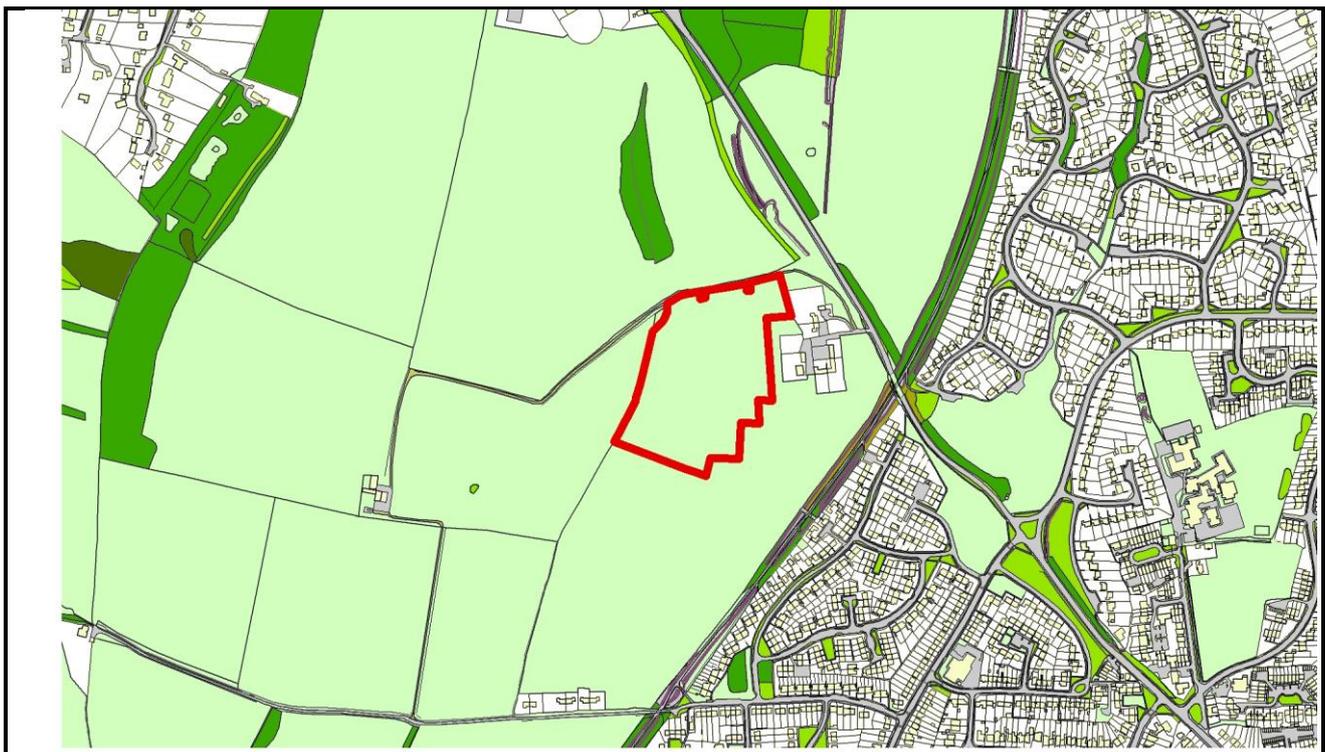


Parish: Chichester	Ward: Chichester West
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CC/19/01531/REM

Proposal	All outstanding Reserved Matters for the erection of 91 dwellings with associated parking, landscaping, informal open space and associated work on Parcel 2B, pursuant to 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	Linden Homes Ltd	Agent	Mr Nicholas Billington

(i) RECOMMENDATION TO PERMIT



	<p>NOT TO SCALE</p>	<p>Note: Do not scale from map. For information only. Reproduced from the Ordnance Survey Mapping with the permission of the controller of Her Majesty's Stationery Office, Crown Copyright. License No. 100018803</p>
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1.0 Reason for Committee Referral

Red Card: Cllr John-Henry Bowden - 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 to the north-east of the overall Phase 1 site and is identified as Parcel P2.B 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 2.89 hectares.
- 2.2 The site lies in close proximity to the SDL's northern access point, with the spine road, located immediately to the north of this parcel. Access to Parcel P2.B is directly off the spine road. A number of existing mature trees are located immediately to the north of the approved spine road and the approved Suitable Alternative Natural Greenspaces (SANGs) land, which incorporates the central green link, is located immediately adjacent to the northern and western boundaries of the parcel. Six residential dwellings (Whitehouse Cottage, 2 New Cottages, White House Farm and 1-3 Whitehouse Farm Barn) accessed off Old Broyle Road, are located adjacent to the eastern boundary of the parcel P2.B. White House Farm is a Grade II listed building.
- 2.3 The site itself is irregular in shape and comprises currently unfarmed agricultural land. In terms of topography, this parcel has significant level changes. The site slopes steeply from east/north-east to the west/south-west, with the highest part of the site on the north-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' adjacent to the western boundary.
- 2.4 The alignment of the strategic waste water pipeline (linking West of Chichester and other strategic developments to Tangmere Waste Water Treatment Works (WwTW) is approved to run through this parcel P2.B.

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 91 dwellings and seeks approval in respect of the appearance of the dwellings, their layout, scale and landscaping for parcel P2.B of the development, at the north-eastern end of the Phase 1 site. This detailed application is for the second phase of house building (the first for Linden Homes) 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.

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

27 Affordable homes

15 x 2 bed houses
10 x 3 bed houses
2 x 4 bed house

[equals 29.7% of the 91 homes proposed on this application. 22 Affordable dwellings have already been granted under parcel P2.A, leaving a further 176 affordable homes to be provided out of the remaining 586 dwellings for the total development of 750]

8 [29.6%] = shared ownership; 19 [70.4%] = affordable rented

64 Private homes

11 x 2 bed houses
41 x 3 bed houses
12 x 4 bed houses

- 3.5 The dwellings are two storey in height, arranged predominantly as a mix of detached and semi-detached properties, with two small terraces (plots 10-13 and 14-16). The overall density of the development on the application site is 31.5 dwellings per ha (dph).
- 3.6 The application proposes a total of 235 parking spaces, 205 of these are to be allocated (168 spaces and 37 garages) and 30 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, predominantly in front of the properties they serve, or occasionally in a small parking court.
- 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, bay windows and projecting chimney features. 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.
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.
19/00178/DOC	PDE	Discharge of Conditions 4 (full re-discharge), 14 and 27 (full discharge), 9, 13, 15, 16, 20, 21, 26, 28, 29 and 31 (part discharge for parcel P1) of planning permission CC/14/04301/OUT.
19/01134/REM	PER	All outstanding Reserved Matters for the erection of 73 residential dwellings with associated parking, landscaping, informal open space and associated works on Parcel 2A, pursuant to permission 14/04301/OUT.
19/02014/DOC	PDE	Part discharge of Condition 5 of Outline Permission CC/14/04301/OUT - Construction and Environmental Management Plan (Parcel P1).
19/02015/DOC	PCO	Part Discharge of Condition 30 (for Parcel P1) 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 of outline permission CC/14/04301/OUT - Archaeology.
19/02127/DOC	PCO	Part discharge of condition 28 (for Parcel P2A) from outline permission CC/14/04301/OUT - Sustainability Statement.
19/02128/DOC	PCO	Part discharge of condition 25 (for Parcel P1) of outline permission CC/14/04301/OUT - levels.
19/02129/DOC	PCO	Part discharge of condition 31 (for Parcel P2A) of outline permission CC/14/04301/OUT - external lighting.
19/02385/NMA	PCO	Non material amendment for permission CC/14/04301/OUT. Change to wording of condition 33 (foul drainage) regarding timing commencement of works.
19/02387/DOC	PCO	Part discharge of condition 20 (Noise Mitigation Scheme) and Condition 21 (Amenity Area Noise Mitigation) of outline permission CC/14/04301/OUT in relation to parcel P2.A.

19/02414/DOC	PCO	Part discharge of condition 26 of outline permission CC/14/04301/OUT - Materials Schedule (in relation to Parcel P2.A)
19/02420/DOC	PCO	Part discharge of condition 28 of outline permission CC/14/04301/OUT - Sustainable Design and Construction details (in relation to Parcel P.2B).
19/02424/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. (scheme 2)
19/02428/NMA	PCO	Non-Material amendments for planning permission CC/14/04301/OUT-Alteration to the wording of conditions 10 and 12.
19/02566/DOC	PCO	Discharge of condition 33 from planning permission CC/14/04301/OUT - sports pitches.
19/02584/REM	PCO	Application for all outstanding reserved matters (layout, appearance, scale and landscaping) following outline planning permission CC/14/04301/OUT, for sports facility consisting of 1x adult rugby pitch, 1x adult football pitch, 1x adult cricket pitch and sports pavilion building with associated drainage, landscaping, parking and other works (Phase 1).
19/02602/DOC	PCO	Part discharge of condition 28 (for Parcel P.3D) of planning permission CC/14/04301/OUT - Sustainability Statement.
19/02626/REM	REC	All outstanding Reserved Matters for the erection of 29 residential dwellings with associated parking, landscaping, informal open space and associated works on Parcel P.3D, pursuant to permission 14/04301/OUT.

