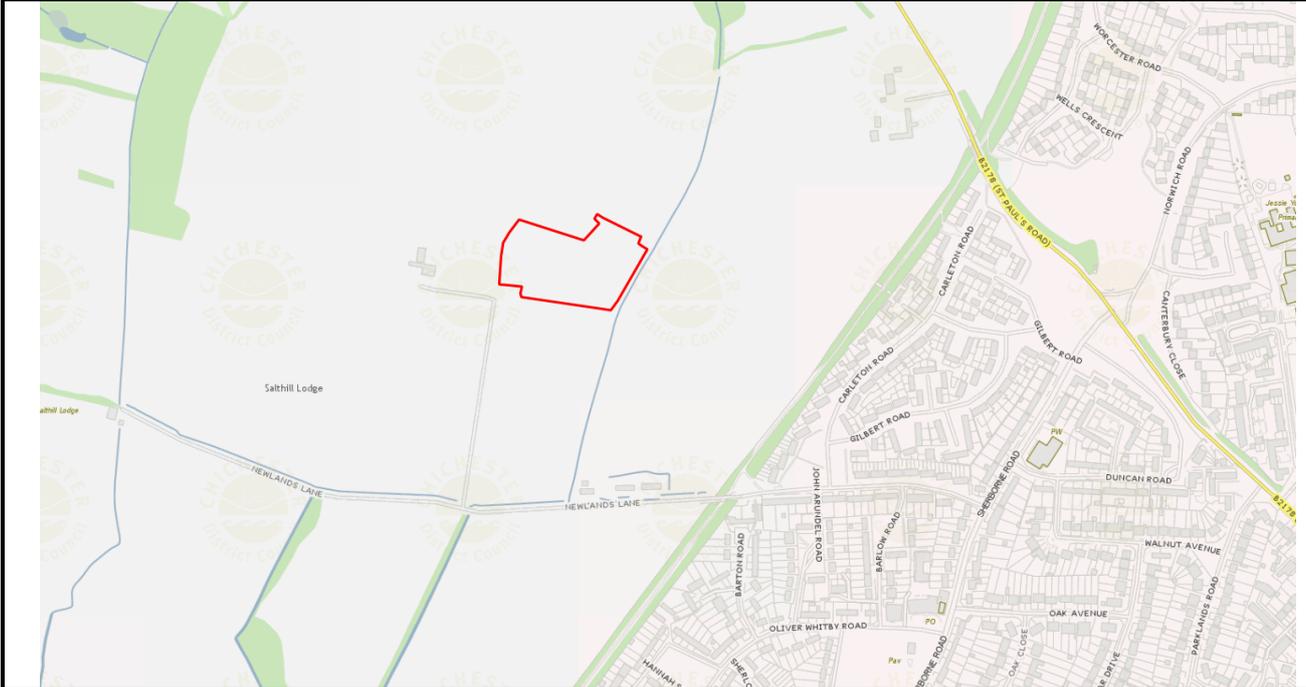


Parish: Chichester	Ward: Chichester West
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CC/20/02473/REM

Proposal	All outstanding Reserved Matters for the erection of 55 dwellings with associated parking, landscaping, informal open space and associated work on Phase 5, Parcel G, pursuant to permission 14/04301/OUT.		
Site	Land West Of Centurion Way and West Of Old Broyle Road, Chichester, West Sussex		
Map Ref	(E) 485000 (N) 106000		
Applicant	Vistry Southern	Agent	Mr Nicholas Billington

RECOMMENDATION TO PERMIT



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

Red Card: Cllr John-Henry Bowden - The proposal is for a major development
 Parish Objection - Officer recommends Permit

2.0 The Site and Surroundings

- 2.1 The application site forms part of Phase 1 of the West of Chichester Strategic Development Location (SDL) which is allocated by Local Plan Policy 15 for a comprehensive, residential-led mixed-use development including up to 750 dwellings. The site extends to 1.6 hectares and is identified as Parcel P5.G 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 allocated 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 P5.G is located on the western side of the developed area of the Phase 1 site. It would be directly accessed on its western side from 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 P.5G forms part of what was originally a large, arable field which reduces in height by approximately 6m between its western and eastern boundaries as the land drops to meet the CGC.
- 2.4 The parcel's western boundary is formed by the spine road itself which is already in situ, with residential Parcel P5.F facing the site from the spine road's western side. To its north, the parcel adjoins both residential parcel P3.D and the part of the mixed use 'Local Centre' which is identified for employment uses. The site's southern boundary flanks a belt of mature trees which forms part of a landscaped buffer between parcels P5.G and P6.H, and which also comprises part of one of the SDL's circulatory walking routes. The parcel's south-eastern boundary adjoins the western side of a section of the Central Green Corridor.
- 2.5 The Committee will be aware that Reserved Matters (RM) approval has already been granted in respect of six residential parcels (P2.A, P2.B, P3.C, P3.D, P3.E and P5.F) and the sports facilities which are to be located in the south-western corner of the SDL. Three further RM applications in respect of Phase 1's final two residential parcels (P6.H and P6.I) and the Phase 1 allotments are 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 55 dwellings.
- 3.2 In terms of housing mix, the affordable housing component consists of 16 dwellings, equating to 29% of housing provision within the parcel (contributing to 30% across the entire outline application). Ten units would be provided in a shared ownership tenure comprising 2 x 1 bed flats, 1 x 1 bed coach house, 5 x 2 bed houses and 2 x 3 bed houses. The remaining 6 affordable dwellings would be in a rented tenure comprising 6 x 2 bed flats. The affordable units would be provided in a mix of three storey flats and two storey houses and coach houses.

