

Parish: Donnington	Ward: Donnington
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D/15/01583/OUT

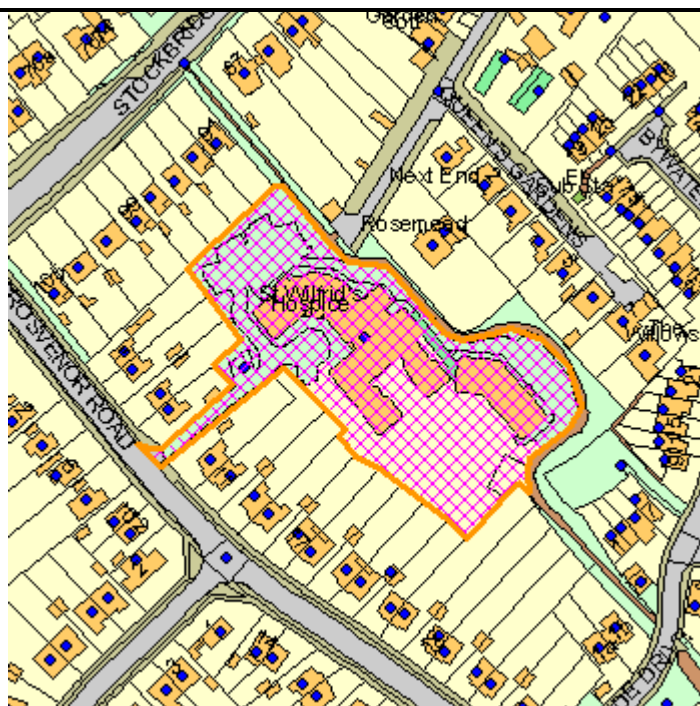
Proposal Demolition of existing hospice and replacement with 21 no. residential dwellings.

Site St Wilfrids Hospice Grosvenor Road Donnington West Sussex PO19 8FP

Map Ref (E) 485695 (N) 103555

Applicant St Wilfrid's Hospice (South Coast) Ltd

RECOMMENDATION TO DEFER FOR SECTION 106 THEN PERMIT



**NOT TO
SCALE**

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1.0 Reason for Committee Referral

Parish Objection - Officer recommends Permit

2.0 The Site and Surroundings

2.1 The application site is located within the Stockbridge Settlement Boundary and occupies a backland position abutting the rear boundaries of properties on Grosvenor Road, Queen's Gardens and Stockbridge Road. The site extends to 0.7 Ha, is broadly flat and benefits from

vehicular access from Grosvenor Road via a 4m wide tarmacked access road. A public footpath runs around the northern boundary of the site connecting Waterside Drive to Stockbridge Road.

2.2 The site is currently occupied by the St Wilfrids hospice, a highly respected local charity which provides palliative care and associated services to terminally ill patients and their families. The facility comprises a low-rise range of brick and tile buildings with a footprint of approximately 1800m² and consists of 14 in-patient rooms, day-care accommodation, treatment rooms and a chapel together with ancillary facilities including offices, kitchens and staff rooms. The buildings are set amongst manicured grounds which provide an attractive and relatively tranquil environment for residents and their visitors.

3.0 The Proposal

3.1 Outline planning permission is sought to demolish all of the buildings on the site and to then carry out a development of 21 dwellings. At this stage permission is sought only for the layout and scale of and means of access to the development; in the event of permission being granted, the appearance and landscaping of the development would need to be the subject of further reserved matters applications.

3.2 The submitted plans, which have been subject to amendment during the course of the application, indicate a mix of semi-detached and terraced, two storey dwellings in three locations on the site - three pairs of semis would back on to the site's western boundary; two pairs of semis and a terrace of three dwellings would flank the eastern boundary; four pairs of semis would be located broadly centrally within the site, backing onto its southern boundary.

3.3 Whilst the appearance of the development is reserved, the submitted indicative drawings illustrate a contemporary approach to the design of the dwellings with a variety of facing materials and elevational treatments. The dwellings are shown as having a maximum height of 7.5m, approximately 1m below the ridge height of the tallest of the existing buildings.