5.0 Constraints

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

6.0 Representations and Consultations

6.1 Chichester City Council

Objection.

The materials include a light brick out of character with the local area where red or red/brown is more appropriate, the housing design is generic and not influenced by local design or character, there is little provision for sustainability measures (such as solar panels or electric charging points) and no separate cycleways are proposed. There is insufficient parking with triple parking into garages an unacceptable solution for a third of the proposed properties and no on-street visitor parking provision along the main street.

6.2 WSSC Local Development Division

Additional comments (18 October 2019)

Recommendation - No objection.

The applicant has made amendments to the layout to address comments made by Chichester District Council and other statutory consultees including WSSC. The applicant has made the following changes:

Pavement outside plots 5 - 9 - the applicant has now provided a footpath outside plots 5 - 9. This is welcomed by WSSC and is considered to give a greater degree of priority and benefit to pedestrian movements.

Pavement access to plots 54 and 55 - the applicant has provided a short additional section of footway to provide a means of access between the driveway of plot 55 and the entrance to the property.

Previously WSSC commented that it considered it would be beneficial for the street with plots between 63 and 69 to either be a traditional carriageway with a 2m footpath on both sides or a shared surface street. The applicant elected to have a footpath on one side and a grass verge on the other side. WSSC concluded that the arrangement was not their preference but that it did not warrant a reason for refusal of planning permission and would not cause any undue safety concerns.

Additional comments (11 September 2019)

Recommendation - More information.

Car Parking - Previous comments sought for the dominance of car parking to be broken in certain parts of the site. The request sought to remove some parking around plots 46-51, outside plots 27-30 and plots 31-40 and plots 10 to 14. The applicant has reduced the overall level of car parking to 235 spaces from the previously proposed 238. The applicant is now proposing 168 allocated spaces, 37 garages and 30 visitor spaces. This level of car parking still broadly accords with the likely level of demand for car parking and is unlikely to lead to significant overspill car parking. In terms of reducing the dominance of car parking in certain areas of the parcel the applicant has done the following:

- Plots 46-51 reduced the number of car parking spaces by 2 and increased landscaping
- Plots 27 - 30 reduced the number of spaces by 1 and replaced with landscaping
- Plots 31 - 40 reduced the parking by 1 space and replaced with landscaping but broken other parking up with additional landscaping
- Plots 10 - 14 - replaced 1 car parking space with additional landscaping

The changes have made minor amendments to the level of car parking but have helped break up the dominance of vehicles. The Highway Authority deems the level of car parking acceptable and would not wish to object.

Residential Street Layout - In terms of residential street layout the following issues were previously raised:

- Inconsistent approach to pedestrian provision - the applicant has now provided additional footway provision on the main routes within the site so that both sides of the carriageway have a footpath. However, not all routes which have houses on both sides have a footpath on both sides. Whilst the Highway Authority do not consider this a reason to refuse the application they consider that it would enhance the scheme if a continuous footway was provided on both sides of the road or where appropriate a shared surface road was proposed.
- Road treatments - the applicant has now provided additional treatments in the form of two raised tables on the main route through the site. This is welcomed by the Highway Authority and shall help to control speeds to a 20mph design speed.

Summary

In light of the revised information WSCC does not consider that the reserved matters application for 91 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. WSCC as Highway Authority would recommend that appropriately worded conditions are included on any permission granted that require no dwelling to be occupied until the vehicular access, roads, car parking/garaging areas, cycle parking, footways and turning spaces serving that development have been constructed.

Original Comments (26 July 2019)

Recommendation - More information.

Car Parking

The applicant is proposing a total of 238 car parking spaces. This comprises of:

- 180 allocated spaces
- 30 garages
- 28 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 235 spaces (212 allocated residents parking and 23 unallocated/visitor spaces). The proposed level of car parking is therefore considered to be broadly in line with the overall forecast parking demand and not considered to result in significant levels of overspill car parking taking place on-street.

Whilst the overall car parking provision is considered to be broadly in line with the calculator there are certain areas of the site where the street scene is heavily dominated by parked cars. The areas of concern are:

- Car parking outside plots 46 - 51
- Outside plots 27 - 30
- Outside plots 31 - 40
- Parking associated with plots 10 to 14

It is acknowledged that the applicant has sought to break up the parking with some small areas of landscaping but this is considered to have little impact. Consideration should therefore be given to the potential to break up and soften this parking further. Given that there is a slight over provision of visitor car parking spaces 28 compared with 23 unallocated spaces forecast (5 unallocated for residents and 18 visitors), there is the possibility of removing some of the visitor parking. The most obvious places to remove visitor car parking and replace with landscaping could be adjacent to plot 40, 34 and plot 9. The loss of a few places would not be considered to cause significant overspill car parking but would soften the visual impact of parked cars in areas currently dominated by vehicles.

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 have separate access points which prevent the need for users to carry their bike through the property.

The number, layout and design of cycle parking spaces is deemed acceptable, in line with the WSCC Guidance for Parking in new Residential Developments and is policy compliant.

Road Safety Audit

The applicant states in the Ardent produced Highways Strategy Technical Note that a Stage 1 Road Safety Audit has been commissioned and that a copy of the audit and designers response shall be submitted shortly. To date no RSA has been submitted. The WSCC Road Safety Audit Policy does not require a RSA to be undertaken for new residential estate roads other than where a through route is created, where a bus route is created or where the road serves access to a school or other major community or retail facility. The applicant has however elected to undertake one.

Residential Street Layout

The design and layout of the roads are designed in a way to facilitate a design speed of 20mph. The main road through the parcel has a 5.5m carriageway width and 2m footpath on both sides of the road is proposed. Side access and shared surface roads are 4.8m in width. The applicant has undertaken swept path tracking of a car, fire appliance and refuge vehicle. The tracking demonstrates that the vehicles can negotiate the site within the constraints of the carriageway. Given the nature of the road there are some movements where the refuge vehicle straddles both sides of the carriageway. This is not considered to be a frequent movement and the design and layout of the road would have to be substantially altered to fully accommodate this vehicle on one side of the carriageway; which would be detrimental in other ways.

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

- Pedestrian provision - The pedestrian provision within the site is inconsistent. The main road through the parcel has a 2m wide footway on both sides then there are secondary roads which are not shared surface roads but have no footway just a verge eg between plots 63 - 68. This issue occurs at other areas of the site and should be addressed. The Highway Authority are of the view that shared surface areas can be provided at the end of cul-de-sacs or routes that turn into pedestrian/cycle only routes but that these secondary routes should ideally have a footpath on both sides of the carriageway. This ensures that the route to these properties is fully accessible for all irrespective as to their level of mobility. Whilst not supportive of having a footpath on one side of the road and not the other if this option is chosen appropriate crossing points in the form of dropped kerbs/tacile paving should be provided to ensure safe crossing points to the footway on the other side of the road. The whole parcel should be reviewed and appropriate pedestrian provision provided for the context of the area and its likely use with consideration given to more vulnerable road users.
- Visitor Parking Spaces - random sections of footway are provided around visitor car parking spaces. For clarity WSCC would not insist on these being hardstanding. For example the area of hardstanding around the visitor spaces opposite plots 46 to 51 could all be grass and opposite plots 1 and 2. On another reserved matters application on the site the Highway Authority previously asked for service margins to be of a suitable size around visitor bays but not that hardstanding was provided. Hardstanding would only need to be provided around visitor bays where there is the need for a continuous footway. If there is no need for a footway around these bays it could be a grass verge or landscaped.
- Junctions at side roads - Consideration could 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; especially on the side roads where vehicle flows are low. This would also help define the road hierarchy within the site.

- S38 extent of adoption - these comments are written on the basis that the roads are not being offered up for adoption as per other residential parcels on the site. However, the applicant should confirm if that is not the case. Should the roads be being offered up for adoption or offered at a later date this may result in additional requirements to ensure the roads are adopted.
- Road treatments - from the plans submitted it is not apparent as to the exact nature of the road treatments indicated in red at the crossroads junction (assumed a raised table constructed of blockwork) and the strips as you come off the main roads into the side roads (assumed to be rumble strips). The applicant should provide clarification as to the nature of the treatments. Also, clarification is sought as to the design rationale for having no treatments on the main road running through the site from plots 61/84 to plot 22. Whilst the road has a slight bend in it this is probably the longest straight section in the whole of the parcel. It is not apparent how vehicle speeds will be constrained to be 20mph. Consideration should be given as to whether it would benefit from additional measures to control speeds.

