

## PLANNING REPORTS – WEEKS 24, 25, 26 & 27 OF 2022

### Week 24

CC/22/01178/DOM - Case Officer: Emma Kierans

19 Highland Road Chichester West Sussex PO19 5QX

Remodelling and extension to existing bungalow to form 4 no. bedroom bungalow with 2 no. bedroom annexe.

<https://publicaccess.chichester.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=RBF25JERG3Z00>

Key issues:

- The proposal would extend the existing bungalow to a two storey, four bedroom house with two bedroom annexe. The proposed garage does not meet the size standard for parking and manoeuvring into it would be difficult in its proposed position. The hardstanding in front of the garage would provide 1-2 parking spaces, not the three required for a 4+ bedroom dwelling.
- The site is within an area of mixed housing styles and proportions, with bungalows to the west, two-storey semi-detached dwellings to the south, and larger detached dwellings to the north and west. The proposal would therefore relate to the nature and scale of surrounding development.
- The scale of the resulting building and the position of it within the plot would not result in unacceptable harm to the amenity of neighbouring residents.

**Recommendation: Objection. The informal 1-2 parking spaces to the front of the dwelling would be insufficient to serve this substantial 4-double bedroomed family home with 2-bedroom annexe. The proposed garage does not meet the required size for parking and would lend itself to becoming a seventh bedroom or other additional accommodation space.**

**Should permission be granted without significant improvement to parking provision, the planning authority should apply a condition to remove from this property the permitted development right to change the use of the dwelling (use class C3) to a house of multiple occupation (HMO, use class C4).**

### Week 25

CC/21/03188/DOM - Case Officer: Emma Kierans

37 Whyke Lane Chichester PO19 7US

Erection of side and first floor extension.

<https://publicaccess.chichester.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=R1WCB2ERH5K00>

Key issues:

- The site is within the conservation area. The proposal is to extend the bungalow to a substantial double fronted 2.5 storey house. The design features a full height central glass fronted gable. It does not reflect the scale and proportions or the design and appearance of the surrounding built environment and would not preserve or enhance the character and appearance of the conservation area, as is required of new development within conservation areas.
- The existing bungalow occupies a corner plot and is set back further in its plot than the dwellings to its north. Extending to 2.5 storeys, given the orientation as well as the scale and bulk, would significantly impact the amenity of the occupiers of those properties.
- The scale of the building and its position within the plot, together with the parking arrangements result in the very substantial 4+ bedroom house being significantly

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underserved in terms of private outdoor amenity space. Much of what remains of the rear garden would be taken up by vehicular access to the garage.

**Recommendation: Objection. The scale, proportions, design and appearance of the proposal is out of keeping with the conservation area and would harm the character and appearance of the area. The height, scale and position of the building would harm the amenity of the neighbours to its immediate north. There is concern that the proposal would provide insufficient garden space and parking to serve such a substantial family home.**

### Week 26

No committee items.

### Week 27

CC/22/01485/OUTEIA - Case Officer: Steve Harris

Vistry Group and Miller Homes

Land To The West Of Centurion Way; Land At Bishop Luffa School; Land At And Adjoining Westgate And; Land To The North-east Of Old Broyle Road And St Pauls Road

Outline planning application with all matters except Access reserved for the second phase of development of the West of Chichester Strategic Development Location (SDL) for 850 homes and employment land with vehicular, pedestrian and cycle access from Westgate and via phase 1, extensions to approved phase 1 community facility and primary school, informal and formal open space (including northern Country Park), playing pitches and associated landscaping, utilities and drainage infrastructure. Associated demolition of existing agricultural buildings on site. Closure of Clay Lane vehicular access.

