

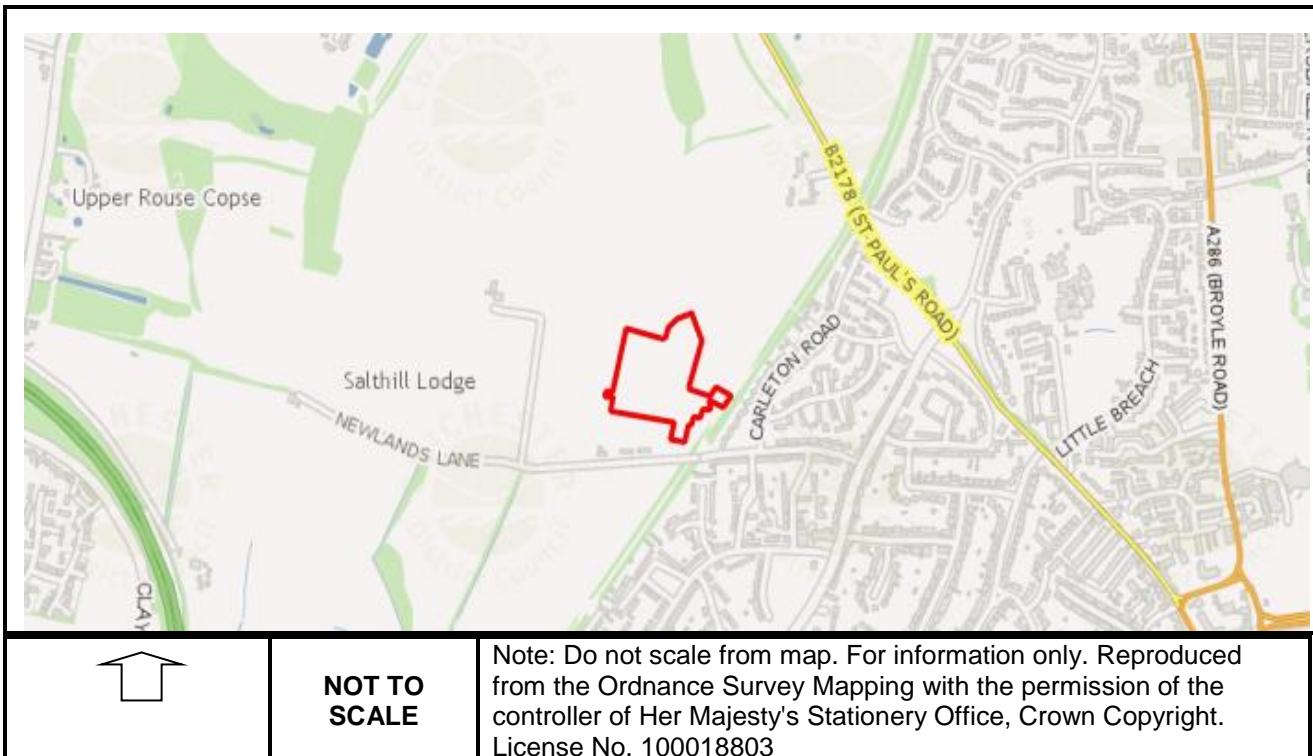
Parish:  
Chichester

Ward:  
Chichester West

CC/20/03166/REM

<b>Proposal</b>	All outstanding Reserved Matters for the erection of 84 dwellings with associated parking, landscaping, informal open space and associated work on Phase 6I, pursuant to permission 14/04301/OUT.		
<b>Site</b>	Land West Of Centurion Way And West Of Old Broyle Road, Old Broyle Road, West Sussex		
<b>Map Ref</b>	(E) 485000 (N) 106000		
<b>Applicant</b>	Vistry Southern	<b>Agent</b>	Mr Nicholas Billington

