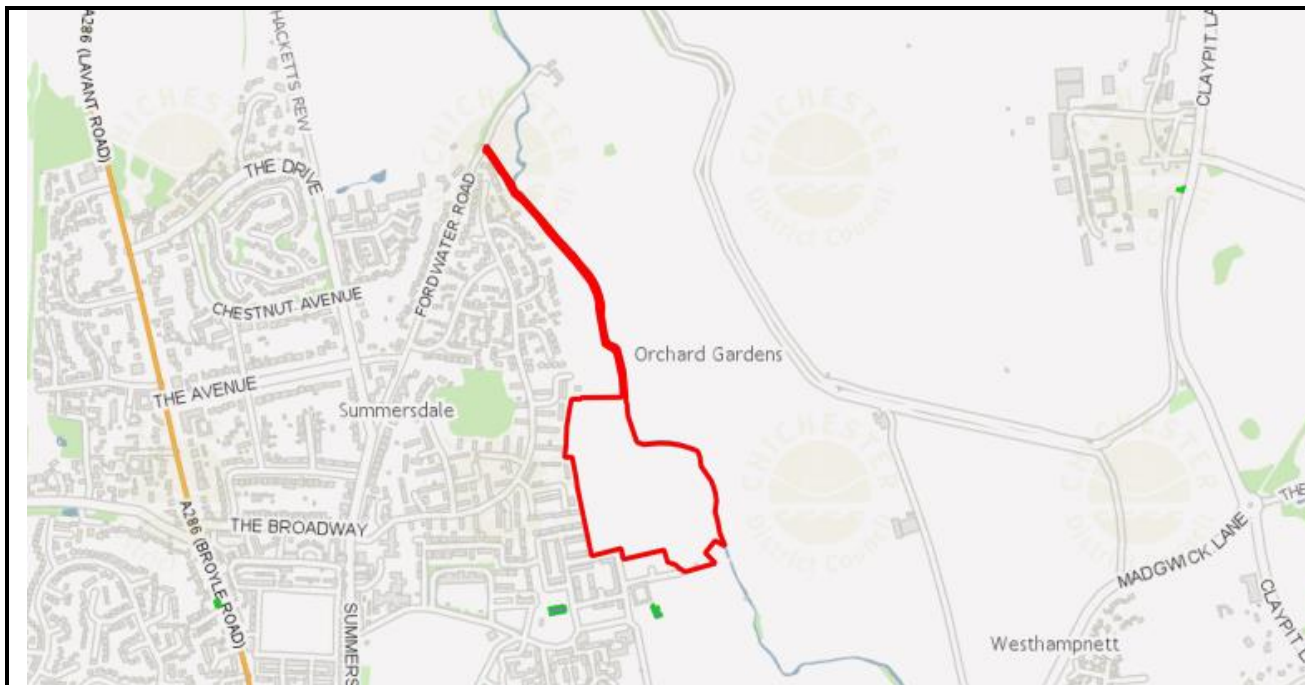



Parish: Chichester	Ward: Chichester East
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CC/19/03191/REM

Proposal	Application for reserved matters (appearance, landscaping, layout and scale) for residential development comprising up to 200 no. dwellings, including an element of affordable housing, associated landscaping and open space, Lavant Valley Linear Greenspace, surface water attenuation and ancillary works and vehicular access from the area known as 'Phase 4 of the Graylingwell Park development permission CC/16/03791/OUT.		
Site	Phase 2 Of The Westhampnett/North East Chichester SDL Land North East Graylingwell Park Chichester West Sussex		
Map Ref	(E) 486954 (N) 106194		
Applicant	Redrow Homes Ltd	Agent	Pegasus Group

RECOMMENDATION TO DEFER FOR SECTION 106 THEN 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

Parish Objection - Officer recommends Permit

2.0 The Site and Surroundings

- 2.1 The site forms the northern part of the Westhampnett/North East Chichester strategic housing allocation detailed in policy 17 of the Chichester Local Plan. This is a substantial land allocation subject to various environmental constraints which limit the extent of land that can be developed for housing. The two areas for the housing elements of this 500 dwelling allocation (Phase 1 and Phase 2) are therefore located separately within the strategic development land (SDL). Phase 1 is located to the far south east of the SDL between Stane Street and Madgwick Lane. That site obtained outline planning permission in June 2016 for 300 dwellings (WH/15/03524/OUTEIA) and following subsequent approval of the reserved matters is currently well under construction by Barratt/David Wilson Homes. At the same time a separate outline planning permission (WH/15/03884/OUT) was given for the delivery of sports playing pitches in the central part of the SDL with a green infrastructure link comprising a new pedestrian/cycleway leading from Madgwick Lane to the playing pitches and onto the point where it meets the SE corner of Phase 2 of the SDL development which is the subject of this current application for the approval of reserved matters.
- 2.2 The application site forms part of an open river valley landscape and consists of a misshapen rectangular parcel of arable land of approximately 8.826 hectares situated on the north eastern boundary of the built up area of Chichester, east of the neighbourhood of Summersdale and the new development taking place at Graylingwell Park to the south-west. The site includes a narrow ribbon of land following the west side of the river Lavant which extends north to the point where it meets the unmade section of Fordwater Road - this land forms part of the Lavant Valley Linear Greenspace and is within Flood Zone 3. Whilst the site is currently not included within the settlement boundary for Chichester, as Phase 2 of the Westhampnett / North East Chichester SDL with outline planning permission for up to 200 new homes it will be encompassed within the City's settlement boundary as part of the Local Plan Review.
- 2.3 The site adjoins the existing 2-2.5 storey housing at Winterbourne Road from which it is separated by an overgrown boundary hedgerow formed of native species. There is very little vegetation within the site itself. A short section of hedgerow following an east-west alignment running down the slope appears to be a remnant boundary hedge and is isolated from the eastern and western edges of the site. There are a few isolated evergreen trees along river edge. The majority of the site is within Flood Zone 1. A small area in the south-east corner is in Flood Zone 2 and a small part in the northern part of the site is in Flood Zone 3. No buildings are proposed to be located in these areas.
- 2.4 The prevailing landform for the site slopes down from west to east and the site is bounded to the east by the River Lavant. Across the river valley to the north-east of the site is the Goodwood Motor Racing Circuit (GMRC) and Aerodrome. A well established public bridleway - Stocks Lane - follows the outer perimeter of the GMRC linking Madgwick Lane to the south-east (and Phase 1 of the SDL) with New Road to the south of East Lavant. The application site is not currently accessible from the existing highway network.

