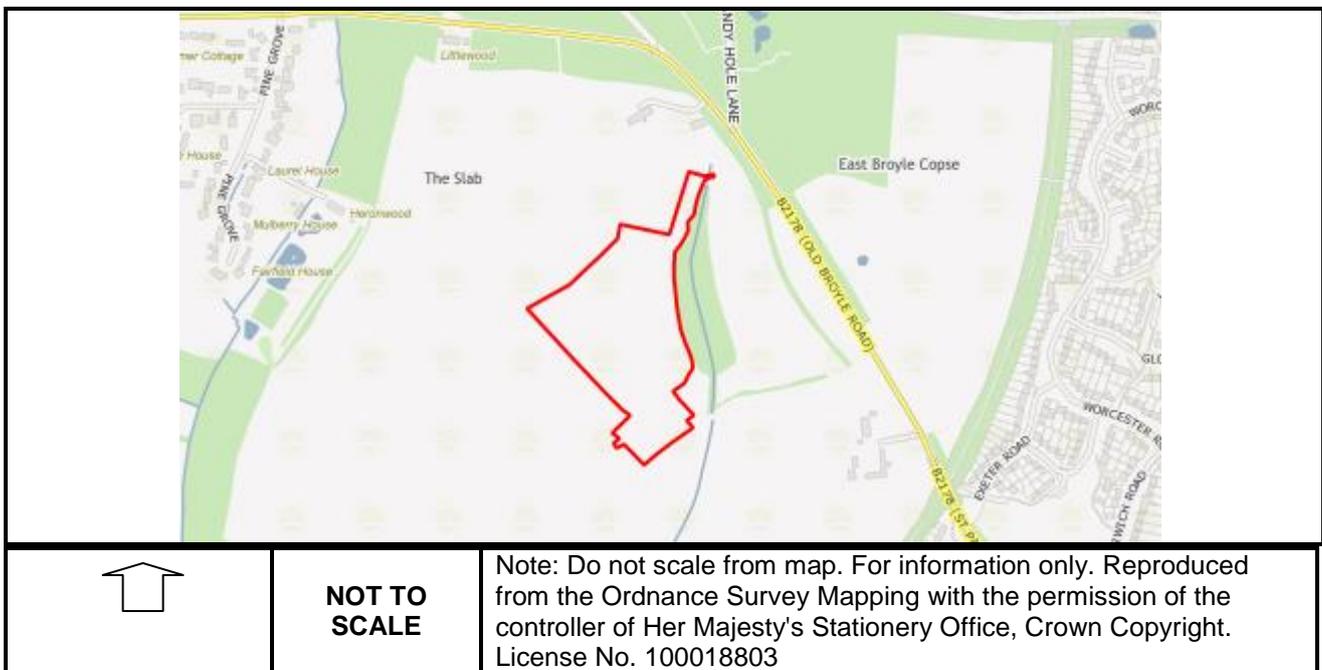


Parish: Chichester	Ward: Chichester West
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## CC/19/02819/REM

<b>Proposal</b>	All outstanding Reserved Matters for the erection of 141 dwellings with associated parking, landscaping, informal open space and associated work on Parcel 3C, pursuant to permission 14/04301/OUT.		
<b>Site</b>	Land On The West Side Of Broyle Road Chichester West Sussex		
<b>Map Ref</b>	(E) 485000 (N) 106000		
<b>Applicant</b>	Linden Homes Ltd	<b>Agent</b>	Mr Nicholas Billington

## RECOMMENDATION TO PERMIT



### 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 Phase 1(P1) of the West of Chichester Strategic Development Location (SDL) which is allocated for a comprehensive, residential-led mixed-use development by Local Plan Policy 15. It extends to 4.75 hectares and is identified as Parcel P3.C in the Overall Phasing Plan approved pursuant to the Phase 1 outline planning permission granted in April 2018 (14/04301/OUT refers). This parcel is

identified for residential development in the approved Masterplan, and also in the Parameter Plans which were approved as part of the outline planning permission.

- 2.2 Parcel P3.C is located in the northern part of the SDL. On its southern side the site flanks and has direct access to the principal 'spine' road serving Phase 1, details of which have been approved under the 'infrastructure' Reserved Matters application (CC/18/01587/REM refers). The 'infrastructure' Reserved Matters application also provided the majority of the green infrastructure serving Phase 1 comprising extensive SANGS in the form of a Southern Country Park, a Western Green Link and a Central Green Corridor (CGC).
- 2.3 The site's eastern boundary adjoins a heavily wooded section of the CGC. The majority of the Parcel's western boundary flanks Parcel P.4, the 'Local Centre', which is allocated for a mix of commercial, community and health care uses along with a primary school. To the north lies farmland forming part of the Phase 2 SDL land.
- 2.4 The site currently forms part of a large arable field which incorporates relatively substantial level differences. From the plateaued area on its western side the site slopes downward relatively steeply to meet the CGC valley, with a reduction in levels of approximately 5m across the site. There is a similar reduction in levels from the site's north-western to its south-eastern corner.
- 2.5 The site is generally devoid of significant vegetation other than short sections of hedgerow, which incorporate three trees, located either side of a section of existing agricultural track which cuts across the south-western corner of the site.
- 2.6 The Committee will be aware that Reserved Matters (RM) approval has already been granted in respect of two residential parcels (P2.A and P2.B) located in the north-eastern part of the SDL. Four further Reserved Matters applications - in respect of residential Parcel P3.D, residential Parcel P3.E the sport facilities to be located in the south-west corner of the SDL and a 'duplicate' application for Parcel 3C - are also currently under consideration.