#### RECOMMENDATION TO PERMIT



## **1.0 Reason for Committee Referral**

Red Card: Cllr John-Henry Bowden - The proposal is for a major development

## **2.0 The Site and Surroundings**

- 2.1 The application site forms part 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 1600 homes. Outline planning permission for 'Phase 1' of the SDL was granted in 2018 for its first 750 homes, a mixed use neighbourhood centre (14/04301/OUT refers) and its primary highway infrastructure.
- 2.2 The site extends to 2.68 hectares and is identified as Parcel P6.I in the Overall Phasing Plan approved pursuant to the outline planning permission. 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.
- 2.3 P6.I is located in the south-eastern corner of the developed part of the Phase 1 site. It originally formed part of a large, arable field which reduces in height by approximately 7m between its northern and southern boundaries.
- 2.4 On its western side the parcel faces onto a section of the Central Green Corridor which forms part of the SDL's extensive SANGS permitted under the first, 'Infrastructure' Reserved Matters application. To its north, the site adjoins residential parcel P3.E. The SDL's allotments wrap around the parcel's southern boundary and south-eastern corner. A small area in the north-eastern corner of the parcel backs onto Centurion Way.
- 2.5 The Committee will be aware that, in addition to the 'infrastructure' reserved matters application referred to above, detailed approval has already been granted in respect of eight residential parcels (P2.A, P2.B, P3.C, P3.D, P3.E, P5.F, P5.G and P6.H) and the sports facilities which are to be located in the south-western corner of the SDL. Four further reserved matters applications in respect of (i) the Phase 1 allotments; and (ii) the residential, community, health and employment-related elements of the mixed use Local Centre; and (iii) the Local Centre's primary school; and (iv) a duplicate application in respect of the P6.I proposals, 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 84 dwellings.
- 3.2 In terms of housing mix, the affordable housing component consists of 22 dwellings, equating to 26% of housing provision within the parcel. Three units would be provided in a shared ownership tenure comprising 2 x 3 bed houses and 1 x 2 bed house. The remaining 19 affordable dwellings would be in a rented tenure comprising 4 x 2 bed houses, 9 x 3 bed houses and 6 x 4 bed houses. The affordable units would be provided in a mix two storey detached, semi-detached and terraced houses.
- 3.3 The 62 market dwellings would comprise 27 x 2 bed, 15 x 3 bed and 20 x 4/5 bed dwellings provided in a mix of two storey detached, semi-detached and terraced houses.

- 3.4 In broad terms the layout comprises a combination of three perimeter blocks in the north-western part of the parcel which are defined by peripheral streets and pedestrian routes, along with streets that back on to the parcel's southern and south-eastern boundaries.
- 3.5 In terms of vehicular access, P6.I is primarily served by one of the SDL's second order, 5.5m wide roads, which connects to parcels P6.H and P3.E to the west and north respectively. The remainder of the parcel is served by 4.8m wide tertiary (tarmac) and shared surface (buff coloured pavers) areas, with the latter provided adjacent to the western and southern boundaries in order to give a less urban feel to these parts of the development.
- 3.6 In the north-eastern part of the parcel, the layout provides for the enclosure (by facing dwellings) of the remaining three sides of the 0.5Ha public open space which was permitted as part of the P3.E proposals. Opposite the south-eastern corner of this open space, a link to Centurion Way is proposed in the form of a 3m wide cycle-path. On the southern edge of the parcel a link is provided to a further cycle path, which connects to Newlands Lane through a landscaped area forming part of the adjoining allotments.
- 3.7 The design of the dwellings follows a traditional approach involving a mix of detached, semi-detached and short terraces of two storey houses in a mix of facing materials including various tones of brick along with some tile hanging and flint work, all beneath plain tiled roofs.
- 3.8 In terms of parking provision, a total of 208 spaces are proposed consisting of 164 on-plot spaces, 32 garage and 12 visitor spaces, with the latter distributed throughout the parcel.
- 3.9 As referred to in the responses 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:
- a decrease in the number of dwellings from 86 to 84
  - a decrease in the number of affordable dwellings by 4
  - a reduction in the density of the development in the part of the parcel located closest to Centurion Way
  - the re-prioritisation of the junction of the second order street with the shared surface street in the south-east corner of the parcel
  - the configuration of the route for cyclists to/from the south-eastern corner of the parcel and Newlands Lane
  - the wholesale replacement of some house-types with others of a superior design

#### **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.
19/02424/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.
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.
20/02473/REM	PER	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.

