

Parish:
Chichester

Ward:
Chichester West

CC/14/04301/OUT

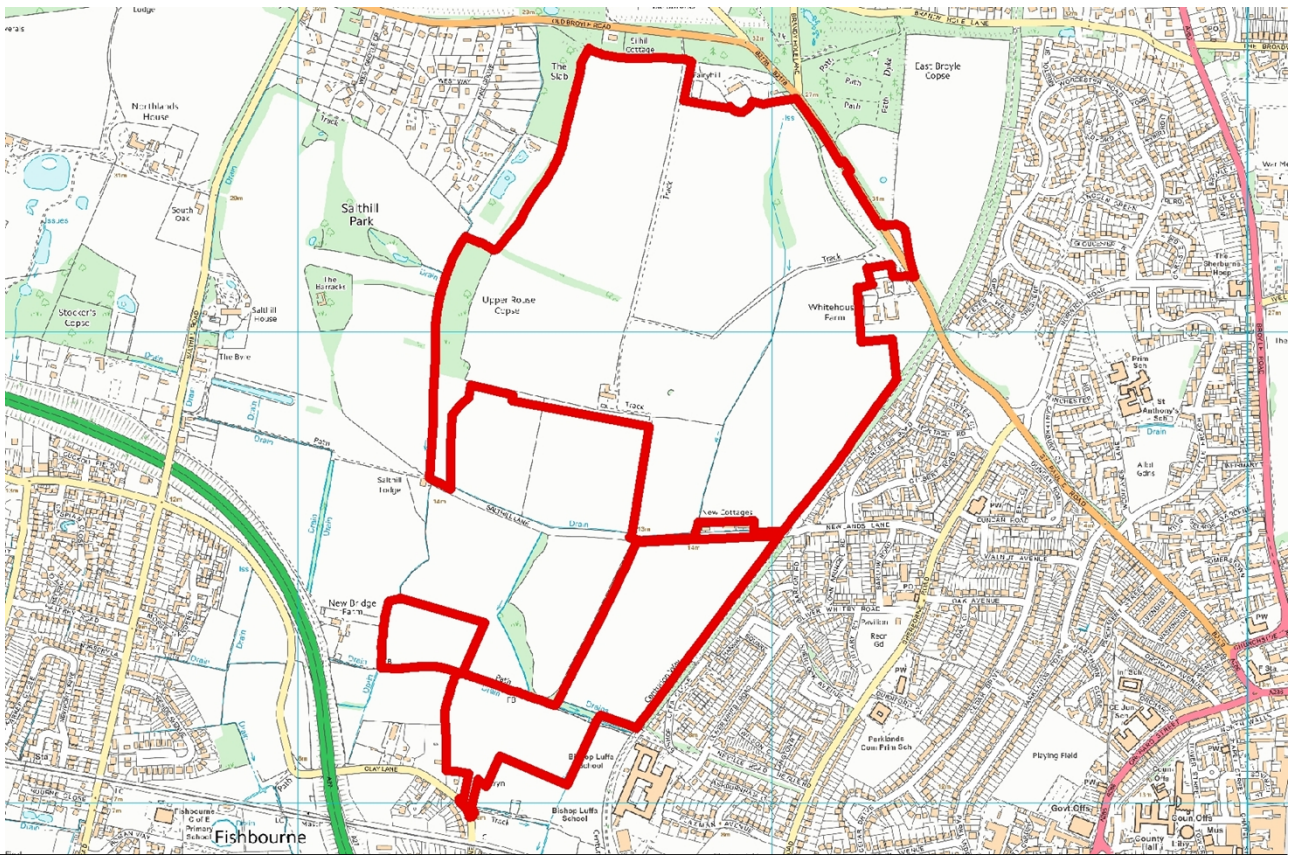
Proposal Outline planning application with all matters reserved (except for access) for the first phase of development for up to 750 homes with access from Old Broyle Road, temporary access from Clay Lane, a local centre (with associated employment, retail and community uses), primary school, informal 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.

Site Land West Of Centurion Way And West Of Old Broyle Road Chichester West Sussex PO19 3PH

Map Ref (E) 485000 (N) 106000

Applicant Linden Homes And Miller Homes

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 forms part of the West of Chichester Strategic Development Location (SDL) as identified at policy 15 in the Chichester District Local Plan: Key Policies 2014 - 2029 (Local Plan). The application site is bounded by Centurion Way (former railway line and now Sustrans cycle route) to the east, Old Broyle Road to the north, the railway line and Clay Lane to the south and south-west and agricultural land (remainder of the SDL) to the west. The site is intersected by Newlands Lane/Salthill Lane. The whole SDL is approximately 120 hectares, with the application site comprising approximately 65 hectares.

2.2 The application site forms two parcels of land; the main site is located in the northern part of the SDL, to the south of Old Broyle Road and north of Newlands Lane/Salthill Lane. The second parcel of land comprises three areas to the south of Newlands Lane/Salthill Lane and to the north-west of Bishop Luffa School.

2.3 The application site comprises agricultural land. The fields are open or contained by hedgerows and woodland copses. Seasonally wet ditches run parallel to a number of the field boundaries. More significant areas of woodland lie in the north-eastern part of the site and adjacent to the northern and western boundaries of the site. In terms of topography, the site slopes predominantly north-south with the highest part of the site in the north-eastern area of the site forming a relatively flat plateau. The site falls by approximately 25 metres from a high point in the north to a low point in the south. Typical gradients within the central part of the site are 1 in 15 to 1 in 20. The southern part of the site and the surrounding area are generally flat in context, except for Centurion Way to the east which is elevated in parts along the eastern boundary of the site.

2.4 There are a number of residential and agricultural buildings within or immediately adjacent to the application site. These include Whitehouse Farm, a grade II listed building and associated buildings adjacent to the north-east corner of the site, New Cottages along Newlands Lane and Salthill Lodge, a grade II listed building, at the western end of Salthill Lane. Immediately adjacent to but outside of the application site are the residential estates of Parklands to the south-east, the Broyle Estate to the north-east, Whitehouse Farm complex, Fairyhill and Fairy Cottage fronting Old Broyle Road to the north/north-east, residential dwellings to the north-west and properties fronting Clay Lane to the south-west. There is an ancient monument (Chichester Dyke, Broyle earthwork) to the north of the application site.

2.5 The site is not subject to any statutory nature conservation designations but it is adjacent to an Area Tree Protection Order to the north and north-west of the site. The site is within Flood Zone 1. The site does not lie within any designated landscape areas, however the Chichester Harbour Area of Outstanding Natural Beauty (AONB) lies 350m to the south and the South Downs National Park lies 1.5km to the north.

2.6 The application site is situated directly adjacent to the western edge of the Chichester city Settlement Boundary and is approximately 1.2km from the centre of Chichester. There are public transport links in the vicinity of the site including bus stops on Oliver Whitby Road, Montagu Road/Carleton Road and on Sherborne Road and the railway station in the centre of Chichester. The site offers good accessibility for both pedestrians and cyclists and there is a wide range of existing pedestrian and cycling infrastructure in the vicinity of the site.

3.0 The Proposal

3.1 The application seeks outline planning permission for the first phase of a mixed use development on land to the West of Chichester SDL, allocated in the Local Plan under policy 15. Policy 15 seeks development of up to 1,600 homes, a local centre, together with informal and formal open space and a country park across the whole SDL. With the exception of access all detailed matters are reserved for future determination

3.2 The application is for a development of up to 750 dwellings (including 30% affordable dwellings), a local centre (including employment, retail, community facility, medical centre and a primary school), informal and formal open space including a Country Park, equipped children's play area and allotments, sports pitches and changing facilities, landscaping and surface water attenuation, principle vehicular access from Old Broyle Road together with a separate emergency access and informal car park, an on-site sewerage treatment works or connection to Tangmere (with on-site pumping station) and an electric sub-station.

3.3 Although the application relates solely to Phase 1 of the proposed development for the SDL, it has been developed as part of an overall masterplan for the whole SDL which also incorporates a second phase not covered by this application. The masterplan Framework Plan Phase 1 and 2 and Masterplanning and Infrastructure Statement were endorsed by the Planning Committee at its meeting on 27 April 2016.

Environmental Statement and the parameter plans

3.4 The application is accompanied by an Environmental Statement (ES) (dated December 2014) which set out the findings of the Environmental Impact Assessment of the proposals for the mixed use development. This covers matters of ecology, landscape and visual impact, transport and access, water environment, archaeology and cultural heritage, socio-economics, noise and vibration, air quality and odour and lighting. An Environmental Statement addendum (October 2015) was submitted during consideration of the application providing updated information on housing mix, additional employment floorspace provision and amended mix to B1a/B1c use, amendments to the illustrative housing layout, amendments to the sports pitch layout options and further information on traffic flows. A further Environmental Statement addendum (April 2016) was also submitted providing updated information on foul water infrastructure to include the option of a piped solution to Tangmere WwTW. The ES and ES addendums supporting the application address the whole SDL (phases 1 and 2 combined).

3.5 In support of the ES, the applicant has also submitted two sets of Parameter Plans, one set covering the application site area (phase 1) and one set covering the whole SDL allocation (phase 1 and 2 combined). As part of this outline application the applicant is seeking approval for the phase 1 Parameter Plans. These comprise:

- Parameter Plan - Street Hierarchy Phase 1 (LL-225-P-151E)
- Parameter Plan - Storey Heights Phase 1 (LL-225-P-152E)
- Parameter Plan - POS and Drainage Phase 1 (LL-225-P-153E)
- Parameter Plan - Land Use Phase 1 (LL-225-P-154E)
- Parameter Plan - Footpath and Cycleways Phase 1 (LL-225-P-155E)
- Parameter Plan - Quantum Development Phase 1 (LL-225-P-156E)

In addition the applicant is also seeking permission for the phase 1 red line boundary (LL-225-P-005 rev A) and the framework Plan phase 1 (LL-225-P-101 rev E).

3.6 The following off-site highway drawings also form part of the application: - Old Broyle Road site access, Clay Lane site access, car park/emergency access off Old Broyle Road, Westgate roundabout improvement scheme incorporating a signalised junction, Cathedral Way roundabout improvements, Westgate (east) improvements, Brandy Hole Lane, St Paul's Road right hand turn, Sherborne Road proposed traffic calming, Westgate/Sherborne Road mini roundabout improvements, Clay Lane/Fishbourne Road East junction modification and gateway feature on Old Broyle Road.

3.7 A number of illustrative plans have been submitted with the application including a phase 1 illustrative masterplan, an illustrative phase 1 development area, an illustrative local centre and land use plan, an illustrative landscape masterplan and an illustrative sports pitch layout plan. In addition to and within the ES, a suite of documents have also been submitted including a Planning Statement including Affordable Housing Statement (original and updated), Design and Access Statement (original and updated), Arboricultural Impact Assessment, Archaeological and Heritage Assessment, Archaeological Evaluation, Energy Statement, Foul Sewage and Utilities Assessment, Geo-Technical Report, Habitat Regulations Assessment, Statement of Community Involvement, Economy and Employment Statement, Flood Risk Assessment, Landscape and Visual Impact Assessment, Air Quality Assessment, Air Quality Technical Note, Noise and Vibration Assessment, Ecological Baseline, Ecological Mitigation Strategy, Masterplan and Transport Assessment, Addendums and Technical Notes.

Housing

3.8 The application seeks permission for up to 750 dwellings, comprising a range of types and sizes of units, including 30% affordable housing. The full 750 dwellings would result in 225 affordable units (30%) and 525 market dwellings (70%). The affordable dwellings will be split between 30% (67) intermediate and 70% (158) affordable or social rented housing. The applicant has identified that the affordable dwellings will be pepper-potted across the whole development, in clusters of no more than 15.

The affordable housing mix will comprise:

- 1 bedroom - 10%
- 2 bedroom - 35%
- 3 bedroom - 40%
- 4+ bedroom - 15%

The market housing mix will comprise:

- 1 and 2 bedroom - 30%
- 3 bedroom - 50%
- 4+ bedroom - 20%

3.9 There has been considerable negotiation between your officers and the applicants during the consideration of the application, including in respect of the proposed market mix.

Local centre including primary school, community facilities and medical centre, employment and retail

3.10 The local centre is located on the western boundary of the phase 1 development site towards the centre of the proposed residential area. When considered in the context of the overall SDL masterplan the local centre is sited towards the centre of the SDL.

3.11 The local centre is proposed to include the primary and nursery school on a 2.03 hectare site (of which this application will secure delivery of the phase 1 provision of a one-form entry nursery and primary school with two form entry core facilities); a site of 0.35 hectares for future provision of a medical facility and a community hall (of which this application deals with the phase 1 provision of a minimum of 650 sqm for the community building and parking) on a 0.24 hectare site. The retail and employment (B1 offices - approx. 0.82ha) provision within the phase 1 development will also be located in the local centre as well as residential accommodation above the retail units and some three storey apartment buildings. An urban square is proposed in the centre of the local centre which will provide a focal point and a hard-surfaced public space.

3.12 The primary street runs through the middle of the local centre and will incorporate street trees to either side and terminates at the urban square, with the opportunity for the street to continue into phase 2 as shown in the masterplan. A view corridor has been provided within the indicative layout of the local centre which will allow views of the cathedral from the centre of the local centre.

Open space, country park, allotments and sports pitches

3.13 The masterplan and the POS and Drainage, Land Use and Quantum Development parameter plans show the following areas of open space and formal and informal recreation provision:

- **Southern Country Park/SANGs land** (incorporating the landscape buffer on western boundary). For phase 1 the Suitable Alternative Natural Greenspace (SANGs) comprises the southern country park and two circular routes through the site. The SANGs land will be delivered in two phases, the southern country park (9.8 hectares) and the first circular route (the central green link - min. 4.2 hectares) and then the second circular route along the western buffer (min. 7.9 hectares). The southern country park is bounded on the east by the Centurion Way. Formal access to the country park is proposed from 5 points, two in the north off Newlands Lane, two from the public footpath in the south and one via a narrow path through the trees to the west. The SANGs land is served by a car park in the northern part of the site, accessed off Old Broyle Road, from where the circular walks can commence.
- **Allotments** - two areas of allotments are proposed in the south-east corner of the site to the north of New Cottages, Newlands Lane and to the west of the Centurion Way. The total site area of these allotments is 0.76 hectares.
- **Children's Equipped Play Area** – a single play area is proposed in the form of a local equipped area of play (LEAP) which will include equipment for all ages and a multi-use games area (MUGA), with a site area of 0.41 hectares, to the south of the primary school and to the west of the community building.
- **Sports Pitches** - new playing fields are proposed in the southern part of the site. These comprise one senior rugby pitch, one senior football pitch and one senior cricket pitch together with a sport pavilion with changing facilities for 4 teams in accordance with Sport England guidelines (min 283 sqm) and associated car parking spaces in accordance with WSCC requirements. The total site area for phase 1 is 3.95 hectares (2.08 hectares of formal playing pitches and 0.24 hectares for the pavilion and parking area) with temporary vehicular access from Clay Lane which will be stopped when vehicular access is provided from the south of the SDL.

Access and off-site highway works

3.14 The main access for phase 1 will be via a new roundabout positioned on Old Broyle Road. An emergency access will also be provided to the north of the roundabout, which will also be used for the access to the car park serving the southern country park (as well as the northern country park to be delivered as part of the phase 2 development). In terms of the internal road network the Street Hierarchy parameter plan shows a hierarchy of street types (primary street, secondary street, tertiary lane/homezone and mews lane). The Street Hierarchy parameter plan shows provision of the first section of the primary street to the local centre from the Old Broyle Road access, which will be suitable for bus access. This will continue through the site to the southern access as part of the phase 2 development. A secondary street is proposed to loop through the south-eastern part of the residential development. A temporary access off Clay Lane is also proposed to serve the foul water treatment works and sports pitches. This will be removed in phase 2 once the primary street is extended. The Footpath and Cycleways parameter plan shows a north-south cycle route through the site and linking onto the Centurion Way and footpath routes through the southern country park and the green corridors within the phase 1 development area, including circular walks through the central green link and along northern, western and southern site boundaries. Both cycle and footpath access is provided from the residential areas in phase 1 to the sports pitches in the south of the site.

Car parking provision

3.15 The parking strategy will be finalised with the layout as part of a future reserved matters application. With regard to the residential development, the illustrative layout proposes 1 space per 1 bedroom unit, an average of 1.5 spaces for 2 bedroom units, 2 spaces for 3 and 4 bedroom units and 3 spaces for 5 bedroom units. Parking provision will be delivered through a combination of on plot parking, primarily using on plot front and rear parking and small courtyards (for up to 15 cars), and on street (non-allocated) parking. With regard to the local centre, parking will be provided within the square on an informal basis. Additional parking will also be provided in dedicated parking courts behind built frontages, which will serve the residential units over the ground floor retail units and the B1 employment uses. The medical and community centres will have dedicated on plot parking provision and the Primary School will have sufficient parking on plot to allow for a 2 form entry school. At reserved matters stage sufficient parking spaces will need to be accommodated within the layout.

On-site sewage treatment works or pumping station

3.16 An on-site sewage treatment works and associated infrastructure including a balancing pond (or a pumping station if the sewage is to be piped off site to Tangmere WwTW) is proposed on a 0.24 hectare site in the south-west corner of the site. The treatment works will have a 40m 'cordon sanitaire' or buffer around the sewage treatment plant with new native hedgerow on the boundary. The sewage treatment plant will ultimately be designed to serve the whole SDL and not only the phase 1 development proposed under this planning application.

4.0 History

14/02470/EIA

PDE

Proposed development of land to the west of Chichester with up to 1,600 dwellings, creation of a new local centre (incorporating employment and retail floor space) together with land for a primary school, country park, play areas, allotments, sports pitches, construction of roads, footpaths and cycle ways and the provision of an on-site sewage treatment plant on around 121 hectares of land.

5.0 Constraints

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

6.0 Representations and Consultations

6.1 Chichester City Council

Original Comments - 16 February 2015

Defer the determination of the outline application until the outcome of the Inspector's report into the Chichester Local Plan (2104-2029) is known.

Defer for further information on traffic generation onto Old Broyle Road and the siting of the roundabout to be considered.

Additional comments - 9 July 2015

Object on the grounds of insufficient information on the level of traffic generation from phases I and II of the Whitehouse Farm development, the associated impact upon the local road network and appropriate mitigation measures.

Additional comments - 23 November 2015

A strong objection is submitted on the grounds that no development should be permitted for Phase I of the development until a southern access route has been identified and agreed. The proposed access route for construction vehicles for Phase I of the development will result in an unacceptable level of traffic congestion and highway safety hazard, particularly in view of the number of schools likely to be affected.

The relevant Highway Authorities have responded to the amendment and the City Council has had an opportunity to assess their comments.

The Environment Agency has responded to the need for an on-site waste water disposal works in view of the proposed improvements to the Tangmere plant.

The proposed routing of the A27 Chichester-by-pass to the north-west of the City has been clarified.

Additional comments - 6 May 2016

The City Council having considered the West Sussex County Council's Highways comments on the Whitehouse Farm proposals has decided to Object on highway grounds as insufficient mitigation has been provided to offset the impact of the additional traffic generated from the proposed development on the surrounding road network.

Additional comments - 6 June 2016

City Council resolved to reiterate previous objections of 6 April 2016 meeting:

To raise a strong objection on the grounds that:

No development should be permitted for Phase I of the development until a southern access route has been identified and agreed.

The proposed access route for construction vehicles for Phase 1 of the development should be from the Southern Access. This would avoid the unacceptable level of traffic congestion, pollution and highway safety hazard (particularly in view of the number of schools likely to be affected) resulting from the proposed routing via Orchard Street and St Paul's Road.

The relevant Highway Authorities have responded to the amendment and the City Council has had an opportunity to assess their comments.

The Environment Agency has responded to the need for an on-site waste water disposal works in view of the proposed improvements to the Tangmere plant.

No cohesive cycling provision has been made to integrate safe cycle ways into the City.

No details or justification have been provided of the proposed partial closure of Brandy Hole Lane.

Further objection to the proposals on the following grounds:

The Committee considered the range of proposals designed to mitigate the traffic impact of this development upon the surrounding roads and strongly maintain that the provision of the southern access to the site at an initial stage would obviate the need for many changes.

The proposed closure of Brandy Hole Lane would remove one of the few east/west links to the north of the City and no justification has been provided for its closure.

6.2 Lavant Parish Council

Original Comments - 18 February 2015

Lavant Parish Council are extremely concerned about the knock-on effect of traffic through Lavant of yet another large scale development close to the village. Lavant is on the only north/south road to and from Chichester. How do CDC and WSCC propose to deal with the massive increase in traffic these developments are going to cause through Lavant? Lavant residents are already experiencing serious problems concerning traffic on the A286. Lavant Council would like more explanation and a proper dialogue to establish between the parties concerned, as well as some form of response concerning the traffic issue.

Additional comments - 13 November 2015

LPC raise concerns that no work appears to have been undertaken by the developer and his agents to understand the volume of and likely impact on traffic volumes particularly at peak times on the A286 north of the site, particularly through Mid Lavant, and inevitably along Pook Lane (the rat run used to avoid the A27). Nor have any mitigation monies been offered to WSCC to help offset the inevitable additional burden imposed on Lavant residents.

Additional comments - 10 April 2016

Lavant Parish Council is extremely concerned about the knock-on effect of traffic through Lavant of yet another large scale development close to the village. Lavant is on the only north/south road to and from Chichester and is already suffering from problems on the A286 which get worse on an almost daily basis. Previously Lavant asked for some feedback on how CDC and WSCC propose to deal with the massive increase in traffic these developments are going to cause through Lavant but there has been no response. The Parish Council would welcome more explanation and a proper dialogue to establish between the parties concerned about this serious traffic issue which has not been addressed at all.

Additional comments - 12 June 2016

Further to its presentation on Wed 27th April, Lavant Parish Council wishes to make further comment on the amended details in respect of this planning application. In our presentation we noted our serious safety concerns regarding construction site traffic accessing the proposed development site from the north of Chichester, and our belief that Brandy Hole Lane and Hunters Race would become rat-runs for inappropriate traffic down narrow (6'6" width restricted) lanes and over historic old bridges.

We now note that the developers are now proposing to create what appears to be a permanent No-Through Road traffic closure in Brandy Hole Lane, north of the parking areas for access to the copse. This will have the effect of preventing traffic from using Brandy Hole Lane as a rat-run, and we welcome this change. It does unfortunately also prevent local residents from using the road to access Old Broyle Road. However, if this is the only way to prevent construction traffic using this route, then this is probably a price worth paying. Brandy Hole Lane residents may have a different view. This does not however resolve the issue of construction site traffic coming from (or returning to) the north of Chichester using the Hunters Race non-strategic route from the A286 to access Old Broyle Road.

Yet again, we ask that any traffic destined for or leaving the construction site (lorries or commuting workers) be specifically prohibited from Hunters Race. It must however remain open for local residents from either side of Old Broyle Road as the only route through from the A286 north of Chichester towards Fishbourne, the A27 and beyond.

Our second original comment related to the timescales for provision of the permanent southern access point into the proposed development site. Without exception, all speakers at the meeting on April 27th raised this as an issue. So too did several members of the CDC Planning Committee. The revised plans have chosen to ignore this serious concern, and continue to assert that this permanent access will only be provided post development of phase 1. There have been numerous traffic calming amendments proposed to the construction traffic route through Chichester from the A27 to the access point on Old Broyle Road but none of them will resolve the serious health and safety concerns created by the large volumes of heavy vehicles ploughing through the centre of Chichester, probably for several years, down already congested roads and past residential areas and several schools.

The forthcoming A27 improvement works are apparently to be funded by Highways England, and so it is still our understanding that the developer contributions that would derive from this proposed development by Linden and Miller Homes, and that might otherwise have been used for A27 improvements, could therefore now be reasonably made available for funding of a solution for the southern access route at the beginning of the Phase 1 development. This would negate the need for construction traffic to travel through Chichester at all. Lavant Parish Council also notes, and appreciates, CDC's stated intention in their Local Plan, specifically in their Chichester City Transport Strategy, which includes provision for improved access to the A27. We would therefore continue to urge CDC to ensure their Local Plan provisions are rigorously adhered to in this respect and support an early development of the southern access solutions in Phase 1 for this new site using the developer contributions it receives.

The revised plan should be rejected on grounds that it does not meet the requirements of Policy 9 of the Chichester Adopted Local Plan, which requires the timely provision of adequate infrastructure and that new developments should mitigate impact on the existing infrastructure provision.

6.3 Fishbourne Parish Council

While we recognise that the site covered by this application falls within the province of Chichester City Council, we wish to register our concern at the cumulative impact of some aspects of the proposed development on the village of Fishbourne and, in particular, on Clay Lane. Clay Lane, as its name suggests, is a country lane, narrow in places with tight bends, no footpaths or cycle paths and no lighting. It is not fit for its increased use as a rat-run by drivers anxious to avoid the dangers and delays of Fishbourne Roundabout.

We have raised with West Sussex Highways the importance of a holistic approach to the problems of Clay Lane taking into account the extra traffic resulting from the Pallant Homes and Taylor Wimpey developments behind Mosse Gardens and, just over the border with the City, a proposed development by Bellway Homes which would be accessed from Clay Lane and the temporary access required by 14/04301/OUT for the sewage treatment works and to the playing field. The current application is only for phase 1 of the project (750 out of a total of 1,600 houses) but it is accompanied by a masterplan which shows that only when both phases have been completed will the on-site sewage treatment works cease to use the access road from Clay Lane. It would seem not to be unrealistic to estimate temporary use as being a period of at least 10 years.

Fishbourne has had experience of several building sites in recent years and, in each case during the construction period, roads and pavements have been clogged with lorries, cranes, site-workers, cars and visiting cars: Clay Lane could not accommodate any of these.

Section 5.1 of the Fishbourne Neighbourhood Plan refers to the definition of sustainable development in Resolution 24/187 of the United Nations General Assembly, which underpins all the projects and policies of our Neighbourhood Plan with the extension in some cases to refer not just to future generations but also to other members of the present generation whose lives might be negatively affected by development.

It is the view of Fishbourne Parish Council that the use of Clay Lane for access would not be feasible and the increased risk factor to those who live in and/or drive along Clay Lane would mean it could not be described as sustainable development unless the developers were able to offer substantial mitigation measures.

6.4 Funtington Parish Council

Funtington Parish Council objects to this planning application. Although the application site is not in Funtington Parish, a main access to the development will be along the B2178. This is already a busy road, being one of the main accesses into Chichester from the west, which already carries more traffic than would be expected for a four figure B road. The impact is particularly felt in the village of East Ashling and Funtington where the lack of footways and the sharp bends in the road present particular hazards for pedestrians. These hazards can only be increased by the extra traffic which will be generated.

6.5 CCAAC

Original objection - 25 February 2015

Such a large outlying population will bring very significant additional traffic into the Conservation Area and a demand for parking, with which the existing infrastructure would be unable to cope. It would also affect the setting of the historic city. In the light of this a rigorous impact study of all aspects of this application need to be commissioned before the application can properly be determined. The study carried out for the City Council was, unfortunately, too superficial.

Application is premature as the Local Plan is still under review and unlikely to be approved before the summer and that more consideration needs to be given to the development of brownfield sites before prime greenbelt farmland is lost.

Recommend decision is deferred until both an impact study has been carried out and the Local Plan has been adopted.

Additional comments - 09 June 2016

Previously objected because of the very significant additional traffic into the Conservation Area and increased pressure on car parking, as well as to the detrimental effect on the setting of the historic city by a development of this scale. Aware that the West of Chichester SDL has been included in the adopted Local Plan and the developer's masterplan has been endorsed by the Council.

