

Public Document Pack

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A meeting of the **Cabinet** will be held in Committee Room 2, East Pallant House Chichester on **Tuesday 7 November 2017 at 09:30**

MEMBERS: Mr A Dignum (Chairman), Mrs E Lintill (Vice-Chairman), Mr R Barrow, Mr J Connor, Mrs P Hardwick, Mrs J Kilby, Mrs S Taylor and Mr P Wilding

FIRST AGENDA SUPPLEMENT

This first agenda supplement contains the appendices for agenda items 5, 7, 8, 9 and 11

- 5 **Determination of the Council Tax Reduction Scheme 2018-2019** (Pages 1 - 52)
The Cabinet is requested to consider the agenda report and its three appendices and make the following recommendation to the Council:

That the proposed Council Tax Reduction Scheme for 2018-2019 be approved.

- 7 **Southern Gateway Masterplan – Adoption** (Pages 53 - 242)
The Cabinet is requested to consider the agenda report and its five appendices and to make the following recommendations to the Council and also the resolution below:

A – RECOMMENDATIONS TO THE COUNCIL

That the Cabinet recommends to the Council that it:

- (a) Approves the recommended responses to the representations made as part of the public consultation on the draft masterplan (set out in appendix 1 to the agenda report).
- (b) Adopts the Southern Gateway Masterplan (set out in appendix 2 to the agenda report) as a Supplementary Planning Document, thereby replacing the existing Southern Gateway Planning Framework Supplementary Planning Guidance 2001.
- (c) Delegates authority to the Head of Planning Services, following consultation with the Cabinet Member for Planning Services, to make minor amendments to the document prior to publication.

B – RESOLUTION BY THE CABINET

That the use of part of the residual budget from the now adopted Local Plan to

meet the remaining cost (£51,000) of the Southern Gateway Masterplan project be approved.

8 **Southern Gateway Chichester - Implementation** (Pages 243 - 255)

The Cabinet is requested to consider the agenda report and its two appendices and to make the following resolution:

That subject to the Southern Gateway Masterplan being adopted by the Council the Project Initiation Document attached at appendix 1 to the agenda report be approved.

9 **Parking Proposals and Off-street Parking Charges** (Pages 256 - 270)

The Cabinet is requested to consider the agenda report and its four appendices and to make the following resolutions:

- (1) That the charges set out within appendix 1 of the agenda report which, subject to consultation responses are to be implemented from 1 April 2018, be approved.
- (2) That the Head of Commercial Services be authorised to give appropriate notice of any revised charges or changes as set out within this report pursuant to the Off-street Parking Places (Consolidation) Order 2015 and the Road Traffic Act 1984.
- (3) That the use of Regulation 10 Penalty Charge Notices within Chichester District from 1 April 2018 be approved.
- (4) That the inclusion of Florence Road car park (subject to agreement from West Sussex County Council as the Highway Authority) onto the Parking Order for Chichester District and implements a maximum stay as indicated in section 4.13 of the agenda report be approved.

11 **Chichester Road Space Audit** (Pages 271 - 278)

The Cabinet is requested to consider the agenda report and its appendix and to make the following resolution:

That the feedback to the Road Space Audit consultation document as set out in para 6 of the agenda report be provided.



CHICHESTER DISTRICT COUNCIL

Local Council Tax Reduction Scheme

April 2018 to March 2019

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Introduction

In April 2013 the national council tax benefit (CTB) scheme which helped people on low incomes pay their council tax was abolished. The Local Government Finance Act 2012 gave councils the freedom to develop their own council tax reduction (CTR) scheme for people of working age giving due consideration to the needs of their residents. This document provides an overview of the scheme developed by Chichester District Council (the Council), known as the Council Tax Reduction Scheme (CTR scheme). For each financial year the Council must consider whether to carry forward its scheme or to replace it with another scheme.

As has been the case in previous years local CTR schemes will apply only to working age people and the Government will continue to specify how pensioner claims are to be assessed. Pensioner claims will continue to be calculated in accordance with The Council Tax Reduction Schemes (Prescribed Requirements) (England) Regulations 2012 (as amended), referred to in these rules as the Prescribed Requirements Regulations.

It is proposed for the sixth year of our local CTR scheme (2018/19) that a banded scheme be introduced for those applicants in receipt of Universal Credit (UC). UC is a monthly payment to help with living costs paid to people on a low income or out of work. UC replaces child tax credit, housing benefit, income support, income based job seekers allowance (JSA), income related Employment and Support Allowance (ESA) and working tax credit. UC was introduced in pilot areas across the country in April 2013. Since this time UC has gradually been introduced across the country. This has now progressed to the stage where the Department for Work and Pensions have started to implement a programme of full service, this schedule aims to transfer all Working Age claims across to this new benefit by September 2018. Chichester District Council has been advised that it can expect full service roll out to start from April 2018. Therefore the introduction of a banded scheme for UC claimants is intended to coincide with this wider Welfare Reform change.

For working age claims that are not in receipt of UC the Council intends to make some minor amendments to the CTR scheme rules that have existed in previous years of CTR. These amendments will bring the scheme in line with changes that have been introduced to the Housing Benefit Scheme. Both the banded scheme for UC and the maintenance of the CTR scheme for other working age cases are intended to ensure that residents of the district continue to remain largely unaffected by the introduction of local schemes in comparison to the previous national CTB scheme that was in operation until the 31 March 2013. This

scheme is applicable from the 1 April 2018 to 31 March 2019, although the Council may choose to extend it further.

This scheme will continue to protect working age and pension age claimants who are in receipt of war widows, war widowers or war disablement pensions. As in previous years the Council's CTR scheme will disregard these incomes in full when calculating entitlement.

Incentives to work remain and are extended as the banded scheme for UC claims aims to make the transition in and out of work as easy as possible. The banded scheme aims to reduce in year reassessments, be easier to understand and as UC rolls out fully this scheme will apply to the majority of working age claims.

In order to keep CTR for working age class E in line with other welfare benefits, the allowances and premiums will mirror and will be uprated by the same percentages as those in the housing benefit scheme.

The Council no longer accepts applications for second adult rebate from working age claimants but this will remain payable to pension age claimants. These claims will be calculated in accordance with the Prescribed Requirements Regulations.

The Equality Act 2010 imposes a general duty to advance equality of opportunity and eliminate discrimination. Chichester District Council is firmly committed to providing and promoting equality for its community and the scheme has been compiled having regard to all of the guidance issued by the Department for Communities and Local Government.

1.0 Reduction for different classes

1.1 CTR schemes must state the classes of person who are to be entitled to a reduction under the scheme and the reduction to which persons in each class are entitled. Chichester District Council will have six classes of person: three classes for people considered to be of pension age and three classes for those of working age.

1.2 Pensioners

The Prescribed Requirements Regulations define who is considered to be a pensioner and who is not. Claimants considered to be pensioners will fall into one of three pensioner classes as detailed below. The level of CTR to which they will be entitled is then calculated in accordance with the Prescribed Requirements Regulations.

- Class A: Pensioners whose income is less than the applicable amount.
- Class B: Pensioners whose income is greater than the applicable amount.
- Class C: Alternative maximum council tax reduction.

The Prescribed Requirements Regulations will be used to determine both the level of CTR that is awarded and how the CTR award is calculated for each of these classes, with the exception of the treatment of war pensions. The national CTB scheme allowed Councils to take local decisions regarding the extent to which war widows/widowers and war disablement pensions are taken into account when calculating entitlement. The Council will continue to completely disregard these pensions when calculating a claimant's income.

1.3 Working Age

Persons who are resident in Great Britain (or treated as resident), and have not yet reached state pension credit age, fall into one of three working age classes, which are described below. The Prescribed Requirements Regulations determine matters that must be included in CTR schemes for people of working age. However these Regulations do not specify the level of support for this group of people or how CTR awards must be calculated. Entitlement for these classes will be calculated with reference to the local CTR scheme rules. As with pensioner claims the local CTR scheme will continue to fully disregard war widows/widowers and war disablement pensions in the calculation of entitlement to CTR.

1.4 Working Age Class D

The claimant must

- Be a person who has not yet attained the qualifying age for state pension credit
- Be a person whose partner has not yet attained the qualifying age for state pension credit, except where the claimant is in receipt of income support, income based job seekers allowance or income based employment and support allowance
- Be liable to pay council tax in respect of a dwelling in which they are resident
- Is not deemed to be absent from the dwelling
- Be a person in receipt of income support; income based job seekers allowance; income related employment and support allowance or be a person whose income is below their living allowance as calculated in the means test that applies to those in Working Age Class E.
- Not have capital in excess of £16,000
- Have made an application for CTR and provided the necessary information and evidence to support that application
- Not be a member of a prescribed group excluded from support, such as a person from abroad

1.5 Working Age Class E

The claimant must

- Be a person who has not yet attained the qualifying age for state pension credit
- Be a person whose partner has not yet attained the qualifying age for state pension credit
- Be liable to pay council tax in respect of a dwelling in which they are resident
- Is not deemed to be absent from the dwelling
- Be a person not in Working Age Class D and whose income is more than their applicable amount

- Not have capital in excess of £16,000
- Have made an application for CTR and provided the necessary information and evidence to support that application
- Not be a member of a prescribed group exempted from support such as a person from abroad

1.6 Working Age Class F

The claimant must

- Be a person who has not yet attained the qualifying age for state pension credit
- Be a person whose partner has not yet attained the qualifying age for state pension credit, except where the claimant is in receipt of UC.
- Be liable to pay council tax in respect of a dwelling in which they are resident for any week where the assessed income and household membership falls within one of the income bands specified by the scheme rules.
- Is not deemed to be absent from the dwelling
- Not have capital in excess of £16,000
- Have been assessed by the DWP for UC, or would have been awarded UC other than for any amendments, pre-payments, sanctions or waiting days.

2.0 Excluded Groups

2.1 Persons from abroad

The Prescribed Requirements Regulations define those persons excluded from CTR.

The exceptions to exclusions for persons from abroad will also remain and be prescribed by the Secretary of State. This will allow those who have recognised refugee status, humanitarian protection, discretionary leave or exceptional leave to remain granted outside the immigration rules and who are exempt from the existing habitual residency test to apply for CTR as long their status has not been revoked.

2.2 Students

Persons who are full time students will be excluded from entitlement to CTR,

except for those entitled to Income Support, UC or Employment Support Allowance (income related). Part time students and claimants who have a partner who is a student may apply. The CTR scheme details which students are excluded and how student income is assessed for those students who are entitled to support.

3.0 Who can claim council tax reduction

- 3.1** CTR may be claimed only where the claimant is resident in and liable to pay council tax for a property. Where there is more than one resident the liable person is the one with the greatest legal interest in the dwelling. For example if a resident home owner has a lodger the home owner is liable not the lodger.
- 3.2** When considering who is liable the Council will have regard to all the residents of a property. The liable person or persons will then be determined using the hierarchy of liability as set out below. Where more than one person is considered to be liable for council tax (other than a couple) CTR will be based on their proportion of the charge as determined by the Council (see figure 1 below).

Figure 1: Calculation of proportion of Council Tax liability

Claimant A shares a property with a friend. They rent the property from a non-resident private landlord and each pay half the rent.

Claimant A's CTR will be based on 50% of the Council Tax charge.

3.3 Hierarchy of council tax liability

The person liable to pay the bill is normally the person or persons who reside in the dwelling as their sole or main home and who fits the description nearest the top of the following list:-

- Residents who have a freehold interest in the property, i.e. owner occupiers
- Residents who have a leasehold interest in the property, i.e. leaseholders
- Residents who are statutory or secure tenants i.e. rent payers
- Residents who have a contractual licence to occupy the property i.e. occupants of tied cottages
- Residents with no legal interest in the property

- 3.4** Persons who are temporarily absent from the dwelling may, in some circumstances, continue to be eligible for CTR in accordance with The Prescribed Requirements Regulations.
- 3.5** Persons who are absent from Great Britain will not be eligible to claim CTR in accordance with The Prescribed Requirements Regulations.

4.0 How to apply for council tax reduction

- 4.1** It is intended that all applications for CTR shall be made, online via the Council's website, claimants will be supported with this where necessary. In exceptional circumstances an alternative method of application will be considered. Applications will be made in accordance with The Prescribed Requirements Regulations. The CTR Scheme Rules give further details.

5.0 The calculation of a reduction

- 5.1** CTR for pensioners will be calculated in accordance with The Prescribed Requirements Regulations. CTR for persons who fall into one of the three working age classes will be calculated as described below.

5.2 Working Age Class D

A maximum reduction of 100% of the charge will be awarded for claimants in Working Age Class D. The charge is the annual council tax calculated pro rata where a claimant is not liable for a full financial year (and to exclude any brought forward arrears) minus any other discount which may apply such as single residency discount.

The CTR reduction will be subject to a deduction for any non-dependants in the household. Non-dependants are other adults living with the claimant on a non-commercial basis e.g. adult sons or daughters, relatives or friends.

The calculation for this class is detailed in the CTR Scheme Rules for those claimants falling into Class D: Persons who are not pensioners whose income is less than the applicable amount.

5.3 Working Age Class E

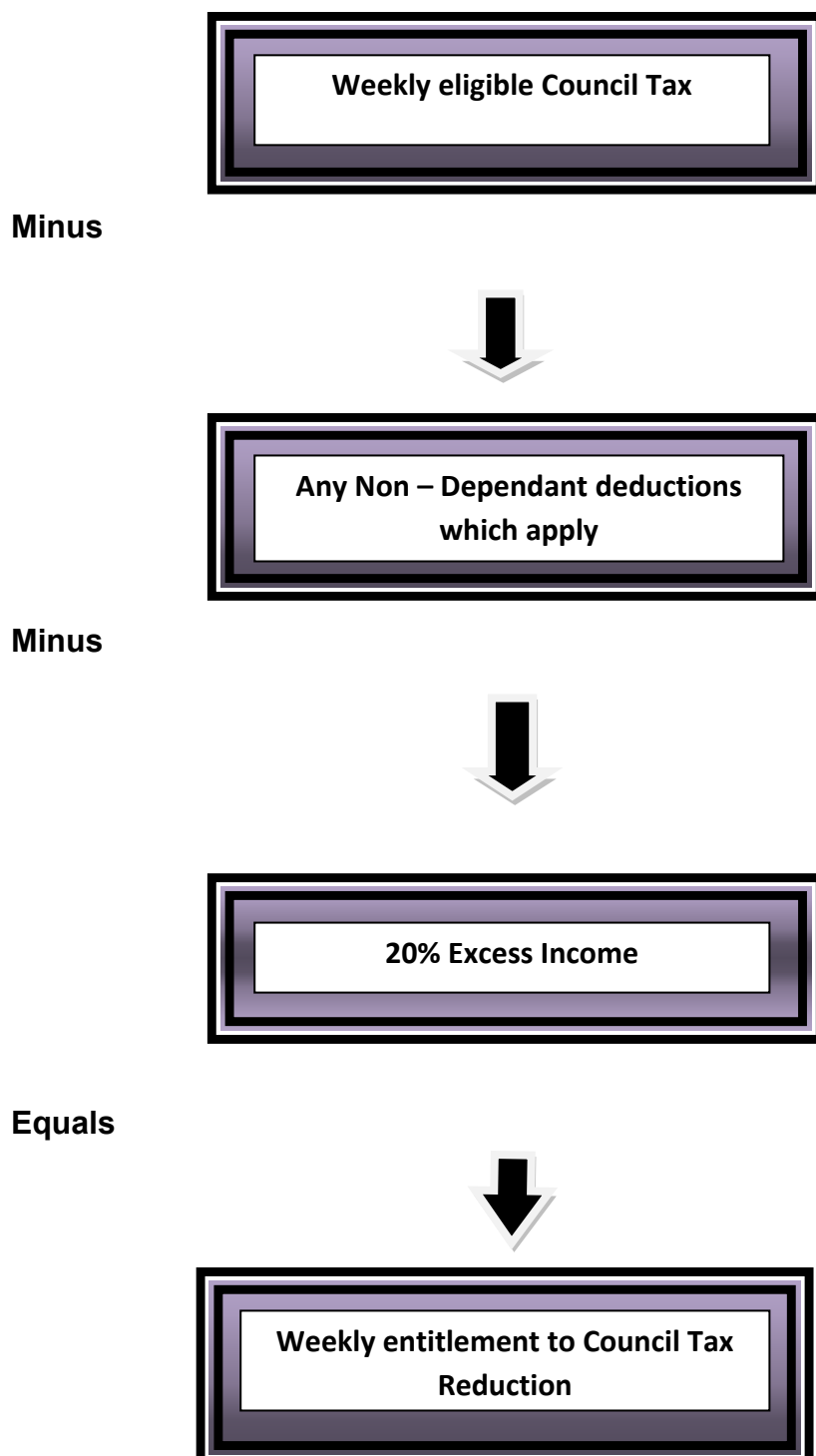
Claimants in Class E will be means tested for CTR. The amount of reduction will be calculated by comparing the claimant's income to their calculated applicable amount and applying a 20% taper to the income above the applicable amount, referred to as excess income.

The calculation for this class is detailed in the CTR Scheme rules for those

claimants falling into Class E: Persons who are not pensioners whose income is greater than the applicable amount.

The amount of CTR will be subject to non-dependant deductions and dependant on the level of excess income. The following diagram and explanations give more detail about how the amount of CTR is calculated for this class of claimant.

Figure 2: CTR Calculation for Working Age Class E



5.4 Working age Class F

The amount of CTR awarded for claimants in Class F will be determined in accordance with the income bands shown below. The level of household income will be determined in accordance with the award of UC and household composition. The amount of UC income will be that as determined by the DWP excluding any amount for housing costs or adjustment for the benefit CAP.

	Single Household		Couple Household		1 Child Household		2 or more Children	
	Income Band		Income Band		Income Band		Income Band	
Reduction	From	To	From	To	From	To	From	To
100%	£0.00	£100.00	£0.00	£150.00	£0.00	£200.00	£0.00	£250.00
80%	£100.01	£120.00	£150.01	£170.00	£200.01	£220.00	£250.01	£270.00
60%	£120.01	£140.00	£170.01	£190.00	£220.01	£240.00	£270.01	£290.00
40%	£140.01	£160.00	£190.01	£210.00	£240.01	£260.00	£290.01	£310.00
20%	£160.01	£180.00	£210.01	£230.00	£260.01	£280.00	£310.01	£330.00
0%	£180.01	+	£230.01	+	£280.01	+	£330.01	+

The determination of CTR for this class is detailed in the CTR scheme rules for those claimants falling into class F: Persons who are not pensioners whose income is UC.

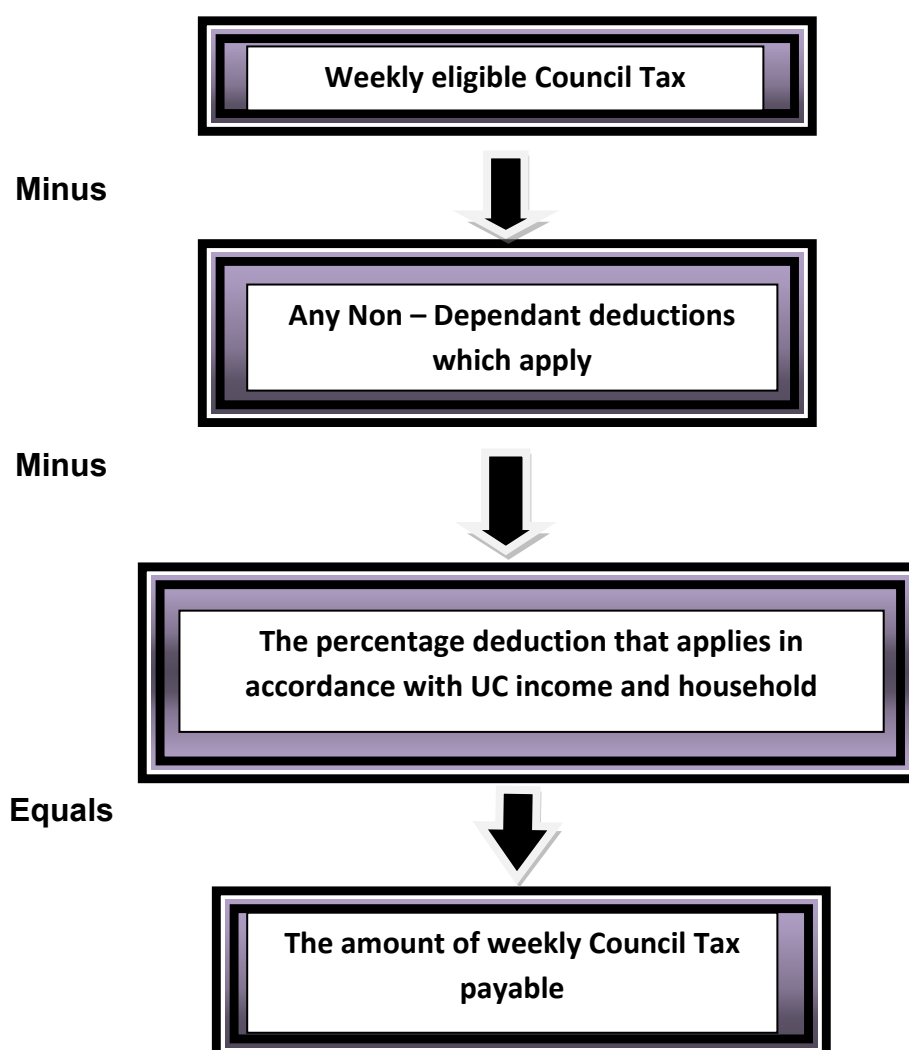
The income for the purpose of calculating the income band is derived from the data supplied by the DWP. The calculation of income shall be as follows.

- The net universal credit earnings of the claimant (and/or partner). The net UC earnings is defined by the DWP prior to any earnings allowances, these earnings will be included net of tax, national insurance and pension contribution as assessed by the DWP.
- Plus the UC award, which means any payment of UC payable, or would have been awarded other than for any deductions, amendments, pre-payments, sanctions or payments to third parties (except for adjustments for housing costs or benefit CAP).
- Plus the UC other income, which is any other income defined by the DWP during the UC award period.
- Less any disregarded income, such as Personal Independence Payments, Attendance Allowance.
- This equals the total income for the purpose of Class F reduction in this scheme.
- This income will attract a level of discount as detailed above.

Household composition will be determined with regard to the information supplied from the DWP. The UC claim will be based on allowances for dependant children and non-dependants. Therefore the composition of household will be determined in accordance with this information. Where a non-dependant is determined to be present a deduction based on their income will be made in accordance with the deductions that apply for working age classes D & E.

The aim of the banded scheme for UC claims is to reduce the cost of administration rather than to reduce the level of support. The bandings have been modelled based on current UC data and the level of support in the bands aims to be as close as possible to the level of support determined where a claimant was not considered by the banded scheme. Therefore existing UC claimants will transfer over to the banded scheme on the 1st April 2018. Transitional protection has been considered but not determined to be appropriate as from existing data there is minimal financial disadvantage. There is also provision within the discretionary CTR policy to award an additional amount should it be felt to be appropriate within the circumstances of a claim.

Figure 2: CTR Calculation for Working Age Class F



5.5 Weekly eligible council tax (applies to class D, class E & class F)

CTR is calculated on a weekly basis therefore eligible council tax is calculated as follows

- Start with the annual council tax due on the home
- If the claimant is entitled to a disability reduction on their council tax bill, use the council tax figure after that reduction has been made
- If the claimant is entitled to a discount, use the council tax figure after that discount has been made
- Apportion the result if the claimant is a joint occupier (see figure 1)
- Convert it to a weekly figure by dividing by 365 (or 366 in a leap year) and multiplying by 7. For figures which do not relate to a whole year divide by the number of days covered by the charge and multiply by 7

5.6 The claimant's household (applies to class D & class E)

For CTR consideration needs to be given to the claimants family and household. Different categories of people affect the assessment of CTR in different ways.

The members of a claimant's household include :

- Family members
 - The claimant
 - Their partner(s)
 - Dependant children
 - Non dependants
- Other people in the dwelling may include
 - Boarders and sub tenants
 - Joint occupiers, whether joint owners or joint tenants
 - Certain carers

5.7 Non-dependant deductions (applies to Class D, Class E & Class F)

CTR is reduced for each non-dependant normally living in the claimant's household. Non-dependants are other adults living in the claimant's household on a non-commercial basis, typically adult sons, adult daughters, other relatives or friends.

Further details about when a non-dependant deduction applies, the amounts of non-dependant deductions and rules about when no deduction is made can be found in the CTR Scheme Rules.

If the amount of non-dependant deductions exceeds the eligible council tax the claimant will not qualify for CTR.

5.8 Excess income (applies to Class E)

Excess income is income which exceeds the calculated applicable amount.

If the claimant (and their partner's) income is less than their applicable amount they will be considered to be a person falling into Working Age Class D and therefore entitled to a maximum CTR reduction.

If a claimant's income is more than their applicable amount the difference between their income and applicable amount will be referred to as excess income. A taper of 20% will be applied to this excess income. It is deemed that a person can afford to pay 20% of their excess income towards the cost of their council tax; therefore;

- if 20% of the excess income figure is more than their eligible weekly council tax they will not be entitled to CTR
- if 20% of excess income is less than the eligible council tax (net of any non-dependant deduction) the CTR award will be the eligible council tax minus 20% of excess income

Applicable amount and income are explained in more detail in the following sections.

Figure 3: Example excess income calculation

Claimant A is a single person with an applicable amount of £71 per week and income of £104 per week.

Claimant A's excess income is £104 minus £71 which equals £33 per week.

Of this excess 20% is treated as an amount that a person can use to pay their council tax - 20% of £33 equals £6.60.

Claimant A's weekly eligible council tax is £14.20 per week. Therefore they would be entitled to CTR of £7.60 (£14.20 - £6.60).

5.9 Applicable amount

The applicable amount is the figure used in calculating CTR to reflect the basic living needs of the claimant and household (excluding non-dependants). This is made up of personal allowances and additional amounts (premiums) for special circumstances, such as disability, if applicable.

The CTR Scheme Rules detail how a claimant's applicable amount is calculated.

5.10 Income and capital (applies to Class D & Class E)

All sources of income and capital of the claimant and partner are included in the means test. However some types of income are disregarded wholly or in part.

Examples of the types of income and capital to be **included** are;-

- Earnings, pensions and tax credits
- Other state benefits such as contribution based job seekers allowance, contribution based employment and support allowance and carer's allowance
- Savings and investments including property
- Trust funds and other awards for personal injury

The Council will decide what is treated as income and capital and for what period. Further details on how income and capital are calculated and any disregarded sums can be found in the CTR Scheme Rules.

Claimants who fall into Working Age Class E will have their income and capital calculated for CTR as described below.

5.11 Income (applies to Class D & Class E)

The income of a claimant and partner if applicable shall be calculated on a weekly basis by:-

- Calculating the amount which is likely to be the average weekly income
- Adding any weekly tariff income from capital (see below)
- Deducting any allowable child care costs
- Deducting any earned income disregards which may apply

5.12 Capital (applies to Class D & Class E)

A claimant's capital is first assessed under the rules described by the CTR Scheme Rules, and then taken into account as a weekly tariff income from capital.

- If capital exceeds £16,000 the claimant is not entitled to CTR
- The first £6,000 is completely ignored
- The remainder up to £16,000 is treated as generating a tariff income

Tariff income is assessed as follows

- From the total amount of assessed capital deduct £6,000
- Divide the remainder by 250
- If the result is not an exact multiple of £1, round the figure up to the next whole £1. This is the claimant's weekly tariff income

Figure 4: Example of a tariff income calculation

Claimant A has £7,500 in her savings account, £1,000 in her current account and shares valued at £500. This means that she has assessed capital of £9,000 of this £6,000 is deducted as the disregarded amount. This leaves £3,000 and tariff income is calculated as below:-

£3,000 divided by 250 = £12

This means that the claimant will be treated as having £12 per week as income from capital.