<https://publicaccess.chichester.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=RD5XQTERHEL00>

Key issues:

- This is an outline application to determine the acceptability in principle of the proposed development of “phase 2” of the West of Chichester Major Development Area.
- Details of the Southern Access Route (SAR) are proposed. The developers have sought advice from the Local Highway Authority, WSCC, and have proposed WSCC’s preferred option for connecting the SAR.
- The mini roundabout at the southern end of Sherborne Road is proposed to be removed, and Sherborne Road given direct priority access to the A259 college roundabout. The accesses west (onto the SAR) and east to Westgate, which formerly came off the mini roundabout, will be staggered and replaced with junctions onto Sherborne Road.
- A 3m+ footpath is provided on the northern side of the SAR and on the southern side a 2m footpath and separate 3.2m cycle path is proposed. These link to crossings over the SAR, Sherborne Road and Westgate.
- The western part of Westgate, which serves a small number of dwellings, is proposed to be disconnected from the main part of the street which continues east of Sherborne Road. The western part of Westgate would join the SAR via a junction which prioritises the SAR and its serving southern footpath and cycle path.

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- A new Bishop Luffa access roundabout on the SAR is proposed at the point of exit from the foot/cycle bridge over the railway. However, this means that students may be tempted to cross the SAR unsafely, close to the new roundabout, rather than walking to either of the closest crossings.
- A shared surface crossing is proposed to provide continuity for Centurion Way across the SAR. This is just over 100m from the exit of the rail bridge and the new roundabout. The existing bridge directs users back on themselves to bring them out at its current exit point. A reconfiguration of the bridge could provide two continuous slopes, for those travelling both west and east, which would bring its western exit (or access) point close to the Centurion Way crossing. The eastern exit would also then be a safer distance from the roundabout. However, the bridge is outside of the site area and the developer's control and the works would result in the loss of a group of trees. Such works may be negotiable between Network Rail, WSCC and CDC. Alternatively, re-siting the roundabout could be considered.
- Aside from access, all other matters (scale, appearance, layout, and landscaping) are reserved, to be determined through a future detailed "reserved matters" application. The parameters of this are set out within the submitted masterplan, showing indicative layout, land use areas, density, building heights (in storeys, not detailed measurements) and main vehicular routes within the site and connections to its surroundings.
- The nature of the proposal, including sports provision and industrial buildings for employment units in the south, 850 dwellings, of which 30% (255 units) would be affordable, and a northern country park, largely accord with the principles indicated both within the previous overall masterplan set out during the phase 1 planning process, and within the specific allocation of this area of land in the Local Plan for such development.
- The specific site areas allocated for industrial use have been amended, with some swapped with landscaped open space areas and some with housing. The result is that there is an area of landscape and ecology sandwiched between industrial units, rather than as was originally envisaged, sited adjacent to the phase 1 country park, where it would better provide a larger, better connected area for wildlife. Swapping what was to be housing adjacent to this area for industrial use also reduces the recreational utility of the landscaped area and being significantly less visible and less well used for leisure purposes by adjacent residents, it risks becoming an area attracting anti-social behaviour, as well as the consequent risk of development pressure to infill the land with more industrial units to resolve this issue.
- A detailed Transport Assessment calculates that the impact on junctions within the city would be negligible, and impacts on the A27 would be within the range of 3.2%-4.1% (total phase 1 + phase 2 impact) at peak flow times at the Fishbourne roundabout. The developer concludes this would be within the range of usual daily fluctuations and therefore not material. However, traffic flow along the A27 at peak times is already slow, and an additional 4.1% increase in evening peak flow would meaningfully contribute to traffic delays which residents already find unacceptable. A 5.5% increase at Northgate gyratory is also of concern.

**Recommendation: No objection in principle to the development which is supported by the relevant land use allocation within the adopted Local Plan and largely accords with the previous overall West of Chichester Masterplan. However, objection is raised on a number of points of concern which should be addressed fully prior to any grant of permission:**