The revised access proposals now include a major off-site proposal - the redesign of the Westgate gateway to the heart of Chichester Conservation Area to make provision for increased traffic and for a system of light controlled cycle lanes. This will mean the removal of the roundabout and peripheral landscaping of this key location within the Conservation Area and to a plethora of traffic signals and signage. This will result in major harm to the Conservation Area at the only one of four entrances to the city centre not already ruined by the gyratory systems of the early 1970s.

The approval of this revised outline application, with sole access from the B2178 Old Broyle Road and these highway proposals for Westgate will permanently damage the Conservation Area and the historic city as a whole. Not since the early 1970s has the Conservation Area been subjected to so great an assault on its fragile character.

6.6 Chichester Harbour Conservancy

Original comments - 09 March 2015

No objections, subject to the following being secured:

- Financial contribution and provision of country park secured through S106 agreement;
- Design of country park to be agreed in consultation with Natural England and the Conservancy;
- Education leaflet provided to new residents regarding sensitivities of Chichester Harbour and promoting alternative walking routes from the site away from the Harbour;
- Employment of a warden for the Fishbourne channel of Chichester Harbour to supplement the Solent-wide strategic mitigation package;
- Monitoring of mitigation measures to help inform mitigation for Phase 2 development.

Clarification sought regarding:

- Where treated sewage would be discharged into Chichester Harbour and how this would be monitored, to ensure water quality and the ecology of the harbour is not damaged;
- Greater clarity on surface water drainage - whether attenuation ponds are proposed;
- Details of how the Country Park was to be monitored to establish its efficacy of diverting dog walkers away from Chichester Harbour and the Fishbourne Channel;
- Details of adoption and maintenance of the Country Park;
- Details of who would be allowed to access the Country Park.

Additional comments - 26 April 2016

No objection to the additional/updated information, subject to continued negotiated if possible on the following:

- Full financial contribution at whatever the SRMP rate/dwelling is at the time of approval and provision of SANGs;
- Design of SANGs to be especially attractive to those walking dogs, to be agreed in consultation with Natural England and the Conservancy;
- Education leaflet provided to new residents;
- Consideration still to be given to employing a warden for the Fishbourne Channel to supplement the SRMP contribution;
- Monitoring of mitigation measures to help inform mitigation the Phase 2 development.

Clarification sought relating to:

- More precise details of how use of the SANGs was to be monitored in terms of its efficacy of diverting dog walkers away from Chichester Harbour and the Fishbourne Channel in particular;
- Details of who would manage and maintain the SANGs.

Additional comments - 08 June 2016

Concerned about the ambiguity in the updated planning statement, where para 5.15 confirms that recreational disturbance will be mitigated on a per dwelling basis, but then at the end of the paragraph and para 5.17 says the level of contribution remains to be agreed. The full £176 (index linked) to be secured per consented dwelling, in addition to the proposed SANGs.

6.7 Environment Agency

Original comments - 9 March 2015

Insufficient information submitted to demonstrate that the proposal will not result in an unacceptable risk to the environment. Object on the following grounds:

- Risks posed to nature conservation have not been fully assessed and mitigated for;
- Risk to surface and ground water from the proposed foul drainage option have not been fully assessed.

Biodiversity - Object to the proposed development because the assessment and mitigation of the risks to nature conservation are inadequate. The Environmental Statement provides limited information on the mitigation strategies. Cannot determine fully the environmental impact of this application whilst still being unclear on the detail of these mitigation measures. Will maintain objection until the applicant has supplied information to demonstrate that the risks posed by the development can be satisfactorily addressed.

Although a number of enhancements are proposed for the site, notably an improvement in available habitat for water voles, due to the scale of the site and its importance for wildlife wish to see details for the mitigation strategy for all protected species likely to be impacted. Detailed mitigation measures should be agreed prior to the granting of planning permission.

Foul Drainage - Object. The proposed development includes the provision of an on-site wastewater treatment facility which will provide foul drainage for the site. The discharge from this facility will require a bespoke permit under the Environmental Permitting Regulations 2010. Do not currently have enough information to know if the proposed development can meet our requirements to prevent, minimise and/or control pollution and have concerns that these requirements might not be met through the current planning application.

Have received a draft permit application from Albion Water. At this time we do not have the confidence that a permit will be granted. We advise joint discussions with the applicant, planning authority and ourselves, as well as parallel tracking of the planning and permit applications.

We are in discussions with Albion Water on the options for treating the wastewater from the development and the implications for this on process design and discharge location. We have previously discussed the implications of the discharge in effect entering Chichester Harbour and proposals submitted attempt to address this through offsetting the existing inputs from the current agricultural land use. Have requested further consideration of the potential impacts on surface water and groundwater quality of any discharge option.

Additional comments - 18 August 2015

Maintain our second objection on the following grounds:

- Risk to surface and ground water from the proposed foul drainage option have not been fully assessed.

Have now reviewed the Ecological Mitigation Strategy (EMS) document and are now satisfied that previous concerns regarding the management of protected species on the development site have been addressed. Therefore to remove our objection on the grounds that risks posed to nature conservation have not been fully assessed and mitigated for.

Additional comments - 12 April 2016

No comment in relation to the revised Masterplanning and Infrastructure Statement (March 2016). Current objection relating to the risk to surface and ground water from the proposed foul drainage option not being fully assessed still remains.

Additional comments - 6 June 2016

Amendments relate to the addition of a potential foul sewerage connection to Tangmere waste water treatment works as an option. If this option was taken forward we would remove our objection to this planning application.

At this time however the application also retains the on-site solution as a potential option for the foul sewage disposal. Therefore we maintain our objection to the planning application regarding the foul drainage that we raised in March 2015.

In terms of the on-site treatment option, the permit determination process for the discharge from the proposed on-site treatment works is ongoing under the Environmental Permitting Regulations 2010. We will revisit this outstanding objection to the planning application once the outcome of the permit application is more certain. .

Additional comments - 4 July 2016

No objection to the proposal as submitted subject to recommended conditions, following assessment of the detailed technical information that has been submitted as part of the Environmental Permit application. We are satisfied that the risk to surface and ground water quality from the propose onsite drainage option has been fully assessed and we have more confidence that the solution can meet our requirements and the water environment will be protected.

With regard to the pipework, the quality of the sewer construction is required to meet best available technology and be constructed with a view to maintaining long-term integrity. The foul sewer network must be designed to operate at or below groundwater level without admitting water. Condition recommended.

6.8 Southern Water

Original comments - 9 February 2015

The Environment Agency should be consulted directly regarding the use of a private wastewater treatment works drainage. Southern Water, in conjunction with the Environment Agency and Chichester District Council is currently working on a strategy to provide wastewater treatment for Chichester. Southern Water will provide additional treatment capacity at the Tangmere wastewater treatment works. Southern Water would look to the connection of the proposed development to the Tangmere wastewater treatment works when capacity is available.

The exact position of the public sewers must be determined on site before the layout of the proposed development is finalised. No development or new tree planting should be located within 3.5 metres either side of the centreline of the public sewers and all existing infrastructure should be protected during the course of construction works. No new soakaways ponds, swales or other water retaining or conveying features should be located within 5 metres of a public or adoptable sewer.

The applicant will need to ensure demonstrate long term maintenance of SUDS facilities can be ensured in perpetuity. Any sewer found during work shall be investigated with Southern Water before further works take place.

Request condition requiring construction shall not commence until details of the proposed means of foul and surface water sewerage disposal have been submitted and approved.

Additional comments - 6 June 2016

Comments in previous responses remain unchanged and valid for the amended details.

If new on-site foul sewerage pumping station to be adopted, would have to be designed and constructed to the specification of Southern Water. A secure compound would be required, to which access for large vehicles at all times. The compound will be required to be 100 square metres in area, or of some such approved lesser area as would provide an operationally satisfactory layout. No habitable rooms should be located less than 15 metres from the pumping station compound boundary, in order to protect the amenity of prospective residents.

Southern Water is progressing a significant investment scheme to upgrade the existing Tangmere Wastewater Treatment Works in order to deliver additional treatment capacity. The current delivery date of the first improvements to Tangmere WWTW will be in December 2017. Connection to the public sewerage system should only be permitted if it can be demonstrated that there is adequate treatment and sewerage capacity available to serve the development. Request condition.

6.9 Highways Agency / Highways England

Original comments (Highways Agency) - 6 February 2015

Direct that planning permission not be granted for a specified period. This is to allow time for the applicant to provide the information set out in the Highways Agency's letter and accompanying technical note.

The HA has agreed in principle that the traffic impacts of development at this site on the A27 is accommodated by the Local Plan's Transport Strategy which would be funded via S106 agreements. We need to understand the impact of this development phase upon the A27 including where and when it will occur in order to inform the S106 agreement.

Previously commented on the scope of a Transport Assessment for this development site and requested sequential testing of the A27 junctions. We note that this has not yet been provided. In addition trip rates for the Primary School, Community Hall, Medical Centre and Care Home should be agreed and incorporated. We also need to be satisfied that the Travel Plan will deliver the trip reductions claimed.

Original comments (Highways England) - 24 June 2015

Highways England took over responsibility for the Strategic Road Network on 1 April 2015. Our view on this application is unchanged from that of the Highways Agency and is that we wish to understand when mitigation for A27 Chichester Bypass will be required to ensure that improvements will be delivered when needed.

The applicant is preparing sequential testing of the A27 Chichester Bypass junctions and we will write again when we have received this further information and have evaluated it. Recommend that planning permission is not granted until we have had the opportunity to review the further traffic impact information and to ensure that traffic impacts upon the A27 Chichester Bypass have been adequately mitigated.

Additional comments - November 2015, March 2016 and June 2016

The application site was included within the Transport Evidence Base of the Local Plan. Therefore the additional traffic flows associated with this proposal would be accommodated by the proposed improvements to the A27 Chichester Bypass required in the adopted Local Plan.

No objection subject to a S106 Agreement requiring the applicant to enter into a Section 278 agreement with Highways England for a contribution towards the highway mitigation works to the A27 Chichester Bypass in accordance with the SPD 'Approach for Securing Development Contributions to mitigate the additional traffic impacts on the A27 Chichester Bypass'. This development is required to contribute £1,030,613 towards said agreed improvements.

6.10 Natural England

Original comments - 27 April 2015

Recreational pressure impacts on Chichester Harbour - no objection subject to provision of SANGs and financial contribution at the required rate to the Solent Mitigation Project in line with the Council's Interim policy, to be secured by S106 Agreement.

Supportive of the broad principles of management of the SANG areas as described in the Design and Access statement but have residual concerns that the long term management of these areas has not yet been decided. Prior to construction we would expect that long term management is secured by S106 Agreement.

The Design and Access Statement identifies a reptile mitigation area of the open space that will exclude dogs. Require assurance that this will not detract from the length of dog walks.

Chichester Harbour SSSI - No objection.

Additional comments - 26 April 2016

While the Framework Plan for Phase 1 & 2 shows a cycle-route passing North-South through the middle of the development site Natural England understands that some parties, including the South Downs National Park Authority, would like to see a more comprehensive off-road circular cycle-route including the Western buffer zone. While Natural England welcomes sustainable transport and recreation initiatives our advice is that the inclusion of the cycleways within any of the corridor areas to be counted as SANG should be given careful consideration in terms of design so that the space works for all user groups - in particular SANG areas will need to remain attractive to dog walkers who should still feel comfortable exercising dogs off the lead.

Additional comments - 6 June 2016

Waste Water Treatment - Linking to the upgraded Tangmere works would be preferable to the proposal to have an on-site treatment works because:

- Tangmere does not discharge to the European designated sites
- It removes the risk posed by an on-site treatment facility in close proximity to the European designated sites

If the proposed new Albion waste water treatment works do go ahead provisions should be made to exclude out any likely significant effect on the European designated sites.

6.11 English Heritage / Historic England

Original comments (English Heritage) - 9 Feb 2015

Development seems likely to cause some harm to the heritage significance of the Broyle earthwork scheduled monument. However action has been taken to avoid harm by restricting the extent of development to an area south of the B2178 and enhancement of the monument through reduction of the erosion of the earthworks and positive management of their woodland setting. The requirements of the NPPF are met. The residual harm caused by the development can justifiably be weighed against the public benefits of the development.

Recommend that a Landscape Management Plan/Woodland Management Plan should include provision for appropriate management of the scheduled monument and the open areas in its vicinity. Recommend some initial tree clearance to remove potentially harmful trees and to create a more open character where the earthworks can be better appreciated. Should also be a longer-term strategy to manage the monument and avoid planting that would harm its heritage setting. Other issues, such as pedestrian/bicycle erosion and burrowing animals, should be assessed and provision made to reduce their harmful effect. Promoting awareness through better management and interpretation of the heritage assets is also desirable. Recommend such provisions are secured by planning condition or agreement.

Recommend that the Council should take into account the recommendations of the Council's Archaeological Advisor and Conservation Officer (Historic Buildings).

Original comments (Historic England) - 20 Nov 2015 and 6 June 2016

No comment. This application should be determined in accordance with national and local policy guidance and on the basis of your expert conservation advice.

6.12 Sussex Police

Original comments - 2 Feb 2015

The Design and Access Statement has taken crime prevention measures into account in accordance with the NPPF. Outward facing dwellings will create good active frontage with streets and public areas being overlooked. Parking within the development has been provided for with in-curtilage, courtyard, mews and rear lane parking as well as on street parking. Parking arrangements should leave streets free and unobstructed. Communal parking must be within view of active rooms. I have concerns that where the allocated parking for the community centre and medical centre is taken up, additional parking will have to use on street parking. I feel that this will have a detrimental effect upon the surrounding parking facilities.

It is important that boundaries between public and private spaces are clearly defined. It is desirable for dwelling frontages to be open to view. Perimeter fencing and any gates, particularly for side and rear gardens should be robust.

The informal and formal open green space will need to be positioned with very good surveillance from the surrounding dwellings. Planting should be kept low. The location of leisure areas including Local Areas of Play (LAP), Local or Neighbourhood Equipped Areas of Play (LEAP/NEAPs) will require careful consideration, as will the detail of their layout and landscaping. Recommend that cycle paths and footpaths are integrated to provide a network of supervised areas to reduce crime and anti-social behaviour. Lighting, both in the car parking area around the buildings and communal areas, is an important consideration.

Additional comments - 4 Feb 2015

Request inclusion of a financial contribution of £164,175 (equivalent to £218.90 per dwelling) towards the provision, maintenance and operation of Sussex Police infrastructure, to be used in the policing of the Chichester West policing neighbourhood. Without this contribution, Sussex Police would object to this development. *Officer note - the District Council has recognised the need for new development to contribute to policing infrastructure, however this provision is now funded through CIL.*

6.13 South Downs National Park Authority

Original comments - 16 Feb 2015

Objection - In the light of the uncertainties that exist prior to the provision of further details.
Request:

- provision of verified photomontages of views from within the national park or the withdrawal/amendment of the parameter plan of building heights.
- amendment to the lighting assessment to include distant views from within the National Park.
- discussions regarding the management of recreational pressures.
- Principle concerns relate to the timing of this outline application prior to the adoption of a new Local Plan, the need for a comprehensive assessment of the development of the site in its entirety and the development's potential impacts (both direct and indirect) upon the special qualities of the South Downs National Park (SDNP) and its setting. These include potential landscape impacts, ecological impacts, recreational pressures (and opportunities) and any increases in vehicular traffic through the SDNP.

Policy - The whole site and infrastructure needs should be properly masterplanned. Without a comprehensive assessment the impacts on the SDNP cannot be fully assessed. The indicative masterplan submitted provides some indication of how it may be developed.

Access - highway access solely onto the B2178 (Old Broyle Road) will lead to a higher proportion of traffic travelling from the site through the National Park rather than along the A27. Provision of access to a car park off Old Broyle Road is welcomed in principle, as this will encourage access to the future country park to the north. However, the lack of a safe crossing of Old Broyle Road may discourage some users. Request inclusion of a safer means of crossing of this road.

Landscape - The SDNPA requested a number of views to and from the SDNP be included with the application. Views from the Centurion Way looking towards the SDNP and from within the SDNP at Stoke Clump and The Trundle have been included, however, a view from Kingley Vale has not been included. Verified photomontages of these views of the proposed development are necessary. The building heights parameter plan indicating a maximum 8m (2 storey) height for most of the Phase 1 development, but including up to 11m (3 storey) in the local centre. This area of higher development coincides with the area of land identified as the approximate area of intervisibility between the site and the Trundle (within the SDNP). It is important that in distant views this site should not be seen to visually compete with the city centre and a three storey development may well have this effect. Concerned about the impact of views of the site when travelling into the SDNP. The rural appearance of the site when viewed from old Broyle Road, Centurion Way and other Public Rights of Way will be lost, although it can be mitigated in part by boundary treatment and planting at edges of the site. Request the opportunity to comment on planting and green infrastructure at appropriate stage. Concerned about the urbanising impact of the proposed access roundabout onto the route into the SDNP. If a roundabout junction is necessary, request careful thought regarding the treatment of the roundabout and associated signs etc.

Ecology - the development's impact on habitat in the wider area around the site, including within the SDNP, needs to take account of secondary impacts associated with recreational pressures, light spill, and upon foraging habitat and wildlife corridors. The development should optimise opportunities for habitat connectivity with carefully planned retention of existing hedgerows and trees of importance as well as the introduction of new features including sustainable drainage features and areas of wildflower rich meadow. These latter features can be provided in part in the Southern Country Park, as indicated on the illustrative masterplan. Recommend that a Green Infrastructure Strategy is undertaken because of the site's proximity to sensitive sites within the SDNP, like Kingley Vale. Careful consideration of potential and practical mitigation of enhanced ecological networks through the site should be assessed.

Recreation - support enhancements for recreational opportunities. Increased visitor numbers could, however, cause pressures upon the SDNP, specifically Kingley Vale Nature Reserve (SAC and SSSI), which is considered to be 'over capacity', with a need for enhanced visitor management, investment in improvements to the rights of way infrastructure and identification of alternative sites that could offer the same or similar level of experience to Kingley Vale. Opportunities should be sought for enhanced walking and cycling links to the wider area of the SDNP from the development to alleviate this pressure.

Although the proposals include indicative provisions for foot and cycle access within and around the application site, there is only one north-south cycle route and no circular cycle routes. The route around the wildlife corridors on the perimeter of the site could form a suitable circular route in combination with the proposed north-south cycleway, but currently appears to be proposed as a footpath only. The northern country park does not form part of the Phase 1 development, but provision for good, safe links across the B2178 for a variety of users and activities needs to be accommodated at this early stage. There should be good links to the Centurion Way from the new housing for both walkers and cyclists. Improved access from the West (Fishbourne) should also be considered, in particular upgrade of the footpath past Salthill Lodge to a cyclepath would provide east-west access, reducing pressures on more sensitive locations in the SDNP to the north.

Lighting - harmful light pollution from the development could affect the tranquillity of the SDNP, where dark night skies should be protected and enhanced. Uncertainties relating to the degree of light pollution. Lighting assessment does not include distant views of the site from within the National Park. Welcome recommendation in the ES to help mitigate the effect of the light generated by the development. SDNPA would welcome further discussions on what steps can be taken to minimise light pollution.

Mineral Assets - unnecessary sterilisation of mineral resources (sand and gravel) around Chichester should be avoided as it may result in pressure for extraction on sites within the SDNP. A feasibility study for its prior extraction should be explored and advice from WSCC sought.

Additional comments - 22 June 2015

Landscape - following provision of further requested landscape information, the details provided result in the withdrawal of that part of our objection with specific regard to landscape concerns, provided that the recommendations of the SDNPA Landscape Officer are followed in their entirety.

Policy - since submitting the original comments the Inspector's report for the Chichester District Local Plan has been published. Consideration should be given to ensuring that there is a phased approach for this and other strategic sites so as the linkages with the National Park and impacts upon it can be appropriately assessed and managed.

Ecology - the principles outlined in section 7.0 of the Design and Access Statement are welcomed (particularly on-site enhancements). SDNPA would welcome continued involvement in the development of proposals for wider ecological mitigation and enhancement.

All other concerns raised previously remain.

Additional comments - 15 April 2016

Additional information received has resulted in the following additional comments:

Highway Access - Other than alterations to partly close Brandyhole Lane, the submitted details do not address the previous concerns regarding the direct impacts upon the SDNP of a highway access solely onto the B2178. Concerns regarding highway access therefore remain, notably the lack of provision of a southern access until a later phase of development.

Recreational Impacts - the SDNPA remain concerned about the impacts upon Kingley Vale National Nature Reserve/SSSI/SAC. Visitor pressure (including unauthorised mountain biking) continues to be a specific concern for the management of the reserve. Whilst it may have provided only a modest form of mitigation, it is a pity to see that the proposed perimeter footpath around the wildlife corridors on the edges of the development site is still identified as a footpath on the Framework Plan, despite the SDNPA's previous request for this to be upgraded to allow for circular off-road cycling routes within the development site.

Centurion Way - the SDNPA has previously commented about the importance of safe links between Centurion Way and Salterns Way. Pleased to note that the southern access route options now indicate a diverted Centurion Way and toucan crossing across the new access road where the existing route is to be severed although additional steps to improve such connections would still be encouraged by the SDNPA.

6.14 Network Rail

Original comments - 27 Oct 2015 and 6 Nov 2015

The proposed works for the phase 1 development may negatively impact upon level Crossings in the local area, namely Clay Lane and New Fishbourne. Both crossings are Automatic Half Barrier level crossings with road traffic light signals, an audible alarm and signage in place to ensure the crossings are as safe as possible. These crossings are of concern to Network Rail due to improper use at both locations. It is felt that any increase, particularly such as that brought by the proposed development, will dramatically impact upon the safety of these crossings.

Temporary access from Clay Lane will be required for a period to construct the on-site water treatment facility and for the playing pitches with changing facilities. At the peak of construction it is anticipated that no more than circa 100 vehicle movements per day (50 in/50 out) will use the crossings. Not all of these movements will be HGV's with the busiest period during construction being 40 HGV movements per day (20 in/20 out) for a limited period. It is this movement of HGV's in particular that Network Rail have concerns with, as both crossings are currently not heavily used by HGV's.

The proposed works, both during and after construction, will import additional risk and compromise the overall safety of the railway and the Clay Lane and New Fishbourne level crossings. As a result, Network Rail objects to the above planning application until such time that our safety concerns are satisfied.

Additional comments - 13 Jan 2016

Following consultation with Vectos Transport Consultants acting on behalf of the applicant Network Rail remove their objection subject to a condition requiring a Construction Management Plan for all elements of the development to be constructed from the Clay Lane access, to include details of the construction routes to be used, the number of construction vehicles per day and the details of how the impact on the level crossing on Clay Lane will be managed by a banksman and CCTV camera linked to the signal controller.

Additional comments relating to additional tanker movements during initial period of development (until 100-200 occupancy) - 15 July 2016

We have no issues in relation to the proposed increase over the crossing, however, we would request that we are notified of any future changes to the trips over Clay Lane crossing.

6.15 Sport England

Original comments - 5 Feb 2015

The site is not considered to form part of, or constitute a playing field therefore Sport England has considered this a non-statutory consultation.

The provision of sports facilities on this development should be based on evidence and identified current and future needs. Chichester Open Space, Sport and Recreation Study 2013 identifies there is an under supply of parks sport and recreation grounds in Chichester. The Study advises that provision of indoor and outdoor community leisure space should be provided as part of the Whitehouse Farm development. It also identified demand for an additional floodlit Artificial Grass Pitch and improved Multi-Use Games Areas to the west of Chichester which could be located at the Bourne Centre. The Council have not undertaken a Playing Pitch Strategy to identify the exact need for sports pitches and so without one it is difficult for the Council and Sport England to understand what mix/type of provision is needed.

The occupiers of any new development, will generate demand for sporting provision. The existing provision within the local area may not be able to accommodate this increased demand without potentially exacerbating existing deficiencies. Sport England considers that new developments should be required to contribute towards meeting the demand they generate through the provision of on-site facilities and/or providing additional capacity off-site.

This application does not detail the level of sports provision being proposed however the block plan shows a playing field with a pavilion and car park to the south along with new playing field at the primary school. The S106 heads of terms makes no mention of any off site contribution to open space. By reason of its size and shape, the playing field to the south may not be able to accommodate a football pitch however it's understood more playing field would be provided at Phase 2. If there is an identified need for additional pitches, then this development should be clear on the number and type of pitches provided.

Sport England welcomes the comments from the Council's Leisure team who should have better understanding of the needs of Sport. It may be more appropriate to improve existing facilities off site or indeed provide recreational space which is currently undersupplied. It would also be useful to understand if the development would contribute towards improved MUGAs or an additional floodlit Artificial Grass Pitch. The needs assessment advises that the development should provide indoor leisure space as well as outdoor. This could be accommodated at the school and made available to the community through a community use agreement.

Sport England considers the proposal conflicts with paragraph 70 of the NPPF and Objective 3 of Sport England's objectives as an integrated approach has not been taken to the provision of sports facilities. In light of the above, Sport England objects to the proposal.

Additional comments - 29 Oct 2015

The revised submission has not altered the amount or type of sports provision proposed therefore Sport England's position remains the same and is unable to support the application. No information has been submitted which sets out the level of contributions proposed to deliver built sports facilities off-site. If the Local Planning Authority is minded to approve the Scheme, Sport England recommends conditions.

Notwithstanding the above objection, Sport England makes the following comment on the proposed sports provision:

Playing Field - all 3 options for the layout of the playing field significantly limits the potential of the playing field to accommodate a range of sports because of the Centurion Way diversion. Sport England recommends that the Centurion Way should be diverted along the edge of the playing field, as opposed to across it, which dissects the playing field and reduces the ability to accommodate sports. The playing field should also be served with a permanent pavilion, designed in accordance with Sport England's guidance. No details have been submitted to show the layout of the pavilion or potential car parking.

Built Sports Facilities - Sport England seeks to ensure the new sports facilities are fit for purpose. In order for the community building to provide an opportunity for participation in sport, it must be fit for purpose and should be designed in line with Sport England's guidance. Sport England has guidance on the design and layout as well as costings for sports halls which recommends that a 4 court sports hall which is fit for purpose and can provide more opportunities for a variety of sports should measure 34.5m x 20m and 7.5m in height. This necessitates 690 square metres (not including storage or changing accommodation) as opposed to 280 square metres which is proposed in the first phase of the community building or 400 square metres which is proposed in the second phase of the community building. Therefore Sport England recommends that the sports hall be redesigned to create one 4 court or five court sports hall as opposed to providing two halls which are not of a recognised size or design. The hall should also be served by adequate changing room space.

6.16 NHS Coastal West Sussex

The medical facilities on this site would support the accommodation pressures of two existing practices, covering a list/GP population of 20,000. A building of 1,000sqm would be required. If a pharmacy is added, which is a good idea both for the development and the existing practices, the building size would be 1,070sqm. We estimate a cost of £4.28m for this build.

6.17 WSSC Local Development Division

Context and Summary

West Sussex County Council (WSSC), in its capacity as the Local Highway Authority (LHA), has been consulted on the transport submission accompanying planning application 14/04301/14. The LHA has previously provided consultation responses in March, June and November 2015, and April 2016. Further information and modification was requested, and additional information has been submitted by the Applicant in May 2016. Updated drawings were provided on the 30th June and 22nd July 2016.

This report provides full commentary on matters relating to access and impact on the local road network; impact on the A27 has been considered by Highways England. The report provides commentary on trip generation, distribution, assignment, capacity, infrastructure improvements and construction traffic routing. It covers matters that have already been subject to comment in previous responses, in order to provide Chichester District Council (CDC), in its capacity as the Local Planning Authority (LPA), a complete highways response to the application.

Having reviewed the technical documents submitted in support of the application, it is considered that the proposed development accords with paragraph 32 of the National Planning Policy Framework (NPPF) in that improvements have been put forward that cost effectively limit the significant impact of development. The proposed development will result in an increase in vehicular movement on the local road network but, subject to conditions and obligations, the impact of the development is not considered to be severe.

