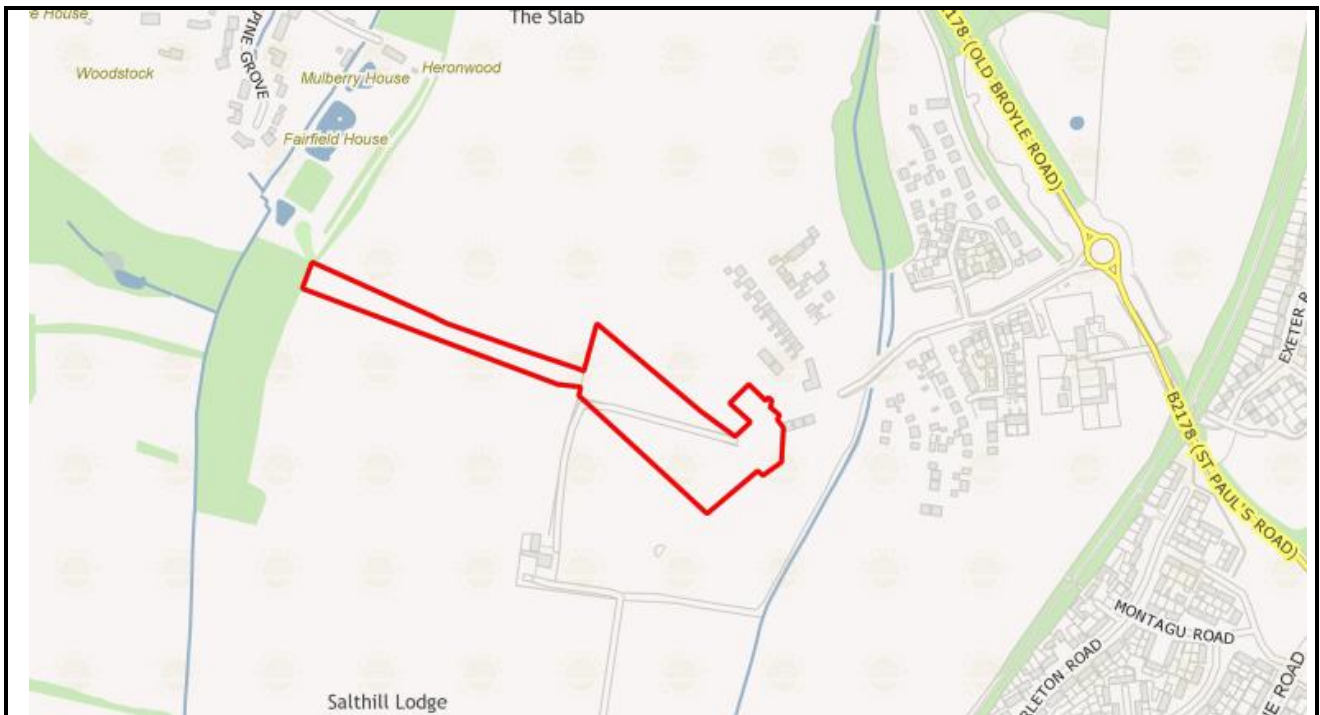



Parish: Chichester	Ward: Chichester West
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**CC/21/00460/REM**

<b>Proposal</b>	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, a health care facility building, a community centre (including integral children's day nursery) 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		
<b>Site</b>	Land West Of Centurion Way And West Of Old Broyle Road Chichester West Sussex PO19 3PH		
<b>Map Ref</b>	(E) 485000 (N) 106000		
<b>Applicant</b>	Miller Homes Ltd And Vistry Group Ltd	<b>Agent</b>	Mr Nicholas Billington

**RECOMMENDATION TO PERMIT**



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

1.1 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 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 Local Centre together with sports pitches, allotments and various formal and informal open space provision (14/04301/OUT refers). The outline planning permission also included detailed approval for some elements of Phase 1's primary highway infrastructure. This infrastructure is already largely in situ and the initial phases of the development are now under construction, with a number of residential occupations having already taken place.
- 2.2 The application site can be split into two distinct components.
- 2.3 The principal component of the site comprises a 2.4Ha, broadly L-shaped parcel of formerly arable land located on the western side of the developed part of Phase 1. This comprises the south-eastern and south-western sides of the above-mentioned Local Centre (4.5Ha in total) which is identified by the outline planning permission and its accompanying parameter plans for a mix of uses including a primary school, an open space incorporating an equipped play area, a public square together with employment, retail, residential, community and health-related uses.
- 2.4 This application involves the part of the Local Centre identified specifically for its employment, retail, open space/play, residential, community and health-related uses. Members will recall that the remaining part of the Local Centre - identified for its public square and primary school - received reserved matters approval at the October 2021 Planning Committee (21/00461/REM refers).
- 2.5 Housing parcels adjoin this element of the site's eastern, southern and south-western sides, whilst to the north lies the site of the above-mentioned primary school and public square. To the north-west is arable land identified by the approved SDL Masterplan for residential and open space uses within the second phase of the SDL's development.
- 2.6 The SDL's principal 'spine' road passes through the Local Centre and effectively divides this part of the application site. Whilst the land on the northern side of the spine road is broadly flat, on its southern side the land drops away to meet the SDL's Central Green Corridor.
- 2.7 The second component of the site comprises a 300m long x 20m wide strip of currently arable land which will provide a landscaped link from the western edge of the Local Centre to the Western Green Link which forms a principal part of the SDL'S open space network.
- 2.8 The Committee will be aware that detailed approval has already been granted in respect of all nine of Phase 1's solely residential parcels along with the SDL's sports facilities, allotment provision and strategic green and drainage infrastructure. Consequently,

following the recent approval of the Local Centre's primary school and public square elements, this reserved matters application concerns the final parcel of Phase 1 land.

### **3.0 The Proposal**

#### **Background**

- 3.1 The application seeks approval for the remaining reserved matters of Appearance, Layout, Landscaping and Scale in respect of the Local Centre's employment, retail, community, healthcare and play provision.
- 3.2 Before describing the proposals in detail it is necessary to first clarify that a number of criteria and requirements relating to the constituent uses within the Local Centre are established by the outline planning permission - primarily by the outline permission's parameter plans and the obligations contained within its accompanying Section 106 legal agreement.
- 3.3 In terms of the parameter plans these establish, amongst other things, the broad location of the Centre's constituent uses, the hierarchy of the adjacent highway infrastructure and the maximum storey height of buildings.
- 3.4 The S106 agreement is consistent with the parameter plans in terms of identifying broad locations for the various Local Centre elements, but it also contains a number of other more detailed provisions in respect of the uses that are proposed as part of this reserved matters application. These can be summarised as follows:
  - (i) Employment provision
    - the provision of 2513m<sup>2</sup> of office floorspace along with an appropriate number of parking spaces on a site of 0.82Ha
    - the submission of an 'Employment Provision Scheme' alongside the Reserved Matters application setting out various details including the size, layout and specification of the employment floorspace together with a marketing strategy which is to be carried out in accordance with an agreed timetable.
    - in the event of no demand for the floorspace being demonstrated, the developer has the option to **either** provide it to a shell and core finish (i.e. ready to be fitted-out) prior to occupation of the 350th dwelling **or** to offer the serviced Employment Land to the Council at nil cost in order for the Council to deliver the employment provision (either directly or via a third party).
  - (ii) Retail provision
    - the submission of a 'Retail Provision Scheme' alongside the Reserved Matters application setting out various details including the size, layout and specification of the retail floorspace together with a marketing strategy to be carried out in accordance with an agreed timetable
    - to provide the retail unit/s to a shell and core finish prior to occupation of the 325th dwelling
  - (iii) Community provision
    - a building of at least 650m<sup>2</sup> on a site of not less than 0.24Ha
    - a car park of not less than 40 spaces for dual use with the adjacent Healthcare Facility

- completion of the building by occupation of the 500th dwelling, with a requirement to provide a temporary facility prior to occupation of the 325th dwelling
- the submission of a 'Community Building Scheme' alongside the Reserved Matters application setting out various details including the size, layout and specification of the community building and car park, the proposed uses of the building, a maintenance and management plan and details of arrangements for its subsequent ownership/management by an appropriate community-based organisation
- building to comply with the outline specification appended to the S106 agreement which comprises various criteria including: its physical specification; approximate floorspace requirements in respect of constituent elements of the building; the submission of a business plan which demonstrates that the building is broadly self-financing and facilitates community development activity; a requirement to consider the relevant Sport England guidance relating to community buildings
- the above-mentioned outline specification also includes indicative floorspace figures for the additional floorspace anticipated to be required to meet the needs arising from Phase 2 of the SDL development

(iv) Healthcare provision

- the safeguarding of a minimum of 0.35Ha of drained and serviced Healthcare Land to accommodate a Healthcare Facility, with the land to be safeguarded until the occupation of the 500th dwelling
- Healthcare Facility definition encompasses a broad range of potential uses including a GP or dental surgery, a community or mental health facility or a pharmacy
- Healthcare Land to be offered at market value to a Health Commissioning Body (an appropriate NHS or Local Authority body) upon commencement of the Local Centre phase
- where an offer of the Land is refused or not accepted before occupation of the 500th dwelling, the obligation to transfer the land to a Health Commissioning Body will lapse

(v) Play provision

- 0.41 Ha of equipped and non-equipped play space
- the submission of a 'Play Area Scheme' alongside the Reserved Matters application setting out various details including the specification of the play equipment and the arrangement for the Area's ownership, management and maintenance
- Play Area to include a Local Equipped Area for Play (LEAP) and a multi-use games area (MUGA)

### The Detailed Proposals

(i) Employment provision

3.5 The employment provision comprises four buildings - 2 x 3 storeys and 2 x 2.5 storeys - totalling 2780m<sup>2</sup> of office floorspace. All of the buildings face onto the southern side of the spine road, with the central two buildings also presenting a return elevation to the perpendicular tertiary order street which leads directly down to the foot/cycleway crossing of the Central Green Corridor. The buildings would be served by a total of 90 parking spaces. Access to the rear carpark serving the eastern two buildings would be provided from the above-mentioned tertiary street, whereas the two western buildings' shared car park would be accessed directly from the spine road. The latter parking area would also include temporary arrangements for the turning of buses, required until the 'loop' of the

spine road in completed as part of the Phase 2 proposals. Cycle parking would be provided via a mix of external stands and lockable, brick-built cycle stores.