5.13 Minimum amount (applies to class D and class E)

A minimum amount of CTR will be applied for working age claims. The minimum amount applied will be £1.00 per week. For claimants determined to be entitled to CTR of less than £1.00 per week no CTR will be awarded.

6.0 When entitlement begins

6.1 As a general rule entitlement to CTR will begin on the date that the application is made or treated as made as determined by the Council. The Council may choose to treat a claim as being made earlier where a claimant can demonstrate that they have made enquiries earlier via a third party such as the Department for Work and Pensions. The Prescribed Requirements Regulations determine certain circumstances where a claim must be treated as made earlier.

6.2 The earliest date that entitlement to CTR can begin is 1 month before an application is received. If a person has delayed making an application and they can demonstrate that they had continuous good cause for doing so, for example serious illness prevented them from making a claim, they may make a request that their claim be backdated. The Council will decide whether a claim may be backdated. The following rules will apply

- Requests must be made in writing; this may be on the application form or later
- CTR may not be backdated more than one month before the date of the written request.

Backdated claims will be decided with regard to the CTR scheme rules.

7.0 Extended payments

7.1 Extended payments of CTR are awarded to assist long term unemployed claimants who have been in receipt of Job Seekers Allowance, Income Support or Employment and Support Allowance for more than 26 weeks who start work, with an expectation that the work will have a duration of 5 weeks or more.

A claimant is entitled to an extended payment if they meet the conditions set out in the CTR Scheme Rules (appendix 1).

8.0 Notification of decisions

8.1 In accordance with the Prescribed Requirements Regulations the claimant will be notified of the award of CTR within 14 days or as soon as possible. This will advise the claimant how much CTR has been awarded as a reduction against their Council Tax liability. As a minimum the notice will contain the following:

- The amount of CTR that has been awarded
- What the claimant needs to do if they want a further explanation of the decision or if they think the decision is wrong
- Details of the requirement to report a change of circumstances

9.0 Payment of council tax reduction

9.1 CTR is awarded as a reduction to the claimant's council tax account. If there remains a residual liability it will be billed as council tax due. If a claimant has made payments of council tax and therefore the award of CTR results in a credit on the account it will be processed as if it was excess council tax paid.

10.0 Changes of circumstance

10.1 If at any time between the making of a claim and a decision being made on it, or during an award of CTR, there is a change of circumstances which would affect the calculation the claimant or their partner, or their representative, has a duty to notify the Council. The Prescribed Requirement Regulations (Schedule 8, Part 2, Regulation 9) defines a claimant's duty to notify a change in their circumstances. This applies to both pensioner and working age claims.

Claimants must notify any changes in their circumstances which may affect the award of CTR and can notify the Council in advance if details of a future change are known.

The matters to be notified include, but are not limited to;-

- changes in household composition
- changes in income
- changes in capital

- change of address

10.2 Notification may be; -

- in writing
- by telephone
- by email or webform

10.3 Changes in circumstance which alter the amount of CTR paid shall take effect from the Monday following the date of change, even if it happened in the past. Annual uprating of DWP benefits will be effective from the 1st April in the financial year in which they occur.

10.4 The Council will terminate CTR where entitlement ends, the claimant withdraws their claim, or if any of the following circumstances apply:

- There are doubts as to whether the conditions of entitlement to CTR are fulfilled and the claimant has failed to provide the relevant information requested by the Council
- The Council is considering whether to change the decision and the claimant has failed to provide the relevant information requested by the Council
- The Council considers that too much CTR is being paid and the claimant has failed to provide the relevant information requested by the Council

10.5 Generally a claim will end on the date of the change that resulted in the end of entitlement, or the date of withdrawal. Where a doubt arises over entitlement or where further information is requested the date of termination will be determined based on the information received. If no information is received the date of termination will be decided by the Council based on the information that it has available.

10.6 For changes in circumstances that result in an increase in the amount of CTR awarded, the increased amount will reduce the amount of council tax owed. For changes in circumstances that reduce the amount of CTR that is awarded, the reduced amount will increase the amount of council tax that is owed. In both cases a revised bill will be issued detailing the amount of council tax that is due; applicants can request further statements explaining how the change has been calculated. The Council will follow its collection and recovery procedures when collecting any revised amounts due. However consideration will be given to those who are vulnerable and experiencing financial difficulty, particularly where it has been determined that there is an increase in Council

Tax due.

- 10.7** For pensioner claims the effective date of change will be determined with reference to the Prescribed Requirements Regulations (Part 8).
- 10.8** Where a decision is made in respect of a change in circumstances which results in an increase in the amount of council tax that is due, the Council may in exceptional circumstances decide not to recover it. Such decisions will be made with reference to the Council's Discretionary Recovery Policy which can be found in Appendix 3. This policy applies to both working age and pension age claims.

11.0 Evidence & required information

- 11.1** In accordance with the Prescribed Requirements Regulations (Schedule 8, Part 2, Regulation 7) an application for CTR must be supported by such information or evidence as is reasonably required to enable entitlement to be determined. Examples are:

- proof of earnings such as wage slips or self-employed accounts
- bank statements and share certificates

In all cases evidence of the claimant (and any partner's) national insurance number must be provided.

- 11.2** If a claimant has a change in their circumstances during the course of the award they will be required to notify the Council and provide evidence of the change in accordance with 11.3.
- 11.3** The level of evidence to support a new application or change of circumstances will be determined in accordance with the classification of risk group allocated to the claim by the Council's Risk Based Verification Policy.

12.0 Appeals

- 12.1** A claimant may, at any time, put in writing a request to the Council to review his entitlement to CTR, or the amount of any reduction to CTR, outside of the provisions for appeals detailed below. A written explanation will be sent within 14 days or as soon as possible.
- 12.2** In accordance with the Prescribed Requirements Regulations (Schedule 7, Part 2) a claimant, or a person acting on their behalf, who is aggrieved by a decision made under the scheme may formally appeal against it. This appeal should be in writing to the Council and should state the grounds on which it is made.

- 12.3** The Council will consider the appeal and notify the claimant in writing of the outcome, the reasons for the decision and any steps that have been taken to deal with the grievance. If the appellant remains dissatisfied, or a response has not been given within a period of two months from the date of the written appeal, the claimant may appeal directly to the Valuation Tribunal for England.
- 12.4** Appeals against decisions made using the Council's Discretionary Recovery Policy will be considered with reference to the Council's Policy, which can be found in Appendix 3 of this document.

13.0 Fraud

- 13.1** If a claimant dishonestly makes a false statement or fails to disclose information he is under a legal duty to disclose with intention to make a gain, or cause a loss to another, he may be guilty of a criminal offence.
- 13.2** The Council reserves the right to investigate and prosecute potential offences committed by any claimant/recipient of its scheme. It may do so instead of, or as well as, taking any civil action open to it.

14.0 Work incentives

- 14.1** The Council is keen to support people into work, and to continue this support while they are in low paid work, or working variable hours. The introduction of a banded scheme for UC claimants aims to simplify the scheme for working age customers. These customers will remain in a particular band when they have small adjustments to their earnings, meaning that they will be better able to manage their finances and not be subject to a change in Council Tax payable every month (unless the change means that the claimant moves between bands).

15.0 Changes to the scheme

- 15.1** The Local Government Finance Act 2012 stipulates that for each financial year each billing authority must consider whether to revise its scheme or replace it with another scheme. The authority must make any revision to its scheme, or any replacement scheme, no later than 31 January in the financial year preceding that for which the revision or replacement scheme is to have effect. The Secretary of State may amend this date.

	Appendices	Page
1	Local CTR scheme rules 2018 - 2019	
2	Prescribed Requirements Regulations 2012	
3	Discretionary recovery policy April 2014	

Appendix 1

Chichester District Council's Council Tax Reduction Scheme Rules 1st April 2016 to 31st March 2017.

<http://www.chichester.gov.uk/CHttpHandler.ashx?id=25186&p=0>

Appendix 2

The Council Tax Reduction Schemes (Prescribed Requirements) (England) Regulations 2012

http://www.legislation.gov.uk/ukxi/2012/2885/pdfs/ukxi_20122885_en.pdf

Appendix 3 Discretionary CTR Policy

1. Changes in the amount of CTR awarded

In certain limited circumstances the scheme provides discretion for the Council to decide not to recover an increase in council tax resulting from a change in CTR. These decisions should remain unfettered by laid down policy and each case should be considered on its own merits.

However in order to promote fairness and a consistent approach this policy seeks to define the process of determining an application, who will be involved in the decision making process and any subsequent appeals process and what factors may be considered when decision making.

An amount of council tax can be considered for write off if the Council uses its discretion and decides not to recover it. The Council may use its discretion from the outset when the increased amount of council tax is decided, based on information that it has, or may use its discretion later at the request of the claimant or the claimant's representative. These types of write off are called discretionary write offs.

Increased council tax that arose as a consequence of fraud (that is where fraud has been sanctioned) will not be considered for write off.

The usual scenarios for considering an amount for a discretionary write off will be on financial or hardship grounds. However the medical condition of the claimant or family may be relevant and should also be recorded to assist the decision making process.

Discretion is not prescriptive and there are no rules or examples that can be given. Each case must be decided on its merits.

However the following situations may be relevant when considering write off.

- financial hardship
- terminal illness
- senility or learning disabilities
- severe medical conditions, as evidenced by receipt of disability benefits
- health and welfare
- the circumstances of the overpayment
- all other relevant factors

Financial hardship

In order to establish if the claimant is suffering financial hardship it is advisable to do an income and needs comparison and possibly interview the claimant.

Hardship is proven when the income, minus priority debts, gives a figure below the applicable amount. Priority debts include

- rent, council tax, utilities (the on-going amount plus any agreed arrangements to settle arrears).
- fines
- medical expenses. Although these are not priority debts as such, if it can be shown that the claimant has high prescription or travel costs to hospital, or special dietary needs which must be maintained for health reasons, all relating to long term illness, then they may be considered priority debts.

Other factors considered in this scenario might be (this list is not prescriptive)

- the health of the claimant and members of the household
- any savings the claimant has
- the level of disposable income in comparison to a person on a passported benefit such as IS/JSA(IB)/ESA(IB)
- whether they have tried to make an arrangement for minimum repayments
- whether they have any priority debts, see above
- whether a non-dependant can contribute to other household expenses
- writing off part of the overpayment rather than all of it
- whether the claimant has contacted their other creditors to reduce payments in order to repay this debt
- the cause of the increased council tax liability

The decision not to recover an amount of council tax is an exceptional step and needs the claimant's cooperation to prove hardship e.g. providing utility bills, rent statements etc. If the claimant is not prepared to provide such details the Council may decide to pursue recovery action.

If hardship can be proved the Council may consider a discretionary write off and the claimant will be notified of the decision.

In cases of possible hardship it may be prudent to advise the claimant to contact their local Citizens Advice Bureau (CAB) for financial advice.

The cause of the overpayment

If increased liability arose as a consequence of an official error by the Council consideration will be given to whether the amount should be recovered from the person to whom it was paid. Each case will be considered on its own merits, however regard will be given to the claimants financial capability to pay the increased amount as well as other factors such as the health of the claimant, partner or immediate family.

In identifying the cause of an adjustment to a persons council tax liability the appropriate consideration is "What is the substantial cause of the increased charge viewed in a common sense way?" The claimant or a third party can only 'cause' an adjustment if they intentionally or unintentionally misrepresent, or fail to disclose a material fact.

If there is more than one cause of an adjustment, these must be separated out. In such cases the two (or more causes), periods and amounts must be separately identified, and separate decisions made about whether the amount will be recovered.

An official error is a mistake, whether in the form of an act or omission, made by the Council, or someone on their behalf (such as a contractor or housing association that verifies claims on the Council's behalf).

2. Financial vulnerability as a result of the banded scheme for UC

Where a claimant can demonstrate that the effect of the banded scheme for UC claims has caused financial hardship they may apply for a Discretionary Award of CTR. The circumstances in which this award would be made are limited, and restricted to those claimants whose CTR is calculated in accordance with the banded scheme and they are financially disadvantaged as a result.

The intention of the banded scheme for UC claimants is to make savings in the cost of scheme administration, not to reduce entitlement to CTR in comparison to the scheme rules for those of working age that are not in receipt of UC.

3. How to make an application

- Generally be in writing by letter or email from the claimant or representative
- Give reasons for the application
- Provide evidence of the personal circumstances that have led to the application
- Provide details of any special, exceptional or extenuating circumstances as to why the overpayment should not be recovered.
- May also be made by a senior officer of the Council where there is evidence that the claimant may not be able to make an application themselves due to ill health or vulnerability.

4. Decision making

- A Senior Benefits Officer will determine the facts of the case and will confirm whether the decision resulting in the billable amount is correct. They will also consider whether all appropriate discounts have been awarded.

5. Appeal process

- In the case of an appeal against a decision the case will be reconsidered by another senior officer to see whether any additional information has been provided that may change the decision.
- If the claimant still wishes to appeal he may do so by writing to the Valuation Tribunal directly

CHICHESTER DISTRICT COUNCIL COMMUNITY ENGAGEMENT TEAM

COUNCIL TAX REDUCTION SCHEME SURVEY 2018/19

CONSULTATION ANALYSIS REPORT OCTOBER 2017

Introduction

From 1 April 2013 councils have been able to create their own local Council Tax Reduction schemes (CTR) (formerly council tax benefit). Every year since then Chichester District Council (CDC) has consulted the public on the Council Tax Reduction scheme for the financial year ahead.

This year the gradual roll out of Universal Credit (UC) has the potential to create uncertainty for claimants and increase administration costs consequently an additional banded scheme for claimants in receipt of UC has been proposed for the financial year 2018/2019.

Executive Summary

- **71 responses** were received over the 7 week consultation period
- **50.7%** of respondents pay council tax to CDC but do not receive CTR and **38%** do receive CTR. Several respondents mentioned that they are retired and living in single person households and a similar number mentioned ill-health in their household
- Overall respondents preferred the **banded scheme**, however, further analysis revealed that those who receive CTR consistently preferred the option to make no changes to the existing scheme
- **8 in 10** respondents agree with the idea of a discretionary hardship fund (if the banded scheme were to be implemented)
- The most frequent general comments were expressing concern about the **unfairness** of the new system for those in certain circumstances (low income, disability etc.) and questions of how the new system would work for people whose monthly income fluctuates.

Methodology

An electronic survey was available online through the CDC website and notification of consultation advertised on the news section of the front page. The survey was available from Friday 4th August until Monday 25th September 2017 – a period of over 7 weeks. Paper copies were made available on request.

The survey was promoted via CDC's social media channels, including Facebook and Twitter, throughout the consultation period. A Twitter poll was also pinned to the top of the Council's Twitter feed. A full breakdown of engagement is included in Appendix A.

The Revenues and Benefits Team sent out leaflets promoting the survey with all Council Tax correspondence and email acknowledgements contained notification that the consultation was live. Posters and leaflets were displayed in CDC's reception.

A total of **71 responses** were received. The level of response is typical of previous Council Tax consultations and much higher than the 2016 survey which received 48 responses.

This report presents and analyses the results of each survey question. Where percentages do not add up to 100% this is because respondents could select more than one answer. Agreement and disagreement figures quoted include all those who indicated they 'agreed/strongly agreed' or 'disagreed/strongly disagreed' with a particular proposal.

Respondent Profile

The survey asked respondents about their current situation concerning Council Tax. The table below details the responses.

Which of the following statements describe your current Council Tax situation?		
Council Tax Circumstance	% respondents	No. of responses
Do not pay Council Tax to CDC	9.9%	7
Pay Council Tax to CDC and receive CTR	38%	27
Pay Council Tax to CDC and do not receive CTR	50.7%	36
Landlord of property/properties in Chichester District	1.4%	1
Owner of an empty property in Chichester District	1.4%	1

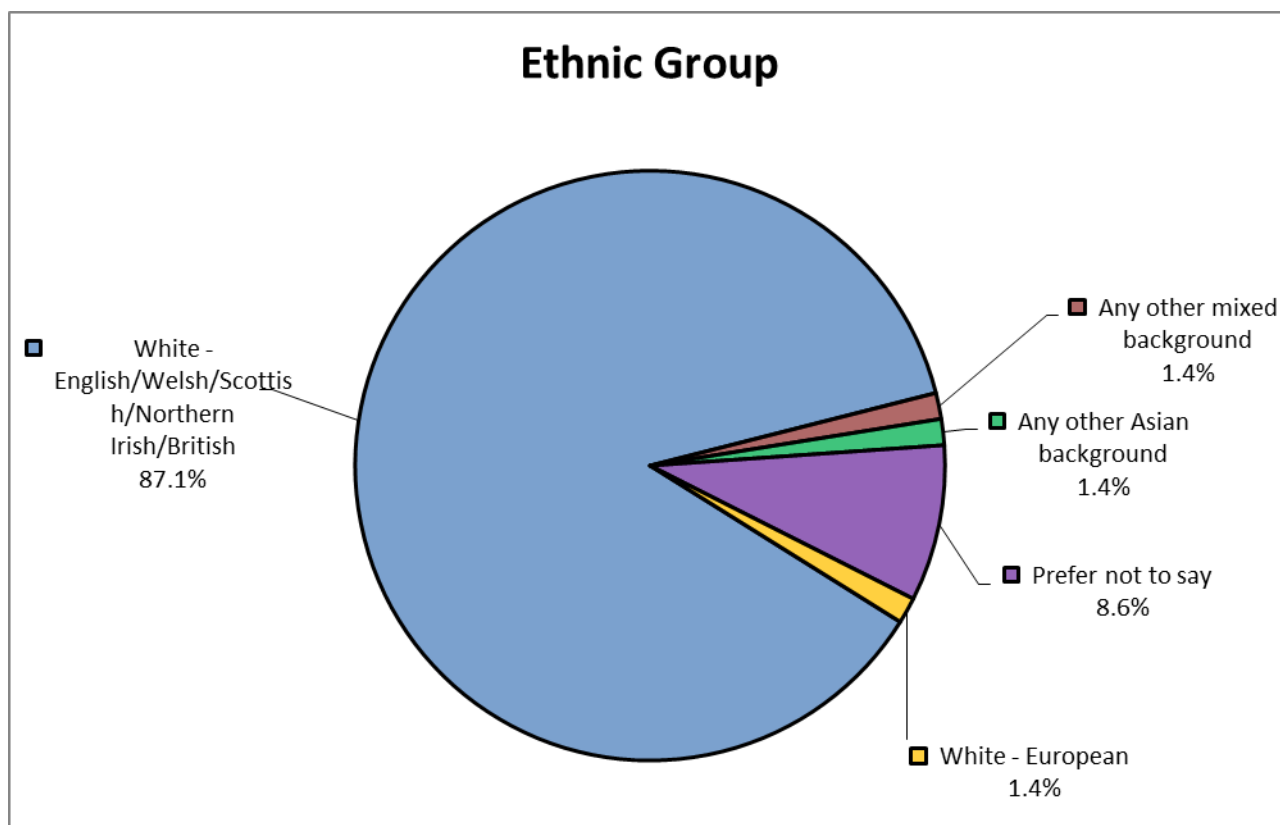
Two respondents said they represent a local or community sector organisation in Chichester District (SelseyWorks and Citizens Advice).

57 respondents provided their postcodes which have been mapped in Appendix B.

Age Group	% Respondents (Counts)	Age Group	% Respondents (Counts)
Under 16	0.0% (0)	45 – 54	24.3% (17)
16 – 24	1.4% (1)	55 – 64	15.7% (11)
25 - 34	12.9% (9)	65+	20% (14)
35 - 44	21.4% (15)	Prefer not to say	4.3% (3)

Just under a quarter of respondents were aged between 45 and 54 which is similar to the 2016 CTR consultation results.

The male / female split of respondents was heavily skewed towards females this year with **72.1%** (42) of respondents being female. A quarter (**25%** or 17) were male and 2.9% (2) did not wish to disclose this information.



The majority of respondents (**87.1%** or 61) were White – English / Welsh / Scottish / Northern Irish / British and one respondent (**1.4%**) categorised themselves as White – European. According to the 2011 Census, 93% of the District’s population is ‘White – English / Welsh / Scottish / Northern Irish / British’. Compared to the 2016 results there were fewer respondents who did not wish to disclose their ethnic group (13% in 2016).

Just under half of respondents (**47.1%** or 32) said their religion is Christian (including Church of England, Catholic, Protestant and all other Christian denominations), **35.3%** (24) said they have no religion and **14.7%** (10) did not wish to disclose this information.

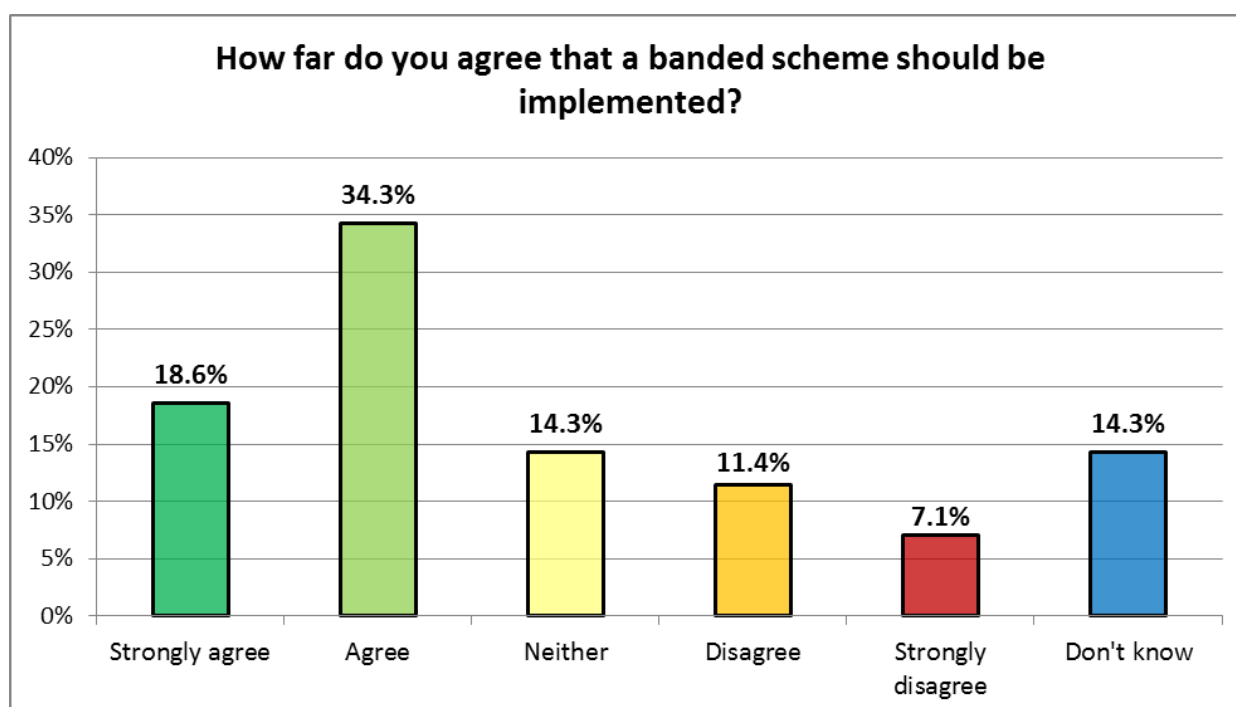
14.5% (10) of respondents have a long-term illness, health problem or disability which limits their daily activities, 7 in 10 (**71%**) do not and a further 14.5% did not wish to disclose their health status.

Respondents were asked if there was anything else about their personal circumstances that would help to better understand their answers. Quite a few respondents said they were retired in a single person household and others mentioned ill-health in their household. To read these comments verbatim please refer to Appendix C.

Survey Results

Respondents were given some background information about the proposed banded Council Tax scheme and given an example of how it could work. They were then asked how far they agreed that a banded scheme, like the one shown, should be implemented.

	Single Household Income Band		Couple Household Income Band		1 Child Household Income Band		2 or more Children Income Band	
Reduction	From	To	From	To	From	To	From	To
100%	£0.00	£100.00	£0.00	£150.00	£0.00	£200.00	£0.00	£250.00
80%	£100.01	£120.00	£150.01	£170.00	£200.01	£220.00	£250.01	£270.00
60%	£120.01	£140.00	£170.01	£190.00	£220.01	£240.00	£270.01	£290.00
40%	£140.01	£160.00	£190.01	£210.00	£240.01	£260.00	£290.01	£310.00
20%	£160.01	£180.00	£210.01	£230.00	£260.01	£280.00	£310.01	£330.00
0%	£180.01	+	£230.01	+	£280.01	+	£330.01	+



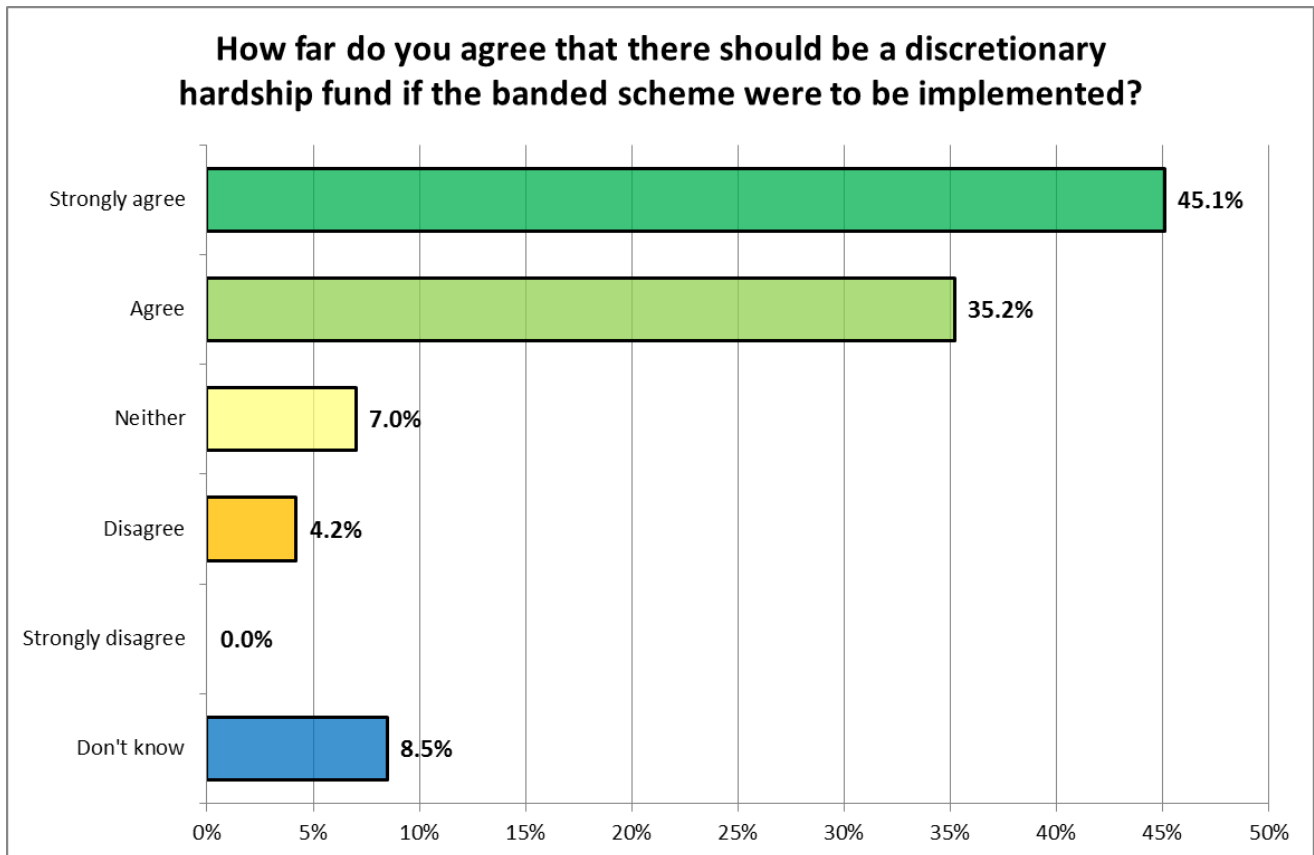
52.9% (37) of respondents agreed that a banded scheme should be implemented, **28.6%** (20) were uncertain or felt strongly neither way and **18.5%** (13) disagreed with a banded scheme.