3.4 The indicative housing mix consists of seven 2 bed, eleven 3 bed and three 4 bed houses, with 30% provided as affordable dwellings.

3.5 The existing access road to the site would be retained, but altered to comprise a 5.5m wide shared surface. A new cross-over arrangement would be formed at the point of access to Grosvenor Road in accordance with the Highway Authority's standards. The layout includes 39 allocated and 6 unallocated parking spaces distributed around the site. Whilst the existing route of the public footpath around the northern boundary of the site would be retained on its current alignment, the applicant has agreed to the safeguarding of a more direct route through the centre of the site.

3.6 The Committee will be aware that the applicant has submitted a planning application to construct a new hospice on a site at Walton Lane in Bosham parish (BO/15/01507/FUL refers); that application is reported elsewhere in this agenda.

4.0 History

01/02659/FUL

PER

Proposed glazed lobby to patients entrance.

02/00170/FUL	PER	Proposed chapel, Chaplins room and extended lobby and an extension to kitchen.
96/00383/FUL	REF	Proposed extension to provide a day Hospice and the provision of additional car parking.
97/00838/FUL	PER	Proposed day hospice, education unit, offices, and additional car parking.
03/01272/FUL	WDN	Alterations within hospice in lecture area day centre (1st floor) and new sitting area forming a new dormer window.
07/05089/FUL	PER	Single storey extensions to bedrooms and provision of covered walkways to day hospice and minor re-landscaping works.
09/05130/FUL	PER	Installation of a backup generator to provide continuous electric supply during any power-cut situations. Generator to be installed in one car parking space of existing car park.
15/01583/OUT	PDE	Demolition of existing hospice and replacement with 21 no. residential dwellings.

5.0 Constraints

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

6.0 Representations and Consultations

6.1 Parish Council

Original Comments

Design and Access Statement

This statement states 'All offers will be considered when the time comes to sell the existing Hospice site, whether it be to re-use the existing buildings or re-develop the site for other uses'. The Parish Council and Parishioners consider that this is very important in that there is a serious lack of infrastructure in the Parish including any pharmacy, health centre, nursing homes, rehabilitation centres, respite centres etc. Such infrastructure would support the needs of the community, whereas a housing estate will just add to the problems of the community as per the following comments.

Transport Statement

This includes in paragraph 5.2.2 the results of a traffic survey including counts at 08:00-09:00 and 17:00- 18:00 (peak traffic hours) which stated:

At 08:00-09:00 Arrivals 32 Departures 2 Total Two Way 34

At 17:00- 18:00 Arrivals 6 Departures 26 Total Two Way 32

A member of the Parish Council carried out similar counts on 22nd. And 24th. June and produced the following figures:

At 08:00-09:00 Arrivals 17 Departures 1 Total Two Way 18

At 17:00- 18:00 Arrivals 1 Departures 15 Total Two Way 16

You will note that the Parish Council figures are far less than the applicants figures. Thus the Parish Council cannot accept the statement in para.5.4.1 that when comparing the anticipated traffic generation of the residential development with the sites existing use, it is evident that there would be a substantial decrease in vehicular movements over the course of a typical weekday as well as during the AM(08:00-09:00) and PM(17:00-18:00) peak hour periods.

A much more long lasting survey would be needed to determine the correct figures. But, importantly, even ignoring the discrepancies in the above figures the situation in the Parish Councils opinion would definitely be worse, adding to peak hour congestion on the already seriously congested A286 Stockbridge Road as follows:

In the morning period current hospice traffic is heading towards the hospice (i.e. to work) down Stockbridge Road whereas the bulk of the morning rush hour traffic is heading up Stockbridge Road towards the A27. The reverse is the situation in the evening rush hour. If these 22 dwellings are built, the traffic arising would be travelling in the same direction as the rest of the rush hour traffic, thus adding to the already severe congestion on the A286.

Vehicular Access

This states, as the proposal, in Para. 4.2.1.(ii)

The removal of the narrow footway situated along the eastern side of the access road to create a shared surface arrangement access road. A c.1.1 metre flush strip provided to accommodate pedestrian movements to and from the proposed development which is demarcated by a change in surface materials.