20/03108/REM	PER	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.
20/03167/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.
21/00460/REM	PCO	All outstanding Reserved Matters for the erection of buildings within the West of Chichester Local Centre to include a retail building with 8no. affordable dwellings, 4no. employment (office) buildings, 2no. health care facility buildings, a community centre and public open space to include a Locally Equipped Area of Play and Multi-Use Games Area; associated parking, landscaping and associated work in relation to the above; all pursuant to permission CC/14/04301/OUT.
21/00461/REM	PCO	All outstanding Reserved Matters for the erection of a one-form entry primary school and associated ancillary buildings, access, parking, and works in relation to the above pursuant to permission CC/14/04301/OUT.
21/00956/REM	PCO	All outstanding Reserved Matters for the erection of 84 residential dwellings with associated parking, landscaping, informal open space and associated work on Phase 6I, pursuant to permission 14/04301/OUT (scheme B).

## **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**

No objection. The City Council is pleased to note that our previous comments in respect of surrounding land parcels appear to have been heeded in respect of this application, particularly in respect of provision of cycle and footpaths around the site and a significant improvement on solar panel provision. We look forward to further improvement on future land parcels.

### **6.2 Sussex Police**

No major concerns with the proposals. Various advice, technical guidance and best practice should be taken into account at the implementation stage of the development.

### **6.3 WSCC Local Highway Authority - in full**

#### **Comments of 14 April 2021**

I can confirm that the revised arrangement for the route outside plot 358 is proposed as per my request in my latest comments to parcel 6I. These changes are welcomed by the Highway Authority and are considered to provide an enhancement arrangement for all road users and provides the best design solution.

#### **Comments of 12 April 2021**

West Sussex County Council (WSCC) as Highway Authority have been consulted upon the Reserved Matters application for Phase 6 Parcel I. WSCC previously provided comments on this application dated 18th February 2021. The applicant has subsequently amended the scheme to take account of these and other consultee comments on the application. These comments relate to the latest revised plans submitted by the applicant.

#### **Parking**

The applicant has retained the level of car parking proposed in earlier revisions. The total number of car parking spaces remains at 208 spaces. As per earlier comments the proposed level of car parking is deemed acceptable and not considered to result in significant levels of overspill car parking taking place.

#### **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 that take account of the outstanding issues highlighted in the Highway Authority's initial consultation response:

- Crossing points - the applicant has revised the crossing point locations to take account of the previous Highway Authority comments and better locate some of the crossing points which were located away from the desire line for pedestrians. These amendments are welcomed by the Highway Authority. Additionally, the applicant has provided additional crossing points to enhance pedestrian access to the area of public open space (located in the adjacent parcel).
- Proposed cycle link to Centurion Way - the applicant has now annotated on the submitted drawings that the cycle link shall extend beyond the site boundary to tie in with the existing Centurion Way, these works would have to be delivered by the applicant and secured as part of any permission granted. The applicant would also have to obtain all necessary highway and landowner consents to undertake these works. The acknowledgment of a willingness to undertake these works is however welcomed by the Highway Authority. The applicant has also amended the tactile paving where the cycle link re-joins the carriageway and adopted WSCC's preferred approach of having a separate pedestrian crossing located away from where cyclists are able to re-join the carriageway. The applicant has also confirmed that the proposed carriageway treatment is charcoal blocks this shall assist in reducing vehicle speeds at a location where cyclists shall be re-joining the carriageway. These amendments are welcomed, and the proposed arrangement is considered acceptable.
- Junction outside plot 356 - as per WSCC's earlier request the applicant has downgraded the junction outside plot 356 to become a simple dropped kerb residential crossover rather than a bell mouth junction. For clarity consideration could be given to annotating the plan that this junction is proposed to be a standard vehicle crossover. This arrangement is welcomed by WSCC and shall help to reduce vehicle speeds and provide a greater degree of priority for pedestrians crossing this junction.
- Proposed cycle connection through allotments to Newlands Lane and shared surface area around plots 356 - It was also suggested that the shared surface serving plots 356-358 could be extended eastward to encompass the cycle and pedestrian path such that the entry point for the dedicated path would be just south of plot 358. The applicant has considered this option but considered that the separate cycle and pedestrian path, as proposed would be preferential. They state that widening the shared surface area would have resulted in a potentially circa 7.4 metre wide area of hard standing which it is considered would encourage people to park on the eastern edge of the shared surface and that this could hinder pedestrian and cycle access. This point is noted and not disputed however this issue with parking could occur in applicants proposed arrangement. Even if a route is delineated in a different material people may still choose to park there. A raised kerb may act as a deterrent but the only way to design this issue out is to narrow the carriageway to such a width that anyone parking there would cause an obstruction.