- 3.3 The 39 market dwellings would comprise 10 x 2 bed, 23 x 3 bed and 6 x 4 bed dwellings provided in a mix of two and two-and-a-half storey detached and semi-detached houses.
- 3.4 In general terms the layout consists of three perimeter blocks defined by streets and pedestrian/cycle routes running through the parcel and around its perimeter.
- 3.5 The spine road flanks the westernmost perimeter block, with a parking court parking serving 10 of its 25 dwellings accessed directly from it. A 4.8m wide tarmac tertiary street flanked by 2m pavements loops through the centre of the parcel, linking to the spine road at both of its ends. This section of road also links to further tertiary order streets that connect to the residential parcels to the north and south (P3.D and P6.H respectively). The remaining, lowest order streets within the parcel comprise 4.8m wide shared surfaces formed in buff-coloured pavers. These take access from the parcel's central street and define the perimeter of the two eastern residential blocks, which face onto the CGC on their eastern sides.
- 3.6 The layout includes provision for a route for cyclists through and between the shared surface areas that wraps around the parcel's south-eastern corner. In the north-eastern corner of the parcel this route connects to the approved cycleway crossing of the CGC which provides a direct link between the eastern part of the SDL and the Local Centre.
- 3.7 Two distinct approaches to the design of the buildings within the parcel are proposed. The 2.5 storey town houses and 3 storey flat block that face onto the spine road follow the contemporary design approach that has been approved for similarly located buildings on adjacent parcels. This involves the use of various features such as stepped elevations in subtly different facing bricks, box dormers, grey-framed windows with vertical emphasis, together with the use of coloured feature panels beneath and to the side of some windows.
- 3.8 A more traditional approach is adopted for the remainder of the parcel, with two storey dwellings formed in a variety of different facing materials consisting primarily of bricks in red tones along with some tile hanging and flintwork, all beneath plain-tiled roofs.
- 3.9 In terms of parking provision, a total of 142 spaces are proposed consisting of 94 on-plot spaces, 29 garage/car ports and 19 visitor spaces, with the latter distributed throughout the parcel.
- 3.10 As referred to in the response of consultees and discussed in the assessment section of the report below, the application has been subject to considerable amendment since its submission. These amendments are discussed in the assessment section of the report below, however, the most significant changes can be summarised as follows:
- an increase in the number of dwellings from 53 to 55
 - an increase in the number of affordable dwellings by 4
 - in the south-west corner of the parcel, a change in the road layout so as to prioritise the route to/from the spine road and Parcel 6H
 - the redesign of the flat block located in the south-west corner of the parcel and the increase in the size of the amenity area serving it
 - the relocation of the coach house within the area adjacent to the flat block so as to provide active surveillance of the adjacent parking court

- the formation of a continuous route for cyclists parallel to the parcel's southern/south-eastern boundary

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.
19/02424/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	PER	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.
19/03146/REM	PER	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.
20/00600/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	PER	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.

20/03108/REM	PCO	All outstanding Reserved Matters for the erection of 65 residential dwellings with associated parking, landscaping, informal open space and associated works on Phase 6.H, pursuant to permission 14/04301/OUT.
20/03166/REM	PCO	All outstanding Reserved Matters for the erection of 86 dwellings with associated parking, landscaping, informal open space and associated work on Phase 6I, pursuant to permission 14/04301/OUT.
20/03167/REM	PCO	All outstanding Reserved Matters for creation of allotment gardens with associated parking, landscaping, informal open space and works 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	
- Flood Zone 2	NO
- Flood Zone 3	NO
Historic Parks and Gardens	NO

6.0 **Representations and Consultations**

Comments are summarised unless stated otherwise.

6.1 **Chichester City Council (original plans) - in full**

Chichester City Council Strongly object on the following basis: No outdoor amenity space is given to the occupants of the flats, many of whom will be children. The parking area behind the townhouses has poor natural surveillance and may attract anti-social behaviour, as such it does not meet "secure by design" aims. Triple parking into garages will reduce spaces actually used for parking and possibly lead to local parking problems. It is not clear whether the development meets the developer's target of 19% improvement over basic building regulations sustainability requirements across the site but the number of solar panels provided is low and there doesn't appear to be confirmation that every property will have provision to charge an electric vehicle.

