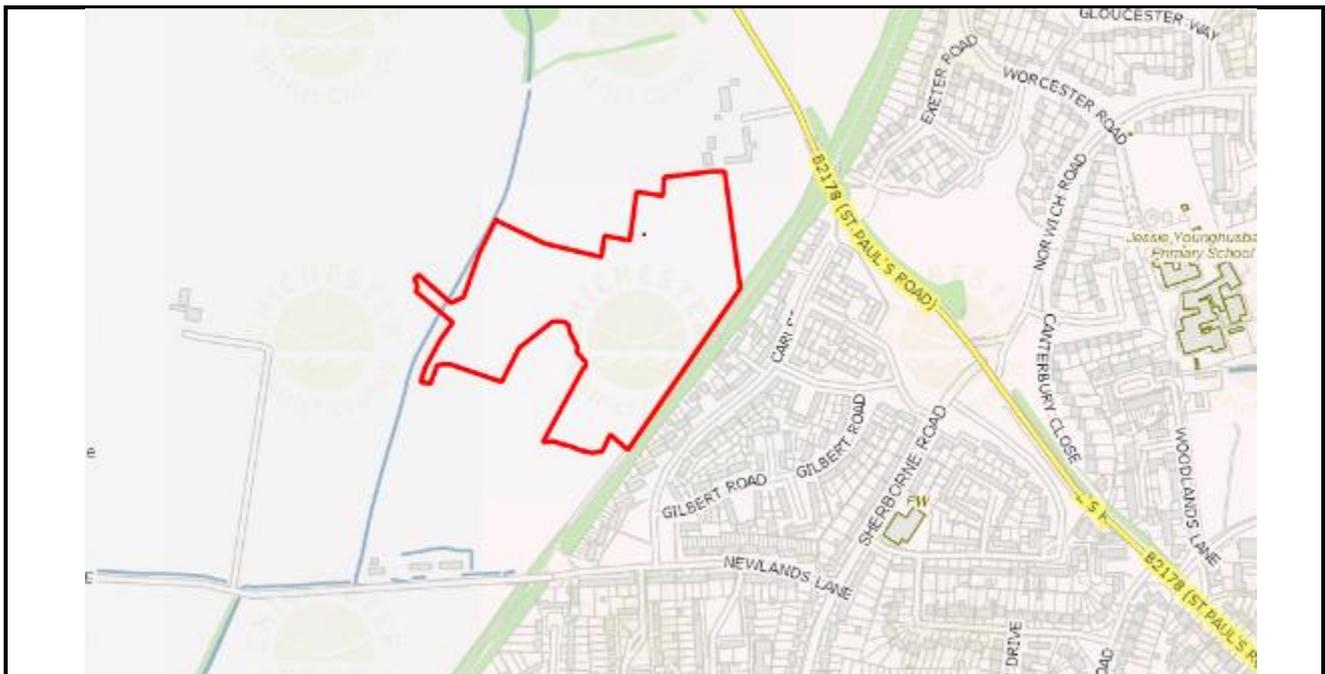


Parish: Chichester	Ward: Chichester West
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**CC/19/03146/REM**

<b>Proposal</b>	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.		
<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>	Miller Homes Ltd	<b>Agent</b>	Mr Nicholas Billington

**RECOMMENDATION TO PERMIT**



	<b>NOT TO SCALE</b>	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
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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 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. The site extends to 5.53 hectares and is identified as Parcel P3.E 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.E is located in the north-eastern part of the SDL. On its western side the site fronts the SANGS Central Green Corridor (CGC), details of which have been approved under the 'infrastructure' Reserved Matters application (CC/18/01587/REM refers). The 'infrastructure' Reserved Matters application also gave detailed approval for the principal 'spine' road which serves Phase 1, alongside extensive additional green infrastructure in the form of a Southern Country Park and a Western Green Link.
- 2.3 The site's eastern boundary adjoins Centurion Way. Further residential parcels, P2.B and P6.I, flank the site's northern and southern boundaries respectively.
- 2.4 The site currently forms part of a large arable field which generally slopes downward in a north-south direction, with a reduction in height of approximately 6m along its length. Further, parts of the western edge of the parcel fall relatively steeply to meet the adjoining CGC valley.
- 2.5 The site is generally devoid of vegetation. A belt of trees is located adjacent to the eastern boundary alongside the Centurion Way, although the majority of these are positioned beyond the site's boundary.
- 2.6 The Committee will be aware that Reserved Matters (RM) approval has already been granted in respect of four residential parcels (P2.A, P2.B, P3.C and P3.D) and the sports facilities to be located in the south-west corner of the SDL. One further Reserved Matters application - in respect of residential Parcel P5.F - is 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 154 dwellings.