Summary

Clarification should be provided by the applicant to the points raised above and the scheme amended as necessary. WSCC should then be reconsulted on any revised scheme.

6.3 CDC Housing Enabling Officer

Additional comments (11 October 2019)

Since my previous comments, the 'Affordable Housing Addendum Report' has been submitted which gives more details of how the developer intends to build out and meet the requirements of the s106 agreement. This has given me reassurance that most phases of the development will provide as close to a 30/70% split of affordable and market housing as possible and future parcels will deviate by no more than 10% from this.

I do appreciate that on a large strategic site a range of character areas is to be preferred to a single homogeneous build-type across the whole site and so a certain divergence is to be expected. A higher density of units around the village core, close to services, and a wider spacing on the rural edge is acceptable. Half of the 2-bedroom rented units will be houses which helps assuage my concerns about large numbers being let to young families.

The report illustrates that there will be a mix of affordable units throughout the development as a whole with most parcels providing a range of different sizes affordable units, unless the small number on a particular parcel render this impractical.

I am satisfied, subject to getting further details on later phases, that the mix overall for the site is acceptable and consequently I raise no objections to the mix proposed in this application.

Original comments (30 July 2019)

This is the second packet of land of 91 units on the first 750 unit phase of a larger development of 1600 units. A reserved matters application for 73 units has already been made. 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 i.e. (figures in brackets approximate to 750 units proposed):

Market housing (525):

1 & 2 bedrooms	30% (157)
3 bedrooms	50% (263)
4+ bedrooms	20% (105)

Affordable housing (225):	Rented (158)	Intermediate (67)
1 bedroom	10% (16)	20% (13)
2 bedrooms	35% (55)	60% (41)
3 bedrooms	40% (63)	20% (13)
4 bedrooms	15% (24)	

Affordable Housing (27 units)

A 30% quota of affordable units is required (27.3), and 70% of these are affordable rented, in line with the s106. 27 are proposed and the fraction is to be made up by Linden by rounding up to equal or exceed this fraction on a subsequent phase, or should this not happen, to provide the balance of a commuted sum at the end of the development.

As in the first phase 2A, the affordable units are all 2, 3 and 4-bedroomed houses (9, 8, and 2 no. respectively; 47%, 42% and 11%). Again, there are no 1-bedroomed units. I understand on a large site that there should be different character areas to avoid a vast mono-development and this may, though not inevitably, lead to a preponderance of a certain type/size of unit in a particular area. This, and the proximity to the rural edge, was the rationale for the absence of 1 bedroom units on the first phase.

However this phase is set further back so the argument is less persuasive. I have concerns that the s106 requirement of 29 1b flats (based on 225 affordable units) plus a further indeterminate number of 2b flats (should this element of the mix be met by flats rather than houses) will be concentrated largely within the central core.

Affordable rented housing is let at full occupancy, so these 2-bedroom flats, often without gardens, are likely to house children. Those on upper floors are especially unpopular with young families and can be difficult to let. Large numbers of flats in one place, coming forward for letting at the same time, are far from ideal.

If it is intended that the majority of 2-bedroom affordable units are to be provided as houses this will not be a problem. If however a considerable proportion is to be flats I would want to see a better dispersal of them in other medium density areas. The Planning, Design and Access Statement (2.29) itself refers to the need to provide 'a range of dwelling sizes and tenures within each parcel' which is not the case here.

More details, and a broader overview of the distribution of the mix over the scheme as a whole, are needed before I can give a final view of the acceptability of this phase. It would be a great help if a compounded table of both Linden and Miller numbers, and percentages of units per phase and the affordable tenure and type provided, in order to get an overview of 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 is acceptable.

Market housing (64 units)

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

1 & 2 bedroom	17% (11)
3 bedroom	64% (41)
4 bedroom	19% (12)

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 for which there is a larger demand in Chichester, for younger, economically active households and for downsizers.

6.4 CDC Drainage Engineer

Additional comments (16 September 2019)

A revised hard surfacing plan has been provided, which leaves a degree of flexibility as to the potential extents of permeable paving.

However, the revised drainage layout drawing shows very limited proposals for permeable paving. Infiltration must be investigated to its full potential and treatment should be ensured. I would therefore, once again request that no surface water drainage details or plans are listed as approved should this reserved matters application be approved.

[Officer comment: Details are secured and controlled through conditions on the outline permission and will be dealt with separately. The drainage officer is content with this approach]

Original comments (26 June 2019)

The original outline permission has a number of surface water drainage conditions imposed upon it. This application includes some details of the proposed surface water drainage scheme; there are a number of points that will need to be resolved with these at discharge of conditions stage. Therefore, please ensure that no surface water drainage details or plans are listed as approved should this reserved matters application be approved.

The following points should be addressed at discharge of conditions stage.

1. Infiltration test results must be provided. Infiltration must be used where possible. Shallow infiltration tests at formation depths of permeable paving should be conducted.
2. It is stated that impermeable area will be 55% of the total parcel area and not the 60% provided for within the drainage strategy for the infrastructure. To enable a review of the proposals against the drainage strategy I will require that the impermeable area in hectares draining to each outfall is provided.
3. If some attenuation is required within the parcel this could take the form of oversized pipes or tanks.
4. Permeable paving for private driveways and other forms of surface water treatment must be examined. Due to surrounding sensitivities water quality should be ensured prior to discharge to the swales and wider surface water drainage scheme.

The applicant should also look at our checklist for further information on the detail we require for discharge of conditions applications.

6.5 CDC Environmental Strategy Officer

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

6.6 CDC Environmental Co-ordinator

Additional comments (15 October 2019)

With regards to the updated Sustainability Statement and appendix for 19/01531/REM (Parcel 2B), I welcome the commitment by the applicant to implement measures to achieve a reduction in carbon emissions of 19.05% as opposed to the 13.10% originally proposed. This will be achieved by increasing the area of PV installed on the 23 number houses from 7m² originally proposed to 12m².

I consider that a reduction in emissions of 19% is sufficient to meet the requirements of policy 40 within the Local Plan. However para 3.2 within the updated Energy Strategy (11 October 2019) needs further updating as it still refers to the applicant installing an average of 1kWp (approximately 7m²) per house and so needs to be updated to indicate closer to 2kWp per eligible property with approximately 12m² of solar panels on each roof.

Original comments (13 September 2019)

The requirements of policy 40 are, with one exception, qualitative rather than quantitative. The exception is the 110/litres/person/day water efficiency requirements. The background to this is the government's planned introduction of the Zero Carbon Homes standard in 2016. This resulted in the more specific requirements on Policy 40 as originally submitted by the council, being removed by the plan inspector as being superseded by the Zero Carbon Homes standard and therefore no longer needed in a Plan policy. However, following adoption of the plan government then cancelled the introduction of the Zero Carbon Homes standard.

Policy 40 requires that "Energy consumption will be minimised and the amount of energy supplied from renewable resources will be maximised to meet the remaining requirement, including the use of energy efficient passive solar design principles where possible" however this is then qualified by a clause on flexibility "The standards achieved as detailed above may be a matter for negotiation at the time of the planning application, having regard to abnormal costs, economic viability, the feasibility of meeting the standards on a specific site and other requirements associated with the development. This should be based on quantitative financial evidence." So the definitions of minimising energy consumption and maximising renewables are defined by policy 40 in the context of costs, viability and feasibility.

19/1531/REM

This application meets the specific Policy 40 requirement for a design standard of 110l/person/day for water use. On energy use it proposes a mixture of fabric improvements and PV panels on 23 of the homes. This brings a claimed reduction of 13% in energy consumption compared to Building regulations standards (2013) and a corresponding reduction of 13.1% in CO2 emissions. To put this in context, although there is no minimum requirement for energy consumption in Levels 1-3 of the now-abolished Code for Sustainable Homes, the next level down from the 19% standard (level 4) is a 12% reduction, which this proposal exceeds. Therefore it is not unreasonable to compare it to CSH level 3.

Whilst an overall reduction of 13% is clearly not a complete minimisation of energy consumption, the flexibility clause of the current policy allows for this. The proposal certainly meets the requirements of the policy, especially taking into account the lack of specific % reduction criteria within Policy 40 as amended by the Plan Inspector. Refusal of the application on the basis of Policy 40 runs a risk of challenge at appeal, backed up by "quantitative financial evidence" being produced within an overall viability assessment in order to justify the proposed level of improvement above current building regulations. As no specific requirements are set by policy 40 it may be difficult to secure further improvements at this stage.