3.0 The Proposal

- 3.1 Outline planning permission granted in November 2018 (reference 16/03791/OUT) established the principle of up to 200 new homes on the application site. All matters were reserved. However, also in November 2018, a separate planning permission reference 18/01911/FUL fixed the details of a single point of vehicular access to the site 6m wide at the southern boundary taken via Phase 4 of the adjoining Graylingwell Park development. Detailed matters relating to the appearance and landscaping of the site and the layout and scale of the proposed buildings are now submitted as the reserved matters for approval under this application.
- 3.2 As part of the outline application a set of three parameter plans covering Land Use/Access and Movement, Density, and Building Heights were submitted to establish a framework for developing the site within which the current detailed proposals have been brought forward. Whilst the quantum of development and the principle of a vehicular access to the site through Graylingwell Park were the only matters formally approved under the outline and separate access permissions, the parameter plans provided an additional broadbrush and unrefined layer of detail in terms of the intended density of housing, the building heights and access and movement patterns through any future layout. In permitting the outline planning application the Planning Committee endorsed the officers' recommendation that the parameter plans should be conditioned (condition 3) in order to control the various matters they refer to as part of the reserved matters application.
- 3.3 In terms of the detail, the current application is for the full 200 dwellings on the site (30% or 60 dwellings of which will be affordable homes) which results in a density of development of the net developable area (6.32 ha) of approximately 32 dwellings per hectare. The new dwellings comprise 2, 2.5 or 3 storeys and are either terraced, semi-detached, detached or in apartment blocks. The proposed mix of accommodation is as follows:

Market Housing

2 bed x 35
3 bed x 68
4 bed x 37

Total 140 (all houses)

Affordable Housing

1 bed x 9 (flats for Rent)
2 bed x 21 (15 flats for Rent; 6 Intermediate houses)
3 bed x 20 (all houses - 14 Rent; 6 Intermediate)
4 bed x 10 (all houses - 4 Rent; 6 Intermediate)

Total 60

- 3.4 The development is being provided with a total of 414 parking spaces, which comprise 52 unallocated / visitor parking spaces, 345 allocated parking spaces and 108 garages of which 35 garage spaces that comply with the minimum dimensions (6m x 3m) to be counted as a parking space. In accordance with the WSCC parking standards these 35 garages each contribute half an allocated parking space, therefore contributing a total of 17 parking spaces towards the total parking provision. (In summary: $52 + 345 + 17 = 414$). 40 dwellings will have an 'active' electric vehicle charging facility.
- 3.5 The dwellings are laid out around a framework of primary roads at 5.5m wide giving access to private drives at 4.5m to 5m wide and shared surface streets at between 5m and 5.5m wide. The layout allows a pattern of development which has most dwellings fronting onto the roads with rear gardens backing onto rear gardens. The layout focusses the only 3 storey buildings in the development into the south-west corner of the site with the remainder of the site at pre-dominantly 2 storey with some 2.5 storeys. The site has been divided into 7 different character areas to differentiate the different use of house types and architectural detailing, the density of housing and the way the house types relate to each other and the street and the landscaping treatment around them. This closely follows the broad parameter plans approved under the outline planning permission.
- 3.6 The proposed materials palette for the dwellings comprises 3 types of facing brick, tile hanging to match the roof tiles of which there are 3 types and the use of white roughcast render. The Redrow Homes architectural style is quite distinctive amongst rival volume housebuilders with its pattern book echoing an Arts and Craft influence including the use of projecting bay windows, hipped roofs with dropped eaves, decorative tiling and brickwork and distinctive small paned windows.
- 3.7 The proposals include 2 areas proposed for allotments totalling 1,760sqm both on the eastern edge of the development amidst the large swathe of landscaped public amenity space which will border the west side of the River Lavant and will additionally accommodate the shallow SuDS attenuation basins required as part of the surface water drainage strategy and the 3m wide combined pedestrian/cycleway - the Lavant Valley Linear Greenspace - approved under the outline permission.
- 3.8 An equipped play area of 660sqm is shown located in the south-east corner of the site within an area of public open space and will comprise natural play equipment. This area will also contain the foul water pumping station for the development. Foul water mains drainage will be taken from the site via the new strategic sewer to Tangmere Wastewater Treatment Works (WwTW).
- 3.9 In terms of reducing carbon emissions and renewable energy the proposals are for a fabric first approach to provide high levels of insulation and with the addition of PV arrays on 71 dwellings capable of generating 39,854.82kWh/year of electricity the scheme is to achieve a 19% increase in energy savings over current building regulations.

4.0 History

16/03791/OUT	PER106	Residential development comprising up to 200 no. dwellings, including an element of affordable housing, associated landscaping and open space, Lavant Valley Linear Greenspace, surface water attenuation and ancillary works and vehicular access from the area known as 'Phase 4 of the Graylingwell Park development.'
17/00206/EIA	EIANR	Residential development comprising up to 200 no. dwellings, including an element of affordable housing, associated landscaping and open space, Lavant Valley Linear Greenspace, surface water attenuation and ancillary works and vehicular access from the area known as 'Phase 4 of the Graylingwell Park development.'
18/01911/FUL	PER	A minor road to provide access between Phase 2 of the Westhampnett / North East Chichester Strategic Development Location (application ref: CC/16/03791/OUT) and the Graylingwell Park Development.
18/03104/DOC	PER	Discharge of condition 20 of CC/16/03791/OUT.
20/02734/DOC	REF	Discharge of Condition 15 (Construction Environmental Management Plan) of Outline Planning Permission CC/16/03791/OUT.
21/00588/DOC	PCO	Discharge of Condition 15 of Outline Permission CC/16/03791/OUT - Construction Environmental Management Plan

5.0 Constraints

Listed Building	NO
Conservation Area	NO
Rural Area	NO
AONB	NO
Strategic Gap	NO
Tree Preservation Order	NO
EA Flood Zone	FZ1
- Flood Zone 2	YES
- Flood Zone 3	YES
Historic Parks and Gardens	NO

6.0 Representations and Consultations

6.1 Parish Council

Comments received 06.02.2020

Strong Objection. The surrounding area has a lack of parking which would be further exacerbated by the proposal's shortfall of both allocated and visitor parking. Sufficient parking must be provided to at least minimum WSCC standards in this area. The pedestrian/cycle path should be provided along the linear greenspace following the course of the Lavant, and not through the streets within the site. Solar panels should be provided for appropriately orientated properties.

In order to promote walking and cycling, pavements should be provided on both sides of all rows of houses, and cycle lanes along the principle streets. If a shared surface is intended (e.g. along the Lavant) it should be connective, and of a different material, finish and appearance than the road, otherwise the appearance is of a series of drives with no pavement and no pedestrian/cycle connectivity.