On this basis the Highway Authority are still of the view that the preferential arrangement is to transition the 3m shared pedestrian/cycle route to the south of plot 358. This transition allows both pedestrian and cyclists onto the shared surface. The current pedestrian/cycle route on the eastern side (shown in white) becomes soft landscaping which would prevent parking taking place and all users share the shared surface. It is not evident as to why there is an explicit need for a separate segregated route when given the likely flows and that pedestrians, cyclists and vehicles can all safely use the shared surface area and what is currently proposed is a potentially over-engineered solution and is contrary to the approach taken in similar circumstances elsewhere within the

development. On the northern section of this route where the shared use route meets the outside of the 90% bend a short section of footpath could be provided on both sides of the shared surface, as is currently proposed on the western side; to help transition pedestrians onto the shared surface.

Whatever is proposed as part of this parcel needs to align with the proposals for the allotments parcel to the south.

#### Summary

Considering the amendments made by the applicant, they have addressed most of the points originally made by WSCC. WSCC have no objections in principle to the application subject to the inclusion of the aforementioned conditions in earlier comments. Also, prior to determination the applicant should reconsider the proposed cycle arrangement outside plots 356 - 358.

#### Comments of 25 February 2021

West Sussex County Council as Highway Authority have been consulted on this reserved matters application (CC/20/03166/REM) for 84 residential dwellings in Phase 6 Parcel I of the strategic development site land West of Chichester (Outline Planning Consent CC/14/04301/OUT). It should be noted that these comments also take account of revised plans submitted by the applicant in February 2021.

#### Car Parking

The applicant originally proposed a total of 222 car parking spaces for this parcel of 86 dwellings. This comprised of:

- 167 allocated spaces
- 46 garage spaces
- 9 unallocated visitor bays

In subsequent revised plans the applicant reduced the level of parking to 208 spaces and the number of units proposed to 84; the proposed parking consisted of:

- 164 allocated spaces
- 32 garages
- 12 unallocated visitor spaces

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 6H 65 units (CC/20/03108/REM) - 2.54 vehicle parking spaces per dwelling
- Parcel 6I 84 units (this planning application) - 2.48 vehicle 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.

There are some areas of the parcel where car parking has the potential to dominate the street scene. These areas are around plots 325 to 336 and 302 to 307. In these areas the applicant has tried to break up the parking by the inclusion of landscaping and footpaths to properties. These shall help provide respite for pedestrians rather than having a continuous dropped vehicle crossover where vehicles could be entering or leaving a space. This arrangement is therefore not considered to pose an unsatisfactory road safety issue. The Local Planning Authority should however consider the dominance of parked vehicles from a visual perspective and any impact it may have on the street scene.

#### 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 of 6m by 3m to accommodate the storage of both cars and bikes. 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.

The proposed cycle storage is therefore considered appropriate and an appropriately worded condition should secure their implementation prior to the first occupation of each house they are serving.

#### Residential Street Layout

As per other parcels the residential roads have been designed to a 20mph design speed and in accordance with guidance within the Manual for Streets. This is in order 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 within the parcel range from 4.8m to 5.5m wide. Footways are provided in non-shared surface streets and they are 2m. The design and alignment of road is generally considered appropriate for its context and sufficient to keep vehicle speeds low.

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

- 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. 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.
- Crossing points - details of proposed crossing points have been provided. The Highway Authority are of the view that some of these crossing points could be better located closer to the desire line for pedestrians. This is especially the case at junctions 1 and 4 on the crossing details plan (drawing number 197430-008). At the side roads the crossings are set back within the side roads which mean that pedestrians have to deviate away from their desire line to use the crossing.