6.7 CDC Contract Services

Additional comments (17 October 2019)

I have looked at the plans and it looks fine, only one small point:

Where bin collection points have been made available and there is a need to pull bins along a footpath between parking bays. Please could the developer ensure the path is wide enough to minimise the risk of contact with parked vehicles?

Other than the above small point I am happy with the plans.

Original comments (25 June 2019)

Provision of Bins:

Individual properties would require one waste and one recycling bin. These come in two different sizes 140 litre or 240 litre, the general rule is for up to two persons in a household we would recommend 140 litre bins for up to four persons 240 litre bins.

In the instances of communal apartments there are two options available, either individual bins as above or bulk communal bins. If bulk communal bins are preferred then the number of bins required depends on how many apartments they serve. Generally bulk bins have a capacity of 1100 litres, the number of bins required can be calculated by taking the numbers of apartments in the block and multiplying it by 240 (litres), then divide is by 1100 (litres).

Other bin sizes are available (see attached requirements) and the above calculation can be adjusted to reflect this.

Site Layout:

Firstly please refer to our refuse freighter dimensions detailed in the waste storage and collection service guide, Appendix A, page 14. The tracking carried out by the developer needs adjusting as the vehicle used is smaller the vehicles we operate.

The swept path analysis supplied shows the smaller vehicle passing over footpaths, which is concerning. I would like to see an amended swept path using a vehicle of our size and adjustments made to layout to minimise crossing paths. I would ask that attention is paid to the size, weight and turning circle of our freighters. Our freighter should not have to reverse over excessive distances and all turning areas should be sufficient in size to cater for our large refuse freighters. This is especially important in areas where the refuse freighter is required to service a small mews/dead end road. If there is insufficient room for a turning area to be incorporated into a mews/dead end road we would require a communal collection point for bins at the entrance to the road.

All road surfaces should be constructed in a material suitably strong enough to take the weight of a 26 tonne vehicle. I would discourage the use of concrete block paving unless it is of a highway standard, as these tend to move under the weight of our vehicles.

To prevent access issues please may I insist that either parking restrictions are put in place, or adequate visitor parking is provided to prevent visitors from parking at the side of the road. Failure to address this issue at this stage may result in our refuse crew not being able to carry out their collections.

Bin Collection Points:

Generally the collection point should be outside the front of the property just inside the property boundary, at the closest point to the public highway. However in the instances of shared driveways the bins would be required to be presented at the entrance of the driveway.

All communal bin storage areas should be sufficient in size to enable our collection crews to manoeuvre the bins out for emptying without the need to move other bins first. Further guidance is available in our standard waste requirements.

6.8 CDC Conservation and Design

Design Comments

The scheme as submitted required amendments to improve the street scenes, elevations and fenestrations. Through a number of discussions and revisions to the scheme improvements have been secured.

It was considered that some areas of the development lacked variation in the street scene repeating housing types without sufficient variation. Whilst not all suggested improvements have been implemented there have been positive alterations made. Suggestions put forward for improving the variation within certain areas included the addition of front gables and chimneys, changes to the material palette, adding variety to porch types and varying fenestration. These have all been given some additional consideration within the revised scheme.

It was considered particularly important to address the lack of variation along the main route running North to South through this phase of the development. Front gables and tile hanging was added which has addressed the concerns regarding the repeated house types and form and resulted in a more varied street scene on a prominent route. Corner plots were considered to require additional interest to the side facades particularly where these are proposed on prominent junctions. Many of the corner side elevations initially lacked interest despite their key visibility within the street scene. Suggestions made to add interest to these included projecting chimneys, bay windows, fenestration alterations and material variation. Whilst not all suggestions have been implemented a good number of projecting chimneys have been added providing the elevations with greater depth and interest. Additionally corner plots particularly at crossroad do show variety in the material palette.

Chimneys were also suggested to help break up large expanses of uninterrupted ridge line and overcome the appearance of significant height differences in part due to topography and others due to differing heights of housing types. Whilst chimneys have not been added to all the suggested locations a good number of chimneys have been added. This has helped to break up the appearance of large expanses of roof line and alleviate the appearance of the height changes in certain areas.

When submitted the application included the use of white render on some of the proposed houses. Given recent examples of staining to render which can be very detrimental to the appearance of both the house and the street scene it was suggested that render be removed from the material palette. In order that a level of variety in the materials is retained painted brick work has been proposed instead. This is considered to be a preferable alternative.

Should consent be granted it should be with conditions requiring material samples to be provided and approved. The verge details for all roofs (main roofs, garages and pitched roof porches) remains an important issue. The use of dry ridge caps that obscure the barge boards negatively impact the visual appearance of roofs making the edge detail appear heavy and at risk of fading. This is a matter that should and can be resolved by condition requiring details of the verge to be submitted for approval.

Building For Life comments

(i) Connections

Consideration has been given to the site connections both within the development area and out to its immediate surroundings. The site is sloping and in places this has presented challenges resulting in some areas of disconnect due to the constraints of topography. However on the whole connectivity for pedestrians, cyclists and vehicles has been incorporated and considered as part of the design.

The layout of proposed pedestrian and cycle routes have avoided locations where passive surveillance would not be possible such as to the rear of housing and are instead located in open space or in front of housing. This has also reduced the exposure to rear access and backs of properties resulting in better security across the site.

(ii) Facilities and Services

Facilities and services have been considered on a larger scale as part of the whole development. The site is well located for use of existing services and additional services are to be provided within the new local centre the location of which has been carefully considered.

(iii) Character and Context

The proposed housing has taken the design route of a traditional appearance. It is not considered that the design of the individual houses achieves innovative design or design of particular architectural merit. However consideration has been given to materiality within the existing context of the site and this has been incorporated within the house types providing visual connection to the local character.

The development considered as a whole will have character zones distinguished through the varying density and heights with these increasing towards the new local centre. Additionally changes in the road surfaces also provide variation and character defining the more predominant routes and the secondary routes in the site.

Where possible mature trees have been retained and new trees are proposed particularly to the edges of the site. The green character is furthered through the network of green routes which will provide cycle and pedestrian route of varying character and quality within the site.

The proposals for the site have worked with the existing sloping topography with the main routes being situated along contours enabling these main routes to be more level. Rear gardens have been positioned to assist with the level changes and buildings at higher level maintain a good distance to those at lower levels helping to minimise the chance of perceived overbearing.

Whilst there are repeated house types some is necessary to retain the integrity of the development. Consideration has been given to providing variation both in the form of the houses and materiality.

(iv) Streets and Spaces

In both parts of the development designed to date the streets are defined by buildings and where possible corners within the development have been considered through the use of a building that is designed to avoid blank or uninteresting facades fronting the street.

Street hierarchy has been designed within the scheme and as mentioned previously will add to the character of the development through the use of varying surface finishes and changes from routes with pavements to shared surfaces.

There are some areas within the development where parking is located to the front of the properties. However it is considered this has been kept to a minimum and where possible parking is provided separately or to the side of the house avoiding long lengths of parking in front of properties. A variety of parking solutions has been used and where parking in front of properties has been found to be the only viable option this has been visually broken up through the use of planting.

Visitor parking has been distributed relatively evenly throughout the site and are clearly defined. Rear parking courts have been avoided which is positive as it promotes passive surveillance of car parking areas and improves the perception of safety.

6.9 Third Party Objection

9 Third Party letters of objection, including a letter from the Chichester Society, 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

- Development traffic would add to the existing traffic issues and increase risk to pedestrians and cyclists, including school children
- Increased traffic movement will increase the volume of the already peak time slow moving/stationary traffic travelling south on the B2178
- No traffic measures to improve safety and congestion proposed for Old Broyle Road and St. Pauls Road
- It is already difficult to cross the Old Broyle Road at the junction to the East Broyle Estate

- Further permission should be withheld until access and safety problems at St Paul's Road/Sherborne Road/Norwich Road junctions are resolved
- Site access is near the old bridge and Old Broyle Road is narrow along the stretch near the site access.
- Pavement adjacent to Old Broyle Road is narrow and overgrown and should be widened and maintained to provide a safe walking route
- 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 - the views of local cycling campaigners should be sought
- Missed opportunity for a direct, pleasant footpath into the city - Please consult Friends of Centurion Way group
- Tandem parking results in a difficult user experience
- Parcel B, like Parcel A, is remote from all community facilities and the current 2 hourly bus service into the City produces a car dependent settlement. This is exacerbated by the lack of permeability out of the site for cyclists and pedestrians.
- Query on measures required during construction to ensure safety of pedestrians and cyclists
- How will a safe cycling route be provided from this phase into the City?
- No plans for A27 upgrade in place or expected for some time - why development is being permitted in the absence of required infrastructure improvements?