- 3.6 In terms of design, all four buildings follow a contemporary approach with a broadly consistent treatment in terms of materials, feature detailing and the character of fenestration.
- 3.7 The two central buildings would extend to three full storeys, with flat roofs set behind parapet walls. Elevations would be broken up into a number of vertical bays separated by 'shadow gap' joints, with each bay formed in subtly different brick tones. The corner elements of both buildings would be 'expressed' slightly, projecting above and beyond adjoining bays in order to both provide emphasis to the spine road-tertiary road junction and to frame views towards the cathedral spire.
- 3.8 In terms of both scale and elevational treatment the eastern and western-most buildings are designed to provide an appropriate transition from the adjacent residential buildings which also face onto the spine road (within Parcels P5.G and P3.D). The approach to materials is consistent with those to be used for the central buildings, however, in order to affect the above-mentioned transition, massing is reduced through the use of pitched roofs, with a combination of dormers and rooflights lighting the second floor accommodation
- 3.9 The employment buildings have been designed to accommodate a flexible specification of services, with raised access floors and suspended ceilings. Floor to ceiling heights have been set in line with the relevant industry recommendations. Each building would have a circulation core and grouped toilet and kitchen provision, giving flexibility for subdivision into smaller office units. In order to create an appropriate level of interest and activity on the spine road frontage, all of the buildings would incorporate a main entrance directly off its footway. However, other entrance points are also proposed in order to maximise flexibility and facilitate multiple occupancy.

(ii) Retail/residential provision

- 3.10 The retail element of the proposals would form the ground floor of a 3 storey, mixed retail-residential building adjoining the eastern side of the public square. The retail unit would extend to 370m<sup>2</sup>, including 274m<sup>2</sup> of shop floor. A total of 8 no. 2 bedroom affordable residential flats (rented tenure) would be formed at first and second floor levels.
- 3.11 Car parking for the retail element would total 18 spaces for staff and customers (including 2 disabled spaces) with half of the spaces formed within a block-paved area located between the building and the eastern side of the public square, and the other half within a second parking area located adjacent to the opposite side of the building. The latter parking area would also incorporate 14 spaces to serve the flats, along with provision for servicing the retail unit via a loading bay. Each parking area would benefit from a separate vehicular accesses from the spine road.
- 3.12 The public entrance to the retail unit would be from its southern side via a small plaza area containing cycle parking along with landscaping including raised planters and a row of street trees that line the adjoining section of the spine road.

3.13 In terms of design, detailing and materials the retail-residential building would reflect the approach to the employment buildings discussed above. Each of its long elevations would be subject to clear public views, both from the public square itself and also from the wider approaches to the Local Centre. Consequently, a range of features such as projecting central bays, recessed windows and in-set residential balconies have been utilised in order to provide an appropriate level of visual interest. Similar features wrap around the building's southern elevation where it would face onto the spine road.

(iii) Community provision

3.14 This element of the proposal has undergone significant amendment during the course of the application. These changes have primarily arisen as a result of the developers identifying a potential operator for the facility, the YMCA; it was originally proposed that the facility would be run by the development's management company.

3.15 The YMCA's business model involves the 'traditional' components of community buildings - such as halls and meeting rooms - being run alongside a children's nursery, with some shared facilities such as cafes and entrance/reception areas. The revised proposals therefore involve an increase in the size of the originally proposed building in order for it to incorporate a nursery for up to approximately 100 children (3 months to school age), along with a dedicated nursery garden of almost 600m<sup>2</sup>. Of the overall 1250m<sup>2</sup> of floorspace, the nursery would occupy around 450m<sup>2</sup> with the remaining part of the building (around 800m<sup>2</sup>) incorporating a range of accommodation designed to meet the outline community building specification set out in the S106 agreement [see para 3.4(iii) above]. These elements include a main hall of 280m<sup>2</sup> along with a café, kitchen, meeting and staff rooms, toilets a 'changing place' facility and various storage provision. Certain additional elements, such as a 'health room' which would be available for prioritised use by a variety of health practitioners, have also been included in order to meet various community aspirations that have emerged during the course of the application.

3.16 The majority of the building's accommodation would be formed at ground floor level, with around 150m<sup>2</sup> of lift-accessible floorspace at first floor. The design of the building involves the extensive use of brick, with elevations broken up to a degree by glazing and inset brick panels formed in contrasting tones. Slender framed aluminium fenestration is used throughout, with a recessed line of windows and brick panels wrapping around upper part of the hall element, and full height glazed elements to the two storey element where it faces onto the road. A single storey flat (metal) roofed element wraps around the side and rear of the building comprising respectively the 'atrium' entrance/café area and the nursery accommodation. The building's hall element would be topped by a flat roof set behind a parapet wall, whereas the adjoining two storey element would be formed beneath a mono-pitched metal-clad roof, providing some contrast between the building's two most assertive elements.

3.17 The building would benefit from two canopied 'public' entrances located at either end of the above-mentioned café/reception area. One entrance would be located close to a pedestrian crossing of the adjacent second-order street which leads to the primary school and public square. The second entrance would lead out to the rear car park which would be shared with the adjacent healthcare facility. The car park would comprise a total of 52 spaces, including 6 parent and child spaces, 8 disabled spaces and 8 spaces equipped for electric vehicle charging. Access to the carpark would be via a simple priority junction with the above-mentioned street.

- 3.18 Cycle parking and partly covered external seating areas would be located close to both entrances. A sub-station, bin store and delivery bay would also be incorporated into the area to the rear of the building.
- 3.19 The layout of the site facilitates numerous approaches to the building from the surrounding parts of the SDL. The layout also includes a pedestrian-prioritised route to the rear of the building which, for residents to the south-west of the Local Centre, would provide a direct and convenient route from the spine road to/from the play area, MUGA and Western Green Link.
- 3.20 Adjoining the building's south-eastern elevation is a rectangular area of grass defined by peripheral shrub planting. This area is effectively reserved for the future extension of the building that will be required in order to serve the community needs generated by Phase 2 of the SDL.
- 3.21 As noted at paragraph 4(iii) above the S106 agreement requires the provision of a temporary community building prior to occupation of the 325th dwelling, with full provision by the 500th occupation. The developers have, however, confirmed that they wish to provide the permanent building by the 325th occupation, thereby negating the need for any interim provision.

(iv) Healthcare provision

- 3.22 As set out at paragraph 3.4(iv) above the developers' obligations in terms of the healthcare provision primarily involve the safeguarding of land and do not extend to providing or even designing a building or buildings. However, in order to aid in the assessment of the proposals, plans have been submitted to demonstrate one potential means of how the outline permission's S106 agreement and parameter plans might be complied with. The drawings illustrate a three storey, L-shaped building of approximately 1200m<sup>2</sup> formed at the junction of the spine road and second-order street, with the approach to design mirroring that of the employment buildings located on the opposite side of the spine road.

(v) Play provision

- 3.23 The Local Centre's play provision (approx. 0.4Ha) would be located immediately to the north of the community building and, ultimately, would extend westward into the adjoining land to form a larger area serving the combined needs of Phases 1 and 2.
- 3.24 The area can be accessed from a variety of directions including from the adjacent second order street, from the housing parcel to the south and from the community building's car park (via the spine road - see 3.19 above). Furthermore, a path leads from the western boundary of the area to/from the Western Green Link via the landscaped corridor referred to at paragraph 2.6 above.
- 3.25 As required by the S106 agreement [see para 3.4(iv) above], the area accommodates two principal play components - a LEAP and a MUGA - alongside areas of grass and planting. Both elements have undergone amendment during the course of the application following the input of the Council's Sport and Leisure officers. The MUGA would essentially comprise a marked-out hard surface with hoops and goals at either end, and for the most

part would be enclosed by 3m high fencing to help minimise the spillage of balls into adjoining areas. The LEAP would contain a variety of equipment to cater for a range of age-groups. Various provision is made throughout the area in terms of waste receptacles, seating, shelters and cycle parking.

(vi) Highway and access provision

3.26 As referred to above, the application site includes a section of the SDL's spine road which runs through the Local Centre. The submitted plans show a staggered junction in the centre of the site, with a second-order street leading north to service the school and community and health buildings, and a tertiary order street leading south giving access to the car park serving two of the employment buildings and also leading to residential parcels P3.D and P5.G

3.27 Members will recall that the street leading to the school and community/health buildings also formed part of the application site for the school proposals considered at the October 2021 Planning Committee, and that the approved plans indicated various traffic calming measures aimed at providing a safe environment in the vicinity of the school. Members will also recall that the developers intend to offer this road to the Local Highway Authority for adoption and that, this being the case, the detailed technical design of the road will be subject to the S38 adoption process which follows the grant of permission. The current proposals involve a minor change to the previously approved road layout, with the amended configuration of the health and community buildings resulting in the access to their shared carpark being moved slightly closer to the junction with the spine road.

#### 4.0 History

14/04301/OUT	PER106	Outline planning application with all matters reserved (except for access) for the first phase of development for up to 750 homes with access from Old Broyle Road, temporary access from Clay Lane, a local centre (with associated employment, retail and community uses), primary school, informal and formal open space (including a Country Park), playing pitches, associated landscaping, utilities and drainage infrastructure with on-site foul sewage package treatment plant or pumping station with connection to Tangmere Waste Water Treatment Works.
18/01587/REM	PER	Approval of reserved matters in respect of Appearance, Landscaping, Layout and Scale following outline planning permission CC/14/04301/OUT - Consent sought for Primary Road, Primary Surface Drainage and Primary Utilities Routing. SANGs land incorporating Western Green Link, Central Green Link and Country Park.



19/01134/REM	PER	All outstanding Reserved Matters for the erection of 73 residential dwellings with associated parking, landscaping, informal open space and associated works on Parcel 2A, pursuant to permission 14/04301/OUT.
19/01531/REM	PER	All outstanding Reserved Matters for the erection of 91 dwellings with associated parking, landscaping, informal open space and associated work on Parcel 2B, pursuant to permission 14/04301/OUT.
19/02424/REM	WDN	All outstanding Reserved Matters for the erection of 91 dwellings with associated parking, landscaping, informal open space and associated work on Phase 2, Parcel B, pursuant to permission 14/04301/OUT. (scheme 2)
19/02584/REM	PER	Application for all outstanding reserved matters (layout, appearance, scale and landscaping) following outline planning permission CC/14/04301/OUT, for sports facility consisting of 1x adult rugby pitch, 1x adult football pitch, 1x adult cricket pitch and sports pavilion building with associated drainage, landscaping, parking and other works (Phase 1).
19/02626/REM	PER	All outstanding Reserved Matters for the erection of 29 residential dwellings with associated parking, landscaping, informal open space and associated works on Parcel P.3D, pursuant to permission 14/04301/OUT.
19/02819/REM	PER	All outstanding Reserved Matters for the erection of 141 dwellings with associated parking, landscaping, informal open space and associated work on Parcel 3C, pursuant to permission 14/04301/OUT.
19/03122/REM	PER	All outstanding Reserved Matters for the erection of 141 dwellings with associated parking, landscaping, informal open space and associated work on Phase 3, Parcel C, pursuant to permission 14/04301/OUT (scheme 2).
20/00462/FUL	WDN	Construction of an electrical substation and associated parking to serve the west of Chichester strategic development site.

