



CHICHESTER CITY COUNCIL

PLANNING ADVISER'S REPORT FOR THE PLANNING AND CONSERVATION COMMITTEE ON 1 JUNE 2016

WSCC/023/16/CC

Parklands Community Primary School, Durnford Close, Chichester, West Sussex, PO19 3AG
Expansion of school including a two storey extension, revised car park arrangements and associated hard/soft landscaping

Introduction

This is a County consultation in respect of Parklands Community Primary School accessed from Durnford Close, the new school proposal is led by West Sussex County Council. It is intended this planning application will allow for the increased demand and provide the accommodation necessary for Parklands Community Primary School.

Background

There has been a two year class bulge (comprising of 60 pupils) running within the school (covering both year 1 & 2 teaching years). To meet the immediate demand a temporary building was installed to provide urgent teaching accommodation for the start of school year 2015. There is now a requirement to take the school from a 1FE school provision to a 2 FE capacity throughout, with a PAN (published admission number) change from 30 to 60 pupils each year. The school currently has 309 pupils enrolled and this expansion will allow for the increase to 420.

All works would be expected to be completed by September 2017 meaning the school would be at full capacity by September 2023.

The Proposal

The main building comprises of brick finishes, render and glazed panels and is mainly single storey with a two storey element forming the school hall.

The development consists of a proposed new two storey extension consisting of 8 additional classrooms (2 of which will be allocated to Special Educational Needs), a small hall/ studio, community room, staff areas and ancillary spaces. The existing car park will also be extended to accommodate the additional teaching staff and provide the much needed drop off/ collection zone to parents.

The proposal will also allow for the removal of the temporary classroom buildings.

The proposed extension is located on the existing hard play area to the south-west of the existing school building. As part of the proposed works, two existing temporary classrooms are to be removed from site. This area will be made good as new playground, which will more than compensate for the area taken up by the new extension.

The overall proposed extension is approximately 760m².

The total loss of hard standing play areas is approximately 400m².

The total amount of additional hard standing play areas to be provided will be approximately 790m². This additional space will accommodate for the increase in pupil numbers. An existing pitch marked onto the hard play area will also be relocated to the South West of the proposed extension.

The extension's external finishes will be in keeping with the existing building and include, brickwork (colour to match existing school as closely as possible), white render and colour featured cladding panel

The car park proposal shows an increase from 15 spaces to 30 staff park spaces and 17 drop off/ collection spaces, with an additional 2 spaces being provided for accessible parking. This provides an increase from 15 spaces to a total of 50 spaces. To accommodate this increase, the majority of the existing car park has been optimised, where possible, for instance a large area within the existing car park was unused as it was not accessible by pupils nor was it regularly accessed by staff. Other additions were provided through use of the space to the North East of the site. This area was also mostly unused by both pupils and staff although accessible by both.

The school currently employs 59 staff, including non-teaching and part-time staff. With this proposal staff numbers would be expected to increase by 19 to a total of 78. On a typical school day, the existing car park is controlled and restricted to members of staff, deliveries or taxis picking up / dropping off pupils from the Special Support Centre (SEN). Parents dropping off / picking up children by car rely on nearby roads and the parking facilities at St Wilfred's church.

Planning Adviser comments

The proposed two storey extension lies to the south west of the existing school buildings on an area of hard surface play area. It is linked by a single storey corridor to the main building and extends some 42m x 19m up to two storey level. It is designed to match the appearance of the existing building utilising brickwork (colour to match existing school as closely as possible), white render and colour featured cladding panel.

Additional parking and drop off spaces are to be provided within the site adjacent to the entrance off Durnford Close and replacement hard play areas to the south and to the west, where the temporary classrooms were located.

The area surrounding the school is residential in character and inevitably the physical extension of the building, car parking and play areas as well as the increase in general activity will have an impact upon the amenity of nearby residents and the character of the area. However, the educational needs of a growing community are, on balance, considered to be of greater weight.

Recommendation: No objection.



CHICHESTER CITY COUNCIL

PLANNING ADVISER'S REPORT FOR THE PLANNING AND CONSERVATION COMMITTEE ON 1 JUNE 2016

CC/16/01555/REM
Unit A2 Phase1
Barnfield Drive

Introduction

This reserved matters application relates to Unit A2 of Phase I of the Barnfield Drive development, which is nearing completion. The proposal is for a 78 sq.m. mezzanine floor to be provided.

