



CHICHESTER CITY COUNCIL

PLANNING ADVISER'S REPORT FOR THE PLANNING AND CONSERVATION COMMITTEE ON 6 JULY 2016

CC/16/01678/FUL
Cedar Park 30 Terminus Road
Chichester West Sussex PO19 8TX

Introduction

This is an application for 5 no. mixed use B1/B2/B8 units, with trade counter, ancillary showroom use, car parking, service yards and associated highway works at Cedar Park, 30 Terminus Road.

The proposed development lies on a prominent corner site, at the junction of Terminus Road and Leigh Road. The site extends to 0.9 acres and is currently a vacant brownfield site, being formally occupied by around 18,000sq ft light industrial, warehousing and milk distribution depot, all buildings were demolished in 2007 and the site has been vacant for over 10 years.

There has been an extensive planning history in terms of permissions for - a postal sorting office and distribution unit or Class B8 storage and distribution unit (04/04169/OUT); 2 no. business units falling within Use Classes B1(c), B2 and B8 (04/04185/COU); B1/B8 light industrial units (05/04477/FUL) and 6 no B1(a) office units. (06/03052/FUL)

None of the above approved consents have ever been implemented.

The Proposal

The development will be for a mixed use development comprising of B1/B2/B8 industrial units with ancillary trade counter use. The proposed building is an L shaped configuration with two access points from Leigh Road.

The site layout is similar to that of previous approved schemes with the buildings set back on the western boundary with service areas and parking fronting Leigh Road. The scheme includes for new highway works to Leigh Road to facilitate access to the development and for future development to the rear sites owned by Chichester District Council.

The buildings are of a modern contemporary style under low pitched roofs (7.8m) and will utilise micro ribbed flat cladding panels (silver), vertical profiled cladding (silver), polyester powder coated windows and doors (light grey), service doors (silver) and permeable tarmac and block pavements to external areas.

The 5 units comprise 1626 sq m. with the ground floor area split 75% B8 use with 25% B2 use and a mezzanine floor in B1 use. Gross Ext Total floor area = 2438 sq.m. Parking is provided with each of the 5 unit with 21 car spaces, long wheelbase transit vans 7 spaces, disabled 5 Spaces, cycles 14 covered spaces, motor cycles 5 Spaces. Parking is based on 50% max parking standards for particular class use.

Planning Adviser's comments

This is a commercial development comprising 5 units on a vacant brownfield site within the Terminus Road commercial area. The buildings are considered to be of an appropriate design and scale for this location and are accessed from an existing service road.

Recommendation: No objection



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CC/16/01842/FUL
North House North Street
Chichester West Sussex

Demolition of existing ground floor rear extensions and erection of single storey floor rear extension, with new vehicular access. Roof extension to provide 2 no. one-bedroom flats. Internal alterations to existing flats.

Introduction

North House is located on the east side of North Street and is a 3 storey building (1936) brick faced with three shop units at ground floor level and 6 flats above. Four of the flats only have a single bedroom or a bed-sitting room.

The building has been extended and altered at the rear and is now a conglomerate of single storey outbuildings with irregular windows and a web of external pipework above. The flat roofs at ground and second floors are visible from the rear along with multiple rooflights and vents and the housing to the stairs onto the roof.

Background

An application on this site was previously considered by the committee on February 10th (CC/15/04185/FUL). It proposed:

“Demolition of existing ground floor rear extensions and erection of new ground floor rear extension. Roof extension to provide two, one bedroom flats. Rear extension to first second and third floors to provide a lift. Internal alterations to existing flats.”

The City Council commented:- “No objection on the grounds that the proposed new mansard roof has a historical precedent and would not detract from the appearance of the building and the street scene, and would preserve or enhance the character and appearance or setting of the Chichester City Conservation Area. However, would like to see a brick finish to the proposed lift shaft and provision built in for air conditioning units”.