This is a proposal for a housing estate which one would expect to include the normal mix of occupants including elderly citizens and children. This access/exit to the estate will be the most popular one for pedestrians as it is the nearest one to the shops and bus stop. There is currently a raised narrow footway (as above) in good condition next to the also narrow roadway.

This proposal removes that raised narrow footway to produce a wider roadway for traffic. The Parish Council considers this proposal to be a serious danger to unaccompanied children who will not recognise the demarcation, and in fact all other pedestrians/wheelchair users/pushchairs as there is no way for them to escape from two way traffic using the access.

Other Issues

Other issues which concern the Parish Council include: Environmental waste of a good quality building like the Hospice

Totally unsuitable access to a housing estate which would be suitable for other infrastructure. Loss of trees to the environment Overlooking properties and lack of visual amenity.

Potential boundary issues with residents

Need for access lighting

Previous planning decisions relating to the Hospice - The Parish Council understands that some years ago when the Hospice granted permission to extend a building, permission was granted, perhaps as it was a Hospice, which curtailed the route of the old Selsey Tram railway. Therefore we would ask that any future plans for this site reinstate this route for future generations.

CONCLUSION

Given all of the above, The Parish Council wishes to state that it objects to the current application.

Comments on Amended Scheme

Having considered the above amendments to the application, we are pleased to see that the revised layout opens up the site to the existing public footpath & creates a landscaped area adjacent to the boundary. Also it allows for the possible retention of the Selsey Tram route.

However we are concerned to see that there has been no change to the proposal to remove the raised footpath and replace with a flush footway to flank access road on the entrance from Grosvenor Road. We remain concerned that as the main entrance to a housing complex, removal of this raised footpath on a narrow access constitutes a danger to unaccompanied children, and other pedestrians/wheelchair users/pushchairs as there is no way for them to escape from two way traffic using the access. We also remain concerned about the increase in traffic which we stated in our previous objection.

WE THEREFORE STATE THAT OUR PREVIOUS OBJECTION DATED 2/7/2015 ON THE CDC APPLICATION SITE STILL STANDS

6.2 Environment Agency

No objections

6.3 Natural England

No objections subject to securing contributions towards mitigation of recreational disturbance impacts at Chichester Harbour.

6.4 Southern Water Services

No objections

6.5 Highways England

No objections subject to conditions

6.6 Police

Advice. No objections.

6.7 WSCC : Local Highway Authority

No objections subject to conditions

6.8 WSCC : Lead Local Flood Authority

Advice. No objections.

6.9 WSCC: Strategic Development

A total of £91,534 is required in order to address infrastructure requirements in connection with primary education, library services, Fire and Rescue and sustainable transport measures.

6.10 CDC : Environmental Health Officer (contaminated land)

No objections subject to conditions concerning contamination investigations and the provision of a Construction Management Plan

6.11 CDC : Housing Enabling Manager

Based on a 30% quota, 6 AH units are required; 2 x 2b and 2 x 3b for rent; and 1 x 2b and 1 x 3b for IH. A commuted sum for 0.3 is needed of £32,700.

6.12 CDC : Drainage Engineer

No objections subject to conditions reserving details of a surface water disposal scheme

6.13 CDC : Environmental Strategy

No objections subject to contributions towards the Solent Disturbance and Mitigation Project

6.14 CDC : Design and Implementation Manager

The revised plan is an improvement and the safeguarded path is welcome. The open spaces are better with less parking intruding into them and the arrangement/orientation of the block in the north-east corner of the site results in a better relationship to the existing housing to the north.

6.15 19 Third Party Objection

There are already enough houses in the area; roads are already congested; site would be better re-used as a community and/or health facility; overlooking of neighbouring properties; too dense; lack of open space; insufficient parking; building not old enough to be pulled down; existing parking problems will be worsened; sewage system cannot cope; trees should not be lost; proposed access arrangements are dangerous; air quality will be affected; surface water flooding problems will be worsened; applicant's traffic reduction figures are not accepted; proposal will conflict with private covenant agreed between hospice and adjacent residents; Donnington has already met its housing targets; subsequent developers may wish to increase the proposed number of dwellings; construction traffic will cause pandemonium; Selsey Tram route should be reinstated; low level lighting should be used; the cumulative impact of recent developments needs to be considered; too many trees lost; three stories is not appropriate; will affect outlook from existing properties; will affect bats; increased noise disturbance; changes to scheme are welcome, but do not sufficiently address previously expressed concerns;

6.16 1 Third Party Other

Consideration should be given to retaining trees and preventing light pollution.