c) Design

- Harm to the unique character and appearance of the City of Chichester
- Disappointing architectural character studies, particularly lack of chimneys or 2.5 storey features
- House styles look like part of a standard national palette for Linden Homes
- The supposed character zones offer minimal variety and contrast
- Materials do not represent the vernacular of the location. There is an excess of simple brick finish. External finishes should be amended to include a mix of brick, flint and weather-boarded buildings (oak and stained timber), to avoid yet another bland estate and help development to integrate with its surroundings
- More articulation of facades required to improve place making and to add architectural interest
- Development should be high quality, architecturally interesting and attractive
- All the housing is two storey and equal height, which does not reflect how historic development would have evolved. Request some variability in height from bungalows rising to say 2.5 storeys
- Houses should be re-orientated to provide security through overlooking for public open spaces
- Lighting should be designed to minimise impact on existing neighbouring properties and only serve the direct needs of the new scheme

- d) Housing
- The affordable and shared ownership housing is clustered and identified as closest to traffic noise
 - Need houses at affordable rents, not more houses to buy
 - Single storey housing with level access should be provided
 - Is this site being required to provide serviced self-build plots? This would help break up the uniformity of designs
- e) Landscaping
- Need a landscaping proposal for the buffer zone between parcel B and Whitehouse Farm
 - Soft landscaping/planting should be provided at the outset of the development process to maximise the screen to existing properties
 - How will the green spaces be maintained?
- f) Climate Change emergency
- New builds should have a zero carbon footprint
 - Should be of passive house standard
 - Dwellings will not be of the passive house standard, despite extra solar panels
 - This as a unique opportunity for Chichester to lead the way in sustainable development
- g) Pollution
- Development will contribute to air pollution getting more severe
 - Construction traffic over a considerable period of time will result in harm to the health of elderly residents and school children
 - Congestion from the junction of Little Breach/St Pauls Rd down to the Churchside roundabout is already a Public Health hazard with the pedestrians, cyclists and residents exposed to Fine Particulate spikes. While complying with statutory Air Quality monitoring, the Council could be doing more to ensure the public are not being incrementally exposed to high levels of Fine Particulates
 - Please demonstrate that pollution modelling data supports this application and that Public Health impacts are fully considered
- h) Insufficient timescales for consultation
- i) Water supply
- The new development will sever the line of the water supply to the existing properties around White House Farm. Please ensure that the developers have identified this and confirm plans on how they will re-provide this supply

6.10 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
- ii. Layout
- iii. Scale and appearance
- iv. Landscaping
- v. Sustainability

i) Principle of Development

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 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.B.

8.3 As part of the first reserved matters application for residential development (ref: 19/01134/REM), a Residential Architectural Design Strategy (required by condition 27 on the outline planning permission) was approved. 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 assesses this proposal against the Residential Architectural Design Strategy 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 the layout of the site, the scale and appearance of the buildings and landscaping comply with the parameters plans approved as part of the outline application and the approved 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.

ii) Layout

8.5 The submitted layout of the development does not depart in any significant way from the approved parameter plans forming part of the outline planning permission and demonstrates compliance with the approved Residential Architectural Design Strategy.

- 8.6 The site layout plan shows the principal access into the parcel off the approved spine road to the north. Two further access points are proposed off the spine road, one serving a tertiary road running through the parcel and another leading to a private drive serving three dwellings. The proposed road network through the parcel promotes a main 5.5m wide secondary route, with 2m wide footpaths on both sides, running through the parcel and continuing into future parcels to the south. Branching off the secondary route, the perimeter block structure provides a coherent and legible sequence of 4.8m wide tertiary streets and shared surface private drives, throughout the parcel. The proposed perimeter block structure has been designed to maximise the connections and permeability through the development. A raised table gateway feature has been approved at the entrance of the parcel (permitted under the REM application 18.01587/REM), which acts as an indicator to motorists that vehicles are entering a residential zone.
- 8.7 The site layout plan has been amended during the consideration of the application to include pavements on both sides of the road from plots 5/90 round to plots 87/16, from plots 25/71 to plots 26/69 and in front of plots 43, 44 and 55 with increased landscaping and level access added for plot 54. A pavement is also proposed on the southern side of the road from plots 55-60, which achieves a balance between providing a safe and convenient environment for pedestrians whilst continuing to provide space for important frontage planting. WSCC highways has concluded that this arrangement does not warrant a reason for refusal of planning permission and would not cause any undue safety concerns. The area of shared surface has been increased between plots 43/26 and plots 37/34 and the isolated pavement around the visitor spaces in the SANGs has been removed to retain the rural feel of the SANGs. At the request of WSCC highways, two additional raised tables (in charcoal blockwork) have also been added along the secondary route, which will encourage lower speeds whilst also improving pedestrian priority at the junctions. Finally, the parking layout has been amended and slightly reduced (3 fewer spaces) to facilitate additional planting between parking spaces, which has helped break up and soften areas of hard standing. It is officers' view that the proposed layout satisfactorily meets highways, landscape, design and accessibility considerations.
- 8.8 In consideration of the layout, the comments of WSCC Highways are set out in some detail at paragraph 6.2 above. The conclusion, after amendments 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 235 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.

- 8.9 Given the nature and design of the road (a 20mph design speed and the likely low level flow of traffic) WSCC are not seeking 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 and would further urbanise the appearance of the development. Furthermore, the raised table features within the parcel also act as highway features to alert drivers they are entering and travelling through a quieter residential zone where pedestrians and cyclists should be given extra consideration and priority.
- 8.10 Parcel P2.B is characterised by the combination of the location of the spine road to the north and the green edge comprising the central green link to the west. The overall block structure of the development, together with the road positions and design of the streetscape, has also been heavily influenced by the steep topography of the site. Property frontages have been orientated to address the streets, with double fronted dwellings proposed to successfully address corners. Development frontages vary to respond to the landscape setting and the street hierarchy. To the north and west the properties front onto the spine road, with significant trees beyond and onto the central green link/SANGs land respectively. Development frontages have more irregularity to the west, typically with larger properties in larger plots, to assist with the integration of the development within the landscape and existing topography. To the centre, the development has a more contiguous frontage which reinforces the character of this part of the parcel and the status of the secondary (central) road running through the centre of the site. To the east of the site, the development layout sensitively responds to the buffer with White House Farm, a grade II listed building, which was secured through the approved Parameter Plan.
- 8.11 The approved quantum of development parameter plan prescribed a lower density of housing, 20-25 dwellings per hectare (dph), on the eastern side of the parcel. A medium density area of housing was envisaged (25-35dph) over the majority of the parcel. The proposals, the subject of the current application, achieve an overall density of 31.48dph, comprising a density of 32.65dph in the main part of the parcel (medium density area) and a density of 25dph on the eastern side of the parcel (low density area). This is in conformity with the quantum of development parameter plan.
- 8.12 The housing layout has been designed to integrate the affordable housing units across the development parcel. The affordable units are set within four distinct clusters, comprising two mixed tenure clusters of 8 and 11 dwellings respectively, an affordable rented cluster of 6 dwellings and a pair of semi-detached shared ownership dwellings. 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.

- 8.13 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 11m. Rear gardens are typically 10m long, with a mixture of walls and fences enclosing 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. A number of amendments have been made to the side facades of the properties on corner plots to add interest, particularly where these are on prominent junctions. Such amendments have included the addition of projecting chimneys and a variety in the material palette, as outlined in the Conservation and Design officer's comments at paragraph 6.8 above.
- 8.14 Following the receipt of amended plans, the applicant has demonstrated acceptable tracking of refuse vehicles to the Council's standards and no operational concerns have been raised by Contract Services in respect of the manoeuvrability of refuse lorries. The applicant has confirmed that in relation to bin collection points, where there is a need to pull bins along a footpath between parking bays, the path provided will be in excess of a metre wide. The width of bins provided to residential dwellings is normally no more than 58 cms (based on a 240litre bin required by CDC Waste Storage and Collection guidance) which will provide sufficient room for bins to be moved between cars to the bin collection point, with enough clearance to minimise the risk of knocking parked cars. The layout has also been designed to discourage crime and adopts Secured by Design principles across the site.
- 8.15 The strategic waste water pipeline (linking West of Chichester and other strategic developments to Tangmere WwTWs) is approved to be installed across and within the SDL development area. The pipeline alignment will predominantly follow the route of the Spine Road, however in order for the pipeline to connect to the pumping station to the south-east of the SDL site, the pipeline alignment will run through this parcel of the development. Through parcel P.2B, the alignment for the strategic pipeline will follow the line of the secondary (central) road, thereby partly dictating the form and structure of the central road and the development on either side to ensure a 3m easement either side of the pipeline is maintained.
- 8.16 Overall, the proposed layout is considered to comprise an appropriate response to the characteristics of this parcel, which provide a semi-rural context to the development and have high visibility due to the topography of the parcel.

iii) Scale and appearance

- 8.17 The application, which comprises two storey dwellings with single storey garages, provides an appropriate scale of development and complies with the approved building heights parameters plan. The scale of the proposed development, which is set on land which has significant level changes, will fit in with the existing topography and will not compete with the landscape setting, particularly the central green link and its valley setting. Within this context, the scale and rhythm of the dwellings is considered acceptable.