6.2 **Sussex Police**

There are no major concerns with the proposals, however, various issues should be taken into account at the detailed design stage.

6.3 WSCC Local Highway Authority

Comments of 09 February 2021

Thank you for consulting WSCC as Highway Authority on revised plans for parcel 5G on the West of Chichester development (planning application CC/20/02473/REM). These amended plans seek to address the comments made by the Highway Authority dated 1st Feb 2021.

The applicant has made the following changes to the plans:

- Amended the bollards on the cycle link to provide a single bollard as per the Highway Authority comments and shall provide enhanced access for both pedestrians and cyclists.
- Amended the site boundary to exclude the area in the north east corner of the parcel. Given the details of the cycleway across the SANGS into parcel 3E are secured under another permission the Highway Authority have no issues with this arrangement.
- The applicant has now shown the re-prioritisation of the road through to parcel 6H, which is welcomed by the Highway Authority.

In light of the above changes WSCC as Highway Authority have no objections to the approval of planning application CC/20/02473/REM subject to the inclusion of the conditions referred to in their comments of 1st February 2021.

Comments of 01 February 2021

Following the LHA's response of 5 November 2020 the applicant has amended the scheme to take account of these and other consultee comments on the application.

Parking

The applicant has amended the scheme slightly to reduce the overall car parking provision by 5 spaces. The overall number of spaces previously proposed was 147 spaces and now the applicant is proposing 142 spaces. It is also noted that since the original plans the overall number of units has increased by 2 to a total of 55. This small change to the overall parking level is not considered to change the Highway Authority comments made in their previous comments and no objections are raised to the proposed level of car parking.

Residential Street Layout

The below bullet points provide the latest Highway Authority comments in relation to the proposed residential street layout, in light of the amended plans on the outstanding issues highlighted in the Highway Authority's initial response:

Visibility splays

No splays were previously shown from the vehicle crossovers on the spine road. The applicant has now shown these. The splay from the southernmost access (between plots 277 and 278) does cross land that is not likely to form highway land but is within the applicant's control. Therefore, the Highway Authority would look for a suitably worded condition that ensures no vegetation or structures/walls are placed higher than 0.6m within these visibility splays.

Crossing points

Previously no details of pedestrian crossing points had been provided. The applicant has now submitted details of these. The proposed location of the crossing points are deemed acceptable. The Highway Authority did request that the applicant provide clarification as to how the junction with the parcel's main road just outside plot 258 (now plot 260) was to be designed. The applicant has confirmed that this is going to be a vehicle crossover which is welcomed by the Highway Authority and shall ensure that pedestrian priority is maintained across this access.

Cycle permeability outside plots 246 and between 260 and 247

It is noted that the applicant has now amended the plans to ensure that a fully permeable cycle route is provided between plots 246 and 258 - this is welcomed by the Highway Authority. The applicant has provided bollard, signing and lining details of the proposed cycle links.

WSSC as Highway Authority has the following comments to make:

1. The link between 262 and 247 is proposed as 3m wide and the applicant is proposing 2 bollards at either end of the route. The bollards are spaced 1.20m apart so either side there is a retained width of 0.9m. It would be better and enable greater passing space for pedestrians and cyclists if a single bollard was used. If there are concerns that a single bollard would not prevent unauthorised vehicle access two bollards could be used but it would be better to locate one on the edge of the verge and another in the centre of the shared use area. This would retain a wider width of 1.5m for pedestrians and cyclists.
2. It appears from the Emergency Access Bollard Detail plan that for the cycle link over the ped/cycle bridge the applicant is proposing a section of segregated cycle way. After this stretch it is not apparent what is proposed. Given the likely use and width of the proposed pedestrian/cycle bridge link the Highway Authority were of the view that the route would be a shared use ped/cycle route for its entirety. This approach would also reduce down the need for lining, signing and tactile paving. If a shared use cycle route was proposed there would have to be corduroy paving at transition points and bollards at the start and end of the route. Again, and as per the comments to the first point above the bollards could be redesigned to maximise the width for pedestrians and cyclists whilst still preventing authorised vehicle access.

The applicant can either provide revised details prior to determination or further details could be secured via an appropriately worded condition.

Relationship with Parcel 6H - the applicant has recently submitted planning application for Phase 6 Parcel H (planning application CC/20/03108/REM). This parcel obviously impacts and relates to this adjacent parcel. WSSC are aware of discussions between the applicant and Chichester District Council in relation to the road hierarchy for the main road passing through Phase 6 Parcel H and its accordence with the approved parameter plan for the site. WSSC shall provide more detailed comments on Parcel 6H in separate comments on planning application CC/20/03108/REM. However, the Highway Authority would recommend that the priority is changed at the junction to Parcel 6H, as part of this parcel, so that priority at the first junction after coming into the spine road leads people into Parcel 6H rather than 5G. This is to strengthen the higher status of this route on the parameter plan and to direct people towards the secondary route rather than Parcel 5G. Any changes

that are made as part of Parcel 6H should be reflected in the plans for Parcel 5G and vice versa.