The District Council refused the application for the proposed extensions because of their siting, massing, bulk and design would detract from the architecture and appearance of the host building, fail to promote or reinforce local distinctiveness and integrate sympathetically with the built and historic environment and would have a detrimental impact upon the existing skyline as viewed from a number of vantage points within the Conservation Area.

Current Proposal

“Demolition of existing ground floor rear extensions and erection of new ground floor rear extension, with new vehicular access. Roof extension to provide 2 one-bedroom flats. Internal alterations to existing flats”.

Amendments to previous scheme:

- A reduction in the overall height of the ridge by introducing a crown roof rather than the previous pitched roof with a slate or tile hung finish, serving to reduce the mass and bulk of the proposal.
- The removal of the rear extension to the upper floors to house a lift shaft, which projected significantly at roof height, further reducing mass and bulk.
- The removal of the two roof terraces proposed to the rear, addressing the Conservation Officer's concerns regarding the terraces drawing additional emphasis at high level and leading to a proliferation of paraphernalia at roof height.
- Air conditioning units will be placed on the ground floor flat roof hidden by a parapet roof.

It is proposed to create a mansard roof over the existing flat roof to accommodate two new flats, each with one large double bedroom. These will be now accessed by the existing stairs. The rear extensions and outbuildings to the central shop will be demolished and a new single storey extension built over the entire area infilling the rear of retail unit 2 for the full depth of the rear yard. This will incorporate an entrance to the flats above and provide garaging and bin storage whilst improving the security and visual appearance to the rear. (The footprint of the extension proposed is similar to that approved under LA Ref: CC/15/00124/FUL).

The applicants acknowledge that the primary concern in extending the roof was to create an element that appeared appropriate in the context of the existing building and the wider historic setting. The design now incorporates a crown roof to reduce the overall ridge height and proposes either a slate or tile hung finish. A mansard roof with dormers is not atypical of Chichester, or indeed buildings in the Georgian style and it is important to acknowledge the precedent of buildings in Chichester, such as Shippams, also an early 20th Century building in the Georgian style with a later mansard roof in slate. Furthermore, a former building on the appeal site had a mansard roof with a dormer.

As stated by the Chichester City Council's Planning Advisor in their consultation response to the earlier proposal, mansard roofs have a historical precedence and therefore would not materially detract from the host building or the street scene in general.

The only designated site from where the proposed development would be visible is a short section of the Chichester City Walls. It will not have significant adverse impacts on visual amenity, will not harm the character and identity of Chichester Conservation Area as it has very limited visual impact due to the surrounding built development.

Planning Adviser comments

The Committee have previously considered the principle of the submitted proposals and commented:

“No objection on the grounds that the proposed new mansard roof has a historical precedent and would not detract from the appearance of the building and the street scene, and would preserve or enhance the character and appearance or setting of the Chichester City Conservation Area. However, would like to see a brick finish to the proposed lift shaft and provision built in for air conditioning units”.

The amended plans have reduced the profile of the mansard roof, removed the rear lift and deleted the rear terraces, which is an improvement upon the original submission. Details regarding the air conditioning have been supplied.

Recommendation: No objection, however, would like to see provision built in for air conditioning units”.



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**PLANNING ADVISER'S REPORT FOR THE
PLANNING AND CONSERVATION COMMITTEE ON 6 JULY 2016**

CC/15/02344/FUL

Bartholomew's Specialist Distribution, Bognor Road, Chichester. PO19 7TT

Construction of 24 flats and 33 houses with associated car parking, landscaping, cycle and bin storage after demolition of storage buildings but retaining office accommodation.

The District Council have requested the City Council to review its comments on the above application, and to consider no longer relating them to the proposed redevelopment at Runcton for the new crop research facility (15/02344/FUL).

The City Council previously commented that no objection was raised in principle, providing the proposed relocation has been approved and completed before the development upon this site takes place.