- 8.18 As identified in the approved Residential Architectural Design Strategy, parcel P2.B is located within the Northern Area character area. 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.
- 8.19 In terms of appearance, the application proposes dwellings constructed principally of red/multi stock bricks with feature brick detailing/banding and decorative tile hanging on some properties. Flint blockwork, with brick quoins and more detailed window forms, are proposed on 3 focal dwellings, specifically for the gateway property at the site entrance, one property at the junction of the spine road and the secondary route and one property on the corner of the spine road and the central green link. There is also a limited use of a white painted brick. Bay windows have been proposed to provide interest and enhanced natural surveillance. 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 palette 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. Whilst the City Council have raised concern regarding the colour of the proposed brick, the proposed materials would represent an aesthetically pleasing palette, further control of which is governed by condition 26 of the Outline Permission, which requires the submission and approval of details.
- 8.20 Through the course of the consideration of the application, amendments to the scale and appearance of the dwellings have been submitted, which improve the street scenes, elevations and fenestrations. As outlined in the Conservation and Design officer's comments above (at paragraph 6.8) the revisions to the scheme have secured a number of improvements. In particular, front gables and tile hanging has been added to address concerns regarding the lack of variation of the repeated house types along the secondary (central) road running through the parcel; a variety in the material palette and projecting chimneys have been added to the side facades of a number of corner plots particularly, on prominent junctions and in areas of key visibility within the street scene, to provide greater articulation and interest; additional windows have been added to a number of plots to provide greater articulation and added natural surveillance; the overhang of the eaves has been increased on a number of plots; a variation to porch types and fenestration has been added and a number of chimneys have been added to roofs, to help break up the appearance of large expanses of uninterrupted ridge lines and alleviate the appearance of the significant height changes in certain areas, which are part due to topography and part due to differing heights of housing types.
- 8.21 The scale of the properties, the design approach, with amendments, and the overall external finishes comply with the principles established in the approved 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 and a condition requiring details of the verge details for all roofs to be submitted for approval, it is considered that the scale and appearance of the dwellings is acceptable.

iv) Landscaping

- 8.22 The application site has mature trees adjacent to its northern boundary, within the SANGs land, which continue round to the west to link into the open space comprising the SANGs central green link. This green link defines the western edge of the parcel, allowing for views and providing a landscape setting along this boundary.
- 8.23 The submitted landscaping drawings show this parcel of development framed by this existing mature landscape to the east (part), north and west, which provides an important setting. The proposals have been designed to respect and enhance the character of this landscape setting as well as incorporating landscape features, including structural trees, hedges and shrub planting, grassed areas and informal wildflower meadows within the residential development itself.
- 8.24 In addition to the soft and hard landscape proposals, the application also includes a landscape strategy, soft landscaping specification, soft landscape management and maintenance plan, tree protection plan and an Arboricultural Impact Assessment and Method Statement for parcel P2.B. The landscaped edge, along the western, northern and part of the eastern boundaries, has been designed to be part of the open space network and incorporates wildflower rich grassland areas and large native trees (including Alder, Lime, Hornbeam, Birch, Beech and Cherry) and under-storey planting, to increase visual amenity and soften views into the parcel as well as enhancing biodiversity.
- 8.25 Structural trees, including Hornbeam, Acer, 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, hedges, amenity grass and smaller trees are proposed. The secondary road, which runs through the centre of the parcel, will have regularised, compact shaped shrub planting and a limited variety of tree planting defining front gardens and providing focal points along the road, to provide a semi-formal tone which will work alongside the regularised building frontages on this street. The key principle for the landscaping within the parcel as a whole is to work with the levels to create a landscape character that softens the built form.
- 8.26 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 will be laid in either bracken or charcoal block paving, with linear shrub planting beds and trees proposed between parking bays to soften the predominantly hard landscape. The amount of new planting, to break up parking areas, has been increased during the consideration of the application.
- 8.27 The applicant has appropriately considered the potential impact of the development on 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. No trees are proposed to be felled as part of this application. There are 93 trees proposed to be planted in this parcel, which is a significant gain in terms of trees.

8.28 The landscaping, planting and tree protection proposals are considered to be acceptable, subject to a condition requiring all landscaping in parcel P2.B to be carried out and completed by the next planting season following practical completion of the last dwelling in the phase 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.

v) Sustainability

8.29 As part of this Reserved Matters application the applicant has submitted a Sustainability Statement (October 2019 V2). The Sustainability Statement sets out the range of sustainability measures which have either already been secured on a site wide basis through the outline planning permission or through approval of the Infrastructure Reserved Matters (REM) or are proposed as part of this REM application, 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.

8.30 Policy 40 of the Local Plan relates to sustainable design and construction and sets out a list of criteria relating to sustainable design and construction. For all new dwellings and non-domestic buildings the policy requires evidence to demonstrate the listed criteria have been considered (proportionate to the scale of the development). The criteria within policy 40 are, with one exception, qualitative rather than quantitative. The exception is the 110/litres/person/day water efficiency requirements. With regard to energy consumption, criterion 5 of policy 40 requires that "Energy consumption will be minimised and the amount of energy supplied from renewable resources will be maximised to meet the remaining requirement, including the use of energy efficient passive solar design principles where possible." This is, however, then qualified by a clause on flexibility which states "The standards achieved as detailed above may be a matter for negotiation at the time of the planning application, having regard to abnormal costs, economic viability, the feasibility of meeting the standards on a specific site and other requirements associated with the development. This should be based on quantitative financial evidence." The requirement to minimise energy consumption and maximise renewables are defined by policy 40 in the context of costs, viability and feasibility.

8.31 Each of the 10 criteria in policy 40 are listed below with an explanation of what is proposed, both in relation to this reserved matters application and, where applicable, the overarching outline permission for the Phase 1 SDL.

1. *How the proposal aims to protect and enhance the environment, both built and natural. Where this is not possible, how any harm will be mitigated*

8.32 Ecological surveys and a Landscape and Visual Impact Assessment (LVIA) were submitted and considered as part of the outline planning application. The granting of the outline permission has established that the impact of a residential led mixed use development could be successfully assimilated into the landscape, subject to compliance with the approved Parameter Plans. Planning conditions and the S106 Agreement has secured a number of ecological measures, including mitigation, as well as the securing of the SANGs land and country park. The detailed landscape plans submitted as part of this REM application are discussed in detail above (paragraphs 8.22 – 8.28) and ensure that the development protects the existing landscape and environmental features as well as introducing new tree and shrub planting, which, where possible, has been selected to encourage biodiversity. Recommended conditions 2, 6 and 11 below provide further requirements and/or protection in this regard.

2. *The proposal achieves a minimum [sic] of 110 litres per person per day including external water use*

8.33 This applicant has confirmed that the houses will be designed with 'low water use' baths, WC (dual flush), taps and showers to achieve 110 litres per person per day. This would meet the requirements of Policy 40 and result in a reduction in water use of 31 litres per person per day, when compared to 141 litres per person per day, which is the current average used in the United Kingdom (160 litres per person per day for unmetered properties). Part G2 of current Building Regulations deals with water efficiency of new dwellings. It sets a requirement that the potential consumption of wholesome water by persons occupying a new dwelling must not exceed 125 litres per person per day or where the planning permission makes it a condition the requirement must not exceed 110 litres per person per day. A condition is recommended to this effect.

3. *New development complies with Building for Life Standards or equivalent replacement national minimum standards, whichever are higher by ensuring it is accessible to all, flexible towards future adaptation in response to changing life needs, easily accessible to facilities and services and takes into account the need for on-site waste reduction and recycling*

8.34 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.B, as a part of the wider development, scores 12 out of 12 positive scores against the identified criteria. The conservation and design officer have provided a detailed critic in relation to connections, facilities and services, character and context and streets and spaces.

4. *Where appropriate, the proposals apply sound sustainable design, good environmental practices, sustainable building techniques and technology, including the use of materials that reduce the embodied carbon of construction and the use of re-used or recycled materials*

8.35 The proposed development incorporates sustainable design, good environmental practices and sustainable building techniques and technology. In particular the development proposes the use of the fabric first approach, very high efficiency condensing heating and hot water systems, the use of water efficient features, low energy light fittings, well sealed insulated units to reduce air leakage and heat loss and installation of 'A' rated white goods.