The proposal accords with the site specific strategy set out in the adopted Local Plan. Access for Phase 1 of the development, comprising of up to 750 dwellings, is provided for onto Old Broyle Road. A range of improvements to the local road network are proposed, and the Applicant has agreed to enter into a Section 106 Agreement to deliver improvement works that are required to make the development acceptable in planning terms. In addition, a series of financial contributions are to be secured in order for the County Council to deliver a range of complementary works schemes aimed at encouraging modal shift across the city, in accordance with the Local Plan strategy.

The LHA raises no objection to the proposed development, subject to conditions and S106 obligations.

Trip Generation

As part of the strategic site allocation process associated with the development of the Chichester Local Plan: Key Policies 2014-2029 (CLP) document, trip rates for each strategic site were agreed by site promoters in consultation with WSSC and Highways England (HE - formerly the Highways Agency). The agreed trip rates were used as part of the transport study of strategic development sites commissioned by the working partnership of CDC, WSSC, HE and Developers. The study formed part of the evidence base for the adopted CLP.

Through the consultation and examination processes associated with the development and adoption of the CLP, the trip rates were challenged by local Residents Associations who considered that the trip rates were not representative of vehicular traffic generated by residential areas within Chichester. Further evidence was requested, in the form of traffic data surveys, to demonstrate that the trip generation was appropriate.

It was agreed that the housing area bounded by Oving Road to the north, the A27 to the east, Bognor Road to the south and Florence Road to the west would provide representative trip rates. The study area contains circa 847 units, but does not contain significant local retail, employment or education provision, nor does the study area benefit from an operational Travel Plan.

After adjustments are made for internalisation (trips with both an origin and destination within the area, should essential services be provided, such as education) and the impact of an active travel plan, the trip rates surveyed in the study area are comparable to those agreed in the Jacobs CLP report. Therefore, the LHA are satisfied that the trip rates are acceptable.

Whilst the trip rate validation exercise demonstrates that the Jacobs trip rates are representative of local conditions, the Applicant has undertaken sensitivity tests throughout the Transport Assessment based on the application of the observed Chichester residential area trip rates, as the PM peak trip rate was circa 0.03 higher than that derived through the Jacobs study.

Comment has previously been made by both the LHA and the LPA in respect of the assessment of trips associated with employment (doc ref: Vectos TA December 2014). Concern was expressed regarding the limitation of units to 250m² and the provision of 3.4ha of employment land, as opposed to the full allocation of 6ha required through the CLP.

It should be noted that the majority of employment land is to come forward as part of Phase 2; it is not included as part of Phase 1 currently under consideration. However, it is necessary to understand the cumulative impact to ensure the mitigation proposed is suitable to accommodate future traffic levels, and to establish triggers for infrastructure delivery to be secured via Section 106 Agreement.

The Applicant has submitted an Employment Note (ref: N30/110013) which assesses various employment scenarios in detail. Through this study it is apparent that scenarios including a significant element of B1a (office) uses on the site cannot be accommodated on the local road network without exacerbating peak period congestion. The volume of traffic associated with this use class could not be cost-effectively mitigated through improvement to the network.

Scenario 3 assesses the traffic generation associated with a significant proportion of B1c (light industrial) uses on site. The assessment demonstrates that such use would generate less traffic during peak hours. The lesser volume of traffic associated with primarily B1c employment uses could be cost effectively mitigated. Further assessment of traffic impact would be required to accompany an application for employment use that assesses traffic conditions, and the impact of any improvements to the network, at the time of submission. It is advised that, when permission is sought for employment, restrictions may need to be included on any consent limiting the occupation of circa 90% of the employment land to uses within class B1c.

It has been agreed that the proposed community hall, health centre, care home and retail units will not generate a material number of movements on the wider local highway network during peak operating hours. The nature of the uses results in movements either during off peak hours, or that form part of a longer journey with an alternative purpose where the trip is diverted close to either the point of origin or destination (i.e. trips to a local convenience store are unlikely to originate from outside of the development site but may form part of a commute to/from work or education).

Trips to and from the on-site primary school do have the potential to originate from outside of the development site. Further information was sought from the Applicant in relation to pupils and staff whose journeys would originate from outside of the immediate catchment area. The Applicant has undertaken an assessment using census data and the LHA are satisfied with the methodology used. It is anticipated that the school will generate a negligible number of additional movements, but these have been included in cumulative total to ensure a robust assessment.

The Phase 1 development is anticipated to generate 280 movements during the AM peak hours, and 298 movements during the PM peak.

The CLP includes means of encouraging sustainable travel and delivering infrastructure to provide modal choice for residents of Chichester and the local area. It is anticipated that this will reduce existing vehicular movements by up to 7% over the plan period, with this impact occurring later in the plan process as schemes are delivered and behavioural change initiatives taking root.

The transport evidence base indicates that it would be appropriate to apply a 7% reduction on trips to and from the City Centre for later year assessment periods. In an earlier response, the LHA indicated that the reduction applied in the December 2014 submission was inappropriate as it was taken from all baseline trips, as opposed to those solely to and from the City Centre. Movements that may have been travelling through the City to access the A27 or form part of a longer car based journey would also have been discounted. The LHA requested that the Applicant explore alternative methodologies.

The Applicant has advised that it is not possible to accurately reflect the number of movements that this reduction should be applied to, and such an exercise would require the rigorous assessment of the origin and destination of movements throughout the network at several locations. As an alternative, the Applicant has provided two scenarios. The first assumes that the Smarter Choices programme is more effective than anticipated and provides an assessment where the 7% reduction has been applied to the network baseline. The second includes no reduction on the baseline movements and reflects a scenario where the positive impact of Smarter Choices has not been taken into account. The LHA notes the outputs of the former scenario; however, the assessment of the application is based on the latter scenario which provides for a robust assessment.

TEMPro and Future Growth

The LHA have previously highlighted the need for the application of growth factor derived from TEMPro. Upon further analysis of the growth factor, the LHA concurred with the Applicant that it was disproportionately high. A review of paragraphs 40, 41 and table 5 of the Dec 2014 TA established that much of this growth is a result of the increase in jobs over the assessment period.

The 'alternative assumptions' function with TEMPro had only been used to remove employment to be provided on the application site, which has been considered specifically within the assessment, and not any other committed sites. If employment is planned to grow faster in Chichester over the Local Plan period than it has done from 2007 to date - much of which was during a period of economic uncertainty - then traffic growth will also be higher, tempered by sustainable transport initiatives and peak hour spreading.

However, it is anticipated that much of the employment will be located on the edge of city and out of city locations and thus will draw employees from a wider catchment area. Therefore, it is considered appropriate to apply a lower growth rate on local roads within the city than would be applied on key inter-regional roads. The LHA requested that the Applicant consider an appropriate methodology to determine the growth associated with increased employment opportunity, in order for this to be extracted from the growth factor through the alternative assumptions.

The revised growth factor has been derived using evidence contained within the Chichester Employment Land Update (GL Hearn, 2013) to establish the anticipated increase in jobs over the plan period. This has been pro-rated to represent the envisaged delivery of 20ha of employment land, and then removed through the alternative assumptions to result in a growth factor of 1.135 over the period 2014-2029. Given that there has been little recorded growth in vehicle movements during the last 8 years, as evidenced by WSCC permanent count locations across the area the LHA considers that this is still a disproportionately high level of background growth. Growth on local roads that serve primarily residential dwellings would be driven primarily by changes to petrol prices and increased levels of car ownership. However, the Applicant has applied the derived growth factor to establish the impact of background traffic growth, resulting in a robust assessment.

Trip Distribution and Assignment

The LHA has previously sought greater detail on the trip distribution and assignment, and the Applicant has provided a revised assessment that breaks down destinations from District to Ward level. The revised assessment is considered to be appropriate and is consistent with WSCC Transport Assessment Methodology (TAM).

The original assessment established that approximately 20% of the movement would be heading north. These trips were assigned to a route that primarily used the Northgate junction before heading north along the A286. The LHA considers that, given the known journey time delays at this junction and the proximity of the site access to Hunters Race and Brandy Hole Lane, regular journeys originating from the site and travelling north are likely to route via these roads which access directly to the A286. This is accepted by the Applicant through the revised assessment; further comment about impact and mitigation follows later in this report.

During the AM/PM peak, the development is anticipated to increase movements along local roads as follows

- Old Broyle Road 235/251
- St Pauls Road 99/106
- Sherborne Road (north) 126/145
- Sherborne Road (south) 126/134
- Cathedral Way (west) 100/107

Old Broyle Site Access

Policy 12 of the CLP relates to the West of Chichester Strategic Development Location and the supporting text sets out the access strategy adopted as part of the CLP.

Supporting text para 12.32 established that the site will be delivered in two phases, with the first phase accessed off Old Broyle Road. Para 12.33 continues that the second phase of the development would provide a further access onto Westgate, with the possibility of linking the two accesses to provide a north-south spine road.

Modelling exercises have subsequently been undertaken to establish that the connection of the two accesses to form a spine road can be achieved.

In accordance with the adopted strategy, the Applicant has proposed a 3-arm roundabout junction onto Old Broyle Road. The design of the junction has been informed by the measurement of vehicle speeds along Old Broyle Road. A 50mph design speed has been applied.

The roundabout has been designed in accordance with Design Manual for Roads and Bridges (DMRB) TD16/07 'Geometric Design of Roundabouts'. No departures from standards have been identified. The roundabout is to have an inscribed circular diameter of 40m, with a circulatory width of 7m. The entry width flares to provide two lane entry on all arms, accommodating both turning and straight on manoeuvres.

Uncontrolled pedestrian crossings are proposed on all arms. These consist of dropped kerbs and tactile paving, providing pedestrian connectivity to infrastructure proposed to the north of the roundabout. This infrastructure provides pedestrian access to the country park.

The junction is positioned on the existing line of Old Broyle Road. This minimises the impact on vegetation to the north east of the roundabout, which would need to be cleared to provide forward visibility in accordance with DMRB parameters should the junction be relocated off the existing line.

A Road Safety Audit: Stage 1 (RSA) has been undertaken on the proposed access arrangements. No junction specific problems have been identified by the Auditor. General, scheme wide comments have been raised, including the need for the consideration of lighting, drainage, bollards and tactile paving at the detailed design. Similarly, the position of service covers and signage will also need to be considered as part of the detailed design. Stage 2 and 3 audits will need to be undertaken as part of later design stages.

The LHA are satisfied with the preliminary junction arrangement shown in drawing 110013/A/53, and should form the basis of any subsequent detailed design. It should be noted that non-material amendment of the design may be required through the Section 278 process, when the preliminary is taken forward as a detailed design.

Clay Lane Site Access

The Applicant proposes a simple priority junction onto Clay Lane, which is to be used to serve the on-site water treatment facility, Country Park, sports pitch and associated changing rooms.

The access accords with Manual for Streets guidance and has been subject to an RSA.

The RSA raises one site specific problem, relating to restricted visibility of the pedestrian crossing point to the north of the access. The Auditor recommends that this is relocated to the south of the access, and this amendment has been accommodated in the revised access drawing 110013/A/45 Rev C.

The access is expected to serve infrequent HGV movements associated with the operation of the water treatment plant. These will be expected to access to and from the A259. It is recommended that comment is sought from Network Rail, given that HGV movements will pass-over the level crossing where HGVs are required to stop and request permission to continue.

Whilst it is not desirable to route servicing vehicles via Fishbourne Road (East) and Clay Lane, it is acknowledged that such movements will be infrequent. It is not considered that this would constitute a 'severe' impact (NPPF, para 32). It is recommended that a routing agreement is sought, through the Section 106, restricting servicing vehicles to a specified route. This should be agreed prior to first commencement of the use.

Minor improvements at the Clay Lane/Fishbourne Road junction are required to facilitate the turning manoeuvre of servicing vehicles. These works comprise of setting back of the central refuge island and minor alteration to the adjacent kerb line. These works should be secured through S106 Agreement.

Brandy Hole Lane

Given the proximity of Brandy Hole Lane to the site access, it is recognised that it presents a viable alternative route for drivers. Vehicles travelling to and from the A286 to the north of the site can use Brandy Hole Lane (BHL) as opposed to routing via the Northgate Gyratory, which is subject to peak hour pressure.

Observation of traffic flows also suggests that many existing drivers using BHL as a through route then subsequently use Sherborne Road to continue the journey south.

The Brandy Hole Lane Residents Association have identified a works scheme that looks to sever Brandy Hole Lane, which has been formalised by the Applicant and is shown in drawing 110013/A/67

This scheme would have the effect of diverting traffic along the Old Broyle Road to the Northgate Gyratory, which has been identified as a location for strategic improvement works through the CLP (covered later in this report). Alternatively, vehicles would be diverted towards Hunters Race, which would represent a considerable deviation from their journey, but is more suitable than BHL to accommodate additional vehicular movements.

The Applicant has indicated that they would be willing to provide a financial contribution to enable the County Council to deliver a scheme of improvements. A contribution of £10,000 should be secured through the S106 Agreement; a trigger of prior to first occupation is recommended to enable the County Council to program the scheme at the earliest opportunity, given the public consultation processes associated with the delivery of such a scheme.

St Pauls Road/Sherborne Road Junction

Phase 1 of the development is expected to give rise to an additional 235 movements through the junction during the AM peak, and 251 movements during the PM peak.

Junction testing has been undertaken by the Applicant, which demonstrates that the junction is approaching theoretical operating capacity when future growth and development traffic is taken into account.

The Applicant has put forward a scheme of mitigation in the form of a right hand turn lane junction, providing stacking capacity outside of the running lane of traffic. This arrangement significantly improves the operation of the junction.

However, such an improvement could result in vehicles being encouraged to turn right into Sherborne Road. This would be contrary to the strategy to discourage the use of Sherborne Road as a cut-through to the A27 via Cathedral Way roundabout, and the City Centre via Westgate.

The Applicant instead proposes to a scheme of monitoring during the period between the implementation of the northern and southern access, the terms of which to be defined through the S106 Agreement. Should this monitoring observe constraints to the operating capacity, the need for the implementation of the proposed junction improvement will be triggered.

The Applicant has submitted a preliminary design of the junction improvement, alongside a Design Audit (DA). Having reviewed the DA, it would appear that there is potential to enhance the proposed junction improvement further. Widening the central stacking refuge to 3m-3.2m can be achieved by slightly widening and realigning of the carriageway into Norwich Road. This should be explored further as part of the detailed design, should it be necessary to implement the improvement.

An RSA has been undertaken on the proposed junction arrangements. The Auditor has identified one site specific problem, recommending that a hooking right turn lane is provided to cater for right turns into Norwich Road. The Designer has accepted the recommendation and the arrangement has been included in drawing 110013/A/49 Rev A.

Northgate Gyratory

It is anticipated that Phase 1 of the development will increase movements through this junction by 99 in the AM peak and by 106 in the PM peak.

This necessity for improvement at this junction, to mitigate the impact of development arising from the growth strategy adopted through the CLP, has been identified through the transport evidence base associated with the local plan. Improvement works are to be led by the County Council utilising CIL contributions.

A transport study at the junction has identified possible improvements, which have subsequently been presented to the County Local Committee. The process of developing a works scheme at this junction is separate to individual planning applications, with the improvement works not designed nor delivered by the Applicant.

Developer contributions to this work are to be secured via the payment of CIL. Should development be permitted, it will be necessary for the Developer to make a CIL payment in accordance with the CDC charging schedule.

Sherborne Road

It is anticipated that the first phase of the development will result in an increase of 126 movements along Sherborne Road during the AM peak, and 145 movements during the PM peak.

To discourage use of Sherborne Road as a shortcut between Old Broyle Road and Westgate/Cathedral Way, and to calm traffic using the road, a scheme of traffic calming measures have been proposed by the Applicant for delivery by the Developer.

Some informal consultation has been undertaken with local residents. This includes a workshop hosted by the Applicant in July 2015, and a series of meetings between the LHA and local Resident Associations. From these meetings it was apparent that the existing calming measures, including 'vertical deflection' (i.e. speed humps), were not effective in slowing speeds, and that the measures were noisy and resulted in vibration.

Whilst the LHA would not comment directly on environmental impacts, such as noise, it would be able to support Environmental Health Officers in advising of surface treatments that could be used to reduce impact, if necessary.

It is apparent that horizontal deflection (i.e. chicanes, build-outs and/or carriageway narrowing) would be the preferred option. A preliminary design has been submitted by the Applicant, shown on drawing 110013/A/51/Rev B2. The drawing demonstrates that a scheme of such measures can be implemented.

The LHA have indicated that some modification of the proposed design would be required prior to implementation. For example, the position to give way on the approach to a chicane are located in close proximity to an access, that could subsequently obstruct the manoeuvre for an approaching vehicle, who has the right of way, to turn in.

Any traffic calming scheme is required to proceed through a period of formal public consultation prior to implementation. This process is included within the detailed design phase of the Section 278 Agreement.

In order to progress the preliminary scheme to detailed design, it is recommended that a 'Steering Group' be set up involving representatives of the Developer, the LHA, the LPA and Local Residents/Elected Members. Similar groups have been set up, and successful, at other locations across the County to deliver local road network improvements. This will enable community involvement in the project and build upon initial engagement between all parties.

Clear Terms of Reference (ToR) would need to be established to inform the scope of the SG, including that the form of the scheme would be the delivery of horizontal deflection consisting of chicanes and carriageway narrowing. The frequency of meetings would also need to be agreed; this is typically on a quarterly or six-monthly basis. It is recommended that the SG is chaired by the local WSCC Member.

Westgate (East)

Whilst it is not anticipated that Westgate will experience a significant increase in traffic movement as a result of the Phase 1 development, the route forms part of a corridor for cycle and pedestrian movements between the site and the City Centre, railway station and other services/facilities.

Observed traffic data indicates that circa 600 vehicles the route during peak network hours, with 50% of the AM peak movements that travelling northbound from the Cathedral Way and turning right into Westgate.

Data obtained from WSCC permanent count locations establish 85th percentile speeds of 23-24mph and daily vehicular flows of 3000-4000 vehicles.

From observation of the road it is clear that the existing traffic calming is effective in lowering speeds when there is a consistent two-way flow. However, compliance with the 20mph limit reduces when vehicles are not met with an opposing flow. The chicanes in situ do not provide sufficient deflection to require a driver to deviate significantly from a straight line when the way ahead is clear.

The build-outs forming the 'give and take' traffic calming measures provide a cut-through for cyclists, comprising of a bell and/or bollard opening at the end of the buildout. However, it is clear that many cyclists choose not to use the by-pass facility, owing to its narrow width and upstand kerb.

To the eastern end of Westgate the road visibly narrows as a result of the building line and vehicular parking, and the surface of the carriageway is in poor condition at several locations. The surface is uneven where some of the block paving has sunken or become displaced through use, and this becomes a hindrance to cyclists.

Local Transport Note 01/08 provides guidance on cycle infrastructure provision and design. Table 1.3 establishes that where 85th percentile speeds are up to 30mph and daily flows are between 3000 and 8000 per day (or 300-800 per hour), on road provision is appropriate. Notwithstanding of the advice in LTN 01/08, the suitability of off-road infrastructure adjacent to Westgate has been considered.

Given the number of direct accesses to properties along Westgate, many of which have restricted visibility from the presence of walls and vegetation adjacent to the access, a shared use facility would not be appropriate as this could bring cyclists into conflict with emerging vehicles. Neither cyclist nor driver would have sufficient visibility to determine whether it would be necessary to stop.

The introduction of a segregated off-road cycle route would result in the loss of all on-street parking along Westgate, in order to widen the footways sufficiently to cater for two-way cyclist flows. It is apparent that a majority of residents who took part in the consultation event supported the retention of some on-street parking. In addition, on-street parking at the eastern end of Westgate is essential as residents have no off-street provision at this location. An alternative off-road cycle provision is available to the south, adjacent to Cathedral Way, which provides an off-road link to the railway station and connects into provision heading north past Chichester College and onwards via North Walls. Residents of the proposed development can connect into this facility through the crossing improvements proposed at the Sherborne/Westgate mini-roundabout (as detailed later in this report).

In order to improve the Westgate corridor for cyclists and pedestrians, it is considered necessary to improve and modernise the existing infrastructure along Westgate. A scheme of traffic calming is proposed in drawing 110013/A/50 Rev B2. This builds upon the existing traffic calming by widening the cycle by-pass, in turn increasing the horizontal deflection. The up-stand kerbs are to be removed and the by-pass made flush.

At the eastern end of Westgate it is not possible to replicate this arrangement, due to the limited carriageway space. It is proposed that a new surface will be laid in red HRA, providing a smooth surface for cyclists, which will also be easier and more efficient to maintain. In addition, a median line is proposed that narrows the effective width of the carriageway. This serves to reduce vehicular speed and discourage drivers from squeezing past cyclists on the carriageway.

As with Sherborne Road, it is recommended that the progression for preliminary scheme to a detailed design is included within the SG ToR. It is accepted that the concept of chicane improvement, carriageway narrowing and surface treatment should be taken forward, as this would complement the improvements proposed on Sherborne Road. The SG should be used as a means to ensure resident input in the appearance of the works scheme.

Sherborne Road/Westgate Mini-Roundabout

As there will not be a material intensification of movement through the Westgate (west) arm of the existing mini-roundabout, the type of junction is to retain its current form for Phase 1 with a number of modifications.

The junction forms part of the pedestrian and cycle corridor from the site through to Chichester City Centre. There are two route options available for cyclists; continuation of the journey using the modified Westgate (east) carriageway, or to the south to utilise the existing off-road route adjacent to Cathedral Way.

Concern has previously been expressed regarding safety of cyclists having to cross the mini-roundabout, particularly during peak operation when the junction can become blocked. The Applicant has proposed a scheme of works, shown on drawing 110013/A/70, which provide off-road crossing facilities for cyclists and pedestrians.

Parallel crossings are proposed on the approach to Sherborne Road (north) and Westgate (east) arms of the roundabout. This is a type of infrastructure similar to a zebra crossing, which provides a segregated crossing for cyclists adjacent to the pedestrian element of the crossing.

During peak periods, queueing back from Cathedral Way roundabout does frequently occur. This may obscure visibility to pedestrians crossing. The WSCC Signals Engineer has indicated that an island should be explored as part of the detailed design, to enable a two phase crossing manoeuvre and improve visibility to pedestrians who may be emerging from behind a stationary vehicle.

The Signals Engineer has indicated that the type of crossing over Westgate should be explored further as part of the detailed design process, to ensure an optimal solution is provided.

It is not possible to install a parallel crossing on the Sherborne Road (south) arm. The Applicant proposes to enhance the existing crossing provision by improving the achievable visibility and introducing a central refuge island to enable crossing of the carriageway in two phases. The island is of sufficient width to allow a pedestrian with a cycle to stand clear of the carriageway.

An RSA has been undertaken on the proposed arrangement. Problems relating to positioning of the crossing, restriction of visibility splays and confusion caused by conflicting road markings have been raised. The Designer has accepted the problems and amended the design in accordance with the Auditor recommendations.

Cathedral Way Roundabout

Minor junction improvements have been proposed, as shown in drawing 110013/A/70 Rev A. The improvements consist of reconfiguration of the southbound approach to the roundabout in order to provide two-lane entry to the roundabout, thus increasing operational capacity.

The widening of the entry is to be achieved by realigning both the eastern and western kerb back into the verge area adjacent to the road. To the west, the existing footway is to be widened to accommodate cycle movements, and a central refuge island installed to accommodate two-phase crossing movements.

An RSA has been undertaken on the proposed alterations; no problems have been identified.

The works should be secured via S106 Agreement.

Westgate Roundabout

In its current form, Westgate roundabout is a five-arm junction, with predominant northbound and southbound flows along the A286. Whilst signal controlled pedestrian crossings are in-situ to the north and south of the roundabout, there is no segregated cycle infrastructure to facilitate east-west cycle movements.

A number of options have been explored to retain the roundabout in its current form and improve conditions for cyclists. However, due to the footprint of the roundabout, it is not possible to provide segregated facilities alongside the roundabout.

Should a roundabout be retained, cyclists would be required to use the carriageway. This is not considered appropriate for less-confident cyclists, given the volume of traffic using the roundabout and that the most frequent cycle movement will be between the eastern and western arms.

A signalised junction arrangement has been identified in order to balance vehicular capacity and enhance sustainable access. This will consist of a 4-arm signalised crossroads, with Wall Cottage Drive diverted to form a priority junction with West Street. The northbound and southbound arms of the junction will consist of two-lane entries, with one of the arms dedicated to right turning movements. One arm entry will be provided from both Westgate and West Street.

This type of arrangement significantly reduces the footprint of the junction. This enables widening of the footway south of the Westgate and West Street carriageway to provide a shared pedestrian footway, with the pinch point adjacent to 1 Westgate removed by providing a 12m kerb radius.

Toucan crossings are to be provided on all arms, with cyclists guided off the carriageway on the approach to the crossing. Cyclists would then be directed back onto the carriageway for continuation of their journey to the east and west. Journeys to the north or south would link into the existing cycle routes in both directions.

Advanced stop lines are also provided on all arms, to cater for confident cyclists who wish to continue their journey on-carriageway.

A significant area of open space would be created to the east and west of Orchard Street, and consideration will need to be given to the landscaping of this area as part of the detailed design. It is recommended that this is progressed as part of the SG ToR.

The WSCC Signals Team have been consulted on the proposed arrangement. They have advised that they are satisfied that the modelling is an accurate reflection of the expected operation, the arrangement provides a suitable balance for vehicular and pedestrian demand and consideration should be given to cycle and pedestrian desire lines during the detailed design to optimise the routes.

LINSIG modelling of the junction identifies that a 'Degree of Saturation' of circa 97% will be reached during peak operating hours. Whilst this is within 100% operational capacity, some queuing will be experienced during periods of highest demand. A mean maximum queue of 32 PCUs will occur along Orchard Street northbound and 13 PCUS along Orchard Street southbound.

Movements out of the Chichester College access currently use the roundabout to U-turn in order to travel south. This will no longer be possible as part of the proposed arrangement and movements will be required to either divert to alternative routes, or undertake a turning manoeuvre at the Northgate gyratory or alternative location. A Traffic Regulation Order will be required to restrict U-turning manoeuvres at the signals. Public consultation will be required for both the signals and any associated TROs as part of the S278 process.

An RSA has been undertaken on the proposed arrangement. A number of minor problems have been raised, relating to the provision of access to a private property, positioning of cycle/footway to negate the need for pedestrians to cross to a seating area and the provision of a suitable crossing infrastructure over Wall Cottage Drive. The plans have been amended; drawing 110013/A/74 Rev B incorporates the Auditor recommendations.

Emergency Access

The WSCC Water and Access Manager has been consulted to establish requirements for Fire and Rescue Service (FRS) emergency access.

As a single point of access into the site has been proposed, the FRS has requested a second point of emergency access be provided. A preference for an access via Newlands Lane was expressed.

The Applicant has explored access rights via Newlands Lane and has confirmed that it would not be possible to provide emergency access via this route. An emergency access off Old Broyle Road has been proposed.

In the event that there was an emergency within the site and an emergency on Old Broyle Road occurred concurrently, that blocked the road in the 335m stretch between Sherborne Road and the main site access, an alternative route to the site would be required. The likelihood of such a scenario occurring is very unlikely. However, the Applicant has assessed the various routes that would be available to the FRS from its station on Northgate Gyratory should this scenario materialise.

An alternative route via the A286 Lavant Road and Brandy Hole Lane has been identified, with an additional journey time of 2 minutes and a total journey time of 4 minutes. Whilst it is proposed to sever this link as part of the site mitigation package, it would be possible to retain emergency access.