- 3.2 In terms of housing mix, the affordable housing component consists of 41 units equating to 27% of housing provision within the parcel. Thirteen units would be provided in a shared ownership tenure comprising 13 x 2 bed houses. The remaining 28 units would be in a rented tenure comprising a mix of 4 x 2 bed, 20 x 3 bed and 4 x 4 bed houses. The affordable units would be provided in a mix of two storey semi-detached dwellings and short terraces.
- 3.3 The 113 market dwellings would comprise 30 x 2 bed, 57 x 3 bed, 21 x 4 bed and 5 x 5 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 together with one street formed parallel to the site's eastern boundary. Vehicular access is provided by the parcel's highest order, 5.5m wide 'Secondary Street', which links to the spine road via Parcel 2.B which adjoins the northern boundary of the parcel. A number of lower order (4.8m wide) tertiary and mews streets are formed off the Secondary Street, creating the block structure referred to above.
- 3.5 At the western boundary of the parcel a tertiary street would join a 3m wide cycle-link which crosses the Central Green Corridor to join an estate road forming part of the approved layout of Parcel 3.D. This would provide a dedicated pedestrian/cycle link between the eastern part of the SDL and the Local Centre.
- 3.6 In the parcel's south-eastern corner, a 0.5 Ha informal public open space would be provided. In its north-eastern corner an additional, L-shaped 0.13 Ha area of public open space is proposed in order to safeguard the alignment of The Chichester Entrenchments archaeological feature.
- 3.7 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.
- 3.8 In terms of parking provision, a total of 367 spaces are proposed consisting of 284 allocated, 57 garage and 26 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,
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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.
19/02385/NMA	PER	Non material amendment for permission CC/14/04301/OUT. Change to wording of condition 33 (sports pitches) regarding timing of commencement of works.
19/02424/REM	WDN	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)
19/02584/REM	PER	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).

19/02626/REM	PER	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.
19/02819/REM	PER	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.
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).
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.
20/01046/REM	PCO	All outstanding Reserved Matters for the erection of 50 dwellings with associated parking, landscaping, informal open space and associated works on Phase 5, Parcel F, pursuant to permission 14/04301/OUT.

## 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**

Objection to the generic housing design, as local building design and appearance should be reflected in the development. Inadequate parking will be provided as a result of triple parking into garages on 22 plots. A separate cycleway should be provided.

### **6.2 WSCC LHA**

#### **Comments of 5 May 2020**

In light of comments made upon the planning application the applicant has provided revised plans. The comments in this formal response from the Highway Authority relate to the revised plans submitted by the applicant on 31st March and 1st April 2020.

#### **Car Parking**

The applicant has produced a revised Parking Strategy Plan and slightly amended the overall level of car parking from 365 car parking spaces that were previously proposed (286 allocated spaces, 54 garages & 25 visitor spaces) to a revised total of 367 spaces. This new total comprises of:

- 284 allocated parking spaces
- 57 garages
- 26 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 changes the overall vehicle spaces per dwelling to 2.38 spaces per dwelling (from 2.37 spaces per dwelling). As per the Highway Authority's previous comments 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).

Previously, the Highway Authority asked whether the applicant could break up the dominance of car parking in two areas of the parcel. These were outside properties 138 to 143 and plots 45 to 53. The applicant has amended the car parking outside plots 45 to 53 and the dominance of car parking has been broken up by redesigning the parking and providing additional landscaping. This is welcomed by the Highway Authority and shall assist in providing respite for pedestrians rather than just having a continuous vehicle crossover and potential vehicle movements over one long section.

The parking outside plots 138 to 143 remains as was previously proposed. However, the applicant has now provided a continuous footway on both sides of the road. This is welcomed by the Highway Authority. The proposed level of car parking in this location is not considered to be of sufficient harm to warrant a reason to refuse the planning application on transport grounds; especially given the provision of a continuous footway which shall provide an appropriate provision for pedestrians.

#### 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. All of the garages are larger than the standard 6m by 3m that WSCC ask for to ensure there is sufficient space to park a car and multiple bikes. The stores are considered to be of a sufficient size to accommodate a bike and have independent access to the side of the properties. In light of this the Highway Authority considers the cycle parking to be policy compliant and appropriate.

#### Residential Street Layout

In the Highway Authority's earlier comments the main issues raised were in relation to the layout of the street network and to seek further clarification from the applicant in relation to the design rationale, road treatments and pedestrian/cycle infrastructure and the intended street hierarchy within the parcel. The applicant has amended the design to take account of these comments and provided additional detail such as the road hierarchy plan. Specific changes include:

- Increasing shared surface areas and restricting vehicular access along certain routes to create two additional Mews style streets.
- Providing additional traffic calming features along the straight section of road in the eastern part of the parcel.
- Provided clarification on the proposed materials around the public open space.
- Provided clarification on the proposed road hierarchy and how this shall be achieved from a design perspective.