Those who do not receive CTR were the most likely to agree with the banded scheme and those who do receive CTR were the least likely to agree with this option. Although, there were comments to suggest that respondents would not want to agree to a banded scheme without knowing the final figures that would be used.

Respondents aged 65 and over were the most likely to disagree with the implementation of a banded scheme, which may be related to the comments of retired individuals in single person households seen in the respondent profile.

If the banded scheme were to be adopted there is a risk that the scheme will not protect those in vulnerable circumstances. A solution to this could be to set up a discretionary hardship fund which is more flexible to those in difficult circumstances.

Respondents were asked how far they agree that this fund should be implemented if the banded scheme was adopted.

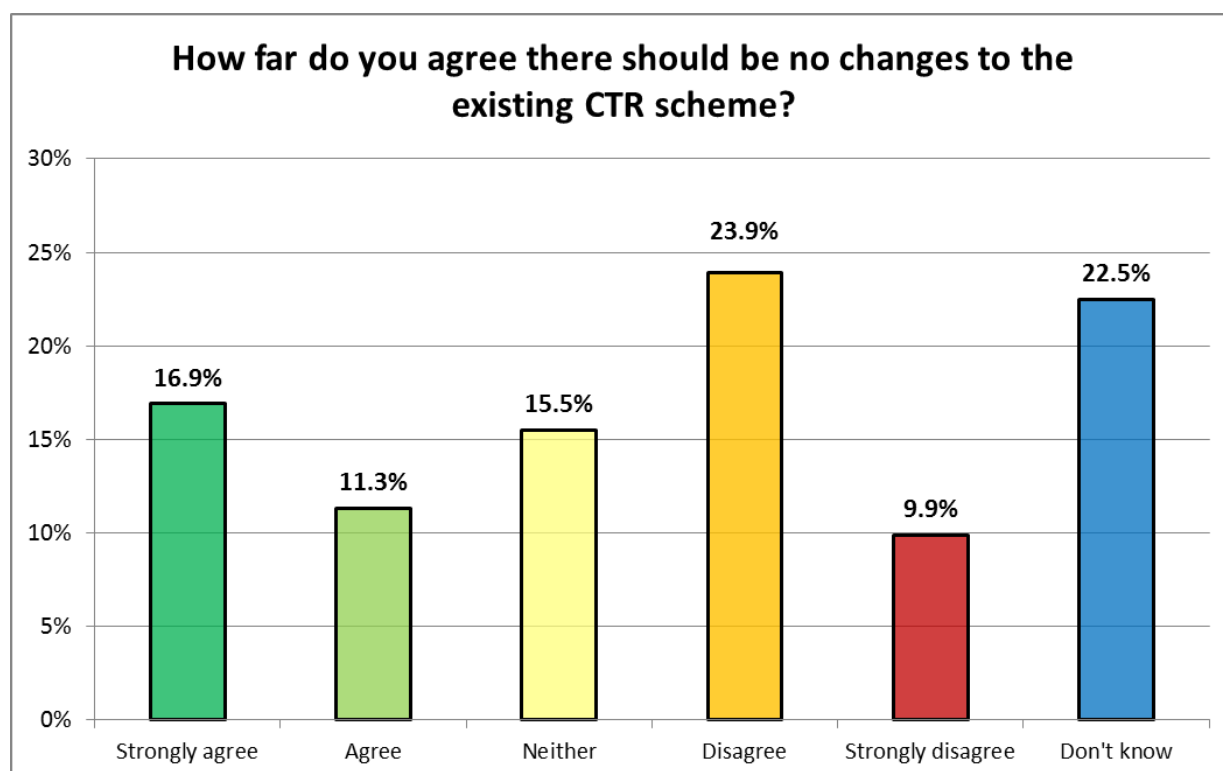


8 in 10 respondents (**80.3%**) agreed that a discretionary hardship fund should be put into place if the banded scheme was adopted. **15.5%** were uncertain or did not feel strongly either way and only **4.2%** actively disagreed.

Respondents who do not receive CTR were more likely to agree with the idea of a discretionary hardship fund than those who do receive CTR. 35-44 year olds and 55-64 year olds were the most likely to agree and 45-54 year olds were the least likely.

The alternative to implementing a banded scheme would be to keep the CTR scheme as it is. Respondents were asked how far they agreed with making no changes to the current scheme.

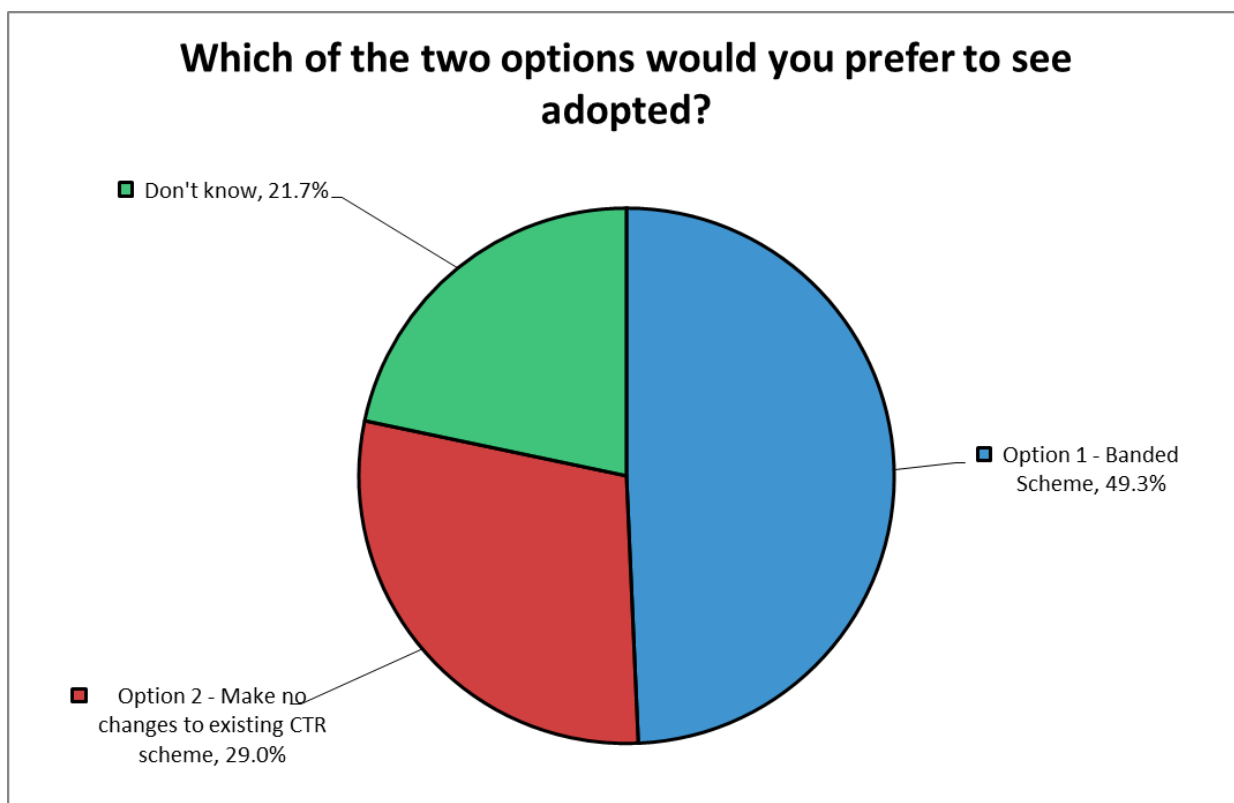
The responses to this question were far more mixed than the questions about the banded scheme. **38%** (27) were uncertain or had no strong feelings either way and a third of respondents (**33.8%** or 24) did not feel that the existing CTR scheme should be kept the same. Only **28.2%** (20) of respondents agreed that the current scheme should remain unchanged. The chart below details the breakdown of responses.



Respondents who receive CTR were more likely to agree that there should be no changes to the existing CTR scheme and those who do not receive CTR were far more likely to disagree.

Respondents between the ages of 45 and 54 were the most likely to agree that the current CTR scheme should remain the same while 25-34 year olds were the most likely to disagree.

Respondents were asked which of the two options they would prefer to see adopted and overall, **Option 1** (the banded scheme) was preferred with almost half (**49.3%**) of respondents selecting this option. **29%** preferred Option 2 (no changes to existing CTR scheme) and the remaining respondents (**21.7%**) were uncertain.



Again it seems that respondents who receive CTR are keen for the scheme to remain as it is whereas those who do not receive a reduction would like to see the banded scheme implemented.

Respondents were then asked if there was anything they felt had not been considered about the options for the CTR scheme for 2018/19. These comments have been summarised below. The number to the left of the comment represents the number of respondents who said this.

CDC has provided a response for each of the comments in the table below – these responses are marked with the Council's logo.

8

impact on people with a low income, disabled claimants or single households who do not claim benefit and still have low income and a high cost of living needs to be considered



Customers on a low income are encouraged to make a claim for CTR. Entitlement will be assessed in accordance with the scheme rules.

2

how would the new Universal Credit system work for people who earn seasonally or get paid different amounts monthly?



The purpose of the banded scheme is to minimise changes in entitlement resulting from fluctuations in earnings making it easier for customers to understand and budget.

1

on street parking in residential areas could help put money back in the pot



This will be considered as part of the Council's wider strategy.

The comments continue onto the next page.

1

the banded system could lead people staying in low paid jobs



The banded scheme is designed for new UC claimants. UC is designed to make work pay. It has been introduced to help ensure people are not deterred from going into work because they lose extra money they earn from the withdrawal of benefits and additional taxes.

1

a banded system makes perfect sense as everyone knows where they stand



The aim of the banded scheme is to provide customers with an improved level of certainty which should assist them with budgeting

1

the notification of changes and credit should be simplified as confusing for some people



A project to improve and simplify our CTR notification letters will be carried out in the 2018-19 financial year.

1

if the council tax reduction scheme is to be banded against income then council tax itself should be banded in the same way



Our scheme effectively provides this because it does not cap liability. For example two claimants entitled to CTR with exactly the same personal circumstances one living in a Band A property and one living in a Band D property would pay the same amount of Council Tax despite the difference in their liability.

The most frequent comment was that the new system is unfair on people in certain situations (low income, disability etc.) who have a high cost of living. Questions of how the new scheme would work for people who work seasonally or whose monthly pay fluctuates was also raised as an issue.

Conclusions

- 52.9% of respondents agree that a banded scheme for claimants in receipt of UC should be implemented. There was a higher level of uncertainty / no strong feelings than active disagreement with this option
- Respondents aged 65 and over were the most likely to disagree with the adoption of a banded scheme which may be linked to the comments of retired individuals living in single person households seen in the respondent profile
- The discretionary hardship fund received the most support with 8 in 10 (80.3%) respondents agreeing with the idea (which would be considered if the banded scheme were to be adopted)
- There was a mixed response to making no changes to the existing CTR scheme with 38% being unsure or having no strong feelings either way. Over a third disagreed with keeping the current scheme the same
- Younger respondents (25-34) were more likely to disagree with Option 2 (make no changes to existing scheme)
- The most frequent comment was about the unfairness of the new system on certain groups of people (e.g. those on a low income/with disabilities/ill-health etc.) and a couple of respondents questioned how the new system would work for seasonal workers and those whose monthly income changes month to month
- Overall respondents preferred Option 1 (the banded scheme) however, further analysis revealed that respondents who receive CTR were consistently more likely to prefer Option 2 (make no changes to the existing scheme)

For more information on this report or full listings of comments please contact the
Community Engagement Team on 01243 521261 or email
community@chichester.gov.uk

Appendix A – Social Media Engagement

Length of campaign: 43 days

Total number of posts: 19

- Facebook: x8 (42%)
- Twitter: x11 (58%)

Total number of clicks: 114

- Facebook: 45 (39%)
- Twitter: 69 (61%)

Total reach: 94,700 people:

- Facebook: 12,100 people (13%)
- Twitter: 82,600 (87%)

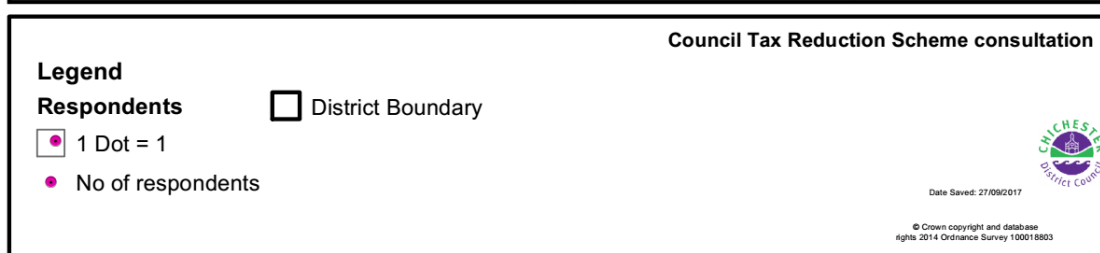
Activity spikes: 15 August; 18 August; 30 August; 8 September; 21, 22 and 23 September.

Retweets / shares: x19

Likes: x5



Appendix B – Postcode Map



Appendix C – Open Comments

Fed up with consultation after consultation and nothing being done, living in a street that is used daily from 7am-5pm with the same cars parked all day for free - this wouldn't happen in other cities.

Hubby is a terminal cancer patient, we have ended up in social housing after having to sell out house. Housing benefit didn't help us keep it, so we are now a burden on the state with no hope of ever being anything else. Stuff the Tories. Hate them, including the ones who run CDC

My husband has disability and I am his carer,

You would be better off and save your 20% of housing benefits payments by having a compulsory register from estate agents of all there landlords .and when somebody applies for housing benefit the council will retrieve the landlords bank statements to reveal the exact rent they get then pay that amount so here's the math Rent £700 agents fee £120 .Landlord only receives £580 WHY IS CHICHESTER COUNCIL PAYING AGENTS FEES ?

Single pensioner with limited income.

Do not have any particular political allegences, but support efficiency savings to leave the maximum resources to help the end user.

3 related adults sharing a home, all earning minimum wage. One of us under 25. It is hard to make ends meet.

my husband who recieves housing and tax benefits has many conditions and its up to me to sort things out. at the moment we are happy with the way things are. but even so sometimes paperwork can be confusing

Im on a low income, live alone, and find it a struggle financially at times, just worried that changes will make things worse financially.

I and my husband have had mental health teams involved in our lives often, I see this as helpful. It being classed as a disibilty is correct as stigma effects the ability to get good jobs that earn good money. But it does not mean we cant work. But ir limits are income. People like us need more support to keep us in our homes and environments to avoid being further unsettled. E.g. support in private rental, keeping home life as it is. Support to families is needed to keep them in there area of choice, so they don't have to change schools etc. Basically we are a young family in private rent in appropriate size house, and have mental health stigma we are faced with. So wee keep working and budget tight. As home and are local area means loads to us. To have to be forced to move would make matters far worse. Basically much mor private rent support is needed this would help people on low income, help families and would help people involved with mental health teams.... we cannot afford to buy and private rent where we are is long term and secure. It should be supported more.

I am in a very privileged position, retired and owning my own home and have no need for CTR now or in the future. However I want to ensure Chichester has a mix of all sections of society. Being poor should not be a disadvantage to being able to live in Chichester. CTR will help ensure this.

Single retired age 76

Not really as I try to carry on best I can with my life with my illnesses

Chichester District Council

Equalities Impact Assessment Local Council Tax Support Scheme

Effective for the period 1 April 2018 to 31 March 2019

Equality Impact Assessment

Author/editor/assessor	Project Leader – Diane Kirkham (Revenues and Benefits Manager) Service Manager _ Marlene Rogers (Benefits Manager) Impact Assessor – Christine Christie (Revenues and Performance Manager)											
Partners/decision makers/implementers, etc.	Council Tax Reduction project team – to develop and design the scheme/s Community Engagement and Development team –to advise and assist on consultation process Members – Decision making Consultation will be carried out with relevant parties and will include: <ul style="list-style-type: none">• County Council• Police Authority• The community including stakeholders, council tax benefit recipients and taxpayers – through consultation• 											
Start date	The assessment process started in July 2017 when the Benefits Manager sought authorisation from Cabinet to consult on the proposed 2018-19 scheme.											
End date	<table><tr><td colspan="2">Milestones that will influence impact assessment</td></tr><tr><td>Milestones</td><td></td></tr><tr><td>11 July 2017</td><td>Cabinet authorisation sought to consult on 2018-19 scheme</td></tr><tr><td>25 September 2017</td><td>End of public consultation</td></tr><tr><td>12 October 2017</td><td>Consider the impact of any amendments to the scheme identified</td></tr></table>		Milestones that will influence impact assessment		Milestones		11 July 2017	Cabinet authorisation sought to consult on 2018-19 scheme	25 September 2017	End of public consultation	12 October 2017	Consider the impact of any amendments to the scheme identified
Milestones that will influence impact assessment												
Milestones												
11 July 2017	Cabinet authorisation sought to consult on 2018-19 scheme											
25 September 2017	End of public consultation											
12 October 2017	Consider the impact of any amendments to the scheme identified											

		through the stakeholder and interested parties consultation.
	12 October 2017	Prepare results of impact assessment for consideration by Cabinet on 7 November 2017
	7 November 2017	Propose scheme to Cabinet for recommendation to Full Council
	21 November 2017	New scheme recommended for approval by Full Council
Relevance	<p>The Welfare Reform Act and Local Government Finance Acts of 2012 abolished the national council tax benefit (CTB) scheme and put in place a framework for local authorities to create their own local council tax reduction (CTR) schemes from April 2013.</p> <p>The Government legislated that people of pensionable age would continue to receive support based on national rules so local schemes only apply to working age claimants.</p> <p>The process to be undertaken to adopt a local scheme requires the following:-</p> <ul style="list-style-type: none"> • Consultation with major precepting authorities • Publication of a draft scheme • Consultation with other affected parties • Adoption of the scheme <p>Since its introduction Chichester District Council's local scheme has broadly followed the rules of the CTB scheme that existed prior to April 2013 and the current Housing Benefit (HB) scheme. This has meant that applicants for CTR have been supported as much as they were under the previous CTB scheme arrangements</p> <p>In 2013 Universal Credit (UC) was introduced in pathfinder Local Authorities, with roll out for the first phase of Local Authorities commencing in October 2013. In the Chichester District we have rolled out with UC for single people of working age. To date this has had minimal impact</p>	

	<p>as generally this group do not have housing costs. Full roll out for new UC claimants in the Chichester District will commence in April 2018. From this date UC will apply for all new working age claimants. Therefore we anticipate a significant increase in the number of claimants moving from HB to UC.</p> <p>The nature of UC means that our CTR claimants will have regular minor changes in their income which will result in regular changes in CTR entitlement if we retain our current scheme. Therefore a scheme based on income bands will be introduced for UC recipients which will reduced administration and provide more certainty by making it easier to understand and budget for this group of customers.</p> <p>It is acknowledged that in having a banded scheme there is the risk that a limited number of claimants may be worse off than they would have been. This will be mitigated by the discretionary hardship policy which is sufficiently flexible to ensure that claimants in Working Age Class F are not disadvantaged by the banded scheme.</p>
Policy Aims	To design and adopt a Local CTR Scheme which complies with legislation , is efficient to administer, is delivered within the prescribed time limits and financial constraints having due regard for the guidance issued by DCLG.
Available evidence	<p>DCLG has issued detailed guidance in respect of vulnerable people with particular duties in the following areas;</p> <ul style="list-style-type: none"> • General Equality Duty under the Equality Act 2010 • Duty to mitigate the effects of child poverty under the Child Poverty Act 2010 • The nations obligations as set out in the Armed Forces Covenant • Results of consultation with precepting authorities • Results of stakeholder and public consultation
Evidence gaps	<p>This proposal is for the 2018-19 scheme. Chichester's CTR scheme has protected people on the lowest incomes since 2013 and the intention is to continue to do so for the 2018-19. Working Age Class F has introduced income bands for the first time and it is acknowledge that there is a risk that the scheme will not protect those in vulnerable circumstances. This will be mitigated by the discretionary hardship policy which is sufficiently flexible to ensure that</p>

	claimants in Working Age Class F are not disadvantaged by the banded scheme. This will be reviewed in future years and impact assessments will be carried out for any proposed changes.
Involvement and consultation	<p><u>Major precepting authorities</u></p> <p>West Sussex County Council The Sussex Police Authority</p> <p><u>Stakeholders and interested parties</u></p> <p>Consultation ran between 4 August and 25 September 2017.</p> <p>Officers of Chichester District Council (CDC) felt that all residents could be considered as 'likely to have an interest in the operation of the scheme'. A consultation was therefore planned that would be open for all district residents to have their say about our draft scheme.</p> <p>The consultation was advertised in the news section of our website and on our Facebook and Twitter accounts. Posters and postcards inviting people to complete the survey online, or request a paper copy, were printed and made available in our office. Postcards were also included in all council tax bills sent out during the consultation period.</p> <p>The major precepting authorities were emailed directly to draw their attention to the consultation and to seek their comments on the CTR scheme in general.</p> <p>Responses received are detailed in the consultation document Council Tax – Local Council Tax Support Scheme 2018-19 – Final Report.</p>
What is the actual/likely impact?	The way in which entitlement is calculated will remain in line with the preceding CTB scheme for Classes A to E and a new Working Age Class F for claimants receiving Universal Credit has been introduced. The amount of CTR awarded for claimants in Working Age Class F will be determined in accordance with the income bands shown in the 2018-19 CTR scheme. The

	level of household income will be determined in accordance with the award of UC and household composition. It is acknowledge that there is a risk that the scheme will not protect those in vulnerable circumstances. This will be mitigated by the discretionary hardship policy which are sufficiently flexible to ensure that claimants in Working Age Class F are not disadvantaged by the banded scheme. See below for detailed assessment of anticipated impact.
Address the impact	Chichester's CTR scheme has protected people on the lowest incomes since 2013 and the intention is to continue to do so for the 2018-19. Working Age Class F has introduced income bands for the first time and it is acknowledge that there is a risk that the scheme will not protect those in vulnerable circumstances. This will be mitigated by the discretionary hardship policy which is sufficiently flexible to ensure that claimants in Working Age Class F are not disadvantaged by the banded scheme. See below for detailed assessment of anticipated impact of the proposed administrative changes.
Monitoring and review	Classes A to E has been monitored since 2013 and the monitoring has been used to influence the following year's scheme. Monthly monitoring for Working Age Class F will be used to identify any anomalies in entitlement and to influence the 2019-20 schemes should it be necessary.
Action Plan	Located in s/drive/Finance/Revenues/Managers/Benefits/CTR scheme 2018-19
Decision making and quality control	Cabinet 7 November (recommend to Full Council) Full Council 21 November (to approve the 2018-19 scheme) Monitoring will commence in 2071-18

Analysis of impact on those affected

Financial impact on services of maintaining CTR at current levels	Positive	Negative
Chichester District Council and Council Tax payers of the district	Chichester District Council is committed to delivering high quality service to our residents but is mindful of the Government's commitment to tackling the budget deficit which has resulted in reduced local government financial settlements for the next few years. Simplification of administration of proposed CTR should reduce the costs.	There will be a financial impact on the major precepting authorities of any level of support provided through the CTR scheme which cannot be met by additional income raised through the changes to council tax discounts, exemptions on some empty and second homes. Funding any shortfall may result in a reduction in services which could have a negative impact on the local economy, and services for example local planning, and environmental health services.

Impact on vulnerable groups	Positive	Negative
Pension age claimants	The Government is committed to protecting pensioners on low incomes and does not want to see this group disadvantaged by this reform. Regulations to protect pensioners will be contained in the Prescribed Requirements Regulations.	2018 Uprating will increase spend by rate of inflation as at September 2017. Approximately 50% of CDC's caseload are claims in this group which mean that the budget reduction is equal to 20% for working age claimants.
Working age claimants Single person household Couple no children	CDC's scheme for 2018-19 will maintain current levels of support for these groups of working age claimants subject to	2018 Uprating will increase spend by rate of inflation as at September 2017.

Couple children Lone parent families Disabled working age claimant	changes in circumstances and the impact of the banded scheme. Work incentives are included in the CTR scheme	Members are committed to supporting the most financially vulnerable in our communities. Any funding shortfalls will be met by service efficiencies rather than cutting front line services.
War Widows and War Pensioners	CDC wishes to protect working age claimants currently in receipt of war widows, war widowers or war disablement pensions and intends to continue its local decision to disregard these types of income in full when calculating entitlement under CTR.	2018 Uprating will increase spend by rate of inflation as at September 2017. Members are committed to supporting the most financially vulnerable in our communities. Any funding shortfalls will be met by service efficiencies rather than cutting front line services.
Pregnancy and maternity	CDC's draft scheme for 2018-19 will maintain current levels of support for working age claimants in this group subject to changes in circumstances.	2013 Uprating will increase spend by rate of inflation as at September 2013. Members are committed to supporting the most financially vulnerable in our communities. Any funding shortfalls will be met by service efficiencies rather than cutting front line services
Race	The scheme does not treat people in these groups differently. Facilities are available for those who whom English is not their first language	
Gender	The scheme does not treat people in these groups differently.	
Sexual orientation	The scheme does not treat people in these groups differently.	
Religious beliefs	The scheme does not treat people in these groups differently.	

Direct impact of proposed changes on working age claimants

Change	Group	Positive	Negative
A banded scheme to be introduced for working age claimants.	All new UC claimants	Will make the scheme easy to understand and will assist the claimant with their regular budgeting.	There may be a minority of claimants who are worse off under the banded scheme. This will be mitigated by the discretionary hardship policy

Results of public and stakeholder consultation

Results	Conclusion	Respondents general comments	Address comments
52.9% of respondents either agreed or strongly agreed that a banded scheme for UC claimants should be implemented with 18.5% either disagreeing or strongly disagreeing. The remaining 28.6% responded neither or don't know.	In general respondents prefer the proposal to introduce a banded scheme	<p>Banded scheme makes perfect sense all claimants know exactly where they stand.</p> <p>Banding would seem fairer but the bands need to be very carefully calculated.</p> <p>A banded scheme will help trap people in poverty by ensuring at a small increase in income has a huge impacted on household costs and vice versa. This will lead people to stay in very low paid jobs</p>	<p>N/A</p> <p>The impact of the banded scheme will be closely monitored in 2018-19 and any anomalies will be addressed in the 2019-20 scheme. The discretionary hardship policy will be sufficiently flexible to ensure that claimants are not disadvantaged by the banded scheme.</p> <p>This risk will be mitigated by the discretionary hardship policy. The impact of the banded scheme will be closely monitored in 2018-19 and any anomalies will be addressed in the 2019-20 scheme</p>

		<p>/ reduce their hours to game the system.</p> <p>A banded scheme would unfairly penalise disabled people that receive additional income from disability benefits.</p>	<p>This will not be the case because of the UC calculation will take their disabled status into account when calculating entitlement.</p>
80.3% of respondents either agreed or strongly agreed that a discretionary hardship fund should be implemented if the banded scheme is implemented with 4.2% disagreeing, the remaining 15.5% responded neither or don't know.	The majority of respondents support a discretionary hardship fund to ensure that claimants are not disadvantaged by the banded scheme.	No comments	
28.2% of respondents either agreed or strongly agreed that there should be no changes to the existing CTR scheme with 33.8% either disagreeing or strongly disagreeing, the remaining 38% responded neither or don't know.	In general respondents support the need for change to introduce a banded scheme.	No comments	
Overall of the two options the banded scheme for UC claimants was preferred by 49.3% of respondents, making no changes was preferred by 29% of respondents with 21.7% responding don't know.	In general respondents support the need for change to introduce a banded scheme	No comments	

Summary of impact assessment results

The aim of the scheme is to support people on the lowest incomes. This scheme for 2018-19 is based on the 2017-18 scheme but has introduced a new Working Age Class F for new UC claimants. For existing claims the impact on working age claimants including families, working people, the vulnerable groups and the groups with protected characteristics is negligible because their entitlement will be based on the current scheme (subject to amended figures). The new Working Age Class F introduces a banded scheme for the first time and it is acknowledged that there is a risk that the scheme will not protect those in vulnerable circumstances. This will be mitigated by the discretionary hardship policy which is sufficiently flexible to ensure that claimants in Working Age Class F are not disadvantaged by the banded scheme.