Alternatively, a route via the A286 and Hunters Race has been assessed. This has an additional journey time of 4 minutes, and a total journey time of 6 minutes.

Both routes are subject to width restrictions, due to bridges on both routes. The Applicant has measured the width through the bridges which establishes a minimum width of 4.5m at both locations. Manual for Streets guidance sets out that a minimum width of 2.75m, over short distances, is the minimum width required in order to reach an emergency.

The FRS has confirmed that they are satisfied with the emergency access proposals. Further consultation has been requested as part of any subsequent reserved matters application to ensure that the internal layout provides gyratory access to the remainder of the site.

The FRS has requested that the emergency access be available for use on completion of the first 150 units; this should be secured through the Section 106.

St Pauls Cycle Route

A cycle route along St Pauls has been identified as a County-led improvement within the Infrastructure Delivery Plan (page 68) associated with the CLP; a cost of circa £140,000 has been associated with the scheme.

The Applicant has explored the possibility of delivering a scheme as a Developer-led improvement, but has been unable to identify a scheme that could be delivered by a third party. There are a number of constraints along St Pauls, such as the width of footways and the presence of on-street car parking, which is deemed essential for properties without frontage access.

In developing the Infrastructure Delivery Plan (IDP), the County Council identified a route through Exeter Road, along the B2178 St Paul's Road from East Broyle Copse to Northgate. This included the conversion of existing footway to shared use facility, amongst other measures

The delivery of any cycle route at this location would need to be led by the County Council. It will be necessary to tie together on-going work, such as the Road Space Audit and the progression of strategic infrastructure improvements, such as the Northgate Gyratory.

Therefore, it is recommended that a proportional contribution be sought towards the delivery of the scheme, an approach that accords with the IDP. The scheme is on the Regulation 123 list as an exception to CIL, so the contribution would need to be secured via S106.

Parklands Cycle Route

Similar to the St Paul route, a cycle route through Parklands has been identified as a County-led improvement within the IDP (page 68). A cost of circa £440,000 has been associated with the scheme.

In developing the IDP, a route commencing at Brandy Hole Lane and utilising Bristol Gardens, Worcester Road, Little Breech, Norwich Road, Newlands Lane, Sherborne Road, Neville Road and Parklands road was identified, utilising a mixture of shared pedestrian cycle routes and on-carriageway signed routes.

This scheme is also included on the Regulation 123 list as an exception to CIL, so a proportional contribution would need to be secured via S106.

Phase 2 Mitigation

A southern site access is to be provided as part of a Phase 2 application. This is consistent with the access strategy established in the CLP, para 12.32 and 12.33.

Should the Sherborne Road/Westgate mini-roundabout be kept in its current form, the introduction of a southern access would result in a significant intensification in use of the westbound approach to the junction. Various alternative layouts have been considered during the Phase 1 consultation, and the LHA retain concerns about the safe operation of a 4-arm mini roundabout with increased flows on the westbound approach.

The retention of a 4-arm roundabout through Phase 2 is also likely to significantly intensify the use of Westgate, since it would provide a direct continuation of the journey.

It is therefore apparent that there is the need to sever the link between Sherborne Road/Westgate and the southern site access. The southern site access should connect directly into the Cathedral Way roundabout. A link for buses and non-vehicular modes of transport will need to be retained.

The scheme would be subject to public consultation, given that numerous TROs would be required. The development of the preliminary plans can be taken forward as part of the SG remit, and proposals should be submitted as part of the Phase 2 application.

Travel Plan

The WSCC Travel Wise officer has reviewed the Travel Plan (TP) submitted alongside the application. Modification of the document is recommended.

As part of this modification, it is recommended that car club provision be implemented, and that new home owners are provided with introductory subsidised bus travel, in order to encourage patronage from the outset.

There would be a considerable period of time prior to first occupation of dwellings, given the further approvals that would be required should outline consent be granted. Therefore, it is considered appropriate for the TP to be included within the S106 Agreement, requiring a document to be submitted and approved prior to first occupation. This will provide the opportunity to review and modify the document, in order to take up opportunities arising in the interim period.

Construction Access

The Applicant has submitted a proposed construction route for Phase 1. It is proposed that vehicles will leave the A27 at the Fishbourne Roundabout, route north via the A259 and A286 then access the site via Old Broyle Road.

This accords with the WSCC Lorry Route network strategy. The A27 is identified as a 'Strategic Route' for lorry movements, with the A259 and A286 identified as a 'Local Route' for HGV movements.

The requirement for a Construction Management Plan should be secured via condition, for approval and subsequent implementation, prior to first commencement. This should set out the routing in full and identify any mitigation that may be necessary to facilitate construction access.

The Applicant also proposes to provide construction access to the on-site waste water treatment facility via Clay Lane. Again, this should be included within the Construction Management Plan. Network Rail will need to be engaged in this process, given the requirement for HGVs to stop prior to the level crossing.

Conditions and Obligations

Should permission be granted, the Local Highway Authority recommends a Construction Management Plan condition and the following S106 obligations:

- Gateway feature on Old Broyle Road
- Emergency access
- Site access
- Regime of monitoring Sherborne Road/Old Broyle Road junction, and implementation of right hand turn lane (if requested) during monitoring period
- Contribution for works scheme at Brandy Hole Lane
- Contribution for cycle improvements on St Pauls Road
- Contribution for cycle improvements through Parklands
- Delivery of traffic calming scheme on Sherborne Road
- Delivery of traffic calming scheme on Westgate
- Delivery of junction improvement scheme at Westgate/Sherborne Road junction
- Delivery of junction improvement scheme at Westgate Roundabout
- Delivery of junction improvement at Cathedral Way Roundabout
- Clay Lane access
- Clay Lane/Fishbourne Road junction modification
- Creation of Steering Group to take forward preliminary designs to detailed design and delivery
- Routing agreement for servicing vehicles associated with the water treatment facility
- Bus service contribution

It is recommended that a draft 'Heads of Terms' are sought prior to determination, setting out the value of the contributions and relevant triggers.

6.18 WSCC Flood Risk Management

The development is not within or close to an existing flood zone. Current mapping shows the proposed site to be at low risk from surface water flooding, however areas adjacent to existing watercourses are shown to be at high risk. Development of properties adjacent to existing watercourses should not be encouraged or accepted. Any existing surface water flow paths across the site must be maintained. Any excavated material kept on site should be located in areas designed and designated for that purpose. At this stage that no detailed drainage details have been submitted. Full details will need to be submitted and agreed with the Local Planning Authority.

The proposed development is shown to be at low to negligible risk from ground water flooding and the current geology is shown as moderate to high susceptibility to ground water flooding. The general geology in the area may be suitable for infiltration / soakaways. Where the intention is to dispose of surface water via infiltration / soakaway, these should be shown to work through an appropriate assessment carried out under BRE Digest 365. Provision for long-term maintenance should be provided as part of any SuDS scheme.

Current OS mapping does show existing ordinary watercourses crossing the development site. These should remain and be incorporated into the proposals. Future maintenance and access to existing watercourses must be considered during the design and planning process and maintenance responsibilities highlighted. Local field boundary ditches may also exist around and across the site. If present these should be maintained and incorporated into the development. Future maintenance and access of local field boundary ditches must be considered during the design and planning process. No development should take place within 5m of any watercourse.

6.19 WSCC Education - Primary and Early Years

Original comments

Facility size - Primary school requirement for entire site (phase 1 and 2) is for a 2 Form of Entry (2FE) i.e. 2 classes per school year. Phase 1 will require the completion of 1FE plus the core (include hall, staff facilities, group rooms, kitchen/dining area and other general facilities) for 2FE.

Early Years is to be integrated into the same site and their requirement is for 2.5 classrooms in total. Phase 1 will require the completion of one classroom plus the shell for a further 1.5 classrooms.

Site size - Primary Education requirement is a minimum of 1.93 hectares. Early Years requires 1,000sqm (0.1 hectare). In total 2.03 hectares of land is required.

Triggers - our preferred option is for the developer to design and build the facility required above, to DfE specifications BB103. The Primary requirement of 1FE completed plus shell of the 2nd FE and the Early Years requirement of one classroom completed plus the shell of a further 1.5 classroom are all to be completed by occupation of the 500th dwelling.

Additional comment - financial contribution if WSCC going to build out school

The estimated cost for a 1FE primary school with a 2FE infrastructure (i.e. larger hall, studio etc.) is £8,000,000. This would be expected half way through the development.

6.20 CDC Environmental Health Officer (Air Quality and Contamination)

Original comments - 11 Sept 2015

Contaminated land

No objection subject to condition. Site investigation has been carried out which concluded there was no evidence of Made Ground at the site or significant concentrations of contamination. A recommendation was made to keep a 'watching brief' during ground works and if any areas of suspicious looking or odorous soil are encountered, further investigation should be carried out and the results of any investigations reported to this authority. The derelict barn in the centre of the site is believed to contain asbestos materials therefore during its demolition, the Asbestos Regulations must be followed. If any topsoil needs to be imported for use in gardens/landscaped areas, the material will need to be certified as

suitable and evidence provided to this authority. A remediation strategy should be drawn up and a validation report produced to confirm what actions were taken during the construction of the development.

Air quality

Welcome all measures to encourage use of sustainable modes of transport. In addition to the suggestions put forward in the Travel Plans, we suggest the following are also considered:

1. Clear signage should be put in place to encourage site users to access the site by foot or cycle from the north (via the Centurion Way), minimising the need to cross Old Broyle Road.
2. To improve access to the site to and from the west, a dual use link (cycling and walking) should be considered. This could be enabled by upgrading the current footpath that links the site to Salthill Lodge to the west.
3. A community car club should be established at the site (which could link to the Chichester Car Club provided by Co-wheels).
4. A dedicated bus service should be provided at the site as soon as is feasible in order to encourage use of public transport.

Travel Plans are being developed for employees, future residents and the school. A condition to ensure these travel plans are implemented should be applied. Electric vehicle re-charging points should be installed within the residential and employment/retail/community premises and cabling for 7-22kW charging points should be put in place at locations to be agreed with the developers. The proposed circular path could be made dual use (cycling and walking). High quality cycle storage should be put in place at the residential areas and the employment/retail/community premises. A number of traffic calming measures have been proposed off-site including on Sherborne Road, Westgate and Parklands. These are welcomed.

An air quality assessment dated December 2014 was undertaken by Mayer Brown. It concludes that the change in air quality from the proposed development will have an 'imperceptible' impact on nearby sensitive receptors, based on worst case modelling assumptions. In addition, the predicted air quality at the site for future occupiers has been estimated at the centre of the site - future baseline air quality at this location is predicted to be acceptable and with both phases of development completed, the air quality impact is estimated as imperceptible. It should be noted that the only operational air quality impacts that have been considered are those associated with operational traffic movements - future plant or other fixed sources of emissions associated with the commercial and community buildings have not been assessed. Given that the predicted NO, PM, and PM, levels are around 27%, 59% and 59% of the Objective levels, even when assessing with cumulative developments, any air quality impacts associated with the development are not considered to be significant. We concur with this assessment, providing the measures to encourage the use of sustainable modes of transport detailed in the Travel Plans are put in place.

Further information is requested with respect to the design and operation of the proposed sewage treatment works in order that we can be satisfied that the plant will operate without causing odour complaints in the future.

Construction

The ES identifies that a Construction Environmental Management Plan (CEMP) should be prepared for the site to control impacts during the construction phase. A condition to ensure the CEMP is implemented should be applied. Issues such as waste disposal and materials handling should be included within the CEMP. In order to assess the air quality impacts during construction, the assessment methodology provided by the IAQM (Institute of Air Quality Management 2014), has been used. During the construction of the development, there is potential for dust to be emitted. In order to mitigate these effects the CEMP should detail measures to be undertaken to minimise dust and other emissions. 13 criteria are recommended to be included in the CEMP.

Additional comments - August 2016

Previous comments relating to contaminated land and construction still stand.

Foul drainage

In relation to the potential for odour from sewage to impact on the development the preferred approach from EHO's point of view would be for foul drainage to be pumped to Tangmere WwTW as this would have significantly lower potential for impact than an on-site treatment works.

All other comments in relation to odour are reported at 6.21 below.

Air Quality

The updated air quality technical note dated March 2016 indicates that the significance of the potential impacts from the additional traffic (trips) associated with the application site are 'minor adverse' or 'negligible' at most receptor locations. However the predicted increased traffic volumes have potential for greater impact at the Stockbridge roundabout than that modelled within the original air quality assessment. At a single receptor location just south of the Stockbridge AQMA a 'moderate adverse impact' is predicted for the scenario involving phase 1 and 2 of the development. The predicted impact is lower than currently measured (by CDC) and compliant with the air quality objective. We agree the impact assessment.

In accordance with CDC's Air Quality Action Plan we recommend that mitigation measures to foster sustainable modes of transport are conditioned. We suggest conditions to the effect of paras 1 to 6 below:

1. A community car club should be established at the site (which could link to the Chichester Car Club provided by Co-wheels). The Travel Plan should have a requirement for a two year fully-funded 3-car community car club.
2. A dedicated bus service should be provided at the site as soon as is feasible in order to encourage use of public transport.
3. Electric vehicle re-charging points should be installed within the residential and employment/retail/community premises (min of 3 electric vehicle re-charging points (6 bays) within the non-residential areas, 1 (2 bays) at the Country Park car park and within residential areas to be agreed with the developers).
4. The proposed circular path could be made dual use (cycling and walking) - recommended a condition is put in place to provide a dual use path within the site.
5. High quality (i.e. visible, secure and convenient) cycle storage should be put in place at the residential areas and the employment/retail/community premises.

6. Clear signage should be put in place to encourage site users to travel by foot or cycle via the Centurion Way and/or Salterns Way to access areas to the north and south of the City. It is suggested that the rights of way team at WSCC require the developer to provide clear signage within the site to direct pedestrians and cyclists to the nearby off-site cycle routes (Centurion Way and Salterns Way). Welcome packs provided for future occupants as part of the Travel Plan, should also contain this information.

There are a number of submitted plans that show the cycle routes on the site. It does not appear that the section of Newlands Lane between the east of the site and the central spine road is shown as suitable for cycling - this link seems to be shown as a footway only. We would recommend that it is marked as a pedestrian and cycle way as this route provides a route from the western areas of the site to the Centurion Way or onto the advisory cycle route. The advisory cycle route off-site appears to indicate a cycle path on the south side of St Pauls Road (at the southern end), implying an off-road path. We are not aware of such a path and recommend that the plan is altered if the cyclists are supposed to join St Paul's Road. It would be helpful if the advisory cycle route connected up to existing cycle routes and the plan is amended to include the existing cycle routes to show the connectivity.

At the other two AQMA areas in Chichester (Orchard Street and St Pancras) the consultants have concluded:

- the traffic distribution from vehicles from the development using Orchard Street will be well within the anticipated daily fluctuation of traffic on this route
- the increase in traffic on St Pancras as a result of the development is predicted to be negligible.

The consultants have reported that air quality will not be affected by development traffic within these areas and we accept these findings.

Request the following is considered as part of the phase 2 application:

1. To improve access to the site to and from the west, a dual use link (cycling and walking) should be considered in order to encourage the use of sustainable modes of transport. This could be enabled by upgrading the current footpath that links the site to Salthill Lodge and Salthill Road to the west, subject to agreement with land owners.

6.21 CDC Environmental Health Officer (Noise and Odour)

Sewage Treatment

Odour from Sewage Treatment Works (STW) is recognised as a potential nuisance. It is understood that odour will be controlled by enclosing relevant parts of the STW and vented under negative pressure to an odour control unit which in turn will vent to atmosphere via a stack. Given that the plant will have employment uses (B1c) near to it and that the ground rises to the north of the STW, consideration of the worst-case impact under various meteorological conditions will be important to informing the appropriate stack height and specification of the odour control unit. Recommend conditions and informatives relating to odour, the odour target and submission of an odour management plan to ensure best operational practice at the plant.

Regarding noise the applicant states "stationary plant and services proposed will be selected in accordance with BS4142 and with the design criteria that LAeq noise from building services would not exceed baseline background noise levels. In order to limit noise generation the plant designers will be provided with a maximum design noise level for all equipment, which will be a level 10dB above background levels at a distance of 10m. In addition the 40m cordon sanitaire will further reduce noise levels such that they would be imperceptible at the residential development."

The nearest new residential development shown on the illustrative layout plan for phase 1 is some 200m to the north of the treatment plant with nearest existing neighbouring housing at 170m to the south. We have requested further information about the noise emissions from the STW and relevant background levels. As far as impact on residents is concerned then any non-steady noise with fluctuating levels or other tonal characteristic may be more noticeable even at low sound energy levels against a low background noise. The applicants do not have any concerns with meeting the requirements of the BS4142 criteria. The necessary detail of the Sewage Treatment Works including noise generating equipment being the subject of a full noise assessment under BS4142:2014 'Methods for rating and assessing industrial and commercial sound', will be submitted as part of a reserved matters application. Recommend a condition formally requests more information and the necessity for a full assessment under BS4142:2014 to demonstrate any potential noise impacts.

Remainder of development

I accept the methodology outlined in the ES and the three main components of their assessment to establish baseline noise data, existing impacts with mitigation measures during and post-construction and any potential vibration impacts from the railway. I accept the sound levels measured at various locations provide a good baseline for assessing noise impacts on new and existing development.

The construction process will be covered by the Construction Method Statement. Further details will need to assess what protection is required for residents living within the site at the eastern end of Newlands Lane and those that might be impacted around the periphery or during early occupation of new houses. Noisy activity like top driven piling methods would need to be modified by a less intrusive method, and consider screening parts of the site to ensure sufficient mitigation to nearby residential properties.

I would not anticipate any justification in relaxing the internal noise target levels under BS8233 given the site has the flexibility for good layout and design and is not particularly constrained by any localised noise sources other than proximity to roads. The current layout for housing shows a good set back from the Old Broyle Road.

The noise model demonstrates there is every likelihood that most gardens will be below 50dB (World Health Organisation guideline for onset of moderate annoyance) for large parts of the day and that those properties closer to roads should with careful screening and layout be able to achieve figures close to 50dB(A) as well. The best standard should remain the desirable guideline objective.

I accept the findings of the report that the additional traffic introduced by this development is unlikely to produce any significant increase in noise over the short or longer term along surrounding roads. Results demonstrate that noise and vibration from the railway is most unlikely to have any significant adverse impact on any occupants of development within the site.

Recommend conditions.

6.22 CDC Housing Enabling Officer

Original comments - 12 Feb 2015

This is an important strategic housing site for the district. A full 30% quota of affordable housing is required (following adoption of Local Plan).

The affordable units (225) should be split 70:30 split into affordable rented (158) and intermediate (67) units. The intermediate are to be a mix of 1, 2 and 3 bedroom units. The majority, approximately 75%, of these should be 2 bed roomed, with approximately equal numbers of houses and flats. The rented unit mix should follow the Strategic Housing Market Assessment (SHMA) 2012 recommendations.

The proposals based on the 30% quota almost meet the SHMA recommendations, except for there being one more 3 bedroomed and one fewer 4 bedroomed units proposed. There is a demand for four bedroom houses in Chichester, so an additional 4 bedroomed house in lieu of a 3 bedroomed is preferred. Some of the 4b units may be taken as large, 6 person 3 bedroomed houses of the same floor area as the 4 bedroom units.

Sizes should meet national space standards. 10% of the affordable rented units should be built to Lifetime Homes standard with up to 33% adapted to full wheelchair standard if required.

The affordable housing must be pepper potted through the site in groups of no more than 15 and be externally indistinguishable from the market housing. Affordable units must be handed over to an approved body on completion.

The market unit mix should follow the SHMA 2012 recommendations. The proposals for the market housing are unacceptable because of the very wide divergence from the SHMA recommendations. More one or two bedroomed units (preferably including some flats which are a more affordable option), and considerably fewer 4+ bedroomed must be provided in line with the SHMA. In their Planning Statement the applicants postulate that the SHMA need not be followed due to the character of the site, the provision of different housing products and compliance with the affordable mix recommendations. This is a spurious contention which is rejected.

The SHMA concludes that the mix of market housing in Chichester district should be focused to a greater degree on smaller properties. Large numbers of 4+ bedroom houses, although attractive to wealthy incomers, do not meet the needs of many local residents, especially younger economically active ones.

A market mix in line with the SHMA is required and the proposed market mix cannot be supported.

Further comments - 9 Nov 2015

There has been considerable negotiation since the previous consultation. The affordable and market mixes, as set out in the updated Planning Statement October 2015 are now considered acceptable for this site.

The number of 4 bedroom market units is at the higher level of the SHMA but this is justified by viability and the high level of infrastructure required and is the result of protracted negotiation to improve the mix initially proposed.

The housing comments in the previous consultation are still valid.

6.23 CDC Archaeology Officer

The developer should be expected to provide a strategy for the preservation of the designated and non-designated heritage assets that are present as landscape features and a statement of how it is intended that the impact on unknown archaeology that might be present will be mitigated. The latter should include a strategy for evaluation in order to identify deposits of significance that might be present, together with suitable proposals to enable their proper conservation (i.e. through sympathetic foundation design, full excavation and recording and/or preservation in situ). Condition recommended.

6.24 CDC Drainage Engineer

Original comments - 30 Jan 2015

Soakage should be investigated as a priority across the site through winter groundwater monitoring and percolation testing to BRE 365 or similar. Areas where infiltration is found to be possible should be drained this way, other areas may require a restricted discharge to a watercourse (at greenfield runoff rates).

The 1 in 100 year storm event plus 30% should be stored on site without causing flooding. Half drain times for SuDS/soakaways should be less than 24 hours.

Watercourses should retain a three metre easement for maintenance access, and any works affecting a watercourse may require land drainage consent (separate from planning consent).

A maintenance manual should be provided for the surface water drainage system, detailing a schedule and responsibility for maintaining the system.

Recommend conditions for scheme of disposal of surface water, discharge to and culverting of watercourses, maintenance manual and watercourses abutting or crossing the site and riparian responsibilities

6.25 CDC Environmental Strategy Officer

Original comments - Feb 2015

Mitigation (all species - on site there are significant numbers of foraging bats, likely roosting bats, water voles, reptiles, potential badgers and high levels of nesting birds. All these species will be disturbed during construction. Mitigation strategies for these species should be provided prior to determination. ES states that mitigation strategies for the protected species and habitats would be set out within a CEMP and ECMS and this document would be provided prior to commencement on site. Due to the scale of the site and the extensive range of protected species on site, without full mitigation strategies at this stage the application should be refused due to insufficient information and evidence.

Bats

- *Roosting potential on site* - ES states that 113 trees have been identified as having roosting potential, but no evidence of roosting bats has been found. We are concerned by this statement, as no survey work for roosting bats within the trees has been undertaken and due to the exceptionally high level of bat activity on the site it is highly likely that bats are roosting within the site. Recommend trees are surveyed prior to determination, in accordance with Natural England's guidance. Depending on the survey findings, we may not be able to consent to some trees being removed. Trees which have bats roosting within them and are going to be disturbed will need

mitigation strategies and if any of the roosts include barastelle, long eared, myotid or serotine species a consultation with CDC and Natural England would be needed.

- *Foraging and Commuting* - The hedgerows and tree lines within the surveys have been shown to be very important for bats with exceptionally high levels of bat movements within the survey periods. Due to such high levels of activity the hedgerows should be retained and where breaks need to occur for access, lighting should be kept to a minimum and tree canopies used to reduce the gap for bats to across. Pleased to see that the lighting scheme will consider bats, and dark corridors have been recommended. Mitigation strategy will need to include further details of the lighting scheme and the use of bat boxes, tiles and bricks.

Water voles - ES states there is no conclusive evidence of water voles on site however survey work undertaken by CDC in 2013 evidence found that water voles are active on site. The ES details that in at least 5 locations the ditches on site will need to be culverted to allow for new roads. The ES states that further survey will be done in these areas and mitigation undertaken as appropriate. This is not sufficient - a full mitigation strategy relating to water voles is required prior to determination.

Reptiles - ES has identified the reptile population on site is of district importance and mitigation including translocation will be required. Without details of the mitigation strategy we are unable to determine whether this would be suitable on the site. Mitigation strategy is required prior to determination.

Nesting Birds - ES recommends that an updated inspection of all the mature trees on site in undertaken to look for evidence of nesting barn owls, we are happy with this recommendation. Require enhancements on site for barn owls including the installation of barn owl boxes. Any works to the trees, hedgerow or vegetation clearance on the site should only be undertaken outside of the bird breeding season which takes place between 1st March- 1st October. If works are required to take place within this time an ecologist would be required on site. Due to the high level of nesting birds on site, we expect that areas of the site are enhanced for nesting birds.

Badgers - Support recommendation of an updated badger survey to be undertaken prior to work commencing, to ensure badgers have not moved back into the site. If badgers are found a mitigation strategy will be required. Request enhancement for badgers including foraging space and potential new sett locations.

Derelict farm buildings - derelict farm buildings in the middle of the site are not being removed as part of Phase 1, however if the buildings are going to be removed as part of this application, we would require updated surveys to be undertaken for bats and barn owls. Including updated surveys for both species.

Hedgerows and woodland - these areas should be retained and any gaps which need to be created within the tree lines and hedgerows should be kept to a minimum. Where gaps are required, enhancements should be made to reduce the impact on the tree / hedgeline for commuting and foraging bats. The ancient woodland is being retained and a 15m-50m buffer is being used to protect this area.

Chalk Stream - pleased to see the retention of the chalk stream on site and the use of green corridors around the stream to ensure it remains undisturbed and can still be utilised by wildlife. Measures required to ensure this area remains undisturbed during the construction phase and once the site is complete there is no risk of runoff polluting the ditch. ES states there will be more consistent discharge of water into the drainage ditch system due to the provision of the sewage treatment works on site. Where the stream corridor is crossed by four roads a bridge has been proposed. Full details of the bridge construction are required as part of the reserve matters application, including consideration of water voles.

Enhancements - most enhancement requirements (bird, bat boxes, lighting and native planting) are referred to above. Pleased to see the incorporation of the Southern country park (wetland grasslands), the green corridor along the chalk stream, wildlife corridors to the west and the retention of the existing woodland. Due to the importance of the site for protected species require further details on the development of these areas. This can be conditioned to be included in the CEMP and ECMS.

Recreational Disturbance - proposal will have an individual and in-combination effect on the Solent Maritime SAC. In line with the Solent Disturbance and Mitigation Project Phase 3 report avoidance measures will need to be secured; preferred method would be a financial contribution secured through S106 Agreement. Pleased to see the inclusion of on-site measures in the form of the Southern Country Park and formal parks and are happy that this will meet the requirements of the SDMP along with the financial contribution.

Amended comments - following submission of the Ecological Mitigation Strategy - August 2015

Bats

- *Roosting potential on site* - no further survey work for roosting bats within the trees has been undertaken and due to the exceptionally high level of bat activity on the site it is highly likely that bats are roosting within the site. The Ecological Mitigation Strategy states that 'should the more detailed development proposals involve the loss or require works to those trees identified as being of medium or high potential to support roosting bats then these trees will be subject to a tree climbing inspection by a bat licenced ecologist and / or emergence and re-entry surveys immediately prior to any tree works to determine the presence or absence of bat roosts' and continues on to state that 'any trees with low potential which require removal as part of the proposal, will be felled cautiously'. Both these methods are unsuitable, we require that the trees with potential are surveyed and reports submitted prior to determination, in accordance with Natural England's guidance. Depending on the survey findings, we may not be able to consent to some trees being removed. Trees which have bats roosting within them and are going to be disturbed will need mitigation strategies and if any of the roosts include barastelle , long eared, myotis or serotine species a consultation with CDC and Natural England would be needed.
- *Foraging and Commuting* - Due to such high levels of activity the hedgerows should be retained and where breaks do need to occur for access, lighting should be kept to a minimum and tree canopies used to reduce the gap for bats to across. It has been noted that the lighting scheme will consider bats, and dark corridors have been recommend. Pleased to see that this has been considered and further details of the lighting scheme of the site provided within the Ecological Mitigation Strategy. Reference to the use of bat boxes, tiles and bricks is made in the ES and Ecological Mitigation Strategy, as part of a reserve matters application we will require details of the locations of these.