The amendments made are generally welcomed and are considered to provide a clearer road hierarchy within the parcel which shall help with wayfinding through the parcel. The roads are generally inter-connected which shall help with pedestrian and cycle permeability through the site. In accordance with best practice guidance the roads are designed for a 20mph design speed and to generally accommodate cycling on the carriageway with other road users due to cycle friendly road design.

The downgrading of the east-west link from what was shown in the masterplan is considered a positive step in terms of increasing the attractiveness of walking and cycling within the site.

Whilst on a whole the amendments made are considered to significantly improve the design of the parcel the Highway Authority do still have the following comments to make which further detail can be secured via condition:

- Traffic calming on residential street in eastern most part of parcel – the applicant has proposed landscaped kerb buildouts which they shall include reflectorised bollards. The Highway Authority would look to condition specific details of this to be

provided as a discharge of condition application. As previously stated new residential roads should ideally be designed to constrain speeds by the roads alignment and horizontal deflection rather than vertical deflection. It is however noted that due to the nature of the parcel and the proposed building blocks it would be difficult to realign the highway on the eastern boundary. It is noted that some of the buildouts are located opposite driveways. However, given that there is still a 6m distance to rear of the bays there is considered to be sufficient space for vehicles to still be able to access/egress these spaces.

- Cycleway link to adjacent parcel – the downgrading of the east west link towards parcel 3D from what was proposed within the masterplan is welcomed by the Highway Authority. The link is proposed as 3m wide which is of a sufficient width to accommodate the likely levels of both pedestrians and cyclists. Further specific technical detail of the design and layout including any necessary signing and lining of this link should be secured via condition.
- Pedestrian crossing points – the applicant has included detail of proposed tactile paving crossing points. The Highway Authority considers that there is need for tactile paving crossings in some additional locations. This can be secured via condition.
- Missing footway link between plots 61 and 72 – there is no footway between the shared surface areas between plots 61 and 72. Whilst it is acknowledged that there is footpath adjacent to this area it would be beneficial to have a short path connecting the two shared surface areas. If CDC were minded to recommend granting permission further details of this link could be secured via condition.
- Pedestrian and cycle links between shared surface areas – outside plots 133/134 there are links between two areas of shared surface. The link is located off centre and results in cyclists merging with pedestrians. The use of this link for both pedestrians and cyclists could be better designed by widening out the area and locating it more centrally. This would allow both pedestrians and cyclists to use it. The applicant may need to consider some form of obstruction such as landscaping or a single bollard to restrict vehicular access. Further details could be secured via condition.
- Tactile paving outside plot 70 – there is an unusual arrangement outside plot 70 where there is proposed to be tactile paving but it just leads into a grass verge. This is unusual and would be potentially confusing for blind or partially sighted people. Whilst it is acknowledged of the need to retain as much green landscape as possible the Highway Authority would look for a footway in this location to where one starts at the side of plot 70 and this could be secured via condition.

### Summary

The Highway Authority has no objection to planning application CC/19/03146/REM; subject to the inclusion of the necessary conditions detailed below on any permission granted.

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 the following aspects:
  - traffic calming features and raised tables,
  - the cycle way link including necessary signing and lining,
  - pedestrian crossing points specification and location.

## **Comments of 9 January 2020**

### **Car Parking**

The applicant is proposing a total of 365 car parking spaces. This comprises of:

- 286 allocated spaces
- 54 garage spaces
- 25 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 3E 154 units (this application) - 2.37 vehicle spaces per dwelling

The proposed level of car parking is broadly in accordance with the levels proposed on 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.

There are two main areas where the dominance of vehicle car parking is of a concern. The areas of concern are:

- Outside properties 138 to 143 - it is welcomed that there is footways and landscaping proposed between the parking but it should be investigated whether the car parking can be broken up even more. The Highway Authority would also want this to be a vehicle crossover to give pedestrians a greater degree of priority. At the moment in time it looks as if they drop down onto carriageway level which to all road users appears to give greater priority to vehicles. It should therefore be amended to ensure a vehicle crossover is provided and pedestrians are walking on a continuous footway.
- Plots 45 - 53 - the Highway Authority again welcomes the inclusion of the continuous footway outside these properties but considers that more should be done to break up the dominance of parking and try to give pedestrians more of a respite rather than walking to the rear of vehicles for a considerable length of footway.

### Cycle Parking

As with the other parcels on this site 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 bikes. All back gardens have a separate access point which prevents the need for users to carry their bike through the property. The proposed cycle parking is therefore deemed acceptable.