Comments on sections

Consultee ID	Consultee Name	Consultee Organisation	Title	No.	Do you have any general comments on this section?	Council's response
755482	Mr S Elliott		Introduction	1	You must solve the A27 before you do anything else. A deliverable traffic solution, such as the 3 gateway route SOCOMMS strategy, for the routes into the town could have been delivered years ago but the District and County have failed to implement any positive changes of any value to transport in the city. Until you have an A27 improvement secured which addresses city access routes and relieves residential roads such as Stockbridge, Whyke and Oving, I must strongly OBJECT to this proposal	The Council considers that given the uncertainty over the A27 it is not feasible to wait for a final solution. The traffic modelling has taken into account the improvements to the A27 that were identified through work on the existing Local Plan.
1104382	Reverend D A Hider		Introduction	1	Dreams will remain dreams, to achieve will require a break with thinking which seems stuck in providing only C20 facilities. It will require train and bus services to be greatly enhanced in frequency, reliability and comfortability. It will require a fix to the A27 problems in order to provide more capacity. It will require developers to build for need, rather than profit. Still its nice to dream, sometimes.	Comment noted. No change to Masterplan.
375266	Parish Clerk	Donnington Parish Council	Introduction	1	Council would suggest maximising the use of the coach park at Waitrose, whether through redevelopment or as an alternative to coach parking on the Avenue De Chartr es. Looking at paragraph 2.68 & 2.69. This option would largely lead to a reduction in traffic within Chichester and an increase in traffic using the bypass . The bypass doesn't need any more traffic! The Council did not feel either Option A or B will actually achieve this. See attached rep under 'Introduction'	The Waitrose site has not been considered as it does not form part of the Masterplan area. No change to the Masterplan.
375266	Parish Clerk	Donnington Parish Council	Introduction	1	Level Crossings - As the Council understand, the level crossings in Chichester must be closed whenever there is a train within 4 minutes of them. Given that technology has moved on along way since this was established, it is important that the 4 minute rule is reduced/revisited. Otherwise it is unlikely that the proposal to send traffic to the Basin Road Junction would speed up waiting times Need to see evidence that extra retail space is needed and the area can be maintained Rep attached	Safety regulations in respect to the level crossings are set by Network Rail. It is considered that by restricting vehicular access along Stockbridge Road this would allow the Basin Road level crossing to work independently and therefore give more time for vehicles to cross the Basin Road level crossing.
558740	Mr John Newman		Introduction	1	I have found the draft not very easy to read. I think that this is partly because the font is so small when I read it on screen and also because the way the report is written is so formulaic and full of jargon. For instance. Plain English would have made the report far more attractive. Also I found the diagrams particularly hard to read and make sense of, especially the notes. See attached rep under 'Introduction'	The Council considers that appropriate terminology has been used within the Masterplan which will assist in guiding architects and developers in future development proposals.
1104691	Mr Richard Hutchinson		Introduction	1	This section is similar in format to the main questionnaire that the public have been asked to complete. I have spoken to many people who have tried to fill it in but find it almost impossible to be able to express their disappointment with the proposals as it is all geared to "which of our options do you prefer" It is actually quite insulting and just makes people distrust the whole process and the council.	The Consultation has generated a reasonable return in comments in which responses could be completed in a range of different formats. These could be submitted not only through the Consultation portal but also by email and post.
1022521	Mrs M Devitt		Introduction	1	Many elderly do not find modern communications and social media easy to use nor attractive so why not include an easy way on the site for us to make our views known. You will otherwise have a slanted response to your survey.	The Consultation has generated a reasonable return in comments in which responses could be completed in a range of different formats. These could be submitted not only through the Consultation portal but also by email and post.

Consultee ID	Consultee Name	Consultee Organisation	Title	No.	Do you have any general comments on this section?	Council's response
1117356	Helen Hawdon		Introduction	1	The consultation process has been woeful. The stand at the Police Station Open Day consisted of merely an easel with plans piled in unviewable stacks and those Council representatives present were unable to assist with any substantive questions. I gather from conversations with other local residents that the situation was similar with regard to the other viewing locations, not to mention the Scout Hut mix up. See attached rep under 'Introduction'.	The consultation has generated a reasonable response and has received a range of responses through the Consultation portal as well as through emails and post.
1104691	mr richard hutchinson		Development Opportunities	3	If the basic masterplan is flawed which it is, then all of these "development opportunities" are meaningless. We have to sort out the big problem first - the level crossing issue - then the rest of the masterplan will fit around that.	The Council is not of the opinion that the Masterplan is flawed. Closure of the level crossings are not an option and it is considered that the Masterplan strategy will provide considerable changes to improve the Southern Gateway into Chichester.
1105624	Ms Allison Moss		Public Realm Priorities	4	These proposals speak of improving the 'public realm' as you exit the station. In my view, I do not find the current environment unattractive. I see it as 'real', and part of the organically evolving urban environment. Many cities suffer from being artificially transformed to look the same and end up losing their character. See attached rep under 'Introduction'	The changes are considered necessary to improve upon the design, quality and appearance of the public realm which in turn contributes to the character of the city. No change to Masterplan.
755482	Mr S Elliott		Appendix 1 - Transport Appraisal Highways Options	6	I object to these proposals until you have considered the wider context for access to the city from the south, relieved residential roads such as Stockbridge & Whyke and sorted out the beach traffic and A27. You need a clear secured and deliverable city access strategy before doing anything else at this location.	Comment noted. This is not the view of West Sussex County Council or Highways England who have not raised any issues on those matters raised. The Council considers that given the uncertainty over the A27 it is not feasible to wait for a final solution. The traffic modelling has taken into account the improvements identified through work on the existing Local Plan.
375108	Mr A.M.J. Green		Appendix 1 - Transport Appraisal Highways Options	6	I support the idea of shared surfaces, oppose demolition of listed and locally-listed buildings but regret the fact that a transport hub has not been considered for the area north of the RAILWAY (NOT train) station	Comment noted. Option A is the favoured option for reasons of preservation of the historic environment.
375266	Parish Clerk	Donnington Parish Council	Appendix 1 - Transport Appraisal Highways Options	6	The Parish Council prefers Option B for the roads, but would not like to see any sort of one way system. There is some concern over the time it could take to achieve this given the third party land which would need to be acquired. Rerouting the car traffic along Basin Road and restricting the other crossing may help the level crossing operation work more efficiently across the Basin Road crossing so the gates are closed for shorted periods.	Comment noted. Option A is the favoured option for reasons of preservation of the historic environment.
1105624	Ms Allison Moss		Appendix 1 - Transport Appraisal Highways Options	6	I cannot see how a bus gate will improve the flow of general traffic. The proposal is to spend millions on this development scheme. How much, if any, of this is from the public purse is not clear to me currently, but that being the case, it seems to me that the real solution of bridging to cancel out the traffic gluts that back up from the level crossings would be a much better use of funds. This has been rejected by your proposal so far. See attached rep under 'Introduction'	The Council has looked in detail at the possibility of removing the crossing and replacing with a bridge or tunnel and concluded that this would not be financially viable and would result in other implications such as having an adverse impact on the townscape of Chichester.

Consultee ID	Consultee Name	Consultee Organisation	Title	No.	Do you have any general comments on this section?	Council's response
1110170	Mr David Priscott		Appendix 1 - Transport Appraisal Highways Options	6	The level crossings must be eliminated. Either by going over or under the railway line. The preference is to go under. Cars only, hgvs Shonda use other routes. Pedestrian and cycle pathways must be provided.	The Council has looked in detail at the possibility of removing the crossing and replacing with a bridge or tunnel and concluded that this would not be financially viable and would result in other implications such as having an adverse impact on the townscape of Chichester. Matters such as siting of pedestrian/cycle pathways will be addressed as part of the detailed design stage.
1103272	Mr David Leah		Appendix 1 - Transport Appraisal Highways Options	6	I think it on the right lines it just needs to be bolder and more forward thinking in its solutions	Comment noted. The Council considers that options A and B would meet the Masterplan objectives and would maintain the movement through the study area. Option A is the option selected for final inclusion in the Masterplan.
1104691	mr richard hutchinson		Appendix 1 - Transport Appraisal Highways Options	6	There is an almost breathtaking arrogance by the masterplan team to come up with a masterplan that solves none of the current problems, then present two slightly different options and ask which one people prefer. This whole exercise is a huge waste of money and time and must be redone, this time with proper options that resolve the issues.	The Council considers that technically feasible and financially viable options have been developed which would facilitate the coordinated redevelopment of this area.
1103272	Mr David Leah		Appendix 2 - Masterplan Site Area and Existing Land Uses	7	I think that CDC is to be congratulated in having embarked on this process. It now needs bold ambition and resolve to resist the car lobby and create a shared space for public transport, cyclists and pedestrians in the plan area.	Comment noted. No change to Masterplan.

Comments on paragraphs

Consultee ID	Consultee Name	Consultee Organisation	Title	No.	Do you have any comments on this paragraph?	Council's response
1117611	Penelope Shaw		Paragraph	1.1	<p>Transport to The City. There is a canal see your Plan for re-development. As you were aware there was a scheme (check date on the Internet and retrieve the existing plans) This has blighted this area for years. There has been World Wide wonder that Chichester Gate was built at the Gateway to Chichester. Architects of any renown have always wondered why The Planning Department of Chichester let an inward complex be built. The temporary structures which now blight all our out of town shops warehouses etc. were built at The Gateway to The City (Novium) Could you please explain the reasoning for this? Surely any entrance to a City deserves a reflection of its past. Tourists do not come to Chichester to see the most appalling aspect of our building poor structures. The Council is aware that the footfall in Chichester has fallen by 30 per cent. This is not surprising as there are no lavatories at the Bus Station a building that the Council owns. Though it is rented to Stage Coach This does not only concern The Southern Gateway Masterplan The North Side Of Chichester Please look up on the Internet for The Proposal from The Chichester District Council? The proposal to take some land North of The City for cars is beyond the sense of normal people living in Chichester. Why blight the land for something that will be obsolete as we know a little about the future cars will not even be on the radar. Logically we have to use what we are given. The monies allocated to these re-developments should be utilised to pull down what is ugly and ungainly and not fit for purpose in this City. This does not include the wonderful brick building of the garages where the buses are stored. Why aren't the buses stored in the land on Terminus Road and then brought back quietly and gently to the train station. Utilise the canal build a bridge to allow the canal boats as is their right to proceed to Chichester Yacht basin. Utilise the line that stops at the canal. Open it up again so the train can proceed to Selsey. East Dean has a tunnel that runs from the gardens to Midhurst. To utilise this existing mode of transport would be very easy environmentally friendly etc., etc. (Please look up on The Internet this tunnel and other existing tunnels). Just as an aside This Council and previous councils here in Chichester have decimated this City. Now we have to work with what we have been left. I suggest that the car parks in the centre of Chichester have a roof (on stilts) that then can be used as tennis courts, children's playgrounds beautiful open air parks. The Local residents I am sure in their historic houses would love to see this vista. As our MP Gillian Keegan one of her skills is Spanish perhaps we could negotiate with the Spanish as they have the most wonderful roundabouts. Obviously they have allowed for a watering system. The towns and cities in Southern Spain (I do not know the North) take pride in their habitat and the roundabouts are a great source of pride. (Please look up on the internet why we have to have sponsors for our public spaces). As you can see from the above I am not in agreement with The Southern Gateway Masterplan produced by The Country Council (As Highways are involved) and Chichester district Council. I would suggest that as This Council Is Not Fit For Purpose. We ask The Council of our Twinned Cities Chartres a very beautiful city, and Ravenna another beautiful city to lend us their Planning Departments and Governing bodies to help us with their Sister City. The Chinese are now planning for their future for their citizens and have employed the famous Italian Architect STEFANO BOERI. STEFANO BOERI and his works and his thoughts on how we should be living is available to all on the Internet. I hope with The World Wide Interest that Chichester has created by this council in trying to further ruin a city. The People At Ede House Can Have A Public Meeting So That This Can Be Discussed With Architects and Planners from around The World. As You have probably surmised I Penelope Shaw a resident of Chichester IS NOT IN AGREEMENT with this ill thought out scheme which we would say was designed on the back of AN ENVELOPE.</p>	<p>Comment noted. The Council considers that the Masterplan strategy will provide for considerable changes to improve the Southern Gateway into Chichester. No change to Masterplan.</p>

1104382	Reverend D A Hider		Paragraph	1.1	Is this the time to 'dream dreams' fit for the twenty first century? To dream for; an integrated travel hub; developments of housing aimed at keeping the young; encouragement for small businesses to set up in close proximity to the town; social provision to entertain across the age and social ranges of people. To achieve them will require a total break with current thinking. It will require train and bus services to be greatly enhanced. It will require a fix to the A27 problems in order to provide more capacity. It will require developers to build for need, rather than profit. See attached rep under 'Introduction'.	Comment noted. No change to Masterplan.
1104691	Mr Richard Hutchinson		Paragraph	1.1	Concerns regarding public consultation. All options should be presented to the public, not the preferred ones, so they understand why others discounted. Two options lack a true explanation as to why they are preferred. Consultation period too short. Carried out when people are on holiday. Period started on 29 June, but no meaningful publicity until 15 July. Public viewings inadequate. Staff knew nothing about the development of the scheme. Background documents grudgingly permitted to be looked at for a limited period. A proper venue and more information is needed for a scheme as important at this. The flyer was illegible. Most important and controversial aspect - closure of Stockbridge Road level crossing to cars - is not mentioned. Graphics show it as being accessible for all traffic. Online questionnaire geared to 2 options and is very difficult for people to express dissatisfaction about both options and the concept of the masterplan. The whole process is predetermined to choose one of the options disregards the main issue and questions the legality of the consultation. See full representation under introduction.	The Masterplan was out for consultation over a six week period with consultation carried out at a number of locations. Copies of the Masterplan document were available to view online and hard copies were available on request. Both options set out within the Masterplan propose the introduction of a bus gate to Stockbridge Road limiting vehicular access and enhancing the public realm for pedestrians and cyclists however part of the route under Option A will still run alongside vehicular traffic due to the retention of the gyratory system. The Consultation has generated a reasonable return in comments in which responses could be completed in a range of different formats. These could be submitted not only through the Consultation portal but also by email and post.
1104753	Mr Adrian Moss		Paragraph	1.1	This is not for town planners but for innovative designers.... and creators Town planners will have no desire to find a solution to the transport issues. They have done little to improve the environment and enhance the feel... from what I see....	Comment noted.
1117592	Mr Simon Davenport		Paragraph	1.1	The text is overly long. I had to re-read it; plans were confusing; colour pictures added nothing. Recommend you brief your consultants to produce a more concise summary and special version for public consultation. I was unable to visit the public exhibitions. The Council office appeared to know nothing useful about the document. I was very disappointed with the presentation. Applaud the council for making provision for the future of the city. I don't believe that, especially in these times of austerity, the scale and ambitions of the total project are at all justified and would urge the council to reject it as written. See full representation in the introduction.	The Council considers that appropriate content and terminology has been used within the Masterplan which will assist in guiding architects and developers in future development proposals.
1103023	Jane Church		Paragraph	1.1	What I like about the plan The emphasis on tree planting, priority for pedestrians, noise mitigation and enhancing the streetscape by greater uniformity. What concerns me 1. I found the various documents confusing and inconsistent, and with some strange omissions The objectives for the various parts vary, making comparisons difficult. Symbols vary between documents and according to whether public realm or development opportunities are being illustrated and plans do not always have adequate keys. Numbers used in some parts disagree with other parts (e.g. Masterplan S3 numbers disagree with those of Transport Appraisal S 8 e.g. S3.47 25 apartments, 1500 sq. metres commercial and 2100 sq. metres business v S8 25 dwellings, no commercial and 2000 sq. m retail).	The Transport Appraisal was based on a provisional Masterplan but given minor changes is considered to be fit for purpose.
1118031	Louise Hartman		Paragraph	1.2	I am very concerned about aspects of the consultation process. I was unaware of the process until I received an A5 leaflet through my door on 26th July. This informed me the period for consultation on the plans was between 29th June and 10th August with one remaining opportunity to hear more on 28th July at Whyke Road. With such short notice I was unable to attend. I strongly feel the consultation period should be extended and cannot understand how plans to transform the southern gateway to Chichester can move forward in isolation to any prospective plans for the A27.	The Masterplan was out for consultation over a six week period with consultation carried out at a number of locations. The Council considers that given the uncertainty over the A27 it is not feasible to wait for a final solution. The traffic modelling has taken into account the improvements identified through work on the existing Local Plan.

376056	Mrs Caroline West	West Sussex County Council	Paragraph	1.2	County Council welcomes the positive approach to considering how to balance the regeneration of the Southern Gateway to meet future needs and protected what is valued. Work is needed to identify the necessary infrastructure and transport mitigation package alongside redevelopment proposals and explored in detail at the planning application stage. See attached representation under introduction.	The Council agrees with this comment and as such the Masterplan will be changed accordingly.
1103426	Ms Joan Whibley		Paragraph	1.3	I agree that it is important to ensure that both visitors and locals are welcomed into this historic city via the Southern Gateway. It is therefore imperative not to lose this chance to enable traffic to flow easily through and not be held up constantly by the train gates. This causes pollution, and is frustrating for everyone. The buses can't easily come in and out of the bus station because of the gridlock caused by the train gates being down sometimes for as long as 10 minutes at a time.	The Council has looked in detail at the possibility of removing the crossing and replacing with a bridge or tunnel and concluded that this would not be financially viable and would result in other implications such as having an adverse impact on the townscape of Chichester.
1104753	Mr Adrian Moss		Paragraph	1.3	This is a key gateway and deserves more than some ton planners producing a report that is very difficult to understand and will not encourage people to comment	Comment noted. The Council considers that appropriate terminology has been used within the Masterplan which will assist in guiding architects and developers in future development proposals. The consultation has generated a reasonable return in comments.
375268	Parish Clerk	Earnley Parish Council	Paragraph	1.3	While the Gateway plans intention to provide the opportunity for low cost housing development and desire to improve the quality of access to the city centre for those arriving by train or bus are both admirable aims, the overall impact of the plan on those living south of the city would be entirely negative. The broad design considerations ignore the role that Stockbridge and Basin Roads play as the major means of entry to Chichester from the South. The emphasis on walking, cycling and public transport is understandable and even desirable, but most of Chichester's catchment area is not within walking or cycling distance, and if use of private cars is to decrease the provision of alternative public transport must increase: there is no indication of how this will be achieved.	There is no current indication from Stagecoach that there will be any changes in their services provided.
1105801	Dr Richard Hancock		Paragraph	1.4	Of course business and leisure are important in the development, particularly close to transport links. What is lacking in the plans is an integrated Hotel/Conference Centre. There are no buildings apart from the Theatres with raked seating. for performance space. The...Assembly Room and the Cathedral are used, both being not very satisfactory. There are huge advantages of integrating conference auditoria with raked seating for plenary sessions with adjacent accommodation. Most hotels provide hireable rooms for meetings and these would be called upon for break out sessions for conferences. Many conference venues require delegates to be accommodated in a range of hotels and this is not usually very satisfactory. .The adjacent transport would be an additional very desirable feature. International delegates arriving at Gatwick would find the venue close to the station highly desirable. Performance space for numerous amateur groups or orchestras or bands would be taken when not in use for conferences. . Chichester does need to have the attributes of a modern city.	Should a proposal for an integrated hotel and conference centre come forward then this would be welcomed however it has not been set out within the Masterplan for reasons of viability.
1114638	Ms Jacqueline Jones		Paragraph	1.4	Chichester lacks modern infrastructure, reliable rail connection and has abysmal internet connectivity. It is therefore questionable that business or commerce would want to invest in the town	Comment noted.
374905	Mr David Renton-Rose		Paragraph	1.6	Need to ensure any scheme is part of a fully integrated cycling network. Current cycling provision across the city it patchy at best	Comment noted in which further consideration will be given at the detailed design stage.
1117592	Mr Simon Davenport		Paragraph	1.6	Do not believe that the plan will improve life for existing residents who want to drive from our 'semi-rural' situation to the town's resources. The plan does little to define the character of the area and leaves much to potential developers which has had a disastrous effect on the architecture of the Chichester Gate area. I do not see how the Southern Gateway has become such an important idea when the majority of traffic will enter the city from St Pancras or the Avenue de Chartres by road. Those entering from Stockbridge Road will be residents of Donnington, Birdham, Witterings etc and will probably be using the road as access to the schools, shops, theatre, cinema etc. They do not need to see an impressive gateway to the city but they might like to drop people and luggage at the bus or railway station. All could benefit from more, well maintained, open green space in this area of the town and not just some minimal tree planting and shrub 'planters'. The plan is not ambitious enough in some areas	The Council agrees that the Southern Gateway is the principal approach into Chichester city and is therefore a key point of access and arrival.

					and, if it is needed at all, should focus on a few important sites that need council intervention and not try to find a solution to all perceived problems at once. See full representation in introduction.	
1022521	Mrs M Devitt		Paragraph	1.7	Why does the Southern Gateway plan make no mention of the disabled? We are an elderly community and the disabled make a lot of use of public transport but need to be able to park near it so as to be able to make easy links with the Transport assistance especially at the railway station. Trees in the car park may be attractive but only if they are properly cared for and do not reduce the availability of disabled parking for both lines.	Disabled parking has been considered with the re-provision of any spaces at the railway station.
1103426	Ms Joan Whibley		Paragraph	1.8	The drab approach to the city from the south is dominated by the car and traffic.	Comment noted.
1116983	Mr David Rozier		Paragraph	1.9	With regards the planning and environmental impacts of the proposals I am personally not really bothered but am concerned that there is no mention of toilet, waiting and/or Cafe provision on either side of the station. If it is desirable to make the southern gateway to be as welcoming to visitors as possible etc then such provision would be most desirable. See attached representation under introduction.	These facilities currently exist at the Railway Station. There are no proposals in the Masterplan to remove them.
374905	Mr David Renton-Rose		Paragraph	1.10	Any proposed scheme should include strong soft landscaping, with a commitment to maintain in the long term. I have noticed that trees within Chichester Gate have been removed, which creates a very barren appearance with just lots of multi-coloured sheds. Not in keeping with Chichester's character.	Comment noted.
375108	Mr A.M.J. Green		Paragraph	1.14	To be effective there must be an effective interchange between bus and rail services such as a transport hub to the north of the railway station	Comment noted.
374905	Mr David Renton-Rose		Paragraph	1.14	Cycling routes need to be joined up with wider network, which also needs enhancing. Developer contributions should, in part, pay for making Chichester a much more bike friendly city.	Comment noted in which further consideration will be given at the detailed design stage. The Council will seek to include Masterplan projects within the Infrastructure Business Plan to ensure that Community Infrastructure Levy (CIL) funding can be sought, where appropriate.
375268	Parish Clerk	Earnley Parish Council	Paragraph	1.14	The problem with the bus station is the lack of facilities, not the layout of the yard. Bus stops on streets will make changing buses and train-bus connections more difficult, especially for visitors. This is hardly an enhancement of bus facilities (1.14), which provision of a waiting room, public toilets and perhaps an information office would be. Apart from the services to the Witterings all buses whose stops are south of the gyratory system will have to turn round in the station yard, which goes against the concept of easier and safer pedestrian access to the station.	There are currently no facilities provided at the bus station and there is no proposal to provide any. The existing bus station would be replaced in both options with a new bus and taxi interchange which would be located to the north and south of the railway station.
558740	Mr John Newman		Paragraph	1.14	You say a lot about encouraging pedestrians and cyclists, but I detected very little detail. Map on p16, no mention of cycle routes. There are general statements about how much better cycle and pedestrian access will be from the station into the city, but there is no detail about how this is to be achieved. The only piece of detail about cycle routes I noticed was a reference to the bollards at the southern end of South Pallant. See attached rep under 'Introduction'.	Comment noted. The public realm priorities seek to achieve a better balance between the different modes of transport, with a particular focus on public transport, walking and cycling. Further detail regarding routes, linkages, etc. will be given at the detailed design stage.
1104753	Mr Adrian Moss		Paragraph	1.14	Integrated transport including cycling and walking are critical. These are very vague words. We need to ensure that the bicycle becomes a fundamental part of the transport system. We must positively encourage cycling. We also need to connect the gateway with an easy to access bridge to the entertainment complex	Comment noted. The public realm priorities seek to achieve a better balance between the different modes of transport, with a particular focus on public transport, walking and cycling. No bridges are proposed however the Masterplan sets out a new pedestrian crossing at Canal Wharf to improve pedestrian access between Chichester Gate and Canal Wharf.

375268	Parish Clerk	Earnley Parish Council	Paragraph	1.15	The clear aim of the plan is to have no private car access to the railway station except for staff and operational use. This flies in the face of reality. Not all rail users can walk or cycle to the station, not all can afford (or are willing to afford) a taxi, and rural bus services do not serve the earliest trains, and stop hours before the last train. Regrettable though it might be from an environmental point of view, a station car park and access to the station for private cars remain essential. These problems could be mitigated by provision of a north-western access to the station, deemed not necessary to facilitate the main highway network changes proposed. Surely public and private transport users, the TOC and Network Rail would prefer road access and a car park to having the chance, as the Plan puts it, to celebrate the route of the culverted watercourse	The Masterplan seeks to improve the Southern Gateway of Chichester as it is a key point of access and arrival. It is considered that the removal of through traffic along South Street and Southgate (except for public transport, access and servicing) would help to achieve this.
1110164	Mr Brian Bird		Paragraph	1.15	To the two proposals should be added the Freeflow proposal of a bridge and the closure of BOTH level crossings	The Council has looked in detail at the possibility of removing the crossing and replacing with a bridge or tunnel and concluded that this would not be financially viable and would result in other implications such as having an adverse impact on the townscape of Chichester.
375108	Mr A.M.J. Green		Paragraph	1.19	As such it needs to be enforced by case officers when determining applications.	Comment noted.
1104753	Mr Adrian Moss		Paragraph	1.19	This needs to be more than a guide. It needs to be an imaginative blueprint that enables Chichester to have a really exciting development on the side of the canal	The Masterplan identifies that it is not a blue-print for the Southern Gateway but a flexible document to assist in guiding development proposals. Over time different opportunities for the city centre may present themselves alongside those already identified. A guiding document will enable these opportunities to be appropriately considered.
1104753	Mr Adrian Moss		Paragraph	1.20	These are very simple words and do not give the impression of an exciting place for people to work, live and enjoy recreation.....	Comment noted.
375142	Mr Martin Small	Historic England	Paragraph	1.20	In terms of non-designated heritage assets, the southern gateway of the city had Roman roads converging upon it and this must produce enhanced archaeological potential in this part of Chichester. The development of suburbs in the medieval and later periods is a further factor with both the canal and railway as examples of later uses of the area. Despite this rich heritage, the historic environment is referenced as the last clause of the last Key Objective. Whilst we welcome this clause in principle, we would like to see it expressed rather more forcefully and refer not just to the setting of heritage assets, but also to their conservation and enhancement (including that of archaeological remains), and to their playing a key role in the future of the Southern Gateway. We would suggest that the conservation and enhancement of the historic environment be a separate key objective in its own right, given the importance attached by the Government to heritage assets in the National Planning Policy Framework and their significance in Chichester. See attached rep under 'Introduction'.	The Council agrees with this comment and as such the Masterplan will be changed accordingly.
1114489	Mr Jonathan Brown	Chichester Liberal Democrats	Paragraph	1.20	While there are attractive elements to the Masterplan, we feel that overall it lacks ambition . Beyond the increased pedestrian provision and replacing old fashioned and dilapidated buildings with newer, more attractive ones, it misses the opportunity to address some of the larger, long term problems the city and the district faces. These problems will only be solved with determined political and financial support. See attached representation uploaded to introduction.	Comment noted. No change to Masterplan.