Water voles - ES details that in at least 5 locations the ditches on site will need to be culverted to allow for new roads. The ES states that further survey will be done in these areas and mitigation undertaken as appropriate. The mitigation proposed within the Ecological Mitigation Strategy proposes displacement as mitigation, this would only be suitable where habitat has been enhanced for the water voles to be displaced into. For the larger areas of ditch works trapping and relocation methods have been proposed. Require clarification of where these works are taking place and where the water voles will be translocated too.

Reptiles - the Environmental Mitigation Strategy has detailed mitigation for reptiles. We are happy with the proposed mitigation and for this to be conditioned.

Comments in original comments in relation to nesting birds, badgers, derelict farm buildings, hedgerows and woodland, chalk stream, enhancements and recreational disturbance remain.

Additional comments - 10 Sept 2015

Bats - following submission of the overlay maps there are three trees with bat potential that are going to be removed as part of the scheme. If the applicant is unable to change the design to incorporate the trees, then we require that further bat emergence / tree surveys are undertaken for trees T56, T57 and T83. These surveys should be done at the appropriate time of year by a suitable qualified ecologist and submitted to us for review prior to determination.

Water voles - due to the areas of ditch being part of the phase 2 scheme we do not require clarification on the mitigation at this stage. This will be required as part of the phase 2 applications.

Chalk Stream - we are still awaiting clarification from the Environment Agency on the comments relating to the chalk stream and the more consistent discharge of water into the drainage ditch system due to the provision of the sewage treatment works on site. We require further information on what consideration been given for the impact of the point source, with discharge now going into one ditch and what consideration has made in the case of pump failure from the treatment works.

6.26 CDC Conservation and Design Manager

Original comments - April 2015

Layout serves to suggest how the amount of development proposed can be accommodated on site in layout and density terms and takes forward the developer's masterplan. My comments relate to issues that should be taken into consideration in developing the reserved matters plan and to identify areas of potential shortcomings and to reflect on the advice provided by the Coastal West Sussex Design Review Panel.

Indicative Site Layout - the approach mainly in the form of perimeter blocks is a well established, tried and tested form of development and is supported. A number of key points came out of the public consultation workshop and it is important so show how these have informed the layout. The main points were:

- Need for variety of house sizes and forms
- Variety in garden sizes
- Development to be part of the City and integrated with adjoining development
- Architectural distinctiveness

- Hierarchy, integral, local centre, variety of people
- Ecological corridors
- Sensitivity to the history of the site
- Neighbourhood with a community hub but linked with city (safe and varied)
- Distinctive neighbourhood that should be part of the city
- Safeguarding (enhancing where possible) existing natural environment
- Employment integrated into the layout - small pockets
- Mixed communities
- Housing design/mix affordability

Whilst the layout presented is very much in line with the masterplan there appear to be areas where opportunities exist for potential improvements:

- North-west corner - could this relate better to the underlying field pattern particularly the historic field boundary in terms of orientation. Suggest the adjacent later phase is shown to show how the relationship will work.
- The layout looks a bit regular in terms of house footprints and spacing and rhythm. I do not get a sense of how variety will be provided. Suggest layout broken down into character areas - there could be changes in character with distinctive zones comprising the community hub, the area between the hub and the city, the development fronting onto Old Broyle Road and connecting with the character of the retained farmstead and the area to the north and west of the community hub.
- The street hierarchy could reflect different characters - this could inform a potential design code.
- The Design Review panel identified the notion of outdoor rooms/pocket spaces. By freeing up aspects of the layout to create less formal interrelationships between buildings could result in some quite attractive incidental open spaces. This is something that could be developed as part of the detailed design of the development.
- The notion of pepperpotting some small scale employment uses within the residential area was discussed at the Design Review panel meeting and it was suggested that was being explored. This could contribute to creating more variety in the design of the development and should be explored further.
- I appreciate the relationship to Centurion Way is a tricky one. Care should be taken to ensure that the proposed development does not back onto the route where it is at ground level. The existing development backs onto it to the east and opportunities should be taken to provide some natural surveillance from the proposed development to the west to overcome potential security issues with vulnerable rear garden boundaries resulting in residents seeking to increase security in the long term potentially impacting negatively on the quality of the path and reinforces a separation between the two developments, contrary to the desire emphasised in the Workshop that the new development should integrate with the existing City.

Additional comments - December 2015

Original comments in relation to issues that should be taken into consideration in developing the plans to detailed full planning applications stage and to identify the opportunities that came from the advice provided by the Coastal West Sussex Design Review Panel still stand.

Comments relate to revisions to the layout around Whitehouse Farm and my previous comments relating to potential improvements to the layout:

- North-west corner: I note the response in relation to my suggestion that the historic field boundaries should be retained and incorporated as green features/framework within the overall layout. It is a shame but not a deal breaker.

- I note that the layout has been broken down into character areas. Greater consideration has been given to the setting of the listed Whitehouse Farmhouse, the locally listed barn and associated farmstead group with the introduction of single storey courtyard type houses and a lower density with a more broken up layout of housing to the west of the farmstead. This overcomes concerns regarding the setting of the listed building and associated assets at Whitehouse Farm and should provide a clearer visual buffer between the main development and heritage assets. This aspect of the layout should be secured at the detailed design stage.
- The work on street character is welcomed.
- In terms of creating a sustainable community, the notion of pepper-potting some small scale employment uses/live-work units within the residential area should be explored in more detail at the detailed design stage.
- Regarding the Centurion Way some units have now been orientated to front onto the route south of the cutting which is welcomed as it provides some natural surveillance mitigating potential security issues for vulnerable rear garden boundaries.

6.27 CDC Economic Development Officer

New spaces built with a good mix of uses early on in the development will create an area that has sustainable, empowered and integrated communities.

It is understood that the developer for this phase is a residential developer and thus it would be unusual for them to build the commercial part of the site. However, it is expected that the employment land within Phase 1 will be built in conjunction with the community hub. Regardless of mechanism of delivery, there must be an element of cross subsidy from the residential to the commercial areas in the development to ensure the required commercial elements of the local hub are delivered in full and can meet the reasonable requirements of commercial occupiers.

Whilst the provision of serviced sites will be appropriate for larger premises on sites of 0.25 ha and above (more relevant for Phase 2) speculative building of small commercial units in B1 class is required, as small office and business occupiers will not come forward until the commercial accommodation has been built. A small office occupier will generally have much shorter timeframes than large office occupiers. We would expect the commercial element of the local centre to be built and available within an agreed time within the build programme. This will give the developer suitable time to make decisions on how it will be developed.

If the main developer does not develop the commercial element, we would still expect it to be built and available within an agreed time within the overall build programme. This site is just one of many new employment sites in the District. The Economic Development Service will shortly begin work to engage with local commercial agents, growing local business and with neighbouring districts to identify businesses and business sectors willing and able to take new space. This work will also focus on developing a strategy to attract inward investment. This will provide valuable information on the types and sizes of units that are required, as well as identifying potential investors and occupiers. This work will also assist with the development of a more detailed strategy for the appropriate delivery of this space, through further discussions with the Council as the scheme develops.

Currently this Council is working on delivering an Enterprise Gateway, after research from CBRE showed there was a market for smaller office and workshop space within the District. Modern commercial accommodation is in demand throughout the city. The majority of the B1 stock within the city is inhibited by its age, size and lack of car parking facilities. The latest information available shows that over 90% of all demand in the area is for small suites of under 5,000 sq. ft. and the only new B1 space available is those at Chichester Business Park and Vinnetrow Business Park.

6.28 CDC Community Facilities Officer

The proposed development would require a community space of 1,350sqm if 1,600 dwellings is anticipated. In relation to the outline application for phase 1 a community space of around 635sqm would be required, with scope for this to be enhanced/complimented at a later date.

The suggestion that the proposed facility may also address other identified needs e.g. health, police or even changing rooms - while there maybe demonstrable merit in incorporating those physical requirements within a single building (economies of scale, shared caretaking etc.) this should not be to the detriment of the space available for generic community use.

If the local centre is served by shared parking facilities it would be useful to understand what capacity is planned for against the likely use - the co-location of school, medical centre, retail and employment is going to produce some significant peaks. Car traffic is a major issue close to any school - while the site is proposed to be 'walkable' traffic management will be an issue at the local centre at the start and finish of school day and this should not be to the detriment of access to community facilities.

6.29 CDC Sport and Leisure Manager

Original comments - 15 Sept 2015

In terms of the masterplan I am happy with the proposed outdoor and indoor facilities identified. The pitches positioned together in one area with joint parking and usage of changing facilities is sensible, creating a hub for outdoor sport. The indoor facilities positioned in the community centre will offer lots of local opportunities for sport, leisure and community activities.

There is a definite need for football pitches of various sizes to accommodate junior teams and a 3G artificial grass pitch would provide facilities for training and competition all year round. Cricket facilities are also in demand and all of these existing needs will be further exacerbated due to the proposed increase in population from this development.

The facilities must be secured and available for the public to use and where these are dual use facilities with the school this must be formalised through a Community Use Agreement. This agreement should provide a minimum of 40 hours term time use with additional access being made available during school holidays.

There must be clear management procedures and maintenance regimes in place for the sports facilities and pricing should be comparable to similar facilities in the local area.

In terms of the phase 1 application it is proposed to provide a football, cricket and rugby pitch with temporary parking, changing and access. The current SPG (2004) identifies the need for 0.82 hectares of sports pitch provision for every 200 dwellings. Therefore from the phase 1 application for 750 dwellings this would result in the need of 3.075 hectares of sports pitches. Without scaled plans it is difficult to identify the exact measurements of the proposed phase 1 sports pitch provision but I have estimated this to be circa 2.7 hectares. There is however I believe a football pitch to be provided on the primary school site which may address this shortfall.

Additional comments - 2 March 2016

The expected population of the proposed 750 dwelling development is 1639 which results in the need of 2.622 ha of playing pitches. In addition to this there is also a requirement for associated changing facilities, car parking and suitable vehicular access.

Proposals currently identify an adult rugby, football and cricket pitch which is identified as 3.85ha by the developer therefore meeting the requirements for sports pitches.

The pavilion proposals seem to meet the National Governing Body and Sport England Guidelines. In terms of the phase 1 development the proposed 4 team changing rooms is sufficient. The requirements for football team changing rooms is a minimum of 16sqm, 15sqm for cricket and 20sqm for rugby. Official changing is a minimum of 5sqm each.

WSSC guidelines for car parking is 12 spaces per hectare of sports pitch. Based on the provision of 3.85ha of sports pitches this would require a minimum of 46 car parking spaces. Further work needs to be completed to identify that space is available for provision of additional spaces as a result of the phase 2 development. This will result in a high number of spaces so some of this may be acceptable as temporary parking in the form of a grasscrete type surface.

The masterplan identifies 2 additional small sided football pitches and a full size 3G pitch as part of phase 2 development. The 3G has a much higher carrying capacity in comparison to a grass pitch and therefore although the size of the phase 2 pitch development does not meet the full requirement identified in the SPG, I would suggest that the provision of a 3G pitch would mitigate this. The pavilion development in phase 2 shows the addition of 2 additional team changing rooms which would be sufficient subject to the provision of lockers in the corridor area and start times being staggered to enable multiple usage of changing spaces.

Management of the pitches will need to be confirmed and the community use of the pitches and pavilion will need to be secured.

6.30 CDC Green Spaces and Street Scene Manager

2004 Supplementary Planning Guidance states that 0.04ha of informal playspace or open space should be provided for every 30 dwellings or part thereof. In addition to this 0.04ha of equipped children's playspace should be provided for developments of 100 to 200 dwellings. It goes on to say that 0.82 has of playing fields should be provided for every 200 dwellings. The scale and strategic nature of the site means planning officers need to consider how relevant the SPG requirements are in this context. *Officer note: this guidance is updated by the Planning Obligations and Affordable Housing SPD*

Support to the comments of the Friends of Brandy Hole Copse where the expansion of the local nature reserve is welcomed and protection of a wildlife corridor to the west of Centurion Way is sought.

6.31 CDC Contract Services (Waste)

Attention should be paid to the size, weight and turning circle of District Council freighters. Freighters should not have to reverse excessive distances. This is especially important in areas where the refuse freighter is required to service a small mews/dead end road. If there is insufficient turning area to be incorporated into a mews/dead end road a communal collection point will be required at the road entrance. All turning areas should be able to cater for the larger freighters. All road surfaces should be constructed to take the weight of a 26 tonne vehicle. Parking restrictions may be required to prevent obstructions on the internal roads. Bin collection points should be outside the front of properties or just inside the boundary. Where driveways are shared the collection should be at the driveway entrance. All communal bin storage areas should be of a sufficient size and design to enable each bin to be opened and taken out individually.

Bin provision - individual properties will require one waste and one recycling bin of either 140ltrs or 240ltrs capacity each depending on dwelling size. Communal bins of 1100ltrs are available for groups of apartments.

6.32 CDC Planning Policy

The application as amended meets the policy requirements of the Local Plan, subject to the following issues:

- Agreement on the preferred solution for addressing wastewater treatment
- Agreement of detailed S106 terms and planning conditions
- WSCC's final agreement on the outstanding highways and transport issues

Subject to these issues being agreed, there is no policy objection in principle to the application.

Local Plan: The application site covers the majority of the land allocated as the West of Chichester Strategic Development Location (SDL) in Policy 15 of the Chichester Local Plan Key Policies 2014-2029. The application proposal relates to Phase 1 of the proposed development, but has been developed as part of an overall masterplan for the whole development, incorporating a second phase not covered by this application, The Environmental Statement (ES) supporting the application addresses both Phases 1 & 2 combined. Subsequently, the applicant has submitted an amended 'Masterplanning and Infrastructure Statement (March 2016). The Framework Plan Phase 1 & 2 and Masterplanning and Infrastructure Statement were endorsed by Planning Committee on 27 April 2016.

The SDL is allocated for mixed use development, comprising 1,600 homes (of which 1,250 should be delivered during the Plan period), 6 hectares of employment land (suitable for B1 uses), a neighbourhood centre/community hub, incorporating local shops, a community centre and a primary school; and open space and green infrastructure, including a Country Park. The policy states that development will be masterplanned in accordance with draft Local Plan Policy 7 (Masterplanning Strategic Development), taking account of a number of site-specific requirements which are listed in the policy.

The Council has also published a Planning Concept Statement for the SDL which is intended to set parameters for future masterplanning work, setting out key objectives and planning considerations as recommended in the Council's approved Design Protocol.

My comments below take account of the emerging Local Plan strategy and policies, with specific reference to the specific requirements set out in Policy 15.

Phasing - Policy 15 requires that 1,250 homes should be delivered during the Plan period. The Local Plan housing trajectory phases the West of Chichester SDL for development post-2019, assuming there would be insufficient wastewater treatment capacity until the expansion/upgrade of Tangmere WwTW. The wording of Policy 15 itself makes development dependent on provision of "adequate wastewater conveyance and treatment to meet strict environmental standards", which allows for development to proceed at an earlier date.

The application originally proposed an onsite sewage treatment facility which would allow development to commence before 2019, but this is subject to a current EA objection pending consideration of a permit application (see below). However, the application has now been amended to allow either an onsite treatment plant or a possible connection to the Tangmere WwTW. Southern Water is now timetabling the proposed capacity improvements at Tangmere WwTW to be completed by the end of 2017. SW has undertaken some preliminary assessment of the work required to provide a pipeline connection, but there is no agreed timescale for submitting a planning application (which would require a supporting EIA). However, once the capacity at Tangmere WwTW is available, SW is legally obliged to dispose of the wastewater discharge from the development (if necessary by tanker). On this basis, it is now assumed that wastewater issues will not delay development at the SDL. Development is now expected to commence well before 2019, with the applicants estimating the first housing completions could be available by Spring 2018. The earlier development of the site now anticipated would assist housing land supply in the LP area and give greater confidence that 1,250 homes will be delivered within the Plan period to 2029.

Masterplanning - As noted above, CLPKP Policies 7 and 15 set out specific requirements for masterplanning of the SDL. Although this application relates only to Phase 1 of the development (750 homes), the applicant submitted an indicative masterplan covering both the first and second phases of development for the purposes of the EIA work. Subsequently the applicant submitted an amended 'Masterplanning and Infrastructure Statement (March 2016)' which included a masterplan (Framework Plan Phase 1 and 2 - drawing number LL-225-P-201), indicative phasing plan, transport highway works and mitigation note and indicative sports pavilion plans. The Framework Plan Phase 1 and 2 and Masterplanning and Infrastructure Statement were endorsed by Planning Committee on 27 April 2016.

Wastewater treatment - As noted above, Policy 15 requires that development will be dependent on the provision of wastewater infrastructure. The supporting text at Paragraph 12.31 also states that development will be reliant on additional wastewater capacity, which would be provided by a sewerage undertaker and that future capacity has been identified at Tangmere WwTW following its proposed expansion/upgrade in 2019. The development will be required to fund the necessary wastewater infrastructure linking the site to Tangmere WwTW.

As noted above, the application now proposes either an onsite treatment works or a wastewater pipeline connection to Tangmere WwTW. The onsite treatment facility would be adopted under the Water Industry Act and regulated by OFWAT. The applicant has provided a Sewage Treatment Technical Report prepared by Mayer Brown (appended as section 9.2 of the EIA) which considered the alternative options of connecting to existing SW sewers or establishing a new water company, discharging to an onsite works.

The EA has indicated that it would support the option of a wastewater connection to Tangmere WwTW. However, it has raised a formal objection to an onsite treatment works, pending consideration of an application by the developer(s) for a wastewater operation permit under the Environmental Permitting Regulations 2010. The EA is currently considering the permit application and is maintaining its formal objection until the permit application has been determined (which is expected shortly). As noted above, the applicant has amended the planning application to allow for the option of a connection to Tangmere WwTW, which SW has indicated will be able to provide available wastewater capacity by the end of 2017. The proposals as now amended are therefore considered to meet Policy 15 and the Council's wastewater policy requirements elsewhere.

Development design and density - Policy 15 does not directly specify the preferred location, scale or density of the development. However, Policy 7 specifies a number of masterplanning requirements in terms of design, as does the Concept Statement (particularly Principles 2 and 8).

The evolution of the scheme is explained in the applicant's D&A Statement, including how the layout and design has been influenced by feedback from a Concept Statement workshop, South East Design Panel Review and public consultation event undertaken in summer/autumn 2014. The application now includes a Phase 1 framework plan, illustrative masterplan and parameters plans covering land uses, quantum/ density, street hierarchy, storey heights, public open space & drainage, and footpaths & cycleways. The D&A also defines a number of 'character areas' within the development (as sought in the Concept Statement), with these areas being largely demarcated by topography, existing field boundaries and tree lines, which the proposals generally seek to retain and reinforce.

The parameter plans propose to locate lower density housing (20-25 dph) around the northern and western edges of the development, close to Centurion Way and the existing properties at Whitehouse Farm and along Newlands Lane. Higher density development (up to 55 dph, including some 3-storey apartments) is allowed for in the vicinity of the proposed local centre. The Council's Conservation & Design Officer has provided detailed comments on these issues.

Community facilities - Policy 15 seeks a neighbourhood centre/community hub, incorporating local shops, a community centre, small offices and a primary school. These aspirations are further reinforced in the Concept Statement (Principle 9), which also indicates that the local centre should act as a community hub for residential areas both within and adjacent to the site.

The application includes proposals for a local centre grouped around a 'market' square with a primary school, community hall, medical centre, local shops and offices. The agreed Draft S106 Heads of Terms provide for delivery of a community building, primary school with early years provision (1FE with 2FE core), retail units and serviced land for a GP surgery. The phasing of all the facilities will need further consideration in drafting the final S106 agreement.

Employment - Policy 15 seeks provision of 6 hectares of employment land (suitable for B1 uses). The land represents the largest new employment site allocated in the Local Plan and is therefore important for the Plan strategy and local economy. The supporting text at Paragraph 12.32 specifies that the specific mix of B1 floorspace should be determined at the masterplanning/detailed planning stage, and could include floorspace for office, R&D and/or light industrial uses. Traffic impact assessment undertaken in response to this application has since indicated that high levels of B1 office space would not be achievable, however a split of 10% B1 office to 90% B1 light industrial could be supported.

The submitted application did not provide for employment in the Phase 1 development, other than that arising from the facilities in the proposed local centre ('community hub'). Furthermore, although the masterplan identified land for employment in Phase 2, to be accessed from the south of the site via Westgate, the applicant sought to allow for a much wider range of uses (e.g. a hotel and/or care home) in addition to B1 development.

In the revised proposal, the applicant is proposing to allocate a small area of employment land (c0.8ha) in Phase 1 adjacent to the community hub (in addition to non-B1 employment uses within the community hub such as retail). It is now proposed that the Phase 2 land would be restricted to B1 uses, although allowing flexibility if it proves impossible to attract high quality employment uses. Across the site, the masterplan now identifies 6 ha for B1 employment uses.

Open space / green infrastructure - Policy 15 requires provision of open space and green infrastructure, including a Country Park. The policy includes a number of specific requirements, including to keep the land north of the Old Broyle Road (B2178) free from development; promote increased biodiversity; protect and enhance the setting of the Brandy Hole Copse LNR and areas of ancient woodland; provide a landscaping buffer on the western boundary of the site; protect and enhance the ecological corridor linking Chichester Harbour and the National Park.

The application proposes a 'Country Park' on land to the south of Newlands Lane and west of Centurion Way (a second Country Park is proposed on the land north of the B2178 as part of Phase 2, but this does not form part of the current application). The proposed location of the Country Park responds to public feedback at the consultation events and offers a number of benefits (e.g. accessible for existing residents in Parklands, improved surface water drainage, buffer zone for Centurion Way). The parameter plans also provide for a protected green 'buffer' along the western edge of the site (which also contributes to meeting the SANG requirement), with a further narrow green 'corridor' extending north-south through the proposed residential development along the line of the stream/ditch. There is no continuous green buffer adjacent to Centurion Way along the eastern edge of the site, however the proposed country park (and allotments to its north) mean that residential development would only directly adjoin Centurion Way along a short stretch where it runs through a cutting.

Landscape and visual impact - Policy 15 sets out several specific requirements relating to landscaping, including protecting priority views of Chichester cathedral spire; providing a landscaping buffer along the western boundary of the site, and provision for key landscaping of Centurion Way. Further principles relating to landscape/visual impact are included in the Concept Statement (Principles 4 and 8).

The application is supported by a Landscape and Visual Impact Assessment (Chapter 7 of the Environmental Statement), a landscape strategy and illustrative landscape masterplan. The layout and design of the scheme generally appears to meet the requirements of the policy and Concept Statement, limiting views into the site (including from Centurion Way), seeking to retain and enhance existing trees and woodland, retaining a western boundary buffer and designing development to retain views of the cathedral. The Council's Conservation & Design Officer has provided detailed comments on these issues.

Open space requirements - LP Policy 54 requires that new residential development should provide or contribute towards open space in accordance with the detailed standards and methodology set out in the Planning Obligations & Affordable Housing SPD. Based on these standards, the proposed development of 750 homes would require a total of around 6.2 hectares of onsite greenspace, comprising allotments (0.7 ha), amenity open space (0.85 ha), natural/semi-natural greenspace (1.7 ha), parks, sport & recreation grounds (2.7 ha), and equipped play space (0.25 ha). However, these figures take no account of the requirement for onsite SANG provision to reduce the recreational impact at Chichester Harbour (see below).

The application proposes substantial provision well in excess of the open space standards, including a 21.9 ha comprising the 'Southern Country Park'. The Phase 1 proposals include a LEAP next to the primary school and local centre and allotments at the eastern end of Newlands Lane.

The application seeks to meet the Phase 1 requirement for 2.8 ha playing fields through provision of sports pitches at the southern end of the site, providing temporary access from Clay Lane and including a temporary sports pavilion and car park. In the longer term as part of the Phase 2 development, it is proposed that the playing pitch provision will be extended to 5.8 ha and will be accessed from the proposed north-south access road (to be delivered in Phase 2), with potential to expand the pavilion and car parking. Following discussions with the School, CDC and WSCC, it is proposed that the applicants will initially retain ownership of the playing pitches, but in the longer term transfer ownership to the School, whilst guaranteeing continuing availability for local community use through a community use agreement. This appears to be an expedient approach which addresses some of the Council's previous concerns. CDC's Sport & Leisure and Communities officers are generally satisfied with these proposals.

Ecology/biodiversity - Policy 15 requires that the development promotes increased biodiversity and protects and enhances the setting of Brandy Hole Copse LNR and areas of ancient woodland, and protects the ecological corridor linking Chichester Harbour and the National Park. The Concept Statement (Principle 3) seeks a masterplan that facilitates a net gain to nature and provides ecological variety across the site.

The application is supported by a detailed ecological assessment (Chapter 6 of the Environmental Statement), including a HRA Screening Document, detailed habitat surveys and protected species surveys. The scheme design makes provision to retain and buffer woodland habitats and watercourses, and retain green links through the site for wildlife, and retain the majority of the mature trees and hedgerow network.

Mitigation of recreational impacts on Chichester Harbour - Policy 15 requires that development is planned with special regard to the need to mitigate potential recreational impacts on Chichester Harbour SAC/SPA/Ramsar. This reflects the proximity of the site to the Harbour, particularly the south of the SDL. LP Policy 50 sets specific requirements for mitigating the recreational impacts of residential development on the Chichester and Langstone Harbours SPA through financial contributions towards the strategy outlined in the Solent Disturbance and Mitigation Project Phase III and/or measures associated with the proposed development.

The HRA Screening Assessment included in the EA analyses the recreational impacts of the development and proposed mitigation measures. The illustrative masterplan provides for approx. 40ha of Suitable Alternative Natural Greenspace (SANG) designed to divert visitors (especially dog-walkers) from visiting the SPA. The SANG comprises the two proposed country parks, the green corridors and footpath provision through the site. In addition, the applicant undertakes to provide a financial contribution in line with LP Policy 50. Natural England has indicated that it is generally satisfied with these proposals, including the broad principles for proposed management of the SANG.

Heritage - Policy 15 requires that development should conserve, enhance and better reveal the significance of the Chichester Entrenchments SAM and other non-designated heritage assets and their settings and to record and advance understanding of the significance of any heritage assets to be harmed or lost. The ES (Chapter 10) assesses the likely significant effects of the Proposed Development in terms of Archaeology and Cultural Heritage. The CDC Archaeology Officer has provided separate comments in relation to these issues.

Transport and access - Policy 15 includes several specific transport and access requirements, including providing road access to the north of the site from Old Broyle Road and to the south from Westgate; providing or funding mitigation for off-site traffic impacts through measures in conformity with the Chichester City Transport Strategy (Policy 13); including improved access to the A27 and improvements to the St Paul's Road/Sherborne Road junction; making provision for regular bus services linking the site with Chichester city centre; and providing new and improved cycle and pedestrian routes linking with the city, Fishbourne and the National Park. More explicitly, LP Paragraph 12.32 indicates that the site should be delivered in two phases, with the initial phase of development (750 homes) accessed off Old Broyle Road and the second phase providing a new southern access linking to Westgate. These requirements are reinforced in LP Policy 7 and in the Concept Statement (particularly Principle 1), both of which emphasise the need to encourage sustainable modes of travel, minimise car use and mitigate traffic impacts.