Therefore, these should be reviewed and relocated to better cater for the pedestrian desire line. As well as the relocated crossing point a lowered kerb could still be provided as a transition point from the footway onto a shared surface area. Additionally, consideration should be given as to whether there is a need for any formal crossing facilities (in the form of dropped kerb/tactile paving) to aid crossing towards the public open space in the adjacent parcel. Details of these pedestrian crossings could be secured via condition.

- Proposed cycle link to Centurion Way - this additional link to Centurion Way is welcomed by the Highway Authority and shall increase pedestrian and cycle permeability into and from the site. The Highway Authority have the following comments to raise about the link:

- 1) It is noted that the link is only proposed to the applicant's boundary and no formal connection is proposed to Centurion Way. WSCC as Highway Authority have no issues with this connection and therefore would look for the applicant to design and deliver the connection from their boundary to the existing alignment of Centurion Way. Further details and its implementation could be secured via a Grampian style condition as necessary.
  - 2) Dropped kerb and road treatments - the applicant has provided details of the proposed signing, tactile paving and bollards where the cycle links enter this parcel. This detail is included on drawing 197430-007. The signing associated with the connection onto Centurion Way is appropriate but the tactile needs amending. If it is intended that pedestrians will also cross where the kerb is lowered to allow cyclists onto the carriageway there needs to be a corresponding tactile paving on the other side of the road. Alternatively, and the Highway Authority's preference, is that alternative locations in this area are found for a pedestrian crossing to the open space and then just a lowered kerb needs to be provided onto carriageway level with the existing corduroy tactile paving on the footway either side of where cyclists may be travelling retained.
  - 3) Consideration could be given to an alternative road treatment in this location. It is noted the carriageway is raised around the open space and a different surface material could help further reduce vehicle speeds in this more sensitive location. An alternative road surface may already be proposed but it is not explicit from the plans. Details of this cycle link and any treatments/bollards could be secured via condition.
- Proposed cycle connection through allotments to Newlands Lane - The connection in the southern part of the parcel connecting through the allotments towards Newlands Lane needs to be amended these suggested changes are covered within the Road Hierarchy bullet point below.
- Road Hierarchy - generally the design rational for the roads assist in demonstrating the road hierarchy through the site. However, it is felt that the road hierarchy within the site could be enhanced by making amendments to the junction arrangement around plot 356 and the allotments. Consideration should be given as to the benefits of continuing a kerb line on the outside of the bend so it is just a vehicle crossover with a continuous footway to strengthen the secondary route and that the short link to plot 358 is subsidiary to this. The mouth of the side road access could also be narrowed and a standard vehicle crossover implemented to help strengthen its lower status. This could then transition into a shared surface beyond this point before meeting the access to the allotments. The currently existing footway that runs adjacent to the shared surface area could be incorporated into

the shared surface and the transition from shared pedestrian/cycle route is relocated to the south outside plot 358. This would then just require a strip of corduroy paving across the shared pedestrian/cycle route and a single bollard to prevent vehicle access.

## Summary

The Highway Authority have no in principle objections to planning application CC/20/03166/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:

1. that no dwelling shall be occupied until the vehicular access, roads, footways, car/garaging including visitor car parking spaces and cycle parking and turning spaces serving that development have been constructed and are available to use.
2. details of pedestrian crossing facilities.
3. to submit technical details of the design of the cycle way link to Centurion Way

## 6.4 CDC Housing Enabling Officer

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 a 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.

The mixes and the sizes for both the market and the affordable units are acceptable on this phase. Units are being monitored as phases come forward to ensure they meet the planning permission, the s106 and that they give a good range of units.

The affordable/market split (23:77%) is acceptable and while there are proportionally more rented units on this phase, the affordable rent/shared ownership split is acceptable, bearing in mind that there will be some variation phase to phase.

### 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

It is noted that two potential wheelchair units are identified. The need and suitability as assessed by occupational therapists will be considered nearer the time of building out.

### Pepper potting

The pepper potting is acceptable.

## 6.5 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.

## 6.6 CDC Environmental Strategy Officer

### **Ecology**

We are satisfied with the Ecological Report Parcel 6I (Nov 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, we are satisfied that the criteria detailed within policy 40 will be met. We are pleased to see the commitment by the applicant to implement measures to achieve a reduction in CO2 emissions of 19%. This will be achieved with a fabric first approach and through installing PV on 20 houses on the parcel equating to 23% of properties having PV in this parcel.