1104753	Mr Adrian Moss		Paragraph	1.24	Why is the canal not mentioned. The canal should be the focal point of this redevelopment	The Masterplan sets out a number of positive improvements to the setting of the historic Canal Basin and seeks to reinforce its role and function.
374905	Mr David Renton-Rose		Paragraph	1.24	Why not extend the master plan to include the lorry park and Dudman yard off Via Ravenna? Could move the bus station here, with enhanced connection to rail station? Lorry park could be down Terminus Road?	These sites have not been considered as they are outside of the Masterplan area. No change to Masterplan.
375142	Mr Martin Small	Historic England	Paragraph	1.24	Overall, we feel there is a general lack of guidance about how historic environment issues are relevant in these locations and advice about how proposals should take these into account. References are made to national planning policy and the Local Plan but there is a lack of any analysis of how these should apply in this specific location. See attached rep under 'Introduction'.	The Council agrees with this comment and as such the Masterplan will be changed accordingly.
1105638	Mr Clive Sayer		Paragraph	1.24	The bus depot is locally listed because, as stated, it is a good and early example of a thin pre-stressed concrete clear span roof - not quite unique in UK but close. It would be best if a clever reuse could be found rather than destroying this piece of history.	It is considered that the re-use of this building would be unlikely due to its size, scale and layout making it unviable and commercially undeliverable. Any redevelopment proposals would have to be of such high design to mitigate and justify the loss of this locally listed building.
1117075	Merrill Investments		Paragraph	1.24	Our clients premises (referred to as Development Opportunity 6) are outlined and included in the Masterplan without seeking their input. Making specific reference to the premises will have an adverse affect commercially; create uncertainty; and may hinder sale of the premises in the future. Occupational tenants of our client have expressed grave concern and may result in them reviewing their future occupation and not renewing their Lease. Our clients object to redevelopment opportunity 6 and generally to the proposals put forward in the Masterplan. Their Premises is a long established, successful commercial building. The principal effect will be to place blight on improvements to buildings therein and commercial activity in the South of Chichester. Representation uploaded under introduction.	This site is not fundamental to the overall aims and objectives of the Masterplan. Change Masterplan to remove site.
376056	Mrs Caroline West	West Sussex County Council	Paragraph	1.24	All development proposals have potential to reduce flood risk. Development Opportunity Areas could benefit from more public open space and landscaping with potential for environmental enhancements incorporating 'Blue-Green Infrastructure'. SuDs, rain gardens and rainwater harvesting should be explored at detailed design stage. Water features intercepting natural runoff would help reduce volumes / flows in regard to surface water drainage flows and enhance public amenity. See attached representation in introduction.	Comment noted. No change to Masterplan.
376056	Mrs Caroline West	West Sussex County Council	Paragraph	1.30	All development proposals have potential to reduce flood risk. Public realm priorities could benefit from more public open space and landscaping with potential for environmental enhancements incorporating 'Blue-Green Infrastructure'. SuDs, rain gardens and rainwater harvesting should be explored at detailed design stage. Water features intercepting natural runoff would help reduce volumes / flows in regard to surface water drainage flows and enhance public amenity. See attached representation in introduction.	Comment noted. No change to Masterplan.
1104753	Mr Adrian Moss		Paragraph	1.32	The design quality needs to be exceptional. The last two significant developments by CDC have been in my view unimaginative. Chichester Gate is hardly exciting and up to the standard of what Chichester should have The Multi level carpark is very poor in design concept. Please can we really design something that we can all be proud of.	Comment noted.
374905	Mr David Renton-Rose		Paragraph	1.33	Need to make sure any design code reflects Chichester's history and character. Unlike what has been done at Chichester Gate, which has a few flints on the wall of the imax. Need some really strong architecture, not cheap boxes. If it is attractive, people with use it.	Comment noted. The Masterplan identifies the use and importance of high quality materials in which further consideration will be given at the detailed design stage.

375142	Mr Martin Small	Historic England	Paragraph	1.33	We welcome the design principles, particularly principles One and Five, but we would prefer conserving to preserving in Principle One as terminology more consistent with the National Planning Policy Framework and as recognising that sensitive change can take place that maintains or even enhances the significance of heritage assets. The principle should also refer to significance as this is what is special about heritage assets. See attached rep under 'Introduction'.	The Council agrees with this comment and as such the Masterplan will be changed accordingly.
1104753	Mr Adrian Moss		Paragraph	1.33	The canal area must be used and enhanced. it is a vital landmark and could really become focal point	The Masterplan sets out a number of positive improvements to the setting of the historic Canal Basin and seeks to reinforce its role and function.
374905	Mr David Renton-Rose		Paragraph	1.44	Principles are good. Need to make sure future developers are obliged to follow these and not substituted fir cheap alternatives	Comment noted.
1114489	Mr Jonathan Brown	Chichester Liberal Democrats	Paragraph	1.44	Attractive high density, urban housing would be appropriate in the redevelopment and would help make the area feel a vibrant, forward looking place to be. Good use of public open space will be important to making this work, and may need to double as water catchment areas due to some of it being in a flood zone. See attached representation uploaded to introduction.	The Masterplan has identified the importance of a flood risk assessment to mitigate against the impacts of flooding. It also identifies the need for open space not only for public use but also as an additional means for mitigating against flooding.
1104753	Mr Adrian Moss		Paragraph	1.46	Also integrate Citygate	Chichester Gate has not been considered as it is not part of the Masterplan area. No change to Masterplan.
1104753	Mr Adrian Moss		Paragraph	1.49	Personally I am sure we must ensure enough walking space in front of the canal. I think this should be a centre point for people and entertainment	The Masterplan sets out a number of positive improvements to the setting of the historic Canal Basin and seeks to reinforce its role and function. The development aspirations set out mixed use developments with cafes/bars/restaurants fronting onto the canal basin and the removal of vehicular traffic provide opportunities for new public open space and seating areas. All of which will improve the use of this area.
1105638	Mr Clive Sayer		Paragraph	1.52	With two days to go there seem to be very few comments posted. It is a pity that the consultation period coincides with peak holiday season which may have influenced this.	The Masterplan was out for consultation over a six week period. The Council received a reasonable response to the consultation.
584640	Mr Colin Molyneux		Paragraph	2.1	You forgot to mention the chaos and frustration when the railway crossing gates come down and the confusion caused by the poor signage.	Comment noted.
374905	Mr David Renton-Rose		Paragraph	2.1	Need to be considering population growth. Local plan will be pushing for 10000 homes in/around Chichester over next 15 years, which will double the population. Visions for Chichester need to allow for this and beyond. The city will very quickly become over congested and a far less attractive destination - just look at Worthing - regularly gridlocked.	The impact of population growth will be considered as part of the Local Plan Review.
584640	Mr Colin Molyneux		Paragraph	2.2	This sums up Chichester's problem. It is squeezed between the Southdowns National Park and the Harbour Area of Outstanding Natural Beauty. Therefore the pressure for Housing and Transport improvements for the whole district are focused on the narrow strip with Chichester at its centre. Without a resolution to the A27 upgrade and the construction of a bridge over the railway the area will become even more congested and polluted.	The Council considers that given the uncertainty over the A27 it is not feasible to wait for a final solution. The traffic modelling has taken into account the improvements identified through work on the existing Local Plan. The Council has looked in detail at the possibility of removing the crossing and replacing with a bridge or tunnel and concluded that this would not be financially viable and would result in other implications such as having an adverse impact on the townscape of Chichester.

584640	Mr Colin Molyneux		Paragraph	2.3	I'm not sure the River Lavant connects the city to the harbour if you are a Human rather than a Duck or a Rat.	Comment noted. No change to Masterplan.
584640	Mr Colin Molyneux		Paragraph	2.4	I think the Romans have now left. It is time to upgrade our infrastructure in line with modern requirements.	Comment noted. No change to Masterplan.
1104691	Mr Richard Hutchinson		Paragraph	2.5	Aren't local people who come in from outside Chichester stakeholders too? Coming from the Peninsula we are subject to huge delays on the A27 crossing, then further delays at the level crossings. This scheme will make it worse. People will avoid the City centre and use the out of town retail parks instead, meaning the shops and businesses in the centre will suffer. They already are. All that we want to do is to easily and enjoyably be able to come in to town, park and use the facilities of the City. We can't all cycle, walk or use public transport for all sorts of reasons - we have to drive in and shouldn't be penalised for it	Comment noted but this does not reflect the objectives of the Masterplan.
1114638	Ms Jacqueline Jones		Paragraph	2.6	Just 2% of Chichester population - under 500 - individuals responded to the Chichester Vision consultation and of that 2% the largest group of 26.4% were over 65 These figures speak for themselves. Chichester's future is firmly planted in the past	Comment noted. No change to Masterplan.
584640	Mr Colin Molyneux		Paragraph	2.7	You could add "if the railway gates are up".	Comment noted. No change to Masterplan.
374905	Mr David Renton-Rose		Paragraph	2.7	It will be essential to take forward plans to upgrade the A27 around the south if the City in order to meet the accessibility objective.	The Council considers that given the uncertainty over the A27 it is not feasible to wait for a final solution. The traffic modelling has taken into account the improvements identified through work on the existing Local Plan.
584640	Mr Colin Molyneux		Paragraph	2.7	You could add "if the railway gates are up".	Comment noted. No change to Masterplan.
584640	Mr Colin Molyneux		Paragraph	2.10	This is a golden opportunity to achieve a solution to the railway gates which have blighted our lives for years.	The Council has looked in detail at the possibility of removing the crossing and replacing with a bridge or tunnel and concluded that this would not be financially viable and would result in other implications such as having an adverse impact on the townscape of Chichester.
1104753	Mr Adrian Moss		Paragraph	2.10	add in entertainment a destination for people.	Comment noted. The Masterplan will be changed accordingly.
1104691	Mr Richard Hutchinson		Paragraph	2.10	This is just not true. Where is the "enhanced transport exchange" and especially where is the "improved road layout"? Either of the road layout options would be disastrous resulting in huge queues of traffic blighting the whole area.	The Council considers that this paragraph in the Masterplan is accurate and will provide for an enhanced transport interchange and an improved road layout. These are shown on the Masterplan.
1110164	Mr Brian Bird		Paragraph	2.10	It should include a conference centre and concert hall. There is no public building in Chichester capable of accommodating more than about 150 people and nowhere (other than the Festival Theatre) that has a raked floor. Such a centre would contribute to tourism.	Should a proposal for a conference centre and concert hall come forward then this would be welcomed however it has not been set out within the Masterplan for reasons of viability.
584640	Mr Colin Molyneux		Paragraph	2.11	As you state the area has potential for all sorts of enhancements. It is a shame that this plan is so inadequate.	Comment noted. No change to Masterplan.
375108	Mr A.M.J. Green		Paragraph	2.13	just as well, its ideals were never enforced and the Southern Gateway Forum, set up to monitor it, was soon abolished by Cllr Myles Cullen.	Comment noted. No change to Masterplan.

1104753	Mr Adrian Moss		Paragraph	2.20	This is a huge opportunity to ensure this part of the city is reinvented. It would not be difficult to ensure the railway area and surrounding area are all included in a revamp that focus on real quality. We need to ensure that the law courts are part of this as well. It is also essential that the level crossings are removed and a single simple bridge incorporated. This is not rocket science	The Law Courts have been considered within the Masterplan area. The Council has looked in detail at the possibility of removing the crossing and replacing with a bridge and concluded that this would not be financially viable and would result in other implications such as having an adverse impact on the townscape of Chichester.
1104753	Mr Adrian Moss		Paragraph	2.21	I would like to understand what CDC thinks is sustainable transport..... We need to think of the new transport driverless cars, trams etc.. simple ways of moving people around Chichester without parking....	Sustainable transport is generally interpreted as referring to walking, cycling and public transport.
375142	Mr Martin Small	Historic England	Paragraph	2.23	The table under paragraph 2.23 on background documents should identify the specific assets (designated and non-designated) within the Study area rather than within the district as a whole, and reference the Conservation Area Character Appraisal and Chichester Historic Environment Record. The former could be used as a basis of identifying what aspects of significance should be considered as part of proposals. Are there any buildings at risk within the Study area ? We note that there is no Urban Archaeological Database for Chichester and that it was not covered by the Sussex Historic Towns Survey. See attached rep under 'Introduction'.	The Council agrees with this comment and as such the Masterplan will be changed accordingly.
375142	Mr Martin Small	Historic England	Paragraph	2.25	We welcome paragraphs 2.25, 2.27, but references to potential archaeological interest seem to be too high level and we feel more could be said about archaeological potential and the types of responses that development proposals might require. Historic England cannot offer a screening service for buried archaeological remains but the City Archaeologist could be asked to deepen the description of the likely significance of potential remains and to provide guidance about probable responses under the National Planning Policy Framework and Local Plan policies. Historic England could consider providing a paid for screening service for potential listings if this is requested and thought to be necessary. It is for the Council to consider how big an issue/risk the current list coverage might be and possibly follow this up with our Listing Group. See attached rep under 'Introduction'	The Council agrees with this comment and as such the Masterplan will be changed accordingly.
375108	Mr A.M.J. Green		Paragraph	2.29	Fully agree the walk to Southgate is horrible and must discourage many visitors	Comment noted. No change to Masterplan.
375337	Mrs Hannah Hyland	Environment Agency	Paragraph	2.34	Pleased to note that the draft SPD identifies areas shown to be in Flood Zone 2 and 3. Support the recognition that the Sequential Test will need to be satisfied for these sites, in accordance with paragraph 100-102 of the NPPF, and where met, necessary measures are incorporated into the development, as informed by a Site Specific Flood Risk Assessment. Representation uploaded under introduction.	Comment noted. No change to Masterplan.
1104753	Mr Adrian Moss		Paragraph	2.34	If at all possible we should seek to uncover the River Lavant. We must ensure that we manage not just the 100 year possibility of flooding but the long term possibility. For those of us who remember the floods in Chichester we must protect the City.	The River Lavant is not situated within the Masterplan area and therefore has not been considered. No change to the Masterplan.
558740	Mr John Newman		Paragraph	2.36	I would also mention the paucity of bungalows in Chichester which I think is a particular aspect of Chichester's housing stock. You refer to downsizing in 2.43 and lack of bungalows is a major consideration. If there is an adequate supply of bungalows people (including myself) would be more likely to consider downsizing. See attached rep under 'Introduction'.	Comment noted. The Council considers that single storey dwellings would result in an inefficient use of land in this location.
1104753	Mr Adrian Moss		Paragraph	2.37	This frankly is not true. The shops are the same as every other city. One opportunity is to encourage some really unique shops that can AFFORD to be in Chichester. We have almost no independent shops left now	The Council considers that this paragraph is accurate. No change to Masterplan.

375108	Mr A.M.J. Green		Paragraph	2.39	Yes, but housing and a bustling night-time economy don't sit easily alongside each other.	Comment noted. The Council considers that the location is appropriate for a mix of uses.
375337	Mrs Hannah Hyland	Environment Agency	Paragraph	2.39	The SPD makes no recognition to the current and future constraints on available treatment capacity at Apuldram Waste Water Treatment Plant. From our calculation the SPD proposes 320+ houses and a hotel. This level of development is not anticipated to be accommodated within the current headroom capacity at the WwTW. Further consideration is needed regarding additional infrastructure and reference to it should be made within the Draft SPD itself. Pleased to see that the SEA notes the issues in this area.	The Council agrees with this comment and as such the Masterplan will be changed accordingly.
376056	Mrs Caroline West	West Sussex County Council	Paragraph	2.39	The County Council will require development contributions in accordance with the Community Infrastructure Levy (CIL) regulations to ensure essential infrastructure is met. The indicative number of homes - minimum of 319 apartments - is not considered to significantly increase pupil numbers in the District. See attached representation under introduction.	Comment noted. No change to Masterplan.
558740	Mr John Newman		Paragraph	2.39	General issue concerning building new housing close to a railway line. I know that there is a need for social housing, but should the beneficiaries of that be condemned to major railway noise? The same applies to students, who, being mainly young, will have good hearing - I know that I would have avoided a hall of residence so close to a railway. Perhaps it would not be quite so bad for elderly who cannot now hear so well - but we pensioners are not all hard of hearing, we probably are in our homes more than average, and are equally entitled not to be inflicted with constant noise pollution. See attached rep under 'Introduction'.	Any residential development within close proximity to the railway line will address the issue of railway noise through appropriate noise mitigation measures.
592116	Miss Margaret Rochester		Paragraph	2.39	Concern that the Southern Gateway will become a housing ghetto and create more traffic, parking and access problems. More new housing will destroy the historic environment of Chichester. Representation uploaded under introduction.	The Masterplan seeks improvements to enhance this area of the city for visitors, businesses and residents, providing opportunities to contribute to local need. It also seeks to conserve the historic character of Chichester.
756716	Mr and Mrs B Bird		Paragraph	2.39	Chichester does not need more city centre housing and retail outlets. What is desperately needed is a meeting place that can accommodate more than the limited capacity of the Assembly Rooms in North Street. There is nowhere in the city that meets this need. The Festival Theatre and Minerva are beyond the resources of most local organisations. There are many housing development already in progress or planned in and around Chichester but very little attention appears to have been given to local employment meaning that new residents will have to travel to work elsewhere adding to the traffic on our already congested roads. See attached rep under 'Introduction'.	The Masterplan is not a blue-print for the Southern Gateway but a flexible document to assist in guiding development proposals. Over time different opportunities for the city centre may present themselves alongside those already identified.
1104753	Mr Adrian Moss		Paragraph	2.39	We need affordable housing for local people. Not expensive housing from people moving from London.	A number of the redevelopment sites make reference to the provision of affordable housing. In any event residential development will need to comply with Local Plan policy in which a 30% affordable housing contribution will be sought where there is a net increase of dwellings.

1114489	Mr Jonathan Brown	Chichester Liberal Democrats	Paragraph	2.39	The Masterplan notes that The residential market is characterised by high values compared to other nearby centres, such as Havant and Portsmouth, but with a comparatively low supply of affordable housing. High housing prices are not matched by local wages meaning that Chichester as one of the most challenging markets in the UK for local workers to buy a home. Demand and supply are skewed towards the larger, more expensive properties. The lack of affordability is an issue, and the inability to either settle or remain Chichester represents a threat to the availability of a local skilled workforce. This supports the principle of the introduction of discounted products which improve affordability. The redevelopment of the Southern Gateway offers an opportunity to improve things, but simply leaving the market to create the supply of genuinely affordable housing is not going to work. Developments that are for obvious reasons skewed towards maximising rental or for sale values are not going to solve this problem, as so-called Affordable Housing is unaffordable to people on local wages. In practice we face a choice: do we attempt to maximise the income from the land OR do we attempt to address the local housing need? The Masterplan is vague on this and retains a deal of flexibility with regards to what proposals will be considered. Where there is a choice it ought to more firmly support and emphasise the need for genuinely affordable and ecologically sustainable - local housing . See attached representation uploaded to introduction.	A number of the redevelopment sites makes reference to the provision of affordable housing and starter homes. In any event residential development will need to comply with Local Plan policy in which a 30% affordable housing contribution will be sought where there is a net increase of dwellings.
1117592	Mr Simon Davenport		Paragraph	2.39	Provision for economic housing, including well designed and environmentally sound, council accommodation, should be a priority. See full representation in the introduction.	A number of the redevelopment sites make reference to the provision of affordable housing and starter homes. In any event residential development will need to comply with Local Plan policy in which a 30% affordable housing contribution will be sought where there is a net increase of dwellings.
558740	Mr John Newman		Paragraph	2.40	I notice the reference to a lack of housing for the less affluent, which I think is a major problem in this area and needs urgent addressing. See attached rep under intro.	A number of the redevelopment sites make reference to the provision of affordable housing and starter homes. In any event residential development will need to comply with Local Plan policy in which a 30% affordable housing contribution will be sought where there is a net increase of dwellings.
1104753	Mr Adrian Moss		Paragraph	2.40	So you see the issue what is the solution? Leaving the statement sitting does not help. We need to dedicate some land for affordable housing and ensure the cost of the land is not too high	A number of the redevelopment sites make reference to the provision of affordable housing and starter homes. In any event residential development will need to comply with Local Plan policy in which a 30% affordable housing contribution will be sought where there is a net increase of dwellings.
1104753	Mr Adrian Moss		Paragraph	2.41	Is the demand from local people though. How can our children afford local houses or flats?	Comment noted. No change to Masterplan.
374905	Mr David Renton-Rose		Paragraph	2.42	The council should be more proactive in leading on delivery of lower cost housing, with the new ability to raise funds and reinvest returns, the council should be looking at ways to deliver good quality "council housing" that would meet affordable housing targets without the need developers have for returns to shareholders etc. This could achieve much more than the 30% affordable 70% private that is currently the only tool. Have a look at what Croydon are doing.	A number of the redevelopment sites make reference to the provision of affordable housing and the inclusion of the starter homes initiative. In any event residential development will need to comply with Local Plan policy in which a 30% affordable housing contribution will be sought where there is a net increase of dwellings.
1104753	Mr Adrian Moss		Paragraph	2.42	We do not need to discount we need to build affordable housing by ensuring we do not pay too much for the land. land for affordable housing should not be at the normal land value....	Land value is determined by the market and is influenced by the planning policies related to affordable housing, including discounted products.

1104753	Mr Adrian Moss		Paragraph	2.43	Yes we must cater for this but we also need accommodation that suits people who do not need care but need to live in accommodation that supports the elderly	The Masterplan has identified a demand for suitable properties for people wishing to downsize. The document is however not a blueprint for development and therefore until such time that proposals come forward, the type of housing cannot be confirmed with the exception of compliance with Local Plan policy in which a 30% affordable housing contribution will be sought where there is a net increase of dwellings.
1104753	Mr Adrian Moss		Paragraph	2.45	But will CDC stick to them???? Or will the developers have the last word???	Comment noted. No change to Masterplan.
1104753	Mr Adrian Moss		Paragraph	2.47	We must find a way of incorporating some form of night club here. The ideal location close the station..	Comment noted. The Masterplan does not refer to a nightclub however the type and mix of night time uses will be considered at the detailed application stage.
1103023	Jane Church		Paragraph	2.47	The documents contain several unevidenced statements (eg Masterplan S2.48 city centre is constrained in meeting the needs of the food and beverage trade aimed at the younger population. In this case, who are brands such as Wahaca, Pizza Express, Wagamama, Wildwood, The Burger Kitchen and many others aimed at?	The paragraph reflects research carried out in formatting the Chichester Vision.
1117592	Mr Simon Davenport		Paragraph	2.47	Do not understand or support the provision of more cafe/ restaurant space- it would appear to be rivalling the number of charity shops we have. Generally, we could be maintaining the character of the city of Chichester and not replacing everything with houses and restaurants . See full representation in the introduction.	The Masterplan provides an opportunity to expand upon the night time economy which is currently under developed in Chichester, encouraging non residential uses which will link with established restaurants in the city centre.
375108	Mr A.M.J. Green		Paragraph	2.48	Once again you ahve ignored the effect that evening activity can have on the existing residents. This is NOT the ideal site.	The re-development sites are located within a city location. The Masterplan provides an opportunity to expand upon the night time economy which is currently under developed in Chichester, encouraging non residential uses which will link with established restaurants in the city centre. Appropriate noise mitigation measures could be incorporated into buildings depending on their use.
375268	Parish Clerk	Earnley Parish Council	Paragraph	2.48	Does Chichester really need more shops, restaurants, cafes? With respect to the canal basin, it certainly seems inappropriate to create a focus for evening activity in what is essentially a residential area, many of whose residents are elderly.	The re-development sites are located within a city location. The Masterplan provides an opportunity to expand upon the night time economy which is currently under developed in Chichester, encouraging non residential uses which will link with established restaurants in the city centre. Appropriate noise mitigation measures could be incorporated into buildings depending on their use.
1104753	Mr Adrian Moss		Paragraph	2.48	I agree with this. Very important to support the younger members and the students. We will need inexpensive restaurants as well. How about street food??	Comment noted. No change to Masterplan.
756716	Mr and Mrs B Bird		Paragraph	2.49	May I suggest that the Southern Gateway Master plan be varied to provide for a Conference Centre/Public Hall and Hotel? Chichester is an attractive place to visit but lacks hotel facilities. A first class Conference Centre and Hotel would stimulate tourism, create jobs and business opportunities and meet a real local need. See attached rep under 'Introduction'.	Should a proposal for an integrated hotel and conference centre come forward then this would be welcomed however it has not been set out within the Masterplan for reasons of viability.

1104691	Mr Richard Hutchinson		Paragraph	2.49	Other uses such as a Conference, exhibition centre and high quality performance venue should be included within the masterplan. This would then attract high end hotel operators.	Should proposals for a conference centre, exhibition centre or performance venue come forward then this would be welcomed and considered however they have not been set out within the Masterplan for reasons of viability.
375337	Mrs Hannah Hyland	Environment Agency	Paragraph	2.50	The SPD makes no recognition to the current and future constraints on available treatment capacity at Apuldram Waste Water Treatment Plant. From our calculation the SPD proposes 320+ houses and a hotel. This level of development is not anticipated to be accommodated within the current headroom capacity at the WwTW. Further consideration is needed regarding additional infrastructure and reference to it should be made within the Draft SPD itself. Pleased to see that the SEA notes the issues in this area. Representation uploaded under introduction.	The Council agrees with this comment and as such the Masterplan will be changed accordingly.
1104691	Mr Richard Hutchinson		Paragraph	2.50	High end hotel operators will want a special location. The canal basin should be looked at as a possibility - it can add vibrancy and activity to the basin and increase awareness of this major asset to visitors	The Masterplan sets out a number of positive improvements to the setting of the historic Canal Basin and seeks to reinforce its role and function. This location is not considered appropriate for a hotel use but other non residential uses are considered to the north of the site which would enhance the vibrancy and activity within the area.
1104753	Mr Adrian Moss		Paragraph	2.53	We need to ensure that the current situation is resolved. This is a polluting area with standing vehicles when the railways gates are down, This must be resolved with a way to take traffic into the city without stopping at the gates.....	The Council has looked in detail at the possibility of removing the crossing and replacing with a bridge or tunnel and concluded that this would not be financially viable and would result in other implications such as having an adverse impact on the townscape of Chichester. It is considered that by restricting vehicular access along Stockbridge Road this would allow the Basin Road level crossing to work independently and therefore give more time for vehicles to cross the Basin Road level crossing.
584640	Mr Colin Molyneux		Paragraph	2.54	I think it would be appropriate to mention the effect of the railway gates when closed. This creates large areas of standing traffic producing pollution. Not sure where there are four lanes on the gyratory system, I can only count three, still it's only a car park most of the time.	The Council has looked in detail at the possibility of removing the crossing and replacing with a bridge or tunnel and concluded that this would not be financially viable and would result in other implications such as having an adverse impact on the townscape of Chichester. It is considered that by restricting vehicular access along Stockbridge Road this would allow the Basin Road level crossing to work independently and therefore give more time for vehicles to cross the Basin Road level crossing.
375268	Parish Clerk	Earnley Parish Council	Paragraph	2.55	If there is any gain from having nearly all traffic turn into a new Basin Road, this will be lost by the necessary provision of a pedestrian crossing just north of Terminus Road. Access to and exit from Kingsham Road will be more difficult.	Matters such as junctions and crossings will be addressed as part of the detailed design stage.