The application is supported by a Transport Assessment prepared by Vectos. There have been detailed discussions with WSCC Highways about the proposed site access junctions, off-site highways improvements and proposals to improve access by non-car modes. It is understood that WSCC is now broadly satisfied with the proposals subject to further detailed design of the junctions, agreement of a detailed travel plan etc. at the detailed application stage.

HE has indicated that it has no objection to the proposal on the basis that the Council secures a financial contribution to mitigate the development's traffic impact on the A27. To secure the required contribution, a clause should be included in the S106 agreement requiring the developer(s) to enter into a S278 with Highways England for payment of a sum of £1,374 per dwelling. This approach follows the Council's draft A27 contributions methodology, which has been subject to public consultation and is intended to be incorporated within the Planning Obligations and Affordable Housing SPD.

6.33 South Downs Society

Original comments - 9 February 2015

The South Downs Society objects to this outline application.

The application site lies within the northern part of the West of Chichester SDL. The Society has already objected to this SDL through the Local Plan examination.

Although the site is not adjacent to the South Downs National Park boundary and is not visible from the National Park, it is within an area of high quality landscape which forms the approach to the National Park from the historic city of Chichester. The proposed access road from a roundabout on the B2178 Old Broyle Road will in itself introduce an alien element in the pleasant countryside route between the city and the National Park.

The applicants propose that (except in an emergency) all traffic to and from the phase 1 development will use this new link road rather than a future southerly link to be provided in phase 2 to the A27 at the Fishbourne roundabout. This means that all traffic will either have to pass through Chichester itself or along the roads and country lanes within the National Park westwards towards the A3, northwards via the A286 to Midhurst, the A285 to Petworth and beyond, or eastwards through East Lavant and Boxgrove to the A27 at Tangmere. This will have a detrimental impact on the tranquillity of the National Park.

Additional comments - 9 December 2015

Notwithstanding the adoption of the local plan allocating this site for development, we reiterate our objection.

Although the site is not adjacent to the South Downs National Park boundary and is not visible from the National Park, it is within an area of high quality landscape which forms the approach to the National Park from the historic city of Chichester. The proposed access road from a roundabout on the B2178 Old Broyle Road will in itself introduce an alien element in the pleasant countryside route between the city and the National Park.

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Additional comments - 4 April 2016

Strongly object to the outline application for phase 1 for reasons outlined in our letter of 09/12/15. Nevertheless if outline planning permission is granted, it should be conditioned by requiring that the southern vehicular access must be constructed within phase 1. This would considerably reduce the volume of traffic generated by the phase 1 development on the National Park.

Additional comments - 9 June 2016

Our previous comments highlight our objection to the principle of a major housing development in this location. Since then, the local plan has been adopted and the District Council has accepted the principle of a major housing development on this site.

However, we remain extremely concerned about the impact of this proposal on the setting and tranquillity of the park, including the proposed roundabout access with the B2178 Old Broyle Road, a highly intrusive feature in an area of quality landscape between the city and the national park.

This access in itself is also highly unsatisfactory in terms of accommodating the traffic generated by the phase 1 development. We understand there is an intention that an access to the south may be forthcoming in a later phase of development, but meantime the majority of traffic generated by phase 1 would be using the junction described above and almost certainly increasing traffic flows through the national park. This would be in clear conflict with the council's statutory duty under Section 62 of the Environment Act 1995 to have regard in decision-making to the designation of the national park. This access issue is fundamental to securing a satisfactory development on this site and the proposal should not proceed on the current basis.

Additional comments - 9 June 2016

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6.34 Chichester Society

Original comments - 9 February 2015

Object on the following grounds:

1. The proposed development conflicts with policies BE1, RE1 and RE6 of the Chichester District Local Plan First Review 1999.
2. It is not yet known whether the inspector will accept Policy 16 (West of Chichester Strategic Development Location). In the absence of an approved local plan the present application must be regarded as premature.
3. The site lies well beyond the Settlement Policy Area and the proposed housing development cannot easily be integrated with the existing built-up area.
4. The site is medium/high quality agricultural land that forms part of the mosaic of fields, hedgerows and woodland on the upper coastal plain between the A27 and the foothills of the South Downs. Development here would appear as an outlier to the pattern of suburban development that is now clearly defined by Centurion Way.

5. The proposed junction on the B2178 Old Broyle Road would alter the character of the single carriageway rural road flanked by meadows and trees leading to a panoramic view of Chichester Cathedral. The road would have a suburban character that would be detrimental to this approach to the city.
6. Traffic between the proposed development and the A27/Manhood Peninsula will be directed towards the St Paul's Road/Northgate junction and the already overloaded city ring road. This would lead to increased congestion, noise, danger and pollution and would be detrimental to the character of the historic city.
7. No clearly-defined pedestrian or cycle routes towards the development site between the B2178 and Westgate through the Parklands area of the city. Access to the City Centre would require pedestrians and cyclists to zig-zag along residential streets.
8. The peripheral nature of the proposed development would make it difficult to operate an economic high frequency, daily bus service (including evenings) to and from the City Centre.
9. Since publication of the Draft Local Plan, a number of potential housing sites have been identified in the SHLAA May 2014. These sites are either within or adjacent to the Chichester City Settlement Policy Area and could provide both market and affordable housing, would be suitable for a variety of smaller housebuilders and would be more sustainable.

The proposed development would meet none of the three dimensions to sustainable development (economic, social or environmental) required by the NPPF. It would also destroy the best remaining part of the rural environs of Chichester, without providing a sustainable urban extension.

Additional comments - 9 June 2016

Object to the amended outline application as it fails to provide a southern access connection directly to the A27 Fishbourne Roundabout at the commencement of Phase 1 development. The environmental impacts of not providing this access linked to the A27 Fishbourne roundabout will be substantial for residents and pupils of four local schools.

There are precedents for providing highways infrastructure to enhance the quality of residents' lives, and close to Chichester are two notable examples:

- The A29 Billingshurst bypass
- The A259 Bognor Regis/North Bersted relief road.

Both these highways schemes were substantially funded by housing developers as a condition for receiving planning permission to ensure that the traffic generated by these major new developments did not overload the existing highway network. This must surely apply to Chichester and the Whitehouse Farm development.

Have previously objected to the Phase 1 outline application on numerous grounds (February 2015) including the increased traffic on the city's already overloaded roads from the single junction on the B2178 Old Broyle Road. Also objected to the Masterplan stating that it must be revised to create a southern access route from the start of phase 1.

Recognise that the principle of developing the West of Chichester SDL is an established element of the adopted Chichester District Local Plan and the developers' Masterplan was endorsed by the Council's Planning Committee on 27 April 2016.

6.35 Design Review Panel

Vision and Principles

The vision statement looks forward to a distinctive new neighbourhood that draws on the qualities of the area but which is closely linked to the amenities of the historic city. The Council's Planning Concept Statement was approved on 8 July and backs up the vision with ten principles. We support those principles and consider that the emerging masterplan is making good progress towards meeting them.

Wonder if more might be done to integrate the land uses, e.g. whether some or all of employment could be woven in with the housing, rather than set aside as a parcel on their own. With changing patterns of work, the idea of a "digital village" based on home working and business hubs could be an attractive offer and help establish a clear identity for the new neighbourhood. In addition, an integrated solution would prevent the intrusion of a somewhat segregated employment estate west of the parkland area.

Movement and Connections

The masterplan aims for a compact development with good connections to the city centre and local facilities within 500m of all homes. We strongly support this objective and the emphasis being put on cycling and walking. This needs to be backed up with sufficient cycle parking and storage at key locations e.g. local centre, school and within housing units.

Centurion Way limits the opportunity for vehicular movement and until the link road to the south is created, the sole access is from the north, off Old Boyle Road. This appears to be workable in the early phases, but the way the area is to be served by buses needs to be investigated, along with other methods of sustainable transport. The link to the south and the A27 will be important in better integrating the community into Chichester.

The use of car share or community car schemes and installation of electrical charging points would help the ambition for sustainable transport.

Layout, Public Realm and Green Space

Support the proposition of locating the Country Park at the southern part of the site, which is lower, wetter and with greater ecological sensitivities. It is also more visually sensitive, with Centurion Way on an embankment at this point.

There has been a good analysis of views towards the Cathedral spire and these are reflected in the layout, but accidental views as well as formal vistas can be just as rewarding. The main axis is focussed on the spire; if it were slightly re-aligned, it would lead the connection under Centurion Way and create a stronger connection without losing the view.

The way the development relates to the A27 on its western side needs to be considered further. The small parcel of housing development that steps outside the southern building line and south of Newlands Lane also appears at odds with the vision for a compact sustainable community.

Careful consideration is being given to the retention of trees and hedgerows, which are important ecologically but also as evidence of the historic landscape. We recognise there may have to be some trade-off between keeping the trees and hedgerows and making a coherent and successful design, which will call for further detailed evaluation.

The plan could be strengthened if there was a more obvious hierarchy of formal and informal, large and small, public and private, including orchards and allotments. There should also be a clear rationale of how they work in relationship to each other as well as to the built form. The management of the open space should also be factored in, perhaps investigating out-of-hours public access to the school grounds.

Character, Social, Environment and other considerations

Appropriate building typologies are being considered, drawing on the traditions of Chichester. There could be more variation in height - we note that much of the city centre conservation area and its most cherished streets include old buildings of three storeys. It is important to provide variety within the site, perhaps by varying the densities.

House types have not yet been chosen but their designs could be innovative, without disregarding Chichester's particular characteristics. We endorse the aim for development to be tenure blind. Opportunities for self-build might also be encouraged. We support the declared commitment to passive design to support low energy and water consumption. A strategy that combined ambitions for heritage, ecology and sustainability could be powerful driver of character.

The community hub is only indicative and has yet to be designed, but could perhaps it be longer and bigger than shown so that it will secure the necessary activity. We accept that the Primary school site needs to be secure, but we think it would be better to do this by containing it within neighbouring buildings rather than relying on fencing.

The ultimate success of the project will depend on securing high quality design, both at the outline and the reserved matters stages. Effective design guidelines or codes may be needed to underpin the parameter plans.

6.36 126 Third Party Objection including the following Residents Associations – East Broyle, Orchard Street & Old Somerstown, Parklands, Somerstown Area and Westgate

Access and highways

- Detrimental effect of traffic on local roads including Westgate, Sherborne Road, Old Broyle Road, St Paul's Road and Clay Lane. Increased congestion
- Traffic modelling insufficient
- B2178 Hunters Race and Salthill Road junctions not included in the proposed highway measures and contributions
- Position and design of northern access roundabout unacceptable
- Insufficient space for parking on site, will generate more overspill parking
- Clear safe cycle routes required as part of mitigation of all junctions and routes, insufficient consideration given to cycling, routes not continuous to City
- Applicants have not demonstrated clearly that the local road network can be adapted to cope with the significant increase in traffic (including construction traffic) that the development will generate
- Significant re-routing of traffic into already overloaded junctions
- Proposed mitigation and improvements will not be sufficient to address transport impacts
- High volumes of traffic and pollution expected
- One entrance/exit is inadequate for the scale of development
- Southern access road should be prioritised for the start of phase 1 not delayed until phase 2

- Full road system to be constructed prior to any housing
- Use of Clay Lane access, temporary or permanent
- Reliance on car use should be expected regardless of suggested alternatives
- Impact of additional traffic on Westgate Conservation Area and its listed buildings
- A27 issues unresolved
- Public transport inadequate
- Development not sustainable in transport terms
- Insufficient assessment of air quality
- Air quality impacts on existing residential areas, increased pollution

Wastewater

- High degree of uncertainty over on site treatment or drainage to Tangmere WwTW
- Long-term reliability of on-site plant questioned, insufficient information available about function and management
- On site treatment will bring unnecessary risk to the public and Chichester Harbour
- Need for lorries to remove sewerage, impact on Clay Lane
- Concerns regarding odour

Drainage

- Development will increase risk of flooding particularly to the south of the site
- Long-term maintenance of retained ditches and watercourses to be secured
- Surface water to be directed away from Parklands, water storage proposals will increase flood risk there
- Alternative means of dealing with surface water and flooding must be considered

Ecology

- Wildlife corridor and areas to be protected
- Dual use for wildlife and as a footpath will create conflict
- Deeper green buffer should be used alongside Centurion Way
- Country parks not sufficient to mitigate ecological and landscape harm
- Country parks to be properly managed
- HGV movements will affect the biodiversity value of the site, particularly the country parks
- Wildlife corridor to be provided adjacent to Centurion Way
- Mitigation plans required

Landscape and visual impacts

- Views from Centurion Way destroyed, allotments and a country park are a poor substitute for wildlife and fields
- Lost opportunity for Centurion Way enhancements and promotion as a green trail
- Car park for the northern country park is out of character and will urbanise the rural area
- Urbanisation of B2178 through provision of roundabout and associated infrastructure including lighting and signage
- Urbanisation of agricultural land
- Roundabout will encroach into the northern country park
- Inadequate green infrastructure provision
- Loss of trees
- Loss of gap between Chichester and Fishbourne

Cycle routes/footpaths

- Centurion Way to be protected
- Centurion Way should not be truncated or run through the middle of school premises
- Newlands Lane should be upgraded
- Cycle infrastructure to be delivered at an early stage to encourage use

Community/education/sport/medical facilities and employment

- Important to ensure the facilities are delivered in full to meet increased needs
- Pressure on local services, especially the hospital. Local secondary school oversubscribed
- Limited employment opportunities to support the new community, reliance on commuting

Housing

- Mix to include more smaller, particularly 1 bed dwellings, to be more affordable and to reduce trip generation

Scale and Design principles

- Development density, urban sprawl, effect on historic city
- Adverse impact on existing neighbourhoods – scale and location
- Impact of primary access road and development on 2 New Cottages with insufficient buffer, inconsistent with approach to buffer other existing dwellings

6.37 52 Third Party Support

- Important major scheme in the Chichester Local Plan
- Will provide 750 homes including 30% affordable housing
- Development will provide jobs and support businesses
- Support the provision of useful amenities including shops, doctor

7.0 Planning Policy

The Development Plan

7.1 The Development Plan for the area comprises the Chichester Local Plan: Key Policies 2014-2029 and all made neighbourhood plans. There is no made neighbourhood plan for Chichester City at this time.

7.2 The principal planning policies 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 3: The Economy and Employment Provision

Policy 4: Housing Provision

Policy 7: Masterplanning Strategic Development

Policy 8: Transport and Accessibility

Policy 9: Development and Infrastructure Provision

Policy 11: Chichester City Employment Sites

Policy 13: Chichester City Transport Strategy

Policy 15: West of Chichester Strategic Development Location

Policy 33: New Residential Development

Policy 34: Affordable Housing
Policy 39: Transport, Accessibility and Parking
Policy 40: Sustainable Design and Construction
Policy 42: Flood Risk and Water Management
Policy 43: Chichester Harbour Area of Outstanding Natural Beauty (AONB)
Policy 47: Heritage
Policy 48: Natural Environment
Policy 49: Biodiversity
Policy 50: Development and Disturbance of Birds in Chichester and Langstone Harbours
Special Protection Areas
Policy 52: Green Infrastructure
Policy 54: Open Space, Sport and Recreation

National Policy and Guidance

7.3 Government planning policy now comprises the National Planning Policy Framework (NPPF), paragraph 14 of which states:

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:

For decision-taking this means unless material considerations indicate otherwise:

- *Approving development proposals that accord with the development plan without delay; and*
- *Where the development plan is absent, silent or relevant policies are out-of-date, granting planning permission unless any adverse impacts of doing so would significantly or demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole; or specific policies in (the) Framework indicate development should be restricted.*

7.4 Consideration should also be given to paragraphs including 6-13 (sustainability principles), 17 (core planning principles), 19-20 (economy), 32, 34-39 (transport), 42 (communications infrastructure), 47-50, 52 (housing), 56-66 (design), 69-70, 72-73, 75 (healthy communities), 95-96, 98-101, 103-104 (climate change), 109, 113, 115, 118, 120-125 (natural environment), 128-129, 131-135, 137-139, 141 (historic environment), Decision Taking and Annex 1.

7.5 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

7.6 The following Supplementary Planning Document and other policy guidance are material to the determination of this planning application:

- Planning Obligations and Affordable Housing SPD
- West of Chichester Concept Statement
- Chichester Harbour AONB Management Plan (2014 – 2019) - policies BD1, BD2 and BD3

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

- Maintain low levels of unemployment in the district
- Support local businesses to grow and become engaged with local communities
- Encourage and support people who live and work in the district and to adopt healthy and active lifestyles
- Maintain the low levels of crime in the district in the light of reducing resources
- Support communities to meet their own housing needs
- Support and promote initiatives that encourage alternative forms of transport and encourage the use of online services
- Promote and increase sustainable, environmental friendly initiatives in the district
- Influence local policies in order to conserve and enhance the qualities and distinctiveness of our area

8.0 Planning Comments

8.1 The main issues arising from this proposal are:

- i. Principle of development in this location
- ii. Capacity of the site to accommodate this level of development
- iii. Impact on the safety and function of the highway network
- iv. Foul drainage
- v. Surface water management
- vi. Landscape and visual impact
- vii. Heritage
- viii. Noise impact
- ix. Ecology and SANGs land
- x. Socio-economic impacts
- xi. Other matters (Air Quality, Contamination, Odour, Sustainable Construction and Communications Infrastructure)

Assessment

i. Principle of development in this location

8.2 The application site is located in the north-eastern and eastern part of a larger parcel of land which is allocated as the West of Chichester Strategic Development Location (SDL) in Policy 15 of the Chichester Local Plan.

8.3 Policy 15 allocates the SDL for mixed use development, comprising 1,600 homes (of which 1,250 should be delivered during the Plan period), 6 hectares of employment land (suitable for B1 uses), a neighbourhood centre/community hub, incorporating local shops, a community centre and a primary school; and open space and green infrastructure, including a Country Park. Policy 15 states that development will be masterplanned in accordance with Local Plan Policy 7 (Masterplanning Strategic Development), taking account of a number of site-specific requirements which are listed in the policy. These include being planned as a sustainable urban extension of Chichester city; landscaped to protect priority views of Chichester Cathedral spire; designed to conserve and enhance the Chichester Entrenchments Scheduled Monument and other designated and non-designated heritage assets and their settings; promote increased biodiversity and protect the setting of Brandy Hole Local Nature Reserve and areas of Ancient Woodland; provide an appropriate landscape buffer on the western boundary of the site and provision for key landscaping of Centurion Way; provide road access to the north from Old Broyle Road and to the south from Westgate; provide or fund mitigation for off-site traffic impacts; make provision for regular bus services with Chichester city and new and improved pedestrian and cycle routes linking with the city, Fishbourne and the South Downs National Park; the need to mitigate the impact of recreational disturbance on Chichester Harbour; provide multi-functional green infrastructure across the site and linking development to the surrounding countryside, provide buffer zones for sensitive habitats such as ancient woodland and provide infrastructure for adequate waste water conveyance and treatment to meet strict environmental standards.

8.4 In July 2014 the Council adopted a Concept Statement for the West of Chichester SDL which set the parameters for the masterplanning work, setting out the key objectives and planning considerations that developers would be expected to address. The Concept Statement for the SDL identifies ten design principles, informed by the stakeholder workshop held in June 2014, to secure the highest quality development, considered in the context of the Local Plan and national planning policy.

8.5 Although this application relates solely to Phase 1 of the development (750 homes), the applicant submitted an indicative masterplan covering both the first and second phases of development with the application. During the consideration of the application the applicant submitted an amended 'Masterplanning and Infrastructure Statement (March 2016) which included a masterplan (Framework Plan Phase 1 and 2 - drawing number LL-225-P-201), indicative phasing plan, transport highway works and mitigation note and indicative sports pavilion plans. The masterplan demonstrates how the provision of 1,600 houses will be delivered across the two phases of development, with indicative layouts and indication of densities. The masterplan also outlines how the green infrastructure, open space, country parks provision will be met and delivered. The broad approach to development of the West of Chichester strategic development location as set out in the Framework Plan Phase 1 and 2 and the Land to the West of Chichester Masterplanning and Infrastructure Statement (March 2016) with the exception of Appendix 4 (Transport Highways Works and Mitigation Note - Vectos N37/110013) and Appendix 5 (Indicative Pavilion Plans) was endorsed by the Planning Committee on 27 April 2016. The Committee also resolved not to endorse any off-site highways works as part of the masterplan but that it was expected that the southern vehicle access onto Westgate will be provided for public use prior to the commencement of works for the 751st dwelling or any part of Phase 2.

8.6 The principle of this mixed use development on the application site can therefore be supported, subject to compliance with the comprehensive Masterplanning and Infrastructure Statement (March 2016) for the SDL and the site specific criteria outlined in policy 15 of the Local Plan.

ii. **Capacity of the site to accommodate this level of development**

8.7 As outlined above, the masterplan sets out the broad parameters of how development across the whole SDL will meet the provisions of the SDL allocation. The masterplan identifies 750 homes, the local centre, the southern country park and other open space/green infrastructure, sports provision and the on-site sewage treatment plant for the part of the site which is the subject of this application.

8.8 Although this application is in outline only, with access being the only matter for consideration at this stage, a set of parameter plans for phase 1 (Street Hierarchy, Storey Heights, POS and Drainage, Land Use, Footpath and Cycleways and Quantum Development) and a detailed phase 1 illustrative masterplan have been provided to demonstrate how the site could deliver up to 750 homes, of a range of types and sizes of units with 30% affordable housing, together with a local centre, country park, open space/green infrastructure and sports provision together with supporting infrastructure.

Housing

8.9 The illustrative layout shows an internal housing layout based on perimeter blocks, creating active street frontages and designed to be legible and promote permeability. The parameter plan (street hierarchy phase 1) shows a hierarchy of streets, with the main primary and secondary streets linking into a network of tertiary lane/home zones and mews lanes. The illustrative layout shows the parking provision predominantly on-plot with some provision within parking courts. The design approach of the housing in perimeter blocks with a hierarchy of streets is an acceptable approach for the housing layout.

8.10 With regard to the proposed housing mix, there has been considerable negotiation during the consideration of this application, particularly regarding the proposed market housing mix. The Housing Enabling Officer has confirmed that the affordable and market housing mixes, as set out in the updated Planning Statement (October 2015) and outlined in paragraph 3.8 above, are now considered acceptable for this site. She states that "the number of 4 bedroom market units is at the higher level of the Strategic Housing Market Assessment (SHMA) 2012 but this is justified by viability and the high level of infrastructure required". The affordable housing and market housing mix shown on the revised illustrative layout reflects the revised affordable and market housing mixes agreed by the Housing Enabling Officer and demonstrates that it is possible to provide 750 houses in an appropriate mix. The distribution of affordable housing, to ensure appropriate pepper potting, would be determined at the reserved matters stage.

8.11 The Quantum Development parameter plan shows a range of densities through the housing allocation, with the higher densities being towards the centre of the site (identified as 35-45dph) immediately adjacent to the local centre, 20-35dph identified through the middle part of the site and with the lowest density levels as the housing moves closer to the edges of the site (identified as 20-25dph). This approach is considered acceptable and will ensure that the development respects the landscape sensitivities of the site and help establish the development within its surroundings. As proposed, the lowest densities are located adjacent to the more sensitive boundaries, being to the rear of the Whitehouse Farm development and the existing cottages on Newlands Lane and adjacent to the Centurion Way and Old Broyle Road. The illustrative layout shows the proposed low density residential development adjacent to the Whitehouse Farm development to include a mix of development typologies, including single storey 'courtyard' developments integrated with proposed woodland planting to protect the setting of Whitehouse Farm. Around the existing cottages on Newlands Lane, low density development is proposed, beyond which allotments are proposed, to provide a

buffer between existing and proposed residential properties. Where the residential development has a boundary with Centurion Way, the illustrative layout shows this at a low density with rear gardens where the houses front onto the cutting and frontages where the houses front onto the level or elevated sections of Centurion Way. Within the rural/urban transition area adjacent to Old Broyle Road, the low density development is set back into the site and screened by the existing mature trees. The Quantum Development parameter plan proposes medium and high density development along to the west and north-western edges of the phase 1 development with the illustrative layout showing rear gardens backing onto the agricultural land. This higher density development is acceptable as the application site boundary is in effect in the centre of the SDL allocation and once the phase 2 development is built, these areas will not be the edge of the built development.

8.12 Although 'scale' is a reserved matter, the Storey Heights parameter plan suggests a development of predominantly two storey dwellings (max 8m to ridge). The Storey Heights parameter plan shows the tallest buildings (up to 3 storeys or 11m to ridge) will be located in the centre of the SDL allocation, within the local centre, fronting the primary street and within a small part of the high density housing area. The SDNPA has raised concerns that in distant views the three storey development on the application site may be seen to visually compete with the city centre, when viewed from the South Downs National Park. At reserved matters stage, in order to ensure that 3 storey development does not over-dominate the local centre and primary street and any longer distance views of this area, it would be appropriate to ensure that the three storey development is limited in number to provide variety in the streetscape, to ensure that the development respects the landscape sensitivities of the site and to help it establish within its surroundings. The Design and Access Statement outlines a range of character areas within the phase 1 development area, defined by the masterplan and the existing vegetation and site features. The appearance of the dwellings is a reserved matter for future determination.

8.13 Although the final number of units, the mix and the layout will be for consideration at the reserved matters stage, officers consider that the parameter plans and the phase 1 illustrative masterplan demonstrate that the full 750 dwellings can be accommodated on the application site.

Local centre including primary school, community facilities and medical centre, employment and retail

8.14 The local centre is located on the western boundary of the phase 1 development site towards the centre of the residential allocation when viewed north/south. When considered in the context of the overall SDL masterplan the local centre is sited towards the centre of the residential allocation, in a convenient location for residents of both phase 1 and phase 2 of the development.

8.15 As outlined in section 3.10 - 3.12 above the local centre will include a primary and nursery school, a site for future provision of a medical centre, a community hall, retail with residential above and employment (use class B1a). The relevant consultation responses have confirmed that the site areas shown on the Quantum Development parameter plans are appropriate to ensure delivery of the individual elements of the required infrastructure provision.

Southern Country Park/SANGs land, open space, allotments and sports pitches

8.16 The Council's Planning Obligations and Affordable Housing SPD and associated open space calculator sets out the requirements for equipped play space, amenity open space, natural/semi-natural green space, allotments and parks, sport and recreation grounds. The masterplan and the POS and Drainage, Land Use and Quantum Development parameter plans show this provision will be delivered through the following areas of open space and formal and informal recreation provision:

Children's Equipped Play Area

8.17 The open space calculator requires 0.246 hectares of equipped play space. This is met by a local equipped area of play (LEAP) to the south of the primary school and to the west of the community building, which will include equipment for all ages and a multi-use games area (MUGA) and has a site area of 0.41 hectares. Details of management and maintenance will be required through the S106 Agreement.

Southern Country Park/SANGs land/landscape buffer

8.18 With regard to amenity open space and natural/semi-natural green space, the open space calculator requires 0.819 hectares and 1.639 hectares respectively. This provision will be delivered through the southern Country Park at the southern end of the site, which is 9.8 hectares in total. In addition to the Country Park, additional amenity open space and natural and semi-natural open space is proposed in the SANGs land incorporating the circular routes through the central part of the site and the landscape buffers with unmade paths (approximately 12.1 hectares) as well as through small pocket parks with the residential blocks. The management of these areas will be secured through the S106 Agreement and currently the applicant is indicating this will be by Albion Water, who will also manage and maintain the on-site sewage treatment plant.

Allotments

8.19 With regard to allotments, the open space calculator requires delivery of 0.492 hectares of allotments. The phase 1 development is proposing two areas of allotments in the south-east corner of the site to the north of New Cottages, Newlands Lane and to the west of the Centurion Way. The total area of these allotments is 0.76 hectares which exceeds the requirement.