A total of 113 garages are proposed providing a total of 12 parking spaces. This is a significant area of built form for little gain. If all the garages were replaced with a shed (and path) for cycle storage, and all properties with a drive were provided with an external socket for electric car charging, 30-50% of these garages could be provided as a parking space instead and the rest removed from the plan, this would be a significant improvement in terms of sustainability as well as parking standards. The development should be aiming to achieve carbon neutrality.

6.2 Environment Agency

No objection to the reserved matters application as submitted. We note that the submitted layout for Phase 2 identifies that no built development will be located within Flood Zones 2 and 3, and identifies that there will be a 10 metre buffer zone alongside the River Lavant.

6.3 WSCC - Highways

(Comments - 20 April 2021)

The highway officer has indicated that the revisions which the applicant has carried out are acceptable overall subject to the addition of conditions relating to the vehicular access from Graylingwell Park Phase 4, safety and design considerations including compliance with LTN 1/20 for the shared pedestrian/cycleways within the site, car and cycle parking spaces and construction of the internal roads. Whilst the revised internal road layout does not warrant a highway objection it does not – in places – fully embrace guidance in Manual for Streets (i.e. sections of roads with just single footways alongside one side of them and other areas where footways stop and then re-start further along). Visitor parking is still below what current guidance recommends and as such could lead to some on-street parking. Again this does not warrant an objection on highway grounds, particularly as the site is in a sustainable location which lends it to less use by car and the widths of the streets are such that parked vehicles are unlikely to cause an obstruction. Off-street car parking does also provide for visitors for a number of the properties shown.

(Comments - 28 October 2020)

More information/clarification requested on: Internal road layout, visitor parking, internal shared foot/cycleway, Upgrading of E-W path to shared facility, Plan showing access arrangements with Graylingwell Park Phase 4, Proposed carriageway widths.

6.4 CDC - Coastal and Drainage Engineer

Additional submitted plans now show areas of permeable paving and cellular soakaways. As previously stated all water should be drained to ground unless percolation rates, or groundwater are such that this is not possible. Based on our knowledge of the local geology and the information to date, we remain hopeful that all surface water could be drained directly to ground in accordance with the hierarchy of preference for different types of surface water drainage disposal systems. We previously raised concerns about the proximity of the attenuation basins to the main river. These concerns remain, and we hope the Environment Agency have been consulted on this matter.*

We have reviewed a proposed schedule of groundwater monitoring and percolation tests to inform the detailed surface water drainage scheme. This has demonstrated that the site can be drained if infiltration were to prove unviable, and we are still satisfied that we can control the surface water scheme through existing conditions if you were minded to approve the application.

*[*Planning Officer Comment: the attenuation basins were shown on the parameter plans which were approved under the outline planning permission. The EA has considered the plans showing the location of the basins and has raised no objection or specific observation on this component of the surface water drainage design. The proposed surface water drainage now relies on a combination of natural infiltration and the use of the attenuation basins – see para 8.13 of the report for further information]*

6.5 CDC - Housing Enabling Officer

The affordable mix is acceptable. Disappointed that the developers are adhering to the market mix they have presented. We have discussed that the difference between my preferred mix and their mix is relatively small in relation to the site as a whole. As such, and in light of the HEDNA being recommendations only, the Council would not win on appeal. I must reluctantly accept the mix they are proposing therefore.

6.6 CDC - Conservation and Design Officer

Layout - Through the process of the application changes have been made to layout of the proposals. Initially it was considered that the proposed development did not appropriately address the Graylingwell development to the South. Revisions have been made relocating the proposed apartment block to front this southern road better integrating the two developments and removing rear boundaries from fronting the highway. There are limited points available for connecting to the existing development to the West side of the development. However it is considered that opportunities have been taken to make connections such as pedestrian access to the existing play area. The proposed footpath / cycle way will also provide additional connection outside the site. Throughout the proposals it is considered that footpaths have been located in positions where they benefit from sufficient overlooking largely passing to the front of properties. The scheme is considered to work with its context in terms of layout situating the denser housing adjacent

to the existing housing development and the lower density housing adjacent to the open green spaces / countryside and river Lavant to the East. This provides a softer boundary appropriate for the edge of settlement location. The number of trees proposed within the public realm and parking courts has been improved particularly in the denser parts of the site which is welcomed but it remains considered that trees are lacking from the Primary Street. In terms of parking it is largely considered well resolved within the Eastern half of the proposals with private driveways minimising the dominance of car parking in the street scenes. To the Western half of the proposals concern has been raised regarding the amount of dwellings reliant on parking provision to the frontage of properties. The current layout whilst retaining a significant amount of front parking bays is considered the most appropriate by limiting the visibility of the parking in the main street scene. Given the density proposed particularly to the South West corner it is understood that it is more challenging to balance the required provision in a limited space. It was previously considered that the amount of soft landscaping to visually break up the parking was insufficient. Improvements have subsequently been made resulting in a greater amount of soft landscaping and tree planting in these areas which is welcomed. The parking in the area named 'The Square' was considered a particularly negative example being clearly visible in the street scene, additional planting including trees and hedges has provided some visual relief.

Elevations - Overall the detailing to the frontages of the properties is considered well resolved and likely to provide a well detailed and appropriately varied yet unified appearance to the street scenes. Throughout the proposals corner turner plots and visible side elevations were initially considered to be substantially lacking in appropriate detailing and fenestration. There have been some improvements secured during the course of the application which have resolved the situation for some plots and improved it for others but there are other plots where the opportunity has not been taken to design buildings which turn the corners well.

6.7 CDC - Environmental Protection

The site layout has been assessed with respect to the orientation of dwellings towards Goodwood Motor Circuit (GMC) and Goodwood Airfield (GA). It is recognised that the dwellings within the development are predominantly at least 400 metres distant from the nearest point of the GMC and the development is not directly overflown by any of the runways. Noise was a material consideration in this development and the Planning Noise Assessment Report 12/3752/R1 submitted by Cole Jarman is noted. Whilst no specific mitigation measures are advised within this noise report it is beneficial for the nearest dwellings to be orientated towards the circuit and airfield. This arrangement affords maximum mitigation of any noise from these sources by creating a barrier to sound from the motor circuit and airfield to provide quieter areas immediately behind the properties facing.

6.8 CDC - Environment Officer

Bats - 10 trees onsite (along the river Lavant) have potential for roosting bats and should be retained. Hedgerows on site are used by bats for commuting and foraging and will need to be retained and enhanced for bats. Lighting scheme for the site will need to take into consideration the presence of bats in the local area and the scheme should minimise potential impacts to any bats using the trees, hedgerows and buildings by avoiding unnecessary artificial light spill. Bat bricks / tiles / tubes shall be integrated into the new building onsite facing south/south westerly positioned 3-5m above ground.