Since the comments were forwarded, Policy CC2 of the Site Allocation Preferred Approach DPD has allocated Bartholomew's, Bognor Road, for a mixed use form of development including 62 dwellings and the retention of the Bartholomew's Head Office on site.

In these circumstances, the proposals for the site can be considered within the terms of the allocation and without need to refer to a corresponding reallocation of commercial floor space for the crop research facility.

Recommendation: No Objection



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PLANNING ADVISER'S REPORT FOR THE PLANNING AND CONSERVATION COMMITTEE ON 6 JULY 2016

CC/16/02038/FUL - Case Officer:
Churchill Retirement Living
117 The Hornet Chichester West Sussex PO19 7JP

This application relates to the Toyota car showroom and forecourt (0.25 hectares) located on the north side of The Hornet. It proposes:-

“Redevelopment to form a development comprising 35 one and two bed sheltered apartments for the elderly including communal facilities (Category II type accommodation), access, car parking and landscaping.”

Background

The Committee previously considered an application for this site on 26 August 2015 (CC/15/02449/FUL) - “Re-development to form a development comprising 35 one and two bed sheltered apartments for the elderly including communal facilities (Category II type accommodation), access, car parking and landscaping.”

The Committee commented:- *No objection, in principle, to the proposed development. However, concern is expressed about the proximity of units in the first floor of the north east elevation to the boundary and the likelihood of overlooking properties in Guilden Road.*

Planning permission was refused on the grounds of the loss of employment floorspace, inadequate provision for affordable housing and the failure to contribute to nature conservation interests.

The applicants have advised that, Churchill Retirement Living Ltd. specialises exclusively in developing attractive, purpose-built retirement apartments for the elderly. A typical sheltered development consists of a block of 1 and 2 bedroom apartments, each benefiting from its own private front door, entrance hall, lounge / dining room, fitted kitchen and bathroom.

Principle of Development

The location of this site on the eastern side of Chichester, approximately 500m from the city centre, provides a level walk to nearby shopping, health and other social facilities and is well served by local transport services.

The site is approximately square in shape with the northwest corner cut out; access is from the south off The Hornet that forms the southern boundary. The other boundaries are formed by the back gardens of surrounding residential developments. The area around the site is predominantly residential in character but opposite the site is a small parade of local shops and services.

The applicants state that the area around the site has seen a number of significant developments in the last ten years that are relevant to the redevelopment of this site:

1. Former Rowes Garage Redevelopment, The Hornet - A development of 152 dwellings on a 1.78 hectare site using 2, 3 and 4 storey buildings. Construction complete approx 2004
2. The Heritage Redevelopment, A development of 92 dwellings on a 0.97 hectare site using 1, 2 and 3 storey buildings. Planning Permission 2012, on site.

Just West of the site the area is characterised by city centre scale development of quite substantial footprints, three to four storeys set close to back edge of pavement. East of the site the scale and character of

development changes to more suburban two storey housing set back from the pavement with front gardens. The more recent developments in the area close to the site have taken their design references from the historic centre of Chichester but have increased the scale, especially along the main roads, to three and four storeys.

Building site, scale and appearance

The proposed 'T' shaped building is set along the existing building Lines on The Hornet with a single vehicle access point and proposed parking area (14 cars) is also adjacent to the existing parking at St. Agnes Place. The parking spaces are provided at an appropriate level of provision for a sheltered housing development at this highly sustainable location.

The scale and massing of the proposal reflects the existing context, the proposed building height varies between two and a half and three storeys along the street frontage, stepping down at its eastern end to reflect the lower scale here. The rear wing steps down from two and a half storeys down to two storeys where it is closest to the surrounding two storey houses.

The front elevation has been designed to respect its position on a main route into the city and respect the architectural appearance of the historic buildings within Chichester using traditional materials. The proposal addresses all frontages with well balanced elegant but simple facades with restrained decoration and a portico or pedimented door surround as the key feature. The main facing material is brick with painted brick used to provide relief on some of the longer elevations.

