



**CHICHESTER CITY COUNCIL**

**PLANNING ADVISER'S REPORT FOR THE  
PLANNING AND CONSERVATION COMMITTEE ON 31 AUGUST 2016**

- (i) CC/16/02291/FUL  
Bishop Otter Campus,  
College Lane, Chichester

This application seeks to re-develop part of the Bishop Otter Campus in College Lane.

The site is located on the eastern side of the central core, south of the main car park and adjacent to a cluster of two and three storey college buildings to the east.

The proposal is for:

**“Demolition of two storey student accommodation and single storey store. Construction of a new four storey student accommodation building totalling 85 units [a net gain of 63 units as 22 will be lost on re-development an accommodation office and common room, new single storey store and tank room”.**

The applicants submit that University of Chichester has recently revised its Masterplan for the Chichester Campus, which details development opportunities for the Campus over the next ten years and beyond. It identifies new Student Accommodation buildings to replace the life-expired Hammond block. The new building will provide 85 bedrooms replacing the existing building, which contained 22 bedrooms. The application site also comprises the single storey groundsman's store which is to be demolished

The University has a desire to increase its stock of on-campus accommodation, which serves not only students during the academic year but also participants of external conferences and events held on campus over the summer period.

This new student accommodation project incorporates the accommodation office including the reception, and a common room facility that will serve the day-to-day needs of the whole student population whilst also providing a highly visible welcome area for conferencing guests.

The layout of the development shows the 4 storey accommodation block located on a north/south axis at the north of the site with the offices/admin, reception and communal building/conference space to the south and south east which is 3 storey. The main entrance is located in the south west giving direct access to the main buildings. The accommodation is mostly in the form of “cluster flats” comprising 6 bedrooms and an associated kitchen/diner.

The new four storey building is positioned amongst existing 3 storey and 2 storey student accommodation blocks, the scale of the other blocks increases to 3 storey high deeper into the campus.

The new building has a simple palette of materials, the elevations are brick clad with some projecting framed bay windows to introduce some articulation into the facades. Feature windows turn the corners. The colour provides accents to the buildings facade and grouping windows together vertically creates large projecting bay windows which relieves the brick clad elevations and break up the horizontal nature of the brick clad block. The new building is clad in dark grey brick and buff brick to tie it into the existing surrounding buildings.

The relocated groundsman's store is to be located immediately adjacent to the Art one building, within the main car park and adjacent to the eastern boundary. It is a mono pitch single storey structure which is metal clad (15.6m x 4.2m x 3.6m high).

The majority of staff and students arrive on foot or via the existing buses that service the site. The University has significantly improved the arrival space. The car parking numbers will remain the same except for the loss of 4 car parking spaces and 2 mini bus spaces to accommodate the new store.

### **Planning Adviser Comments**

The principle of the development and improvement of the university campus has generally been supported by the City Council in the past and accords with Local Plan policies, particularly on the issue of Student Housing. Section 17 acknowledges that the growth in the number of students living in the private rented sector has contributed to escalating rents and supports the provision of student housing in appropriate locations.

In terms of scale and visual impact, the existing two storey student accommodation buildings are 7.8m high with a pitched roof, whereas the proposed four storey building is 14.8m high with a flat roof, so there is a considerable increase in the scale. However, to the east of the site is a three storey student block and to the south the buildings rise to four storey. The proposed building will extend northwards over the site of the single storey grounds man's building and in line with an adjacent two storey block, but existing mature tree screening will limit the distant views from the north.

The design incorporates staggered elements, a varied palette of materials and protruding window frames, helps to visually break up the mass of the building and the alignment means that only the narrower side elevations are visible from the open ground to the north. It is unfortunate however, that the design relies upon a flat roof solution whereas all of the adjacent buildings have pitched or other forms of roof design which adds interest and character.

**Recommendation: No objection, it is unfortunate however, that the design relies upon a flat roof solution whereas all of the adjacent buildings have pitched or other forms of roof design which adds interest and character.**



**CHICHESTER CITY COUNCIL**

**PLANNING ADVISER'S REPORT FOR THE  
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- (ii) CC/16/02363/FUL  
34 Ormonde Avenue  
Chichester

**Introduction**

The application site comprises 34 Ormonde Avenue, a three bedroom brick property and a square shaped lawned garden area beyond the rear boundary of the property. Together the total area for the site measures 0.1ha with the land to the rear measuring 0.08ha. It lies adjacent to numbers 28, 30, 32, 34 Ormonde Avenue and south of numbers 1, 3, 5, 7 Velyn Avenue, with the Council allotments located to the south and west. There are some trees and hedgerows surrounding the boundary of the area which provide screening from the neighbouring residential properties and allotments.