6.17 Applicant's/Agent's Supporting Information

This application is running in parallel with the application for the proposed new Hospice in Walton Lane, Bosham. This site is no longer suitable for the Hospice in that it can no longer cope with the demands of the service required. When the Hospice first opened it cared for 188 patients in the first year. Last year this figure had risen to over 850 patients & it is anticipated to be well over the 1,000 mark by 2020. All the services & plant need to be completely replaced & it is recognised that operating a 24/7 operation in a residential area is not ideal for all parties. On that basis the Hospice are proposing to dispose of this site & seek to obtain consent for a residential development, which they are advised will obtain the maximum capital receipt for the site. This will then be used in full, to part fund the proposed new development. The site itself is considered suitable as a residential development site in that it is in a sustainable location, within the identified settlement policy area, with excellent public transport links & local facilities & shops nearby.

An initial pre-application submission (D/14/01597/PE) was made to Chichester District Council dated 12/05/14, for the erection of 24 Houses & Associated works. The local authority responded on 23/06/14 stating that 'the principle of developing the site for residential purposes is likely to receive officer support, subject to issues raised above being satisfactorily addressed'.

Following this response meetings were held with the local community, who raised particular concerns over the issues raised in terms of 'Neighbour Amenity'. As a result of this a revised scheme was prepared, initially for 23 units & then after further consultation for 22 units. This formed the basis for the outline planning application registered in June 2015. During the course of the application, comments were received from CDC's Conservation & Design Officer & as a result of these comments, a revised site layout was put forward, reducing the number of units to 21 units. This had the following perceived benefits; -

- The revised layout opens up the site to the existing public footpath, creating a landscaped area adjacent to the boundary.
- The revised layout allowed for the possible retention of the former Selsey tram route.
- The reduction in units allows for a more comfortable arrangement in terms of units 5 to 21 & allows for greater separation of the flank wall to Unit 21 & the existing properties off Grosvenor Road.
- The re-orientation of units 7 to 14 allows for southerly facing gardens.
- The main access road & the parking off this road, are now relocated further away from the existing residential properties in Grosvenor Road.
- Units 15, 16 & 17 are now 2 storey, with the accommodation previously provided in the 2.5 storey roof space, being provided over the proposed garages.

In conclusion in terms of the issues raised at both pre-application stage & during the course of the application, we conclude as follows;

- The Housing mix is now in accordance with the requirements of the CDC Housing Officer.
- The Access has raised no objection from WSCC Highways.
- Drainage : CDC Drainage engineer has confirmed his agreement to the surface water proposals & Southern Water have confirmed there is sufficient capacity for the anticipated foul drainage.
- Neighbour Amenity : The number of units have been reduced from the initially proposed 24 units to the current scheme for 21 units to make the relationships between the proposed & existing properties more comfortable.
- Other Matters - The revised layout has improved the relationship with the public footpath to the north & retained the possibility of the retention of the Selsey Tram route.

On this basis we believe we have responded to all issues raised & produced a scheme which addresses all these issues

7.0 Planning Policy

The Development Plan

7.1 The Development Plan for Chichester District comprises the Chichester Local Plan 2014-2029: Key Policies which was adopted by the District Council on 14th July 2015.

7.2 The policies in the Local Plan now carry full weight and those relevant to the consideration of this application are as follows:

Policy 1: Presumption in Favour of Sustainable Development

Policy 2: Development Strategy and Settlement Hierarchy

Policy 5: Parish Housing Sites 2012-2029

Policy 8: Transport and Accessibility

Policy 9: Development and Infrastructure Provision
Policy 12: Water Resources in the Apuldram Wastewater Treatment Catchment
Policy 33: New Residential Development
Policy 34: Affordable Housing
Policy 38: Local and Community Facilities
Policy 39: Transport, Accessibility and Parking
Policy 40: Sustainable Design and Construction
Policy 50: Development and Disturbance of Birds in Chichester and Langstone Harbours
Special Protection Areas

National Policy and Guidance

7.3 Government planning policy comprises the National Planning Policy Framework (NPPF). At the heart of the NPPF is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision taking. This means unless material considerations indicate otherwise development proposals that accord with the development plan should be approved without delay.

