. 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 the following paragraph and sections: Sections 2, 4, 5, 8, 9, 11, 12, 14 and 15. The relevant paragraphs of the National Planning Practice Guidance have also been taken into account.
- 7.5 The Government's New Homes Bonus (NHB) was set up in response to historically low levels of housebuilding and 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:

Planning Obligations and Affordable Housing SPD
Surface Water and Foul Drainage SPD
CDC Waste Storage and Collection Guidance

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
- Maintain the low levels of crime in the district in the light of reducing resources
- Support communities to meet their own housing needs
- 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

8.1 The main issues arising from this proposal are:

- i. Principle of development/Background
- ii. Layout
- iii. Scale and appearance
- iv. Landscaping
- v. Sustainability
- vi. Updated Residential Architectural Design Strategy

Assessment

Principle of Development/Background

8.2 The principle of developing this site for a residential led mixed use development including the means of providing access to them has been established through the outline planning permission granted in 2018 for 750 dwellings. This permission includes the approval of a set of parameter plans detailing land uses, street hierarchy, storey heights, footpaths and cycleways, public open space and drainage and the quantum of development. The applicant has subsequently secured reserved matters approval in respect of the Primary Road, Primary Surface Drainage and Primary Utilities Routing and SANGs land incorporating Western Green Link, Central Green Link and Country Park (CC/18/01587/REM). The current application is solely concerned therefore with the detailed matters regarding the layout, scale and appearance of the dwellings and the landscaping proposals in respect of parcel P2.A.

- 8.3 As part of this first reserved matters application for residential development, a Residential Architectural Design Strategy has been submitted for approval (required by condition 27 on the outline planning permission), which establishes the design parameters to be followed for all residential built phases of the development. This document sets out the specific design principles and palette of materials for each of the identified residential character areas for phase 1 of the West of Chichester SDL, which will make each of these areas architecturally distinctive. The Planning and Design Statement submitted with this application compares this proposal against the Residential Architectural Design Strategy (for which approval is also sought) to demonstrate compliance and a consistency of approach.
- 8.4 The main issue arising from this proposal is therefore considered to be whether the submitted reserved matters relating to layout, scale and appearance and landscaping comply with the parameters plans approved as part of the outline application and the submitted Architectural Design Strategy and in so doing are likely to deliver an acceptable development. The sections below deal with each of the reserved matters in turn.

Layout

- 8.5 The submitted layout of the development does not depart in any significant way from the approved parameter plans submitted with the outline planning application and demonstrates compliance with the submitted Design Strategy. The layout plan refines the illustrative approach submitted under the outline application. It shows a linear pattern of housing following and fronting the 5.5 metre wide central (tertiary) road with 2m wide footpaths on both sides, reducing down to 4.8m wide, with a 2m wide pavement on one side at its northern end. Branching off this central road are three 4.8m wide roads, described as 'mews lanes' on the approved parameter plan, with a 2m wide pavement on one side and 4.8m wide shared surface lanes and private drives. The layout has been amended during the consideration of the application by the addition of a pavement on the western side of the northern part of the main central road and extended pavements on several of the mews roads. Finally, two emergency access points are provided, one at the eastern boundary leading into the SANGs car park and onto Old Broyle Road and one at the northern end of the parcel where the site then transitions into the SANGs open space.
- 8.6 The overall layout of the development and the road positions has been influenced by the steep topography of the site as well as the existing vegetation. Property frontages have been orientated to address the streets and publically accessible open spaces, with double fronted dwellings proposed to successfully address corners. Development frontages vary to respond to the landscape setting and the street hierarchy. To the west the properties front onto the significant tree copse and SANGs land, properties are typically larger detached properties in larger plots with irregular frontages. To the centre and the east, the development has a more contiguous frontage with properties to the east backing onto the treed edge of the parcel.

- 8.7 The approved quantum of development parameter plan prescribed a lower density of housing, 20-25 dwellings per hectare (dph), in the main part of the parcel. A medium density area of housing was envisaged (25-35dph) fronting onto the primary spine road which runs through the centre of the SDL. The proposals subject to the current application achieve an overall density of 26.7 dph, comprising a density of 26.18 dph in the main part of the parcel (low density area) and a density of 28.19dph on the parcel frontage (medium density area). This is in general conformity with the quantum of development parameter plan.
- 8.8 The housing layout has been designed to integrate the affordable housing units across the development parcel. The affordable units are set within three distinct clusters comprising a mixed tenure cluster of 14 dwellings, an affordable rented cluster of 7 dwellings and a terrace of 3 shared ownership dwellings. During the course of the application, three of the affordable units have been relocated to the western side of the central road to further increase the dispersion of affordable units throughout the parcel. This keeps the groupings of affordable housing manageable for a housing association, whilst increasing the integration of affordable units with the market housing. The proposed pepper-potting is considered to satisfactorily address the requirements in paragraph 17.20 of the Local Plan and no objection is raised from the Council's Housing Enabling Officer in this regard. Both the market and affordable housing mix is considered acceptable by the Housing Enabling Officer.
- 8.9 In consideration of the layout, the comments of WSCC Highways are set out in some detail at paragraph 6.3 above. The conclusion, after amendment to the detail of the proposal, is to raise no objection in highway terms. With regard to the overall level of car parking provision, the application meets the requirements of the WSCC Parking Calculator. The WSCC Highways Team Manager has confirmed that the development requires a total of 188 spaces, which reflects that proposed within the development. Parking for the dwellings would be provided either on-plot (in a mixture of external and garage spaces), on street or in parking courts; in part broken up by landscape planting. In terms of cycle parking, the applicant is proposing that each dwelling will be provided with either cycle storage space within a garage or through dedicated cycle storage facilities in the back gardens. All the proposed garage spaces are greater than the minimum requirements (6m by 3m) to accommodate the storage of a car and bike. All back gardens would have separate access points which would prevent the need for users to carry their bicycles through the property. The Highway Authority considers the level of parking and cycle provision to be acceptable.
- 8.10 In terms of pavement provision and footpath linkages, there are two outstanding areas where WSCC are of the view that further amendments could enhance the scheme. These relate to the inclusion of a pavement on both sides of the spine road outside properties 39 to 45 (as opposed to just added on the western side) and the addition of a hard surfaced pedestrian route from plots 61/69 and 3/4 to link to the proposed SANGs footpath running adjacent to the site's main spine road. However, in relation to the suggestion of a further pavement, although this stretch is part of the central road, the road does narrow down to 4.8m wide at property 45, thereby providing a similar hierarchy to the side roads.