20/00600/NMA	PER	Non-material amendment to planning permission CC/14/04301/OUT - Proposed additional planning condition to enable the submission and agreement of details of any temporary sales and marketing facilities required on site in relation to the sales and marketing of new homes.
19/03146/REM	PER	All outstanding Reserved Matters for the erection of 154 residential dwellings with associated parking, landscaping, informal open space and associated works on Phase 3, Parcel E, pursuant to permission 14/04301/OUT.
20/00600/NMA	PER	Non-material amendment to planning permission CC/14/04301/OUT - Proposed additional planning condition to enable the submission and agreement of details of any temporary sales and marketing facilities required on site in relation to the sales and marketing of new homes.
20/01046/REM	PER	All outstanding Reserved Matters for the erection of 50 dwellings with associated parking, landscaping, informal open space and associated works on Phase 5, Parcel F pursuant to permission 14/04301/OUT.
20/02473/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	PER	All outstanding Reserved Matters for creation of allotment gardens with associated parking, landscaping, informal open space and works pursuant to permission 14/04301/OUT.
20/03166/REM	PER	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.

21/00956/REM	WDN	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).
21/00461/REM	PER	All outstanding Reserved Matters for the erection of a one-form entry primary school and associated ancillary buildings, parking, landscaping and access arrangements together with formation of adjacent public square with all works pursuant to outline planning permission CC/14/04301/OUT.

## 5.0 Constraints

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

## 6.0 Representations and Consultations

Comments are summarised unless stated otherwise.

### 6.1 Chichester City Council - in full

#### Amended plans

No comments received

#### Comments of 30 April 2021 - original plans

Strong objection. Although functional, the buildings proposed create an unattractive and unwelcoming character to the community centre. The boxy, overly urban appearance, uniform heights and harsh skyline, aspire to create an unnecessarily intensively urban character, and fail to do so successfully because the density of the buildings here do not allow for it. This is a suburban centre, and should be designed accordingly. The buildings should feature more variation in heights, rooflines, and building articulation, in order to create a more appropriate suburban character with an attractive appearance for local residents to enjoy. Concern is also raised at the lack of high quality central public amenity space and sustainability measures. The City Council would be happy to meet with the developers to discuss the design principles.

## 6.2 Lavant Parish Council

None received

## 6.3 Fishbourne Parish Council

None received

## 6.4 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.

## 6.5 WSCC Local Highway Authority - in full

### Comments of 31 January 2022

The applicant has undertaken various changes to the proposed plans and has now completed all the changes required by the Highway Authority. In the latest updated plans the applicant has made the following changes:

- Amended the retail vehicle access to a vehicle crossover type junction; which is deemed appropriate for its likely use and gives a greater degree of priority for pedestrian and cycle movements along the spine road.
- Better located the cycle parking for the MUGA so that it is located closer to the destination and benefits from greater levels of natural surveillance.
- Removed a cycle gate on a footpath leading to the open space to ensure the proposals accord with guidance in LTN1/20.
- Amended the employment vehicular access onto the spine road so a consistent approach to the design of side roads is taken along the spine road and so that pedestrian and cycle movements are given greater priority.
- Submitted a Stage 1 Road Safety Audit for the proposed highway works on the secondary street leading to the school.

In light of these amendments and further information all of the outstanding matters raised by the Highway Authority have been addressed and WSCC as Highway Authority has no objections to this application. Should the Local Planning Authority be minded to approve the application the Highway Authority would suggest suitably worded conditions on the following matters are included on any permission granted:

- Provision of car, cycle, motorcycle, disabled parking and the footways and roads serving each parcel is provided prior to first occupation of that building.
- Details of the specific nature of EV charging are provided prior to the occupation of the buildings that the EV parking is serving
- Car Park Management Plan for the operation and management of community car parks prior to the car park being operational
- Details of the parking restrictions and management of parking on the secondary access road that provides a means of access between employment blocks 2 and 3
- That the provision of the bus turning facility shall be provided and should the Southern Access Road be implemented that the temporary access into the car park to employment block 2 is closed and reinstated to footway as per the approved plans.

- The condition included on the planning permission for the primary school in relation to details of how the parking restrictions on the secondary road outside of the school would be enforced should the road not be adopted should be included on this permission as well.

### Comments of 10 January 2022

Further information and a revised scheme has been submitted by the applicant seeking to address these earlier comments. The revised scheme proposes a revised community centre which now includes a 100 place nursery and a smaller healthcare facility. These comments provide WSCC's views as Highway Authority on this further information.

#### Revised Scheme including a nursery

The revised scheme includes a new children's nursery which is in addition to the previously proposed uses (community centre, healthcare facility, employment buildings and retail). The nursery is proposed as being 420m<sup>2</sup> in gross floor area and offers care for up to 100 children aged between 3 months and school age during the week between the hours of 07:00 and 18:00. Given the nursery is an additional facility over and above what was previously granted consent for as part of the outline planning permission the applicant has produced a Transport Statement (TS) to fully assess the transport implications of this facility.

The TS assess the likely trip generation associated with the nursery, the capacity implications of any potential increase in traffic, the road safety implications of the proposals and the means of sustainable access to and from the site. The TS concludes that the addition of a nursery within the local centre shall not lead to any significant additional transport impact above that envisaged as part of the outline planning consent, that the nursery is well located within the local centre accessible via a variety of means and that there are sufficient levels of parking to serve the use. WSCC as Highway Authority have no objections to the addition of the 100 place nursery within the local centre.

#### Car Parking

The applicant previously proposed the following level of car parking:

- Play Area 0.41 hectares - 0 car parking
- Community Centre 765m<sup>2</sup> - dual use of 40 space car park with healthcare facility
- Healthcare facility - 1986m<sup>2</sup> - dual use of 40 space car park with Community Centre
- Employment 2,780m<sup>2</sup> - 91 car parking spaces
- Retail 370m<sup>2</sup> - 18 car parking spaces (2 of which are accessible spaces)
- Residential 8 x 2bed flats - 14 car parking spaces

Under the revised scheme the applicant is proposing the following car parking provision:

- Play Area - 0 car parking
- Community Centre - dual use of 52 space car park with healthcare (of which 8 are disabled spaces, 1 disabled EV charging space, 7 EV charging spaces, 6 Adult & Child spaces).
- Healthcare facility - dual use of 52 space car park with healthcare (of which 8 are disabled spaces, 1 disabled EV charging space, 7 EV charging spaces, 6 Adult & Child spaces).

- Employment - 87 car parking spaces (of which 9 are disabled spaces and 4 EV charging spaces).
- Retail - 18 car parking spaces (2 of which are accessible spaces)
- Residential 8 x 2bed flats - 14 car parking spaces

A total of 171 car parking spaces are proposed for the different uses within the local centre. The main changes in the revised scheme are that the combined community/healthcare centre car park has been increased and the car parking for the employment uses has been reduced slightly by 4 spaces. Given the sites sustainable location within the site and that the majority of land uses within the local centre are primarily intended to be a local convenience where people are able to walk and cycle to them the overall level of car parking is considered acceptable and where relevant in accordance with the requirements of the outline planning consent.

The applicant has stated that car parking shall be managed by the operator and that parking will be subject to regular review by the community building managers and other occupiers of the local centre, including the school, to identify any problems and agree suitable remedies should issues arise. Parking within private areas will be subject to private enforcement with the highway authority able to enforce restrictions on adopted highways. WSCC as Highway Authority would look for a suitably worded condition that requires the submission of a car park management plan that clearly sets out how the car parks shall be managed.

### Cycle Parking

Previously the applicant provided the following level of cycle parking:

- Retail 3 uncovered Sheffield stands 6 spaces
- Community Centre 3 uncovered Sheffield stands 6 spaces
- MUGA & Play Area 3 uncovered Sheffield stands 6 spaces
- Healthcare facility 3 uncovered Sheffield stands 6 spaces
- Employment building 9 uncovered Sheffield stands 18 spaces and two covered stores.

The Highway Authority in their original comments raised various issues with the overall level of provision, the location of cycle parking and the lack of provision of shower and changing facilities in employment buildings. The applicant has sought to address these comments and has made the following changes:

- The total number of cycle parking spaces has been increased from 42 to 72 spaces within the local centre, which is welcomed by the Highway Authority.
- The applicant has now provided shower and changing facilities for all employment blocks, which is now in accordance with the WSCC Cycle Design Guide.
- The applicant has confirmed that there shall be a total of 24 Sheffield Stands in the local centre and a further 2 secured shelters for each of the employment areas provided a further 6 Sheffield Stands.

This additional infrastructure is welcomed however the cycle parking for the MUGA is still considered to be poorly located, in the middle of what appears to be a lawned area, and it would be better located adjacent to the MUGA where it would be closer to the use it is serving and benefit from greater levels of natural surveillance. Additionally, no details of covered cycle parking for the healthcare facility have been provided. Therefore, the

Highway Authority would look for a suitably worded condition requiring further details of the cycle parking provision to be provided.

### Electric Vehicle Charging

Condition 23 of the outline planning consent requires the provision of 3 EV charging points providing access to 6 bays. The applicant previously provided 6 bays (4 in the employment car parks and 2 in the community centre car park. Whilst this level of provision was in full accordance with the outline planning consent the Highway Authority felt it was disappointing that the applicant had provided the minimum provision, especially given the potential for increased electric vehicle car use in the future.

Following these original comments, the applicant has now revised the scheme and now intends to provide 12 EV charging points. 4 of these are located in the employment car parking and 8 (1 of which is also a disabled space) are located within the community centre car park. This increased level of EV charging provision is welcomed by the Highway Authority. No specific details of the specification of the EV charging points is provided and therefore the Highway Authority would look to condition further details.

### Disabled Car Parking

The applicant is proposing the recommended minimum of disabled car parking at 5% of the overall level of parking and therefore the level and design of disabled car parking is deemed acceptable.

### Secondary Road providing access to school and community centre

In the latest revision of the plans the applicant has amended the design of the secondary road from that approved as part of the Primary School RM application (21/00461/REM). The latest plans include the similar traffic calming measures and the same parking restrictions as previously agreed but the access into the community centre is no longer part of the raised table on the secondary street. Given the scheme has been amended and the previous scheme was safety audited, as it is the possibility that either scheme could obtain planning consent and be implemented, the revised scheme needs to be run past the Road Safety Auditors to see whether they have any additional comments that require addressing. If the auditors do raise any new concerns about the changes to the scheme a RSA Decision Log response shall have to be completed in accordance with GG119.

It is also not apparent as to why the raised table does not continue and form part of the community centre access. This would assist with slowing vehicle entry and exit speeds into the community centre car park and provide enhanced priority for pedestrians crossing the road. The applicant should therefore provide clarification.