The rear of the building, especially the rear wing, has been designed to respect the lower scale of the building's surroundings. Retaining the Georgian theme the concept of Almshouses of that era has been used to create elevation that has generous sized windows below a steeply pitched roof articulated by chimney stacks.

Building Layout

The ground floor plan consists of a number of communal spaces and flats, the main entrance to the building is off the car park, providing level access to the building. The reception desk and lodge manager's office are positioned close to the main entrance, which will be the first point of reference for all those entering the building. There is a secondary entrance point off The Hornet for the residents providing convenient access to the bus stop and local shops. The owners' lounge is positioned at the heart of the development, at a very central location encouraging socialising among the residents, it provides open views looking into the landscaped gardens separated from The Hornet.

Amenity of neighbouring properties

The rear wing of the building is set 10.77m from the western boundary and 21.3m from the rear of the houses on St. Agnes Place. On the eastern side the building is set a minimum of 21m away from the rear of the buildings on Guilden Road. The building is within the guidelines of Chichester District Council's Planning Guidance Note 3 - Design Guidelines for Alterations to Dwelling and Extensions which sets acceptable distances between residential properties back to back at 21m for two storey development.

Planning Adviser Comments

The current scheme is very similar to that which was previously considered by the Committee in August 2015.

The Chichester District Local Plan key Policies 2014-2029 provides the broad policy framework for the District excluding the National Park. It is generally in accordance with the NPPF and the presumption in favour of sustainable development underlies the Local Plan policies.

Policy 10 sets out the City Development Principles – which seek to promote the vitality and viability of the City Centre, support and enhance heritage and cultural facilities and enhance the character and distinctiveness of local neighbourhoods etc.

The key issues in respect of this site are briefly:

Principle of Development

- Loss of a retail/employment site. The site is surrounded by residential development and now appears as an anomaly with the street scene. It is limited in size and there is no scope for the current use to expand and the current operator would (allegedly) like to move to purpose built premises. Policy 11 indicates that additional employment sites are needed with good access, commercially attractive and deliverable and the refurbishment of existing sites for business use is supported. It is considered that this site has limited alternative use for a commercial developer because of the location and nature of the surroundings and from earlier marketing reports there appears to be an excess of office floorspace within the City area.
- Type of housing. The Local Plan acknowledges the increase in the need for Older persons' housing and supports (inter alia) sheltered housing where it meets identified needs and does not conflict with other priorities. Sheltered housing will be expected to provide both market and affordable housing on site (Policy 34) – unless in exceptional circumstances this is not appropriate when an alternative site or a contribution should be provided. This is to be the subject of discussion with the District Council.
- Design/Density. The design and scale of the proposal appears appropriate for this location which has significantly changed character in recent years with the redevelopment of the former Rowe's site and now presents a high density residential frontage to The Hornet. The proposal continues this theme and presents a varied roofline of 3 – 2.5 storey properties with traditional appearance and brick elevations with a clay tile roof.
- Residential Amenity. Generally, sufficient distance has been retained from the neighbouring properties to retain a satisfactory level of amenity, however, in the north east part of the site there is a distance of only 6m from the boundary and the apartments on the first floor would overlook the neighbouring properties. Overall, the removal of this commercial building will be an enhancement to the appearance of the area in conjunction with landscaping and boundary treatment.
- Transport. The proposed development would be in a highly accessible location in relation to local bus stops, local shops and other local services.

Recommendation: No objection in principle to the proposed development, however, concern is expressed about the proximity of the units in the first floor of the north east elevation to the boundary and the likelihood of overlooking of the properties in Guilden Road.



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PLANNING ADVISER'S REPORT FOR THE PLANNING AND CONSERVATION COMMITTEE ON 6 JULY 2016

O/16/01785/FUL

Removal of conditions 9 and 11 from planning permission O/11/05283/OUT which require the closure of the Oving Traffic Lights and to retain the junction as it currently functions. Land On The North Side Of Shopwhyke Road Shopwhyke West Sussex.