Sports pitches

8.20 The open space calculator requires provision of 2.62 hectares of sports provision. New playing fields, a sports pavilion and parking are proposed in the southern part of the site. The total site area for phase 1 is 3.95 hectares. The formal playing pitches have a site area of 2.08 hectares and comprise one senior rugby pitch, one senior football pitch and one senior cricket pitch. Additionally there is also provision for informal training areas adjacent to the formal pitches. Together the formal pitches and the informal training areas exceed the 2.62 hectare requirement. In addition to the sports pitches, the site also includes a sport pavilion and car parking area of 0.24 hectares.

iii. **Impact on the safety and function of the highway network**

8.21 Policy 15 of the Local Plan includes several specific transport and access requirements, including providing road access to the north of the site from Old Broyle Road and to the south from Westgate; providing or funding mitigation for off-site traffic impacts through measures in conformity with the Chichester City Transport Strategy (Policy 13); including improved access to the A27 and improvements to the St Paul's Road/Sherborne Road junction; making provision for regular bus services linking the site with Chichester city centre and providing new and improved cycle and pedestrian routes linking with the city, Fishbourne and the National Park. More explicitly, paragraph 12.32 of the Local Plan indicates that the site should be delivered in two phases, with the initial phase of development (750 homes) accessed off Old Broyle Road and the second phase providing a new southern access linking to Westgate. These requirements are reinforced in Policy 7 of the Local Plan which requires masterplanning of the SDL and in the Concept Statement, both of which emphasise the need to encourage sustainable modes of travel, minimise car use and mitigate traffic impacts.

8.22 The application is supported by a Transport Assessment, Addendums and Technical Notes prepared by Vectos, the applicant's transport consultants. This planning application, for the first phase of development on the SDL, accords with the site specific strategy set out in Policy 15 of the Local Plan and the Masterplan endorsed by the Planning Committee at its meeting on 27 April 2016. Access for Phase 1 of the development, comprising of up to 750 dwellings, is provided for onto Old Broyle Road and Clay Lane. A range of off-site highway improvements are proposed and the applicant has agreed to enter into a Section 106 Agreement to deliver the improvement works that are required to make the development acceptable in planning terms. In addition, a series of financial contributions are to be secured in order for West Sussex County Council to deliver a range of complementary works schemes aimed at encouraging modal shift across the city, in accordance with the Local Plan strategy and for Highways England to deliver junction improvements to the A27. Highways England and WSCC highways raise no objection to the proposed development, subject to conditions and S106 obligations.

Trip Generation and Distribution

8.23 As part of the development of the Local Plan, trip rates were agreed for each strategic site, which were used in the Jacobs report 'Transport Study of Strategic Development Sites' which formed part of the evidence base for the Local Plan. These trip rates were challenged by Local Residents Associations on the basis they were not representative of vehicular traffic generated by residential areas within Chichester. Further evidence was requested by WSCC highways, in the form of traffic data surveys within an agreed study area, to demonstrate that the trip generation was appropriate. After adjustments were made for internalisation and the impact of an active travel plan, the trip rates surveyed in the study area were found to be comparable to those agreed in the Jacobs Local Plan report. The applicant has, in addition, also undertaken sensitivity testing throughout the Transport Assessment (Chapter 8 in ES). The Phase 1 development is anticipated to generate 280 movements during the AM peak hours, and 298 movements during the PM peak. WSCC Highways are satisfied that the trip rates are acceptable and representative of local conditions.

8.24 The transport assessment highlights that the existing highway network is already under pressure and the proposal would increase delays on roads in the immediate vicinity of the site. The applicant's revised assessment on the trip distribution and assignment is consistent with WSCC Transport Assessment Methodology and considered to be appropriate by WSCC Highways. During the AM/PM peak the development is anticipated to increase movements along local roads by the following:

Old Broyle Road	235 (AM) / 251 (PM)
St Pauls Road	99 (AM) / 106 (PM)
Sherborne Road (north)	126 (AM) / 145 (PM)
Sherborne Road (south)	126 (AM) / 134 (PM)
Cathedral Way (west)	100 (AM) / 107 (PM)

8.25 WSCC highways consider that mitigation will be necessary to offset the significant traffic impacts of the development in accordance with paragraph 32 of NPPF.

Access

8.26 Vehicular and pedestrian access to the site from Old Broyle Road and Clay Lane are matters for detailed consideration within this application. The supporting text to Policy 15 sets out the access strategy adopted as part of the Local Plan. Paragraph 12.32 established that the site will be delivered in two phases, with the first phase accessed off Old Broyle Road. Paragraph 12.33 continues that the second phase of the development would provide a further access onto Westgate, with the possibility of linking the two accesses to provide a north-south spine road. A modelling exercise has been undertaken by the applicant to establish that the connection of the two accesses via the north-south spine road can be achieved. The Masterplan also identifies an emergency access at the northern end of the site, connecting to Old Broyle Road.

Old Broyle Road Access

8.27 At the northern access, the application proposes a 3-arm roundabout junction onto Old Broyle Road, with two lane entry (totalling 6.1m in width). The site entrance will be provided with a 3m wide cycle/footway each side of the vehicular access. The roundabout has been designed in accordance with the Design Manual for Roads and Bridges and has been designed to reflect measured road speeds. The roundabout junction is positioned on the existing line of Old Broyle Road, minimising the impact on the existing vegetation to the north-east of the roundabout. Uncontrolled pedestrian crossings are proposed on all arms, which consist of dropped kerbs and tactile paving, providing pedestrian access to the northern country park (to be delivered as part of the phase 2 development).

8.28 The Stage One Road Safety Audit has identified the need for the consideration of lighting, drainage, bollards, tactile paving and signage, which will be considered at the detailed design stage. WSCC highways is satisfied that the junction arrangement will not result in unacceptable highway safety or capacity issues. The final details of the design will be secured through a S278 Agreement with WSCC.

Clay Lane Access

8.29 The application proposes a simple priority junction onto Clay Lane, to serve the on-site sewage treatment facility and the sports pitches and associated parking and changing facilities. The access accords with Manual for Streets guidance and has been subject to a Road Safety Audit.

8.30 The access will serve HGV movements associated with the construction and operation of the sewage treatment plant. These will be expected to access to and from the A259, via Fishbourne Road (East) and Clay Lane. WSCC highways state that whilst this is not a desirable route for construction and servicing HGVs, such movements will be infrequent and therefore would not constitute a severe impact (NPPF, para 32). Minor improvements to the central island and kerb line at the Clay Lane/Fishbourne Road junction are required to facilitate the turning manoeuvre of servicing vehicles, which is recommended to be secured through the S106 Agreement. A condition is recommended restricting construction and servicing vehicles to a specified route and requiring details of the number of construction vehicles per day and the details of how the impact on the level crossing will be managed, in consultation with Network Rail and WSCC highways.

Emergency Access

8.31 As a single point of access into the site has been proposed as part of this phase 1 application, the Fire and Rescue Service has requested a second point of emergency access is provided. The applicant has explored access rights via Newlands Lane, however has confirmed that it would not be possible to provide emergency access via this route. An emergency access off Old Broyle Road has therefore been proposed, which will also serve as the car park for the Country Park. In the event that an emergency within the site and an emergency on Old Broyle Road occurred concurrently, that blocked the road in the 335m stretch between Sherborne Road and the main site access, the applicant has considered two alternative routes to the site, which are acceptable. The Fire and Rescue Service has confirmed that they are satisfied with the emergency access proposals, subject to the emergency access being available for use prior to occupation of the 150th dwelling. This is recommended to be secured through the S106 Agreement.

Construction Route and Access

8.32 The applicant has submitted a proposed construction route for Phase 1. It is proposed that vehicles will leave the A27 at the Fishbourne Roundabout, route north via the A259 and A286 then access the site via Old Broyle Road. This route accords with the WSCC Lorry Route network strategy, with the A27 identified as a 'Strategic Route' for HGV movements and the A259 and A286 identified as a 'Local Route' for HGV movements. In addition to the access off Old Broyle Road, the applicant also proposes to provide a construction access to the on-site sewage treatment facility via Clay Lane, as referred to in paragraph 8.30 above. A Construction Management Plan, including set out the routing in full and identifying any mitigation that may be necessary to facilitate the construction accesses, is recommended to be required by condition.

Footpaths and cycle ways through the site

8.33 The Street Hierarchy parameter plan shows a network of streets with a clear street hierarchy comprising primary streets, secondary streets, tertiary lanes and mews lanes. The main street through the site is provided by way of a north-south spine road linking from Old Broyle Road to Westgate. The Footpath and Cycleways parameter plan also shows a number of new dedicated footpaths which run around and through the site. These will connect with existing footpaths on the site as well as with adjacent routes. A new cycle path is proposed to follow the route of the main spine road, connecting into the northern vehicular access point. The parameter plans also show several pedestrian/cycle connections to the existing Centurion Way, which runs adjacent to the eastern boundary of the site. Full details of the internal roads, parking and turning will be dealt with in a reserved matters application for layout.

Off site works

8.34 In addition to the new site access to the north, a number of improvements to the local highway network, including enhancements to pedestrian and cycle connectivity, are proposed to mitigate the off-site traffic impacts. These comprise monitoring of the Sherborne/St Peter's junction with the future potential for a right hand turn lane at the junction, improvement of Sherborne Road/Westgate mini-roundabout, traffic calming along Sherborne Road, traffic calming along Westgate (East), minor improvements to the Cathedral Way roundabout, alterations to the Westgate/A286 roundabout to introduce a 4-arm signalised crossroads with Toucan crossings on all arms, proportional contributions towards a cycle enhancement scheme for St Pauls Road and a cycle route through Parklands and a contribution towards Brandy Hole Lane improvements. Improvements are also proposed to the Northgate Gyratory, but as these works are not directly and solely related to the delivery of this development in isolation, these improvement works will be funded through CIL. Further details of the proposed off site works are set out in WSCC highways consultation response in section 6.17.

8.35 Highways England has raised no objections to the development, subject to a financial contribution towards the A27 Chichester Bypass junction improvements to mitigate the development's traffic impact on the A27. To secure the required contribution, a clause is recommended to be included in the S106 Agreement requiring the developer(s) to enter into a S278 agreement with Highways England for payment of a sum of £1,374 per dwelling. This approach accords with the Council's adopted A27 contributions methodology, which forms part of the Planning Obligations and Affordable Housing SPD.

8.36 Finally to enhance connectivity to the City centre, the development proposals include the provision of a new bus service. Stagecoach has confirmed it is willing to serve the site and an appropriate financial contribution is proposed to be secured through the S106 Agreement to deliver this.

Conclusion on highways issues

8.37 WSCC highways supports the details of the vehicular access onto Old Broyle Road, which is the subject to this application. Final access details will be subject to a S278 Agreement. The indicative details pertaining to the site layout will be subject to further consideration by the Council in due course through a reserved matters application. Construction management details are capable of being sought, approved and implemented by condition.

8.38 In summary on this issue, the transport assessments submitted in support of the planning application, which build upon the evidence base supporting the Chichester Local Plan, demonstrate that the significant traffic impacts of the proposed Phase 1 development can be "cost effectively mitigated" (NPPF, paragraph 32) and accommodated on the local network, with a northern access only, without a "severe residual impact" (NPPF, paragraph 32) subject to the various improvement schemes proposed. There is no evidence supporting the requirement for a southern access to be delivered as part of phase 1, nor supporting the use of planning obligation to secure a southern access as it is not deemed necessary to make the development acceptable in planning terms (CIL Reg 122). No technical objections have been raised by Highways England or WSCC highways. The proposal therefore complies with the relevant criteria of policies 13, 15 and 39 of the Local Plan and paragraph 32 of the NPPF

iv. **Foul Drainage**

8.39 The application site falls within the catchment area for Apuldram Wastewater Treatment Works (WWTW), which is subject to environmental constraints which restrict its capacity to accommodate the proposed development. Policy 15 of the Local Plan requires that the development on the West of Chichester SDL will be dependent on the provision of adequate wastewater infrastructure to meet strict environmental standards. The supporting text at paragraph 12.31 states that development will be reliant on additional wastewater capacity, which would be provided by a sewerage undertaker. The supporting text goes on to state that future capacity has been identified at Tangmere WwTW following its proposed expansion/upgrade in 2019 and that the development will be required to fund the necessary wastewater infrastructure linking the site to Tangmere WwTW.

8.40 Since adopting the Local Plan, the Council has received confirmation from Southern Water that the upgrade/expansion works of Tangmere WwTW, projected to have capacity for 3,000+ homes, is now expected to be completed by December 2017. There is no available headroom at Apuldram or Tangmere WwTWs to serve the development, prior to the proposed upgrade of Tangmere WwTW in 2017, beyond the committed schemes.

8.41 As amended the application proposes either a new on-site sewage treatment plant or a wastewater pipeline connection to Tangmere WwTW and these options are set out in more detail below. Procedurally the applicant is entitled to submit details of two alternative options for foul drainage in this way.

On-site sewage treatment facility

8.42 The on-site sewage treatment works and associated infrastructure including a balancing pond would be located on land in the south-west corner of the site. The treatment works will have a 40m 'cordon sanitaire' or buffer around the sewage treatment plant. The 0.24 hectare site for the sewage treatment plant and cordon sanitaire is sufficient to accommodate a sewage treatment plant which will ultimately be designed to serve the whole SDL and not just the phase 1 development proposed under this planning application.

8.43 Access to the sewage treatment works will be via Clay Lane for the phase 1 development. Once the on-site sewage treatment plant is operational one tanker per day would be using the Clay Lane access. It is, however, anticipated that during the initial period of development a maximum of three tankers per day would be using the Clay Lane access, as the treatment plant would not be fully operational until approximately 100 to 200 units have been occupied. In the interim period foul sewage would be held in storage tanks and tankered off site. The size of the tankers would not need consent from Network Rail to use the level crossing in Clay Lane and subject to a recommended condition Network Rail raises no objection to the proposal.

8.44 In Section 9.2 of the ES the applicant has provided a Sewage Treatment Technical Report prepared by Mayer Brown, which includes a description of the technical process and includes layout and sketch elevations. The final design and height of the sewage treatment plant will be considered as part of a future reserved matters application.

8.45 The on-site waste water treatment plant and associated infrastructure would be owned and operated by Albion Water, who is an OFWAT regulated company. The facility would be adopted under the Water Industry Act and regulated by OFWAT. A condition is recommended securing details of the maintenance and management of the on-site sewage treatment plant and associated infrastructure.

8.46 During the consideration of this planning application Albion Water has submitted an Environmental Permit application to the Environment Agency (EA) for consideration. As outlined in the consultation responses above, initially the EA raised a formal objection to the on-site treatment works, pending consideration of the Environmental Permit application. Albion Water has been working through the environmental permitting process with the EA and following assessment of the detailed technical information, the Environment Agency has now removed its objection to the on-site sewage treatment works subject to conditions. The Environmental Permit was issued by the EA on 27 July 2016 and controls the point of the discharge and the environmental quality of the discharge.

8.47 Paragraph 122 of the NPPF recognises that the planning system and pollution control regimes are separate but complementary. The Local Planning Authority is asked to consider the acceptability of the proposed use of land and the impacts of that use, but not the control of processes and emissions that will be covered by an environmental permit. The treatment works will be designed to meet strict water quality standards and will ensure that nitrogen levels discharged into Chichester Harbour are no greater than existing levels, once the ceasing of agricultural fertiliser onto the fields is taken into account. The EA is satisfied that the risk to surface and ground water quality from the proposed on-site drainage option has been fully assessed and has more confidence that the solution can meet EA requirements and the water environment will be protected. The treatment works has been designed to be odour neutral at the compound boundary and will be achieved by the covering of processes and ducting gases to odour 'scrubbers' for neutralisation. Subject to recommended conditions the environmental health officer raises no objection. In terms of treated effluent discharge flows, it is proposed that the flows will be attenuated in a landscaped balancing pond adjacent to the treatment plant and controlled to limit peak flows to 14l/s. The discharge from the proposed sustainable drainage surface water attenuation system will be reduced to take account of this increased flow. The drainage officer has raised no objection. Finally regarding ecology, currently the streams run dry during the summer months however with the on-site treatment works there will be continual all year round flows which will be ecologically beneficial, particularly for the water vole population in the vicinity.

Waste Water connection to Tangmere WwTW

8.48 During the consideration of the application, the applicant has amended the planning application to seek permission for the alternative option of a mains connection to Tangmere WwTW. If this option is pursued a pumping station will be required on site. It is proposed that the pumping station would be located in the same position as the sewage treatment works referred to above. The 'cordon sanitaire' will also remain.

8.49 As referred to above, Southern Water has confirmed it will be able to provide available wastewater capacity at Tangmere WwTW by the end of 2017. In order for the development to connect to Tangmere WwTW a new wastewater pipeline, approximately 10km long, will also be required. Southern Water is in discussions with WSCC regarding the details required for a planning application for this pipeline. Southern Water has confirmed that the pipeline requires a minimum flow rate to be operational, which equates approximately to 100-200 dwellings being occupied. As with the on-site sewage treatment works, until this level of occupation is achieved the sewage will be stored in holding tanks and will be tankered away (in a maximum of three tankers a day) by Southern Water.

8.50 In July 2015 the applicant provided the key planning requirements/milestones and associated timescales which would need to be reached before a start on site could be made. Officers have reviewed these dates to reflect a revised start date based on current information. As amended, the timetable anticipates a start on site in December 2017 with

the first completions in May 2018. The timetable anticipates the completion of 25 units in 2018, 75 units in 2019 and 100 units in 2020. Officers are satisfied on the basis of this information that there is no prospect of any housing completions prior to the completion of the upgrading of the Tangmere WwTW in December 2017.

8.51 On the basis of the applicant's timetable for completions and occupations and the requirement for a minimum flow rate of 100-200 dwellings, officers are confident that the upgrade at Tangmere WwTW and associated pipeline will be operational to meet the needs of this development. If, in the unlikely event that there is an earlier start on site which could lead to the occupation of dwellings prior to December 2017 before the completion of the pipeline, Southern Water has advised that for a temporary period it would tanker the sewage off site.

8.52 The Environment Agency has advised that it has no objection to the option of the foul water from the development being piped to Tangmere Wastewater Treatment Works. Southern Water has raised no objection subject to a condition requiring that development shall not commence until the details of the proposed means of foul and surface water sewerage disposal have been submitted and agreed in writing by the LPA in consultation with Southern Water and a condition requiring that occupation of the development will not be permitted until the LPA, in consultation with Southern Water, is satisfied that adequate wastewater treatment facilities exist to effectively drain the development. Officers are satisfied that, with appropriate conditions, the foul sewerage capacity to serve the development at Tangmere WwTW will be available and operational prior to it being required to serve the development.

Conclusion on foul drainage

8.53 The proposal as amended for either a new on-site sewage treatment plant or a wastewater pipeline connection to Tangmere WwTW will make provision for infrastructure for adequate wastewater conveyance and treatment to meet strict environmental standards and therefore, subject to conditions, the proposals are considered to comply with policies 9 and 15 of the Local Plan and the Council's wastewater policy requirements and therefore acceptable.

v. **Surface water management**

8.54 The application site lies within flood zone 1 and therefore has the lowest risk of tidal or fluvial flooding. There are a number of watercourses and ditches on the site, which are shown on the POS and Drainage parameter plan. These watercourses run parallel to field boundaries on the site and flow towards the southern boundary. Buffer zones are proposed to protect all existing watercourses.

8.55 The application site is subject to surface water issues at certain times of the year, particularly at the southern end of the site. The surface water drainage strategy for the site is outlined in the Flood Risk Assessment (Section 9.1 of the ES). The drainage strategy is based on Sustainable Urban drainage (SuDS) principles to manage runoff from the development and is designed to restrict runoff rates to equal or less than existing greenfield runoff rates. The POS and Drainage parameter plan provides an illustration of the proposed on-site water attenuation features which will provide the SuDS drainage strategy for surface water within the site. Throughout the proposed development surface water will drain to a system of soakaways, permeable paving, linear filter strips, dry basins or swales (wet only during storm events until ground infiltration has occurred) and permanently wet attenuation ponds to control the discharge of surface water from the site. The swales will be dry 95% of

the time and the gradients are generally 1 in 4 with the maximum being 1 in 3. The permanent wet ponds would be designed with safety and wildlife in mind. On the north-facing sides, the side will be shallow sloping typically a maximum of 1 in 4 gradient to allow easy maintenance and easy egress/ingress for wildlife such as amphibians. The south side would be steeper to cater for water voles burrows. Water depth would typically be maintained at 500mm, with some central areas up to 1.2m deep.

8.56 The attenuation basins and ponds will be distributed throughout the development, although the majority of these will be located within the southern country park, typically with the dry basins or swales in the northern half of the country park and the southern half of the country park containing permanent wet ponds. The location of the attenuation basins within the southern country park are indicative at present and will be confirmed at the Reserved Matters stage where the drainage strategy could either comprises a larger number of smaller basins or a handful of larger basins.

8.57 The assessment on the principles of surface water management has identified that all built development will be located in flood zone 1, with space available on site to enable SuDS attenuation to be used. The final detailed design will be expected to demonstrate there will be no risk of flooding either on site or in the surrounding area. The proposal is acceptable and complies with policy 42 of the Local Plan and section 11 of the NPPF, subject to a surface water strategy condition being proposed for each phase of the development.

vi. **Landscape and visual impact**

8.58 Policy 15 of the Local Plan sets out several specific requirements relating to landscaping, including protecting priority views of Chichester cathedral spire, providing a landscaping buffer along the western boundary of the site and provision for key landscaping of the Centurion Way. Further principles relating to landscape/visual impact are also included in the Council's Concept Statement.

8.59 The application is supported by a Landscape and Visual Impact Assessment (Chapter 7 of the ES), a landscape strategy and illustrative landscape masterplan. The Masterplan and the POS and Drainage, Land Use and Quantum Development parameter plans propose a strong landscape framework together with areas of open space and formal and informal recreation provision.

8.60 The application site is located adjacent to the settlement boundary of Chichester city yet in landscape terms it is relatively self-contained and remains largely hidden from external viewpoints by mature trees and hedging both on the site and in the immediate surrounding area. The proposed residential layout and the internal road layout shown on the parameter plans shows that proposed breaches in the existing hedgerow and tree groups/woodland are kept to the absolute minimum necessary for access and circulation. This has enabled the retention of the network of existing mature field boundaries within the site, comprising tree belts reinforced with ditches and hedgerows, which has established a network of green spaces with views through, helping to ensure the site's integration with its surroundings and contributing to the overall landscape character of the site. In addition new tree and hedgerow planting is proposed, complementing and supplementing the existing landscaping. When mature, the new trees (including street trees) will help to soften, filter and screen views into the development. The retention of existing woodland, trees and hedgerow, together with the provision of new public open space and planting will help to integrate the proposed development into the existing landscape.

8.61 The parameter plans demonstrate how the proposals will ensure an efficient use of the land whilst balancing the need to reflect the landscape character of the area. This is achieved by providing significant landscape buffers around the site, particularly along the northern and western boundaries to address the urban/rural transition. The western and northern buffer will form a grassland buffer to the development, with significant new tree and hedge planting, helping to filter and soften views to the proposed development, which in itself will be read against the backdrop of development in Chichester city.

8.62 On the eastern boundary the parameter plans demonstrate how the development will integrate with Centurion Way and the adjacent residential development. Short distance views into the site are currently possible from a number of locations along the Centurion Way, particularly along its southern section and from some properties along the eastern settlement boundary. Most of these views into the site are filtered by existing vegetation and only a limited number of properties experience open views which are shortened by blocks of vegetation within the site. At sections along its route Centurion Way is at grade, elevated or in a cutting. The parameter plans reflect this by proposing open space elements including the southern country park, allotments and sports pitches where the route is at grade or elevated to create a more open character and rural setting and to act as a green buffer to the development helping to create and maintain a green gap between Chichester and Fishbourne. Residential development is proposed adjacent to Centurion Way where it dips into the cutting, further to the north.

8.63 In terms of the views of the site from the South Downs National Park (SDNP), despite the elevated ground to the north, views into the site are generally well screened and filtered by existing mature vegetation, particularly the woodland blocks at East and West Broyle. From viewpoints within the SDNP such as from The Trundle (5.5km from the site), it is considered that there would be little marginal change to the overall views or landscape character due to the distance involved and the foreground layering effect of trees and hedgerows and this is borne out by the applicant's detailed Landscape and Visual Impact Assessment.

8.64 There are, however, views of Chichester Cathedral spire from parts of the site. The parameter plan has been designed to protect long views to Chichester Cathedral. The main Cathedral views (Spire and lower areas) are from the central, northern part of the application site on the higher ground, approximately in the location of the local centre. The internal road network and layout of the streets, particularly the tertiary lane which runs NW-SE through the local centre will ensure that key views of Chichester Cathedral are retained and enhanced. Views of the Cathedral spire are also available from a number of other areas within the site, including from within the residential area to the east of the local centre and from the NW corner of the southern country park. The parameter plan takes opportunities to increase public views of the Cathedral spire.

8.65 In conclusion, the proposed parameter plans and illustrative layout plans demonstrate that the proposed development would be in keeping with the surrounding area and the character of the wider landscape. The layout and design of the scheme at this outline stage generally accords with the requirements of Local Plan policy 15 and the Concept Statement, limiting views into the site (including from Centurion Way), seeking to retain and enhance existing trees and woodland, retaining a western boundary buffer and designing development to retain views of the cathedral. The finer detailing of the scheme will be considered at reserved matters stage.

vii. **Heritage**

8.66 Policy 15 requires that development should conserve, enhance and better reveal the significance of the Chichester Entrenchments Scheduled Ancient Monument and other non-designated heritage assets and their settings and to record and advance understanding of the significance of any heritage assets to be harmed or lost.

8.67 Chapter 10 of the ES assesses the likely significant effects of the proposed development in terms of archaeology and cultural heritage. There are no listed buildings or conservation areas within the application site itself. There are, however, two listed buildings in close proximity to the application site boundary; White House Farm, the former farmhouse to the north-east and Salthill Lodge, a former lodge associated with Salthill House estate at the western end of Newlands Lane. Chapter 10 of the ES and the parameter plans recognise the sensitivity of the setting of these listed buildings through the incorporation of buffers at the western end of the site around Salthill Lodge and in the north-eastern corner of the site adjacent to White House Farm, to ensure that the built development is located an appropriate distance away to minimise the impact on the setting of these listed buildings. The illustrative layout shows the lowest residential densities and building heights closest to the heritage assets. The proposed low density residential development adjacent to the Whitehouse Farm development includes a mix of development typologies, including single storey 'courtyard' developments integrated with proposed woodland planting to protect the setting of White House Farm.

8.68 With regard to known archaeological remains, the Chichester Entrenchments Scheduled Monument is located to the north of Old Broyle Road. These earthworks comprise a bank and ditch along the east side of East Broyle Copse extending down towards the Old Broyle Road. This area is outside of the application site but within the SDL, where the masterplan proposes no built development identifying the area as the location for the northern country park. The designation of this land as public open space within the northern country park, together with proposed mitigation to arrest the erosion of the earthworks features of the scheduled monument and positively manage its woodland setting, will preserve the Scheduled Monument and its setting, which will be considered as part of the phase 2 application.

8.69 In terms of the potential impact of the proposed development on known and unknown non-designated archaeological and heritage assets within the site, further mitigation in the form of archaeological investigation and recording will be undertaken in advance of or during construction. This is recommended to be secured by condition.

viii. **Noise impact**

8.70 Chapter 12 of the ES deals with noise and vibration, including assessing the potential noise and vibration issues arising from both the construction and operation of the proposed development. The Environmental Health officer accepts the applicant's methodology, their baseline noise data and their assessment of existing impacts with mitigation measures during and post-construction.