### Other comments of highway design

In addition to the aforementioned comments the Highway Authority would also like to raise the following comments on highway design on the rest of the parcel:

- Vehicle accesses on Spine Road - there appear to be two additional access points onto the spine road that were not proposed as part of the earlier RM application for

the spine road. These provide access to the retail unit parking and the most southerly employment building. The design of these access points are shown on the Proposed Crossing Locations plan as standard bell mouth junctions; which would not be consistent with other junctions along the spine road. The Highway Authority would look for a consistent approach to the treatment of these access points in line with all the other accesses onto the spine road and would suggest that the retail access could be a standard vehicle crossover access and the access to the employment car park be provided with a raised treatment as per other side roads on the spine road. Specific details could be secured via an appropriately worded condition or the plans amended prior to determination.

- Temporary bus turning route - the applicant is proposing that a temporary bus turning area is provided through the southernmost employment site until the Southern Access Road is implemented. Previously the Highway Authority asked for details of parking restrictions so that no parked cars would prevent access for buses. The applicant has now indicated that double yellow line restrictions shall be provided. A requirement of any permission granted must ensure that this temporary arrangement is closed and footway provided if and when the Southern Access Road is completed.
- Cycle Gate within open space adjacent to the MUGA - the applicant proposes a cycle gate on the footpath within the open space. The Government's Local Transport Note 1/20 states that these types of measures should not be used and therefore the Highway Authority would look for a suitably worded condition which could state notwithstanding the approved drawings the provision of the cycle gate should not be implemented.

## Conclusion

WSSC as Highway Authority has no objections to the proposals, however prior to determination the applicant should clarify whether the revised layout of the secondary road outside the school and healthcare facility poses any new road safety concerns with the auditors.

Subject to this, should the Local Planning Authority be minded to approve the application the Highway Authority would suggest suitably worded conditions on the following matters:

- Provision of car, cycle, motorcycle, disabled parking and the footways and roads serving each parcel is provided prior to occupation of that building.
- Details of the specific nature of EV charging
- Car Park Management Plan for the operation and management of community car parks
- Details of cycle parking which includes details of a revised location for the cycle parking in the open space and internal and secure cycle parking to serve the healthcare building
- Details of the nature of the vehicular access from the spine road into the retail car parking and the access between employment blocks 1 and 2, as these are additional to those access points already approved. An amendment to the submitted plans could remove the need for this condition.
- A condition detailing that notwithstanding the approved plans the cycle gate should not be implemented; again this condition would not be required if the cycle gate was removed from the submitted plans.



- Details of the parking restrictions and management of parking on the secondary access road that provides a means of access between employment blocks 2 and 3
- That the provision of the bus turning facility shall be provided and should the Southern Access Road be implemented that the temporary access into the car park to employment block 2 is closed and reinstated to footway as per the approved plans.
- The condition included on the planning permission for the primary school in relation to details of how the parking restrictions on the secondary road outside of the school would be enforced should the road not be adopted

### Comments of 29 April 2021

It should be noted that these comments relate to the proposals within the red line boundary only and all comments made in relation to the proposed school shall be made as part of planning application CC/21/00461/REM.

### Car Parking

As part of this reserved matters application the applicant is proposing the following quantum of development and associated car parking:

- Play Area 0.41 hectares - 0 car parking
- Community Centre 765m<sup>2</sup> - dual use of 40 space car park with healthcare facility
- Healthcare facility - 1986m<sup>2</sup> - dual use of 40 space car park with Community Centre
- Employment 2,780m<sup>2</sup> - 91 car parking spaces
- Retail 370m<sup>2</sup> - 18 car parking spaces (2 of which are accessible spaces)
- Residential 8 x 2bed flats - 14 car parking spaces

The community centre car park levels are in accordance with the requirements of the section 106 agreement associated with the outline planning consent and is therefore considered acceptable.

The car parking proposed for the residential units is in accordance with the WSCC Parking Standards guidance and they are providing 14 spaces for 8 flats (1.75 spaces per flat). The proposed parking level for the retail unit is slightly below the standard of 1 space per 14m<sup>2</sup> within the WSCC standards. Based upon a floor area of 370m<sup>2</sup> this would equate to a car parking provision of 26 spaces when 18 are proposed. However, given the sites sustainable location and that they are primarily intended to be a local convenience where people are able to walk and cycle to them the overall level of car parking is considered acceptable for the retail space. There is other available parking in the immediate area both on-street and in the 40 space car park for the community building.

For the commercial/employment development the applicant is proposing 91 car parking spaces for 2780m<sup>2</sup> of gross floor area proposed. The WSCC parking standards suggests a provision of 1 space per 30m<sup>2</sup> which for this development equates to 93 car parking spaces. As with the retail given the sites location within the development and that most sustainable transport links converge at this point the level of car parking slightly below the standards is considered acceptable.

From the submission it is not apparent how the car parking shall be managed and enforced. The applicant should therefore provide clarification on this matter and whether they intend to introduce any specific controls or time limits to any of the car parks to

ensure they are available for use by the intended users. Also, clarification should be provided as to whether parents collecting or dropping off children to the school will be able to use the community/health centre car park? The applicant suggests that they will be able to but that through the travel plan this shall be discouraged.

## Cycle Parking

The applicant states that they are providing cycle parking in line with the WSCC standards. From the submission it appears the applicant is proposing the following level of cycle parking:

- Retail 3 uncovered Sheffield stands 6 spaces
- Community Centre 3 uncovered Sheffield stands 6 spaces
- MUGA & Play Area 3 uncovered Sheffield stands 6 spaces
- Healthcare facility 3 uncovered Sheffield stands 6 spaces
- Employment building 9 uncovered Sheffield stands 18 spaces and two covered stores.

The Highway Authority have the following comments in relation to cycle parking:

- MUGA/Play Area - the cycle parking for the MUGA and Play Area should be located closer to the destinations they are serving and by doing so would benefit from greater levels of natural surveillance from people using the facilities.
- Healthcare facility - the healthcare facility does not appear to have any internal cycle parking facilities. The facility only appears to have 3 uncovered Sheffield stands. The Highway Authority would look for this use to have both short (uncovered Sheffield Stands) and long stay (secure and weatherproof) cycle parking.
- Residential - it is not apparent from the plans the nature of the cycle parking for the residential units. It appears that there are 6 spaces. The Highway Authority preference is for these to be Sheffield stands which are the most convenient for users; rather than vertical hanging racks which require bikes to be lifted into position.
- Employment - shower and changing facilities are only provided in block 3 of the 4 employment blocks. The WSCC Cycle Design Guide states, "At workplaces consideration should be given to appropriate shower and changing facilities and secure locker storage." The applicant should therefore provide additional shower and changing facilities in other employment blocks. It is also not apparent as to the level of cycle parking proposed in the covered stores. WSCC guidance suggests a minimum of 1 space per 150m<sup>2</sup> for staff at offices. For this development this equates to 19 spaces but the Highway Authority would encourage the applicant to provide more than this.
- Community Hall - the WSCC standard for a Community Hall is 1 space per 100m<sup>2</sup> for staff and 100m<sup>2</sup> for customers. For this development this standard would equate to a cycle parking provision of 16 spaces (8 staff and 8 customers). The applicant should therefore look to provide additional cycle parking to serve this building.

## Electric Vehicle Charging

Condition 23 of the outline planning consent requires the provision of 3 EV charging points providing access to 6 bays. The applicant has provided 6 bays, 4 in two separate areas of the employment car parking and 2 bays in the community centre car park. Whilst this is in accordance with the outline consent and deemed acceptable it is disappointing that the applicant has not provided more than the minimum provision. No specific details of the

specification of the EV charging points is provided and therefore the Highway Authority would look to condition further details.

### Disabled Car Parking

The applicant is proposing 2 disabled spaces for the retail unit which equates to more than the recommended minimum 5% provision and is there deemed acceptable. From the submission the level of provision of disabled car parking in the 40 space community building car park or the employment parking is unclear. It appears that there are 9 spaces for the employment uses and 9 for the combined healthcare/community centre car park. This level of provision meets the recommended 5% provision for disabled car parking and a higher level of provision (23% of all car parking) is provided for the combined healthcare/community centre car park. Given this facility could potentially attract higher levels of disabled drivers this higher level of provision is welcomed. The applicant should however clarify the proposed level of disabled car parking provision.

### Other comments of highway design

In addition to the aforementioned comments the Highway Authority would also like to raise the following comments on highway design on the rest of the parcel:

- Vehicle accesses on Spine Road - there appear to be two additional access points onto the spine road that were not proposed as part of the earlier RM application for the spine road. These provide access to the retail unit parking and the most southerly employment building. The design of this access points is not apparent from the submission. The Highway Authority would look for a consistent approach to the treatment of these access points in line with all the other accesses onto the spine road and would suggest that the retail access could be a standard vehicle crossover access and the access to the employment car park be provided with a raised treatment as per other side roads on the spine road.
- Design of vehicle access points on secondary roads eg access into northern most employment building - the new access points should be designed in a way to be reflective of the level of traffic using the access but also provide a greater degree of priority for pedestrians as per other accesses within the development. The access into the northern most employment building could be a raised entry treatment as per the side roads off the spine road.
- Pedestrian Crossing locations - it is considered that additional pedestrian crossing facilities are required on the secondary road that provides access to the school and community facility. Additionally, crossing point 7 on the Pedestrian Crossing Locations plan (drawing number 197240-006) the crossing should be better accommodated on the desire line and consideration given as to whether a standard bell mouth is the best design approach for this access.
- Raised table on spine road - this treatment is welcomed and is considered to slow vehicle movements along the spine road as they pass the local centre.
- Temporary bus turning route - the applicant is proposing that a temporary bus turning area is provided through the southern most employment site until the Southern Access Road is implemented (obviously subject to planning approval). The applicant has submitted tracking of a 11.98m length single deck bus. The tracking shows that a vehicle can make these movements from the spine road into secondary roads however this is on the basis that no vehicles are parked on the carriageway. Therefore, the Highway Authority would look for the applicant to provide details of

double yellow line parking restrictions to ensure that no parked vehicles prevent buses from making these movements. A requirement of any permission granted must ensure that this temporary arrangement is closed and footway provided once the Southern Access Road is completed. The applicant should also consider whether there would be benefits to making the access onto the secondary road just for bus access only; which may reduce potential conflict of vehicles leaving the site as buses try to enter.

## Conclusion

The applicant should seek to address all of the points within these comments and amend the design and once revised designs have been submitted WSCC be re-consulted upon these updated plans.

### 6.6 Sussex NHS Commissioners (CCG)

The CCG welcomed the strategic site option of Southern Gateway (SG) in replacement of White House Farm (WHF). The city centre location is a much better choice for residents and allows for community services and primary care to co-locate. We thank the Council for sharing the SG opportunity and supporting our GP practice in taking this forward. The Southern Gateway option is currently being progressed to Business Case.

At present, the GP practices do not have services that are possible to be run from an additional site such as WHF. It may be possible to encourage a practice to the site, but this would almost certainly require it to be provided with very significant inducements such as offering a premises with a peppercorn rent. Whilst this might be unlikely to happen, keeping the WHF site open whilst Southern Gateway is progressed is nevertheless very helpful, strategically.