Background

In March the committee considered an application for this site (CC/16/00161/FUL) which sought a variation of conditions 3, 6 and 37 of planning permission CC/14/00505/OUT to enable Unit A2 to be used by Sports Direct, who have a requirement for a retail warehouse format. It was resolved: *“To object to the variation of Condition 3 of CC/15/01435/FUL as this specifically excluded sportswear, sports and recreational goods (unless related to the sales of cycles, in order to protect the viability and vitality of Chichester City Centre”*. No decision has yet been made on the application.

Outline planning permission was originally granted in June 2013 for the redevelopment of the site north of Barnfield Drive for the erection of Non – food retail units (6039 sq.m); a garden centre; an A1/A3 kiosk; car parking and access and a riverside park (CC/12/00680/OUT). Variations to overall floorspace and layout were agreed in February 2014 (CC/13/0221/OUT) allowing up to 6,533 sq.m. in total and for a Phased Development (CC/14/00505/OUT).

A further application for retail floorspace for a multiple discount convenience store was granted (CC/15/01435/FUL).

The total retail development (6,190 sq.m.) is configured as follows: (net sales area)

- Unit A1 Wickes – 2370 sq.m;
- Unit A2 – 929 sq.m. – Sports Direct?
- Unit A3 – Halfords – 1162 sq.m. (465 at mezzanine level)
- Unit B - Aldi – 1210 sq.m.
- 343 sq.m. of permitted retail floorspace can still be constructed.

Proposal

This application seeks to introduce a 78 sq.m. mezzanine over the proposed ground floor of Unit A2 (929 sq.m.).

The proposed occupier is Sports Direct is a national retailer of sports goods and the company has a wide range of stores in both town centres and in retail warehouse locations. Town centre sites offer predominantly clothes and smaller sporting goods whilst the retail warehouse location will stock a larger degree of apparatus and equipment lines.

Planning Adviser comments

The principle of this retail development has been established by an earlier outline permission, however, conditions were imposed to restrict the type of goods sold and the floorspace, essentially to protect the viability of the city centre. Concerns have already been raised on the previous application about the possible impact on the Town Centre of the type of products to be sold.

However, the provision of a mezzanine floor of a limited floorpace, within the overall permitted level of floorspace would not appear to be objectionable on its own merits.

Recommendation: No objection



CHICHESTER CITY COUNCIL

PLANNING ADVISER'S REPORT FOR THE PLANNING AND CONSERVATION COMMITTEE ON 1 JUNE 2016

CC/15/04184/FUL
The Boardwalk, North Street
Amended Plans

Amended plans have now been submitted which have introduced a number of minor and cosmetic changes to the scheme which has previously been considered by the Committee.

The revisions include:

- Widening of North Street frontage by 1.8m to remove pedestrian access gate on north side, giving accommodation to the first floor and increased window display to retail unit 3 which also increases in the Priory Lane frontage;
- Raising of the parapet to screen lower half of top floor windows;
- Removal of balconies in the first floor windows facing Priory Lane and changes to porch canopy details.
- Traditional dormer windows substituted on the rear roof level.

Background

This application follows an earlier one which was considered by Committee in September 2015 which proposed new retail (A1), five terraced townhouses and two flats.

It was resolved to **Object** on the following grounds:

Overdevelopment of the area; too many units on this restricted site; Mass and bulk - overbearing on Priory Lane and adjacent listed buildings; overlooking of properties to the south from balconies and second floor amenity area; Inappropriate design for this location; Insufficient room for manoeuvring vehicle for car parking in narrow lane; Loss of retail parking for delivery vehicles to retail units. Planning permission was subsequently refused.

Proposals

The current application proposes 3 x retail units, 4 x townhouses and 2 x flats, this differs from the earlier application as there are now 3 retail units (instead of two) on the roughly same footprint and four (larger) terraced houses are shown instead of five. Various amendments were introduced to address the concerns expressed about the earlier application. The Committee resolved to raise

No Objection.