### Residential Street Layout

Whilst the adoption of roads is not a planning consideration the applicant has stated that the residential estate roads within this parcel are to remain private and as such these comments are written on that basis.

The residential roads have been designed to a 20mph design speed and in accordance with the Department for Transport (DfT) Manual for Streets guidance. The main access road which runs north to south through the parcel is 5.5m wide. The minor access roads within the parcel are 4.8m in width, with some shared use roads that provide access to a small number of properties narrow down further to 4.1m.

The applicant has also undertaken vehicle swept path tracking for a fire tender (8.680m in length) and a refuse vehicle (11m in length). The Highway Authority wishes to make the following comments in relation to street layout:

Cycle link connection towards local centre - the provision of a connection towards the local centre from this link is welcomed. However, clarification is sought on how this will operate. This link is widened which appears to be in order to accommodate both pedestrians and cyclists. Is it envisaged that cyclists will cycle on the carriageway at either end of the cycle link rather than on the footway? If it is, the link must be designed to try and discourage cyclists from using the footway. This could be done by locating this so it feeds into the carriageway rather than the footway. A safe means of access for pedestrians should be provided. A more detailed plan of this connection and how it connects into the routes at either end would be useful.

Missing footway link between plots 61 and 72 - there is no footway between the shared surface areas between plots 61 and 72. Whilst it is acknowledged that there is footpath adjacent to this area it would be beneficial to have a short path connecting the two shared surface areas.

Car Parking - as detailed above in the car parking section the Highway Authority would look for the previously mentioned amendments to parking to be made.

Footway outside plots 41 to 43 - a footway should be provided outside plots 41 to 43 rather than pedestrians having to drop down onto carriageway level.

Straight section of road between plots 126 and 60 - there is a relatively long straight section of road between plots 126 and 60. Clarification is sought in relation to the road treatments. It appears speed tables are proposed at other junctions such as the one outside plot 12. At the next junction outside plot 18 there appears to only be ramps on 2 of the junction arms and another ramp outside plot 36. The Highway Authority are of the view that given the straight section of road that there needs to be some form of speed restriction measure in this location but the applicant should provide clarification as to what is actually proposed.

#### Summary

In principle the Highway Authority have no objections to planning application CC/19/03146/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

The layout of the development is largely based on perimeter blocks. This is considered to have resulted in a good level of connectivity within the proposed layout. The open green spaces are considered to be well addressed with a good level of passive surveillance being provided by the positioning of the houses.

The number of chimneys proposed throughout the parcel has been improved and on the most part they have been positioned in locations that help alleviate height differences, break up continuous ridges or add interest at the end of a road or to a corner plot.

There have been a number of revisions to the porch styles proposed which in many of the locations identified previously has provided greater variation within the parcel.

#### 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 break up the parking areas. The parking particularly in front of plots 45-53 is now considered more successfully resolved. Whilst the preference would be to avoid large areas of parking in front of plots following the improvements the parking is considered acceptable.

#### 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.

Tile hanging is now showing on the external material plans as continuing the full extent of publicly visible elevations. This alteration is a welcomed improvement.

### Corner Turners

Improvements have been sought and made to many of the corner turning plots. There are a number of corner turning plots within the parcel on the whole these are now considered well detailed for the level of visibility they will have within the development. There remains one corner turner plot 89 which remains poorly detailed in terms of fenestration on the side elevation. Whilst it would be preferable for all the corner turners to be detailed appropriately given that all but one are considered to be suitably detailed on both principal elevations this is unlikely to cause particular visual detriment to the appearance of the development.

### Visible Side Elevations

A number of improvements have been made and it is now considered that overall publicly visible side elevations are appropriately detailed.

## 6.4 CDC Environmental Officer

### Ecology

We are satisfied with the ecological survey (Dec 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 P3.E 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 21.43%. This will be achieved with a fabric first approach and through installing PV on 30 houses and apartments on the parcel equating to 19.5% of properties having PV in this parcel.

## 6.5 CDC Housing Enabling Officer

### **Comments dated 23 April 2020**

This is an amendment to the proposals previously submitted and commented upon. Many of my previous comments still stand, but I make the following points on the changes to the mix.

There are now 41 affordable units (27%), an increase of four, giving a mix of:

#### Affordable rent (28)

2bh 4 (14%) including 2 wheelchair units

3bh 20 (71%)

4bh 4 (14%)

#### Shared Ownership (13)

2bh 13

At 27%, there is a better ratio of affordable to market units, and nearer to the 30% required over the total of all the phases. It is appreciated, as has been previously stated, that some variation between phases is expected. The August 2019 Affordable Housing Addendum Report sets out how units will be broadly spread over phases.