Water Voles - No works within 10m buffer adjacent to River Lavant. Satisfied that the protection measures in the Ecological Mitigation and Management Plan (EMMP) to be put in place for the creation of the Swales within this buffer zone are suitable.

Reptiles - the mitigation [strategy] proposed in the Updated Reptile surveys (Sept 2020) would be suitable. A condition should be used to ensure this takes place.

Badgers - Prior to start on site a badger survey should be undertaken to ensure badgers are not using the site. If a badger sett is found on site, Natural England should be consulted and a mitigation strategy produced.

Nesting Birds - works to the trees or vegetation clearance on the site should only be undertaken outside of the bird breeding season which takes place between 1st March 1st October. A number of bird boxes to be installed on the new buildings onsite as well as on the trees within the 10m [buffer zone] along the River Lavant.

Policy 40 (Sustainability) – The site is within the SDL and 19% carbon savings over current building regulations is acceptable.

6.9 CDC - Contract Services

The layout overall appears to be suitable, however I would recommend a revised swept path analysis for some of the smaller turning areas using the correct vehicle sizes as the freighters Chichester District Council use are a little longer and wider than shown. This would give us the reassurance for service delivery.

[Planning Officer Comment: A subsequent iteration of the vehicle tracking drawing shows application of the correct 11m long CDC refuse vehicle which is successfully able to negotiate around the site]

6.10 Sussex Police

General comments provided to ensure that the development is safe and responds to Secured by Design recommendations. No specific difficulties identified. Observation that development in the main has outward facing dwellings with back to back gardens which has created good active frontage with the streets and the public areas being overlooked, this design has all but eliminated the need for vulnerable rear garden pathways.

6.11 SDNP Link Officer

Comments awaited, the Committee will be updated.

6.12 5 Third Party Objections

- over development, Chichester is full.
- parts of the city are grid locked, the roads, amenities and public services, schools, health care cannot cope with what we have at present.
- destruction of green belt, agricultural land and harmful to biodiversity.
- will cause parking issues.
- building on a flood plain.
- loss of privacy.
- harmful to wildlife that uses the field.
- Chichester Society - 3 storey flats too prominent with pitched roofs; more detail needed of The Square, shouldn't be just a car park; no reference to bus services and local shopping; missed opportunity to create a community facility /entrance pavilion at the main road access point to the estate which is referred to as "by others"; UPVC windows.

6.13 Agent's Supporting Information

The application is accompanied by a pack of detailed drawings and a comprehensive suite of accompanying reports on the following matters: Planning Statement including Affordable Housing Statement; Position Statement on Housing Mix; Design Statement; Flood Risk Assessment; Chichester Long Term Ground Water Monitoring Letter Report; Ecological Mitigation and Management Plan; Reptile Survey; Parking Assessment and Highway Layout; Arboricultural Statement and Tree Survey; Air Quality Assessment; Drainage Statement incorporating Maintenance Management Plan; Noise Assessment; Sustainability Statement. The above reports can be read in detail on the Council's website.

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 10: Chichester City Development Principles

Policy 13: Chichester City Transport Strategy
Policy 17: Westhampnett/North East 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
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

Chichester Local Plan Review Preferred Approach 2016 - 2035 (December 2018)

7.3 Chichester District Council adopted the Chichester Local Plan: Key Policies 2014- 2029 on 14 July 2015. The Council is currently reviewing and updating its Local Plan as required by Regulation 10A of the Town and Country Planning (Local Planning) (England) Regulations 2012, to provide up to date planning policies which are consistent with the National Planning Policy Framework (NPPF) 2019. The Council consulted on the Local Plan Review 2016-2035 Preferred Approach (LPR) document between December 2018 and February 2019 under Regulation 18 of the Town and Country Planning (Local Planning) (England) Regulations 2012. Following consideration of all responses to the consultation, significant further work has been identified and the Council is currently reviewing its Local Development Scheme (LDS). At Council on 12 March the revised LDS timetable was agreed. Adoption of the LPR is now anticipated in March 2023.

7.4 Relevant policies from the published Local Plan Review 2035 Preferred Approach are:

Part 1 - Strategic Policies

S1: Presumption in Favour of Sustainable Development
S2: Settlement Hierarchy
S3: Development Hierarchy
S4: Meeting Housing Needs
S6: Affordable Housing
S16: Development within vicinity of Goodwood Motor Circuit and Airfield
S20: Design
S23: Transport and Accessibility
S26: Natural Environment
S27: Flood Risk Management
S29: Green Infrastructure
S32: Design Strategies for Strategic and Major Development Sites
AL4: Land at Westhampnett/North East Chichester

Part 2 - Development Management Policies

DM2: Housing Mix
DM3: Housing Density
DM8: Transport, Accessibility and Parking
DM16: Sustainable Design and Construction
DM18: Flood Risk and Water Management

DM23: Lighting
DM25: Noise
DM28: Natural Environment
DM29: Biodiversity
DM30: Development and Disturbance of Birds in Chichester, Langstone and Pagham Harbours Special Protection Areas
DM32: Green Infrastructure
DM34: Open Space, Sport and Recreation including Indoor Sports Facilities and Playing Pitches

National Policy and Guidance

7.5 Government planning policy now comprises the revised National Planning Policy Framework (NPPF 2019), which took effect from 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

7.6 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

7.7 Consideration has also been given to:

- Surface Water and Foul Drainage SPD
- Planning Obligations and Affordable Housing SPD
- CDC PGN3: Design Guidelines for Alterations to Dwellings and Extensions
- CDC Waste Storage and Collection Guidance

7.8 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
- Support communities to meet their own housing needs
- Support and promote initiatives that encourage alternative forms of transport and encourage the use of online services
- Promote and increase sustainable, environmentally friendly initiatives in the district
- Influence local policies in order to conserve and enhance the qualities and distinctiveness of our area.

8.0 Planning Comments

8.1 The main issues arising from this proposal are:

- Principle of the development
- Layout, Design, Scale and Appearance
- Housing mix
- Landscaping
- Sustainability
- Other matters (Biodiversity, Noise, Drainage, Residential Amenity)
- Significant conditions

Principle of the development

8.2 The principle of developing Phase 2 of the North East Chichester SDL for residential development of up to 200 new homes has been established by the 2018 outline planning permission. That permission included a set of parameter plans detailing the intended density of housing, the building heights and access and movement patterns through any future layout. The need for subsequent reserved matters applications to comply with the broad development objectives established by these parameter plans was conditioned under the outline permission. The parameter plans therefore provide the agreed structure or framework from which the subsequent detail of the housing development will hang. The outline application was also accompanied by a series of 'sketch' plans which sought to add another layer of detail to the approved parameter plans. In particular the Illustrative Proving Layout illustrated in broad terms how a development of 200 dwellings might be accommodated on the site and it has some very clear parallels with the detailed proposals subject of the current application.