This is a resubmission of an earlier application by Oving Parish Council, which was subsequently withdrawn (O/14/01777/OUT).

This application seeks to remove the Condition imposed on the Shopwyke Lakes developer (O/11/05283/OUT) to permanently close the Oving Traffic Lights to through traffic across the junction of the B1244 Oving/Shopwyke Road with the A27 Chichester Bypass.

The Parish Council submit that the decision to close the Oving Traffic Lights was made by the Area Development Management Committee (South) meeting on the 1st May 2013 based on incorrect and incomplete traffic data and inaccurate accident statistics. Further traffic analysis shows that closure of this junction will not improve the flow of traffic along the Chichester Bypass as originally claimed. The closure of the junction does not comply with the latest Department of Transport Guidelines which does not require the closure of existing junctions. No notice was taken of the nearly two thousand signatories to the e-petition who were against the closure of this junction. The existing traffic lights work well, provide the safest crossing point over the Chichester Bypass and should be retained; it is used by thousands of vehicles every day. The proposal to construct a left turn lane at this junction to allow traffic travelling south from the Portfield Roundabout to access Oving/Shopwyke Road should be reinstated.

A statement supporting the application has been attached to this report.

WSCC Highways have objected to this application to remove the condition on the grounds that the proposal is contrary to para. 32 of the NPPF in that it has not been demonstrated that the proposal would not have a severe residual impact on the operation of the local highway network.

Planning Adviser Comments:

The earlier application was considered by this Committee on 24 September 2014 following a presentation by the Chairman of Oving Parish.

It was resolved: - Chichester City Council strongly supports the application to retain the Oving Road/A27 Junction in its present form by removing the relevant condition attached to the Shopwhyke Lakes plan.

Reason: It is considered that the inconvenience to the large number of road users following the closure of the junction cannot be justified on safety grounds based on the latest evidence and the existing junction arrangement is therefore safer than diverting the traffic to roundabouts which are already heavily congested.

It is considered that this matter should be the subject of an open discussion with Members.



Leave Oving L ghts Alone

STATEMENT ON RE-SUBMITTED PLANNING APPLICATION

- A Planning Application was submitted on 22nd May 2014 by Oving Parish Council under Section 73 to remove the condition to close the Oving crossroads from the outline consent granted to Hanbury Properties by the CDC Planning Committee in May 2013. The new application required a full Traffic and Transport report that was carried out by Bellamy Roberts and was then validated and registered as O/14/01777/OUT in August 2014.
- The Traffic and Transport report concluded that closure of this junction would not significantly improve the flow of traffic along the Chichester Bypass, but can be mitigated by the construction of the already agreed dedicated left turn lane into Oving/Shopwyke Road southbound from the Portfield Roundabout on the A27 Chichester Bypass. There would then be significant reductions in extraneous traffic running through the new Shopwyke Lakes housing development site that would clearly be to the benefit of the developer and safety of the residents.
- The Planning Application was never heard by the CDC Planning Committee because the Highways Agency, as a statutory consultee, imposed a series of “Holding Directions” to prevent this. At a meeting in March 2015, the Highways Agency insisted that further work and unreasonable traffic modelling was required. Oving Parish Council did not agree with these requirements or have the funds to carry out such studies.
- Planning Application O/14/01777/OUT was formally withdrawn by Oving Parish Council in a letter dated 6 June 2015. The application had not been considered within the requisite time and was withdrawn to avoid it being cancelled or determined by the Planning Officers, who were recommending it be refused. It was agreed that the application could be re-submitted within a 12 month period at no additional cost to Oving Parish Council. This is now being implemented.
- On 1st April 2015 the Highways Agency changed their name to Highways England (HE) and following correspondence with our MP Andrew Tyrie, we were informed by the Secretary of State for Transport that the HE powers had changed significantly. The HE power of veto has been removed and they can now only submit an “informal recommendation” to the Planning Authority that does not have to be accepted by the officers or the Planning Committee. HE are also now unable to issue “Holding Directions” to prevent applications being considered.
- HE were consulted about the proposed closure of the Oving Traffic Lights and in his letter dated 21st July 2015, Andrew Jones the Parliamentary Under Secretary of State at the Department for Transport stated that “As part of the Chichester Bypass scheme, Highways England may propose changes to the Oving crossroads and the Parish Council may incur abortive costs if subsequent proposals by Highways England proceed.” In view of this, Oving Parish Council does not consider it appropriate to prepare a further Traffic and Transport report to revalidate the application now being submitted.
- We are aware that significant improvements to the A27 are planned. All options will require traffic modelling to be done by Mott MacDonald, the consultants working on behalf of HE. These would have invalidated the modelling previously required to be carried out by Oving Parish Council after the March 2015 meeting and would have been a complete waste of our public funding.
- In January 2016 the Observer newspaper and Spirit FM leaked details of the seven options for improvements to the A27 being considered by Mott MacDonald. HE advised that these are only drafts that may change before they go for public consultations for 6 or 7 weeks from the already delayed March 2016 starting date.