Consideration has also been given to a change in material at this junction as it enters Parcel 6H to reflect the importance of the small pocket park proposed as part of Parcel 6H. WSCC have no objections to a proposed change in surface material here but would request that any changes as a result of Parcel 6H are reflected in the drawings for Parcel 5G.

Summary

In light of the amendments made by the applicant WSCC have no objections to the application subject to the inclusion of the below conditions.

The Highway Authority would look for the below aforementioned conditions in their comments dated 5th Nov on any permission granted and an additional condition in relation to the need for clear visibility splays from the access points from the spine road and details of the cycle connections. The applicant should also make any amendments to this parcel that are associated with changes to Parcel 6H.

- that no dwelling shall be occupied until the vehicular access, roads, footways, car/garaging including visitor spaces and cycle parking and turning spaces serving that development have been constructed and are available to use.
- to ensure that the visibility splays from the access points onto the spine road have no obstructions (walls, landscaping, fencing) above 0.6m in height for the full envelope of the splay.
- to provide details of the proposed signing, lining and tactile paving of the proposed pedestrian and cycle links within the parcel

Comments of 5 November 2020

Car Parking

The applicant is proposing a total of 147 car parking spaces for this parcel of 53 dwellings. This comprises of:

- 99 allocated spaces (1 of which is a car port space)
- 29 garage spaces
- 19 unallocated visitor bays

The level of car parking is proportionally similar to that proposed at earlier reserved matters applications for different development parcels on this site 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 (CC/19/03122/REM) - 2.95 vehicle spaces per dwelling
- Parcel 5G 53 units (this application) - 2.77 vehicle parking spaces per dwelling

The proposed level of car parking is similar to previously approved parcels and therefore the proposed level of car parking is 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 and has generally achieved it so vehicles are not overly dominant. 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.

Cycle Parking

The applicant is proposing that each house 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 cars and bikes. The single garages are proposed as being 3.264m by 6.290m and the double garages are 6.312m by 6.290m. The applicant has stated that all houses without a garage shall have a 1.8m x 1.2m shed for cycle storage. All back gardens have a separate access point which prevents the need for users to carry their bike through the property.

For the flats (Block B) a dedicated and communal cycle store is proposed to the north of the building. A total of 5 Sheffield Stands (10 spaces) are proposed in this store. The layout and spacing of the Sheffield Stands in this store is deemed acceptable.

Residential Street Layout

The residential roads have been designed to a 20mph design speed to encourage a low vehicle speed environment and encourage pedestrian and cycle trips within the site.

The applicant has submitted a highway geometry plan to demonstrate the carriageway widths, visibility splays and kerb radii proposed. The carriageway widths are 4.8m in both tertiary streets and mews lanes. Where footways are provided in non-shared surface streets they are 2m and provided on both sides of the road which is welcomed. Generally the inter-connected road network provides good levels of permeability through the parcel and to adjacent areas. There is a single raised table on the tertiary street outside plots 253 and 238. The design and alignment of road is considered appropriate for its context and sufficient to keep vehicle speeds low.

The applicant has also undertaken vehicle swept path tracking for a car (4.223m in length), a fire tender (8.680m in length) and a refuse vehicle (11m in length). The tracking shows that a refuse vehicle can access the parcel and turnaround within the turning heads provided. The vehicle does however at bends and the turning heads take up the majority of the carriageway. Given that the solution to this would be to widen the carriageway significantly. This would however have detrimental impacts for the majority of users given this widening is not required the majority of the time and would have a potential speed increasing effect in general traffic which would be detrimental to pedestrian and cycle trips.

The main access to the parcel is off the sites spine road. There are two secondary accesses off the spine road via standard residential vehicle crossovers which serve the parking for plots 276 to 285. These vehicle access points are considered to be appropriately designed given the nature and number of vehicle movements and shall help to prioritise pedestrian movements along the spine road.

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

1 Visibility splays - On the drawing entitled Highway Geometry Plan (Drawing Number 197420-004) the applicant has shown visibility splays based upon a 20mph design speed. However, they have not shown the achievable visibility from the newly proposed vehicle crossovers on the spine road. The applicant should therefore provide the achievable visibility splay from these access points.

2 Access width to car parking for plots 276- 285 - the applicant is proposing that the access width to this rear parking courtyard is 4.1m. This route is not intended to be adopted and shall remain private therefore this comment is only advisory but the applicant should be confident that there is sufficient room for vehicles to pass and for pedestrians. 4.1m is the minimum width for two cars to pass each other as highlighted in the Manual for Streets.