8.3 Given that this site benefits from outline permission and is required to be in broad conformity with the approved 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.

Layout, scale and design

8.4 The proposed layout of the development follows that shown in the illustrative proving layout submitted with the outline application in terms of the areas of open amenity space, equipped playspace, means of access and allotment provision. The dwellings are arranged around the site in a series of perimeter blocks which enables most dwellings to front onto and positively address the streets. The primary streets are surfaced in tarmac with shared streets and spaces and private drives and parking courts defined with block paving. The development responds positively to the parameter plans conditioned on the outline planning permission. The density of development is higher at the south-west corner of the site adjacent to the eastern edge of Graylingwell Park at around 45 dwellings per hectare (dph) mainly as a consequence of the 3 storey flat block developments proposed in this location. Moving eastwards from this point the scale of building reduces to 2-2.5 storeys in the 'middle' zone of the site with a density of approximately 30 dph and then to a development of 2 storey detached houses on the 'outer' zone or eastern edge of the site facing out onto the River Lavant and the open landscape of the river valley beyond at a density of around 20 dph. The average overall density of the site is 31 dph which

compares favourably with the Council's suggested benchmark development of 35 dph for most development. The proposed grading of the development with a looser grain to the outer edge and a greater concentration of housing adjacent to the existing settlement edge of Chichester reflects the principles of the development agreed under the outline permission and is considered to be an acceptable and successful response to the edge of settlement location. The Council's Design Officer is generally supportive of the proposed layout whilst recognising that certain compromises have been made in the more dense parts of the site in order to accommodate the required level of parking. The originally submitted plans have undergone amendment through the course of the application and the key changes are a re-alignment of the pedestrian/cycleway path adjacent to the River Lavant so that it accords with the parameter plans, the integration of more on-street visitor parking, additional tree planting to break up and soften areas of parking, enlargement of the equipped play area in the south-east corner of the site to meet the required size and an enlargement of the allotments in the south-east corner of the site again to meet the required standards.

- 8.5 The scale of the proposed buildings is governed by the Building Heights parameter plan conditioned on the outline permission. The submitted development is predominantly 2 to 2.5 storey dwellings which is commensurate with the existing scale of development in Summersdale. The building heights gradually step down in scale at half storey intervals as you pass down the natural slope of the land from S/SW to E/NE. The tallest buildings at 3 storeys comprise the apartment blocks located on part of the southern and western edge of the development adjoining phase 4 at Graylingwell Park (where 3-3.5 storey buildings have been approved) and Winterbourne Road, then a 3-2.5 storey transition zone and then development at 2 storeys at the eastern/north eastern edge of the site where the site adjoins the River Lavant. It is considered that the development in this form is acceptable and will respect the landscape sensitivities of the site and its surroundings.
- 8.6 In terms of the design of the dwellings, the Redrow Homes proposals are for a style of architecture which the Committee last considered at the 31 March meeting in respect of the application for 143 dwellings on land south of Oving Road (O/20/02471/FUL). That style is repeated again here and results in a strong Arts and Crafts influence to the design which is quite distinctively different from that seen from rival volume housebuilders. The Council's Design officer has sought a number of minor elevational amendments to certain areas of the site but overall considers the detailing to the frontages of the properties is well resolved and likely to provide a well detailed and appropriately varied yet unified appearance to the street scenes. Officers agree with this assessment.

Housing Mix

- 8.7 The proposed housing delivers the required 30% affordable housing and following the Phase 1 housing development in the Westhampnett/NE Chichester SDL at Madgwick Park, the affordable housing component is proposed to be secured through a section 106 agreement appended to an approval for this reserved matters application. The affordable housing is tenure blind and pepper-potted across the site consistent with the requirements of the SPD. The overall housing mix whilst showing a slight divergence in terms of the preferred market mix is accepted by the Council's Housing Officer.

Landscaping

- 8.8 The principle of a housing development of 200 homes on the application site has been accepted by the Council in the granting of outline planning permission. Hand-in-hand with that permission is a tacit acceptance of a fundamental and irreversible change in the character and appearance of the existing land from agricultural field to housing development. To provide some mitigation for this inevitable change, the amount of development has been graded as agreed at the outline planning stage with the lower density of housing focussed on the outer edge of the site combined with a landscaped buffer with tree planting adjacent to the River Lavant. This helps to reinforce a softer transition to the countryside beyond from what will be the new settlement boundary for Chichester in this location. The planted green landscape buffer incorporates the SuDS basins and two separate areas for allotments as well as public open amenity space. At its narrowest it is a minimum 11 metres wide but it flares out significantly at the northern and southern ends to around 47 metres wide.
- 8.9 The integration of tree planting along the development's internal streets will also over time provide a degree of softening and the retention of the approximately 70 metre long native hedgerow which part bisects the site east-west provides a mature green corridor which will enhance biodiversity as well as waymarking the proposed footpath connection link to the west site boundary and the existing play area at Winterbourne Road. The development does not incorporate the major new structural planting referred to in Local Plan policy 17, but the objective of 'softening' the impact of the development on distant views from the north and north-east (the National Park) and at close quarters around the Motor Circuit is achieved. In terms of distant views of the site from the National Park, it is considered that whilst it will be apparent that there is new additional built form, the development will appear connected to and well integrated into the backcloth of the City. The National Park Authority raised no objection to the application at outline stage having considered the proposed parameter plans detailing density of housing and building heights spread across the site and the illustrative proving layout. A further response has been requested on this application and the Committee will be updated. From the Stocks Lane bridleway some 400 metres to the east on the perimeter of the Motor Circuit the continuous high hedging which follows its course will provide only occasional fleeting glimpses of the site as it rises up westwards from the River Lavant to meet the existing housing at Summersdale and the new housing at Graylingwell Park at the top of the slope. Within the context of an approval for 200 dwellings on the site it is considered that the development makes satisfactory provision for landscaping both on its perimeter and within the development itself.

Sustainability

- 8.10 Condition 22 on the outline planning permission requires the developer to design and construct the development to achieve the objectives in Policy 40 of the Local Plan. In terms of Local Plan policy 40 the developer has submitted a Sustainability Statement which commits to achieve a betterment of Building Regulations part L1A by 19% in terms of CO2 emissions. This will be achieved through a fabric first approach and through the installation of solar PV panels on 71 dwellings. The Council's Environment Officer has confirmed that the approach is an acceptable response to the objectives of LP policy 40. The proposals also commit to personal water consumption being not greater than 110 litres per person per day and this will be secured by condition as will the provision of electric vehicle charging points to accord with WSCC policy.