Planning Adviser comments

These latest amendments improve the appearance of the proposed building and albeit being closer to the listed building at Northgate, appear to be acceptable in terms of its relationship and with the conservation area.

Recommendation: No objection.



CHICHESTER CITY COUNCIL

PLANNING ADVISER'S REPORT FOR THE PLANNING AND CONSERVATION COMMITTEE ON 1 JUNE 2016

CC/15/04163/FUL

Student Accommodation Land adjacent to Tesco PFS.

Amended Plans

Introduction

This application for student accommodation was originally considered by this Committee in February 2016 following which it was resolved to object on the grounds that *“Whist it was considered to be a suitable site for student accommodation it was considered that the current proposal was unacceptable on account of its design, mass and density, the lack of car parking and landscaping and overdevelopment”*.

The applicants have now submitted amended plans and explained:-“It is now a proposed fully managed student accommodation block comprising two buildings each 3-4 storeys with 134 student bed spaces, associated access works and landscaping. This has allowed a considerable reduction in scale and massing from the 3-5 storey scheme with 153 student bed spaces which you previously considered”.

The principal changes to the scheme are as follows:

Front block facing Fishbourne Road East:

1. Omission of all accommodation at fourth floor – giving a reduction of 10 no. studios
2. Omission of 1 no. cluster bedroom at the south end of the site, setting back the third floor accommodation from the gable end and providing a flat roof area. The roof to the third floor is a pitched slate roof with both the north and south ends hipped.
3. On ground, first and second floors, 2 no. cluster bedrooms omitted to achieve an overall reduction in length of the building of approximately 2700mm. This reduces the number of cluster bedrooms by 6no. total over 3 floors and has allowed the building to be set further away from the roundabout at the site entrance.

Rear block:

Omission of 2 no. studios to the third floor within the curved part of the building to reduce the height at the site entrance.

Total number of units omitted = 12 no. studios + 7 no. cluster bedrooms.

Background

The application site has been identified for a minimum of 130 student bedrooms within the Chichester District Council Site Allocation: Preferred Approach, Development Plan Document.

Planning permission was granted in 2002 for the erection of a non-food retail unit (10,000 sq ft.) and the relocation of the Tesco petrol filling station (LA Ref CC/98/02679/FUL). Further to this, in 2004 planning permission was granted for the 'erection of petrol filling station, kiosk building/car wash, non-food retail unit (12,000 sq ft and new highway access and ancillary works' (CC/03/03182/FUL).

Planning permission (CC/03/0382/FUL) was implemented through the construction of the Tesco petrol filling station and therefore this site retains an extant permission for the construction of a 12,000 sq ft non-food retail unit.

Original Proposal

The applicants state that proposed development is for 153 student bed spaces in two new buildings on the site comprising a mix of cluster flats and studios, with ancillary uses such as study space, common room and gym.

The new buildings will have an average overall height of 4 storeys ranging from 3-5 storeys. The proposed building has been designed in a staggered formation ranging from three storeys at the north end of the site, to five storeys in height adjacent to the petrol filling station. The site is situated as not to interrupt views of the cathedral spire within the heart of the City.

The development comprises two buildings set either side of a central access and service area. The western most building, having a gross floor area of 3,323sqm, will front directly onto Fishbourne Road East with the second building of 1,088sqm set adjacent to the railway, featuring a curved western elevation, giving a focal point and adding interest at the entrance to the site.

The scheme has been developed in a contemporary style with a flat roof to the lower northern end and a run of gabled roofs to the southern end ranging in height from 14-18m. This compares with the 18.6m and 15.5m heights of the Chichester College buildings, located within 350m of the site to the south-east and the consented retail unit comprising the planning 'fall back' of 9.9m.

The building compositions will be visually broken down into a variety of horizontal lines throughout the length of the structure, with vertical emphasis created by the twin gables to the road frontage and the double height window apertures in deep reveals. The building is further subdivided by the use of a varied palette of materials.

The gables will be constructed in facing brick with the side portions of the building clad in reconstituted stone panels with a riven texture. The upper recessed portions of the development will be finished in a powder coated standing seam metal panel that will be used both vertically as cladding and as the roofing material.

The site is located to the south-west of the city centre and distance views of the site are obscured by heavy tree belts to all sides. However the site is visible in local views from the Tesco access Road approach and it is considered that there is an opportunity to design a statement building providing a gateway to the City and respecting existing residential properties.