7.4 Consideration should also be given to paragraph 17 (Core Planning Principles), Section 4 (Promoting sustainable transport), Section 6 (Delivering a wide choice of high quality homes), Section 7 (Requiring good design) and paragraph 70 (social, recreational and cultural facilities).

7.5 The National Planning Practice Guidance (NPPG) was published 6th March 2014 and provides guidance aimed at aiding the interpretation of national planning policy. The Guidance is both detailed and wide ranging and, whilst it is not considered necessary to list all of its relevant paragraphs and sections here, its contents have been taken into account in the preparation of this report.

7.6 The Government's New Homes Bonus (NHB) which was set up in response to historically low levels of housebuilding, aims to reward local authorities who grant planning permissions for new housing. Through the NHB the government will match the additional council tax raised by each council for each new house built for each of the six years after that house is built. As a result, councils will receive an automatic, six-year, 100 per cent increase in the amount of revenue derived from each new house built in their area. It follows that by allowing more homes to be built in their area local councils will receive more money to pay for the increased services that will be required, to hold down council tax. The NHB is intended to be an incentive for local government and local people, to encourage rather than resist, new housing of types and in places that are sensitive to local concerns and with which local communities are, therefore, content. Section 143 of the Localism Act which amends S.70 of the Town and Country Planning Act makes certain financial considerations such as the NHB, material considerations in the determination of planning applications for new housing. The amount of weight to be attached to the NHB will be at the discretion of the decision taker when carrying out the final balancing exercise along with the other material considerations relevant to that application.

Other Local Policy and Guidance

7.7 The following Supplementary Planning Guidance is material to the determination of this planning application:

The Provision of Service Infrastructure Related to New Development in Chichester District (Parts 1 and 2)

7.8 The aims and objectives of the Council's Sustainable Community Strategy are material to the determination of this planning application. These are:

B1 - Managing a changing environment

B2 - Greener living

C4 - Services for older people

C5 - Accessible health and wellbeing services in rural areas

D1 - Increasing housing supply

D3 - Housing fit for purpose

D4 - Understanding and meeting community needs

8.0 Planning Comments

8.0 Planning Comments

8.1 The main issues arising from this proposal are:

- The principle of the development
- Layout and density
- Residential amenity
- Highway safety and parking
- Other matters

Assessment

(i) The principle of the development

8.2 Local Plan Policy 38 seeks to resist the loss of 'local and community facilities' unless that loss can be justified in terms of a number of criteria. The policy's explanatory text lists some such services that it is intended to apply to, being namely those that 'serve the local residents' such as 'local shops, meeting places, cultural buildings, public houses and places of worship...' Whilst the list is not exhaustive, it is considered that private health-related facilities such as a hospice that serves a relatively wide catchment population are not a 'community facility' for the purposes of Policy 38. Consequently, no objection is raised to the principle of the site being used for alternative purpose, providing such a proposal is acceptable in all other regards.

8.3 Having established that there is no planning-policy-based objection to the loss of the hospice use, it should be acknowledged that the applicant has made it clear that there is no intention to close the existing premises until an alternative facility is available; the current application for a replacement facility at Bosham demonstrates this commitment. Whilst in planning terms it would not be appropriate to require the new premises to be available prior to existing facility closing, the reality of there being little prospect of a break in the provision of the services provided by the applicant within the locality should be noted. Similarly, in

terms of employment issues, it is understood that the significant majority of those employed at the existing premises would transfer to the new one.

8.4 With regard to the proposed use of the site for residential purposes, the provision of 15 market and 6 affordable family homes would make a valuable contribution to housing supply in what is a highly sustainable location. Whilst it is noted that Donnington Parish has already met its indicative Local Plan housing number of 50 dwellings (through the Southfields Close development), there is no indication from any consultees that the infrastructure of the locality is unable to sustain the proposal provided appropriate financial/CIL contributions are secured in order to mitigate any impact.