Other Matters

- 8.11 Biodiversity - Whilst the site comprises for the main part an arable field, at its margins particularly adjacent to the course of the River Lavant it has greater ecological interest. Condition 5 on the outline permission requires the provision and management of a 10 metre wide buffer zone from the top of the bank, alongside the River Lavant to provide for ecology. In response to that condition as part of this reserved matters application, the applicant has submitted an Ecological Mitigation and Enhancement Plan which sets out details to improve the biodiversity of the site. To that end the proposals include provision of three reptile hibernacula within the 10 metre buffer, a 2 metre buffer strip adjacent to the River Lavant to ensure suitable grassland management for water vole habitat is retained there in the long term, three Schwegler 2F bat boxes within the 10 metre buffer plus bat tubes on newly constructed buildings and bat boxes erected on trees outside of the buffer zone. A detailed lighting condition attached to the outline permission (condition 12) acknowledges the sites edge of countryside location and mindful of the wider Dark Skies context of the National Park will require approval of the amount and form of external lighting including street lighting in order to control light spillage. The likely presence of bats particularly in the 10 metre buffer zone adjacent to the River Lavant is addressed in condition 5 on the outline permission which prohibits any lighting in this area. The biodiversity proposals also include one Schwegler 1B hole nest box and one Schwegler 2H open fronted nest box for birds within the main buffer zone. Within the site, garden boundary fences will include small gaps underneath to allow the free passage of hedgehogs and small mammals. The Council's Environment Officer has considered the proposals and the package of measures and confirmed that the mitigation and enhancements are suitable subject to a condition being imposed to secure them.
- 8.12 Noise - The proposed layout shows a modest incursion of some housing into the 400 metre noise buffer zone established around Goodwood Motor Racing Circuit in the Local Plan. This principle was accepted on the outline planning permission as sufficient to provide an acceptable level of residential amenity. The applicant has submitted a further Noise Assessment with the application which has been assessed by the Council's Environmental Protection Officer. Whilst no specific mitigation measures are advised within the noise report the orientation of outward facing dwellings towards the circuit and airfield is considered to afford maximum mitigation of noise from this source by creating a barrier to sound from the motor circuit and provide quieter areas immediately behind the properties facing. Notwithstanding this, condition 23 on the outline permission requires that before construction commences on the dwellings above slab level, full details of how the internal living spaces are to accord with specific noise limits for the daytime and night time periods. This information will need to be submitted as part of the discharge of planning conditions. The site is not overflowed by aircraft using the Aerodrome so the issue relates to motor vehicle noise only. With condition 23 in place and the obligation on the applicant/developer to demonstrate non-exceedance of noise limits through design, officers are satisfied that this issue is satisfactorily addressed.

Drainage

- 8.13 Surface Water - Conditions 4, 16 and 19 on the outline planning permission require approval of the fine detail of the proposed surface water drainage arrangements. The principle of the site draining to attenuation basins adjacent to the River Lavant has been accepted on the outline permission and indeed they were clearly shown and annotated as such on the parameter plans approved under that permission. The Environment Agency under consultation on this application has raised no objection to the proposals. The additional information submitted with this application has added an additional level of detail to the drainage proposals. An offline cellular tank is to be used to provide additional storage and permeable paving is to be used for driveways and private roads to provide treatment and supplementary surface water attenuation. The drainage layout also provides for an element of infiltration which is supported by the Council's Drainage Engineer.
- 8.14 Foul Drainage - Condition 6 on the outline planning permission requires that prior to commencement of the development an overall site-wide foul water drainage scheme including full details of the proposed off site means of foul sewerage disposal which is required to go to Tangmere Waste Water Treatment Works has been submitted to and been approved in writing by the Local Planning Authority in consultation with Southern Water. No further conditioning is required in respect of this application. There is no issue relating to nitrates given that the site is required to discharge its foul water to Tangmere WwTW which does not discharge into the protected waters of the Solent Maritime SAC.
- 8.15 Residential Amenity – The proposed housing respects the Council's design guidelines in terms of minimum separation distances for back-to-back and side-to-back relationships and in a number of instances the minimum distances are exceeded. The side-to-back orientation of the proposed dwellings on the west site boundary with the existing development at Winterbourne Road along with the retention of the significant boundary hedging will ensure that existing amenities are protected. The 3 storey flat block in the south-west corner of the site has been configured so that the principal rooms do not directly overlook the new Phase 4 development at Graylingwell Park.

Significant conditions

- 8.16 The outline planning permission was subject to a comprehensive schedule of 31 conditions which negates the need for a significant number of extra conditions. Notwithstanding that, there are conditions on the recommendation which in part supplement those already imposed on the outline permission and these include the following - the delivery of sustainable measures to accord with the requirements of Local Plan policy 40, implementation of the landscaping proposals including tree protection measures, a scheme of waymarking for the pedestrian and cycle access route as part of the Lavant Valley Linear Greenspace, road surfacing construction designed to comply with weight of Council refuse vehicles and biodiversity measures.

S.106 Agreement

8.17 Whilst the outline planning permission was accompanied by a comprehensive S.106 agreement it also required an Affordable Housing Strategy to be submitted with the first reserved matters application (i.e. this application) in order to secure details of, inter alia, the proposed number, location, tenure mix, unit size, nomination rights etc. The Affordable Housing Strategy is to be secured through this reserved matters application via a second S.106 agreement. The drafting of that second S.106 agreement is now agreed with the applicant on the basis of the number, dwelling type, mix and tenure set out in paragraph 3.3 of this report. The development is to be built in two phases with 42 affordable dwellings being built in the first phase before occupation of the 60th market dwelling, and 18 affordable dwellings built in the second phase before occupation of the 31st market dwelling in that phase. It is anticipated that the second S.106 will be completed following the Committee meeting.

Conclusion

8.18 The principle of a housing development on this site has been established, through the allocation of the SDL in the Local Plan and the specific requirements of policy 17, the concept statement, the endorsed masterplan for the SDL and the granting of outline planning permission for 200 dwellings in November 2018. The proposed details submitted as part of this reserved matters application are considered to be faithful to the broadbrush level of detail which was submitted with the outline application. The application has attracted only 5 third party letters of objection and the objections of the City Council on points of detail have been substantially addressed in the later iterations of the submitted plans. The development is considered to be well integrated with the existing eastern boundary of Chichester as required by policy 17 with housing of an attractive design and appearance. Delivery of 200 new homes will make a significant contribution to addressing the Council's housing supply shortfall in addition to providing 60 affordable dwellings. The application is therefore recommended for approval subject to the additional conditions identified in the schedule below.