### 6.7 CDC Drainage Engineer

The proposals submitted outline the broad principles for the surface water drainage scheme for this parcel/ phase, these principles are to infiltrate where possible and connect into the wider drainage scheme where infiltration is not achievable. The proposal is to drain the Community Centre to a crate soakaway, utilize permeable paving across the parcel/phase and drain the other buildings to the central drainage network. They have included overflows from the permeable paving to the central network, which in principle we have no objection to due to alteration to levels (made ground). We will consider this in more detail when discharging the detailed drainage design condition.

They have found varying infiltration rates and groundwater levels (some very favourable rates), and in response we expect to see all of the buildings drain to soakaway wherever practical.

Full details of the surface water drainage proposals for this phase/parcel should be submitted under a discharge of conditions application in order to discharge conditions 13 to 16 of the original outline permission. No drainage details are agreed as part of this reserved matters application.

We require no additional conditions.

## 6.8 CDC Design and Conservation

In terms of the overall approach to design and layout, the contemporary palette and building heights for the local centre echo a pattern of development in more organically grown settlements. Taller, more recent buildings occupy town centres and often have a quite different visual character to even the most immediately surrounding streets and suburbs. The designs introduce a nod to hidden parapet historic town centre properties and are a clear demarcation from the more suburban and domestic feel of the rest of the development. This approach avoids the use of pastiche design features. The contemporary palette also crucially avoids the need for wide scale use of pitched roofs which would necessitate taller buildings, and given the already-established quantum and maximum building heights would be unworkable in any event.

The current elevational treatments are re-worked from those at pre-application stage and have attempted to add more visual interest by using varying rhythms of projection and recess. This is done with bays and deeply set balconies across the residential, healthcare and retail buildings. At roof level subtle differences in parapet heights and projection have introduced some variety without appearing overly contrived. The street scene that would be created along the spine road looking towards the local centre formed of the Health Facility and Employment buildings is coherent and has a well-established building line. The issues around too much horizontal emphasis along parapets has been addressed.

In terms of the community building, the main challenges have concerned adding an improved level of high quality architectural detail that can match the quality of the much-improved school building without mimicking its specific form and appearance. The community and school buildings form two critical node buildings for the wider street scene of the square. Initial designs for the community building failed to relate its substantial size and mass very effectively with the street scene. However, the applicant has made significant progress adding in architectural details that soften the effect of necessarily large elevations; these include a canopy, glazed façade, recessed details at ground floor level, contemporary fenestration details at first floor level and a subtly mono pitched roof. All of these interventions have given the building more detailed and visually congruent facades that avoid the monolithic effects of large unadorned brick elevations.

The latest round of revisions proposes a building that relates well to its surroundings, successfully articulating its size and mass with readily understood architectural details and forms. It has avoided the pitfalls of pastiche detailing and stuck to the contemporary palette that has been successful throughout the urban centre development. I have reviewed the suggested materials and details conditions and subject to those details being acceptable. I have no further objection to the scheme.

## 6.9 CDC Environmental Strategy Officer - comments in respect of revised plans only

We are pleased to see the commitment by the scheme to implement further carbon saving measures to better the 2013 Building Regulations standards. Total carbon savings for the site now sum 56.97%, which comprises 21.77% from fabric measures and 36.19% from low carbon and renewable energy. This far exceeds the originally proposed 35.47%.

This will be achieved by installing air-source heat pumps to each of the buildings, and solar PV panels to each of the local centre buildings. These carbon saving methods are the most appropriate and feasible for improving long term sustainability of the site, whilst being easy to maintain. Further to this, improved soft landscaping resulting in a net gain of trees is a welcome ecological benefit to the local centre.

Policy 40 requires developments to achieve the highest levels of energy efficiency. We are now satisfied that all extra measures that could feasibly and viably be added to the local centre to improve the energy performance have been included and the requirements set out in Policy 40 have been met. Should any changes to these proposals occur whilst finalising the sustainability measures, the scheme will need to demonstrate that these changes do not result in total carbon savings of less than 56.97%.

#### 6.10 CDC Community Engagement Manager - comments in respect of revised plans only

The design and business plan for the proposed community building is in accordance with the broad specification agreed with the original S106, and the submission provides us with further information that suggests how the building will be run, helpful in determining if the proposal is fit for purpose,

The proposed end user is identified as YMCA Fairthorne Group who are an experienced provider of similar facilities in Hampshire. While they have no connection to the Chichester District their experience is of some relevance and results in a proposal for community facilities which are combined in a larger footprint including children's nursery provision. Many community facilities will host similar provision in some shape or form and therefore the distinction of space ensures the maximum use of community space for other uses, but the combined operations of the building are more likely to ensure its long term financial sustainability.

The applicant has at length been encouraged to ensure that the design proposal is informed by local consultation, and YMCA's business plan does demonstrate that such conversations have been undertaken, to identify potential users from neighbouring areas of the City as well as avoiding duplication with other community facilities in the City. The range of uses outlined within the business plan could reasonably cover any other desired uses that might arise from the growing community within the development, and inform the proposed size and layout of the community room, café and ancillary spaces. The layout of the building also anticipates the further extension of the building if a second phase is demanded by future development, both allowing for extension without significant impact on the building in use (at that time) and also anticipating likely uses of that space.

The s106 required further consideration of the need for dedicated performance space, and the consultation identified significant interest in such uses of the space, but not the evidence for a dedicated auditorium. The suggestion is that such uses would form the basis of the specification for the phase 2 Hall if progressed (its larger capacity being more suited to seated audiences), and accordingly is not proposed within the potential uses for Phase 1.

YMCA Fairthorne Group suggest that involvement of the local community in matters relating to the community provision will be ensured through a local structure that involves residents and stakeholders. A staff member is specifically identified to manage the space, drawing support from local volunteers to be recruited from within the development site.

Room hire rates and opening hours are not specified, but are suggested to be commensurate with similar facilities locally, and operating on an "always open" model not limited to the operations of the children's nursery.

Subject to the detailed points shared with the case officer and applicant, I support the proposal for community building provision included within this larger building.

#### 6.11 CDC Culture Manager

We have been working closely with the developers on their proposals for the community centre, play area and multi sports games area (MUGA). Following our initial comments and suggestions, they have responded with a number of revised plans which have addressed all of our initial concerns. Therefore, I feel that the proposed provision now meets the sport and play needs of the future local community.

#### 6.12 CDC Economic Development Officer

The Economic Development Service supports the employment provision at this strategic development site.

This first phase includes a small proportion of the overall employment provision at the development and the first phase of employment provision will provide economic cohesion for the site as a whole and the wider District.

##### Employment Provision (EMP 1 – 4)

We initially had concerns over the kitchen provision not being central. We strongly believed that placing the kitchen area centrally would give greater flexibility for subdivision. This concern has been addressed in the new layout plans and we have confidence that this will make this scheme more attractive to potential occupiers.

##### Retail

We previously noted that no space is given to staff facilities: toilets and a breakroom for example. The revised plans now include a toilet. The developer is in talks with an occupier who does not feel a breakroom is necessary with a retail unit this size. Also, the space is designed to be flexible so that if a future occupier wishes to add staff facilities, these can be easily provided for in the current layout.

##### Summary

The Economic Development Service supports the revisions made.

#### 6.13 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 reserved matters applications. The SHMA will be met overall, and such variations avoid enclaves and mono-tenures, giving a range of densities and different characters within the development. This is now the final packet of housing on the 750 unit scheme and provides

8 two-bedroomed flats above shops which complete the affordable quota. These are acceptable as rented (not shared ownership) units and the sizes comply with the DCLG technical standards.

My tally of the total mix indicates that the scheme is in compliance with the s106 and that it agrees with the schedule provided by the developers.

#### 6.14 4 Third Party Other

2 Third Party representations have been received concerning:

- a) the application is welcomed
- b) tweaking of the design is encouraged
- c) Chichester Baptist Church would be interested in using the community facility
- d) Would management of the community building buy a management company meet community aspirations?  
community building kitchen should have a hatchway into hall
- e) community building should incorporate a café
- f) medical facility should be brought forward on the site as other options in the city are unlikely to come to fruition
- g) involvement of YMCA and inclusion of nursery within community facility is to be welcomed

#### 6.15 3 Third Party objection

2 Third Party objections have been received concerning:

- a) too many accesses taken from the spine road
- b) more priority should be given to cyclists and pedestrians
- c) application should be withdrawn to allow complete re-design
- d) insufficient carpark for health facility and other uses
- e) pharmacy is not shown
- f) insufficient space for health facility to expand
- g) comments should be sought from CCG
- h) YMCA's business plan does not have enough emphasis on provision for older people

#### 6.16 Applicant's/Agent's Supporting Information

Vistry Homes and Miller Homes are pleased to be able to bring forward the proposals for the new local centre, which will form a key part of the new West of Chichester Community. The local centre will form the heart of the development, providing for all of the day to day needs of the new local community.

The local centre includes a brand-new high-quality Community Facility being brought forward in collaboration with the YMCA, an experienced operator of community facilities in the area. The YMCA have long standing experience running facilities and providing for communities and this is imbedded in their vision 'to be a leader in transforming communities so that all children, young people and families can truly belong, contribute and thrive.' The community building includes a hall suitable for indoor sport and events, alongside smaller activity rooms and a kitchen and café, as well as a room which could be used by a medical practitioner. It is also designed to allow its easy expansion to accommodate phase 2. Complimenting the community uses, the facility will also host a



new pre-school which will support families within the development and beyond, whilst also helping to cross subsidise the community facilities. Alongside the new community facility will be a playground and a Multi-Use Games Area designed to provide opportunities for active outdoor play for a variety of age groups. The space also hosts a variety of planting to compliment the built form and add landscape interest whilst providing ecological benefits. The Local centre, in accordance with the outline permission, also hosts a new retail space designed to accommodate a convenience store, new office space and provides land for a potential future healthcare facility. Above the retail store are also provided eight residential units, making the most efficient use of space in this sustainable location whilst providing increased natural surveillance of public areas. These uses compliment the primary school and focal square already consented under application 21/00461/REM.

Working with officers at CDC ahead of and during the consideration of the application, Vistry and Miller have incorporated a number of improvements to the proposals, including a redesigned community facility which better relates to the wider local centre. The final proposals are led by a detailed Design Strategy developed in collaboration with officers that complies with the parameters of the outline permission, including in relation to storey heights and the position of land uses. Working with Officers, Miller and Vistry have also implemented significant sustainability improvements through the use of enhanced fabric first measures, use of Air-Source Heat Pumps for heating and hot water, and enhanced provision of solar PV panels to every building, which together deliver an almost 60% betterment over the emission standards required by current Building Regulations. Working with officers at WSCC Highways, we have also implemented a suite of measures that will encourage walking and cycling to the local centre and discourage use of the private car - this includes raised tables to reduce speed, enhanced crossing points to prioritise pedestrians and measures to discourage ad-hoc roadside parking. Cycle parking is also provided throughout the local centre and the EV provision proposed exceeds the requirements of the outline permission. Measures in the Travel Plans for the site will also further incentivise walking and cycling, as will the local centre's central location, within easy walking and cycling distance of every new home.