However, in improving the affordable mix, the issue of pepper potting has been further compounded and there are now consecutive 19 affordable units in the north part of the site where previously there were 15.

I note the applicants' comments regarding the weight to be given to planning policy on this matter. I feel there is a balance to be struck between a better overall mix, and the distribution of that mix. In this particular case, as there are a number of shared ownership units that may be staircased out in the future and two terraces that 'turn their backs' to each other, my preference would be for the current proposals with a better overall mix, and which will have improvements for a future phase too. However, this may not be acceptable from a planning policy viewpoint, and it is frustrating that on a large strategic site policy is not being followed.

Overall, I am satisfied with the affordable mix.

#### Disabled Units

I have previously passed on comments from the occupational therapist. In most general terms, the width of the cupboard on the first floor landing should be reduced to enable turning out of the bedroom. Before works start on site, the particular needs of clients must be ascertained and designed in.

Affordable units are to be externally indistinguishable from market ones, and are to be transferred to registered provider previously approved by the council.

#### Market Housing (113):

The proposed market mix is:

2b 30 (27%)

3b 57 (50%)

4/5b 26 (23%)

The market mix is being monitored to ensure it complies with planning consent and to give an acceptable mix across phases. The current proposals are considered acceptable.

#### **Comments dated 23 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.

Previous applications have included 'village core' and 'rural fringe' phases higher densities and larger houses respectively. This, Phase 3E, is somewhere in the middle.

Affordable housing (37):

The proposed affordable rented mix is

2bh 7 (35%) including 3 wheelchair units

3bh 20 (54%)

4bh (11%)

There are also six 2b shared ownership houses.

24% of the total units of this phase are affordable, a slight variation from the 30% required over the phases, but in line with the August 2019 Affordable Housing Addendum Report setting out how units will be broadly spread over phases.

I am generally satisfied with the affordable mix but, would like to see a better pepper potting of the 15 most northern units in a solid block broken up more. The text on page 19 of the Planning, Design and Access Statement says there are clusters of no more than 14, but I count 15. Either way, while this may be strictly adhering to policy it could be improved.

There are two 4b rented houses, which will probably be fully occupied, i.e. with ten children. It would be better if these were split and also removed away from the wheelchair house which could, though not necessarily, be occupied by older people who may prefer a quieter situation.

Disabled Units

Affordable units are to be externally indistinguishable from market ones, and are to be transferred to registered provider previously approved by the council.

Market Housing (117):

The proposed market mix is:

2b 36 (31%)

3b 55 (47%)

4/5b 21 (22%)

The market mix is being monitored to ensure it complies with planning consent and to give an acceptable mix across phases. The current proposals are considered acceptable.

## 6.6 CDC Drainage Engineer

The proposed surface water drainage for this phase is a combination of infiltration through permeable paving and property soakaways, and an uncontrolled discharge to the adjacent swale. We are satisfied that they have demonstrated that the phase can be adequately drained, and that the approach is in accordance with the principles/scheme approved for the site. We have a surface water condition applied to application 14/04301/OUT, which requires the detailed design, supported by sufficient groundwater monitoring and percolation tests to be submitted and discharged pre-commencement. As a result we recommend no further conditions are applied to this application.

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

The amended plans are acceptable in terms of layout, vehicle tracking and the location of bin collection points.

## 6.8 Third Party Objection

1 Third Party letter of objection has been received concerning:

a) archaeological features found elsewhere on the Phase 1 site are not be adequately preserved

## 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
- Protect and support the most vulnerable in society including the elderly, young, carers, families in crisis and the socially isolated
- Maintain the low levels of crime in the district in the light of reducing resources
- 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
- vi. Other matters
- vii. Significant conditions

### 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 important considerations in this case.

### ii) Layout, Character and Design

8.5 The application site lies primarily within the ADS's Eastern Character Area, with a small part adjacent the northern boundary falling within its Northern Character Area (LCRCA). The applicant has sought to further divide the site into different character areas, with the intention of these informing an appropriate design response to various aspects of the site and its context including the flanking Central Green Corridor and Centurion Way, the second-order 'Secondary Street' that runs through the centre of the parcel, and the public open space and archaeological features located in the south-eastern and north-eastern parts of the site respectively.

- 8.6 The approach to the layout of the parcel and the treatment of the buildings within it has been subject to significant amendment during the course of the application. 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 three shared surface tertiary streets located in the eastern part of the parcel, with a through-link provided for cyclists and pedestrians only as part of a landscaped break in the street. Further, some of the larger areas of car parking have been broken up.