- The HE public consultations were delayed again and three of the options, including the 2 northern bypass routes and a new southern expressway through Oving Parish have been dropped. It is assumed that the four options for improvements to the existing A27 Chichester Bypass will be retained and evaluated for consideration during the consultation period starting in the Summer of 2016.
- It is also assumed that the traffic and transport modelling for all four options will be carried out and evaluated by Mott MacDonald. The cost of improvements for each option will need to be presented for public consideration.
- This negates the requirement for any further traffic modelling to be carried out on behalf of Oving Parish Council or for a Traffic and Transport report to be prepared.
- We therefore expect the re-submitted planning application to be validated, to retain its original application number O/14/01777/OUT with the associated supporting documents/comments and to be considered by the CDC Planning Committee as soon as possible.
- Ground-works have now commenced on the Shopwyke Lakes development site and construction of the roads and buildings are expected to start soon. An application for a further 85 houses on this site has now been approved. This included a revised Traffic and Transport report for the total of 585 houses now expected to be built on this site.
- An application to construct 9 blocks of student accommodation for 521 students on the adjacent Osborne site is in preparation. There have been initial public consultations with residents of Oving Parish. Only 15 parking spaces are to be provided as students (except those disabled) will be prohibited from having vehicles on site. The development is not expected to generate any additional traffic than has been used to access the existing UMA offices. However, it is not clear how the students are expected to get to and from Chichester University.
- Wellbeck Strategic Land propose to build a further 99 houses on the south side of Oving Road. The developer has had discussions with Oving Parish Council and public consultation meetings have been held with local residents and those in the wider parish. A Traffic and Transport report will be prepared by the developer using data from a traffic survey carried out on Shopwyke Road recently.
- The above developments are now identified as new “neighbourhoods” of Chichester. These will more than double the population of Oving Parish. It is inconceivable that all their residents should be isolated from the city due to the closure of the Oving Traffic Lights.
- Oving Parish Council is aware that there are still a significant number of vehicles using the Oving Traffic Lights as the preferred route into and out of Chichester. This will only get worse with time due to the extensive housing developments in the adjoining Parish of Tangmere. To expect all these vehicles to travel through the Shopwyke Lakes development is not realistic on safety or environmental grounds. The alternative of using the Drayton Lane level crossing is not practical as the A259 and the Bognor Road Roundabout are already so congested. Traffic gridlock will be the inevitable result and will isolate residents from a wide catchment area from accessing the City or other essential services such as St Richards Hospital. To close the Oving Crossroads would be madness.

Sjoerd Schuyleman,

Chairman, Oving Parish Council.

23rd May 2016