Provision of a pavement on one side of the road for this short stretch achieves an acceptable balance between providing a dedicated off road route, whilst continuing to facilitate space for frontage planting and indicating to users that they are transitioning to quieter routes to the north. With regard to the provision of additional pedestrian routes over the SANGs land, to link into the already approved SANGs footpath, it is considered that such further provision would degrade the open space area with additional hard surfacing. Alternative access is available over the grassed area with a continuous hard surfaced link from the pavement adjacent to the entrance route, providing satisfactory access to the SANGs land.

- 8.11 Given the nature and design of the road (a 20mph design speed and the likely low level flow of traffic) WSCC would not look for any formal dedicated cycle provision. The roads are considered appropriate for cyclists to use the carriageway and therefore any formal cycle infrastructure provision within the parcel is considered unnecessary. Furthermore, the raised table gateway feature at the entrance to the parcel (permitted via the first Reserved Matters application 18/01587/REM) also acts as a highway feature to alert drivers they are entering a quieter residential zone where pedestrians and cyclists should be given extra consideration and priority.
- 8.12 The layout complies with minimum separation distances between dwellings. All dwellings have back to back distances of 21m or more throughout the development, with side to rear distances being a minimum of 10m. Rear gardens are typically 10m long, with a mixture of walls and fences are proposed to enclose private amenity areas. Dwellings front onto the streets providing good, defensible space. Where dwellings are in effect side on to roads, they have been designed as double fronted so as to positively address the street rather than resulting in dead frontages within the public realm.
- 8.13 No operational concerns have been raised by Contract Services in respect of the manoeuvrability of refuse lorries and the applicant has demonstrated acceptable tracking of refuse vehicles to the Council's standards. The layout has also been designed to discourage crime and adopts Secured by Design principles across the site. The Police have raised no significant issues with the layout on security grounds.
- 8.14 Overall, the proposed layout is considered to comprise an appropriate response to the characteristics of this parcel, which due to the significant vegetation on the boundaries provides a semi-rural context to the development.

Scale and appearance

- 8.15 The application comprises two storey dwellings with single storey garages, providing an appropriate scale within its surrounding retained treed setting, which also complies with that set out in the building heights parameters plan (approved as part of the outline planning permission) and is considered to be acceptable. The layout and form of the proposed development, which is set on land which slopes down from east to west, will allow views to permeate through the site to the treed boundaries to the east and west and to the SANGs land beyond the parcel to the north. Within this context, the scale and rhythm of the dwellings is considered acceptable.

- 8.16 As identified in the Residential Architectural Design Strategy, parcel P2.A is located predominantly within the Northern Green Corridor character area, with the frontage of the parcel lying within the Northern Area character area (which continues south to include development on the southern side of the Spine Road). Materials and detailed design features have been used to support the proposed character of the development and ensure integration of the dwellings within their landscape setting. A general consistency of use is proposed, to prevent a random assortment of buildings and materials that would undermine the proposed character of the development.
- 8.17 In terms of appearance, the application proposes dwellings constructed principally of red/brown multi stock bricks with projecting feature brick detailing/banding and decorative tile hanging on some properties. Bay windows have been proposed to provide interest and enhanced natural surveillance, particularly on corners of the street to provide dual frontage. Flint blockwork, with brick quoins and more detailed window forms, are proposed on 5 focal dwellings at key parts of the site, including for the two gateway properties at the site entrance. A further flint blockwork façade is proposed on an additional dwelling at the northern end of the site, adjacent to the open space to the north. There is also a limited use of a white painted brick. These feature materials help to punctuate the street scene and offer an enhanced sense of legibility within the site. Window headers and cills vary between brick and reconstituted stone, to provide variation and reinforce the street hierarchy and a variation in porch design provides subtle changes within the overall street scene. A general consistency in the roofscape material is proposed, comprising a simple pallet of either red/brown tiles or slate/grey tiles. The roof form of the buildings comprise predominantly gable pitched roofs, with some properties proposed with gable fronted features. Chimneys are proposed to be of good quality construction and tie in with the proposed brickwork of the building. They are proposed to be provided occasionally through the development as they offer no practical function, however they do provide strong visual interest and reinforce corners and the status of focal buildings. The overall external finishes comply with the principles established in the Residential Architectural Design Strategy.
- 8.18 Following discussions with the applicant, the finer details of the scale and design have been refined further during the course of the application. In particular, additional windows have been added to a number of plots to provide greater articulation and added natural surveillance of public areas; the overhang of the eaves has been increased on a number of plots; additional brick detailing has been added to a number of dwellings to provide added articulation and interest to more prominent plots; and the tile hanging has been extended on side and rear elevations of the dwellings on more prominent plots.
- 8.19 The scale of the properties and the design approach complies with the updated Residential Architectural Design Strategy and the approved parameter plans. Subject to final approval of the palette of materials, through the discharge of condition 26 on the outline planning permission, it is considered that the scale and appearance of the dwellings is acceptable.