### **3.0 The Proposal**

- 3.1 The application seeks approval for the reserved matters of Appearance, Layout, Landscaping and Scale in respect of 141 dwellings.
- 3.2 In terms of housing mix, the affordable housing component consists of 43 units equating to 30% of housing provision within the parcel. Thirteen units would be provided in a shared ownership tenure comprising 9x2 bed and 4x3 bed two storey houses. The remaining 30 units would be in a rented tenure comprising a mix of 6 x 2 bed 2 storey houses and coach houses, 11x3 bed and 4x4 bed 2 storey houses, along with 9x1 bed wheelchair-accessible flats provided within a single, 3 storey block.
- 3.3 Ninety eight two storey (85 no.) and two-and-a-half storey (13 no.) market dwellings are proposed, consisting of 29x2 bed, 39x3 bed, 21x4 bed and 9x5 bed houses, provided in a mix of small terraces and detached and semi-detached units.
- 3.4 In general terms the layout comprises a number of perimeter blocks enclosed by streets running parallel to the site's boundaries. Vehicular access to the Parcel is gained from the approved spine road to its south via a conventional priority junction, with this leading to

the Parcel's highest order, 5.5m wide 'secondary street' which runs parallel to its south-western boundary, providing potential future access to Phase 2 land in the site's NW corner. A number of lower order (4.8m wide) streets link this road to the streets and footpaths running parallel to the site's eastern and northern boundaries, creating the block structure referred to above.

- 3.5 In the north-eastern corner of the site, the street facing onto the Central Green Corridor would be terminated by an emergency access linking to Parcel P2.A and Old Broyle Road beyond. In the south-western part of the site, a second access off the spine road would be formed, with a tertiary street giving access to a small group of dwellings, but also providing potential future access to the adjoining part of the Local Centre, the layout of which is shown indicatively on the submitted layout plan.
- 3.6 The proposed buildings display a variety of styles across the parcel to reflect its varying topography and context, alongside the use of a varied palette of materials including a number of different facing and painted bricks, some flint blockwork along with mix of slate-grey and clay plain tiles to roofs. A number of architectural devices including chimneys, brick detailing, porches, feature window panels and reconstituted stone cills have been employed throughout the Parcel in order to add variety and interest.
- 3.7 In terms of parking provision, a total of 392 spaces are proposed consisting of 256 allocated, 89 garage/carport and 47 visitor spaces, with the latter distributed broadly evenly throughout the parcel.

#### 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.
18/01587/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.
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.
19/01531/REM	PER	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.
19/02626/REM	PDE	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.
19/02584/REM	PDE	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).
19/03122/REM	PCO	All outstanding Reserved Matters for the erection of 141 dwellings with associated parking, landscaping, informal open space and associated work on Phase 3, Parcel C, pursuant to permission 14/04301/OUT (scheme 2).
19/03146/REM	PCO	All outstanding Reserved Matters for the erection of 154 residential dwellings with associated parking, landscaping, informal open space and associated works on Phase 3, Parcel E, pursuant to permission 14/04301/OUT.
20/00462/FUL	WDN	Construction of an electrical substation and associated parking to serve the west of Chichester strategic development site.
20/00600/NMA	PER	Non-material amendment to planning permission CC/14/04301/OUT - Proposed additional planning condition to enable the submission and agreement of details of any temporary sales and marketing facilities required on site in relation to the sales and marketing of new homes.

## 5.0 Constraints

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

## 6.0 Representations and Consultations

Comments are summarised unless stated otherwise

### 6.1 Chichester City Council - in full

Strong objection to the generic housing design and poor quality materials; high quality materials and local building design and appearance should be reflected in the development, for example through the use of clay and slate roof tiles, and rendered external walls rather than painted brick. Inadequate parking will be provided as a result of triple parking into garages being provided for over 60% of dwellings. Further consideration should be given to increasing sustainability measures such as electric vehicle charging points and solar panels. The main routes should have a separate cycleway provided and this must not reduce the public open space. Could the road layout be reconfigured to a more informal layout, possibly to remove the double road either side of the public open space? It is noted that there was a lack of public engagement on this particular application.

### 6.2 WSCC LHA

*Comments dated 14 April 2020 - in full*

In light of previous comments made upon the planning application the applicant has provided revised plans. These comments relate to the revised plans submitted by the applicant.

#### Car Parking

The applicant has reduced the overall level of car parking from 416 car parking spaces that were previously proposed to a revised total of 392 spaces. This new total comprises of:

- 256 allocated parking spaces
- 85 garages
- 4 allocated car ports; and
- 47 visitor spaces.

It is noted that some of the plots have double parking where two car parking spaces are located in front of a garage. Given these occur all within the demise of the same property it is not considered to be an issue that the spaces are not all independently accessible.

The revised provision reduces the overall vehicle spaces per dwelling to 2.78 spaces per dwelling (from 2.95 spaces per dwelling). This overall level of car parking provision is considered to be acceptable, is of a level that is not considered to result in significant levels of overspill car parking taking place and is in line with the levels of parking proposed in recently approved parcels (Parcel 2A 2.57 vehicle spaces per dwelling and Parcel 2B 2.62 vehicle spaces per dwelling).

#### 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 of properties.

Previously (comments dated 2nd January 2020) WSCC sought clarification as to the nature and location of the cycle parking for Block A. The applicant has now provided clarification as to the proposed location of cycle parking at ground floor level for Block A.

#### Residential Street Layout

In the Highway Authority's earlier comments various points were raised about the design and layout of the highway and clarification was sought in relation to the intended street hierarchy, road treatments and pedestrian infrastructure. The applicant has amended the design to take account of these comments and provided additional detail such as the pedestrian crossings location plan, further details about the proposed hard landscaping and a road hierarchy plan.

The applicant has made changes to the design of the highway layout which includes increasing shared surface areas and only permitting pedestrian and cycle access along one section of a shared surface road. All these measures help to define the road hierarchy within the parcel and ensure the roads are designed for their likely use. These amendments are welcomed by the Highway Authority. The applicant has provided details of the proposed location of crossing facilities and WSCC agrees with their location at junctions but also at regular intervals along the secondary street.

Through the consultation on the planning application representations have been made calling for a segregated cycleway on the main routes within the parcel. In accordance with best practice guidance the roads are designed for a 20mph design speed and to accommodate cycling on the carriageway with other road users. Given the design of the roads and likely use, the proposed layout is considered acceptable and there is not a need for a segregated cycleway in this parcel.