The local centre as a whole is a key component of the overall West of Chichester development and an important element of creating a sustainable community. Its central location means it is within easy walking and cycling distance of every home and its position means it maximises opportunities for social interaction and community linkages. Vistry Homes and Miller Homes are proud to bring the local centre forward and consider the proposals will provide a high-quality group of assets for the benefit of the whole West of Chichester Community.

## **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 7: Masterplanning Strategic Development  
Policy 8: Transport and Accessibility  
Policy 9: Development and Infrastructure Provision  
Policy 15: West of Chichester Strategic Development Location  
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 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 2021), which took effect from 20 July 2021. Paragraph 11 of the revised Framework states that plans and decisions should apply a presumption in favour of sustainable development, and for decision-taking this means:

- c) approving development proposals that accord with an up-to-date development plan without delay; or
- d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:
  - i. the application of policies in this Framework that protect areas of assets of particular importance provides a clear reason for refusing the development proposed;
  - or
  - ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole

7.4 Consideration should also be given to the following paragraph and sections: Sections 2, 4, 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
  - 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 As can be noted from the preceding sections of this report, this is a complex application involving a number of separate components. The format of the assessment - as listed immediately below - therefore initially reviews the merits of those individual components before addressing common issues such as sustainability and certain highway considerations:

- i. Employment provision
- ii. Retail/Residential provision
- iii. Community provision
- iv. Healthcare provision
- v. Play provision
- vi. Landscaping
- vii. Highway issues
- viii. Environmental Sustainability
- ix. Significant conditions
- x. Summary and conclusion

### i. Employment provision

8.2 In terms of its location, site coverage, floor area and storey height the proposed employment provision described at paragraphs 3.5-3.9 above accords with the requirements of the S106 agreement and outline permission parameters as summarised at paragraph 3.4.

8.3 In terms of design, the Design Officer has confirmed his view that in terms of massing, roof form, detailed elevational treatment and materials, the approach to the employment buildings (as outlined at paras 3.7 and 3.8 above) is appropriate. More generally, the contemporary approach to these and the adjacent Local Centre buildings helps to give this key part of the SDL a distinctive character that contrasts successfully with the more domestic and suburban architecture of the surrounding residential parcels. Through their reduced massing and different roof form, the eastern and westernmost employment buildings provide a suitable means of transition between these areas of differing character.

8.4 It is understood that occupiers for the employment buildings have not yet been identified; as noted above, agreement on the marketing of the employment provision is a requirement of the S106 agreement. Consequently, officers have worked with the

developers to ensure that the format of the buildings ensures maximum flexibility in terms of potentially accommodating multiple occupiers (see paragraph 3.9 above). Following amendments to the proposals the Economic Development Officer has confirmed that there are no objections to this element of the proposals.

- 8.5 As can be noted from the LHA's responses above, previous concerns regarding cycle parking and the inclusion of showers have now been addressed. Further, following the receipt of revised plans the LHA has confirmed no objections in terms of access arrangements to the buildings' car parking areas which, in terms of capacity, should prove sufficient to meet parking demand.

#### ii. Retail/residential provision

- 8.6 In terms of its location and storey height the proposed retail/residential building (described in detail at paragraphs 3.10-3.13 above) accords with the requirements of the S106 agreement and outline permission parameters.
- 8.7 The building faces onto the eastern side of the public square and the mix of retail and residential uses should, along with the adjacent commercial, community and education uses, help ensure that there is a good level of activity and surveillance within this part of the Local Centre throughout the day.
- 8.8 The approach to the building's design is broadly consistent with the employment buildings in terms of massing, roof form, materials and elevational treatment, with sufficient interest being added to the building's most prominent elevations. The in-set balconies to the residential flats - to be enclosed by metal-fretwork privacy screens - add further visual interest as well as providing an attractive amenity space for occupiers.
- 8.9 The Housing Officer has raised no objections in terms of housing mix and tenure, with these affordable dwellings completing Phase 1's overall requirements in terms of affordable provision. The mixed retail-residential format is relatively common and there are no in-principle concerns on the grounds of compatibility.
- 8.10 The LHA has confirmed that the proposed level of parking for the building is acceptable, as are its access and servicing arrangements. Details of the marketing of the premises will in due course need to be agreed under the terms of the S106 Retail Provision Scheme (see para 3.4(ii) above), however, the developers have confirmed that it is their hope to attract a national convenience retailer to the site, and the retail unit has been laid out with such an occupier in mind.

#### iii. Community provision

- 8.11 As noted above, the community building element of the Local Centre proposals has been subject to significant amendment during the course of the application, primarily as a result of the developers identifying the YMCA as its potential operator. The YMCA runs a number of similar facilities in nearby districts and, since becoming involved in the project, its representatives have discussed their vision for the facility with a number of CDC officers and members, along with various community representatives and organisations. Following these discussions, a business plan has been prepared by the YMCA, the production of which is a requirement of the S106 Community Building Scheme referred to at paragraph 3.4(iii) above.

- 8.12 The accommodation within the building - as described above at para 3.15 to 3.16 - meets the requirements of the S106 agreement in terms of floorspace quantum. It also broadly meets the agreement's outline specification for the building, including some welcome additions such as the provision of a 'community health room' with waiting room and a 'changing place' which would provide a dedicated equipped changing and toilet facility for people with a wide range of disabilities.
- 8.13 A key component of the building is its 280m<sup>2</sup> hall which would provide a flexible space suitable for, for example, exercise classes, badminton and functions seating up to around 200 people. Various changes to the configuration of the buildings have been made following the input of the Council's Communities and Leisure Sections' officers including the provision of a servery to the hall along with enhanced storage provision.
- 8.14 As referred to earlier in the report, a key component of the YMCA's business plan is the inclusion of a 96-child day nursery which would provide a significant element of cross-subsidy to the building's 'traditional' community elements. This represents a change to the nature of community provision envisaged at the outline stage, however, as noted by the CDC Community Engagement Manager, this is an increasingly common business model for such facilities.
- 8.15 There is no objection to the inclusion of an integral nursery as a facility that includes childcare provision should serve to enhance the overall sustainability of the SDL. Whilst it is noted that the planning permission for the adjacent primary school includes a requirement to provide enough space for a small nursery (should the yet-to-be-appointed operator of the school wish to operate one), there is no in-principle planning reason to prevent two such facilities being in existence in close proximity to each other.
- 8.16 The submitted plans show the nursery and community elements separately accessed off a common atrium area which would contain a café that the YMCA has confirmed would be 'always open' to all members of the public. As well as providing useful income, this element of the facility should help ensure that the building will be a hub for the community where all visitors to the Local Centre will have an opportunity to dwell and interact.
- 8.17 Agreement on the detail of the management arrangements of the facility will be dealt with separately in due course as part of the process of approving the S106 Community Building Scheme. However, in advance of that the developers and YMCA have confirmed a number of matters such as the minimum hours the facility would be available to the community, the benchmarking of room-hire rates with other facilities in the city and the fact that community stakeholders would have an input into the facility's management via a Community Advisory Group.
- 8.18 In terms of the siting of the building and the layout of this part of the SDL, the community building is appropriately located within the heart of the Local Centre, and well-positioned relative to complementary community elements such as the adjacent play area, central square and school. Access to the facility on foot or cycle would be possible from a variety of directions and sufficient cycle parking is provided. For staff and visitors using motorised transport a 52-space car park - to be shared with the adjacent health facility - is provided. This includes a number of accessible spaces and servicing provision along with 8 spaces equipped for EV charging.

8.19 The LHA has confirmed no objection to either the level of provision within the car park or the arrangements for providing access to it from the adjacent second-order street. However, in order to ensure that this part of the Centre operates as safely and efficiently as possible condition 6 below reserves details of 'parking management scheme' for the car park. This will provide a mechanism which ensures that, as the various Local Centre uses come forward, the operation of the car park is periodically monitored and reviewed. The developers have confirmed that the management of the primary school would be invited to take part in the review process, which may prove necessary in the event of the car park being used by some parents for pick-up/drop-off (there is no dedicated facility for the school). In tandem with the production and review of the Travel Plans which must be produced for all Local Centre uses, this should help ensure that sufficient control over the use of the car park is maintained and that sustainable travel choices by users of all of the Centre's buildings are encouraged as far as is reasonably possible.

8.20 In terms of elevational treatment, the building represents a challenge in terms of balancing the functional requirements of the facility - for example a large, full-height hall - against the need for it to respond appropriately to its prominent location within the Local Centre. Following detailed discussions and a number of amendments, the revised treatment of the building is considered acceptable. As noted at paragraph 3.16 above, the use of different roof forms to the building's two most assertive elements helps to provide an appropriate degree of articulation, with areas of recessed brickwork and glazing providing a mixture of horizontal and vertical emphasis where it is necessary to add interest and break up elevations. The rear part of the building is, perhaps unsurprisingly, more utilitarian in character, however, medium-distance views from the spine road (to the south) and closer views from the play area (to the north) will be filtered and softened by enhanced planting along its car park's boundaries.

8.21 As noted at paragraph 3.20 above, provision is made on the southern side of the building for a future extension to the facility to serve the community needs of Phase 2. Draft plans showing a future full height 'large' hall element with scope for linking through to the Phase 1 building's adjoining entrance/cafe element have been submitted for illustrative purposes. Although the design of any extension will need to be the subject of further consideration if and when Phase 2 comes forward, the location and size of the area of 'reserved' land is considered acceptable, and there is no evidence to suggest that a satisfactory design solution cannot be achieved.

8.22 In summary on this issue the proposed community building is considered acceptable in terms of its design, layout and the range of its constituent uses. Likewise, the arrangements in terms of access, servicing and parking are appropriate. The involvement of an organisation with a proven track record of running such facilities is to be welcomed and, subject to the final approval S106 agreement's Community Building Scheme, the building should provide a valuable asset for the newly expanded community of this part of the District.

#### iv. Healthcare provision

8.23 As set out in paragraph 3.22 above, the developers are required by the S106 agreement to set aside land for a Health Facility, rather than to physically provide it. However, in order to demonstrate one means of how the outline planning permission's parameters might be met, they have in this application chosen to include details of a three-storey building of approximately 1200m<sup>2</sup> on the western side of the spine road-secondary street

junction. The location and massing of the building accords with the outline planning permissions parameters, and its elevational treatment and materials are appropriate, being consistent with the approach to the employment buildings located on the opposite side of the spine road. At 1200m<sup>2</sup>, the size of the building accords with the broad floorspace parameters for a GP surgery suggested by the CCG at the time of the outline application.