Landscaping

- 8.20 The application site is surrounded by a substantial belt of trees to both the east and west, with further mature trees on the southern boundary. The surrounding trees to the west also form part of the central and western SANGs area, which forms part of the open space provision, which has already been approved (via the earlier reserved matters application) as part of the Phase 1 Infrastructure.
- 8.21 The submitted landscaping drawings show the new development sitting within the existing mature landscape setting. This existing landscape provides in a sense of enclosure for the new development, whilst retaining the important woodland setting. The proposals have been designed to respect the character of the adjacent existing tree belts that border the parcel as well as incorporating landscape features, including structural trees, hedges and shrub planting, grassed areas and informal wildflower meadows to help bed the residential development into its woodland setting.
- 8.22 In addition to the soft and hard landscape proposals, the application also includes a soft landscaping specification, soft landscape management and maintenance plan, tree protection plan and an Arboricultural Impact Assessment and Method Statement for parcel P2.A. Where the development is located close to the existing tree belts, the landscaping for the individual plots has been designed to reflect the adjacent woodland with more informal, rural planting arrangements in these areas comprising informal shrub planting, hedges and grassed areas to plot frontages and occasional use of post and rail fencing. The landscaped edge adjacent to the western boundary, extending both north and south, has been designed to complement the open space network, incorporating wildflower rich grassland areas and native mix shrub planting. Large native trees, including Alder and Whitebeam, will also be planted within this grassland area, to both the west and north. To the east of the parcel, residential gardens will back onto the existing treed boundary, with a maintenance margin retained to the rear.
- 8.23 Structural trees, including Hornbeam, Cherry and Pear varieties, and a variety of low maintenance evergreen and deciduous shrub planting are proposed throughout the main residential parcel. On the residential frontages themselves a variety of shrubs (including specimen shrub planting), hedges, amenity grass and smaller trees are proposed. Through the course of the consideration of the application, additional shrub planting has been added to the more prominent garden boundaries of plots 32 and 33, which will soften the appearance of the boundary treatment and assist in the transition from the centre of the parcel, towards the open space to the north. The dwellings on either side of the central road will be edged with low compact shrubs in a more formal style of planting, to deliver an evergreen, suburban edge character along the central road.
- 8.24 In terms of hard landscaping, internal garden boundaries are to be enclosed with 1.8m high Larch Lap panel fencing and to the side and rear of private parking areas 1.8m high close boarded fencing is proposed. In all areas where boundaries form part of the street scene and public realm, 1.8m high brick walls are proposed. Parking spaces would be laid in either bracken or charcoal block paving, with linear shrub planting beds and occasional trees proposed between parking bays to soften the predominantly hard landscape.

- 8.25 In terms of the impact on the existing trees, given the location of the proposed development (predominantly within a former agricultural field), the impact on existing trees is low. The proposal has considered existing trees, in terms of the location of the development and proximity to root protection areas as well as consideration being given to the impact of canopy shading, to minimise any future conflicts between retained trees and future residents. As part of this application four trees (category B) from tree group 58 (G58) are required to be removed to allow the emergency access, shown on the approved parameter plans, to be formed. Given G58 comprises 119 individual trees, this represents a minimal loss and is therefore considered to be acceptable. One other U category tree (T102) in poor condition is also proposed for removal. There are 66 trees proposed to be planting in this parcel, which represents a net gain of 61 trees which is a significant net gain in terms of trees.
- 8.26 Through the course of the application the position of the Tree Protection Fencing has been extended, so that all Root Protection Areas (RPAs) are included in the Tree Protection Plan and a visitor parking space has been relocated out of the RPA. In addition the Arboricultural Method Statement and Tree Plan have been expanded to clarify how existing trees on site will be protected and the method of construction for the main access to the parcel. With regard to the site access, consideration has been given to the construction of the parcel site access and hoggin path in the vicinity of T98 and T99. A condition is recommended requiring final construction details for both the main access into the parcel and the emergency access prior to implementation of these works.
- 8.27 The landscaping, planting and tree protection proposals are considered to be acceptable, subject to a condition requiring all landscaping in parcel P2.A to be carried out and completed by the next planting season following practical completion of the last dwelling in the phase, a condition requiring the submission of construction details for the access roads and conditions ensuring compliance with the submitted soft landscaping specifications, management and maintenance plans as well as the arboricultural impact assessment and method statement and tree protection plan.

Sustainability

- 8.28 Alongside this Reserved Matters application the applicant has submitted a Sustainability Statement (August 2019) to comply with condition 28 on the outline planning permission. Specifically condition 28 states:

"No development within any Phase shall commence until a strategy outlining details of the sustainable design and construction for all new buildings within that Phase, including water use, building for life standards, sustainable building techniques and technologies and energy consumption maximising renewable resources has been submitted to and approved in writing by the Local Planning Authority. This strategy shall reflect the objectives of Policy 40 of the Chichester Local Plan: Key Policies 2014-2029. The approved strategy shall be implemented for each phase as approved unless any variation is 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".