#### Summary

The Highway Authority has no objection to planning application CC/19/02819/REM. Should Chichester District Council (CDC) as local planning authority approve this application WSCC would recommend that appropriately worded conditions are included on any permission granted to cover the following:

- that no dwelling shall be occupied until the vehicular access, roads, footways and turning spaces serving that development have been constructed and are available to use.

- the provision of visitor car parking spaces.
- the provision of secure and covered cycle parking spaces
- that no dwelling shall be occupied until the vehicle parking and/or garaging associated with that dwelling has been constructed and is available for use.
- to submit technical details of the design of raised tables/rumble strips and pedestrian crossing points prior to the construction of the road

*Comments dated 20 January 2020 - in full*

West Sussex County Council as Highway Authority have been consulted on two reserved matters applications (19/03122/REM & 19/02819/REM) for 141 residential dwellings in Phase 3 Parcel C of the strategic development site land West of Chichester. WSCC have already previously commented on both reserved matters applications. These comments provide clarification on certain matters raised within these comments following a meeting with Chichester District Council planning officers on 16th January 2020.

#### Residential Street Layout and Parking

The below points provide clarification on the Highway Authority comments on applications 19/03122/REM and 19/02819/REM or raise additional points of clarification for the applicant to comment upon and therefore these comments should be read in conjunction with the earlier Highway Authority comments on both these applications:

- Street Hierarchy - The street hierarchy is not readily apparent from the design of the streets. Whilst it is appreciated that the roads have different widths and in some places shared surface streets are adopted the design does not clearly articulate the greater importance of certain routes as through routes that are likely to carry greater levels of movements. Clarification should be provided in relation to the design rationale for the street hierarchy and the design revisited as necessary.
- Pedestrian crossing points - as raised in previous comments it appears that white markings indicate pedestrian crossing points. Following further review it appears that these are 'rumble strips made from concrete setts 100mmx100mm in silver grey'. Clarification should be provided on whether these are flush with the carriageway. Also, the Highway Authority would not want concrete sets to be placed directly on pedestrian desire lines due to the inconvenience this places for wheelchair users. The sets could run either side of the pedestrian desire line. A more detailed plan showing design and layout of these would be useful.
- With regards to the rumble strips and for clarification the Highway Authority preference would be for horizontal deflection (road alignment/road widths/build outs) rather than vertical (road humps/speed cushions etc) to control speeds.
- Lack of footway outside terraced plots - Comments were previously made about a lack of footway outside terraced houses (plots 137, 140, 141, 145, 202, 203, 206, 207 and 215). To clarify there isn't a specific need for a second footway in this location one footway is sufficient but if the layout is retained as it is then Chichester District Council must ensure that strong landscaping is provided in the gaps of the footpath to ensure this does not become a desire line.
- Mews type road between plots 202 - 209 and 161 - 166 - it is not apparent as to what the delineated line indicating a footpath will be in this area of the parcel. The applicant should provide clarification on this matter. In relation to earlier comments in this response about the street hierarchy the treatment of these areas could help provide a clearer hierarchy to the roads and therefore need to be considered as part of any assessment about designing the road hierarchy.

- Segregated cycle lane - it is noted that in certain public comments on the application a request has been made for a segregated cycle lane on the main routes of the parcel. All the roads within the parcel have a 20mph design speed and therefore are designed for cyclists to use the roads. The Highway Authority considers this an appropriate approach in accordance with the relevant guidance and would not look for any segregated cycle lanes within the parcel.
- Electric Vehicle charging - as with other previous parcels it is noted that electric vehicle charging provision will be provided at the local centre and there is a planning condition on the outline consent to secure this.
- Triple car parking - it is noted that certain properties have effectively 2 spaces in front of a garage. All these properties have independent access to these spaces and they are not shared with other properties. The overall level of car parking provision is slightly higher on this plot than other previously approved parcels and therefore is not considered to cause overspill car parking which would warrant a reason for refusal.

### **Comments dated 2 January 2020 - in full**

West Sussex County Council (WSSCC) as Highway Authority has been consulted upon this reserved matters application for 141 residential units relating to outline planning permission 14/04301/OUT on the West of Chichester development. This reserved matters application relates to parcel 3C which lies to the north of the central spine road and adjacent to the recently approved parcel 2A.

#### **Car Parking**

The applicant is proposing a total of 416 car parking spaces. This comprises of:

- 264 allocated spaces (4 of which are car port spaces)
- 94 garage spaces
- 58 unallocated visitor bays

The level of car parking is proportionally similar to that proposed at earlier reserved matters applications for different development parcels which have already been granted consent. The vehicle spaces per dwelling are set out below for this and other development parcels.

- Parcel 2A 73 units (CC/19/01134/REM) - 2.57 vehicle spaces per dwelling
- Parcel 2B 91 units (CC/19/01531/REM) - 2.62 vehicle spaces per dwelling
- Parcel 3C 141 (this application) - 2.95 vehicle spaces per dwelling

The applicant has stated that, "Parking has been provided to accord with the West Sussex Parking Standards, with a mix of allocated, unallocated and visitor parking. Car parking has been designed to ensure it does not overbear the street scene, whilst also being convenient for residents and visitors."

The proposed level of car parking is slightly higher than previous reserved matters applications. The proposed level of car parking is therefore deemed acceptable and not considered to result in significant levels of overspill car parking taking place.

The applicant has tried to reduce the dominance of parking by accommodating vehicles in various different ways and across the site has generally achieved it so vehicles do not dominate. Car parking has been provided in rear parking courts; driveway parking set back from the building line and where parking is provided in front of properties it is broken up by the provision of paths and planting. There are however three areas where parking

could dominate the street scene. The areas where parking could dominate the street scene are:

- Plots 136 to 146
- Plots 161 to 166; and
- Plots 202 to 209 and 212 to 217.

The applicant could look at reducing the number of parking in these locations. This could be achieved by relocating some of the visitor spaces elsewhere within the site and replacing these spaces with landscaping. The overall level of car parking proposed is considered acceptable.

#### 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 a separate access point which prevents the need for users to carry their bike through the property.