- 8.7 The principal, 5.5m wide road serving the parcel broadly bisects the site, linking to the adjoining residential parcels on its northern and southern sides. This road incorporates 2m wide footways on either side along with raised tables at key junctions to reinforce the low speed (20mph) environment of the parcel. The revised plans now indicate the provision of pedestrian crossing points distributed throughout the parcel where footpaths are provided, along with a number of regularly spaced 'build-out' traffic calming features within the tertiary street running parallel to the site's eastern boundary. Traffic approaching the southern public open space from all directions would be slowed by ramps positioned at the junctions that surround it.
- 8.8 As referred to above, at the western boundary of the parcel a tertiary street joins a 3m wide cycle-link which crosses the Central Green Corridor (CGC) to join an estate road forming part of the approved layout of Parcel P3.D. At the time of the outline application it was envisaged that a road would cross the CGC at this point, and this indeed formed part of subsequently 'Infrastructure' Reserved Matters approval. The change proposed will result in the provision of a safe, car-free link between the eastern part of the SDL and the community and other facilities within the Local Centre, and this is to be welcomed.
- 8.9 It is noted that the Highway Authority has requested the imposition of conditions to control and secure certain detailed aspects of the development and to make minor changes to some aspects of the proposed layout. These include the design of pedestrian crossing points, traffic calming features and the CGC cycle link, details of the provision for pedestrians and cyclists forming part of some of the tertiary street through-links referred to above, and a requirement to extend the footway shown outside of Plot 70 so that it links to a crossing point. Conditions securing these elements are set out in the recommendation below.
- 8.10 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. The submitted plans also now indicate satisfactory access and turning for both waste and emergency vehicles. As noted above, the Highway Authority has welcomed the changes and, subject to the conditions referred to above and set out in the recommendation below, raises no objections in terms of either highway safety or the level and distribution of parking.

- 8.11 The density of development (28 dpHa overall) varies across the parcel, with a slight reduction from its eastern to the western side in accordance with the approved parameter plans, which also indicate that the proposed maximum storey height (2 storeys) is appropriate. 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. All of the dwellings would be served by appropriate bin storage and collection arrangements. Adequate arrangements for cycle storage are also made.
- 8.12 The proposed public open space is of a size and is in a location that accords with the approved Parameter Plans and will be subject to good levels of passive surveillance by dwellings on all sides. The proposals also make adequate provision for the preservation of the Chichester Entrenchments archaeological feature, and the District Archaeologist has raised no objections to the proposed extent and treatment of the retained area which will also serve as an attractive area of public open space. With regard to Centurion Way (CW), the revised plans now show the provision of a landscaped belt running along the eastern boundary of the site, and beyond the boundary of the adjacent properties' rear gardens. This area would be maintained by a Management Company, details of which would be secured under the terms of the outline planning permission's condition no.9 (Landscape and Ecological Management Plan). Centurion Way is in a cutting for the majority of the length of the site's eastern boundary, however, the landscaped will provide a buffer that should help prevent the intrusion of domestic clutter into views of the site from CW.
- 8.13 Turning to detailed design considerations, as with the overall layout, a number of improvements to the originally submitted proposals have been secured following negotiations.
- 8.14 An increase in the diversity of the built form has been secured, including the reduction in size of some larger terraces and the breaking-up of other buildings' massing through the addition of gable features. Elsewhere, visual interest has been increased by introducing features such as chimneys and by varying the style of porches and use of materials throughout the parcel. In other parts of the site, the design of several dwellings in prominent, corner locations has been improved. On a number of other plots, interest has been incorporated into a number of side elevations where these are prominent in the street scene, for example by inserting windows and ensuring that tile hanging terminates at an appropriate point where it wraps around the corner of a dwelling.
- 8.15 In conclusion on this issue, it is considered that the approach to the layout and detailed design set out in the amended proposals successfully responds to both the context of the site - including, most notably, the Central Green Corridor and Centurion Way - and the key streets, open spaces and heritage features that form an integral part of it. Further, the proposals provide a satisfactory living environment for prospective residents and comply with the approved Residential Architectural Design Strategy and parameter plans. Finally, there are no outstanding objections with regard to highway safety or on the grounds of the level or distribution of parking provision.