8.29 The Sustainability Statement sets out the range of sustainability measures proposed in relation to parcel P2.A, with the aim to achieve at least a 10% reduction in energy demand above current Building Regulation standards. These measures include fabric first measures to achieve enhanced building efficiency and the use of solar panels, along with the range of other measures including water efficiency. A detailed consideration of the sustainability measures proposed is outlined below:

Fabric First Approach

8.30 This approach reduces the need to use energy through more efficient construction techniques and is an approach which is widely adopted by the housing industry. As a result of the fabric first approach, the build specification for the proposed dwellings will include enhanced levels of insulation. This will be achieved through upgraded features such as fully filling cavity walls with insulation, fully filling and sealing all party walls, including additional insulation underground floors and enhanced double glazing. The standard specification for Miller Homes is well above the standard Building Regulation requirements, which will reduce the energy demand of these units.

Heating Systems

8.31 The dwellings will be fitted with very high efficiency 'condensing' heating and hot water systems, with an efficiency of approximately 90% and with a Class A energy rating. All boilers installed will be provided to be highly efficient in terms of the energy consumption as well as having the lowest possible emissions. Radiators with thermostatic controls and Zone Control Heating Management System are proposed, to allow for heating to be controlled independently between floors.

Air Tightness

8.32 Well 'sealed' insulated units reduce air leakage and heat loss. The applicant is seeking to reduce the air test rate (reducing air leakage and heat lost) by up to 5m³/(h.m²) at 50Pa from a possible 10m³/(h.m²) at 50Pa as required by Building Regulations Part L. This is a significant benefit over the Building Regulation requirements and as such will result in significantly less heat loss and as such more efficient buildings.

Water Efficiency

8.33 'Low water use' baths, toilets (Dual Flush), taps and showers will be used in the homes to lower the amount of water used to below the required levels for Building Control. This would reduce the amount of water used from an average of 160 litres per person per day to 105 litres per person per day. This exceeds the minimum requirements of 110 litres per person per day set out in Policy 40 of the Local Plan.

White Goods

8.34 The applicant will install and/or give advice to purchasers on 'energy efficient' white goods in accordance with Energy Savings Trust. Any white goods installed by the housebuilder as part of the development will be 'A' rated.

Low Energy Light Fittings and Street Lighting

8.35 Dedicated 'low energy' light fittings (both internally and externally) will be used, an average of between 20-30 lights per property. In addition to low energy light fittings within the homes, the proposals will also include the use solar street lighting, to further reduce energy demand within the parcel.

Renewable Energy

8.36 In accordance with the updated Residential Architectural Design Strategy, the applicants have committed to additional energy reduction through the use of solar panels on plots with maximum solar gain. Specifically the use of solar panels has been proposed, alongside the fabric first measures, to help achieve at least a 10% reduction in energy demand above current Building Regulation standards.

8.37 In relation to parcel P2.A, it is proposed to include 0.5kWp of PV (2 panels, each measuring around 992mm x 1640mm) into all optimal roof slopes located within 25 degrees of south. This will provide solar panels to 24 houses, which equates to 33% of the new dwellings on parcel P2.A. This proposal exceeds the minimum requirement of solar panels on roofs orientated within 20 degrees of south, as set out in the updated Design Strategy. The solar panels will be installed in-roof, rather than atop of a pre tiled roof, to minimise disturbance to the visual appearance of the dwellings. The final configuration of panels to deliver the required kWh requirements will be designed at installation stage, the details of which are recommended to be agreed by condition.

Building for Life 12 Assessment

8.38 Building for Life 12 is a government-endorsed industry standard for well-designed homes and neighbourhoods. The Standards relate to 12 urban design criteria which are used to assess a proposed development. The target is to achieve 9 positive scores out of 12.

8.39 The key criteria can be summarised as follows:

- The development should have obvious character, based either on contemporary architecture or local traditions in building materials and landscaping (Q5).
- Car parking should be adequate and located where it is accessible and likely to be well used (Q10).
- Footways and paths should always be located in places where homes overlook them so no-one feels at risk when using them, especially after dark (Q1, Q7, Q8).
- Bus stops and car parking should not be placed remotely where a lack of overlooking might make crime easier to get away with. Closer bus stops also encourage shifts to more sustainable forms of transport (Q1, Q3, Q10).
- Properties should have clear indications of what is privately owned space and what is shared public realm so passers-by respect the boundaries and residents feel their personal space is protected (Q7, Q11).
- Homes should have appropriate external storage, in particular for bins and bicycles, so that neither are left in the open (Q12).

8.40 The scoring approach is based on a traffic light system with the objective of securing as many greens as possible. Consideration of the Building For Life Standards has been undertaken for the Phase 1 SDL development as a whole. On this basis the assessment, undertaken by the applicant, concludes that parcel P2.A, as a part of the wider development, scores 12 out of 12 positive scores against the identified criteria.