In principle the number and layout and design of cycle parking spaces is deemed acceptable, in line with the WSCC Guidance for Parking in new Residential Developments and policy compliant. However, it is not apparent from the submission as to the details of the cycle parking for block A. Further details should be provided and once it is apparent that this can be accommodated details of the cycle parking could be secured via condition.

#### Residential Street Layout

The residential roads have been designed to a 20mph design speed. The applicant has submitted a highway geometry plan to demonstrate the carriageway widths, visibility splays and kerb radii proposed. The carriageway widths vary across the site from 5.5m to 4.8m with 2m footpath on both sides of the road. Some of the shared surface areas have narrowings which reduce down to 4.1m. The inter-connected road network provides good levels of permeability through the parcel and to adjacent areas.

The applicant has also undertaken vehicle swept path tracking for a fire tender (8.680m in length) and a refuse vehicle (11min length).

The main access to the parcel is off the sites spine road. There is a secondary access off the spine road which serves 5 residential units and the parking for the retail unit; which shall form a later reserved matters application. Three additional vehicles access points are provided to future development parcels and an emergency access point in the northern most point of the site; which provides access to parcel 2A.

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

- Crossing points on secondary road - no crossing point is provided on the secondary road between its access with the sites spine road and plots 118 and 219. To help in terms of pedestrian permeability and creating more activity on the street which will help to reduce vehicle speeds another crossing point of the secondary road should be provided between the spine road access and the first crossing point outside plot 118.
- Lack of footpath to properties 229 & 230 - this road is not proposed as a shared surface and no footway is provided on the southern side. No continuous footway is provided to properties 229 and 230. Ideally, the Highway Authority would look for a footpath to be

provided from the footpath adjacent to the secondary route to the proposed footpath around the visitor parking adjacent to the garden of 228. This would provide enhanced pedestrian access to plots 229 and 230. The loss of green space could be mitigated slightly by reducing the extent of the hardstanding around the visitor car parking space furthest away from plot 229.

- Crossing points - as indicated on the planning layout plan it is not apparent as to the rationale of all the crossing points. A white line is used in certain locations which appears to indicate a crossing point and/or a transition to a shared surface or junction table. It is not apparent as to why a crossing point is placed outside plots 150 and 170 and not in other potential locations. Clarification should be provided on this matter. The applicant should note that the Highway Authority would look for suitable dropped kerb and tactile paving to be provided at all suitable pedestrian crossing points.

- Footpath outside plots 167 & 169 - ideally the Highway Authority would wish to see a footpath extended from the end of the shared surface area to the footpath that provides access to plot 169.

- Lack of footway outside terraced plots - there isn't a continuous footway directly outside some of the terraced plots. The location this occurs in are plots 137, 140, 141, 145, 202, 203, 206, 207 and 215. Depending on the treatment of this landscaping the desire line is to walk straight across it to access adjacent properties. Whilst it is acknowledged of the need to green the street scene this is likely to be a relatively well used pedestrian route between properties and therefore the Highway Authority consider it should be accessible year round and therefore ideally paved.

- Footway to plot 160 - the Highway Authority would ideally like for there to be a footway from the secondary road to the access of plot 160. At the present moment the only means of accessing the property on a hard standing area would be via the road which is not proposed to be shared surface; in this location.

- Footway to plot 180 and 179 - ideally the Highway Authority would look for a footway to be provided from the corner of plot 179 to the footway providing access to plot 180. An alternative might be to extend the extent of the shared surface but this may require the relocation of the visitor car parking spaces.

### Summary

In principle the Highway Authority have no objections to planning application CC/19/02819/REM. However, prior to determination the applicant should provide clarification on the points raised within these comments. Should CDC wish to approve this application 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 and are available for use.

## 6.3 CDC Design and Conservation - comments in respect to revised plans only

### General Comments

It is considered that overall the scheme has undergone a number of improvements during the progression of the application and is now much improved, with many of the items identified previously having been addressed. This has included alterations to road layouts, improved fenestrations and detailing and improvements to soft landscaping.

There remains a relatively large height difference between the flat block and the adjacent coach house / plot 97. Whilst it is considered there is visual scope to increase the height of the proposed housing it is acknowledged this would result in changes to the number

and / or size of the units provided. The coach house and house (plot 97) are located on the edge of the parcel therefore providing consideration is given to the height of plot 97 during the development of the neighbouring phase of the development it is considered that a successful street scene can still be developed.

#### Parking

Whilst there are still a similar number of areas dominated by parking in front of plots there has been some improvement in places through the use of soft landscaping breaking up the parking areas. Whilst the preference would be to avoid large areas of parking in front of plots following the improvements the parking is considered satisfactory.

#### Materials

Verge details appear to be drawn as verge caps as mentioned on previous parcels this should be avoided due to chunky appearance and fading. The provision of verge details for assessment and approval should be conditioned.

The continuation of tile hanging to visible elevations has been improved. There do remain situations where tile hanging is either not continued the full length of the façade or not terminated in a visually meaningful position, for example in line with a down pipe, window, or other defined feature. Changes to address this in visible locations would be a welcomed improvement. The identified plots include 116, 117, 120, 127 and 173. The T8 house type is not considered to require improvement due to the projecting gable providing a logical point for the tile hanging to be terminated.

#### Corner Turners

Improvements have been sought to plots forming corner turners. It is considered that overall these plots are now suitably detailed on both principle elevations for their level of visibility in the street scene.

#### Visible Side Elevations

Improvements have been made to visible side elevations. It is considered that plot 148, 169 and 196 would all still benefit from the provision of fenestration on their blank side elevations to help alleviate the large expanse of unbroken brickwork.

### 6.4 CDC Environmental Officer

Ecology - We are satisfied with the ecological survey (August 2019) and that this is in line with the proposals agreed as part of the outline application.

Policy 40 - Following submission of the Sustainability Statement (Parcel 3C December 2019), we are satisfied that the criteria detailed within policy 40 will be met. We are pleased to see the commitment by the applicant to implement measures to achieve a reduction in CO2 emissions of 19.4%. This will be achieved with a fabric first approach and through installing PV on 29 houses and apartments on the parcel equating to 20.5% of properties having PV in this parcel.