Human Rights

8.19 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

DEFER FOR SECTION 106 THEN 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:

P18-1497_01BB-01; P18-1497_01BB-02;

P18-1497_13I House Type Pack:-

P18-1497_13 Sheet 01D: Buxton Elevations (Brick)
P18-1497_13 Sheet 02D: Buxton Floor Plans
P18-1497_13 Sheet 03E: Letchworth Elevations and Floor Plans (Brick)
P18-1497_13 Sheet 04E: Warwick Elevations and Floor Plans (Brick)
P18-1497_13 Sheet 05B: Warwick Elevations and Floor Plans (Render)
P18-1497_13 Sheet 06C: Amberley Elevations and Floor Plans (Brick)
P18-1497_13 Sheet 07B: Amberley Elevations and Floor Plans (Render)
P18-1497_13 Sheet 08H: Oxford Lifestyle Elevations and Floor Plans (Brick)
P18-1497_13 Sheet 09G: Cambridge Elevations and Floor Plans (Render)
P18-1497_13 Sheet 10F: Leamington Lifestyle Elevations and Floor Plans (Brick)
P18-1497_13 Sheet 11C: Leamington Lifestyle Elevations and Floor Plans (Render)
P18-1497_13 Sheet 12F: Shaftesbury Elevations and Floor Plans (Brick)
P18-1497_13 Sheet 15E: Sunningdale Elevations and Floor Plans (Brick)
P18-1497_13 Sheet 17E: Henley Elevations (Brick)
P18-1497_13 Sheet 18E: Henley Floor Plans
P18-1497_13 Sheet 19: Richmond Elevations (Brick)
P18-1497_13 Sheet 20: Richmond Elevations (Render)
P18-1497_13 Sheet 21A: Richmond Floor Plans
P18-1497_13 Sheet 22B: 1bed & 2bed Apartments Front Elevation (Brick)
P18-1497_13 Sheet 22D: 1bed & 2bed Apartments Rear Elevation (Brick)
P18-1497_13 Sheet 23D: 1bed & 2bed Apartments Side Elevation (Brick)
P18-1497_13 Sheet 24E: 1bed & 2bed Apartments Ground Floor Plan
P18-1497_13 Sheet 25E: 1bed & 2bed Apartments First Floor Plan
P18-1497_13 Sheet 26D: 1bed & 2bed Apartments Second Floor Plan
P18-1497_13 Sheet 27E: 2 Bed Apartments Front Elevation (Render)
P18-1497_13 Sheet 28F: 2 Bed Apartments Side Elevation (Render)
P18-1497_13 Sheet 29F: 2 Bed Apartments Rear Elevation (Render)
P18-1497_13 Sheet 30F: 2 Bed Apartments Side Elevation (Render)
P18-1497_13 Sheet 31E: 2 Bed Apartments Ground Floor Plan
P18-1497_13 Sheet 32F: 2 Bed Apartments First Floor Plan
P18-1497_13 Sheet 33F: 2 Bed Apartments Second Floor Plan
P18-1497_13 Sheet 34B: Tavy End Elevations (Brick)
P18-1497_13 Sheet 35C: Tavy End Floor Plans
P18-1497_13 Sheet 36B: Tavy Middle Elevations (Brick)
P18-1497_13 Sheet 37C: Tavy Middle Floor Plans
P18-1497_13 Sheet 38B: Dart End Elevations (Brick)
P18-1497_13 Sheet 39C: Dart End Floor Plans
P18-1497_13 Sheet 40D: Dart Middle Elevations (Brick)
P18-1497_13 Sheet 41E: Dart Middle Floor Plans
P18-1497_13 Sheet 42D: Bourne End Elevations (Brick)
P18-1497_13 Sheet 43E: Bourne End Floor Plans

P18-1497_13 Sheet 44E: Bourne End Second Floor Plan
P18-1497_13 Sheet 47D: Tweed End Elevations (Brick)
P18-1497_13 Sheet 48E: Tweed End Floor Plans
P18-1497_13 Sheet 49C: Tweed Middle Elevations
P18-1497_13 Sheet 50D: Tweed Middle Floor Plans
P18-1497_13 Sheet 55: Single Garages Elevations and Floor Plan (Brick)
P18-1497_13 Sheet 56: Twin Garages Elevations and Floor Plan (Brick)
P18-1497_13 Sheet 58D: Ledsham Elevations (Brick)
P18-1497_13 Sheet 59E: Ledsham Floor Plans
P18-1497_13 Sheet 61C: 1bed & 2bed Apartments Side Elevation (Brick)
P18-1497_13 Sheet 62C: Harrogate Elevations and Floor Plans (Brick)
P18-1497_13 Sheet 63D: Harrogate Elevations and Floor Plans (Render)
P18-1497_13 Sheet 64A: 1bed Maisonette Elevations (Brick)
P18-1497_13 Sheet 65B: 1bed Maisonette Ground Floor Plan
P18-1497_13 Sheet 66B: 1bed Maisonette First Floor Plan
P18-1497_13 Sheet 67: Lincoln 3 Elevations (Brick)
P18-1497_13 Sheet 68: Dart End Elevations (Brick)
P18-1497_13 Sheet 68B: Lincoln 3 Floor Plans
P18-1497_13 Sheet 69: Bourne Middle Elevations (Brick)
P18-1497_13 Sheet 70A: Bourne Middle Floor Plans
P18-1497_13 Sheet 71A: Bourne Middle Second Floor Plan
P18-1497_13 Sheet 72: Cambridge Elevations and Floor Plans (Render)
P18-1497_13 Sheet 73: Harrogate Elevations and Floor Plans (Render)
P18-1497_13 Sheet 74: Henley Elevations (Brick)
P18-1497_13 Sheet 75: Henley Floor Plans

P18-1497_16J; P18-1497_17E; P18-1497_20I; P18-1497_21I; 6977.LM.03I;
6977.WCBZ.PP.5.0A; 18-295-01A; 18-295-04; 18-295-200E; 18-295-201E; 18-295-
202E; 18-295-203E; 18-295-204E; 18-295-205E; 18-295-206E; 18-295-207E; 18-
295-208E; 18-295-209E; 18-295-210D; 18-295-211D; 18-295-212D; 18-295-215D;
18-295-220; 18-295-02; 7495-EVCP-001; 39-1038.02A; 39-1038.018.1; 7495-PV-
001

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

2) **No development shall commence on site** until protective fencing has been erected around all trees, shrubs and other natural features not scheduled for removal in accordance with the 'Tree Survey to BS5837:2012, Proposed Tree Retention and Removal, Arboricultural Impact Assessment and Tree Protection Plan' prepared by FLAC dated October 2020 and including the existing hedgerow which part bi-sects the site east to west. Thereafter the protective fencing shall be retained for the duration of the works and in accordance with the above report prepared by FLAC dated October 2020 and the recommendations of BS5837:2012, unless otherwise agreed in writing by the Local Planning Authority. No unauthorised access or placement of goods, fuels or chemicals, soil or other materials shall take place inside the fenced area; soil levels within the root protection area of the trees/hedgerows to be retained shall not be raised or lowered, and there shall be no burning of materials where it could cause damage to any tree or tree group to be retained on the site or on land adjoining at any time.