Other Sustainability Objectives

8.41 The Sustainability Statement also highlights the wide range of sustainability benefits which contribute to the delivery of sustainable development and have either already been secured on a site wide basis through the outline planning permission, through approval of the Infrastructure REM or proposed as part of this application. These include:

Promotion of sustainable transport

8.42 A series of mitigation measures have been secured through the outline permission and S106 Agreement. These include bus contributions, contributions for St Pauls Road and Parklands cycle improvements, travel packs for each resident outlining alternatives to the private car, travel vouchers for each household to assist in sustainable transport movements, targets within the Travel Plan to reduce car trips by 15% in 5 years, support for local car club schemes and the provision of a minimum of 3 electric vehicle recharging points (6 bays) in the local centre and 1 electric vehicle recharging points (2 bays) at the Country Park car park. All these measures will support sustainable transport options to help reduce the reliance on the private car. With regard to parcel P2.A, secure cycle parking is proposed for each plot to encourage non car based travel. The parcel has good connectivity to a network of proposed and existing cycle and pedestrian links, both within and outside the West of Chichester SDL site.

Natural Environment

8.43 The Phase 1 SDL site provides significant areas of open space including SANGs, a country park and allotments, together with a range of recreational facilities including sports pitches, formal and informal play areas and the provision of other pockets of green open space. A Sustainable Urban Drainage system is proposed including the use of swales and balancing ponds which will improve water management. In addition, new ecological habitat will be created, including native planting, new landscaping and provision of bird and bat boxes which will enhance biodiversity across the site.

8.44 The Infrastructure Reserved Matters permission (ref CC/18/01587/REM) secured retention of existing mature trees and hedges where possible. The number of existing trees lost by the infrastructure Reserved Matters permission comprised 26 individual trees and 3 sections of hedge. In comparison the number of tree to be planted as part of the Infrastructure Reserved Matters application comprises 13,066 trees within the woodland tree mix and, in addition, 181 extra heavy standard trees, totalling 13,247 trees. Taking into account the 26 trees to be lost, this is a gain of 13,221 additional trees. This would result in a net increase of 13,040 trees within the primary infrastructure areas. With regard to parcel P2.A, the existing boundary trees and vegetation will be retained with only the

loss of 5 trees, primarily to facilitate the delivery of the emergency access required by the approved parameter plans. There are 66 new trees proposed to be planted within parcel P2.A, resulting in a net increase of 61 trees. Bat and bird boxes will also be provided to enhance biodiversity across the parcel.

Conclusion for sustainability

8.45 The energy reduction for parcel P2.A will be delivered through a range of energy efficiency measures comprising of highly efficient fabric and heating systems, together with specifications for low energy lighting and air tight dwellings. Furthermore, a reduction in energy demand will be achieved by installing solar panels on the roofs of 24 of the new homes (33%). The measures included for the dwellings in parcel P2.A demonstrate significant improvements against the current Building Regulations, with a 440,889.46 kWh/year reduction in energy demand, which equates to a 19.78% energy saving and a 11.60% saving in CO₂. This significantly exceeds the target to achieve at least a 10% reduction in energy demand above current Building Regulation standards, set out in the Residential Architectural Design Strategy for the overall site. In terms of Building For Life Standards, parcel P2.A, when considered as a part of the wider Phase 1 SDL development, scores 12 out of 12 positive scores against the identified criteria. The Sustainability Statement also highlights a range of sustainability benefits including promotion of sustainable transport and improvements to the natural environment, which have either already been secured on a site-wide basis through the outline planning permission, and approval of the Infrastructure REM, or are proposed as part of this application. Overall, the proposals represent a high standard of sustainable design and construction and protect and enhance the environment, in compliance with Policy 40 of the Chichester Local Plan.

Updated Residential Architectural Design Strategy

- 8.46 The Residential Architectural Design Strategy for the site has been submitted as part of the current Reserved Matters application, in accordance with condition 27 on the outline permission. The Design Strategy, which sets the overall design principles for the site was considered by the Planning Committee on 12th July 2019, where the Committee resolved to endorse the Design Strategy, but with comments that the developer consider a greater range of design and materials to reflect the climate emergency.
- 8.47 The applicant has submitted an updated Residential Architectural Design Strategy (August 2019) to include principles and an approach for achieving sustainability across the residential elements of Phase 1 of the West of Chichester Strategic Development Location (SDL). The Design Strategy states:

"Miller Homes and Linden Homes are committed to achieving sustainability and developing a sustainable development on the West of Chichester site. Sustainability comprises a range of social, economic and environmental aspects and this development will deliver a significant package of sustainability measures which cover each aspect of sustainability. A review of sustainability measures will be undertaken, in accordance with Policy 40 of the Chichester Local Plan, with the aim to achieve at least a 10% reduction in

energy demand for each parcel [above the current Building Regulation standards on this site. These measures will include fabric first measures (to achieve enhanced building efficiency) and photovoltaic (PV) panels.

Miller Homes and Linden Homes will consider the use of PV panels on roofs orientates within 20 degrees of south, alongside the fabric first measures, to help achieve the 10% reduction in energy demand for each parcel. These roofscapes are shown indicatively on the adjacent plan (figure 3.2), with this orientation maximising the efficiency of solar gain technology on roofscapes with maximum solar gain".

8.48 Figure 3.2 in the design strategy indicatively shows the roof orientation of the dwellings within 20 degrees of south, which represents around 24.8% of roofs across the Phase 1 SDL.

8.49 The Residential Architectural Design Strategy complies with Local Plan Policy, the expectations already set by the outline permission CC/14/04301/OUT and the approved parameter plans. It also addresses the issues raised by the Planning Committee on 12th July 2019 which sought consideration of a greater range of design and materials to reflect the climate emergency. On this basis the Residential Architectural Design Strategy (August 2019 ref CB_70_068 Rev J) is recommended for approval, in compliance with condition 27 of permission 14/04301/OUT).