558740	Mr John Newman		Paragraph	2.57	Please do not underplay significance of railway crossings. All local people know how much delay there is at those crossings, especially while one waits even while the train that will use them is static in the station, and it is not uncommon for the gates to be down while two (if not three) trains come by. The crossings have to be a major cause of traffic congestion in Chichester, for all that I accept (as the report does) that there is probably not much that can be done about this. See attached rep under intro.	The Council has looked in detail at the possibility of removing the crossing and replacing with a bridge or tunnel and concluded that this would not be financially viable and would result in other implications such as having an adverse impact on the townscape of Chichester.
375108	Mr A.M.J. Green		Paragraph	2.57	Most of the delay results from the way individual signalmen operate the crossing, issues which are not safety-related as Network rail would have us believe	Safety regulations in respect to the level crossings are set by Network Rail. No change to Masterplan.
584640	Mr Colin Molyneux		Paragraph	2.57	As previously stated, the crossing gate delays are subject to the whim of the operators. The obvious solution is a bridge for traffic, however if this does not come to pass, relocation of the eastbound platform to the east of Basin Road gates on the site of the Bus Garage will mean that the gates can be raised as soon as the train has stopped at the platform, rather than having to remain down while the train is boarded	The Council has looked in detail at the possibility of removing the crossing and replacing with a bridge or tunnel and concluded that this would not be financially viable and would result in other implications such as having an adverse impact on the townscape of Chichester. Safety regulations in respect to the level crossings are set by Network Rail. It is considered that by restricting vehicular access along Stockbridge Road this would allow the Basin Road level crossing to work independently and therefore give more time for vehicles to cross the Basin Road level crossing.
1104691	Mr Richard Hutchinson		Paragraph	2.57	I think this is the first mention of what is the biggest problem and what this whole study should be about - the level crossings.	The Council has looked in detail at the possibility of removing the crossing and replacing with a bridge or tunnel and concluded that this would not be financially viable and would result in other implications such as having an adverse impact on the townscape of Chichester.
1104753	Mr Adrian Moss		Paragraph	2.57	I refer to my earlier comment. I do not accept that it is not possible to find a solution to the level crossing issues. We want more visitors and to have a strong economy but with the current wait at the level crossings we are putting people off coming to Chichester	The Council has looked in detail at the possibility of removing the crossing and replacing with a bridge or tunnel and concluded that this would not be financially viable and would result in other implications such as having an adverse impact on the townscape of Chichester.
1110164	Mr Brian Bird		Paragraph	2.57	The Freeflow proposal addresses this issue	The Council has looked in detail at the possibility of removing the crossing and replacing with a bridge or tunnel and concluded that this would not be financially viable and would result in other implications such as having an adverse impact on the townscape of Chichester.
1116946	Mrs B.D Colwell		Paragraph	2.57	This plan seems quite acceptable except for the fact that the level crossings will still be there. Whilst this is a wonderful way of reviving the City, it seems a very big waste of money if these are still in place. The tailback they cause some days causes traffic to back up as far as the A27 and it is not unknown for drivers to have to wait whilst four or five trains go through. This causes pollution in the City and wastes many hours of business time. I would suggest that although it might be more expensive to remove these and build a bridge, in the long run it will be an opportunity lost if it is not done. I have seen the alternative plans put forward by Freeway which suggests a bridge being built over one of the crossings with the other being closed and I would suggest that the Council thinks again and adopts this plan.	The Council has looked in detail at the possibility of removing the crossing and replacing with a bridge or tunnel and concluded that this would not be financially viable and would result in other implications such as having an adverse impact on the townscape of Chichester.

1116971	Mrs P.R Winfield		Paragraph	2.57	On looking at the recent map of what is proposed for the Southern Gateway I am surprised that an opportunity is going to be lost in getting rid of the level crossings. These cause problems every day to the personal and business traffic going through the City. Sometimes it is possible to wait over 10 minutes for the various trains to go through. Having seen the alternative plan whereby a bridge is built following the present bus route and closing both crossings I would suggest that, although it might be more expensive option, it should be one the Council look at before making a bad decision and leaving the crossings there.	The Council has looked in detail at the possibility of removing the crossing and replacing with a bridge or tunnel and concluded that this would not be financially viable and would result in other implications such as having an adverse impact on the townscape of Chichester.
1117540	Mr Bernard Adkins		Paragraph	2.57	Southern Gateway Consultation: There is currently in the "Southern Gateway" part of Chichester unacceptable traffic holdup because of the level crossings. Any Southern Gateway development will make the situation worse and therefore I cannot accept the development proposals. Should not the start point be a road transport study which should consider the option of closing both level crossings. Any such study must also take into account the A27. This was at one time a "Chichester Bypass"; but is no longer because of the increased volume of traffic and considerable use by local traffic. We need a Chichester bypass for through traffic which will not impact adversely on local traffic.	The Council has looked in detail at the possibility of removing the crossing and replacing with a bridge or tunnel and concluded that this would not be financially viable and would result in other implications such as having an adverse impact on the townscape of Chichester. The Council considers that given the uncertainty over the A27 it is not feasible to wait for a final solution. The traffic modelling has taken into account the improvements identified through work on the existing Local Plan.
1104691	Mr Richard Hutchinson		Paragraph	2.58	It is madness to provide a masterplan for the area that does not address the level crossings. Apart from all of the massive traffic congestion problems they should be closed for safety reasons alone. They are inherently dangerous and Network Rail want to close all of them. All options to be able to close them should be investigated.	The Council has looked in detail at the possibility of removing the crossing and replacing with a bridge or tunnel and concluded that this would not be financially viable and would result in other implications such as having an adverse impact on the townscape of Chichester. Network Rail policy is to seek to close level crossings where practicable and where there are substantial safety concerns. The crossings in Chichester are not identified as priorities as part of that policy.
1110164	Mr Brian Bird		Paragraph	2.58	It seems likely that the crossings will have to be closed at some stage in the future	Comment noted. No change to Masterplan.
1117356	Helen Hawdon		Paragraph	2.59	It can be seen that there are 3 dwellings coloured in yellow on the left hand side of this Plan showing the 3 houses looking over Stockbridge Road and the Canal Basin. These are envisaged in this consultation document as townscape which positively frames and addresses streets and space. I thus take from this that my house is a positive addition to the local streetscape. It can then be seen that my house, along with the other 2, suffers the weakness of having a pedestrian environment which is unattractive and car dominated, as well as Stockbridge Road having engineered character breaking apart grain and character and including street clutter. Thus, at first blush, it appears this document is endeavouring to address what are seen as detriments to an otherwise strong streetscape. It is also notable that my property is not within the designated are of the Plan, falling just outside the red demarcation line. I seek to show whether this Plan does indeed achieve its stated objective.	Comment noted. The Council considers that the Masterplan strategy will provide considerable changes to improve the Southern Gateway into Chichester. No change to Masterplan.
1104691	Mr Richard Hutchinson		Paragraph	2.60	As previously stated, not all people can walk or cycle in to the City as we live too far away. To take public transport would take too long, so we want to drive in. Soon we will all have electric cars so we will not pollute the environment. Why can't car drivers' experiences be improved too, by making it easier for cars to come in to the city and people to then enjoy the facilities and help the City's shops and businesses by their patronage?	Comment noted but this does not reflect the objectives of the Masterplan.

376056	Mrs Caroline West	West Sussex County Council	Paragraph	2.60	The Masterplan area is adjacent to the Stockbridge Road Air Quality Management Area. There is potential for the proposals to impact on the AQMA through traffic reassignment resulting from changes in journey times. In finalising the Masterplan, CDC is requested to have regard to potential impacts on the AQMA. This should be considered alongside cost and viability. Increasing the number of people walking and cycling can meet key aims of local authorities, from reducing air pollution and carbon emissions to addressing congestion and keeping people active. Conditions that encourage walking and cycling can help create an attractive environment for all, support the local economy and provide a vibrant setting. Green space can support social inclusion and community cohesion.	Comment noted. No change to Masterplan.
1103023	Jane Church		Paragraph	2.60	The Transport Appraisal preferred options clearly limit access across the Stockbridge Road to pedestrians, cyclists and buses but in discussions with a District Council officer he insisted that this included emergency vehicles despite these appearing in a separate Specialist Service Vehicles category (and dealt with separately in some of the rejected options) in the document itself. The documents mention the footpath from the station west of the Lavant but make no mention of the footpath to the east of the Lavant, which could be enhanced and widened by utilising a small space to the rear of the Government buildings into a prominently signposted 400 yard promenade to the city centre, coming out as now - beyond all the traffic near The Chantry.	The Specialist Service Vehicles category forms part of the user hierarchy. The Council can confirm that emergency vehicles would be able to access the part of Stockbridge Road that would otherwise be restricted to pedestrians, cyclists and buses. Whilst the land to the east of the River Lavant could be an alternative route for enhancement this would be likely to require third party land acquisition and would not be possible to the north of the access road to the government buildings.
1114525	Mr David Bowie	Highways England	Paragraph	2.60	Highways England met with Chichester District Council and their transport consultants Peter Brett Associates on the 26th April 2017 to discuss the Southern Gateway Masterplan Chichester Transport Appraisal Volume 1 Report and its Technical Appendices. It was identified that, despite the simplicity of the model adjustment process adopted for this appraisal, it represents a robust preliminary assessment. The results presented demonstrate that the masterplan proposals for the Southgate area of Chichester City Centre is unlikely to have a material impact on the operation of the SRN A27 Chichester bypass. If the masterplanning proposals are taken forward from this preliminary assessment then it is expected that any subsequent and more detailed appraisal undertaken should include: - A review of Local Plan development proposals to ensure that the quantum of developments that is predicted to come forward within Chichester and Arun District Councils, in the future, is accurately reflected in the model forecast demand matrices. - A review of the Highways England A27 Chichester Bypass model in the area surrounding the Southgate area of Chichester City Centre. This should include a review of the model network, to ensure that the network described in the model gives an accurate and relevant representation of the existing road network in light of the proposals. - An assessment of the accuracy of base model assignment to identify any significant discrepancy between modelled and observed conditions. Taking appropriate account of growth in flow levels between the base model (2014) and observed flows. - Should updates be required to demand matrices to ensure the correct level and definition of trip making was represented in the model, then a more robust methodology for matrix update should be developed. - A series of traffic surveys should be undertaken to allow a comparison between the base model and current conditions, and also to inform more detailed operational junction modelling. - The preparation of operational junction modelling, for key junctions within the masterplan area, together with junctions on the SRN A27 Chichester Bypass, should be undertaken where a material change to junction operation is predicted as a result of traffic generated by the proposed masterplan development. See attached representation under introduction.	Comment noted. The Masterplan will be changed accordingly with appropriate referencing to any subsequent and more detailed appraisals.

558740	Mr John Newman		Paragraph	2.62	Please do not be surprised that there is "uncontrolled pedestrian traffic between the railway and bus stations when the gates are down". Of course there is - if you see the gates down, you know that you probably have several minutes to cross with total protection from vehicular traffic and there is a very convenient path alongside the railway into the bus station, which is all the more attractive when one has luggage. I will freely confess to taking advantage of this if I see the gates are down, and it is clear that others share my view. See attached rep under intro.	Comment noted. No change to Masterplan.
1104691	Mr Richard Hutchinson		Paragraph	2.62	So given those observations how does closing Stockbridge road crossing to cars and diverting all traffic via Basin road crossing help the situation?	The primary pedestrian movement is north-south between the railway station towards the city centre. It is considered that by restricting vehicular access along Stockbridge Road this would allow the Basin Road level crossing to work independently and therefore give more time for vehicles to cross the Basin Road level crossing.
1103023	Jane Church		Paragraph	2.62	Other statements of dubious validity concern the level crossings. From my timed observations, I would say that most congestion at peak times is caused not by level crossings but by the A27. Even so, level crossing congestion (and pollution) does occur. The Transport Appraisal seems to imply that the main delays are caused by eastbound trains. My own research, undertaken over several days and at different times, show that the barriers are down on average for 150 seconds for eastbound trains, 185 seconds for westbound trains, and much longer when trains are going both ways and the barriers are left down between them for several minutes for no apparent reason. In all cases the barriers often come down well before a train is in sight. The times I recorded between the barriers going down and a westbound-only train appearing in the distance (I could see well past Quarry Lane) ranged from 10 seconds to 185 seconds, whereas for eastbound-only the times from the barriers going down and the train appearing round the bend close to the station ranged from -13 seconds (that is, 13 seconds after the train had stopped at the platform), to 72 seconds. On average, based on observing 14 trains, the barriers are down for 150 seconds eastbound and 185 seconds westbound, and for over 400 seconds when both are expected. It seems apparent that the long delays could be reduced by closing the gates for shorter times (eg by raising them between trains, and by closing them, on average, several seconds later).	Comment noted. No change to Masterplan.
1104691	Mr Richard Hutchinson		Paragraph	2.65	Why not look at an option that could prioritise EVERYONE - by providing a bridge! If the policy is to deliberately make car drivers' lives hell by exasperating the traffic problem they will go elsewhere. This will create other problems elsewhere in the City as people try to find alternative routes meaning they are driving twice as far as they need to. Alternatively they will go to another town where access is easier, shops and businesses in Chichester will suffer and the City will become a Museum.	The Council has looked in detail at the possibility of removing the crossing and replacing with a bridge or tunnel and concluded that this would not be financially viable and would result in other implications such as having an adverse impact on the townscape of Chichester.
376056	Mrs Caroline West	West Sussex County Council	Paragraph	2.67	Support the choice of two preferred highway layouts from the transport study included in the Masterplan as options A and B. Of the two layouts, Option B provides the greatest transport benefits, providing greater separation between traffic and other road users. Both options would provide a realigned Basin Road at the south of the Masterplan area, relieving Canal Wharf of traffic and increasing separation between traffic and other road users on Stockbridge Road from the junction with Terminus Road, should ease traffic conditions in this area. See attached representation under introduction.	Comments noted. Option A is the option selected for inclusion in the final Masterplan.

558390	Mr Ian Sedgley		Paragraph	2.67	The only public visual access outside the immediate environs of the canal basin is that seen from Basin Road/Canal Wharf, the southern edge of which adjoins the narrow green sword between the roadside footpath and the canal basin. This should not be enclosed by yet another building/buildings between the road and the basin, regardless of planting shown pictorially adjacent to this structure and presumably intended to soften the impact of such a building or buildings. The design and adoption of the alternative schemes lack both empathy and sympathy with the historic nature of Chichester. See attached rep under 'Introduction'.	Comment noted. The Council considers that the building is in an appropriate location which will facilitate the redevelopment of an unattractive building and re-routing of Basin Road. The final form and layout will be determined at the planning application stage.
558390	Mr Ian Sedgley		Paragraph	2.67	Considered overall brings me to the simple truth that neither of the proposals now presented have any merit other than as an expedient sticking plaster at minimal cost, based on a design concept which may work in a grid iron new town, but which fails to blend with the historic character of the city, address the unique opportunities this provides, enhance the city as a place in every respect and take Chichester forward through the 21st century. See attached rep under 'Introduction'.	Comment noted. Option A is the option selected for inclusion in the final Masterplan.
1104691	Mr Richard Hutchinson		Paragraph	2.67	£5.3 million would go a significant way towards paying for a bridge solution such as the Freeflow one	The Council has looked in detail at the possibility of removing the crossing and replacing with a bridge or tunnel and concluded that this would not be financially viable and would result in other implications such as having an adverse impact on the townscape of Chichester.
1104691	Mr Richard Hutchinson		Paragraph	2.67	All options should be presented to the public, not the preferred ones, so they understand why others discounted. Two options lack a true explanation as to why they are preferred. The most important and controversial aspect of the proposal - closure of Stockbridge Road level crossing to cars - is not mentioned. The graphics show this as still being accessible for all traffic. This is misleading. Online questionnaire geared to 2 options and is very difficult for people to express dissatisfaction about both options and the concept of the masterplan. The whole process is predetermined to choose one of the options disregards the main issue and questions the legality of the consultation. See representation uploaded to introduction.	The Council considers that options A and B would meet the Masterplan objectives and would maintain movement through the study area.
1117469	Mr Mark Clark		Paragraph	2.67	Proposed new road from Basin Road to Stockbridge Road Surprised to see this new proposal in contrast to the earlier ideas of making the southern part of Basin Road access only with no through way for traffic to Stockbridge Road and which included the pedestrianisation of the northern part of the canal basin. This would have been a big improvement to the public realm on the northern side of the canal basin and southern part of Basin Road. Basin Road is now proposed as the main route south from the city centre of all traffic with two right angle turns, within two hundred meters, by the creation of a new main traffic flow road through the heart of the proposed new residential development (Royal Mail site). This would be a put off to any development partners and have an adverse environmental impact on the residents with traffic noise, sound and air pollution on the current residents on the south of Basin Road - most have frontages on the street and are not protected by front gardens. A better option would be to upgrade the current traffic access from Basin Road to Stockbridge Road (between the law courts and bus station) to three lanes . This would improve traffic flow both southwards onto Stockbridge Road and northwards onto Southgate. This would be a cheaper option and ensure that many more residential units could be located on the Royal Mail site than would be the case with the current proposal. Most secondary school students access school via the southern section of Basin Road. The proposal in the master plan would contribute to greater risk to these students to road traffic accidents whereas the better option we refer to would cancel out this risk. We are aware that many of the residents in Basin Road have a similar view. See attached representation in introduction.	It is accepted that redirected traffic along Basin Road could have a negative impact on the residents however it is considered necessary to deliver the wider benefits to the area.

1117488	Alison Crisp		Paragraph	2.67	<p>Proposed new road from Basin Road to Stockbridge Road Surprised to see this new proposal in contrast to the earlier ideas of making the southern part of Basin Road access only with no through way for traffic to Stockbridge Road and which included the pedestrianisation of the northern part of the canal basin. This would have been a big improvement to the public realm on the northern side of the canal basin and southern part of Basin Road. Basin Road is now proposed as the main route south from the city centre of all traffic with two right angle turns, within two hundred meters, by the creation of a new main traffic flow road through the heart of the proposed new residential development (Royal Mail site). This would be a put off to any development partners and have an adverse environmental impact on the residents with traffic noise, sound and air pollution on the current residents on the south of Basin Road - most have frontages on the street and are not protected by front gardens. A better option would be to upgrade the current traffic access from Basin Road to Stockbridge Road (between the law courts and bus station) to three lanes . This would improve traffic flow both southwards onto Stockbridge Road and northwards onto Southgate. This would be a cheaper option and ensure that many more residential units could be located on the Royal Mail site than would be the case with the current proposal. Most secondary school students access school via the southern section of Basin Road. The proposal in the master plan would contribute to greater risk to these students to road traffic accidents whereas the better option we refer to would cancel out this risk. We are aware that many of the residents in Basin Road have a similar view. See attached representation in introduction.</p>	<p>It is accepted that redirected traffic along Basin Road could have a negative impact on the residents however it is considered necessary to deliver the wider benefits to the area.</p>
1103023	Jane Church		Paragraph	2.67	<p>I do not support either of the two preferred options. Other options How about placing weight and/or size restrictions on HGVs through Chichester centre? How about a congestion charge for traffic between certain hours to dissuade people from driving-in unnecessarily? How about creating Red Routes (as in Reading) to prevent stopping for any reason, to ease congestion caused by loading etc? How about making the Stockbridge Road exit from the A27 access only through traffic to use Fishbourne or Bognor junctions? I have designed a further option, which is similar to Option 4 but with southern route of gyratory rather than northern one. This gets over the problem with articulated vehicles and the need to demolish listed buildings See attached rep under 'Introduction'.</p>	<p>The transport interventions suggested would need to be taken forward by West Sussex County Council as the Highway Authority. The proposed alternative highway changes would not bring the same benefits as the proposed scheme in removing through traffic from Southgate/Stockbridge Road outside the Railway Station and prioritising space and clear routes to the city centre for cyclists and pedestrians. The proposed alternative highway changes would not bring the same benefits as the proposed scheme in removing through traffic from Southgate/Stockbridge Road outside of the Railway Station and prioritising space and clear routes to the city centre for cyclists and pedestrians</p>
1117356	Helen Hawdon		Paragraph	2.67	<p>I have only looked at Option A as both options have the same end result for me in any event. It can be seen that the revised Basin Road will now turn directly onto Stockbridge Road right in front of my house. Bearing in mind that Stockbridge Road is proposed in its northerly section from my house up to the train station to be barred to general traffic and only to be used by buses, taxis, emergency vehicles, etc, that effectively means that all general north/south traffic will now be routed directly in front of my house. As a pedestrian, I fail to see how this will improve accessibility for me. I will now have an even more major road directly at my front door with no direct means of crossing this stream of traffic. This will not raise the quality and appearance of the portion of the public realm I share at all. It will detract from the strength that my dwelling provides to the local streetscape. There will necessarily be an increase in the pollution from additional vehicular traffic in this location. With the unspecified location of further bus stops south of the train station and along Stockbridge Road, that pollution would only be exacerbated further. See attached rep under 'Introduction'.</p>	<p>It is accepted that redirected traffic along Basin Road could have a negative impact on the residents however it is considered necessary to deliver the wider benefits to the area. Crossing points will be addressed as part of the detailed design stage.</p>

558740	Mr John Newman		Paragraph	2.68	I am afraid that I burst out laughing when I read the aspiration that more traffic be switched to the by-pass. No local in his/ her right mind is going to use the congested by-pass if there is an intra-city alternative. Moreover I would argue that the exit to the A27 from Stockbridge Road is so bad that many will seek other routes to avoid that roundabout - I know that I do - and that this may well reduce what would be a normal traffic volume along Stockbridge Road. If you really want to help pedestrians, I think that thought needs to be given to bridges and/or tunnels (like that leading into Northgate car park). If Option B is adjudged to be the better alternative, surely the extra £3 million should be by the by - better by far to use the one opportunity really to get the solution right, and surely cost-benefit analysis would support this view. See attached rep under intro.	Comment noted. The Council has looked in detail at the possibility of removing the crossing and replacing with a bridge or tunnel and concluded that this would not be financially viable and would result in other implications such as having an adverse impact on the townscape of Chichester. Option A is the favoured option for reasons of preservation of the historic environment.
1103272	Mr David Leah		Paragraph	2.68	Whichever option that is chosen it is infinitely better than attracting more south/north traffic through the city by adding bridges or tunnels. Sooner or later, certainly within the lifetime of this plan, the A27 problems will be addressed allowing the city to become traffic free in the central area. My solution would actually be to close both crossings to car traffic and to enhance parking around the inner loop of the historic city. Do not pander to the car lobby.	Comment noted. No change to Masterplan.
1114489	Mr Jonathan Brown	Chichester Liberal Democrats	Paragraph	2.68	Between Options A and B we lean towards support for Option B. Option A retains the Southern Gyratory and the land in the centre of the area remains compromised. See attached representation under introduction.	Comment noted. No change to Masterplan.
558740	Mr John Newman		Paragraph	2.69	Concerned about the issues of traffic flow. I am left wondering what the impact of the proposed changes will be on traffic flow, especially option B. If the Avenue de Chartres is to be extended to the east, how will its junction with Market Avenue/Basin Road be regulated? I can envisage the most almighty hold-ups there, all the more so if it is to remain a major bus route. Traffic flows remain important, and good traffic flows are what people are coming to work, shop, do activities in, or visit Chichester will rightly expect. See attached rep under 'Introduction'.	Matters such as junctions will be addressed as part of the detailed design stage.
1104691	Mr Richard Hutchinson		Paragraph	2.69	This sort of scheme went out in the sixties, it's unbelievable it is seriously being proposed. The three buildings are very attractive and add a lot to the streetscape. I suspect this option is just to make option A look good, which it doesn't.	Comment noted. No change to Masterplan.
375142	Mr Martin Small	Historic England	Paragraph	2.69	We naturally have concerns about Traffic Option B, which we note would necessitate the demolition of three Grade II listed buildings. As you will be aware, the National Planning Policy Framework requires local planning authorities to recognise that heritage assets are an irreplaceable resource and to conserve them in a manner appropriate to their significance. The Framework further advises that as heritage assets are irreplaceable, any harm or loss should require clear and convincing justification and that substantial harm to or loss of Grade II listed buildings should be exceptional, only justified where necessary to achieve substantial public benefits that outweigh that harm or loss (or all of the circumstances in paragraph 133 of the Framework apply). Given that Option A would provide substantially the same public benefits, as noted by paragraphs 2.71 and 2.75, Option B is not justified and should be discounted immediately. See attached rep under 'Introduction'.	The Council agrees with this comment and as such the Masterplan will be changed accordingly.
375248	Parish Clerk	Chichester City Council	Paragraph	2.70	Members decided against expressing a preference for either Option A or Option B. To do so may be misrepresented as an indication that one or other of the 2 options may be sufficient, whereas it was generally felt that neither goes far enough to meet the Vision. See attached rep under 'Introduction'.	Comment noted. Option A is the option selected for inclusion in the final Masterplan.

375268	Parish Clerk	Earnley Parish Council	Paragraph	2.70	The plan notes that on the gyratory system East-West traffic is greater than North-South. Yet it is the North-South flow which is now regularly stopped. Under the plan, traffic approaching the level crossing from the north will have less queueing space than at present when the gates are closed, which will have a negative impact on the flow round the whole gyratory system, especially if Option B is adopted. It is noted that the Freeflow Scheme, currently the subject of a public petition, attempts to solve these problems by provision of a bridge between the two level crossings. Despite the closeness of the bridge to housing and the lack of detail with regard to public transport, it would seem to provide the framework for a viable solution.	The Council has looked in detail at the possibility of removing the crossing and replacing with a bridge or tunnel and concluded that this would not be financially viable and would result in other implications such as having an adverse impact on the townscape of Chichester.
1116983	Mr David Rozier		Paragraph	2.70	As a retired Highways Design Engineer I am most concerned at the apparent lack of consideration for the Kingsham Road / Basin Road junction in both Options 1 & 2. Such lack of consideration will involve heavily on local residents, the 600 bus route and possibly block access to and from the Police Station. With all of the vehicular movements excepting buses using Basin Road obviously the queue of northbound traffic will quickly block any right turn egress from Kingsham Road. As soon as the level crossing barriers are raised then southbound traffic will continue to block right turn movements out of Kingsham Road for quite some time. Just one or two cars waiting in Kingsham Road to turn right into Basin Road will effectively block buses turning left to get to the southern bus gate in Stockbridge Road. Such an increase in the amount of queueing traffic in Basin Road when the level crossing barriers are down could have a similar effect on the access to and egress from the Police Station which in an emergency could be disastrous. See attached representation under introduction.	Matters such as junctions and crossings will be addressed as part of the detailed design stage.
1103023	Jane Church		Paragraph	2.71	The documents claim that the preferred options will reduce traffic in the city centre by getting people to use the A27. This seems doubtful at best. If people wanted to use the A27 they would be doing so already rather than suffering delays in the city. There seems to be no evidence for this view, which was repeated by an Officer of the Council at a recent meeting at Brampton Court	The traffic modelling shows that traffic will be re-assigned to the A27.
1117356	Helen Hawdon		Paragraph	2.72	There is then mention at 2.72 that there be a new bus and taxi interchange north and south of the train station. Why on both sides? Surely that just spread the pollution from such vehicles across both sectors. I seem to recall there was a proposal for the new interchange to be set north of the train station, where there is a more plentiful availability of land for the sort of area such an interchange would require.	An interchange to the north and south of the train station will assist in providing an enhanced transport exchange. It will facilitate interchange to bus stands on Southgate and Stockbridge Road.
375268	Parish Clerk	Earnley Parish Council	Paragraph	2.73	The problem of congestion at the end of Terminus Road is mentioned but not addressed. A possible solution would be to block Terminus Road west of the entrance to the Chichester Gate car park, or to do almost the opposite: reroute Stockbridge Road traffic up Terminus Road and over a new bridge west of the signal box.	Terminus Road does not form part of the Masterplan area. No change to Masterplan.
375268	Parish Clerk	Earnley Parish Council	Paragraph	2.73	The problem of congestion at the end of Terminus Road is mentioned but not addressed. A possible solution would be to block Terminus Road west of the entrance to the Chichester Gate car park, or to do almost the opposite: reroute Stockbridge Road traffic up Terminus Road and over a new bridge west of the signal box.	This is outside of the Masterplan area and therefore has not been considered. No change to Masterplan.
1104691	Mr Richard Hutchinson		Paragraph	2.73	The traffic build up from the Basin road crossing will almost certainly at times extend back to the Stockbridge road / Chichester Gate junction (it does at the moment at times) so when priority is most needed for emergency vehicles they will still be blocked. IT REALLY DOESN'T WORK. A bridge however would enable buses, fire engines and ambulances clear access at all times.	The Council has looked in detail at the possibility of removing the crossing and replacing with a bridge or tunnel and concluded that this would not be financially viable and would result in other implications such as having an adverse impact on the townscape of Chichester.