Reason: To ensure that trees, shrubs and other natural features to be retained are adequately protected from damage to health and stability. 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) The development hereby permitted shall not be carried out other than in full accordance with the mitigation measures and ecological enhancements set out in the Ecological Mitigation and Management Plan (December 2019) produced by ECOSA together with the mitigation in the Updated Reptile Surveys (September 2020) and shall be carried out in accordance with details and a timetable for implementation to be submitted to and agreed in writing by the Local Planning Authority **before work commences on site**. For the avoidance of doubt details of the mitigation measures and ecological enhancements shall include:

- areas of wildflower grassland planting
- management of vegetation within two metre buffer from River Lavant
- protection of retained trees in accordance with BS 2012:5387
- provision and retention of 3 no. hibernacula for reptiles
- provision of 2 no. bat boxes and 3 no. bird boxes
- gaps to be provided at the bottom of garden boundary fences to allow free movement of hedgehogs and small mammals across the site.

Reason: In the interests of conserving and enhancing biodiversity.

4) **Before construction of the final wearing course of the internal roads** within the development hereby permitted details shall be submitted to and be approved in writing by the Local Planning Authority of the surfacing materials which shall be suitably strong enough to take the weight of a 26 tonne waste freighter vehicle. The final wearing course of the internal roads shall thereafter be constructed in the approved surfacing materials.

Reason: To ensure that the internal roads are designed and constructed to withstand the weight of the heaviest vehicles using them.

5) **Before the Lavant Valley Linear Greenspace footpath and cycle path is first brought into use** a scheme of waymarking to be first agreed in writing by the Local Planning Authority following the submission of details in that behalf shall be implemented and once implemented shall thereafter be retained.

Reason: To ensure that the recreational benefit of the public

6) **Before construction of any dwelling above slab level** the technical specification of the active Electric Vehicle (EV) charging point facilities shall be submitted to and be approved in writing by the Local Planning Authority. The development shall provide for a minimum of 40 active EV charging point facilities and no dwelling which is to be provided with an active EV charging facility shall be first occupied until that facility has been provided and is ready for use.

Reason: To comply with Appendix B of the West Sussex County Council Guidance on Parking at New Developments (September 2020) and to provide for sustainable means of transport in accordance with Policy 40 of the Chichester Local Plan: Key Policies 2014-2029.

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

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

8) Notwithstanding the landscaping details submitted with the application **no construction of any dwelling above slab level** shall take place unless and until a detailed scheme of soft landscaping for the whole site has been submitted to and been approved in writing by the Local Planning Authority. The scheme shall include a planting plan and schedule of plants noting species, plant sizes and proposed numbers/densities, and shall include a program/timetable for the provision of the landscaping. In addition all existing trees and hedgerows on the land shall be indicated including details of any to be retained, together with measures for their protection during the course of development. The scheme shall make particular provision for the conservation and enhancement of biodiversity on the application site. The works shall be carried out in accordance with the approved details and planting timetable and in accordance with the recommendations of the appropriate British Standards or other recognised codes of good practice. Any trees or plants which, within a period of 5 years after planting, are removed, die or become seriously damaged or defective, shall be replaced as soon as is reasonably practicable with others of species, size and number as originally approved unless otherwise first agreed in writing by the Local Planning Authority.

Reason: In the interests of amenity and of the environment of the development.

9) Notwithstanding the Solar PV locations shown on drawing number 7495-PV-001, **there shall be no development above slab level** until detailed calculations and plans have been submitted to and been approved in writing by the Local Planning Authority which shall demonstrate that the development will meet the electricity generation levels set out in section 7.5 'Photovoltaic Panels' of the Sustainability Statement prepared by JSP Ltd Sustainability and dated April 2021. Thereafter the Solar PV panels shall be installed and fitted flush with the roof plane and be ready for use in accordance with the approved details prior to the occupation of the associated dwellings.

Reason: To ensure 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 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.

11) **No dwelling shall be first occupied** until the associated road(s), footways and casual parking areas serving that dwelling have been constructed, surfaced and drained in accordance with the approved plans.

Reason: To secure satisfactory standards of access for the proposed development.

12) **No dwelling shall be first occupied** until such time as the North-South and East-West foot and cycle paths shown serving the development have been constructed in accordance with a timetable and plans and details to be submitted to and approved in writing by the Local Planning Authority after consultation with the Local Highway Authority. The foot and cycle paths shall be constructed in accordance with the approved details.

Reason: In the interests of highway safety.

INFORMATIVES

1) This permission shall be read in conjunction with an Agreement made under Section 106 of the Town and Country Planning Act, 1990.

2) 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.

3) The developer's attention is drawn to the provisions of the Wildlife and Countryside Act 1981, the Conservation (Natural Habitats etc.) Regulations 1994, and to other wildlife legislation (for example Protection of Badgers Act 1992, Wild Mammals Protection Act 1996). These make it an offence to kill or injure any wild bird intentionally, damage or destroy the nest of any wild bird intentionally (when the nest is being built or is in use), disturb, damage or destroy and place which certain wild animals use for shelter (including badgers and all bats and certain moths, otters, water voles and dormice), kill or injure certain reptiles and amphibians (including adders, grass snakes, common lizards, slow-worms, Great Crested newts, Natterjack toads, smooth snakes and sand lizards), and kill, injure or disturb a bat or damage their shelter or breeding site. Leaflets on these and other protected species are available free of charge from Natural England.

The onus is therefore on you to ascertain whether any such species are present on site, before works commence. If such species are found or you suspected, you must contact Natural England (at: Natural England, Sussex and Surrey Team, Phoenix House, 32-33 North Street, Lewes, East Sussex, BN7 2PH, 01273 476595, sussex.surrey@english-nature.org.uk) for advice. For nesting birds, you should delay works until after the nesting season (1 March to 31 August).

For further information on this application please contact Jeremy Bushell on 01243 534734.

To view the application use the following link - <https://publicaccess.chichester.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=Q30LGGERLLX00>