Velyn and Ormonde Avenues are characterised by blocks of terraced residential properties arranged in groups of four. Between the groups are pathways which provide access to the rear of the properties.

**The Proposal**

**The proposal is for “Demolition of existing dwelling and erection of 3 no. dwellings, with associated access, parking and landscaping”.**

The proposed demolition of 34 Ormonde Avenue is to create a vehicular access to the land to the rear and facilitate the construction of 3 no. three bedroom detached dwellings with associated parking. These are east facing two storey 3 bedroom detached units, each plot has two parking spaces located adjacent or opposite the properties.

The applicants have submitted the following information in support of the application:

Density

The housing density of the proposal is 30 dwellings per hectare (which is in accordance with Section 17 of the Chichester Local Plan) advises that in general new housing development on greenfield and brownfield land should be broadly 35 dwellings per hectare, however higher densities may be sought in urban areas where sites are better served by public transport and have access to a range of services and facilities.

Taking a sample size of numbers 2-48 Ormonde Avenue the density of this area is 48 dwellings per hectare. It is therefore considered that the amount of housing proposed on the site should be considered appropriate in relation to policy and to the surrounding area.

## Layout

The proposed dwellings have been arranged so that the dwellings are over 35m away from the rear elevation of the existing properties along Ormonde Avenue to the east and over 25m from properties to the north on Velyn Avenue. The layout of the three plots means that each plot is served by a rear garden of 8m and the following areas: Plot 1-59sqm; Plot 2-48sqm; Plot 3-75sqm.

The garden sizes are considered to provide an appropriate level of outdoor amenity for this type of development.

## Scale

The properties are 3 bedroom detached houses, two storeys in height with adequate roofspace. The properties are broadly similar to the existing neighbouring properties.

## Appearance

The dwellings are two storeys, each has bay windows on the eastern elevation, with a gable roof above the bays on the upper floor. To the rear of the properties on the western elevation the dwellings have a gable roof extending out to the rear. Patio doors provide access from the dining rooms into the rear gardens. On the upper floor are two windows for the bedrooms. The northern elevation remains blank. The southern elevation of each of the plots contains three windows. These windows service the dining areas, WC on the ground floor and the bathroom on the first floor. The windows servicing the WC and bathroom will be obscure glazed. The dwellings will be constructed of facing brick with render on the eastern elevation between the two bay windows.

## Landscaping

Surface materials for the site have been chosen to remain in character with the existing neighbouring area. Tarmac and spot bonded gravel will be used on the access road. Access paths for the houses, bin stores and access to the cycle sheds will use materials which compliment the brick exterior of the dwellings themselves. Existing trees and hedges adjacent to the boundary will remain and will be complimented by timber fences and additional planting next to parking areas.

## Residential Amenity

The proposals do not provide opportunity for extensive overlooking into the neighbouring properties or vice versa and the residential amenity of neighbouring properties will not be adversely affected by the proposals.

## Access and Car Parking

The proposals providing two parking spaces per dwelling, is a level of parking in accordance with West Sussex County Council's Parking Standards, it is assumed that visitors could park on street.

## **Planning Adviser Comments**

The site is located outside the Conservation Area which borders the end of Velyn Avenue and the allotments to the west. 34 Ormonde Avenue is not a listed building and as planning permission is not normally required for the demolition of a dwellinghouse, this aspect cannot form part of the material considerations.

All of the site lies within the settlement boundary of Chichester and comprises a private house and associated curtilage including a rear garden area (containing a summer house and lawn), in a sustainable location. In principle, this would be an appropriate site for a suitable form of residential development.

Access to the site is achieved by demolishing this end of terrace property and creating a driveway which is about 36m in length and between 3.7m – 4.2m in width. (4.2m is about sufficient for two cars to pass). This leaves a gap of 1.8m to the side wall of no.32. Parking is arranged with two spaces per unit.