1104753	Mr Adrian Moss		Paragraph	2.73	I do not understand what a Bus gate is? What it does and how it help.....	A bus gate is a signposted stretch of road, along which use is restricted to public transport and (where specified) taxis and other authorised vehicles. Reducing traffic volumes will enhance the public realm of this area.
1104691	Mr Richard Hutchinson		Paragraph	2.75	£5.3-8.2 million would go a long way to a real solution - a bridge	The Council has looked in detail at the possibility of removing the crossing and replacing with a bridge or tunnel and concluded that this would not be financially viable and would result in other implications such as having an adverse impact on the townscape of Chichester.
1104753	Mr Adrian Moss		Paragraph	2.75	My first response is that Option B will be better as it is a better scheme. I am not happy about knocking down listed buildings. We need to understand this more. In both options i there enough land close to the canal so we make best use of this resource?	Comment noted. It is considered that the proposed redevelopment of the land to the north and the realignment of Basin Road will enhance the function of the Canal Basin.
1103272	Mr David Leah		Paragraph	2.77	Simple. Stop car traffic using either crossing and send them around an enhanced inner city loop.	This option is not considered feasible or viable. No change to Masterplan.
1104691	Mr Richard Hutchinson		Paragraph	2.78	All level crossings are dangerous and should be closed. We've been lucky with the relatively low number of recorded incidents. However if you stand watching either crossing at busy times there are several near incidents every day. Pedestrians and cyclists cross the railway lines with cars / lorries inches from them as there is no pavement for protection and vehicles accelerate to ensure they get through the barrier before it comes down.	Network Rail policy is to seek to close level crossings where practicable and where there are substantial safety concerns. The crossings in Chichester are not identified as priorities as part of that policy.
1110164	Mr Brian Bird		Paragraph	2.78	The Freeflow proposal shows how this could be done	The Council has looked in detail at the possibility of removing the crossing and replacing with a bridge and concluded that this would not be financially viable and would result in other implications such as having an adverse impact on the townscape of Chichester.
1110164	Mr Brian Bird		Paragraph	2.79	The Freeflow proposal should be carefully considered	The Council has looked in detail at the possibility of removing the crossing and replacing with a bridge and concluded that this would not be financially viable and would result in other implications such as having an adverse impact on the townscape of Chichester.
374905	Mr David Renton-Rose		Paragraph	2.79	A bridge over is too urban and will not align with Chichester's historic character. Plus impacts to residents from noise and pollution, visual impact would be very damaging.	Comment noted. No change to Masterplan.
375248	Parish Clerk	Chichester City Council	Paragraph	2.79	Requested that Chichester District Council look into the possibility of a bridge or a tunnel over or under the railway line. Representation uploaded under introduction.	The Council has looked in detail at the possibility of removing the crossing and replacing with a bridge or tunnel and concluded that this would not be financially viable and would result in other implications such as having an adverse impact on the townscape of Chichester.

375315	Parish Clerk	West Itchenor Parish Council	Paragraph	2.79	The Parish Council welcomes the proposals, but wishes to see the removal of the level crossings by either a tunnel/underpass beneath or a bridge. There has to be an engineered solution. The Masterplan covers land on both sides of the crossings and is the above opportunity to resolve the issue.	The Council has looked in detail at the possibility of removing the crossing and replacing with a bridge or tunnel and concluded that this would not be financially viable and would result in other implications such as having an adverse impact on the townscape of Chichester.
383360	Mr Christopher Mead-Briggs	Chichester Society	Paragraph	2.79	The decision not to consider a further solution to the level crossing is a mistake. There has to be an engineered solution. The Master plan covers land both sides of the level crossings and is the obvious opportunity to resolve the issue. To proceed without either a bridge or a tunnel suggests the Plan is flawed.	The Council has looked in detail at the possibility of removing the crossing and replacing with a bridge or tunnel and concluded that this would not be financially viable and would result in other implications such as having an adverse impact on the townscape of Chichester.
558390	Mr Ian Sedgley		Paragraph	2.79	A fundamental element of the Southern Gateway must be to incorporate a road bridge across the railway to inter alia, materially relieve traffic congestion and reduce pollution. The current northern entrance to the station is dangerous and inappropriate. This should be closed and a new access to the station and the buildings accessed from the station forecourt area should provide between the former government offices (6 on drawing No. CSG001/017/B) and the eastern end of the multi storey car park on the south side of Avenue de Chartres - in view of the fact the River Lavant passes underneath much of the city, this part of the Lavant could also be culverted to facilitate construction of a wider access/egress into/out of the station forecourt area if required. This would then enable a bridge for light vehicular traffic (with a width restriction) to be constructed on the line of Stockbridge Road/Southgate, whilst preserving access to the buildings on the Stockbridge Road frontage, south of the level crossing - minor land takes might be required under the Land Compensation code. The benefit of a bridge over a railway is that it is much lower than a bridge required to clear the height of commercial vehicles, with a margin, over a road. A design solution should be found that will provide an attractive cutting edge solution. See attached rep under 'Introduction'.	The Council has looked in detail at the possibility of removing the crossing and replacing with a bridge and concluded that this would not be financially viable and would result in other implications such as having an adverse impact on the townscape of Chichester.
584233	Mr John Wilton		Paragraph	2.79	I support the proposals regarding the two level crossings, although I feel the option of creating a bridge to replace both level crossings should not be excluded at this stage, but investigated further.	The Council has looked in detail at the possibility of removing the crossing and replacing with a bridge and concluded that this would not be financially viable and would result in other implications such as having an adverse impact on the townscape of Chichester.
592116	Miss Margaret Rochester		Paragraph	2.79	A tunnel is not possible because of the high water table. A bridge option would be slightly better, but an eyesore.	Comment noted. No change to Masterplan.
1104691	Mr Richard Hutchinson		Paragraph	2.79	They have missed a really viable option - to bridge over the railway line BETWEEN Stockbridge road and Basin road. £10 million is well worth it. Provision of access to the Stockbridge road and Basin road properties can be maintained and the approach road ramps can be accommodated within highway gradient guidelines. Construction can proceed without interfering with either existing route It must be investigated further.	The Council has looked in detail at the possibility of removing the crossing and replacing with a bridge and concluded that this would not be financially viable and would result in other implications such as having an adverse impact on the townscape of Chichester.
1104753	Mr Adrian Moss		Paragraph	2.79	We must remove One of the railway gates. is it not possible to remove both gates and only have one access point?? I believe it must be possible to have a tunnel.....	The Council has looked in detail at the possibility of removing the crossing and replacing with a tunnel and concluded that this would not be financially viable and would result in other implications such as issues of flood risk.

1114489	Mr Jonathan Brown	Chichester Liberal Democrats	Paragraph	2.79	While constructing a bridge where we currently have a road and a level crossing would create problematic bulk and height, it might well be possible to design the bridge in conjunction with entirely new building on either side, such that it didn't appear intrusive or oppressive. E.g. the 'street level' could be raised by putting the ground floor of neighbouring shops on the first floor of the new buildings. This could work in the same way as when shops are built on hillsides it is possible to enter a ground floor on one side, go up a staircase and exit on the ground floor on the other. It is a concept that should be explored. The stated desire of driving traffic out of central Chichester (which is part of what lies behind the no bridge/tunnel policy - along with cost) is an attractive one, but it is very hard to see how this goal can be achieved without also considering the future of the A27 and potentially other major developments. While we can perhaps plan new housing, new offices, etc. regardless of what happens with the A27, redesigning Chichester's roads with the goal of shifting traffic elsewhere really does need to be done as part of looking at the bigger picture. The public should have been consulted on the desirability of trying to improve traffic flow through this area. Without a bridge or tunnel, it is not hard to see traffic congestion remaining or even growing as a significant problem, blighting the area which we are trying to make more attractive for pedestrians. See attached representation under introduction.	The Council has looked in detail at the possibility of removing the crossing and replacing with a bridge and concluded that this would not be financially viable and would result in other implications such as having an adverse impact on the townscape of Chichester. The Council considers that given the uncertainty over the A27 it is not feasible to wait for a final solution. The traffic modelling has taken into account the improvements identified through work on the existing Local Plan.
1118028	Mr Steve Green		Paragraph	2.79	I would like to add my name to the growing number who see the opportunity to improve the lives of so many people in Chichester and the approaches by installing a bridge over the railway at Stockbridge crossing. It causes untold frustration and pollution levels off the scale. The opportunity was missed when the gasometer was dismantled and this may be our last chance.	The Council has looked in detail at the possibility of removing the crossing and replacing with a bridge and concluded that this would not be financially viable and would result in other implications such as having an adverse impact on the townscape of Chichester.
1119073	Mr Brian Turbfield		Paragraph	2.79	Whatever is decided, it must include as priority a bridge over the railway to avoid the intolerable delays we experience with the crossings closed. Clearly the crossing at Canal Basin is the ideal candidate for this. Anything else pails into insignificance and should be designed around such a bridge.	The Council has looked in detail at the possibility of removing the crossing and replacing with a bridge and concluded that this would not be financially viable and would result in other implications such as having an adverse impact on the townscape of Chichester.
1105331	Mrs Kate Beach		Paragraph	2.79	I feel that there is a glaring omission in your options. It is essential that the issue of the railway crossings are addressed with a longterm solution. Chichester does not deserve this ancient method of allowing the trains through the city. This is central to the success of the redevelopment.	The Council has looked in detail at the possibility of removing the crossing and replacing with a bridge or a tunnel and concluded that this would not be financially viable and would result in other implications such as having an adverse impact on the townscape of Chichester.
1118036	Brian Turbfield		Paragraph	2.79	Whatever is decided, it must include as priority a bridge over the railway to avoid the intolerable delays we experience with the crossings closed. Clearly the crossing at Canal Basin is the ideal candidate for this. Anything else pails into insignificance and should be designed around such a bridge.	The Council has looked in detail at the possibility of removing the crossing and replacing with a bridge and concluded that this would not be financially viable and would result in other implications such as having an adverse impact on the townscape of Chichester.
1104753	Mr Adrian Moss		Paragraph	2.80	We must consider other options. This is a typical CDC response unimaginative. We must look outside the box	Comment noted. No change to Masterplan.
1110164	Mr Brian Bird		Paragraph	2.80	They should be	Comment noted. No change to the Masterplan.
1114606	Mr Philip Ladds		Paragraph	2.80	Any solution which does not address this real barrier to traffic movement cannot effectively deliver a southern gateway - with the current crossings it's a southern traffic jam - despite the cost a bridge should really be looked at seriously	The Council has looked in detail at the possibility of removing the crossing and replacing with a bridge and concluded that this would not be financially viable and would result in other implications such as having an adverse impact on the townscape of Chichester.

585632	Mrs A Jefferies		Paragraph	3.1	Having studied this document carefully I should like to make the following representation: There appears to be very little provision, if any, for public conveniences in these plans, particularly at strategic locations such as: Railway station Bus & Coach station Coach drop-off locations. May I suggest that this important provision is given serious consideration before final plans are drawn?	There are currently no facilities provided at the bus station and there is no proposal to provide any. Facilities currently exist at the Railway Station. There are no proposals in the Masterplan to remove them.
1103023	Jane Church		Paragraph	3.1	<p>The documents emphasise the need to extend the city centre, but there are currently 20+ retail units of varying sizes vacant or preparing to become vacant in the main shopping streets (East Street, South, West and North Streets) is there really a need to provide more, given the general decline in the use of High Streets across the UK? Do we really want to make Chichester a clone of neighbouring cities which we can reach easily if we really want what they have on offer when we have so much more to offer in terms of environment, cityscape and culture and which we are putting into danger by over-development? Why? Most of the development opportunities identified in the documents include cafes, pubs and restaurants. There are already approx 40 cafes, restaurants, bars, pubs and take-aways within 800 yards of the station (including those aimed at younger people at Chichester Gate) is there really a need for any more? More specifically, cafes, bars, restaurants, pubs etc especially those with spill-out areas are incompatible with the residential nature of the canal basin/delivery office site, where residents already suffer from late-night noise from Chichester Gate and local pubs as well as noise from traffic. Given the stated concerns about railway noise on the bus station site, does it not make more sense to keep the already-residential canalside/delivery office area purely residential (or, at least, 0900-1800 operation only) and make the bus station site all commercial, without any residences at all? Similarly, why consider housing by the rail station surely this should be a prime site for developments aimed at visitors (such as a Chichester or South Downs Experience building, publicising, and selling tickets for, things to do and local events and this would, in fact, justify a nice cafe. The City of Bath has The Box Office next to the Abbey which serves that purpose there.)</p> <p>The councils own website shows that unemployment in the district is <2% - equivalent to full employment so why emphasise job creation? Jobs in cafes, bars etc are not likely to generate high wages, and due to low unemployment jobs are likely to go to people from other areas and create further road congestion and/or further housing and infrastructure pressures Noise, pollution and congestion from combining what are two roads into one will place undue burden on properties near the proposed new Basin Road. Noise-damping road surface, bunds (where appropriate) and tree planting might help but it is likely that, with both your preferred options, delays at the level crossing (and possibly also at Terminus Road and A27) will lead to tail-backs into the gyratory at peak times. The Masterplan makes little mention of the elderly residents of several retirement blocks in and approaching the Gateway area from the south. How will they - and the projected canalside visitors - be expected to cross the new Basin Road when going to and from the railway station and South Street? How will traffic turn right from Kingsham Road across two lanes of heavy traffic? How will buses and vehicles accessing the station, office block and Brampton Court etc get across two lanes of traffic onto the southern section of Stockbridge Road? Given that the lights at Terminus Road would be close to any lights at Basin Road, their phasing would have to be very accurate in order to prevent gridlock at peak times.</p>	The Masterplan is not prescriptive in terms of the uses it suggests for individual sites. The Council considers that a small amount of retail and food and drink uses would be appropriate in this area, linking the City Centre with Chichester Gate. Noise mitigation will need to be addressed at planning application stage.
375130	Ms C Mayall	Southern Water	Paragraph	3.3	Six development opportunities include around 320 residential units at The Law Courts and Bus Station (50), Bus Depot & Basin Road Car Park (80), Royal Mail Sorting Office (25), Police Station & High School (144) and Government Offices (20). A number has not been specified for the site at Chichester Station 'could include apartments or student accommodation'. We have therefore not been able to assess this particular site. We have undertaken an assessment of our infrastructure and its ability to meet the forecast demand for the proposed development (NPPF paragraph 162; NPPG). Additional local sewerage infrastructure would be required to accommodate the proposed development at all five above named sites (involving making a connection to the local sewerage network at the nearest point of adequate capacity). Our assessment also reveals that Southern Waters infrastructure crosses the Royal	Comment noted. The Masterplan will be changed accordingly with appropriate reference made to the Chichester Surface and Foul Drainage SPD.

					<p>Mail Sorting Office site, which needs to be taken into account when designing any proposed development. An easement would be required, which may affect the site layout. This easement should be clear of all proposed buildings and substantial tree planting. 320 new residential units within the Southern Gateway would be in addition to the 235 residential units already allocated headroom at Apuldram Wastewater Treatment Works (WTW) in the Chichester City Local Plan, as identified in paragraph 5.3 of the Chichester Site Allocations Plan which is presently in Examination. Prior to the implementation of a solution to the current environmental constraints at Apuldram WwTW, it will be necessary to direct any forthcoming proposals for these developments to Flowchart 2 on Page 8 of the adopted Chichester Surface and Foul Drainage SPD and associated Headroom Tables for Apuldram and other Wastewater Treatment Works document. If proposals can demonstrate that flows to the sewerage network will be no greater than the current input by existing development, the proposals would be acceptable in principle, subject to a further assessment at the time such proposals come forward. This could potentially be achieved by removing any existing surface water connections from the foul or combined sewer network.</p> <p>We therefore suggest the following additions to the Key Design and Development Considerations section of each of the five Development Opportunity sites which have specified numbers of residential units: Foul Drainage: Proposals will be acceptable if they can demonstrate that redevelopment of the site will not result in a net increase to flows presently arising from the existing development. If this is not possible, it will be required for the development to provide a connection to the nearest point of adequate capacity in the sewerage network, in collaboration with the service provider and with reference to the Chichester Surface and Foul Drainage SPD. See attached representation under Introduction.</p>	
1114616	Mr Simon Pierce	Chichester Hockey Club Limited	Paragraph	3.5	<p>Kingsham All Weather Pitch - I write in reference to following sections of the Southern Gateway Draft Masterplan. Four: Land at the Police Station and High School Page 36, Paragraph 3.54 - The school buildings are currently vacant, and consist of a largely single-storey pitched roof building. The southern section of the former school site contains an all-weather sports pitch. Later in the same section in 3.56 the plan states that The former Chichester High School for Boys site is currently vacant and available for redevelopment. Site Four - Former Police Station and High School land at Kingsham Road - Page 56 - The eastern half of the site is owned by WSCC leased to the Academy, and is now vacant and unused other than the all-weather pitch to the south which is to be relocated to an identified alternative site. Chichester Hockey Club Background My name is Simon Pierce and I am the Chairman of Chichester Hockey Club. We have over 450 members and run 14 league sides on Saturdays and 3 more on Sundays during the Hockey season as well as providing full evening training programs on Mondays to Thursday for all sides at the Kingsham All Weather pitch. The bulk of our sides compete in the Sussex and Hampshire Leagues but our Mens 1sts compete in the National League East Conference and in 2016y played in the hockey equivalent of the FA Cup Final at the Lee Valley Olympic Stadium. They are arguably the highest performing sports side in the Chichester area and we are justifiably proud of them, especially given the true community nature of our club. We punch way above our weight for the city and last season completed against representative sides from major cities such as Cardiff, Bath, Bristol, Birmingham and Exeter. Our Ladies 1sts also recently won the National English Hockey Vase at the Lee Valley Stadium, which was covered extensively in the local press and TV. As important we have over 100 kids from 8 to 12 turn up every Monday at the Kingsham pitch to play hockey and receive professional coaching. We have players from 8 to 80 all playing and competing and our sport is truly booming especially following the Rio Girls epic Gold Medal last year, which did more for women's team sport than any event in the last 20 years. We are run entirely by volunteers and receive no funding from local government or from English Hockey. We are a self-supporting organisation with a proud history in our city since our foundation in 1898. Chichester Hockey Club and the Kingsham All Weather Pitch The pitch was built in the late 80s on land provided by WSCC at the site but entirely funded by Chichester Hockey Club at the approx. cost of £250K. This money was raised through the enterprise of our</p>	Comment noted. Private contract matters are not matters for the planning process. Were the all weather pitch be developed it will have to be relocated elsewhere within the school site.

					members and from the proceeds of the Chichester Real Ale and Jazz Festival, founded and run by members of our club. The pitch was re-surfaced in 2006 again using substantial funds from the club and a four way contract put in place between WSCC, CHSB, CHSG and the Club. This contract still exists is the basis for our use of the facility. As such we have a considerable interest in continued use of the pitch for which we have valid contract having invested substantial amounts of our members money to see it built and carefully maintained in conjunction with the High Schools and now TKAT. The pitch is absolutely critical to our future as a club and we would like to register our interest any decisions being made as to its future. We note from the document that the allweather pitch to the south which is to be relocated to an identified alternative site. Clearly if this is to take place as a club we would like to make the following observations 1. Any movement of the pitch would need to take into account our existing contract and weekend and evening playing/training rights as a club 2. The movement would require careful timing given the extensive playing commitments of our 14 league sides between September and the end of April 3. Any alternative sites would need to be within walking distance of the city centre and our clubhouse at Chichester College. We would like to confirm where the planned replacement pitch would be situated. 4. The all-weather pitch would need to be of Hockey standard as approved by English Hockey as is the current Kingsham Pitch. 5. The pitch would require floodlights to a min of 500 lux and on site changing and parking facilities as does the current Kingsham pitch The Kingsham pitch is critical to our future as a club and we would like to request that our club is fully involved in any decisions regarding its future.	
1114489	Mr Jonathan Brown	Chichester Liberal Democrats	Paragraph	3.8	Although the ultimate decision on the fate of the Chichester Law Courts is out of the District Councils hands, it would nevertheless be welcome to see the plan put forward a proposal to accommodate and promote such provision demonstrating that retention has the backing of the community. See attached representation uploaded to introduction.	The Masterplan acknowledges that the Crown Court and Magistrates Court are locally listed. It identifies that conversion to accommodate new uses may be feasible although due to their internal layout and construction this may not be practicable.
1117592	Mr Simon Davenport		Paragraph	3.8	I would like to see the Law Court preserved as a prestige site, public building or hotel. See full representation under introduction.	The Masterplan acknowledges that the Crown Court and Magistrates Court are locally listed. It identifies that conversion to accommodate new uses may be feasible although due to their internal layout and construction this may not be practicable.
375108	Mr A.M.J. Green		Paragraph	3.9	as important buildings new uses should be found rather than demolition and redevelopment	The Masterplan acknowledges that the Crown Court and Magistrates Court are locally listed. It identifies that conversion to accommodate new uses may be feasible although due to their internal layout and construction this may not be practicable.
1114638	Ms Jacqueline Jones		Paragraph	3.12	Both commercial and housing development of these sites will result in many more cars exiting on Basin Road with planned parking provision and no provision made for greatly increased noise and light pollution both late night and early morning for the residents of Basin Road.	It is accepted that redirected traffic along Basin Road could have a negative impact on the residents however it is considered necessary to deliver the wider benefits to the area.
1117164	Tess Pinto	Twentieth Century Society	Paragraph	3.12	The Society urges that the document is redrafted in order to explicitly state the proposed retention of the bus depot, in line with the recommendation of the NPPF. Chichester Bus Depot, designed by Alfred Goldstein and R Travers is locally listed. It is a rare example of a thin-shell, pre-stressed concrete roof, providing clear span and unobstructed floor space. It is of great engineering interest. It contributes to Chichester's history and identity, and is within the Chichester Conservation Area. The Masterplan acknowledges this interest. There is scope for sensitive improvement. We do not consider that comprehensive or partial redevelopment would be appropriate. Any attempt to do so would go against paragraph 126 of the NPPF. Representation uploaded under introduction.	It is considered that the re-use of this building would be unlikely due to its size, scale and layout making it unviable and commercially undeliverable. Any redevelopment proposals would have to be of such high design to mitigate and justify the loss of this locally listed building.

375108	Mr A.M.J. Green		Paragraph	3.14	As above these important buildings should find new uses and not be demolished	The Masterplan acknowledges that the Crown Court and Magistrates Court are locally listed. It identifies that conversion to accommodate new uses may be feasible although due to their internal layout and construction this may not be practicable.
558740	Mr John Newman		Paragraph	3.14	I have not understood what is to happen to the bus station. I want it to stay where it is because of the present proximity to the railway station and also its very reasonable distance from the city centre. I would also like some seats there and for it generally to look less run-down. See attached rep under 'Introduction'.	The existing bus station would be replaced in both options with a new bus and taxi interchange located immediately north and south of the railway station.
1103272	Mr David Leah		Paragraph	3.14	Neither building can really be considered important or attractive and provided their replacements are in character with the city's vernacular architecture designed to complement the plan then this would be an improvement. I agree with 3.14	Comment noted. No change to Masterplan.
1114489	Mr Jonathan Brown	Chichester Liberal Democrats	Paragraph	3.14	We are not opposed to the redevelopment of the bus station in principle, but further thought needs to be given to the needs of customers who stand to lose facilities such as an information desk, toilets, seating/waiting areas and how easy it is going to be to navigate between bus stops spread throughout the area. See attached representation uploaded under introduction.	There are currently no facilities provided at the bus station and there is no proposal to provide any facilities. The existing bus station would be replaced in both options with a new bus and taxi interchange located immediately north and south of the railway station.
1104753	Mr Adrian Moss		Paragraph	3.15	This must include enough soft and hard landscaping to make it really environmental	Comment noted in which further consideration will be given at the detailed design stage.
375108	Mr A.M.J. Green		Paragraph	3.17	see above re importance of reusing these buildings	The Masterplan acknowledges that the Crown Court and Magistrates Court are locally listed. It identifies that conversion to accommodate new uses may be feasible although due to their internal layout and construction this may not be practicable.
375108	Mr A.M.J. Green		Paragraph	3.18	strongly agree	Comment noted. No change to Masterplan.
375142	Mr Martin Small	Historic England	Paragraph	3.18	We welcome, in principle paragraph 3.18 but would prefer them to more positive than simply saying regard must be had consideration should be given by actually requiring development proposals to conserve or enhance heritage assets (including archaeological remains) and their settings. See attached rep under 'Introduction'	The Council agrees with this comment and as such the Masterplan will be changed accordingly.
375108	Mr A.M.J. Green		Paragraph	3.20	The storey heights proposed are too high. It should be two storey to the north and only three to the south	Comment noted. The Council considers that storey heights are generally appropriate with the exception of one of the buildings within the Royal Mail Sorting Office and Depot which is being reviewed.
1117356	Helen Hawdon		Paragraph	3.20	There are suggestions for various mixed uses on these sites at 3 storey level rising to 4 on the south and opposite the train station. Chichester is characterised by 2/3 storey developments with that level of street scene homogeneity. It would be most unattractive to raise this to 4 and symptomatic of overdevelopment, in terms of greater numbers of people and vehicles than the area can realistically accommodate. This is also relevant to the aspiration of servicing and parking being accessed at this location from Basin Road at 3.20. This will be yet another pressure on the realigned Basin Road in terms of numbers of vehicle movements and consequent pollution. During term time, traffic emerging from the school exit on Basin Road will only add to this.	Comment noted. The Council considers that the storey heights of buildings within this site are appropriate for a city centre location. Traffic control matters will be addressed as part of the detailed design stage.