8.24 The size and location of the part of the site containing the health facility and its (shared) car park meet the requirements of the S106 agreement. Through its consultation response and various discussions during the course of the application the CCG has confirmed its view that, for various reasons, a GP surgery is now very unlikely to come forward at the site within the timescales of the S106 agreement. However, as noted at 3.4(iv) above, the Healthcare Land may be used for a variety of health-related uses and, under the terms of the S106, it must be offered to a range of potential health providers upon the commencement of the Local Centre phase of the development. If in due course it can be demonstrated that there is no demand for the land from any such provider then, at that point, the future of use of this part of the site may need to be re-visited.

#### v. Play provision

8.25 In terms of size, location and the need to provide an equipped play area and MUGA, the proposed play provision meets the requirements of the outline permission's S106 agreement. As noted above, the play area would be easily accessible from a variety of directions and would in due course form part of a larger area that serves the combined needs of both Phases 1 and 2 of the SDL.

8.26 During the course of the application the detail of this provision has been enhanced in order that, amongst other things, a broader range of age groups are catered for by the equipment within the play area, and that the MUGA is accompanied by appropriate provision in terms of fencing, benches and a youth shelter. Following these amendments, the Council's Culture Manager has raised no objections to the proposed play provision, which will be managed and maintained by the SDL's Management Company.

#### vi. Landscaping

8.27 The approach to planting is consistent with that taken elsewhere in Phase 1 with the use of street trees of appropriate species where practicable, along with the use of native hedge and shrub planting to enhance the ecological value of the site and to soften and break-up areas of parking. During the course of the application the number of street-trees has increased significantly and, as mentioned above, planting has also been enhanced within the open space to the north of the community building in order to soften views of its rear part.

8.28 With regard to the landscaped corridor linking to the Western Green Link (see paragraph 2.6 above), a low-key approach has been taken which primarily involves the creation of a meandering hoggin footpath set within grassland margins. Around 30 new oak, chestnut, lime and beech trees are proposed along the path's route to strengthen the existing mature tree belt on the new path's northern side. In order to retain the expansive southerly views that are currently available from this area, no planting is proposed on the path's southern side. The proposals in respect of this area are considered acceptable, however, it is acknowledged that it may be necessary to revisit the treatment of its

southern boundary when proposals for the Phase 2 development to be located on its southern side come forward in due course.

#### vii. Highway issues

- 8.29 A number of matters relating to highway safety, car and cycle parking and encouraging sustainable transport choices are discussed above in relation to individual aspects of the proposals.
- 8.30 With regard to the second order street leading north-west from the spine road, following a number of revisions and the submission of an updated Road Safety Audit the LHA has raised no objections to the minor change to the position of the access to the community/health buildings' car park as recently approved as part of the reserved matters application for the primary school. As explained at paragraph 3.28 above, it is intended that this street will be adopted by the Local Highway Authority and, accordingly, matters relating to its detailed technical design - including traffic calming measures, signage and road markings - will be dealt with separately to this application under the Section 38 adoption process.
- 8.31 As referred to above, a section of the SDL's spine road runs through the application site. The submitted plans indicate a raised table traffic-calming feature encompassing the Centre's staggered, central junction along with other measures such as pedestrian crossing points and the provision of bus stops on either side of the spine road close to the retail building.
- 8.32 The spine road is currently subject to the S38 adoption process and the technical detail of the design of its junctions and traffic calming features is being dealt with separately under that procedure. Similarly, the position of crossings and bus stops, whilst shown indicatively on the plans, are controlled under the terms of the planning conditions attached to the first Reserved Matters approval (ref. 18/01587/REM) which established the alignment and general configuration of the spine road.
- 8.33 The LHA now raises no objections to the revised format of the junctions leading to the retail and employment buildings' car parks from the spine road, with these now giving sufficient priority to pedestrians and cyclists crossing those junctions. Again, the technical details of the design of these junctions will be dealt with under the S38 process.
- 8.34 The tertiary-order street that leads south-east from the central junction will not be adopted and, accordingly, condition 8 below reserves details of measures to restrict parking on the section of this road leading up to the junction. Such control is necessary in order to ensure the effective operation of the temporary provision for the turning of buses described at paragraph 3.5, which the LHA considers to be acceptable.

#### viii. Environmental Sustainability

- 8.35 Final details of the package of sustainability measures to address the various criteria contained in Local Policy 40 (Sustainable Design and Construction), will be secured under the requirements of condition 28 of the outline permission. However, during the course of the application officers have worked with the applicants to secure significantly enhanced commitments in terms of the sustainability credentials of the proposals.



8.36 These can be summarised as follows:

- fabric-first and low energy consumption measures leading to an 21% decrease in CO2 production relative to the requirements of the Building Regulations
- the installation of solar PV panels and Air Source Heat Pumps to each of the buildings within the Local Centre, with the proposed renewable energy systems contributing a further 36% saving in CO2 production
- the use of various water efficiency measures for all buildings within the Local Centre, with a specific aim of a maximum of 105 litres per person per day in respect of the residential units
- the use of sustainable surface water disposal methods as far as is practicable (subject to final approval under the terms of the outline planning permission's conditions)
- the implementation of various biodiversity enhancements through a combination of planting alongside other measures to be secured under the outline permission's conditions.
- cycle storage for staff and visitors along with the production of Travel Plans for individual uses in order to encourage sustainable travel choices

8.37 In conclusion on this issue it is considered that the submitted Energy Statement, which has been reviewed by the Council's Environmental Strategy Unit, demonstrates a good standard of sustainable design and construction in compliance with Policy 40 of the Chichester Local Plan. A commitment to an overall reduction of 57% (increased from 35%) in CO2 production against the requirements of the current Building Regulations is significant and is to be welcomed. As noted above, final details of the package of sustainability measures and its implementation will be secured under the requirements of the outline planning permission's conditions.

#### ix. Significant conditions

8.38 This is an application for the approval of Reserved Matters and it should be noted that a significant proportion of the detailed matters relating to these proposals are controlled and managed by the conditions 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 application (e.g. sustainable design and construction, materials, levels and surface water drainage), final approval will be required under separate discharge of condition applications.

8.39 Having established that a range of matters are controlled by the outline permission's conditions, the complex nature of this reserved matters application nevertheless results in the need to attach various additional conditions to this approval. A number of these conditions have been discussed in the preceding assessment, however, the most significant of these can be summarised as follows:

- compliance with the submitted landscaping and tree protection measures
- provision of car/cycle/motorcycle parking and waste provision before first use of any building
- the provision of satisfactory evidence of the applicant's intention to offer the second-order street to the LPA for adoption

- details of parking control measures on the tertiary-order street
- control and review of the operation of the community building/health facility car park
- the submission of noise control schemes for the community and retail buildings
- the need for the approval various architectural details
- the stipulation of opening hours for the community and retail buildings

#### x. Summary and conclusion

- 8.40 West of Chichester is one of the Council's key strategic sites for delivering new development during the Local Plan period. The proposals for the Local Centre comprise the final reserved matters application pursuant to the outline planning permission for Phase 1 of the SDL and, based on the preceding assessment, it has been demonstrated that they comply with the relevant development plan policies, the parameters of the outline consent and the obligations contained in its accompanying Section 106 Legal Agreement.
- 8.41 In terms of the detail of the application, following a lengthy process of constructive collaboration between a range of stakeholders the proposals comprise a range of employment, retail, residential and community uses that, alongside the previously permitted primary school and public square, should provide the SDL with a vibrant and diverse hub.
- 8.42 The proposals demonstrate a good standard of design, with a balance struck between providing a level of diversity between individual buildings whilst at the same time maintaining a coherent 'design language'. Whilst the layout ensures that all of the Centre's uses would be readily accessible by non-motorised forms of transport, an appropriate level of parking, and control over that parking, will be achieved within a safe, low speed environment. Meaningful sustainability measures will be incorporated into all of the centre's buildings along with a range of ecological enhancements and generous planting distributed throughout the site.
- 8.43 As noted in the preceding sections of this report, various detailed aspects connected with the proposals will be the subject to further consideration separately to this application, for example, in respect of the adoption of certain highway infrastructure by the LHA, and also in connection with the process of approving the S106 agreement's Community Building, Employment, Retail and Play Area Schemes (see para 3.4 above). However, the proposals have been drawn up with the requirements of these processes fully in mind, and no obvious barriers to satisfying those requirements have been identified at this stage.
- 8.44 On this basis it is recommended that, subject to the planning conditions set out below, reserved matters approval is granted.

#### Human Rights

- 8.45 In reaching this conclusion the Human Rights of the applicants and nearby existing and prospective 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:-

The development hereby permitted shall not be carried out other than in accordance with the approved plans:

**153454-STL-ZZ-ZZ-DR-A-XX-09002** PL07; 09003 PL09; 09010  
**153454-STL-03-00-DR-A-XX-01310** PL02  
**153454-STL-03-01-DR-A-XX-01311** PL02  
**153454-STL-03-02-DR-A-XX-01312** PL04  
**153454-STL-03-ZZ-DR-A-XX-02310** PL02; 02311 PL03;  
**153454-STL-03-ZZ-DR-A-02312** PL03; 02313 PL02; 03311 PL02  
**153454-STL-03-ZZ-DR-A-XX-03310** PL02;  
**153454-STL-05-00-DR-A-XX-01501** PL04;  
**153454-STL-05-01-DR-A-XX-01502** PL02;  
**153454-STL-05-02-DR-A-XX-01503** PL02;  
**153454-STL-05-03-DR-A-XX-01504** PL02;  
**153454-STL-05-ZZ-DR-A-XX-02501** PL1; 02502 PL01; 02503 PL01; 02504 PL01;  
03501 PL01; 03502 PL01;  
**153454-STL-06-00-DR-A-XX-01601** PL03;  
**153454-STL-06-01-DR-A-XX-01602** PL02  
**153454-STL-06-02-DR-A-XX-01603** PL02;  
**153454-STL-06-03-DR-A-XX-01604** PL02;  
**153454-STL-06-ZZ-DR-A-XX-02601** PL01; 02602 PL01; 02603 PL01; 02604 PL01;  
03601 PL01; 03602 PL01  
**153454-STL-07-00-DR-A-XX-01701** PL03;  
**153454-STL-07-01-DR-A-XX-01702** PL02;  
**153454-STL-07-02-DR-A-XX-01703** PL02;  
**153454-STL-07-03-DR-A-XX-01704** PL02;  
**153454-STL-07-ZZ-DR-A-XX-02701** PL01; 02702 PL01; 02703 PL01; 02704 PL01;  
03701 PL01; 03702 PL01  
**153454-STL-08-00-DR-A-XX-01801** PL03;  
**153454-STL-08-01-DR-A-XX-01802** PL01;  
**153454-STL-08-02-DR-A-XX-01803** PL01;  
**153454-STL-08-03-DR-A-XX-01804** PL02;  
**153454-STL-08-ZZ-DR-A-XX-02801** PL01; 02802 PL01; 02803 PL01; 02804 PL01;  
03801 PL01; 03802 PL01;  
**153454-STL-02-00-DR-A-XX-01204** PL03;  
**153454-STL-02-01-DR-A-XX-01205** PL02;  
**153454-STL-02-02-DR-A-XX-01206** PL02;  
**153454-STL-02-03-DR-A-XX-01207** PL03;  
**153454-STL-02-ZZ-DR-A-XX-02205** PL02; 02206 PL02; 02207 PL02; 02208 PL02;  
03203 PL02; 03204 PL02  
**153454-STL-04-00-DR-A-XX-01401** PL02;  
**153454-STL-04-01-DR-A-XX-01402** PL01;  
**153454-STL-04-02-DR-A-XX-01403** PL01;  
**153454-STL-04-03-DR-A-XX-01404** PL02;  
**153454-STL-04-ZZ-DR-A-XX-02401** PL01; 02402 PL01; 02403 PL01; 02404 PL01;  
03401 PL01; 03402 PL01;  
**197241** - 002 Rev B; 004 Rev C; 006 Rev C; 007 Rev A  
**CON22768** - 03; 10 Rev L