## 6.7 CDC Waste Lead

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

## 6.8 Third Party Objection

2 Third Party objections have been received concerning:

- a) Will exacerbate air quality and congestion issues in the locality
- b) Character of Chichester is being destroyed
- c) The Council is lying down in front of a steam roller driven by Central Government
- d) Dwellings are of a poor design

## 6.9 Third Party Other

2 third party representations have been received concerning the following:

- a) Dwellings could be more thermally efficient
- b) Some detailing is unconvincing
- c) More trees should be included to the eastern square
- d) Centurion Way cycle link is welcomed
- e) Car parking on cycle route through allotments should be discouraged
- f) Open space within allotments should contain a sitting area

## **6.10 Applicant's/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 paragraphs 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, design and landscaping
- iii. Housing mix
- iv. Sustainability
- v. Significant conditions

i) Principle of the development

- 8.2 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 cycleways, 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.
- 8.4 Given that P6.I 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, conformity with the approved parameter plans, Architectural Design Strategy (ADS) and Masterplan are key considerations in this case.

ii) Layout, character, design and landscaping

- 8.5 As noted above, P6.I is located in the south-eastern corner of the Phase 1 site and at the edge of its developed area. The approved parameter plans reflect this context and identify it as being suitable for two storey development within the Low Density range (20-25 dpHa) in the areas adjoining the southern and south-eastern boundaries, and within the Medium Density range (25-35dpHa) in the remainder of the parcel.
- 8.6 With regard to the approved Architectural Design Strategy, P6.I is located within the Eastern Character Area where development should respond to the parcel's 'soft' edges whilst also providing strong frontages along the second order street and suitable enclosure of the 'Eastern Square' open space.
- 8.7 It is considered that the proposals, which have been subject to amendment during the course of the application, successfully respond to the principles established by the Design Strategy and parameter plans. The layout follows sound urban design principles, being based largely on perimeter blocks that provide good levels of vehicular and pedestrian permeability in a coherent and legible layout of streets that follows the agreed street hierarchy.
- 8.8 Along the parcel's western boundary, which flanks the Central Green Corridor, the layout consists of an appropriately loose-knit arrangement of detached dwellings served by informal, shared surface streets. With regard to the Eastern Square, following amendments to the design and materials of the dwellings that face onto it, the proposals now suitably define this important open space. Turning to density issues, during the course of the application dwellings have been redistributed within the parcel in order to considerably loosen the layout adjacent to its southern and south-eastern boundaries, resulting in a markedly less urban character to these peripheral parts of the development.

- 8.9 The Highway Authority has welcomed the various layout changes made throughout the progress of the application including the re-design of a number of junctions, amendments to the location and number of pedestrian crossing points and the re-configuration of the cycleway link from the south-eastern corner of the parcel to Newlands Lane. Further, no objections have been raised in terms of the distribution or quantum of parking, or in respect of the arrangements for access and turning for waste and emergency vehicles.
- 8.10 With regard to the cycleway link to Centurion Way (CW) proposed in the north-eastern corner of the parcel, the Committee will be aware that the provision of direct connections from the SDL's eastern residential parcels to this important pedestrian and cycle route did not form part of the parameters established by the outline planning permission. However, the developers have noted local aspirations to improve connections and have responded accordingly, showing the provision of a link up to the boundary where there is an existing gap in the trees and where CW is almost at grade.
- 8.11 The developers are only in control of land up to the site boundary, but have confirmed that they would be prepared to carry out the works necessary to form the 3m long connection from the boundary to the hard surface of CW. The intervening land is owned by WSCC but does not form part of the adopted highway.
- 8.12 In terms of the delivery of the off-site connection it is understood that, in its capacity as landowner, WSCC has confirmed to the developers in writing that it does not raise any in-principle objection to the link being formed on its land. Subject to the satisfactory completion of the works, which would need to be agreed with and licensed by WSCC acting in its capacity as Highway Authority, the linking section would be dedicated as part of the publically maintainable highway network.
- 8.13 The proposed connection will significantly improve pedestrian and cycle links between the development and nearby local services and facilities, and the developers' commitment to undertake the necessary works is to be welcomed. Condition 5 below secures provision of both the Cycle Link and its onward connection to the hard surface of Centurion Way.
- 8.14 With regard to detailed design considerations, the proposed approach of traditionally designed, two storey dwellings using a mixed palette of materials accords with the approved Design Strategy and is consistent with the approach taken on similarly located parcels elsewhere in the SDL. During the course of the application various improvements have been secured including the wholesale exchange of some house-types, the introduction of more chimneys, a greater variety in porch design and the creation of more interest to the side elevations of a number both corner-turning dwellings and dwellings which will be seen in public views from beyond the parcel's boundaries.
- 8.15 In terms of landscaping, existing peripheral planting has been retained and will be protected during construction by appropriately positioned fencing. Where dwellings back onto Centurion Way a separate landscaped strip, which will include native hedge planting, has been retained along the parcel's boundary. This will be physically separate from the adjacent residential gardens and would be maintained by the development's Management Company. Along with the adjoining buffer to the rear of properties in Parcel P3.E, this strip of landscaping should help soften the appearance of the development and reduce any perception of domestic clutter in views from Centurion Way.