3 Car Parking - some of the car parking proposed is not independently accessible in that it requires a user to move one car to access another eg plots 268 and 267 and several of the houses. However, these spaces are all within the same household ownership and therefore is not considered to be an issue that requires addressing through the design at planning stage.

4 Crossing points - no details of proposed crossing points have been provided as has been done with some other parcels. Details of the location of dropped kerb/tactile paving could be provided prior to determination or secured via condition.

5 Proposed Bridge Cycle Link - As with planning application CC/19/03146/REM for Phase 3 Parcel E the applicant has included parts of the proposed cycle bridge link within the red line boundary of this application. As with planning application CC/19/03146/REM the Highway Authority would look for specific technical detail of the design and layout of this connection including any necessary signing and lining of this link to be secured via condition.

6 Link outside plot 246 - it is not apparent from the plans whether it is intended that the link outside plot 246 is suitable for cyclists. Given the importance in relation to cycle permeability of the proposed bridged cycle link over the river, the Highway Authority would look for this link to be cyclable and further details to be provided either prior to determination or secured via condition. Details should be provided as to its design to ensure it safely allows a continuous route for cyclists and pedestrians.

7 Cycle route outside plots 260 and 247 - Expanding on the above point the route from plot 246 to 258 is seen as a potentially important cycle route through the parcel however as currently designed it is not apparent as to whether the entirety of the route is accessible to cyclists. The link between plots 260 and 247 appears to be broken and the route to the south (shown in grey on the Planning Layout plan) appears to only be 2m and therefore not sufficient to safely accommodate pedestrians and cyclists. Ideally cyclists should be able to remain on the carriageway but vehicle access be restricted as is currently proposed. The Highway Authority would suggest that the currently proposed 2m footpath shown in grey on the planning layout plan is removed and a short ped/cycle only link is provided between the current terminus of the shared surface areas outside plots 260 and 247. As per currently proposed vehicular access should be restricted along this link. Further details should be provided prior to determination.

Summary

The Highway Authority have no in principle objections to planning application CC/20/02473/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 the following:

- that no dwelling shall be occupied until the vehicular access, roads, footways, car/garaging and cycle parking and turning spaces serving that development have been constructed and are available to use.
- the provision of visitor car parking spaces.
- to submit technical details of the design the following aspects:
- the cycle way link in the north east corner of the parcel; including need signing and lining
- pedestrian crossing points specification and location

6.4 CDC Design and Conservation

Layout

- Overall the layout appears well considered and to provide good access for both pedestrians and vehicles throughout the parcel. Providing clear way finding and good levels of passive surveillance to all routes.
- The rear parking court yard for plots 278-287 design approach goes against the guidance of BLF 12 for avoiding parking courts which are large / less private. However it is understood that given the restrictions for parking access along the spine road without adding additional crossovers or impacting the layout of the parcel more widely there is unlikely to be a more suitable way to resolve the parking for plots 276-285. During the course of the application improvements have been secured to provide greater passive surveillance and best protect the appearance of the rear parking area going forward. This has included revising the position of the proposed coach house which now provides some overlooking of the parking area and the introduction of brick boundary walls to the perimeter of the parking. For security outside of daylight hours the provision of suitable lighting will be important. This should be included within any lighting condition for the parcel.
- More generally within the parcel parking is considered well resolved and positioned in a manner that will not dominate the street scenes.
- Initially it was considered that the flat block was lacking meaningful amenity space. Alterations to the layout have resulted in a larger space which is no longer impinged by the cycle store layout and is now considered to provide a useable amenity area.
- Overall it is considered the soft landscaping proposed is appropriate and alterations have been made in places during the course of the application. It is noted that the trees shown along the main route in the parcel are outside of the application site area. Without these being provided there would be very few trees along this route. It is acknowledged that given the close proximity of the proposed houses to the road along this route the provision of trees would be difficult however it is considered the boundary with the local centre parking will be an important consideration going forward to achieve sufficient soft landscaping to soften the built and hard surfaces and views over the future parking.

Appearance

- The flat block has undergone a significant amount of change during the course of the application. It is unfortunate that this has not resulted in the design reflecting those of other approved flat blocks within the development in terms of physical stepping within the facades which has instead been replaced by projecting brick piers. However overall the alterations have resulted in improvements to the fenestration which is now considered appropriately detailed for its prominent position with the street scene. The transition between contemporary and traditional design and the three storey height of the flat block and the lower level housing is also now more successfully resolved through stepping and spacing in the street scene.

- It was initially considered that the design of the traditional housing was lacking depth which has been provided in previous approved parcels through projecting gables, bay windows and projecting chimney breasts. Whilst no bay windows have been added there have been a number of improvements throughout the parcel to add greater depth including the use of the T18 house type with projecting gable and the introduction of projecting chimney breasts in prominent locations. This has also help to add greater variety to the appearance of the corner turning plots.