8.71 The Council's Environmental Health Officer has assessed the submitted noise assessment and concludes the site has the flexibility for good layout and design and is not particularly constrained by any localised noise sources other than proximity to roads. The baseline noise surveys demonstrate that the existing climate is dominated by traffic noise from the local highway network. Although site layout is a reserved matter the location of the residential development, as shown on the parameter plans, shows the dwellings set well back from Old Broyle Road and a significant distance from the A27, which will reduce noise levels to a satisfactory degree.

8.72 The Council's Environmental Health Officer states that whilst he has no objection the principle of residential development, the impact of noise will have to be carefully considered during construction. It is recommended that further details are required to assess what protection is required for residents living within the site at the eastern end of Newlands Lane and those that might be impacted around the periphery or during early occupation of the new houses. Noisy activity, such as top driven piling methods would need to be modified by a less intrusive method and consideration would need to be given to screening parts of the site to ensure sufficient mitigation to nearby residential properties. It is recommended that these mitigation details are secured by condition. In addition, through consideration of the future reserved matters application, the layout and design of the residential element of the proposal will be assessed to ensure it achieves adequate noise attenuation for both internal and external spaces and is designed and delivered in accordance with acoustic recommendations.

8.73 With regard to the sewage treatment works, the design of the treatment works has been assessed to protect both existing and future residential occupiers from noise. The nearest new residential development shown on the illustrative layout plan for phase one is some 200m to the north of the treatment plant with nearest existing neighbouring housing at 170m to the south.

8.74 The applicant states "stationary plant and services proposed will be selected in accordance with BS4142 and with the design criteria that LAeq noise from building services would not exceed baseline background noise levels. In order to limit noise generation the plant designers will be provided with a maximum design noise level for all equipment, which will be a level 10dB above background levels at a distance of 10m. In addition the 40m cordon sanitaire will further reduce noise levels such that they would be imperceptible at the residential development."

8.75 Officers have requested further information about the noise emissions from the sewage treatment works and relevant background levels. It is the view of the Environmental Health Officer that as far as impact on residents is concerned then any non-steady noise with fluctuating levels or other tonal characteristic may be more noticeable even at low sound energy levels against a low background noise. The applicants do not have any concerns with meeting the requirements of the BS4142 criteria. The applicant will provide the necessary detail of the Sewage Treatment Works, including noise generating equipment being the subject of a full noise assessment under BS4142:2014 'Methods for rating and assessing industrial and commercial sound', when a reserved matters application is made. A condition is recommended formally requesting more information and the necessity for a full assessment under BS4142:2014 to demonstrate any potential noise impacts.

8.76 On this basis of the above comments and recommended conditions, it is considered that the development will comply with policy 15 of the Local Plan and NPPF paragraph 24.

ix. **Ecology and SANGs land**

Ecology

8.77 Policy 15 requires that the development promotes increased biodiversity and protects and enhances the setting of Brandy Hole Copse Local Nature Reserve and areas of ancient woodland, and protects the ecological corridor linking Chichester Harbour and the National Park.

8.78 The application site currently comprises a number of agricultural fields and as such its primary ecological value is in its hedgerows, boundary and field boundary trees, ditches and streams and the unmanaged buffer around the site. The western boundary is particularly important ecologically for its contribution to the bat foraging network and is identified in Local Plan Appendix A.

8.79 Chapter 6 and Appendix 6.1 of the ES set out that the site has been the subject of a detailed ecological assessment, as well as a number of detailed ecological surveys and protected species surveys. The parameter plans have been devised to retain and enhance important habitats identified by these surveys wherever possible.

8.80 The parameter plans and the illustrative masterplan show the existing areas of woodland, including ancient and semi-natural woodland, are to be retained with the ancient and semi-natural woodland having a minimum of a 15m buffer. The existing tree belt is retained to the south of Old Broyle Road, resulting in the proposed development at the north-eastern edge of the site, being significantly set back into the site. Along the northern and western boundaries a wide corridor of green space and planting is proposed to provide north-south ecological connectivity as well as a transition zone between the proposed development and the rural countryside to the west and recreation provision as part of the SANGs land. On the eastern boundary, a buffer zone is proposed where Centurion Way is at grade or on an embankment. As a whole the parameter plans show the retention of the existing hedgerows, mature trees and tree belts delineating the field boundaries, the existing watercourses and ditches and the green links through the site all of which have a high biodiversity value. The Street Hierarchy parameter plan demonstrates that the road network has been designed to minimise disturbance to and loss of tree and field boundaries. New hedgerows, trees and planting are proposed along the green buffers around the northern and western boundaries of the site, within the southern country park, through the green corridors within the development. Street trees are also proposed along the primary and secondary streets.

8.81 An Ecological Mitigation Strategy has been submitted, together with the findings of additional bat roost assessments. The Council's Environment Officer recommends that the biodiversity enhancements set out in Chapter 6 of the ES and within the Ecological Mitigation Strategy are required by condition. An Ecological Management Plan is also recommended to be required by condition, to supplement the mitigation measures proposed to detail appropriate measures to be implemented to ensure that the retained habitat is suitably managed and enhanced where possible.

Chichester Harbour SPA and Suitable Alternative Natural Greenspace (SANGs)

8.82 Policy 15 of the Local Plan requires that development is planned with special regard to the need to mitigate potential recreational impacts on Chichester Harbour SAC/SPA/Ramsar. This reflects the proximity of the site to the Harbour, particularly the southern part of the SDL. Policy 50 of the Local Plan sets specific requirements for mitigating the recreational impacts of residential development on the Chichester and Langstone Harbours Special Protection Area (SPA) through financial contributions towards the strategy outlined in the Solent Disturbance and Mitigation Project Phase III and/or measures associated with the proposed development.

8.83 The proposed development of up to 750 dwellings will have an in-combination effect on the Chichester and Langstone Harbours SPA and therefore in accordance with policies 15 and 50 of the Local Plan avoidance measures need to be adopted to ensure that the development will not adversely affect the integrity of the SPA. In accordance with the Solent Disturbance and Mitigation Project (Phase III), the applicant has undertaken to provide a financial contribution of £176 per dwelling in order to ensure that the avoidance measures are in place prior to occupation of the dwellings and this will be secured through the S106 Agreement. In agreement with Natural England this financial contribution will come forward in a phased manner as the development comes forward, with the relevant contributions being paid in advance of the relevant phase of development being occupied.

8.84 In combination with the financial contribution of £176 per dwelling towards the Solent Disturbance and Mitigation Project, in order to mitigate the impact of additional visitors on the nearby Chichester and Langstone Harbours SPA, the parameter plans also show the provision on-site of Suitable Alternative Natural Greenspace (SANGs). The SANGs is an accessible area of open space designed to divert visitors, especially dog walkers, from visiting and putting pressure on the SPA. The masterplan proposes approximately 40 hectares of SANGs which include the northern country park, the southern country park and green corridors and footpath provision through the site linking the two country parks.

8.85 In terms of the phase 1 application, the SANGs land comprises the southern country park and the circular footpath routes through the site. A total of 21.9 hectares of SANGs land would be delivered as part of this application. The SANGs land will be delivered in two phases, as agreed by Natural England, with the Country Park and the first circular route from the northern entrance going south through the green corridor within the residential development, via the stream corridor/rife, to the southern country park and then linking north back along Centurion Way being delivered initially. The second part of the SANGs land will comprise the northern and western landscape buffers, along Newlands Lane, through the southern Country Park and back north again along the green corridors through the central part of the site. Unmade paths and structural planting of a new native hedgerow and planting are proposed along the route of the north-south corridors to achieve a rural feel when passing through the residential areas and the stream corridor/rife will have a green buffer.

8.86 The SANGs land is served by a car park, accessed off Old Broyle Road, in the northern part of the site from where the circular walks can commence (Natural England require them to be a min 2.5km) and is at the intersection of a number of walk options within the SANGs network. The proposed car park would have an informal character with for example a hoggin surface.

8.87 Natural England has advised that the scale and location of the SANGs, together with the financial contribution of £176 per dwelling, is sufficient and appropriate to provide reassurance that the proposal will not have an adverse impact on the SPA and SAC alone or in combination with other plans or projects. Accordingly, the development accords with policies 15 and 50 of the Local Plan.

x. **Socio-economic impacts**

8.88 Chapter 11 of the ES deals with the socio-economic impacts of the development and this is an area raised by many consultees and third parties. In general terms, it is necessary to focus development on Chichester city and its immediate surroundings, as the city is the primary settlement in the plan area. The scheme will provide up to 750 dwellings and employment floorspace, together with community and recreational infrastructure in a sustainable location within the city.

8.89 The development will make a significant contribution to meeting local and district housing needs, including providing 30% affordable dwellings of various tenures integrated within the site. The proposed development will also deliver a number of permanent jobs in the local centre, including the primary school, medical centre and retail and employment units, in addition to temporary construction jobs.

8.90 In terms of recreational provision, the proposed development will deliver public open space, playing pitches and pavilion and a Country Park. Other social infrastructure benefits will include the provision of a new primary and nursery school, a new community building, a new medical facility and provision of allotments as well as increased pedestrian and cycle provision.

8.91 Infrastructure capacity is a key consideration, including in relation to transport capacity and the effect of development on existing pressured local services. It is through the delivery of large schemes such as this that substantial infrastructure improvements can be justified and funded, which will, in the main, provide a betterment to the existing situation. The off-site transport improvements secured through the S106 Agreement, as set out in section 8.106 below, are a particular example of this. The CIL and the S106 Agreement for this application are important tools to ensure developments are required to mitigate their impacts and fund required infrastructure to support the proposed development and, as listed below, this development will be subject to a wide range of obligations.

8.92 Overall it is considered that there will be tangible benefits of delivering this scheme in socio-economic terms, which will assist in achieving the objectives of the Chichester Local Plan.

xi. **Other matters**

Air Quality

8.93 As recognised in paragraphs 8.12-8.13 of the Local Plan (policy 8), air pollution has a wide ranging impact on human health and new development and can have an adverse impact on air quality through increased transport movements and congestion. The application site is not located within an Air Quality Management Area (AQMA), however the application site is located such that traffic generated by the 750 new dwellings could have a cumulative impact on the highly sensitive Air Quality Management Areas (AQMAs) in and around Chichester city.

8.94 The primary construction effects of the proposed development on local air quality would be from dust during the construction activities. The air quality assessment has identified that the potential environmental risks in terms of air quality associated with both the demolition and construction of the proposed development would be high to medium but would reduce to low through appropriate mitigation measures within the Construction Management Plan, which is required by condition.

8.95 The applicant has undertaken an Air Quality Assessment to predict changes in air quality as a result of traffic generated by the proposed development. The initial air quality assessment dated December 2014 was undertaken by Mayer Brown and is included within Section 13 of the ES. Additional details and revised modelling based on updated traffic flow information was then provided in the form of an updated air quality technical note dated March 2016. The air quality assessment and additional air quality technical note assess the impact on nearby Air Quality Management Areas (AQMAs) of Stockbridge, Orchard Street and St Pancras.

8.96 The air quality technical note indicates that the significance of the potential impacts from the additional traffic (trips) associated with the application site and all local extant planning permission related developments are, in accordance with the relevant guidance. The report concludes that the predicted impacts of the proposed development are minor adverse or negligible at most receptor locations. At the Orchard Street and St Pancras AQMAs the air quality technical note concludes that the traffic distribution from vehicles from the development using Orchard Street will be well within the anticipated daily fluctuation of traffic on this route and the increase in traffic on St Pancras as a result of the development is predicted to be negligible. The Environmental Health officer agrees with these findings.

8.97 The air quality technical note shows the predicted increased traffic volumes have potential for greater impact at the Stockbridge roundabout than that modelled within the original air quality assessment included with the Chapter 13 of the ES. At a single receptor location just south of the Stockbridge AQMA a 'moderate adverse' impact is predicted for the scenario involving phase 1 and 2 of the development. The predicted impact is lower than currently measured (by CDC) and compliant with the National Air Quality Objective (for Nitrogen Dioxide stated as an annual mean concentration). The Environmental Health officer agrees with the impact assessment. On the basis of these findings the Environmental Health officer recommends a condition securing air quality mitigation measures, in accordance with Chichester District Council's Air Quality Action Plan, to encourage behavioural change to sustainable modes of transport and thereby to minimise the air quality impact. These measures should include a dedicated bus service to be provided as soon as is feasible, a travel plan for employees, future residents and the school, a community car club (3 cars), installation of electric vehicle re-charging points within the residential and employment/retail/community premises, provision of secure cycle storage for each residential unit and the employment/retail/community premises, the proposed circular path should be made dual use (cycling and walking) and installation of clear signage to encourage site users to travel by foot/cycle or in the welcome pack via the Centurion Way and/or the Salterns Way to access areas to the north or south of the City. The provision of cycle storage in the residential areas and local centre will be considered as part of a future reserved matters application. A condition is recommended requiring the installation of the electric vehicle re-charging points. A contribution towards the extended bus service / introduction of extended bus routes into the site and details of a Travel Plan including provision of three car club spaces and welcome pack for new residents outlining nearby on and off-site cycle and pedestrian routes will be secured through the S106 agreement.

8.98 Subject to the recommended condition and S106 obligations requiring measures to encourage the use of sustainable modes of transport in order to minimise the air quality impact from the development, the development will not generate adverse air quality effects and would comply with policy 8 of the Local Plan and NPPF paragraph 124.

Contamination

8.99 A site investigation has been carried out at the site (set out in the Geo-technical Report) which concluded that there was no evidence of made ground at the site nor were there significant concentrations of contamination identified on the site. In the event that contamination sources may be found during construction, a condition is recommended requiring a watching brief is kept during foundation works and other ground works and if any areas of suspicious looking or odorous soil are encountered, further investigation should be carried out by a competent person and the results of any investigations should be reported to this authority. If any topsoil needs to be imported for use in gardens or landscaped areas, such material will need to be certified as suitable for the proposed use and evidence will need to be provided to this authority to this effect. In order to keep the authority apprised of the above matters, a remediation strategy should be drawn up and then a validation report produced to confirm what actions were taken during the construction of the development. The Environmental Health Officer refers to the derelict barn in the centre of the site, which is believed to contain asbestos materials, however this barn is located in the phase 2 part of the site and therefore controls on its demolition will be dealt with by condition at the time of considering the phase 2 application. Subject to the recommended conditions, the proposed development complies with NPPF paragraphs 120-122.

Odour

8.100 Odour from Sewage Treatment Works (STW) is recognised as a potential nuisance. It is proposed that odour will be controlled by enclosing relevant parts of the STW which will be vented under negative pressure to an odour control unit which in turn will vent to the atmosphere via a chimney stack/flue. A condition is recommended which set an odour target as well as a condition requiring the applicant to submit an odour management plan.

8.101 Given that the plant will have employment-uses (B1c) near to it and that the ground rises to the north of the STW, consideration of the worst-case impact under various meteorological conditions will be important in informing the appropriate height for the chimney stack/flue and the specification of the odour control unit. The details of the elevations of the sewage treatment plant and the height of the chimney stack/flue will be determined at the reserved matters stage.

Sustainable construction

8.102 To comply with policy 40 of the Local Plan, the Energy Strategy proposes that the development will be designed to comply with the latest Building Regulations energy requirements in respect of fuel and power consumption. The development proposes a fabric first approach to construction and roof mounted photovoltaics in order to reduce the embodied carbon of the proposed residential units. Full details of this are recommended to be required by condition.

Communications Infrastructure

8.103 The Local Plan recognises that high quality advanced communications infrastructure is essential for economic growth (paragraph 8.15) and advises that development should facilitate where possible the growth of new and existing telecommunications systems to ensure residential and business choice. These aspirations are included within policies 7, 8, 9, 33 and 39 of the Local Plan. The applicant has confirmed that broadband access will be provided to all households on occupation. The full details of this are recommended to be required by condition.

Significant Conditions

8.104 The recommendation to permit this outline application includes conditions regarding full foul and surface water drainage and management details, construction management plan covering transport and environmental matters, archaeology investigations and reporting, ecological and vegetation protection and mitigation, noise assessment, odour control, air pollution mitigation measures, playing pitch provision and management. All detailed matters will then be dealt with by reserved matters application(s) which will be subject to additional conditions.

Section 106 Agreement

8.105 The Community Infrastructure Levy was adopted by the Council on 26 January 2016 and implemented on 1 February 2016. The proposed development is liable to pay CIL, in accordance with the Council's Charging Schedule. The levy is £120 per square metre for net internal residential floorspace to the South of the National Park; £125 for retail (wholly or mainly convenience) and £20 for retail (wholly or mainly comparison).

8.106 On this basis and in accordance with the Council's Infrastructure and Affordable Housing SPD, the following will be secured by way of the S106 agreement.

1. Affordable Housing - 30% affordable housing (up to 225 units) with the following mix and tenure:
 - 30% (up to 67 units) intermediate and 70% (up to 158 units) affordable rented, with a mix of 10% x 1 bed, 35% x 2 bed, 40% x 3 bed and 15% x 4+ bed
 - Commuted sum for any part of a unit (if required).
2. Community Facilities - provision of a community building (minimum 650sqm) and associated car parking spaces in accordance with WSCC requirements. Delivered and available for public use before the occupation of the 500th dwelling and appropriately managed and maintained thereafter. Prior to the occupation of the 325th dwelling a meeting space shall be provided on site.
3. Sports provision - provision of one senior rugby pitch (min 80m x 130m including run off), one senior football pitch (min 100m x 64m plus run off) and one senior cricket pitch (9 pitch square to incorporate an east-west dimension and a north-south dimension of 111.56m x 115.84m) together with changing facilities in accordance with Sport England guidelines and associated car parking spaces in accordance with WSCC requirements. Total site area for phase 1 is 3.95 ha with temporary vehicular access from Clay Lane (to be stopped when vehicular access is provided from the south of the SDL) - delivered and available for public use (for a minimum of 40 hours a week) before the occupation of the 325th dwelling and appropriately managed and maintained thereafter.

4. Primary and nursery school provision - in consultation with WSCC, the developer/owner shall elect whether to:
 - a) Construct a one-form entry nursery and a one-form entry primary school (with two form entry core facilities) on site of 2.03 hectares - to be delivered and available for use before the occupation of the 500th dwelling, or
 - b) Provide a serviced site of 2.03 hectares together with a financial contribution of £8,000,000 before the occupation of the 375th dwelling, to enable WSCC to deliver the nursery and primary school on the site.
5. Medical facility provision - prior to occupation of the 500th dwelling to provide a serviced site of 0.35 hectares to enable the delivery of a medical facility on the site.
6. Employment provision within the local centre:
 - a) Prior to commencement of development to submit a marketing strategy for the Employment provision, to include a timetable for the start and length of the marketing period
 - b) To deliver 2,513sqm of B1a employment floorspace and associated car parking spaces in accordance with WSCC requirements within the local centre ("the Employment provision") on a site area of 0.82 hectares. The Employment provision shall be built to shell prior to occupation of the 350th dwelling
 - c) If, following the agreed marketing of the site, it is demonstrated that there is not a current demand for all or part of the Employment provision and therefore not delivered (all or in part) by the developer, the serviced land shall be transferred to the Council (at nil value) in order for the Council to deliver the Employment provision, either directly or via a third party. In the event that the land is transferred to the Council the obligation for the developer to deliver this element of employment provision would be fulfilled.
7. Retail provision within the local centre - to deliver retail floorspace within the local centre in accordance with the planning permission. The retail floorspace shall be built to shell prior to occupation of the 325th dwelling. A marketing strategy for the retail provision, to include a timetable for the period of marketing, shall be submitted to the Council prior to first occupation and the marketing of the retail provision shall commence prior to occupation of the 100th dwelling.
8. Children's equipped play space - provision of an equipped and non-equipped play area comprising a LEAP and a MUGA on a site area of a minimum of 0.41 hectares with management and maintenance plan, prior to the occupation of the 300th dwelling.
9. Allotments - provision and laying out of allotments on a site area of 0.76 hectares with maintenance and management plan, prior to the occupation of the 500th dwelling.
10. Chichester Harbour SPA mitigation - financial contribution of £176 per dwelling (£132,000 if full 750 delivered) to be paid in a phased payment of:
 - 25% on commencement
 - 25% on occupation of the 200th dwelling
 - 25% on occupation of the 400th dwelling
 - 25% on occupation of the 600th dwellingand provision of education packs on first occupation of each dwelling.
11. SANGs land/Country Park -
 - a) Delivery of the southern Country Park (min 9.8 hectares) and central green link (min 4.2 hectares) (as shown on drawing EDP129/146b) prior to occupation of the first dwelling.
 - b) Delivery of the second phase of SANGs land (min 7.9 hectares) (as shown on drawing EDP129/146b) prior to the occupation of the 375th dwelling.
 - c) Management and maintenance plan for the areas secured by points (a) and (b) above to be submitted with the first residential reserved matters application.

12. A27 Contribution - prior to commencement of development to enter into a S278 Agreement with Highways England to secure a financial contribution of £1,374 per dwelling (£1,030,500 if full 750 delivered) towards the A27 Chichester Bypass junction improvements.
13. Site specific off-site highway improvements comprising:
 - Enter into a S278 Agreement with WSCC Highways to deliver:
 - Gateway Feature on Old Broyle Road - to be delivered prior to first occupation
 - Emergency Access - to be delivered prior to occupation of the 150th dwelling
 - Northern Site Access - to be delivered prior to first occupation
 - Regime of monitoring Sherborne Road/Old Broyle Road junction and implementation of right hand turn lane if requested by WSCC during monitoring period
 - Contribution of £10,000 for works scheme at Brandy Hole Lane to be paid prior to first occupation
 - Contribution (£tbc) towards cycle improvements on St Pauls Road to be paid prior to occupation of the 375th dwelling
 - Contribution (£tbc) towards cycle improvements through Parklands to be paid prior to occupation of the 375th dwelling
 - Delivery of a traffic calming scheme on Sherborne Road - to be delivered prior to occupation of the 140th dwelling
 - Delivery of a traffic calming scheme on Westgate - to be delivered prior to occupation of the 140th dwelling
 - Delivery of junction improvement scheme at Westgate/Sherborne Road junction prior to occupation of the 140th dwelling
 - Delivery of junction improvement scheme at Westgate Roundabout prior to occupation of the 140th dwelling
 - Delivery of junction improvement scheme at Cathedral Way Roundabout prior to occupation of the 140th dwelling
 - Clay Lane Access - to be delivered prior to first occupation
 - Clay Lane junction modification - to be delivered prior to commencement of any construction access utilising the Clay Lane access
 - For the applicant, in conjunction with West Sussex County Council and Chichester District Council, to form a Steering Group to take forward preliminary designs to detailed design and delivery. The steering group will identify and invite other relevant parties to the group, but there is no responsibility on the Applicant in relation to third party attendance
 - Bus Contribution - contribution of £400,000 to be paid in the following phases - £133,000 at 50th dwelling, then £133,000 at the first and second anniversary of this date
 - Travel Plans - to include creation of three on site car club spaces, vehicles and associated infrastructure and subsidised bus travel prior to first occupation, a Travel Plan Coordinator (5 years), welcome packs for all new residents and monitoring fees.

Environmental Statement and Parameter Plans

8.107 The site has been allocated for mixed use development within the Chichester Local Plan, which itself has been found sound. The applicant has further demonstrated, through the submission of an Environmental Statement, two Environmental Statement addendums and associated parameter plans, that the application site is capable of accommodating the quantum of development and access arrangements for the phase 1 development whilst complying with the Environmental Impact Regulations. It is concluded that subject to further assessment through the necessary reserved matters application(s) that the principle of developing this site in the manner proposed as outlined in the applicant's parameter plans would have no significant environmental impacts, subject to the implementation of proposed mitigation measures.

8.108 The parameter plans show a range of reasonable options for the development of this site and sufficient flexibility to enable a full and proper evaluation of detail at reserved matters stage. Officers also consider the general approach to development shown on the parameter plans is in accordance with the overarching principles of the masterplan and phasing plan, which were endorsed by Committee on 27 April 2016 to broadly inform and guide the development of the Strategic Development Location.

Conclusion

8.109 The proposed development takes the form of a new neighbourhood, adjacent to the existing settlement boundary of the city. The principle of a mixed use development on this site has been established through the allocation of the SDL in the Local Plan and the specific requirements of policy 15 and the application follows the broad parameters established in the Masterplan.

8.110 In summary, it is considered that the proposal would make efficient use of the site in a sustainable location and would contribute to meeting housing supply and employment provision within the District. The proposed scheme would deliver 30% affordable housing and would provide for a mix of housing types and tenures. The parameter plans and illustrative information demonstrate that it is possible to deliver the quantum of development proposed in the outline application, that being up to 750 homes, a local centre comprising a primary school, community facility, medical facility, employment and retail provision, together with open space and associated infrastructure in a manner which would be in keeping with the character of the area and not have an adverse impact on the setting of adjacent heritage assets or adversely impact on the character of the wider landscape. Furthermore the proposal would not cause material harm to highway safety or to residential amenity. WSCC highways has confirmed that subject to the S106 agreement, recommended condition and technical highways consents, the access arrangements and off-site mitigation works are acceptable and there will be no severe transport impacts. Matters in relation to site contamination, noise and odour, surface and foul water drainage, archaeology and ecology are recommended to be secured by planning condition.

8.111 Consequently when balancing the various economic and environmental considerations in this case, the proposal can be considered to constitute a sustainable form of development. Based on the above it is considered that the proposal complies with the development plan policies and therefore the application is recommended for approval.

Human Rights

8.112 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 U03443 - Time Limit – Outline
- 2 U03444 - Time limit - Reserved Matters
- 3 U03445 - Approved Plans
- 4 U04585 - Phasing Plan
- 5 U03446 - Construction and Environmental Management Plan
- 6 U03477 - Clay Lane Vehicle Management Plan
- 7 U03449 - Hours of Construction
- 8 U03448 - Ecological Construction Management Plan
- 9 U04595 - Landscape and Ecological Management Plan
- 10 U03454 - Foul Water Drainage Scheme
- 11 U03534 - Foul Water Drainage Management/Maintenance
- 12 U03522 - Pipe work specifications
- 13 U03456 - Scheme for Surface Water Drainage
- 14 U03543 - Discharge to culverting of watercourses
- 15 U03546 - Watercourses abutting/crossing the site
- 16 U03457 - SuDS Management/Maintenance
- 17 U04586 - Odour Management Plan
- 18 U03660 - Sewage Treatment Plant – noise attenuation scheme
- 19 U03460 - Contaminated Land
- 20 U03458 - Noise - scheme to be submitted
- 21 U03664 - Noise – external noise
- 22 U03459 - Noise/No piling
- 23 U03461 - Electric vehicle re-charging points
- 24 U03465 - Archaeology
- 25 U03452 - Site levels and sections
- 26 U03482 - Materials and Finishes
- 27 U03481 - Design Strategy
- 28 U03463 - Sustainable Construction
- 29 U03464 - Utilities
- 30 U03648 - Fire Hydrants
- 31 U03462 - External Lighting
- 32 U03471 - Ecological Mitigation Strategy
- 33 U03472 - Playing fields - ground conditions
- 34 U03631 - Playing Field restriction of use
- 35 U03632 - Playing field Maintenance /Management
- 36 U03633 - Sports Field community use agreement

INFORMATIVES

- 1 W45F - Application Approved Following Revisions
- 2 W02F - S.106 Agreement
- 3 U03661 - S278 Agreement
- 4 U03666 - Wildlife
- 5 U03480 - EIA

- 6 U03478 - Southern Water
- 7 U04600 - Land Drainage
- 8 U04601 - Odour Management Plan
- 9 U04602 - Contamination
- 10 U04603 - Noise
- 11 U04604 - Access for fire fighting vehicles
- 12 U04649 - SuDS

For further information on this application please contact Joanna Bell on 01243 534899.