8.16 Tree species such as silver birch, field maple and cherry are distributed throughout the parcel's interior, along with sections of hedgerow and pockets of domestic shrub planting, all of which serve to soften the development and break up areas of parking.

8.17 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 parcel's higher order roads formed in a mix of tarmac and charcoal pavers with 2m wide tarmac footpaths on either side. Modest ramps and textured rumble strips denote changes in road surface materials, acting as traffic calming features at key junctions and to the perimeter of the Eastern Square. Specification of the shared surface areas is reserved by condition 4 below in order to ensure that they are sufficiently robust to withstand the manoeuvring of waste freighters.

8.18 In conclusion on this issue, it is considered that the approach to the layout, design and landscaping 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, will comply with the approved Residential Architectural Design Strategy and parameter plans and makes good provision for off-site links for pedestrians and cyclists. There are no objections with regard to highway safety or on the grounds of the level or distribution of parking provision.

iii) Housing Mix

8.19 The affordable housing provision consists of 22 dwellings, equating to 26% of housing provision within the parcel. Whilst this falls short of the standard 30/70 split usually applied to developments in the District, variations between parcels are inevitable on a strategic site of this scale. There are no concerns regarding the proportion or mix of affordable units proposed in the final Phase 1 parcel (the Local Centre) that is awaiting determination and, accordingly, the Housing Officer has raised no objections.

iv) Sustainability

8.20 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.

8.21 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, 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.

- 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, following discussions with the applicant the indicative proposals in respect of p/v panel provision have been amended, with the number of dwellings within the parcel likely to receive panels increasing from 20 to around 35. This would result in approximately 42% of dwellings benefiting from panels and would contribute to an overall reduction of around 31% in CO2 emissions when compared to 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 any impact on the appearance of the dwellings.

8.22 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.

v) Significant Conditions

8.23 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.

8.24 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

8.25 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.

8.26 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 P6.I is granted.

## Human Rights

8.27 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\_P6\_I**:200 C, 201 F, 202 C, 203 C, 204 C, 205 C, 206 C, 207 C, 208 C, 209 C, 211 C, 212 C.

- **CB\_70\_068\_P6\_I\_200\_CA\_A24L**:E01 A, PO1 A; **CA\_A30L**:E01 A, E02 A, E04 A, E05, P01 A, P02 A, P03 A, P04; **CA\_A40L**:E01 A, E02 A, P01 A; **CA\_EE**:E01 B, E02 A, E03 A, E04 A, P01 A; **CA\_EV**:E01 B, E02 A, P01 A; **CA\_SA**:E01 B, E02 A, P01 B, P02 A; **CA\_T12**:E01 A, P01 A; **CA\_T14**:E01, E02, E03, E04, P01, P02; **CA\_T19**:E01, E02, P01; **CA\_T27(2)**:E01 A, E03, E04 B, P01 A, P02, P03 B; **ES\_A30L**:E02 A, E04, E05, P02 A, P03, P04; **ES\_A40L**:E01 A, P01 A; **ES\_EE**:E01 B, E02, P01 A; **ES\_SA**:E01 B, E02 B, P01 B, P02 B; **ES\_T12**:E01, E02, P01; **GAR**:E01 A, E02 A; **GC\_T7**:E01 B, E02 A, P01 A; **GC\_T12**:E01 A, P01 A; **GC\_T14**:E01 A, E02 A, P01 A; **GC\_T19**:E03 A, E04 A, P02 A; **SS\_A24L**:E01 B, E02, P01 A; **SS\_SA**:E01 A, P01 A; **SS\_T7**:E01 A, P01 A; **SS\_T14**:E01, E02, P01; **SS\_T19**:E01, E02, P01