## 6.5 CDC Housing Enabling Officer

*Comments dated 23 April 2020 - in full*

The pepper potting changes to the previous proposals are an improvement and I have no objections to the mix or position of the units.

### Disabled Units

We are required on strategic sites to seek a quantum of disabled units. As the time of planning consultation may be several years before lettings, we do not know whom the units are for and the particular adaptations needed, or the even the numbers of units. When works begin on site, need is reassessed in consultation with lettings and occupational therapist colleagues. If adapted units are not needed/are unsuitable at that time they can then be reassigned as general needs housing.

I think it very unlikely that nine wheelchair flats coming forward simultaneously would all have suitable potential occupiers. Consequently upper floor flats, at the very least, might be let as general needs housing and therefore the need for lifts be an expensive superfluity. I do not know of any other social housing in the district with lifts. These would serve only two upper floors each with three flats, giving an expensive build and maintenance.

I have contacted Hyde, Clarion and Radian, all registered providers (RPs) with stock and development experience in the district and all are adamant they would not take a small flat block with a lift. However, Vivid, a RP who is developing in the district is happy to do so and is in contract and the developer is determined to pursue this option despite advice from Enabling to have the upper floors as general needs housing without lifts.

While I reiterate my view that this is an expensive and limiting option, it is the applicants' and RP's decision to make. Should it be necessary, the internal layout could be reconfigured at a future date to omit the lift shaft and absorbing the extra space into the flats.

I therefore have no objections to the proposals.

### **Comments dated 16 January 2020**

A recurring comment on the each of the phases of this large strategic site, as it comes in as a reserved matters application, is how to ensure a good mix of the market and affordable units required by the outline planning permission is provided over the whole site. This is to avoid enclaves and mono-tenures. It was accepted however that there would be variations and character areas and different densities within the development. I am happy to see that this phase, more centred of the village core and away from the rural fringe, has a greater number of smaller units, including flats. The mixes for both the market and the affordable units are acceptable, but this needs to be carefully monitored as future phases come forward to ensure they meet the planning permission, s106 and are balanced.

The affordable/market split (70:30) and the affordable rent/shared ownership (70:30) split are acceptable.

Pepper potting

The pepper potting of the affordable units at the south of the site is not acceptable with 17 units together. 15 is the maximum on a strategic site under planning policy and we would hope even this to be improved.

## 6.6 CDC Drainage Engineer

Flood Risk: The development phase is wholly within flood zone 1 (low risk)

Surface Water Drainage: The proposal is to drain the west of the phase to ground through the use of soakaways and permeable paving, with the eastern edge of the development drained to the site wide surface water drainage network. This approach is supported by initial groundwater monitoring and percolation tests, follows the hierarchy for surface water drainage and accords with the approved overall site wide surface water drainage scheme. Therefore the approach is acceptable in principle, with detailed design sufficiently conditioned in permission 14/04301/OUT.

## 6.7 CDC Waste Lead - comments in respect of revised plans only

The amended plans have addressed previously flagged issues regarding bin freighter manoeuvring and turning, and the revised layout is acceptable. Bin provision is acceptable, and in fact there is a slight over-provision of the proposed flats. Bin collection points are positioned appropriately. I am happy with the proposed plans from a waste collection perspective.

## 6.8 1Third Party Objection

1Third Party letters of objection has been received concerning:

- a) unremarkable house designs
- b) place-making not achieved
- c) insufficient solar panels
- d) no information on car charging
- e) insufficient cycle connectivity
- f) lack of consideration of wider traffic impacts

## 6.9 Applicant/Agent's Supporting Information

In addition to the submitted plans the application is accompanied by a suite of supporting technical and other documents including a Design and Access Statement, a Landscape Strategy, an Ecological Survey and sustainability and drainage statements.

## 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 Parish at this time.

7.2 The principal planning policies relevant to the consideration of this application are as follows:

Chichester Local Plan: Key Policies 2014-2029

Policy 1: Presumption in Favour of Sustainable Development

Policy 2: Development Strategy and Settlement Hierarchy

Policy 4: Housing Provision

Policy 7: Masterplanning Strategic Development

Policy 8: Transport and Accessibility

Policy 9: Development and Infrastructure Provision

Policy 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 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.

Other Local Policy and Guidance

7.5 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

7.6 The aims and objectives of the Chichester in Partnership Community Strategy 2016-2029 which are relevant and material to the determination of this planning application are:

- Encourage and support people who live and work in the district and to adopt healthy and active lifestyles
- Maintain the low levels of crime in the district in the light of reducing resources
- Support and promote initiatives that encourage alternative forms of transport and encourage the use of online services
- Promote and increase sustainable, environmentally friendly initiatives in the district
- Influence local policies in order to conserve and enhance the qualities and distinctiveness of our area

## **8.0 Planning Comments**

8.1 The main issues arising from this proposal are:

- i. Principle of the development
- ii. Layout, Character and Design
- iii. Housing Mix
- iv. Landscaping
- v. Sustainability

### **i) Principle of the development**

8.2 As set out above, the principle of developing the SDL for a residential-led, mixed use development has been established by the 2018 outline planning permission. That permission includes a set of approved parameter plans detailing land uses, street hierarchy, storey heights, footpaths and cycle-ways, public open space and the quantum and density of development throughout the SDL.

8.3 As part of the first reserved matters application for residential development (Parcel P2.A - 19/01134/REM refers) a Residential Architectural Design Strategy was also approved. This document sets out the broad design principles for each of the identified residential character areas within Phase 1 of the SDL, with the intention of making these areas architecturally distinctive.

8.4 Given that this development parcel is allocated for residential use by the outline permission's parameter plans, the following sections of this report are primarily concerned with the assessment of the proposal against the remaining reserved matters of layout, scale, appearance and landscaping, alongside other relevant material planning considerations. Clearly, adherence to both the approved parameter plans and Architectural Design Strategy (ADS) are key considerations in this case.