8.5 A number of local residents have stated their preference for the existing buildings to be re-used for a community or health-related purpose. Whilst such uses might well be acceptable in planning terms, the current application must be considered on its own merits and, for the reasons set out above, the redevelopment of the site for residential purposes is considered acceptable.

(ii) Layout and density

8.6 As explained in paragraph 3.2 above, in broad terms the layout involves siting rows of semi-detached and terraced 2 storey dwellings parallel to both the site's eastern and western boundaries, with a centrally located third row that would back onto rear boundaries of existing properties on Grosvenor Road. There would be a mix of frontage and in-curtilage parking, with all dwellings served by relatively generous garden areas. An area of open space would be positioned along the central part of the northern boundary, providing some open space for residents and also enabling the development to be well integrated into views from the adjacent public footpath.

8.7 The main part of the site would be served by a 4.8m wide access road terminating in a hammer head fronting the eastern row of dwellings. The existing 50m long section of access road linking the main part of the site to Grosvenor Road would be altered by removing an existing 1m wide footpath and creating a wider (5m) shared surface. Pedestrian access would be provided from the northern part of the site to the adjacent public footpath which connects Waterside Drive to Stockbridge Road; this footpath also provides a northward connection to Queens' Avenue at a point close to the site's north-western corner. The applicant has confirmed that he would be prepared to allow unfettered pedestrian access through the site by members of the public, which would enhance permeability through the area and which could be secured by legal agreement.

8.8 The proposed development would be carried out at a density of 30dpHa, broadly in line with that of the surrounding area. With the exception of localised views from a short section of the public footpath to the northern boundary, the site is substantially contained in visual terms and, subject to careful future consideration of detailed design matters, a development of 21 dwellings is capable of being carried out without harming the character and appearance of the locality. Although a small number of mature trees would be removed from the central part of the site, these are not considered important in terms of wider views, and it is noted the majority of boundary trees are to be retained.

8.9 The applicant has amended the scheme to allow for the potential future diversion of the existing public footpath to its original, and more direct, east-west alignment. This diversion, which would need to be the subject of a separate consent regime, would reflect the former route of the Chichester to Selsey Tramway. Whilst requiring the diversion of the path would not be reasonable in planning terms, the realignment may well prove attractive to future

developers as it would enable this land (which is within the applicant's ownership) to be incorporated into the substantive part of the site. Consequently, in the event of permission being granted it is proposed that the legal agreement would contain clauses safeguarding the alternative footpath route.

8.10 In summary on this issue, it is considered that the proposed development is acceptable in terms of layout and density.

(iii) Residential amenity

8.11 Whilst the main part of the site is surrounded by residential development, back-to-back and front-to-back separations of at least 30m are retained, and it is further noted that the majority of boundary vegetation, which would soften the development, will be retained; it is noted that a number of the trees which are located close to the site's boundaries are in the control of neighbouring residents. Where flank elevations are located close to boundaries, it is possible to prevent the formation of first floor windows using planning conditions. Consequently, in terms of both privacy and massing, the relationship of the proposal with adjacent development is considered acceptable.

8.12 It is accepted that use of the access road will result in some noise and activity being experienced by the occupiers of the adjacent dwellings whose gardens flank its eastern and western sides. Whilst this is a material consideration, it is noted that residents already experience such activity in connection with the existing use and that, according to the applicant's evidence which is accepted by the Highway Authority, the use of the access road should reduce significantly in a post-development scenario.

(iv) Highway safety and parking

8.13 As mentioned above, the applicant has submitted evidence based on a survey which indicates that the current use generates nearly 400 daily traffic movements. Based on a database of similar housing developments, the site would be expected to generate just over 100 movements post-development.