- Concern was raised about the contrast within the proposed materials initially with variation being provided but resulting in strong contrast particularly on focal corner plots. Tile hanging was not initially proposed however has been introduced in line with previously approved parcels resulting in variation being provided but with less visual contrast. It is considered the resulting appearance throughout the parcel is improved by these alterations.

- Improvements have been made to external enclosures resulting in a greater amount of brick walls being proposed in key visible locations within the street scenes.

Overall it is considered that corner turning plots and visible side elevations are detailed and fenestrated appropriately for their level of visibility

6.5 CDC Housing Enabling Officer - comments in respect of amended plans only

Throughout the planning applications and consultations for this development it has always been appreciated that, being a large strategic site, different phases will vary a little from the Strategic Housing Market Assessment (SHMA) mix as they come in as reserved matters applications. The SHMA will be met overall, and such variations avoid enclaves and mono-tenures giving different character areas and densities within the development.

This phase, closer to 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. Units are being monitored as phases come forward to ensure they meet the planning permission, s106 and give a good balance of units. The affordable/market split (29:71%) and the affordable rent/shared ownership (38:62) split are acceptable, bearing in mind my comments above and the comparatively small number of units on this phase. The market units mix, mostly of smaller family sized units is also acceptable.

Sizes

Affordable units meet or exceed the DCLG Technical Standards and are acceptable.

Tenure split

The affordable flat block is split into rented and shared ownership units. This is generally to be avoided and different tenures are best provided in separate blocks as preferred by Registered Providers (RPs). I note that the applicants have stated there are no shared spaces or entrances and there is separation within the block. While this is not ideal, as a RP is in place and willing to take on the block, I would not actively object in this particular case.

Registered Provider

Affordable units are to be handed over to a RP, whom the Council approves, on completion. Affordable housing units are to be externally indistinguishable from market housing.

Disabled Units

Ground floor rented flats may be suitable for wheelchair adaptations, subject need and suitability as assessed by occupational therapists. This will be considered nearer the time of building out.

Pepper potting

The pepper potting is acceptable.

6.6 CDC Drainage Engineer

The proposed surface water drainage for this phase is a combination of infiltration through permeable paving, 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 Environmental Strategy Officer

Ecology

We are satisfied with the Ecological Report (Sept 2020) and that this is in line with the proposals agreed as part of the outline application.

Policy 40

Following submission of the Sustainability Statement (Dec 2020) we are pleased to see the commitment by the applicant to implement measures to achieve a reduction in CO2 emissions of 19%. This will be achieved with a fabric first approach and through installing PV.

6.8 CDC Waste Lead - comments in respect of revised plans only

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

6.9 Third Party Objection

3Third Party objections have been received concerning:

- a) Chichester is being destroyed by new development
- b) Will result increased congestion and worsening air quality in the locality
- c) Proposals fail to achieve place making and sustainability objectives
- d) Flat block has insufficient amenity space
- e) Cyclists using cycle-link route should have priority over motorised vehicles

6.10 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 included a set of approved parameter plans detailing land uses, street hierarchy, storey heights, footpath 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 parcel P5.G 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, broad conformity with the approved parameter plans, Architectural Design Strategy (ADS) and Masterplan are key considerations in this case.

ii) Layout, Character and Design

- 8.5 In terms of the approved Master Plan (incorporating both Phases 1 and 2), Parcel P5.G is located broadly centrally to the SDL. The approved parameter plans reflect this location, and identify it as being suitable for development in the Upper Density range (35-45 dpHa) and with building heights of up to 3 storeys along the spine road frontage, with 2 storeys elsewhere. With regard to the approved Architectural Design Strategy, P5.G is located within the Local Centre Residential Character Area. Within this Area, development in this parcel should respond to the transition from the Local Centre vernacular and spine road 'edge' on its northern and western sides to the softer, green edges along its southern and eastern sides.
- 8.6 As noted in Section 3 above 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.
- 8.7 A key layout change involves the re-arrangement of the road layout in the south-west corner of the parcel. The change to the junction design results in the route to/from the spine road and Parcel 6H (to the south of parcel P.5G) being prioritised in accordance with the approved parameter plans.
- 8.8 Provision for cyclists has been enhanced by the formation of a continuous route around the southern and south-eastern boundaries of the parcel, utilising shared surface areas

with intervening, 3m wide linking sections. A link to the SANGS cycleway crossing from this route is provided in the parcel's south-east corner.