Significant Conditions

8.50 This is an application for the approval of Reserved Matters and therefore the bulk of the planning conditions controlling and managing the development were attached to the overarching outline planning permission. The outline planning permission contains a number of planning conditions requiring the submission of further details in respect of various matters such as materials and finishes, contaminated land, levels, construction and environmental management plan, hours of construction, ecological construction management plan, landscape and ecological management plan, surface and foul drainage, noise mitigation, archaeology, electric vehicle recharging points, design strategy, sustainable design and construction, utilities infrastructure, fire hydrants, external lighting, and playing field requirements.

8.51 In view of the above, the recommendation below is subject to a limited number of conditions relating to the Reserved Matters including, amongst other things, the carrying out of the development in accordance with the submitted landscaping details, securing tree protection measures, provision of cycle parking, parking and garaging spaces and car turning areas, submission of the details of the emergency access bollards and construction details for both the main access and emergency access in relation to impact on trees.

Conclusion

8.52 West of Chichester is one of the Council's key strategic sites for delivering new housing during the Local Plan period. This Reserved Matters application accords with the principles established by the outline planning permission and the approved parameter plans. Based on the above it is considered the proposal complies with development plan policies and the updated Residential Architectural Design Strategy. The proposed housing mix, layout, detailed design and landscaping are all appropriate to the context of the site. In addition the applicant has included details in relation to sustainable design and construction, to comply with policy 28 on the outline permission, following comments made by the Planning Committee in July 2019. On this basis it is recommended that, subject to the planning conditions set out below, permission is granted.

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 permit is justified and proportionate.

RECOMMENDATION

THAT THE PLANNING COMMITTEE;

A. APPROVE THE WEST OF CHICHESTER RESIDENTIAL ARCHITECTURAL DESIGN STRATEGY (AUGUST 2019), IN COMPLIANCE WITH CONDITION 27 OF THE OUTLINE PLANNING PERMISSION.

B. APPROVE ALL RESERVED MATTERS FOR THE ERECTION OF 73 RESIDENTIAL DWELLINGS WITH ASSOCIATED PARKING, LANDSCAPING, INFORMAL OPEN SPACE AND ASSOCIATED WORKS ON PARCEL P2.A (PURSUANT TO PERMISSION 14/04301/OUT); subject to the following conditions and informatives:-

1) The development hereby permitted shall be carried out in accordance with the plans listed below under the heading "Decided Plans"

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

2) **No development shall commence on parcel P2.A**, including demolition, until protective fencing has been erected around all trees, shrubs and other natural features not scheduled for removal. The development hereby permitted shall be carried out in strict accordance with the Tree Protection Plan (ref. MILL22273_03D) and the Arboricultural impact Assessment and Method Statement (ref. MILL22273aia-amsD), both produced by ACD Environmental and in accordance with the recommendations of BS5837:2012. Thereafter the protective fencing shall be retained for the duration of the works, unless otherwise agreed in writing by the Local Planning Authority. No unauthorised access or placement of goods, fuels or chemicals, soil or other materials shall take place inside the fenced area; soil levels within the root protection area of the trees/hedgerows to be retained shall not be raised or lowered, and there shall be no burning of materials where it could cause damage to any tree or tree group to be retained on the site or on land adjoining at any time.

Reason: To ensure that trees on and around the site are adequately protected from damage to their health and stability and/or amenity value.

3) **No development shall commence on the site access or emergency access serving parcel P2.A** until the final construction and surfacing details for the respective access has been submitted to and approved in writing by the Local Planning Authority. The main site access details shall ensure that the installation of the access implemented in full compliance with the approved Arboricultural Impact Assessment and Method Statement (MILL22273aia-amsD). The construction and surfacing details shall be carried out in accordance with the approved details.

Reason: To ensure the trees are not adversely affected by the construction of the site access and emergency access.

4) All hard and soft landscape works for Parcel P2.A shall be carried out in accordance with the approved details and plans and in accordance with the recommendations of the appropriate British Standards or other recognised codes of good practice. **These works shall be carried out in the first planting season after practical completion of the development or occupation of the last dwelling** whichever is earlier, unless otherwise first agreed in writing by the Local Planning Authority. Any trees or plants which, within a period of 5 years after planting, are removed, die or become seriously damaged or defective, shall be replaced as soon as is reasonably practicable with others of species, size and number as originally approved unless otherwise first agreed in writing by the Local Planning Authority.

Reason: To ensure the provision and establishment of a reasonable standard of landscape in accordance with the approved designs.

5) **No dwelling hereby permitted on Parcel P2.A shall be first occupied** until the vehicular access, roads, footways and vehicle turning spaces serving that dwelling have been constructed, surfaced and drained in accordance with the approved plans. These spaces shall thereafter be retained at all times for their designated use.

Reason: To secure satisfactory standards of access for the proposed development and in the interests of road safety.

6) The emergency accesses and visitor parking areas serving Parcel P2.A shall have been constructed, surfaced and drained in accordance with the approved plans **prior to first occupation of the 69th Dwelling on Parcel P2.A**. The visitor spaces shall thereafter be retained at all times for their designated use.

Reason: To secure satisfactory standards of access and parking for the proposed development and in the interests of road safety.

7) **No dwelling hereby permitted on parcel P2.A shall be first occupied** until covered and secure cycle parking spaces for that dwelling has been provided in accordance with the approved plans.

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

8) **No dwelling hereby permitted on parcel P2.A shall be first occupied** until the vehicle parking and/or garaging provision associated with that dwelling has been constructed in accordance with the approved plans and is ready for use. These spaces shall thereafter be retained at all times for their designated use.