Approximately half of the bed spaces will be provided in clusters of 4 to 6 units with shared living/kitchen/dining rooms. The other half will be provided in the form of self-contained studio flats or apartments aimed at postgraduates, international students or those wishing to live separately. The accommodation will be managed in accordance with the accredited code of the Accreditation Network UK (ANUK).

The existing access from the petrol filling station access will be utilised for the development and will be essentially car free save for the required disabled car parking spaces. There will also be the appropriate space for deliveries, the collection of refuse and turning of vehicles within the site.

Pick-up and drop off to the student accommodation will be a managed process over one or two weekends each academic year. To stagger arrivals, each student will be advised of a date and time to arrive at the property.

Consultation responses

There have been approximately 50 objections to the proposals on the grounds of: Overbearing scale of building on small site; Inappropriate use in a residential area; Inadequate car parking provision and dangerous access through petrol filling station entrance.

Design issues

The CDC Conservation and Design Manager has stated:

“There have been a number of amendments to the design of the proposed buildings which have resulted in a reduced height to 4 storeys, articulation of the upper floor by setting it back from the main elevation and reconfiguration of the roof to reduce the overall bulk of the development.

The building has also been set back on its road frontage and the south facing elevation has had more interest introduced through the introduction of windows. The latest iteration with the removal of the proposed gable to the south elevation and hipping and setting back of the roof, does reduce the interest to the elevation to some degree and brings the eastern block into more prominence. However this is mitigated by the overall reduction in massing at this end of the building resulting in a better relationship with the low-scale retail and commercial development to the south and south-west of the site which is predominantly single-storey, therefore, reducing the buildings prominence”.

Highways issues

The WSCC Highways have considered the suitability of the access, accessibility by pedestrians and cyclists, trip generation and parking and have recommended that if the LPA are minded to approve the application, that a legal agreement should secure a Student Accommodation Management Plan and a Traffic Regulation Order. It has considered other managed student schemes in other areas for the purposes of assessing the level of required parking provision and concluded that an enforceable management plan would be acceptable combined with possible waiting restrictions on nearby roads.

Planning Adviser Comments

The original proposal was for student accommodation comprising two buildings each 3-5 storeys with 153 student bed spaces, associated access works and landscaping on Land adjacent to Tesco PFS Fishbourne Road East.

The main changes in the revised plans are;

- a 3m reduction in height on the main gables
- a 3m reduction in the width of the overall main building
- a 3m reduction in width at 4th floor level and a hipped roofline
- a reduction of 19 student bed spaces.

The Local Plan Site Allocation preferred Approach identifies this site for at least 130 student bedrooms, so that the proposed reduction of 19 units to 134 units is a better fit within this parameter.

The site is roughly triangular in shape and is bordered by the railway line to the north east and residential beyond, Tesco PFS and the raised section of Cathedral Way to the south east and residential properties either side of Fishbourne Road East to the west. The proposed access is to be shared with the existing PFS.

The proposal has been designed in two blocks the main one fronting Fishbourne Road and the other lying in the eastern corner. The main frontage continues to extend up to 3 storey height (with a fourth storey set back from the main elevation) and two main brick gables reduced in height aligning with a new hipped

roof ridgeline. The 3 storey flat roof wings have been slightly reduced in width, giving a greater border to the southern boundary.

Visually the site is relatively isolated and the relationship with the surrounding area provides an opportunity for a individual form of development. However, the site is limited by the access into two distinct developable areas and there is minimal space for parking and manoeuvring. It is, nevertheless, a brownfield site in sustainable location and has good links to the town, food stores and public transport as well as the College. There is also an unimplemented consent for non food retail development (12,000 sq.ft), which would be likely to have a commercial appearance.

The Committee previously expressed concerns about design, mass and density, the lack of car parking and landscaping and overdevelopment. Whilst the visual mass and impact of the building has been significantly improved with the revisions outlined above and the level of student accommodation decreased, there is little change to the overall footprint, car parking and landscaping.

On balance, it is considered that the significant improvements have been achieved in terms of the scale and design of the building and the level of student accommodation has been reduced, sufficient to address the committee's concerns.