### **ii) Layout, Character and Design**

8.5 The site lies primarily within the ADS's Secondary View Corridor Character Area (SVCCA), with a small part in its southwestern corner falling within the Local Centre Residential Character Area (LCRCA). Within the SVCCA, development should respond appropriately to its close proximity to both the Local Centre and the CGC. Development within the LCRCA should reflect the need for a transition from the essentially traditional and

domestic scale architecture of the residential parcels on the eastern side of the SDL, to the Local Centre where a more contemporary approach is envisaged.

- 8.6 With these overlapping requirements in mind the approach to the layout of the parcel and the treatment of the buildings within it has been subject to lengthy negotiation and substantial amendment during the course of the application.
- 8.7 In terms of layout, whilst the originally proposed overall block structure has been retained, changes have been made in order to provide a more coherent and legible hierarchy of streets. A higher proportion of the tertiary and mews streets are now provided in the form of shared surfaces formed in contrasting materials (primarily buff-coloured pavers), along with the use of features such as rumble strips and entrance ramps to signify to all road users that pedestrians are to be prioritised. The revised plans show that traffic is no longer able to pass along the entire length of one tertiary street in the northern part of the parcel, with a through-link provided for cyclists and pedestrians only.
- 8.8 As referred to above, the principal road serving the parcel runs parallel to its western boundary and this incorporates footways on both sides providing pedestrian links to the spine road and Local Centre. Raised tables and other features such as rumble strips are used on this road and in other key locations to reinforce the low speed (20mph) environment of the parcel. The revised plans also indicate the provision of pedestrian crossing points distributed throughout the parcel where footpaths are provided. There are also various points at which access to the SANGS land to the east and north of the parcel can be gained from the streets and landscaped areas running along the site's eastern boundary.
- 8.9 Overall, the revised layout is considered to provide good levels of vehicular and pedestrian permeability in a coherent and legible layout of streets which seeks to prioritise use by pedestrians and cyclists. As noted above, the Highway Authority has welcomed the changes and raises no objections in terms of either highway safety or the level and distribution of parking. Further, the submitted plans indicate satisfactory access and turning for both waste and emergency vehicles.
- 8.10 The density of development (30 dpHa overall) varies across the parcel. Lower density (20-25dpHa) development is located along the site's eastern side where it adjoins the CGC, with the development here provided mainly in the form of larger detached dwellings. A higher density (35-45dpHa) is achieved in the part of the site located within the Local Centre Character Area, with this area including the 3 storey block of affordable flats. The remainder of the site falls within an intervening medium density area (25-35 dpHa). In this regard the proposals accord with the density range established for this parcel by the outline planning permission's parameter plans, which also confirm that the proposed mix and distribution of 2, 2.5 and 3 storey buildings is appropriate.
- 8.11 The gardens serving the various houses within the parcel are considered to be of appropriate size with back-to-back distances that will provide an acceptable level of privacy. The area of landscaping around the flatted block in the site's southwest corner is limited, but these residents will have convenient access to both SANGS land and other open spaces to be provided within the Local Centre. All of the dwellings would be served by appropriate bin storage and collection arrangements. Adequate cycle storage is also provided, including a dedicated cycle store to serve the flats.

- 8.12 Turning to detailed design considerations, as with the overall layout, significant improvements to the originally submitted proposals have been secured following negotiations, including an update to all house types across the parcel.
- 8.13 One of the most significant changes concerns the complete redesign of the affordable apartments and houses located in the south-western part of the site. The revised design generally follows the approach negotiated in connection with the affordable dwellings located on the opposite (southern) side of the spine road within Parcel 3.D. The revised plans for the apartment block indicate a better proportioned, more contemporary building incorporating a simplified palette of materials along with various features to add visual interest including stepped elevations in subtly different facing bricks, together with the use of coloured feature panels beneath and to the side of some windows. The revised design of the adjacent dwellings reflects the amended apartment block, and these elements of the proposal are now considered to respond appropriately to the transitional context of this part of the site.
- 8.14 The treatment of the principal, 'Secondary Street' is also considered acceptable, with various changes secured in order to ensure that the Design Strategy's aim of creating a boulevard character, with a strong rhythm of buildings and formal street-tree planting, is achieved. The treatment of the streets facing onto the CGC is also considered acceptable, with the introduction of a greater variety of materials and more shared surfaces within this lower density area providing a suitable response to the edge-of-parcel context.
- 8.15 Various other improvements have been secured throughout the parcel including a general increase in the variety of house types, the creation of greater visual interest to a number of corner dwellings through the introduction of features of such as windows and chimney breasts and the breaking-up of some areas of terracing through the use of hipped roofs and projecting gable features.
- 8.16 As noted from her comments above, the Design Officer has suggested a number of remaining areas where further minor improvements could be made. Whilst, as with any development, it is usually possible to improve certain aspects of the design, the changes that have been secured during the course of the application are significant and, whilst further changes may be desirable, they are not considered so significant as to merit formally seeking further amendments.
- 8.17 In summary on this issue, it is considered that the approach to the layout and detailed design set out in the amended proposals successfully responds to the context of the site, provides a satisfactory living environment for prospective residents and complies with the approved Residential Architectural Design Strategy and parameter plans. Further, there are no outstanding substantive objections from the relevant consultees in highway safety or the level of parking provision or its distribution.

### iii) Housing Mix

- 8.18 Following receipt of the revised plans and further clarification from the applicant, the Housing Enabling Officer (HEO) has confirmed no objections in terms of the proportion and mix of market and affordable units, or the distribution of the latter throughout the parcel.

8.19 It is noted that the HEO has raised concerns about the likelihood of the proposed apartment block containing 9 wheelchair-accessible flats coming forward in the format shown, with a lift detailed on the floor plans to serve the 6 flats at first and second floor levels.

8.20 In this respect, the applicant has confirmed that it has already entered into a contract with a Registered Provider who is happy to take the building in this format. Consequently, whilst the concerns and advice of the HEO are noted, this is considered to be primarily a matter for the applicant. As the HEO states, if it subsequently transpires that there is insufficient demand for the upper floor flats and/or if viability issues arise, then the need for a lift can be re-visited which, depending on the nature of any changes required, may result in the need for a revision to the consent. The applicant has confirmed that it is prepared to proceed on the basis.

iv) Landscaping

8.21 The application is accompanied by detailed planting plans which include, amongst other things, the provision of 112 new trees and several hundred metres of hedgerows.