8.14 Whilst the Parish Council rejects the applicant's claim as to the scale of reduction in traffic movements, neither Highways England nor the Local Highway Authority challenge the applicant's assertion that there would be a substantial overall reduction in movements associated with the site. Concerns have been expressed in respect of the main section of access road comprising a shared surface. Whilst all users of this section will need to exercise mutual caution, the use of such an arrangement for a development of this scale is not unusual, and the Highway Authority has raised no objections on safety grounds. Given also that the proposal involves widening the existing crossover at the site's junction with Grosvenor Road, it is considered that the proposal should result in an overall improvement in highway safety.

8.15 In terms of car parking, the proposed provision meets the demand predicted by the WSCC Parking Calculator. Anecdotal evidence suggests that there are currently regular instances of hospice staff, volunteers and visitors parking on Grosvenor Road and other nearby streets, and the proposal could therefore result in a net improvement in this respect.

(v) Other matters

8.16 Whilst the information submitted with the application indicates that the proposal would result in a small net increase in flows to the Apuldrum Wastewater Treatment Works, the

Environment Agency has confirmed that the proposal should not give rise to capacity issues and has consequently raised no objection.

8.17 The application site lies within the zone of influence for the Chichester and Langstone Harbours Special Protection Area (SPA) and the potential impact of the proposal in terms of recreational disturbance must therefore be considered. The applicant has agreed to mitigate any such impact by making a financial contribution towards the Solent Disturbance and Mitigation Project in accordance with Policy 50 of the Local Plan and Natural England has raised no objection on this basis.

Significant Conditions

8.18 The application is in outline form and, consequently, conditions are required in connection with the submission of the remaining reserved matters of appearance and landscaping. Other significant conditions relate to the detail of the access works, including in respect of amending parking arrangements on Grosvenor Road immediately adjacent to the site's access.

Section 106 agreement

8.19 The content of the agreement would be dependent upon the timing of the decision relative to the adoption of CIL.

8.20 A pre-CIL agreement would include provision for:

- On site affordable housing (6 units) and a commuted sum in respect of the required residual unit
- laying out and future maintenance of open space and the retained public footpath
- maintenance of public access to/from the northern boundary of the site
- safeguarding of the possible alternative east-west public pedestrian route through the site
- £56,857 towards primary school education infrastructure
- £5,098 towards library infrastructure
- £540 in respect of Fire and Rescue infrastructure together with provision for one hydrant on the site
- £29,040 towards sustainable transport infrastructure
- £7,846 toward public art
- £37,527 towards community facilities
- £3,654 in respect of recreational disturbance mitigation at Chichester Harbour

8.21 In the event of the decision being issued after the adoption of CIL the financial contributions listed above would, with the exception of those sought in connection with recreational disturbance and affordable housing, be replaced with a single contribution calculated in accordance with the adopted methodology.

Conclusion

8.22 Based on the preceding analysis it is considered that the proposed redevelopment of the site for residential purposes can be supported in terms of the aims and objectives of both national and local planning policies. The proposal could be carried out without harming the appearance of the area, nearby residential amenity or highway safety and 21 additional family homes would make a meaningful contribution to housing supply in a highly sustainable location.

8.23 It is therefore recommended that, subject to the completion of a Section 106 legal agreement referred to above and the conditions listed below, permission is granted.

Human Rights

8.24 In reaching this conclusion the Human Rights of the applicants and nearby occupiers have been taken into account when reaching this recommendation and it is concluded that the recommendation to permit is justified and proportionate.

RECOMMENDATION DEFER FOR SECTION 106 THEN PERMIT

- 1 U97661 - time limit - outline
- 2 A04F Time Limit - Reserved Matters
- 3 U97665 - decision plans
- 4 U97677 - construction management plan
- 5 U97695 - demolition
- 6 U97669 - levels
- 7 U97671 - surface water
- 8 U97670 - contamination
- 9 U97668 - walls/fences
- 10 U97662 - materials
- 11 U97678 - cycles/bins
- 12 U97692 - TRO
- 13 U97674 - access provision
- 14 U97676 - parking provision
- 15 U97688 - construction hours
- 16 U97696 - windows plots 1 and 21
- 17 U97698 - sustainable construction measures
- 18 U97666 - maximum height

INFORMATIVES

- 19 U97694 - Off-site highway works
- 20 W45F Application Approved Following Revisions

For further information on this application please contact Steve Harris on 01243 534734