Recommendation: No objection.



CHICHESTER CITY COUNCIL

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CC/14/04301/OUT

White House Farm

Additional and Amended Plans

A number of additional and amended plans have been submitted some of which are to address the WSCC Highways concerns:

1. Northern Access Junction

WSCC has confirmed that they are satisfied with the layout of the northern access junction. This layout is shown in **Appendix A**.

2. Emergency Access Junction

WSCC has confirmed that they are satisfied with the layout of the emergency access junction from Old Broyle Road. This layout is shown **Appendix B**.

3. Clay Lane Access Junction

WSCC has confirmed that they are satisfied with the layout of the access junction from Clay Lane. This layout is shown in **Appendix C**.

4. Potential Modification to the Old Broyle Road/Sherborne Road Junction

WSCC has confirmed that they are satisfied with the approach to monitor the requirement for the potential modification to the Old Broyle Road/Sherborne Road junction. The developers are willing to monitor the traffic conditions at the junction and implement the identified modifications shown in **Appendix D**, if the traffic impact on the north-western Old-Broyle approach to the junction becomes severe.

5. Sherborne Road Mini-Roundabout Junction

An updated modification scheme has been prepared for this junction. The proposed layout is shown in **Appendix E**.

6. Cathedral Way/Via Ravenna Roundabout Junction

An updated modification scheme has been prepared for this junction. The proposed layout is shown in **Appendix F**.

7. Sherborne Road Traffic Calming

WSCC has stated that they would like to see a traffic calming scheme that involves 'horizontal carriageway deflection' using chicanes and narrowing along Sherborne Road. The scheme submitted by Vectos uses these principles. This is shown in Appendix F Agreement.

8. Westgate Traffic Calming

WSCC has confirmed that the principle of the traffic calming scheme proposed by Vectos along the western section of Westgate is acceptable. The layout is shown in **Appendix G**.

9. A286 Orchard Street/Westgate/West Street Roundabout Junction

Following the most recent discussion with WSCC, an updated modification scheme has been prepared for this junction. This involves removing the roundabout and introducing traffic signals. The proposed layout is shown in **Appendix H**.

- *Note removal of roundabout*

10. Advisory Cycle Route

Following the most recent discussions with WSCC, the developers are willing to provide a reasonable and appropriate contribution towards implementing an advisory cycle route from the site towards the City centre on low traffic roads, where practicable. The potential advisory cycle routes are shown in **Appendix I**.

11. St Paul's Road Cycle Route

Following the most recent discussions with WSCC, the developers are willing to provide a reasonable and appropriate contribution towards any future County-led cycle route along St Pauls Road.

12. Brandy Hole Lane

WSCC has confirmed that they are satisfied to receive a reasonable and appropriate contribution from the developers towards implementing the modification to Brandy Hole Lane. An indicative layout of the scheme is shown in **Appendix J**.

- *Note closure of BHL*

13. Bus Service Provision

The developers are willing to provide a reasonable and appropriate contribution towards providing a bus service to the site. Discussions have been held with Stagecoach and they have confirmed that they are willing to work with the developers to serve the site

14. Northgate Gyratory

WSCC has confirmed that the scheme for the Northgate Gyratory will be County-led and will be funded through CIL contributions.

15. A27 Works

In line with the '*Proposed additional wording to be added to the Planning Obligations and Affordable Housing Supplementary Planning Document*' prepared by Chichester District Council in relation to the approach for securing development contributions to mitigate additional traffic impacts on the A27 Chichester Bypass (January 2016), the developers are willing to provide a financial contribution by way of a S278 Agreement towards the agreed works to A27.

Foul Sewerage

The agents have confirmed that they are currently in discussions with Southern Water regarding a potential foul sewerage connection to Tangmere. However, agreement has not yet been reached and as such my clients wish for the outline planning application to retain the flexibility to provide either an on-site sewerage plant or an off-site connection to Tangmere.

The applicants have advised that the documents and plans have been updated to account for either an on-site foul sewage plant or a connection to Tangmere, so in masterplan terms there is no real change. The only change made to the Masterplan is the key which reflects this “either/or” scenario and then the location of the pavilion has been moved to the west of the playing pitch because CDC’s open space officer wanted more parking spaces.