- 8.9 Whilst no objections were received from Sussex Police on crime prevention grounds, the layout as originally proposed gave rise to some concern regarding the lack of natural surveillance of the proposed parking court to the rear of the proposed townhouses that face onto the spine road; these concerns are shared by the City Council.
- 8.10 Consequently, as part of the redesign of the flat block in the south-western corner of the parcel, one residential coach-house dwelling has been relocated to a position where first floor windows will directly overlook the southern part of the parking court. Furthermore, the appearance of this area has been enhanced - and protected in the long term - by changing its boundary treatment from timber fencing to brick walls. Finally, the applicant has confirmed that low level bollard safety lighting will be provided within the parking court, with final details secured as part of the parcel's lighting scheme which must be submitted for approval under the terms of the outline planning permission's planning conditions. In view of the above amendments, it is considered that the parking arrangements for this part of the site are now acceptable.
- 8.11 Overall, the revised layout follows sound urban design principles, being based on perimeter blocks that provide good levels of vehicular and pedestrian permeability in a coherent and legible layout of streets which prioritises use by pedestrians and cyclists. The submitted plans also indicate satisfactory access and turning for both waste and emergency vehicles. Further, the transition from a relatively high density and urban form of development along the spine road, to a more loose knit approach based primarily on detached dwellings along the softer 'green' boundaries of the parcel responds appropriately to the site's context, as required by the approved Design Strategy.
- 8.12 The Highway Authority has welcomed the layout changes made throughout the progress of the application and, subject to the conditions set out in the recommendation below, raises no objections in terms of either highway safety or the distribution or quantum of car parking, which will meet the anticipated demand. The City Council has raised concerns with regard to the fact that some on-plot parking spaces are not independently accessible, however, the LHA has raised no objections given that such spaces will remain within a single ownership.
- 8.13 The density of development accords with the approved parameter plans, as does the proposed maximum building height of 3 storeys to the spine road frontage. The gardens serving the various houses within the parcel are of an appropriate size, with back-to-back distances that will provide an acceptable level of privacy. As noted above, the amenity space serving the flatted building has almost doubled in size during the course of the application and is now considered acceptable.
- 8.14 All parking areas and areas of public open space are subject to appropriate levels of surveillance. Dwellings would be served by appropriate bin storage and collection arrangements, and adequate arrangements for cycle storage have also been incorporated
- 8.15 Turning to detailed design considerations, the use of a combination of contemporary and traditional design styles within the parcel, as described at paragraphs 3.7-3.8 above, complies with the approved Design Strategy. The contemporary buildings proposed (primarily) along the Parcel's western side are consistent in terms of scale, materials and

detailing with contemporary-style buildings that have already gained Reserved Matters approval in locations that front onto the spine road and/or adjoin the Local Centre (where a contemporary design approach is envisaged). The remaining dwellings, which are of a more traditional design, are likewise consistent with the approach that has been established on other residential parcels in terms of scale, height, materials and elevational treatment.

- 8.16 As with the wider layout of the parcel, a range of improvements to the design and treatment of a number of proposed buildings have been secured during the course of the application.
- 8.17 The design of the 3 storey affordable dwelling flat block has been the subject of significant amendment, with various changes to its articulation and detailing so as to ensure that it is more consistent with similar buildings that have already been approved on nearby parcels. Further, the separation of a coach house dwelling from the block's eastern side has also resulted in a more satisfactory transition from the contemporary to the traditional buildings in the street running parallel to the parcel's southern boundary.
- 8.18 As noted by the Design Officer above, various other design changes have been secured throughout the parcel. These include the wholesale replacement of some house-types, a more coherent and rationalised use of materials together with the introduction of tile hanging to some plots, improvements to the elevational treatment of corner-turning dwellings alongside a general increase in the number of chimneys and windows in order to create a greater degree of articulation and visual interest.
- 8.19 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 the context of the site. The proposals will provide a satisfactory living environment for prospective residents and will comply with the approved Residential Architectural Design Strategy and parameter plans. There are no objections with regard to highway safety or on the grounds of the level or distribution of parking provision.

iii) Housing Mix

- 8.20 As noted above, in order to both better distribute affordable housing throughout the remaining development parcels in Phase 1 and achieve a proportion of 30% when the SDL is taken as a whole, the number of affordable dwellings has increased by 4 units during the course of the application. The resulting proportion (29%), tenure and distribution of affordable housing throughout the parcel is considered acceptable, as is the market housing mix.

iv) Landscaping

- 8.21 The application is accompanied by detailed planting proposals which have been amended during the course of the application, resulting in an increase in the number of new trees to be planted from 30 to 60. The majority of these trees would consist of native species such as field maple, silver birch and hornbeam planted within the landscaping belt which wraps around the south-eastern corner of the parcel. Species such as cherry, rowan and crab apple are distributed throughout the parcel's interior, along with sections of beech and laurel hedging and pockets of domestic shrub planting, all of which serve to soften the development and break up areas of parking.