Reason: To provide adequate on-site car parking for the development.

9) **Prior to the first occupation of the 25th Dwelling on parcel P2.A** details showing the location, design, installation and ongoing maintenance of the bollards for the emergency access, including a timetable for their implementation, shall have been submitted to and approved in writing by the Local Planning Authority. The installation and ongoing maintenance of the bollards shall be carried out in accordance with the approved details.

Reason: In the interests of highway safety and ensuring correct operation of the emergency access to the development.

10) Notwithstanding the details shown on the External Finishes Plan (CB_70_068_P2_A_008 rev B), the specific manufacture details and colour of the proposed materials for Phase P2.A shall be submitted to and approved in writing by the Local Planning Authority prior to any construction above slab level. Thereafter the development shall be carried out in full accordance with these details.

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.

Decided Plans

The application has been assessed and the decision is made on the basis of the following plans and documents submitted:

Details	Reference	Version	Date Received	Status
PLAN -	MILL22273 12B	B	14.06.2019	Approved
PLAN -	MLR/E4797/001	C	14.06.2019	Approved
PLAN -	MLR/E4797/002	C	14.06.2019	Approved
PLAN -	MLR/E4797/003	C	14.06.2019	Approved
PLAN -	MILL22273 11C	C	14.06.2019	Approved
PLAN -	MILL22273 03	D	14.06.2019	Approved
PLAN -	CB_70_068_P2_NGC_A_WO_P01	A	14.06.2019	Approved
PLAN -	MILL22273 10A	A	18.04.2019	Approved
PLAN -	CB_70_068_P2_A_NGC_SH_P01		14.06.2019	Approved
PLAN -	CB_70_068_P2_NGC_A_WO_E01	A	14.06.2019	Approved
PLAN -	CB_70_068_P2_A_NGC_SS_02		14.06.2019	Approved
PLAN -	CB_70_068_P2_A_NGC_SS_01	B	14.06.2019	Approved
PLAN -	CB_70_068_P2_A_NGC_SH_E01	A	14.06.2019	Approved
PLAN -	CB_70_068_P2_A_NGC_MA_P01		14.06.2019	Approved
PLAN -	CB_70_068_P2_A_NGC_MA_E02	A	14.06.2019	Approved
PLAN -	CB_70_068_P2_A_NGC_MA_E01	A	14.06.2019	Approved
PLAN -	CB_70_068_P2_A_NGC_HA_P01		14.06.2019	Approved
PLAN -	CB_70_068_P2_A_NGC_HA_E01		14.06.2019	Approved
PLAN -	CB_70_068_P2_A_NGC_EL_P01	A	14.06.2019	Approved
PLAN -	CB_70_068_P2_A_NGC_EL_E05		14.06.2019	Approved
PLAN -	CB_70_068_P2_A_NGC_EL_E04	A	14.06.2019	Approved
PLAN -	CB_70_068_P2_A_NGC_EL_E03	A	14.06.2019	Approved
PLAN -	CB_70_068_P2_A_NGC_EL_E02	A	14.06.2019	Approved
PLAN -	CB_70_068_P2_A_NGC_EL_E01		14.06.2019	Approved
PLAN -	CB_70_068_P2_A_001	A	14.06.2019	Approved
PLAN -	CB_70_068_P2_A_NGC_BR_P01		14.06.2019	Approved
PLAN -	CB_70_068_P2_A_NGC_BR_E02	A	14.06.2019	Approved
PLAN -	CB_70_068_P2_A_NGC_BR_E01	A	14.06.2019	Approved
PLAN -	CB_70_068_P2_A_NGC_AS_P01		14.06.2019	Approved
PLAN -	CB_70_068_P2_A_NGC_AS_E06	A	14.06.2019	Approved
PLAN -	CB_70_068_P2_A_NGC_AS_E05		14.06.2019	Approved
PLAN -	CB_70_068_P2_A_NGC_AS_E04		14.06.2019	Approved
PLAN -	CB_70_068_P2_A_NGC_AS_E03	A	14.06.2019	Approved
PLAN -	CB_70_068_P2_A_NGC_AS_E02		14.06.2019	Approved
PLAN -	CB_70_068_P2_A_NGC_AS_E01		14.06.2019	Approved

PLAN -	CB_70_068_P2_A_NGC_4BH_P01	A	05.08.2019	Approved
PLAN -	CB_70_068_P2_A_NGC_4BH_E01	A	05.08.2019	Approved
PLAN -	CB_70_068_P2_A_NGC_3BH_P03	A	05.08.2019	Approved
PLAN -	CB_70_068_P2_A_NGC_3BH_P02	A	05.08.2019	Approved
PLAN -	CB_70_068_P2_A_NGC_3BH_P01	A	05.08.2019	Approved