### iii) Housing Mix

- 8.16 During the course of the application the number of affordable units within the parcel has been increased by 4 to give a total 41, which equates to 27% of dwellings within the parcel. Whilst this represents a slight shortfall relative to the usual requirement for a 30% affordable component on housing sites, it is noted the outline planning permission makes provision for minor variations between parcels. On a SDL-wide basis, however, the 70/30 split must be maintained, and officers are carefully monitoring the position as successive phases come forward. Officers consider that the slight cumulative shortfall (equivalent to 5 dwellings) can be made good in a satisfactory manner in the two remaining Linden Homes phases (P5.F and P6.H), which are located within areas identified as being suitable for Medium and Upper Density development in the approved Phase 1 Parameter Plans. The Housing Officer raises no objections on this basis.
- 8.17 Whilst not objecting on this ground, the Housing Officer has commented on the grouping of 19 affordable units (8 rented, 11 shared ownership) located in the northern part of the parcel, and in this regard it is acknowledged that the Council's Affordable Housing Supplement Planning Document aims to limit groupings to a maximum of 15 dwellings on SDL's. In this case, however, it is noted that these dwellings are divided into two roughly equal groupings on separate streets located on opposite sides of a perimeter block. Accordingly, in practical terms the two groupings function separately and each form part of well-mixed streets, and the pepper potting objectives of the SPD will therefore not be undermined.

### iv) Landscaping

- 8.18 The application is accompanied by detailed planting plans which include, amongst other things, the provision of 91 new trees and several hundred metres of hedgerow.
- 8.19 The key elements of the proposed planting strategy can be summarised as follows:
- a 200m length of native hedgerow along the site's eastern boundary with Centurion Way, located within a belt of landscaping maintained by the development's Management Company.
  - the southern public open space would be laid to grass with a mix of lime, apple and hawthorn trees and areas of meadow grass to its periphery, and a central feature Oak tree.
  - the planting of around 30 alder, lime, hawthorn, hornbeam and field maple trees in other landscaped areas outside of domestic curtilages, including in the vicinity of the cycle link across the CGC.
  - appropriate planting in the vicinity of the Chichester Entrenchments feature - at the request of the CDC Archaeologist, some originally proposed trees have been omitted due to the possibility of root systems potentially damaging the archaeology.
  - the use of more domestic shrub and tree (around 60) planting in the internal parts of the parcel, to provide an attractive environment for residents and break up some of the larger areas of parking.

- 8.20 In terms of hard landscaping, a variety of surface materials are proposed. As with the approach already established in respect of other residential parcels, shared surface areas are to be formed in buff-coloured pavers, with final details as to their permeability to be established when discharging the outline planning permission's surface water disposal condition. 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.
- 8.21 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. In areas where boundaries are likely to be prominent in the street scene 1.8m high brick walls are proposed, with a string course detail to add visual interest.
- 8.22 The proposed soft landscaping, planting and tree protection proposals are considered acceptable. In line with the approach on other parcels, 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. 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

- 8.23 As was the case with the Reserved Matters applications for the Phase 1 housing parcels 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.
- 8.24 Whilst it is not necessary 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, swallow cups and hedgehog holes in fencing and walls), with these 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 – with water consumption controlled via proposed planning condition 14 set out below.
  - 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 solar powered 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 25 degrees of south, with the indicative proposals indicating that 38 houses within this phase would be fitted with panels.
- Overall, the combined effect of the fabric first and renewable energy measures would be to deliver a 21.43% 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.

8.25 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.

vi) Other matters

8.26 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 and, where it can be justified, 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.

vii) Significant Conditions

8.27 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.

8.28 In view of the above, the recommendation below is subject to a limited number of conditions relating to the Reserved Matters including, the carrying out of the development in accordance with the submitted landscaping details, securing tree protection measures and the provision of an archaeological interpretation board and requiring the further approval of certain highway-related details as referred to at paragraph 8.9 above.

## Conclusion

8.29 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.

8.30 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 3E is granted.

## Human Rights

8.31 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\_E\_**:000 rev A; 001 rev M; 002 rev A; 003 rev A; 004 rev A; 005 rev A; 006 rev A; 007 rev A; 008 rev A; 009 rev A; 011 rev A; and 012 rev A.

- **CB\_70\_068\_P3\_E\_**: CA\_SS\_01 rev A, 02 rev A, 03 Rev A, 04 rev A, 05 rev A and 06 rev A; ES\_SS\_01 rev A; GC\_SS\_01 rev A; NQ\_SS\_01 rev A; SS\_SS\_01 rev A and 02 rev A.

- **CB\_70\_068\_P3\_E\_CA\_**: WO\_E01, E02, P01; IN\_E01, E02 rev A, E03 rev A, P01 rev A; KI\_E01 rev A, E02 rev A, E03, P01; PA\_E02 rev A, E03 rev A, P01 rev A; EA\_E01 rev A, E02 rev A, E03 rev A, P01; TI\_E01 rev A, E02 rev A, P01, E03 rev A, E04 rev A, E05, P02 rev A; BR\_E01 rev A, P01 rev A, E02 rev A, E03 rev A, E04 rev A, P02 rev A, E05 rev A, P03; RE\_E01 rev A, P01; 4BH\_E01 rev A, P01, E02 rev A, P02, E03 rev A, P03; 3BH\_E01 rev A, P01 rev A, E02 rev A, P02, E03 rev A, P03 rev A, E04 rev A, P04 rev A, E05 rev A, P05; 2BHW\_E01 rev A, P01 rev A, E02, P02; 2BH\_E01 rev A, P01 rev A, E02 rev A, P02 rev A, E03 rev A, P03 rev A, E04, P04

- **CB\_70\_068\_P3\_E\_ES\_**: EA\_E01, E02, P01; TI\_E01 rev A, E03, P01, E02 rev A, P02.