8.22 The key elements of the proposed planting strategy can be summarised as follows:

- a belt of landscaping flanking the Central Green Corridor comprising meadow grassland incorporating around 200 metres of native hedgerow planting along with approximately 40 trees of various native species including hornbeam, field maple and mountain ash
- more formal planting along the secondary street, including beech hedging to its entire length flanking a wide grass verge on its eastern side, with around 30, regularly spaced, native trees (mainly field maple) helping to create an avenue/boulevard character envisaged by the approved Design Strategy
- tree and hedgerow planting along the site's spine road frontage to soften the adjacent development and also compliment the planting proposed on the opposite side of the road within parcel 3D
- more domestic shrub and tree (around 40) planting in the internal parts of the parcel, to provide an attractive environment for residents and break up parking court areas.

8.23 In terms of hard landscaping, a variety of surface materials are proposed. As with the approach already established in respect of Parcels 2A and 2B, shared surface areas are to be formed in buff-coloured pavers. Raised tables at key junctions would be formed in charcoal coloured pavers in order to distinguish them from the remaining sections of road, which would comprise tarmac.

8.24 With regard to boundary treatments, the submitted plans indicate the use of larch lap fencing to internal garden boundaries, with close boarded fencing to the rear and side of private parking areas and also to boundaries where the site backs on to Phase 2 land. Where streets terminate at the boundary with Phase 2 land, a low post and rail fence detail will be used. In areas where boundaries are likely to form part of the street scene (including views from the SANGS corridor) 1.8m high brick walls are proposed.

8.25 The proposed soft landscaping, planting and tree protection proposals are acceptable, and are considered to more than adequately compensate for the short sections of hedgerow and three trees that would need to be removed from the site's south-west corner. The recommendation below includes a requirement to implement these details no later than

the first planting season following the practical completion of the last dwelling in the phase and to follow the submitted procedures for hedgerow and tree removal which have been agreed by the Council's ecologist. The indicative submitted hard landscaping details are likewise considered acceptable, however, it should be noted that the final approval of these details is required under the terms of the planning conditions attached to the outline planning permission.

#### v) Sustainability

8.26 As was the case with the applications for the two Reserved Matters applications for residential Parcels 2A and 2B previously considered by the Committee, the applicant has submitted a Sustainability Statement which sets out the range of 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, or are proposed as part of this application. The Statement aims to reflect the commitment provided in the approved Residential Architectural Design Strategy to address the various criteria contained in Local Policy 40 (Sustainable Design and Construction), with a key aim being to achieve an at least 10% reduction in energy demand above current Building Regulation standards.

8.27 Whilst it is not appropriate to repeat the content of Statement in this report, its key measures and conclusions in respect of Policy 40's criteria can be summarised as follows:

- Alongside the substantial habitat enhancements arising from the extensive landscaping proposals outlined above, detailed ecological enhancement and protections measures are proposed (including bird and bat boxes and hedgehog holes in fencing), with the latter secured through planning conditions attached to the outline planning permission
- Dwellings will be designed to achieve 105 litres of water consumption per person per day - which exceeds the requirements of Policy 40 - and this will be secured through a planning condition
- The proposals have been assessed against Building For Life Standards and, based on the preceding analysis of the application, the Statement's conclusion that the development performs generally well against the methodology's criteria is accepted
- The proposals incorporate a variety of sustainable design and construction measures including various fabric-first measures, the use of high efficiency heating and hot water systems and low energy fittings and street lights
- In terms of renewable energy, in accordance with the approved Design Strategy it is proposed to provide solar panels on all roofs orientated within 20 degrees of south, which involves 29 houses (20.5%) of dwellings within this phase.
- Overall, the combined effect of the fabric first (2.15%) and renewable energy (16.89%) measures would be to deliver a 19.04% reduction in CO2 emissions when measured against the requirements of the Building Regulations.
- The solar panels will be installed in-roof, rather than on top of a pre-tiled roof, to minimise disturbance to the visual appearance of the dwellings.
- A SUDS approach has been taken to surface water disposal

8.28 In conclusion on this issue it is considered that the submitted Sustainability Statement, which has been reviewed by the Council's Environment Officers, demonstrates a high standard of sustainable design and construction that protects and enhances the environment, in compliance with Policy 40 of the Chichester Local Plan. The significant improvement against the requirements of the current Building Regulations in terms of CO2 production and energy demand is to be welcomed, with the latter also exceeding the target set out in the approved Residential Design Strategy. Final details of the package of

sustainability measures and its implementation will be secured under the requirements of condition 28 of the outline permission.

### Other matters

8.29 The Drainage Engineer has confirmed that the submitted indicative surface water drainage proposals demonstrate that the site is capable of being satisfactorily drained through a combination of infiltration on the western part of the site and, on the eastern part of the site where infiltration is unlikely to be effective, direct drainage to the site-wide surface water disposal network. Final details of the means of disposal must be submitted under the terms of Condition 13 of the outline planning permission.

### Significant Conditions

8.30 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 are attached to the overarching outline planning permission. These conditions required the submission of further details on a phase-by-phase basis in respect of various matters such as materials and finishes, contaminated land, levels, construction and environmental management plans, landscape and ecological management plans, surface and foul drainage, noise mitigation, sustainable design and construction and street lighting. Whilst some of these details have been submitted indicatively in order to inform this RM application (e.g. sustainable design and construction, materials, levels and surface water drainage), final approval will be required under separate discharge of condition applications.

8.31 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 as well as the provision of cycle parking, vehicle parking and garaging spaces and turning areas.

### Conclusion

8.32 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 preceding assessment it is considered the proposal complies with relevant 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 provided details in relation to sustainable design and construction in order to demonstrate compliance with the requirements of Local Plan policy 40.