**MILL22768** - 11 Rev H (sheets 1-6); 12 Rev K (sheets 1-6); 21 Rev C; 22 Rev B; 23 Rev D

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

2) **No development shall commence** until protective fencing has been erected around all trees, shrubs and other natural features not scheduled for removal in accordance with the submitted Tree Protection Plan ref: CON22768-03. 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 Local Centre Arboricultural Impact Assessment and Method Statement Ref: CON22768aia-ams(Local Centre) dated 3 February 2021 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) **No development in connection with the following architectural details and features shall take place** unless and until detailed technical drawings of the same at an appropriate scale have first been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in strict accordance with the approved details:

- Eaves and parapet wall details
- Glazing and window profiles and reveals
- Vertical shadow gap joints
- Rainwater goods
- Balcony screens and railings
- Areas of recessed and textured brick

Reason: To control the detail of the development in the interests of ensuring a development of visual quality

4) **No above-ground development in respect of the community and healthcare buildings hereby permitted** shall commence unless and until:

(i) evidence has been provided to the Local Planning Authority's satisfaction to demonstrate confirmation of the applicants' stated intention to enter into an agreement under Section 38 of the Highways Act 1980 with the West Sussex County Council Local Highway Authority in respect of the construction of the road and associated junctions, footways, traffic calming features, road lining and signage shown indicatively on the submitted drawings within the area demarcated on the Adoptable Highway Plan ref: 197241-008 A; or

(ii) in the event of an agreement under Section 38 not being entered into, full technical details of the above-mentioned highway infrastructure along with measures for its maintenance and the mechanism for the ongoing review of its effectiveness (including the means of undertaking enforcement in respect of any unauthorised parking) have been submitted to and approved in writing by the Local Planning Authority in consultation with the Local Highway Authority. Thereafter the agreed measures, maintenance arrangements and review mechanism shall be implemented in their entirety before first occupation of the school and thereafter maintained or carried out (as appropriate) for the lifetime of the development.

Reason: To accord with the applicants' stated intention to offer the above-mentioned road for adoption by the LHA and, in the scenario of adoption not taking place, to ensure that it is constructed, marked and signed to a suitable standard and thereafter maintained and monitored appropriately, in the interests of highway safety.

**5) No development in respect of the healthcare facility shall take place** unless and until detailed floor plans have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the permitted plans.

Reason: To control the detail of the development in the interests of proper planning.

**6) The community and healthcare buildings hereby permitted shall not be brought into use** unless and until a scheme that sets out measures relating to the control and periodic review of the operation of their accompanying car park has first been submitted to and agreed in writing by the Local Planning Authority. For the avoidance of doubt, the scheme shall include provision for consultation with both the development's management company and the operators of other Local Centre uses as part of the review process and shall be implemented prior to the first use of either building.

Reason: To ensure that car parking within the Local Centre operates effectively and in the interests of highway safety.

**7) No building hereby permitted shall be brought into use** unless and until provision for the turning of buses has been made in accordance with application drawing 197241-007 entitled Temporary Bus Turning Route. As soon as is reasonably practical following completion of the primary highway infrastructure serving both Phases 1 and 2 of the West of Chichester Strategic Development Location the temporary access onto the street between employment buildings 2 and 3 shall be stopped-up and the adjoining footway and boundary treatment reinstated in accordance with the approved plans.

Reason: To ensure that there is no impediment to the site being adequately served by public transport and to secure the removal of the temporary turning arrangements when they are no longer required.

**8) No building within the Local Centre (as defined by the S106 Legal Agreement dated 11 April 2018) shall be brought into use** unless and until details of measures to control and, where necessary, prevent on-street parking on the street located between employment buildings 2 and 3 have been submitted to and approved in

writing by the Local Planning Authority. Thereafter the agreed measures shall be implemented in their entirety before first operation of any bus service and thereafter maintained for the lifetime of the development.

Reason: To ensure that on-street parking is adequately controlled in the vicinity of the street's junction with the spine road and that buses are able to utilise the turning provision required under the terms of condition 7, in the interests of highway safety.

9) **No building hereby permitted shall be brought into use** unless and until provision for the storage of waste associated with it has been made in accordance with the approved plans. Such provision shall thereafter be retained in perpetuity for the stated purpose

Reason: To ensure appropriate provision is made for the storage of waste.

10) **Prior to first use of the retail premises hereby permitted** details of a scheme to manage operational noise associated with it shall be submitted to and agreed in writing by the Local Planning Authority. The premises shall thereafter not be operated other than in accordance with the agreed scheme.

Reasons: To safeguard the amenities of neighbouring properties

11) **Prior to first use of the community centre premises hereby permitted** details of a scheme to manage operational noise associated with it shall be submitted to and agreed in writing by the Local Planning Authority. The premises shall thereafter not be operated other than in accordance with the agreed scheme

Reasons: To safeguard the amenities of nearby residents.

12) **Prior to the first use of the buildings hereby permitted** provision for the motorcycle, bicycle and car parking (including EV charging) associated with them shall be made in made in accordance with the approved plans. Such provision shall thereafter be retained at all times for its designated use. For the avoidance of doubt (i) the dual use car park serving the community and health buildings shall be provided in its entirety before first use of either building; and (ii) the secure cycle parking serving the employment buildings shall be available for use by all users of those buildings.

Reason: To ensure the provision of adequate car and cycle parking for the development

13) **Prior to first use of any junction hereby permitted** the visibility splays associated with it shall be provided in accordance with application drawing 197241-004 C. Once provided the splays shall thereafter be maintained and kept free of all obstructions over a height of 0.6 metres measured above the adjoining carriageway level or as otherwise agreed.

Reason: In the interests of highway safety

14) **No building hereby permitted shall be brought into use** unless and until the solar panels and Air Source Heat Pumps associated with it have been installed 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.

15) **Prior to occupation of the 375th dwelling comprised in outline planning permission 14/04301/OUT** the proposed footpath and bench located within the landscaped corridor linking the public open space to the Western Green Link shall be provided in accordance with the approved plans.

Reason: To accord with the terms of the application and to ensure adequate provision for pedestrians.

16) 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. Unless an alternative implementation programme is submitted to and agreed by the Local Planning Authority under the terms of this condition **these works shall be carried out no later than the first planting season following the commencement of development**. 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 drawings 11 sheets 1 to 6 (all revision H)
- Submitted Soft Landscape specification ref: MILL22768 spec

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

17) Notwithstanding the provisions of the Town and Country Planning (Use Classes) Order 1987, as amended, and the Town and Country Planning (General Permitted Development) Order 2015, or in any other statutory instrument amending, revoking and re-enacting the Order, the retail floorspace hereby permitted shall be used for purposes within Use Class E(a) only and for no other purpose (including any other purpose in Class E of the Schedule to the Town and Country Planning (Use Classes) Order 1987 as amended by the Town and Country Planning (Use Classes) (Amendment) (England) Order 2005 or in any provision equivalent to that Class in any other statutory instrument revoking and re-enacting that Order).

Reason: To ensure that adequate retailing provision is retained in order to serve the needs of the development in accordance with the provisions of the governing outline planning permission and the requirements of Local Plan Policy 15.

18) Notwithstanding the provisions of the Town and Country Planning (Use Classes) Order 1987, as amended, and the Town and Country Planning (General Permitted Development) Order 2015, or in any other statutory instrument amending, revoking and re-enacting the Order, the employment floorspace hereby permitted shall be

used for purposes within Use Class E(g)(i) only and for no other purpose (including any other purpose in Class E of the Schedule to the Town and Country Planning (Use Classes) Order 1987 as amended by the Town and Country Planning (Use Classes) (Amendment) (England) Order 2005 or in any provision equivalent to that Class in any other statutory instrument revoking and re-enacting that Order).

Reason: To ensure that adequate and appropriate employment provision is retained in order to meet the needs of the locality in accordance with the provisions of the governing outline planning permission and the requirements of Local Plan Policy 15.

19) Notwithstanding the provisions of the Town and Country Planning (Use Classes) Order 1987, as amended, and the Town and Country Planning (General Permitted Development) Order 2015, or in any other statutory instrument amending, revoking and re-enacting the Order, the healthcare facility hereby permitted shall be used for purposes within Use Class E(e) or as a pharmacy only and for no other purpose (including any other purpose in Class E of the Schedule to the Town and Country Planning (Use Classes) Order 1987 as amended by the Town and Country Planning (Use Classes) (Amendment) (England) Order 2005 or in any provision equivalent to that Class in any other statutory instrument revoking and re-enacting that Order).

Reason: To ensure that adequate and appropriate healthcare provision is retained in order to meet the needs of the locality in accordance with the provisions of the governing outline planning permission and the requirements of Local Plan Policy 15.

20) The community centre hereby permitted shall not be used other than as a mixed use comprising a day nursery and a community facility in accordance with the submitted plans and details.

Reason: To clarify the sui-generis nature of the use and to ensure that adequate and appropriate community provision is retained in accordance with the provisions of the governing outline planning permission and the requirements of Local Plan Policy 15.

21) The retail premises hereby permitted shall not be open to the public except between the hours of 07.00 and 23.00.

Reason: To safeguard the amenities of nearby residents.

22) The community centre premises hereby permitted shall not be open to the public except between the hours of:

- 07:00 to 24.00 Monday to Saturday; and
- 08.00 and 22.00 on Sunday

Reason: To safeguard the amenities of nearby residents



## 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 in 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) With regard to conditions 10 and 11 the noise management schemes should include, amongst other things, details of measures and practices to mitigate the impact of those uses on nearby residents with particular regard to the early morning and late evening periods.
- 5) You are reminded that full details of the EV charging provision must be provided prior to commencement of the Local Centre phase as required by condition 23 of outline permission reference 14/04301/OUT.

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=QOMJLBERM5900>