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- **The siting of the Bishop Luffa access roundabout at the point of exit from the foot/cycle bridge over the railway will encourage dangerous crossing of the SAR by students, as the crossings are some distance in the opposite direction to the school access. Consideration should be given to moving the roundabout and putting in a crossing at the foot of the bridge to maximise safety for students. Alternatively, negotiation could be undertaken between Network Rail, WSCC and CDC to reconfigure the northern side of the bridge. The existing bridge directs users back on themselves to bring them out at its current exit point. A reconfiguration of the bridge could provide two continuous slopes, for those travelling both west and east, which would bring its western exit (or access) point close to the Centurion Way crossing, although this would result in the loss of a group of trees. The eastern exit would also be a safer distance from the roundabout.**
- **The siting and extent of the industrial areas into the land around the ancient woodland is of concern; it creates a linear area of landscape and ecology sandwiched between industrial units, rather than as was originally envisaged, a larger area directly connecting (for wildlife) to the phase 1 country park. The development to the north of this countryside was originally envisaged to be residential, swapping the adjacent land use to industrial reduces the practicality of accessibility, desirability of recreational use of the area. It being significantly less visible and less well used for leisure purposes by adjacent residents, increases its risk of being used for anti-social behaviour, as well as the consequent risk of development pressure to infill.**
- **Traffic flow along the A27 at peak times is already slow, as is traffic flow within the city centre at times. Although the Transport Assessment concludes that impacts are acceptable, the predicted 4.1% increase in evening peak flow traffic every day at the Fishbourne roundabout and a 5.5% increase at Northgate gyratory would meaningfully contribute to traffic delays which residents already find unacceptable.**

CC/22/01501/REM - Case Officer: Joanne Prichard

Graylingwell Hospital College Lane Chichester West Sussex

Application for the approval of Reserved Matters for appearance, landscaping, layout and scale following Outline Planning Permission 14/01018/OUT - erection of class C2 assisted living/extra care accommodation with communal facilities and car parking.

<https://publicaccess.chichester.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=RD7RTZERHG800>

Key issues:

- This is a reserved matters application for the part of site permitted under outline application 14/01018/OUT for a residential care home (use class C2). Proposed are 64 apartments, of which 36 are one-bedroomed and 28 are two-bedroomed.
- Accommodation is compact with each apartment having its own small kitchen or an open plan kitchen-living room, one or two bedrooms, and bathrooms are predominantly internal, being served by mechanical extractors rather than having their own window.
- Provided on the ground floor is a small kitchen/café area with a communal dining room, a small salon, a warden's office with waiting area and a staff room. Bicycle/mobility scooter storage and bin storage are also provided on the ground floor. The facilities do not appear adequate to serve the substantial number of potential residents.

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- The approved masterplan and parameter plans are for a 3-3.5 storey building, with a garden of reasonable depth shown. The proposal is for a four storey building which covers almost the entire depth of the site, leaving no room for any meaningful garden space.
- The building is well articulated in form and proposed materials in order to try to visually break up its very significant size and scale, but the building retains significant bulk and visual impact.
- Balconies are proposed to provide residents with outdoor space, however these are of poor quality appearance, sharing unattractive vertical metal supports spanning three to four storeys in height, with unattractive metal railings also.
- 42 parking spaces are proposed. Parking is limited in the surrounding area. This would appear to be insufficient to serve 64 one- and two-bedroomed independent living apartments, as well as staff.

### **Recommendation: Objection.**

**The outline permission is for a 3-3.5 storey building, which is a building with the appearance of 3 storeys but which may have some accommodation within the roofspace. The proposal is a four storey building. The fourth storey is not even set back from edge of the building at all points, and where it is, the visual effect of the building is still that of a building of more than three storeys high at the eaves because of the parapet.**

**The visual impact of the building is very significant, as it is out of scale with its surroundings. The whole width of the plot is used for the building, and the meaningful garden area shown on the approved masterplan has been omitted. The balconies are of poor quality appearance, sharing unattractive vertical metal supports spanning three to four storeys in height, with unattractive metal railings.**

**There is concern over the quality of the accommodation and for the amenity of the potential residents. As well as the lack of garden and parking, space within the apartments themselves is very limited, with most having internal bathrooms not served with a window, and therefore reliant on mechanical ventilation. The bistro, and particularly its kitchen, appears very small to serve the number of residents the accommodation would provide for, as does the bin store. The 42 parking spaces appears insufficient for 64 apartments, especially as parking is limited outside of the site.**