- **CB\_70\_068\_P3\_E\_GC\_**: WO\_E01 rev A, E02 rev A, P01 rev A; IN\_E01 rev A, P01; EA\_E01 rev A, E02 rev A, E03 rev A, P01; TI\_E01 rev A, P01.

- **CB\_70\_068\_P3\_E\_NQ\_**: IN\_E01, P01; KI\_E01, E02, P01; EA\_E01 rev A, E02 rev A, E03 rev A, E04 rev A, E05 rev A, P01; TI\_E01 rev A, P01

- **CB\_70\_068\_P3\_E\_SS\_**: KI\_E01 rev A, P01 rev A; PA\_E01, P01; EA\_E01 rev A, E02 rev A, E03, E04, P01; TI\_E01 rev A, E02 rev A, P01, E03 rev A, P02; BR\_E01 rev A, E02 rev A, P01; 3BH\_E01 rev A, E02 rev A, P01 rev A; 2BHA\_E01, P01; 2BH\_E01, P01.

- **CB\_70\_068\_P3\_E\_GAR\_**: 01, 02, 03 rev A, 04 rev A, 05, 06 rev A, 07.
- **MILL22701\_**: 03 rev B, 10 rev E, 11 rev C (Sheets 1 to 9), 12 rev D (Sheets 1 to 9)
- **MLR/E4837/**:001 rev F, 002 rev F, 003 rev F, 007 and 008
- 817046-MILLER-01
- Parcel E Ecological Enhancement Plan Rev A

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. MIL22701-03A Phase 3 Parcel E). 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. MILL22701aia-amsA Phase 3 Parcel E Revision A) 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 and specifications 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 MIL22701 Rev 11C Sheets 1 to 9
- Soft Landscape Specification document ref MILL22701 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 6, 8, 9, 17, 27, 61, 101, and 102** 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) **Notwithstanding the submitted plans, no development in respect of the following aspects of the development** shall be carried out unless and until details of the same, including a timetable for their implementation, have first been submitted to and approved in writing by the Local Planning Authority:

- highway raised tables, ramps, rumble strips, build-outs (including reflective bollards) and pedestrian crossing points (locations and specification)
- SANGS Cycle Link: signage, surface markings, bollards and transition to adjoining road surfaces
- provision for pedestrians and cyclists to pass through the landscaped areas between the shared surface areas adjacent to Plots 61/72 and 133/134.

The above aspects of the development shall be carried out in full accordance with the approved details and thereafter retained in a condition that is fit for purpose in perpetuity.

Reason: To ensure the treatment used is appropriate in the interest of amenity, highway safety and to ensure a development of visual quality

7) **Notwithstanding the submitted plans**, the footway shown adjacent to the side elevation of Plot 70 on layout drawing CB\_70\_068\_P3\_E\_001 Rev M shall, prior to occupation of Plot 70, extend in matching materials and construction to meet the indicated pedestrian crossing point shown adjacent to the north-eastern corner of the dwelling.

Reason: To provide a consistency of approach to the provision for pedestrians and in the interests of highway safety.

8) **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.

9) **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

10) **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.

11) 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.

12) The development shall not be carried out other than in accordance with the archaeological safeguarding measures set out on application drawing 817046-MILLER-01. Further, **prior to occupation of the 154th dwelling** an interpretation board shall be erected in accordance with the aforementioned drawing and thereafter maintained in the approved location in perpetuity in accordance with maintenance arrangements that have first been agreed in writing with the Local Planning Authority.

Reason: To safeguard the Chichester entrenchments archaeological feature and to ensure members of the public are able to interpret it.

13) Notwithstanding the block paving details shown on the submitted hard surfacing drawings the final details of the block paving (in terms of whether it is 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.

14) 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). 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.

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## 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.

5) With regard to conditions 6 and 7 you are advised to refer to the comments of the Local Highway Authority dated 5 May 2020 in terms of the likely requirements in connection with the matters and details referred to therein.

6) With regard to the belt of landscaping to be formed along the eastern boundary of the site, you are advised that details of the arrangements for the long-term maintenance of this area should be submitted when discharging condition 9 of outline permission CC/14/04301/OUT in respect of this development parcel.

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=Q2PVC1ER0UX00>