8.33 On this basis it is recommended that, subject to the planning conditions set out below, approval of the remaining reserved matters in respect of Parcel 3C is granted.

### Human Rights

8.34 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 not be carried out other than in accordance with the approved plans:

- **CB\_70\_068\_P3\_C**:000, 201, 202, 203, 204, 205, 206, 207, 208, 209, 212, 213 and 926
- **CB\_70\_068\_P3\_C\_200**: GC\_SS\_01A and 02A; LC\_SS\_01A; SV\_SS\_01A, 02A, 03A, 04A, 05A, 06A and 07A.
- **CB\_70\_068\_P3C\_200\_LC**: BA\_E01A, E02A, E03A, E04A , P01A, P02A, and P03A; AS\_E01A, E02A, E03A, P01A and P02A; A30L\_E01A, E02A, P01A and P02A; A40L\_E01A, E02A, P01A and P02A;
- **CB\_70\_068\_P3C\_200\_SV**: 2BW\_E01A and P01A; A24L\_E01A, E02A, E03A, E04A, E05A, P01A, P02A, P03A and P04A; A30L\_E01A, E02A, E03A, E04A, P01A, P02A and P03A; A40L\_E01A and P01A; T7\_E01A, E02A, E03A and P01A; T8\_E01A, E02A, E03A, E04A, E05A, E06A, E07A, E08A, E09A, E10A, P01A, P02A and P03A; T11\_E01A, E02A, E03A, E04A and P01A; T12\_E01A, E02A and P01A; T14\_E01A, E02A, E03A, E04A and P01A; T27\_E01A and P01A; T272\_E01A, E02A, E03A, E04A, E06A, E07A, E08A, E09A, P01A, P03A and P04A
- **CB\_70\_068\_P3C\_200\_GC**: T19\_E01A, E02A, E03A, E04A, E05A, P01A and P02A; T14\_E01A, E02A, E03A and P01A
- **CB\_70\_068\_P3C\_200\_GAR**: 01A, 02A, 03A and 04A.
- **LIN22580**: 03A, 10C, 11C (Sheets 1 to 7) and 12C (Sheets 1 to 7)
- **194960**: 004, 007C, 008D, 016A, 017A, 018A and 019A.
- Bird and bat box and hedgehog hole locations plan Parcel C dated 29/04/2020

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

2) **No development shall commence**, until protective fencing has been erected around all trees, shrubs and other natural features not scheduled for removal in accordance with the submitted Tree Protection Plan (ref. LIN22580-03A Phase 3 Parcel C). Thereafter the protective fencing shall be retained for the duration of the works and the development shall be carried out in strict accordance with the recommendations and methodology of the submitted Arboricultural Impact Assessment and Method Statement (ref. LIN22580aia-amsA Phase 3 Parcel C Revision A) and Ecological Survey dated 22.08.2019 (in respect of tree and hedgerow removal) and in accordance with BS5837:2012. 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. It is considered necessary for this to be a pre-commencement condition as these details need to be agreed prior to the construction of the development and thus go to the heart of the planning permission.

3) All soft landscape works shall be carried out in accordance with the approved details and plans as listed below 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 final 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:

- Soft Landscape Proposals plans LIN22580 Rev 11C Sheets 1 to 7
- Soft Landscape Specification document ref LIN225801 spec

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

4) **No development above ground level shall commence** until detailed drawings of the treatment of verges 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 treatment used is appropriate in the interest of amenity and to ensure a development of visual quality

5) **No development above ground level shall commence on plots 133, 160, 181, 200 and 231** until a sample panel 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 shall be approved in writing by the Local Planning Authority before work commences on the flint elevations. The approved flint sample panel shall be retained on site until the work is completed on the above plots 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.

6) **No development in respect of the proposed highway raised tables, rumble strips and pedestrian crossing points** shall be carried out unless and until detailed technical drawings of the same have first 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 treatment used is appropriate in the interest of amenity and to ensure a development of visual quality

7) **No dwelling hereby permitted shall be first occupied** until the vehicular accesses, roads, footways and vehicle turning areas 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) **No dwelling hereby permitted shall be first occupied** until the provision for vehicle parking (including garaging) and cycle and bin storage associated with that dwelling has been constructed in accordance with the approved plans and is ready for use. This provision shall thereafter be retained at all times for its designated use.

Reason: To provide adequate on-site car and cycle parking and waste storage for the development

9) Notwithstanding the block paving details shown on the submitted hard surfacing drawings the final details of the block paving (in terms of whether they are permeable or non-permeable) 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.

10) The dwellings hereby permitted 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). /b No dwelling hereby permitted 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.

11) **No dwelling hereby permitted shall be first occupied** until the solar panels associated with that dwelling have been constructed in accordance with details to be approved pursuant to condition 28 of 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.

12) **Prior to occupation of the 135th dwelling** of this phase of the development the emergency access, including a removable bollard fitted with standard Fire Brigade padlock, shall have first been constructed surface and drained in accordance with the submitted details and thereafter maintained in a condition that is fit for purpose in perpetuity.

Reason: To ensure safe emergency access provision for the wider development.

13) The visitor parking spaces serving the development shall have been constructed, surfaced and drained in accordance with the approved plans **prior to first occupation of the closest dwelling to each visitor space hereby permitted**. 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.

## 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) You are reminded that, notwithstanding the information contained in the submitted plans in connection with various detailed matters such as external materials, ecological mitigation and enhancements and sustainability measures, where the approval of the same or similar details is also a requirement of the conditions of the outline planning permission, those conditions and the details approved pursuant to them shall take precedence

4) The applicant is requested to ensure that purchasers of new dwellings are provided with an opportunity to purchase additional solar photovoltaics panels for their dwelling and/or garage, where the purchase takes place before the completion of the dwelling and/or garage (i.e. off plan or before completion of the roof). An undertaking to this effect should be included in the details submitted in to discharge condition 28 on application reference 14/04301/OUT in respect of this phase of the development.

For further information on this application please contact Steve Harris on 01243 534734

To view the application use the following link - <https://publicaccess.chichester.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=Q0V0DOER10R00>