- 8.22 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 the main road through the parcel formed in a mix of tarmac and charcoal pavers. Modest ramps and textured rumble strips denote changes in road surface materials, acting as traffic calming features.
- 8.23 With regard to boundary treatments, the submitted plans indicate the use of larch lap fencing to internal garden boundaries, with more robust close boarded fencing to the rear and side of most private parking areas - see para 8.10 regarding the boundary of the parking court serving the contemporary houses. 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.
- 8.24 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

- 8.25 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 application, 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.
- 8.26 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 habitat enhancements arising from the landscaping proposals outlined above, detailed ecological enhancement and protection measures are proposed (including bird and bat boxes, House Martin nests 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 110 litres of water consumption per person per day with water consumption controlled via proposed planning condition 13 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, it is proposed to provide solar panels to the roofs of at least 20% of the proposed dwellings with the combined effect of the fabric first and renewable energy measures would be to deliver a 19.5% 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.

8.27 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 good 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

8.28 The Drainage Engineer has confirmed that the submitted indicative surface water drainage proposals demonstrate that the use of soakaways is unlikely to prove effective on this parcel due to groundwater conditions. The majority of surface water on this parcel is, therefore, likely to drain directly to the site-wide surface water disposal network, although the use of permeable paving in most parts of the parcel should prove effective. Final details of the means of disposal must be submitted under the terms of Condition 13 of the outline planning permission.

vii) Significant Conditions

8.29 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.

8.30 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 ensuring various parking, pedestrian and cycling infrastructure is provided at an appropriate time and in an appropriate manner.

Conclusion

8.31 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, based on the preceding assessment, it is considered the proposal complies with relevant development plan policies, the parameters of the outline consent 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.

8.32 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 P5.G is granted.

Human Rights

8.33 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_P5_G**: 000 A; 001 F; 002 C; 003 B; 004 B; 005 B; 006 B; 007 B; 008 C; 009 B

- **CB_70_068_P5_G_SS**: 01 C, 02 B, 03 B, 04 B

- **CB_70_068_P5_G**: **B**_ E01 D, E02 D, E03 D, E04 D, P01 D, PO2 D, PO3 D; **EE**_ E01 B, E02 B, E03 B, P01 B, PO2 B; **EV**_ E01 B, E02 A, P01 A, P02 A; **GAR**_ 01 A, 02 A; **SA**_ E01 B, E02 A, E03 A, E04, E05 A, E06 A, P01 B, P02 A, P03 A, P04 A; **1BCH**_ E03 A, P03 A; **A24L**_ E01 A, E02, P01 A, P02; **A30L**_ E01 A, E02 A, P01, P02; **CH**_ E01 A, P01 A; **T12**_ E01 B, E02 B, P01 B;

- **CSA/4746/**: 100 C, 101 E, 102 E, 103 D, 104 D

- **197420** - 004 D, 006 E, 007 D, 008 D

- BHA_718_03 A

- Plan 1: Ecological Enhancements Plan

- Verge detail - SD(12)10 REVA

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. BHA_718_03 Rev A). 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: Parcel 5G September 2020 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 in Parcel P5.G** 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 CSA44746: 103 Rev D and 104 Rev D including the planting specification detailed therein

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

4) **Prior to the occupation of Plots 247 and 262** the pedestrian/cycle link proposed between the shared surfaces serving them shall be completed in accordance with the submitted details including surface materials, the provision of level transitions and the installation bollards as specified and detailed on the application drawings. For the avoidance of doubt, the link shall be formed in a buff colour surface. Once provided, the pedestrian/cycle link shall be maintained in a condition that is fit for purpose in perpetuity.

Reason: To ensure adequate and safe access for cyclists and pedestrians.

5) **Prior to the occupation of Plot 246** the pedestrian/cycle link between the shared surface serving that plot and the site boundary shall be completed in accordance with the submitted details including surface materials, the provision of level transitions and the installation of a bollard as specified and detailed on the application drawings. For the avoidance of doubt, the link shall be formed in a buff colour surface. Once provided, the pedestrian/cycle link shall be maintained in a condition that is fit for purpose in perpetuity.

Reason: To ensure adequate and safe access for cyclists and pedestrians.

6) **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.

7) **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

8) **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.

9) **No part of the development shall be first occupied** until visibility splays have been provided in accordance with drawing number 197420-004 Rev D. Once provided the splays shall thereafter be maintained and kept free of all obstructions over a height of 0.6 metre above adjoining carriageway level or as otherwise agreed.

Reason: In the interests of highway safety

10) 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.

11) The construction of all pitched roofs forming part of the development (including those to dwellings, garages and porches) shall not be carried out other than in accordance with the approved drawing reference SD(12)10 REV.A.

Reason: For the avoidance of doubt and to ensure a development of visual quality.

12) 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.

13) 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.

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 of application reference 14/04301/OUT in respect of this phase of the development.

5) You are advised that when seeking to discharge outline planning permission condition 31 in connection with this phase, **the proposed lighting scheme should include details of the illumination of the parking court to the rear of plots 280-287.**

6) **With regard to condition 9** you are advised that care should be taken to ensure that the planting to be carried out in the open space area between plots 279 and 280 in positioned clear of the visibility splay shown on drawing 197420-004 Rev D.

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=QHJ2J5ERGVC00>