- **CB\_70\_068\_P6\_I\_200\_CA\_SS**:E01 B, E02 B, E03 B

- CB\_70\_068\_P6\_I\_200\_SS\_SS\_01 B

- CB\_70\_068\_P6\_I\_200\_GC\_SS\_01 B

- CB\_70\_068\_P6\_I\_200\_ES\_SS\_01 B

- **CSA/4746/**:106 D, 107 D, 108 D, 109 D, 110 D
- **197430-**:003 D, 006 D, 007 D, 008 D
- Ecological Enhancements plan (Parcel 6I) (14.04.21)
- Verge detail - SD(12)10 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 Retention, Removal and 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: Land west of Chichester Parcel 6i November 2020 Rev 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 in Parcel P6.I 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 Ref: CSA/4746/108 Rev D and CSA/4746/109 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) Notwithstanding the submitted details **no development in respect of the shared surface areas hereby permitted shall commence** unless and until technical details have been submitted to demonstrate that they will be constructed so as to withstand the manoeuvring of waste collection freighters. The shared surface areas shall be constructed in accordance with the approved details and thereafter maintained in a condition that is fit for purpose in perpetuity.

Reason: In the interests of highway safety

5) **No development shall proceed unless and until** a Scheme of Works for the provision of a connection from the proposed Cycle Link located immediately to the south of plot 369 to the adjacent section of the hard surface of The Centurion Way has been submitted to the Local Planning Authority. The Scheme shall (i) be agreed in writing prior to occupation of any dwelling within Parcel P6.I; and (ii) include a timetable for provision of the both the Cycle Link (to be provided in accordance with the approved plans) **and** its connection to The Centurion Way which, for the avoidance of doubt, shall confirm that all of the above-mentioned works will be completed no later than the first occupation of any dwelling within Parcel P6.I. The agreed scheme shall be implemented in its entirety and thereafter the Cycle Link shall be retained in perpetuity for the purpose of providing unfettered public access to and from the site by pedestrians and cyclists.

Reason: In the interests of providing satisfactory access for cyclists and pedestrians. It is considered necessary for this to be a pre-commencement condition as the Cycle Link connection involves third party land, and it is therefore appropriate that the technical details of this important element of infrastructure works and the timetable for their delivery are considered and agreed at an early stage of the development of Parcel P6.I.

6) **Prior to first occupation of plot 356, 357 or 358** the cycle route through the adjoining shared surface street between its junctions with the secondary street to the north of plot 356 and the cycle path to the east of plot 359 shall be provided in accordance with the approved plans and thereafter retained in perpetuity for the purpose of facilitating unfettered public access for all pedestrians and cyclists.

Reason: In the interests of providing good connectivity for pedestrians and cyclists and to accord with the parameter plans approved pursuant to outline planning permission reference CC/14/04301/OUT.

7) **No dwelling within Parcel P6.I shall first be occupied** unless and until the vehicular accesses, roads, footways and vehicle turning areas serving that dwelling have been constructed, surfaced and drained in accordance with the approved plans. These spaces shall thereafter be retained at all times for their designated use.

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

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

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

**9) 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.

**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) 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 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) With regard to condition 5, your attention is drawn to the WSCC email of 17 April 2021 concerning the process of obtaining the necessary agreements in respect of the works required to form the linking section of cycleway that would be located on WSCC land. For the avoidance of doubt, this reserved matters approval is granted without prejudice to the need to separately enter into any such agreements.

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=QKTN5NERJE700>