Fabric First Approach - 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 fully filling cavity walls with insulation, fully filling and sealing all party walls, including additional insulation underground floors and enhanced double glazing. This will result in average U-values which are considerably better than those required by Part L of the Building Regulations (20% improvement for main external walls and 44-48% improvement on ground floor), which will reduce the energy demand of these units.

Heating Systems - 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. Radiators with thermostatic controls and Zone Control Heating Management System are proposed, to allow for heating to be controlled independently between floors.

Low Energy Light Fittings - 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, the proposals will explore the opportunity to include solar street lighting, to further reduce energy demand within the parcel.

Air Tightness - 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) from 10m³/hm² (as required by Building Regulations Part L) to 5m³/hm². This will result in significantly less heat loss and as such more efficient buildings.

8.36 In accordance with the approved Design Strategy, it is proposed to provide solar panels on all roofs orientated within 20 degrees of south, which equates to 23 houses (25% of all the new dwellings on parcel P2.B). This will deliver approximately 12m² of solar panels on each of the 23 houses. This will deliver a total of 276m² of solar panels providing at least 42.k KWp. 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 kWp requirements will be designed at installation stage, the details of which will be required under condition 28 on the outline planning permission.

5. *Energy consumption will be minimised and the amount of energy supplied from renewable resources will be maximised to meet the remaining requirement, including the use of energy efficient passive solar design principles where possible*

8.37 The building techniques and technology outlined above under criterion 4 above, will result in a reduction of 28,662 kg/CO₂/year which will deliver a 19.05% reduction in CO₂ emissions. This is in excess of the 10% reduction on current building regulation standards, which is set as the minimum objective in the approved Design Strategy.

6. *The proposals include measures to adapt to climate change, such as the provision of green infrastructure, sustainable urban drainage systems, suitable shading of pedestrian routes and open spaces and drought resistant planting/landscaping*

8.38 As set out by the outline planning permission and related conditions, the creation of a Sustainable Urban Drainage system (SuDs) is required, which incorporates climate change capacity. The proposed SuDs, Country Park, SANGs land and formal sports pitches provide a substantial network of linked green infrastructure and open space. Landscaping of parcel P2.B is considered in detail above and includes details of appropriate planting.

7. The historic and built environment, open space, and landscape character will be protected and enhanced

8.39 As part of the outline planning application, the applicant's submitted a Heritage Statement. This Heritage Statement, which included an assessment on the significance and setting of Whitehouse Farm, concluded that the development of the Phase 1 site will have no direct impacts on the built historic environment and that any likely indirect harmful impacts (on the settings of built heritage assets) will be less than substantial to those assets' significance. The approved Parameter Plans incorporate a buffer around Whitehouse Farm and conditions on the outline planning permission required further investigations with regard to archaeology. The impact on the existing landscape character is considered as part of this REM application.

8. The natural environment and biodiversity will be protected and/or where appropriate provision will be made for improvements to biodiversity areas and green infrastructure

8.40 With regard to protecting the natural environment and improvements to biodiversity areas and green infrastructure, the approved Parameter Plans establish a significant area of open space including the country park, SANGs land, SUDs, formal sports pitches and allotments. This provides a substantial network of linked green infrastructure and open space throughout the SDL site. As part of the consideration of the outline planning application, a number of ecological surveys were submitted by the applicant including habitats, dormice, bats, badgers, winter birds and breeding birds as well as a review of local biodiversity records. Within the wider SDL site there will be ecological habitat creation within the SANGs land, including the SUDs. 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.

8.41 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 trees 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. New tree planting is also proposed throughout the whole of the SDL phase 1 site. With regard to parcel P2.B, the existing boundary trees and vegetation will be retained and 93 new trees proposed to be planted. Bat and bird boxes will also be provided to enhance biodiversity across the parcel.

9. *The development is appropriate and sympathetic in terms of scale, height, appearance, form, siting and layout and is sensitively designed to maintain the tranquillity and local character and identity of the area; and*

8.42 The capacity of the site in terms of dwelling numbers, together with their height, density and general layout was all considered as part of the outline planning application. This REM application follows the approved Parameter Plans, and for the reasons set out in the "layout" and "scale and appearance" sections above it is considered that the appearance, form, siting and layout of the dwellings in this parcel have been sensitively designed to maintain the local character of the area and respond to its landscape setting while making the most efficient use of the land.

10. *The reduction of the impacts associated with traffic or pollution (including air, water, noise and light pollution) will be achieved, including but not limited to the promotion of car clubs and facilities for charging electric vehicles.*

8.43 The impact of the development in terms of traffic and pollution was considered as part of the outline planning application. The S106 Agreement and conditions on the outline planning permission secure a number of detailed requirements and measures relating to traffic and pollution, including a bus services contribution, a Parklands cycle improvements contribution, a St Pauls Road cycle improvements contribution, travel plans in relation to the residential development and the education facility and 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 SANGs car park. The approved Parameter Plans set out the approved cycleways and footways within the site and indicate their connection into the wider network. With regard to parcel P2.B, secure cycle parking provision is proposed for each plot on the parcel.

Conclusion in relation to sustainability

8.44 The measures included for the dwellings in parcel P2.B demonstrate significant improvements against the current Building Regulations. The inclusion of solar panels to the roofs of 23 dwellings, together with the fabric first measures, the highly efficient heating systems, specifications for low energy light and air tight dwellings, will result in a total reduction of CO2 emissions of 28,662 kg/CO2/year, which equates to a 19.05% reduction in CO2 emissions. 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. 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.

Significant Conditions

- 8.45 This is an application for the approval of Reserved Matters and it should be noted that 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. These details will require approval by the Council under separate discharge of condition applications.
- 8.46 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, ecological mitigation and sustainability measures as well as the provision of cycle parking, parking and garaging spaces and car turning areas.

Conclusion

- 8.47 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 approved 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. On this basis it is recommended that, subject to the planning conditions set out below, permission is granted.

Human Rights

- 8.48 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

PERMIT 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.B**, 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. LIN22407-03D) and the Arboricultural Impact Assessment and Method Statement (ref. LIN22407aia-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) Notwithstanding the details shown on the External Finishes Plan (drawing number CB_70_068_P2_B_008G), the specific manufacture details and colour of the proposed materials for Parcel P2.B 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.

4) **No development above slab level shall commence on plots 3, 63 or 84 of parcel P2.B** until a sample panel(s) of flint has been constructed and made available for inspection on site, to accurately reflect the proposed bond, coursing and finish of the material and the type, composition and profile of the mortar. The flint sample panel(s) shall be approved in writing by the Local Planning Authority before work commences on the flint elevations. The approved flint sample panel(s) shall be retained on site until the work is completed on plots 3, 63 and 84 and the work shall be carried out in full accordance with the approved details.

Reason: To ensure the materials and finishes to be used are appropriate in the interest of amenity and to ensure a development of visual quality.

5) **No development above slab level shall commence on parcel P2.B**, until verge details for all roofs (main roofs, garages and pitched roof porches) have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in full accordance with the approved details.

Reason: To ensure the finishes to be used are appropriate in the interest of amenity and to ensure a development of visual quality.

6) All hard and soft landscape works for parcel P2.B 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.

7) **No dwelling hereby permitted on parcel P2.B 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.

8) The visitor parking areas serving parcel P2.B shall have been constructed, surfaced and drained in accordance with the approved plans **prior to first occupation of the 85th dwelling on parcel P2.B**. 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.

9) **No dwelling hereby permitted on parcel P2.B 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.

10) **No dwelling hereby permitted on parcel P2.B 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.

11) **No dwelling hereby permitted on parcel P2.B shall be first occupied** until details showing the number, location and design of the bird boxes, bat tiles/boxes, hedgehog holes and a timetable for their implementation have been submitted to and approved in writing by the Local Planning Authority. The bird boxes, bat tiles/boxes and hedgehog holes shall be installed in accordance with the approved details and timetable.

Reason: To ensure the provision of an appropriate level of ecology within the parcel.

12) The dwellings shall be designed to ensure the consumption of wholesome water by persons occupying a new dwelling must not exceed 110 litres per person per day, as set out in in G2 paragraphs 36(2) and 36(3) of the Building Regulations 2010 - Approved Document G - Sanitation, hot water safety and water efficiency (2015 edition with 2016 amendments). **No dwelling hereby permitted on parcel P2.B shall be first occupied** until the requirements of this condition for that dwelling have been fully implemented, including fixtures, fittings and appliances.

Reason: To ensure water efficiency within the dwellings and to comply with the requirements of Policy 40 of the Chichester Local Plan: Key Policies 2014-2029.