This is a long narrow access route, particularly for service vehicles, which appears to have limited turning space at the end. It is considered that the parking and turning spaces are inadequate and space should be to be revisited and more space allowed for visitors, rather than adding to on-street parking.

The proposed houses are located centrally within the site with 3m from the northern boundary, 8m from the west, 2m from the south and 12m from the east. This places the houses at an average of about 25/26m from the rear elevations of properties in Velyn Ave. and Ormonde Ave. and 11m from the front elevations to the eastern site boundary. This is unlikely to result in an unacceptable level of overlooking and loss of amenity to neighbouring properties. However, the adjacent properties (particularly to the south of the access road) are inevitably going to experience additional noise and disturbance from the development from vehicle movements and general activity associated with three dwellings.

The proposed houses are sited in a regular pattern with a one metre gap between them, providing access to the rear gardens, it should be noted that the gap reduces to 0.6m at roof level due to the roof overhang. The height of the houses (at nearly 9m) is higher than the average and the design with the bay windows under a hipped roof and gable roof to the rear is conventional. It is important to retain the boundary hedgerows and tree planting to alleviate the visual impact of the development, especially as there are views of the site from the open space to the west.

In summary, this is a sustainable site close to the City Centre. Inevitably “backland development”, which is becoming increasingly common in the area, raises concerns about access, impact upon the amenity of neighbours and the wider visual impact upon the locality.

In this case there is an extensive driveway leading to the development, resulting in a difficult access and turning for service vehicles and no parking for visitors. Members will recall that similar concerns have been raised on other backland development sites within the City area and have not been supported by the Highways Authority.

However, the level of traffic movements and general disturbance in this quiet location is likely to result in some loss of amenity to neighbouring properties, but there is not likely to be significant overlooking because of the separation distances.

The design of the proposed dwellings is considered to be appropriate for this locality; however, their close proximity will result in a block of development, with a minimal visual gap, but this is an area characterised by terraced housing.

Overall, it is considered on balance, that this is a site for a suitable form of residential development. However the cramped relationship between the houses and the limited parking and turning areas equates to an overdevelopment of the site. A reduction in number to two houses with integral garaging, improved vehicle turning and parking provision is necessary.

**Recommendation: Objection on the grounds of overdevelopment to three houses, however, a reduction in the number to two houses with integral garaging, improved vehicle turning and parking provision is necessary.**



## CHICHESTER CITY COUNCIL

### PLANNING ADVISER'S REPORT FOR THE PLANNING AND CONSERVATION COMMITTEE ON 31 AUGUST 2016

#### SOUTHERN WATER CHICHESTER WATER PIPELINE PROJECT ENVIRONMENTAL IMPACT ASSESSMENT SCOPING REPORT AUGUST 2016

The City Council has been consulted on a Scoping Report under the EIA (Environmental Impact Assessment) Regulations in respect of a proposed sewer pipeline from White House Farm to Tangmere.

The WSCC has determined that an EIA is required to accompany this proposed development. A Scoping report identifies those issues which need to be addressed in an Environmental Statement of the likely environmental impact of the proposed development.

#### **Background**

As a water undertaker, Southern Water has a duty under Part IV of the Water Industry Act 1991 to ensure that an efficient and economical system of wastewater collection and treatment is provided to its customers. Three areas of significant housing development are planned around Chichester. These are:

'West of Chichester', 'Westhampnett', and the 'West of Tangmere', comprising of 1600, 500, and 500 new homes, respectively. The development sites are at various stages of readiness. These require a strategic sewer network, with available capacity to be in place to serve them, as they are built and connected.

A fourth area 'Shopwyke' (500 homes) is already under construction and a separate sewer is being constructed to serve it.

The Environment Agency has set a limit on flows from new developments that can be conveyed and treated at Chichester (Apuldram) WTW. This is because high levels of infiltration in the catchment have led to challenges in managing storm discharges into Chichester Harbour, an internationally recognised site of nature conservation importance protected by European Union and UK legislation. Therefore, the most appropriate location for foul water treatment from the housing developments has been identified as Tangmere WTW. Southern Water therefore requires to place a new wastewater main, running through or adjacent to the three development areas and terminating at Tangmere WTW to ensure we fulfil its customers expectations, and comply with this duty.