PLAN -	CB_70_068_P2_A_NGC_3BH_E04	A	05.08.2019	Approved
PLAN -	CB_70_068_P2_A_NGC_3BH_E03	B	05.08.2019	Approved
PLAN -	CB_70_068_P2_A_NGC_3BH_E02	B	05.08.2019	Approved
PLAN -	CB_70_068_P2_A_NGC_3BH_E01	B	05.08.2019	Approved
PLAN -	CB_70_068_P2_A_NGC_2BH_P03	B	05.08.2019	Approved
PLAN -	CB_70_068_P2_A_NGC_2BH_P02	B	05.08.2019	Approved
PLAN -	CB_70_068_P2_A_NGC_2BH_P01	B	05.08.2019	Approved
PLAN -	CB_70_068_P2_A_NGC_2BH_E03	B	05.08.2019	Approved
PLAN -	CB_70_068_P2_A_NGC_2BH_E02	B	05.08.2019	Approved
PLAN -	CB_70_068_P2_A_NGC_2BH_E01	B	05.08.2019	Approved
PLAN -	CB_70_068_P2_A_NA_SS_01	A	14.06.2019	Approved
PLAN -	CB_70_068_P2_A_NA_SH_P01		14.06.2019	Approved
PLAN -	CB_70_068_P2_A_NA_SH_E02		14.06.2019	Approved
PLAN -	CB_70_068_P2_A_NA_SH_E01	A	14.06.2019	Approved
PLAN -	CB_70_068_P2_A_NA_MA_E01	A	14.06.2019	Approved
PLAN -	CB_70_068_P2_A_NA_MA_P02		14.06.2019	Approved
PLAN -	CB_70_068_P2_A_NA_MA_P01		14.06.2019	Approved
PLAN -	CB_70_068_P2_A_NA_MA_E02	A	14.06.2019	Approved
PLAN -	CB_70_068_P2_A_NA_HA_P01	B	14.06.2019	Approved
PLAN -	CB_70_068_P2_A_NA_HA_E01	B	14.06.2019	Approved
PLAN -	CB_70_068_P2_A_NA_EL_P01	A	14.06.2019	Approved
PLAN -	CB_70_068_P2_A_NA_EL_E01	B	14.06.2019	Approved
PLAN -	CB_70_068_P2_A_NA_BR_P02	A	14.06.2019	Approved
PLAN -	CB_70_068_P2_A_NA_BR_P01		14.06.2019	Approved
PLAN -	CB_70_068_P2_A_GC_WO_E01	B	14.06.2019	Approved
PLAN -	CB_70_068_P2_A_GC_SS_01		14.06.2019	Approved
PLAN -	CB_70_068_P2_A_GC_SH_E03	A	14.06.2019	Approved
PLAN -	CB_70_068_P2_A_GC_SH_E02		14.06.2019	Approved
PLAN -	CB_70_068_P2_A_GC_SH_E01		14.06.2019	Approved
PLAN -	CB_70_068_P2_A_GC_IN_P01		14.06.2019	Approved
PLAN -	CB_70_068_P2_A_GC_IN_E02		14.06.2019	Approved
PLAN -	CB_70_068_P2_A_GC_IN_E01		14.06.2019	Approved
PLAN -	CB_70_068_P2_A_GC_HA_P01		14.06.2019	Approved
PLAN -	CB_70_068_P2_A_GC_HA_E01		14.06.2019	Approved
PLAN -	CB_70_068_P2_A_GAR_07		14.06.2019	Approved
PLAN -	CB_70_068_P2_A_GAR_06		14.06.2019	Approved
PLAN -	CB_70_068_P2_A_GAR_05		14.06.2019	Approved
PLAN -	CB_70_068_P2_A_GAR_04		14.06.2019	Approved

PLAN -	CB_70_068_P2_A_GAR_03		14.06.2019	Approved
PLAN -	CB_70_068_P2_A_GAR_02		14.06.2019	Approved
PLAN -	CB_70_068_P2_A_GAR_01		14.06.2019	Approved
PLAN -	CB_70_068_P2_A_901	C	14.06.2019	Approved
PLAN -	CB_70_068_P2_A_015	A	14.06.2019	Approved
PLAN -	CB_70_068_P2_A_014	B	14.06.2019	Approved
PLAN -	CB_70_068_P2_A_012	B	14.06.2019	Approved
PLAN -	CB_70_068_P2_A_010	B	14.06.2019	Approved
PLAN -	CB_70_068_P2_A_009	B	14.06.2019	Approved
PLAN -	CB_70_068_P2_A_008	C	14.06.2019	Approved
PLAN -	CB_70_068_P2_A_007	B	14.06.2019	Approved

PLAN -	CB_70_068_P2_A_006	B	14.06.2019	Approved
PLAN -	CB_70_068_P2_A_005	B	14.06.2019	Approved
PLAN -	CB_70_068_P2_A_004	B	14.06.2019	Approved
PLAN -	CB_70_068_P2_A_003	B	14.06.2019	Approved
PLAN -	CB_70_068_P2_A_001	D	14.06.2019	Approved
PLAN -	CB_70_068_P2_A_NA_BR_E02	A	14.06.2019	Approved
PLAN -	CB_70_068_P2_A_NA_BR_E01		14.06.2019	Approved
PLAN -	CB_70_068_P2_A_GC_WO_P01	A	14.06.2019	Approved
PLAN -	CB_70_068_P2_A_000	A	14.06.2019	Approved
PLAN -	CB_70_068_P2_A_NGC_3BH_E05	A	14.06.2019	Approved
PLAN -	CB_70_068_P2_A_NGC_BR_P02	A	14.06.2019	Approved
PLAN -	CB_70_068_P2_A_GC_SH_P01		14.06.2019	Approved

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) INFORMATIVE

This permission shall be read in conjunction with the planning conditions imposed on the outline consent 14/04301/OUT, and the associated Legal Agreement, dated 11th April 2018, made under Section 106 of the Town and Country Planning Act 1990.

For further information on this application please contact Joanna Bell on 01243 534734

To view the application use the following link - <https://publicaccess.chichester.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=PQF2S6ER0UX00>