13) **No dwelling hereby permitted on parcel P2.B shall be first occupied** until the solar panels associated with that dwelling have been constructed in accordance with the approved plan (drawing number CB_70_068_P2_B_906E) and the details approved pursuant to condition 28 on application reference 14/04301/OUT and are ready for use.

Reason: To secure an energy supply from renewable resources, to comply with the requirements of Policy 40 of the Chichester Local Plan: Key Policies 2014-2029.

14) Notwithstanding the block paving details shown on the hard surfacing drawings (LIN22407 32B (sheet 1-4)), the final details of the block paving (in terms of whether they are permeable or non-permeable) for Parcel P2.B shall be approved pursuant to condition 13 on application reference 14/04301/OUT.

Reason: To retain flexibility and to allow full consideration of the surface water drainage pursuant to condition 13 on application reference 14/04301/OUT.

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 -	CB_70_068_P2_B_000	A	24.05.19	Approved
PLAN -	CB_70_068_P2_B_001	M	16.10.19	Approved
PLAN -	CB_70_068_P2_B_002	F	16.10.19	Approved
PLAN -	CB_70_068_P2_B_003	E	16.10.19	Approved
PLAN -	CB_70_068_P2_B_004	E	16.10.19	Approved
PLAN -	CB_70_068_P2_B_005	E	16.10.19	Approved
PLAN -	CB_70_068_P2_B_006	E	16.10.19	Approved
PLAN -	CB_70_068_P2_B_007	E	15.10.19	Approved
PLAN -	CB_70_068_P2_B_008	G	23.10.19	Approved
PLAN -	CB_70_068_P2_B_009	E	15.10.19	Approved
PLAN -	CB_70_068_P2_B_012	F	15.10.19	Approved
PLAN -	CB_70_068_P2_B_014	E	15.10.19	Approved
PLAN -	CB_70_068_P2_B_901	E	15.10.19	Approved
PLAN -	CB_70_068_P2_B_GC_EE_E02			Approved
PLAN -	CB_70_068_P2_B_GC_EE_P02			Approved
PLAN -	CB_70_068_P2_B_GC_EV_E02	B	20.08.19	Approved
PLAN -	CB_70_068_P2_B_GC_EV_P02	A	20.08.19	Approved
PLAN -	CB_70_068_P2_B_GC_EV_E03	A	15.10.19	Approved
PLAN -	CB_70_068_P2_B_GC_EV_P03	A	15.10.19	Approved
PLAN -	CB_70_068_P2_B_GC_MO_E01	B	14.08.19	Approved
PLAN -	CB_70_068_P2_B_GC_MO_P01	A	14.08.19	Approved
PLAN -	CB_70_068_P2_B_GC_PE_E01	B	13.08.19	Approved
PLAN -	CB_70_068_P2_B_GC_PE_P01	B	13.08.19	Approved
PLAN -	CB_70_068_P2_B_GC_A24L_E01	A	13.08.19	Approved
PLAN -	CB_70_068_P2_B_GC_A24L_E02			Approved
PLAN -	CB_70_068_P2_B_GC_A24L_P01			Approved
PLAN -	CB_70_068_P2_B_GC_A30L_E01	A	23.08.19	Approved
PLAN -	CB_70_068_P2_B_GC_A30L_P01	A	23.08.19	Approved

PLAN -	CB_70_068_P2_B_NAC_HA_E01	A	13.08.19	Approved
PLAN -	CB_70_068_P2_B_NAC_HA_P01	A	13.08.19	Approved
PLAN -	CB_70_068_P2_B_NAC_EE_E01	B	13.08.19	Approved
PLAN -	CB_70_068_P2_B_NAC_EE_P01	A		Approved
PLAN -	CB_70_068_P2_B_NAC_EV_E01	A	13.08.19	Approved
PLAN -	CB_70_068_P2_B_NAC_EV_E02	B	23.10.19	Approved
PLAN -	CB_70_068_P2_B_NAC_EV_P01	C	23.08.19	Approved
PLAN -	CB_70_068_P2_B_NAC_EV_E04	A	13.08.19	Approved
PLAN -	CB_70_068_P2_B_NAC_EV_P02			Approved
PLAN -	CB_70_068_P2_B_NAC_MO_E01	B	14.08.19	Approved
PLAN -	CB_70_068_P2_B_NAC_MO_E02	A		Approved
PLAN -	CB_70_068_P2_B_NAC_MO_E05			Approved
PLAN -	CB_70_068_P2_B_NAC_MO_E03	B	14.08.19	Approved
PLAN -	CB_70_068_P2_B_NAC_MO_E06			Approved
PLAN -	CB_70_068_P2_B_NAC_MO_E04	B	14.08.19	Approved
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PLAN -	CB_70_068_P2_B_NAC_LE_E01	B	12.08.19	Approved
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PLAN -	CB_70_068_P2_B_NAC_A24L_E02	B	10.10.19	Approved
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PLAN -	CB_70_068_P2_B_NAC_A24L_E04	C	10.10.19	Approved
PLAN -	CB_70_068_P2_B_NAC_A24L_P02	B	13.08.19	Approved
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PLAN -	CB_70_068_P2_B_NAC_A30L_E03			Approved
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PLAN -	CB_70_068_P2_B_NAC_A40L_P01	C	10.10.19	Approved
PLAN -	CB_70_068_P2_B_NA_EE_E01	B	13.08.19	Approved
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PLAN -	CB_70_068_P2_B_NA_EE_P02			Approved
PLAN -	CB_70_068_P2_B_NA_EV_E01	B	20.08.19	Approved
PLAN -	CB_70_068_P2_B_NA_EV_P01	A	20.08.19	Approved
PLAN -	CB_70_068_P2_B_NA_MO_E01	C	20.08.19	Approved
PLAN -	CB_70_068_P2_B_NA_MO_E02	C	20.08.19	Approved
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PLAN -	CB_70_068_P2_B_NA_MO_E04			Approved
PLAN -	CB_70_068_P2_B_NA_MO_P02			Approved
PLAN -	CB_70_068_P2_B_NA_MY_E01	A	12.08.19	Approved
PLAN -	CB_70_068_P2_B_NA_MY_P01			Approved
PLAN -	CB_70_068_P2_B_NA_MY_E02	A	13.08.19	Approved
PLAN -	CB_70_068_P2_B_NA_MY_P02			Approved
PLAN -	CB_70_068_P2_B_NA_LE_E01	C	10.10.19	Approved
PLAN -	CB_70_068_P2_B_NA_LE_P01	A	13.08.19	Approved
PLAN -	CB_70_068_P2_B_GAR_01	B	20.08.19	Approved
PLAN -	CB_70_068_P2_B_GAR_02	B	20.08.19	Approved
PLAN -	CB_70_068_P2_B_GAR_03			Approved

PLAN -	CB_70_068_P2_B_GAR_04	A	20.08.19	Approved
PLAN -	CB_70_068_P2_B_GAR_05			Approved
PLAN -	LIN22407 30	B	15.10.19	Approved
PLAN -	LIN22407 31 (Sheets 1-4)	B	15.10.19	Approved
PLAN -	LIN22407 32 (Sheets 1-4)	B	15.10.19	Approved
PLAN -	LIN22407-03A	D	16.10.19	Approved
PLAN -	192050-003	G	15.10.19	Approved
PLAN -	192050-004	F	15.10.19	Approved
PLAN -	CB_70_068_P2_B_GC_SS_01	E	11.10.19	Approved
PLAN -	CB_70_068_P2_B_NA_SS_01	D	10.10.19	Approved
PLAN -	CB_70_068_P2_B_NAC_SS_01	E	15.10.19	Approved
PLAN -	CB_70_068_P2_B_NAC_SS_02	C	10.10.19	Approved
PLAN -	CB_70_068_P2_B_NAC_SS_03	C	10.10.19	Approved
PLAN -	CB_70_068_P2_B_NAC_SS_04	C	22.08.19	Approved
PLAN -	CB_70_068_P2_B_NAC_SS_05	D	10.10.19	Approved
PLAN -	CB_70_068_P2_B_NAC_SS_06	C	10.10.19	Approved
PLAN -	CB_70_068_P2_B_NAC_SP_01	A	23.08.19	Approved
PLAN -	CB_70_068_P2_B_906	E	15.10.19	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) 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.

3) The applicant is advised that condition 5 (point q) on the outline planning permission 14/04301/OUT should include details in relation to construction litter as well as construction waste management.

4) The applicant is requested to ensure that purchasers of new dwellings are provided with an opportunity to purchase additional solar photovoltaics panels, where the purchase takes place before the completion of the dwelling (i.e. off-plan or before completion of the roof).

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=PSW1X8ERLY000>