#### **Proposed Pipeline**

It is proposed to install a single pipeline, approximately 10km in length. It will be necessary to provide three pumping stations along the pipe route to pass flows to the Tangmere WTW. On completion of the construction of the proposed scheme, visible surface features will be limited to the three pumping stations and a number of manhole covers to underground chambers. The chambers will provide maintenance access to air valves (located at high points) or washout chambers (located at low points). Pumping station 1 (PS01) will be located in the West of Chichester development, PS02 will be located in the Westhampnett development and PS03 will be located some 50 metres to the south of the existing Tangmere Village Pumping Station.

## **Routing**

The route of the proposed pipeline is shown at small scale in Figure 1 and at a larger scale on the drawings included as Appendix A. The first pumping station will be at the start of the pipeline, receiving gravitated flows from the 'West of Chichester' housing area sewers. The pipeline will exit the development area near Whitehouse Farm House where the B2178 crosses the Centurion Way cycle/footpath. It will then run east across the public open space to Norwich Road which it follows north and east before crossing under the rear car park of Chichester Hospital. The route then passes along the Wellington Road and under Chichester Dyke and the University of Chichester playing fields, past the Merton Centre and east into fields north of Kingsmead Avenue. The pipeline will then run across the development area 'Westhampnett' and cross the River Lavant, where a second pumping station will be located.

The route then runs south of the Goodwood Circuit and north of the Rolls Royce Factory, keeping to the edge of the field south east of Sidengreen Lane before crossing Stane Street. The route continues across farmland and under the A27 to the western side of Copse Farm before turning northeast parallel with Tangmere Road.

A third pumping station will be constructed to the west of Tangmere Military Aviation Museum. The pipe will run to the south of the Museum and through Chichester Business Park, before terminating at Tangmere WTW. Option 1b and 2b on the drawing below make up the proposed scheme.

## **Construction**

To expedite the construction phase, it is anticipated that there will be several pipeline gangs working along the route concurrently, although at this stage it is not possible to give precise numbers. The methods of construction will be those conventionally used for this type of cross-country pipeline. Open cut excavation will be used for the majority of the route, with no-dig techniques employed where they will reduce impacts at environmentally sensitive areas or otherwise restricted areas such as river and road crossings as detailed in.

Construction is programmed to commence in early 2017 and to take approximately 80 weeks to complete, although this is partially weather dependant. This period includes commissioning and any repair and reinstatement works.

Construction work will be undertaken between 07:30am and 6:00pm Mondays to Fridays and 7:30am to 2:00pm on Saturdays. It is expected that daily mobilisation will start from 6:30am for 1hr and demobilisation at the end of the day from 6:00pm for 1hr. Working at night will be avoided, where this cannot be avoided minimal lighting will be used in order to reduce impacts on wildlife, particularly bats. There is no intention for work to be undertaken on Sundays or any bank holidays.

Trenchless technology will be utilised under roads, rivers, car parks and The Chichester entrenchments which encompasses a number of techniques for excavating a tunnel in a particular direction which can then be used to allow the installation of a pipe without disturbing the surrounding ground or surface features above.

## **Sensitive Locations**

The proposed pipeline will run through agricultural fields, open parkland, public open space and along residential roads. The pipeline will also cross the River Lavant and two main roads, the A27 and A286. The main sensitive area the pipeline crosses is the earthwork Chichester Dyke Entrenchments.

The pipe will cross the Entrenchments at right angles and at depth using directional drilling. A 250 metre section of the pipeline runs through the northern extent of the Chichester Conservation Area, though only 40 metres of this section will be open cut. A further 200 metre section runs through the southern extent of the Graylingwell Conservation Area.

The proposed pipeline will pass through residential areas, parkland, urban and rural areas. The development will require the temporary removal and/or disturbance of some short sections of hedgerows and during the construction phase will be highly visible to a number of residents. Once completed and reinstated the only visible above ground structures will be 3 pumping stations, 2 of which will be located within the planned residential developments that the pipeline will serve.

### **Environmental Impact**

The areas identified for assessment are mainly related to the construction phase and include:

- Land Quality
- Landscape and Visual
- Cultural Heritage
- Ecology and biodiversity
- Water Resources, water quality and flood risk.
- Transport and transportation
- Socio economic issues
- Noise and Vibration
- Emissions

There may also be a longer term impact on landscape features.

### **Planning Adviser's Comments:**

Members to discuss whether there are any additional issues which need to be addressed in a Scoping Report.