375142	Mr Martin Small	Historic England	Paragraph	3.24	We are concerned at paragraph 3.24, which suggests that the demolition of listed buildings might be possible within the context of wider regeneration benefits. This does not compare well with the precise wording of paragraphs 132-134 of the National Planning Policy Framework which set the bar set high for the substantial harm that demolition would mean as noted in above. See attached rep under 'Introduction'.	The Council agrees with this comment and as such the Masterplan will be changed accordingly.
1104691	Mr Richard Hutchinson		Paragraph	3.27	Just to show housing on this site sums up the entire lack of vision and imagination of this exercise. It is a City centre site, next to the railway station with great connectivity, let's have some ambition. It is not good for housing due to the proximity of the railway.	Comment noted. Any residential development within close proximity to the railway line will address the issue of railway noise through appropriate noise mitigation measures.
1104753	Mr Adrian Moss		Paragraph	3.28	I do not want more car parking but we must address the short term need for parking if we are developing more leisure facilities and wanting people to use the trains and busses...	The operational requirements for parking for any new uses will be considered at planning application stage. Car parking will remain at the Railway Station and Avenue de Chartres public car park.
1117010	Mrs P G Peacock	Chichester Christian Spiritualist Church	Paragraph	3.28	Access for elderly and disabled members will be extremely difficult if redevelopment of the carpark goes ahead. We want to be reassured that parking facilities will be provided for Church Members. Representation uploaded under introduction.	Other public car parks are available in the vicinity. There can be no guarantee that dedicated parking facilities will be available for the Church.
375108	Mr A.M.J. Green		Paragraph	3.30	The proposed storey heights should be reduced by one	The Council considers that the storey heights suggested are appropriate for the sites identified.
1117356	Helen Hawdon		Paragraph	3.30	At 3.30 it is suggested that the residential density for this area could be comparable to the John Rennie Road development. I do not think that is a development we should aspire to in terms of either its density or aesthetic aspect. Buildings of such undistinguished bland quality as this should not be deemed to be any sort of template for the future. The canal deserves better and has already been let down by this development. Again 4 storeys are suggested as a suitable elevation fronting Basin Road. I disagree for the reasons already set out. Further we then still have the parking/servicing problem and the potential overuse of Basin Road. I also raise the issue of the contaminated land bound to be found on the 2 bus sites above. It has not been costed for remediation anywhere in this draft Plan. See attached rep under 'Introduction'.	Comment noted. The Council considers that the storey heights of buildings within this site are appropriate for a city centre location. The Masterplan acknowledges that there may be a cost involved in remediation works due to potential contamination on site but cannot confirm any exact costs at this stage.
1103272	Mr David Leah		Paragraph	3.31	A new bus station should be totally integrated into the railway station north and south of the track and platforms.	A new bus station is not considered as part of the Masterplan. The existing bus station would be replaced in both options with a new bus and taxi interchange located immediately north and south of the railway station.
375108	Mr A.M.J. Green		Paragraph	3.34	I disagree totally. Demolition is unjustified	It is considered that the re-use of this building would be unlikely due to its size, scale and layout making it unviable and commercially undeliverable. Any redevelopment proposals would have to be of such high design to mitigate and justify the loss of this locally listed building.
1104691	Mr Richard Hutchinson		Paragraph	3.34	That is incredibly short sighted, unimaginative and goes against all guidance concerning looking after locally listed assets - see NPPF para 126.	It is considered that the re-use of this building would be unlikely due to its size, scale and layout making it unviable and commercially undeliverable. Any redevelopment proposal would have to be of such high design to mitigate and justify the loss of this locally listed building.

1104691	Mr Richard Hutchinson		Paragraph	3.35	Therefore why is it shown as housing?	Appropriate noise mitigation measures can be incorporated within development to prevent restrictions to the type of development around uses such as the railway line. Residential development is therefore possible within this location.
375108	Mr A.M.J. Green		Paragraph	3.36	I agree totally. Sadly the proposals so far do not seem to honour this concept, including demolition of listed and locally-listed buildings	The final Masterplan does not include the demolition of any listed buildings. Demolition and redevelopment of any locally listed buildings will need to take account of their potential for re-use.
375142	Mr Martin Small	Historic England	Paragraph	3.36	We welcome, in principle paragraph 3.36, but would prefer them to more positive than simply saying regard must be had or consideration should be given by actually requiring development proposals to conserve or enhance heritage assets (including archaeological remains) and their settings. See attached rep under 'Introduction'.	The Council agrees with this comment and as such the Masterplan will be changed accordingly.
1103272	Mr David Leah		Paragraph	3.36	The conservation area should not include 20th century buildings that are blatantly out of character with the city centre as a whole.	The Masterplan does not designate or review the Conservation Areas.
375108	Mr A.M.J. Green		Paragraph	3.39	Please pay regard to the existing residential use of this area.	Comment noted. No change to Masterplan.
375130	Ms C Mayall	Southern Water	Paragraph	3.39	The Royal Mail Sorting Office & Depot site should contain an additional criteria to the above to take account of infrastructure crossing the site: Foul Drainage: Proposals will be acceptable if they can demonstrate that redevelopment of the site will not result in a net increase to flows presently arising from the existing development. If this is not possible, it will be required for the development to provide a connection to the nearest point of adequate capacity in the sewerage network, in collaboration with the service provider and with reference to the Chichester Surface and Foul Drainage SPD. Development will need to provide for future access to the existing sewerage infrastructure for maintenance and upsizing purposes. See attached representation under introduction.	Comment noted. The Masterplan will be changed accordingly with appropriate reference made to the Chichester Surface and Foul Drainage SPD.
1117502	Tessa Brai		Paragraph	3.39	Concern that the Royal Mail site looks to be over the boundary of both mine and my neighbours land. Proposal is for up to three story buildings. The site would only be a few metres from our house and as such would not only be hideously invading it would completely block out light from the whole of our house and garden. New layout of the road is a big concern. With this proposal traffic would have to sit outside our house instead of using the main road behind. I don't understand why the main road is not to be used and that Basin Road should be blocked off at the canal. See attached rep under 'Introduction'.	The Council agrees that there has been a drafting error with respect to the siting of the development over neighbouring land. This will be amended accordingly. The Masterplan seeks to improve the public realm and therefore considers that to achieve this vehicular movements should be restricted along Stockbridge Road. It is accepted that redirected traffic along Basin Road could have a negative impact on the residents however it is considered necessary to deliver the wider benefits to the area.
375108	Mr A.M.J. Green		Paragraph	3.43	The Royal Mail buildings are indeed an eyesore and so any redevelopment should provide a visual enhancement	Comment noted. No change to Masterplan.

1117469	Mr Mark Clark		Paragraph	3.43	Broadly welcome the redevelopment of the Royal Mail site for residential use of two and perhaps on part of the site three stories, with the pedestrianisation of the northern side of the canal basin as indicated in the master plan C and 3. Concerns with one aspect of the proposal: the line of units would be positioned abutting the Business Centre in Basin Road and in a south westerly direction to the rear of 76 and 78 Basin Road and then continuing onto to the current position of the workshop depot of the Royal Mail site. The land on which this proposed development is situated behind 76 and 78 Basin Road is owned by the owners (it is the private car park of these two properties) of these two properties and is not part of the Royal Mail site. Trust this is a drafting error in the compiling of the map in the master plan and is not part of the proposal . We would be grateful if you could advise us promptly that this is the case. See attached representation uploaded to the introduction.	The Council agrees that there has been a drafting error with respect to the siting of the development over neighbouring land. This will be amended accordingly.
1117488	Alison Crisp		Paragraph	3.43	Broadly welcome the redevelopment of the Royal Mail site for residential use of two and perhaps on part of the site three stories, with the pedestrianisation of the northern side of the canal basin as indicated in the master plan C and 3. Concerns with one aspect of the proposal: the line of units would be positioned abutting the Business Centre in Basin Road and in a south westerly direction to the rear of 76 and 78 Basin Road and then continuing onto to the current position of the workshop depot of the Royal Mail site. The land on which this proposed development is situated behind 76 and 78 Basin Road is owned by the owners (it is the private car park of these two properties) of these two properties and is not part of the Royal Mail site. Trust this is a drafting error in the compiling of the map in the master plan and is not part of the proposal. We would be grateful if you could advise us promptly that this is the case. See attached representation uploaded to the introduction.	The Council agrees that there has been a drafting error with respect to the siting of the development over neighbouring land. This will be amended accordingly.
375108	Mr A.M.J. Green		Paragraph	3.44	agreed	Comment noted. No change to Masterplan.
375108	Mr A.M.J. Green		Paragraph	3.45	agreed	Comment noted. No change to Masterplan.

1105827	Mr Ian Milton	Chichester Ship Canal Trust	Paragraph	3.46	<p>The Chichester Ship Canal Trustees are grateful for the opportunity to comment on the Southern Gateway Draft Masterplan. While each Trustee may wish to comment individually on the wide nature of the proposals, this letter relates only to the impact of the proposals on the Canal Basin and the Trust public service and other operations. The canal and its facilities offer an attractive and, in the wider context of a southern Cathedral city, unusual experience for the many visitors to Chichester. Since the canal shop/cafe opened four years ago, and more recently with the launch of our new, larger, scheduled trip boat, there has been a huge increase in demand for the facilities we offer; many cyclists and walkers using the towpath also benefit from these facilities and the shop/cafe has also become a community hub for many residents of the properties within the immediate area. The Trustees support the desire to improve safe access for pedestrians from the city centre to the Canal Basin. They also welcome redevelopment of the north side of the basin to complete the area as an attractive experience for local residents and visitors to the city. There is, however, a very practical issue that cannot be overlooked. It is essential for good road access to the Canal Basin to be maintained, an aspect of which is recognised in para 3.46 of the consultation document. A priority for the Trust is to provide adequate and easily accessible car parking for our customers. This is especially important for the significant number of disabled people who visit the cafe and are also passengers on our trip boats, both of which have lift access. Parking is also vital for our volunteers, without whom the canal operations could not be maintained. There are very serious operational considerations. We have daily delivery of goods by van to the canal shop/cafe. Access is also essential for vehicles required for canal and boat maintenance. Such vehicles include a giant 160 ton mobile crane for lifting our 16-metre trip boats out of the canal for at least annual inspection and maintenance. Articulated lorries also need access on occasion. There are no practical alternatives for these vehicle movements along the navigable length of the canal, nor would anywhere along the canal other than the Canal Basin provide the space required for manoeuvring such large vehicles and boats. Additionally, access is required for events held at the Canal Basin. Dragon Boat races have been held annually in recent years, attracting a good number of visitors but also involving offloading and manoeuvring 12-metre boats. Model boat events have also been held and in future years the basin may be host to other events such as regattas. Good access, adequate parking facilities and the provision of a wide turning circle are therefore key now and in the future. The maps after page 57 of the Masterplan show the road access from Basin Road along the north side of the basin. Clearly, this would not be a wide road to highway standards. It may have sufficient width but the corners from Basin Road and into the current car parking behind the Richmond Arms are likely to be too tight to cope with the large vehicles that are essential to our operations. The Trustees are grateful for the opportunity to express our serious concerns about the Southern Gateway proposals and are eager to work with appropriate CDC Members and officers to seek ways forward.</p>	Comments noted. The highway design will allow for the access of operational vehicles required in association with the use of the canal basin.
1104753	Mr Adrian Moss		Paragraph	3.46	<p>The fundamental here is to move the road away from the canal and make this a special feature. It must also have soft landscaping that brings a park like area to the canal side</p>	The realignment of Basin Road will remove vehicular traffic away from the canal basin.
1117356	Helen Hawdon		Paragraph	3.47	<p>Again we have the problem of the uncostered contaminated land also bound to be found at this location due to the former gas works usage. Whilst I am supportive of leisure usage fronting onto the Canal Basin, I wonder at those who would wish to live in the residential units above and behind now that they will be bisected by the newly very busy Basin Road realigned road. It would surely not be an attractive residential location and I wonder how it can be compatible with the Councils clean air objectives given that further residential units here will suffer pollution from the new road. Councils are abjured from exacerbating current local air quality conditions. I also question the need for yet more parking provision which, as with the other sites above, can only contribute to both congestion and pollution.</p>	The Masterplan acknowledges that there may be a cost involved in remediation works due to potential contamination on site but cannot confirm any exact costs at this stage. The Royal Mail Sorting Office and Depot site is located within a city location. The Masterplan provides an opportunity to expand upon the night time economy which is currently under developed in Chichester, encouraging non residential uses which will link with established restaurants in the city centre. Appropriate noise mitigation measures could be incorporated into buildings depending on their use.

1104753	Mr Adrian Moss		Paragraph	3.48	The Sorting office needs to be moved. it has been discussed for years..... It is time NOW	The Council agrees with this comment.
375108	Mr A.M.J. Green		Paragraph	3.49	Relocating the road, which will now take all N-S traffic adjacent to Brampton Court will not be welcome to its residents	The Council accepts that there is a negative impact in re-routing Basin Road alongside the southern boundary of Brampton Court, however there are also positive benefits from removing the through traffic from the northern part of Stockbridge Road.
375108	Mr A.M.J. Green		Paragraph	3.51	agreed	Comment noted. No change to Masterplan.
375108	Mr A.M.J. Green		Paragraph	3.54	WHAT??? Kingsham Primary school is a long way away - in Kingsham, still in use and nowhere near the Southern Gateway. Do you mean for former High School for Boys?.	The Council agrees with this comment and the Masterplan will be changed accordingly.
584233	Mr John Wilton		Paragraph	3.60	One of Chichester's biggest problems is housing affordability, both for those on modest incomes and first time buyers. The sites included in this study offer the opportunity for significant housing development, but the challenge remains how to make a significant proportion of this truly affordable. The reliance on developers to provide 30% so called affordable housing (current rules state 20% below market price) does not achieve that.	A number of the redevelopment sites make reference to the provision of affordable housing and the inclusion of the starter homes initiative. In any event residential development will need to comply with Local Plan policy in which a 30% affordable housing contribution will be sought where there is a net increase of dwellings.
1117356	Helen Hawdon		Paragraph	3.60	It is suggested here that the land available be given over to mixed residential with office/workshop use on the Kingsham Road frontage. I doubt that the residents on the other side of Kingsham Road will find this in any way acceptable. Such usage will lead to pressure on local parking for residents, as well as noise issues. I also question the density of the residential development too and the further vehicular movements that will be created, adding to the already burdened realigned Basin Road in terms of congestion and pollution. Again current air quality studies would assist in modelling for the future risk that such a development would result in decreasing air quality.	Matters such as parking controls and parking provision will be dealt with at the detailed design stage/planning application stage. The Masterplan only provides an indicative figure of potential housing density however the Council does not consider the figure stated to be unreasonable in this location.
375108	Mr A.M.J. Green		Paragraph	3.67	The railway station dates from 1958	Comment noted. No change to Masterplan.
558740	Mr John Newman		Paragraph	3.68	I am afraid that I also burst out laughing at the reference to the "award-winning" Avenue de Chartres car park. That car park is absolutely dreadful, with impossibly narrow passageways. I think that the architects should be sentenced to drive a large family car round it for two hours! See attached rep under intro.	Comment noted. No change to Masterplan.
1104753	Mr Adrian Moss		Paragraph	3.7 (it is assumed the rep relates to para 3.70)	I am all in favour of a mixed development but suggest Hotel accommodation may be suitable we reuse exiting building in an innovative fashion we ensure there is suitable housing for young the they can afford We have enough green space...	The Council agrees that a hotel would be appropriate on this site and as such the Masterplan (para 3.70) will be changed accordingly.
1117356	Helen Hawdon		Paragraph	3.70	Here we see mention again of further bus stands on Stockbridge Road, with no specified locations. Surely all bus stands could be part of a northern transport interchange-a well laid out one. There is the suggestion of student accommodation/apartments. I do not think the Council should condemn future occupiers of such accommodation to the pollution and congestion engendered by the interchange. I would suggest such a location is quite unsuitable for any sort of residential accommodation.	Specific locations of bus stands will considered at the detailed design stage. Appropriate noise mitigation measures could be incorporated into residential buildings should it be considered necessary.

375108	Mr A.M.J. Green		Paragraph	3.71	Bus stands on Stockbridge Road? These would be outside houses and thus residents would face bus queues outside their windows. The pavements are too narrow for shelters. A barmy idea.	The location of the bus stops will be addressed as part of the detailed design stage. Their location may result in the congregation of pedestrians outside residential properties however this is considered acceptable to deliver the wider benefits of the area.
375108	Mr A.M.J. Green		Paragraph	3.77	agreed	Comment noted. No change to Masterplan.
375142	Mr Martin Small	Historic England	Paragraph	3.77	We welcome, in principle paragraphs 3.77, but would prefer them to more positive than simply saying regard must be had or consideration should be given by actually requiring development proposals to conserve or enhance heritage assets (including archaeological remains) and their settings. See attached rep under 'Introduction'	The Council agrees with this comment and as such the Masterplan will be changed accordingly.
375108	Mr A.M.J. Green		Paragraph	3.79	these buildings do not enhance the Conservation Area so redevelopment with something more 'Chichester' is to be welcomed	Comment noted. No change to Masterplan.
375108	Mr A.M.J. Green		Paragraph	3.80	agreed	Comment noted. No change to Masterplan.
375108	Mr A.M.J. Green		Paragraph	3.81	agreed	Comment noted. No change to Masterplan.
1117356	Helen Hawdon		Paragraph	3.84	There appears to be little future in retail generally due to modern technology and this location is some distance from the principal shopping centre. I doubt retail will be viable in this location. Nor is there any under provision of cafe/bar uses locally to this site. However, a new area of public open space would greatly enhance the public realm in this rather drab corner of Chichester, providing leisure opportunities for the older person accommodation opposite, as well as a recreation and relaxation area for those awaiting onward transport from the revised transport interchange. In effect this area could function as a breathing space for the public-an oasis as it were-in the midst of the entire bustle.	The uses proposed will assist in providing a better link between the Masterplan area and the city centre and will assist in expanding upon the night time economy which is currently under developed in Chichester.
1117075	Merrill Investments		Paragraph	3.85	Our clients reject the assessment of their property at paragraph 3.85. The Draft Masterplan has just come to our Client's attention and will have a material and adverse effect on their business. They need more time to consider further objections. Representation uploaded under introduction.	The Masterplan will be annotated to remove this site.
375142	Mr Martin Small	Historic England	Paragraph	3.86	We welcome, in principle paragraph 3.86, but would prefer them to more positive than simply saying regard must be had or consideration should be given by actually requiring development proposals to conserve or enhance heritage assets (including archaeological remains) and their settings. See attached rep under 'Introduction'.	The Council agrees with this comment and as such the Masterplan will be changed accordingly.
1104691	Mr Richard Hutchinson		Paragraph	4.1	It would of course be good to improve the public realm, but unless the traffic problem at the level crossings is sorted out the area will constantly be blighted by huge traffic queues. Any improvements will be meaningless and a waste of money until this is sorted out.	The improvements to the public realms have many positive benefits such as contributing to the character of the city and providing important linkages between spaces. The Council has looked in detail at the possibility of removing the crossings and replacing with a bridge or tunnel and concluded that this would not be financially viable and would result in other implications such as having an adverse impact on the townscape of Chichester.
1104753	Mr Adrian Moss		Paragraph	4.1	I believe we need to ensure that the cycle and pedestrian access is really interesting. is it possible to provide a route that is really environmental that takes people from one here in to the centre.....	Comment noted. One of the objectives identified within the Masterplan is to improve facilities for cycling and walking. The detailed design of this will be developed at a later stage.

375108	Mr A.M.J. Green		Paragraph	4.2	Agree with all of this - the current approach to the city is defiled by Chichester Gate, the John Rennie Road Development and the Royal Mail site. This has to become a proper gateway.	Comment noted. No change to Masterplan.
1104691	Mr Richard Hutchinson		Paragraph	4.2	This masterplan does not provide any sort of gateway to the City. "reconfigure highway access" presumably means create increased traffic queues.	Comment noted. The Council considers that the Masterplan does provide for an enhanced gateway improving the quality of the environment for visitors, businesses and residents.
375108	Mr A.M.J. Green		Paragraph	4.3	As before Option B is unacceptable owing to demolition of historic listed buildings	The Council agrees with this comment. Option A is the favoured option for reasons of preservation of the historic environment.
1104691	Mr Richard Hutchinson		Paragraph	4.3	Option B is there just to make Option A look good as it doesn't demolish any listed buildings. However it still is unacceptable as it doesn't address the fundamental issues. This is no sort of consultation. Its a bit like offering someone a box of chocolate where they have all been eaten apart from two which are stale and the flavours that no-one likes. We need a new consultation with the full box available please.	The Council considers that options A and B would meet the Masterplan objectives and would maintain movement through the study area. Option A is the favoured option for reasons of preservation of the historic environment.
1103272	Mr David Leah		Paragraph	4.4	As stated earlier I do not see why we need north/south route for cars. Crossing both to them means only a connection between Market Road and Chartres Av is required.	Comment noted. The Council considers the North/South access through the Masterplan area should be maintained.
375108	Mr A.M.J. Green		Paragraph	4.8	agreed - but making Stockbridge Road a bus stand will not achieve this goal	Comment noted. The Council considers that the interchange facilities will be appropriate and will facilitate the redevelopment of the bus station site.
1104691	Mr Richard Hutchinson		Paragraph	4.9	We wouldn't need a bus gate if we had a road bridge. A bridge between Stockbridge road and Basin road would also enable the public realm of those two streets to be dramatically improved and help congestion on the gyrator, as traffic would run steadily and not be bunched because of the crossings.	The Council has looked in detail at the possibility of removing the crossing and replacing with a bridge or tunnel and concluded that this would not be financially viable and would result in other implications such as having an adverse impact on the townscape of Chichester.
375108	Mr A.M.J. Green		Paragraph	4.11	agreed	Comment noted. No change to Masterplan.
375108	Mr A.M.J. Green		Paragraph	4.14	again uses must respect the residential nature - the basin is bounded by dwellings on all four sides - most of it of recent construction	Comment noted. No change to Masterplan.
1104753	Mr Adrian Moss		Paragraph	4.14	We need some proper landscaping	Comment noted. Appropriate landscaping schemes will be addressed as part of the detailed design stage.
558740	Mr John Newman		Paragraph	4.16	How is traffic coming west out of Kingsham Road to join the revised Southern Gateway road network? I can imagine that the residents of that road will find frequent delays as a consequence and may well be tempted to drive east and come in up Whyke Road and add to the congestion coming into The Hornet from the east. See attached rep under intro.	Details regarding junctions/traffic control will be addressed as part of the detailed design stage.
375108	Mr A.M.J. Green		Paragraph	5.1	What is meant by "vibrant"?	A good synonym would be 'lively'. No change to Masterplan.

376056	Mrs Caroline West	West Sussex County Council	Paragraph	5.1	Study area is situated within the sharp sand and gravel mineral safeguarding area (MSA) and is safeguarded from sterilisation under policy M9. Proposals for non-mineral development within the MSA, such as those in the Masterplan, should not be progressed unless meeting the criteria of policy M9. Before progressing the Masterplan, the District Council should satisfy itself that the issue has been satisfactorily addressed (to comply with national and local policy). Even if the District Council determines that prior extraction could not take place, it needs to determine whether development in the Masterplan outweighs safeguarding of the mineral resource. The area is within 250 metres of Chichester Railway Sidings, safeguarded by policy M10. Certain types of development (residential) may not be compatible with minerals infrastructure. Development should be subject to consultation with the Mineral Planning Authority and considered against criteria of policy M10. It is recommended that reference is made to the safeguarded site in the SPD and the need to assess the impact of non-mineral development on the Chichester Railhead. See full representation in the introduction. See the full representation under introduction.	The Council agrees that suitable wording should be introduced to flag up these issues and the Masterplan will be amended accordingly.
375108	Mr A.M.J. Green		Paragraph	5.2	We shall see!	Comment noted. No change to Masterplan.
1103272	Mr David Leah		Paragraph	5.2	The scheme needs to take account of the needs and aspirations of the citizens over the next 20/30 years and not be constrained by today's thinking and technology.	Comment noted. No change to Masterplan.
1104691	Mr Richard Hutchinson		Paragraph	5.2	Absolutely agree, but the obstacle that needs unlocking is the level crossing(s). Provide a solution to those and there really will be the confidence to enable a mix of uses to be provided and create a true gateway.	Comment noted. The Council has looked in detail at the possibility of removing the crossing and replacing with a bridge or tunnel and concluded that this would not be financially viable and would result in other implications such as having an adverse impact on the townscape of Chichester. No change to Masterplan.
375108	Mr A.M.J. Green		Paragraph	5.7	Will it really be a "material consideration" or simply ignored by planning officers as per the existing plan?	Supplementary Planning Documents provide further details, guidance and principles for development and are material planning considerations when processing planning applications and as such must be considered when making a planning decision.
1104691	Mr Richard Hutchinson		Paragraph	5.7	Surely sites should be ear marked for the uses that the City needs, which almost certainly wouldn't be housing for large inner city sites near a railway. Developers and operators for hotels, conference centres, performance venues, commercial or leisure space are unlikely to be attracted to opportunities when the sites are identified as housing.	Whilst development opportunities have been identified it is accepted that other opportunities may present themselves. The Masterplan is a flexible document , and therefore should not be considered a blue print for the Southern Gateway.
376056	Mrs Caroline West	West Sussex County Council	Paragraph	5.11	Southern Gateway development potential and infrastructure requirements were not taken into account in the preparation of the Local Plan and CIL. The Masterplan states that projects will be included in future iterations of the Infrastructure Business Plan so that CIL funding can be sought where appropriate. The Masterplan should make clear that in order to grant planning permission, applicant's will need to demonstrate the site and associated infrastructure package is deliverable. The County Council will be concerned if other site allocations in the Adopted Local Plan became unaffordable due to costs of the Southern Gateway. This would require the County Council and other infrastructure providers to find additional resources to deliver projects and meet statutory duties. The District Council should have regard to viability in the preparation of the SPD. See full representation in the introduction.	The Council agrees that suitable wording should be included to flag up these issues and the Masterplan will be amended accordingly.
1104691	Mr Richard Hutchinson		Paragraph	5.11	The masterplan lacks ambition. By identifying sites just for housing it is selling the city short. These sites are just about the last opportunity to have large land areas near the City centre. They are too important to use just for housing.	The Masterplan contains other uses apart from housing. However, the inclusion of a significant proportion of residential development will allow values to be generated that can help deliver non-residential uses and changes to the highway.

375108	Mr A.M.J. Green		Paragraph	5.15	I hope this figure will be enforced and developers not let off the hook by claiming such provision makes the development unviable.	Local Plan policy requires a 30% affordable housing contribution to be sought as part of a residential development where there is a net increase of dwellings. Where developers are unable to meet the requirements, the Council will expect this to be demonstrated through an 'open book' process in which an independent valuer will provide a viability assessment.
1103272	Mr David Leah		Paragraph	5.15	I agree with the other comment but would also question the 30% figure. If social housing is required fund and build it rather than build 70% of housing which may or not be required.	The wording of the Masterplan reflects Local Plan policy.
375108	Mr A.M.J. Green		Paragraph	5.18	ditto	Comment noted. No change to Masterplan.
584233	Mr John Wilton		Paragraph	5.25	For any of this to be successfully delivered it will require substantial upfront public sector funding. How many times have planned and necessary infrastructure improvements associated with major residential developments been the subject of Section 106 agreements with developers only for them either to be delivered much later than they should have been or worse still, not been delivered at all due to the developer wriggling out of the commitment or the Council failing to spend the money within the time specified.	Comment noted. No change to Masterplan.

Comments on Tables

Consultee ID	Consultee Name	Consultee Organisation	Title	No.	Do you have any comments on this table?	Council's response
375337	Mrs Hannah Hyland	Environment Agency		Table 5.1	Pleased to note that the draft SPD identifies areas shown to be in Flood Zone 2 and 3. Support the recognition that the Sequential Test will need to be satisfied for these sites, in accordance with paragraph 100-102 of the NPPF, and where met, necessary measures are incorporated into the development, as informed by a Site Specific Flood Risk Assessment. Representation uploaded under introduction.	Comment noted. No change to Masterplan.
584233	Mr John Wilton			Table 5.1	Stagecoach may have expressed willingness to for go a bus station, but this totally ignores the needs of their passengers. What about getting information, what about toilets, what about facilities for bus drivers, what about somewhere to wait in comfort? Whilst I agree the current bus station is unsatisfactory, such a facility will still be needed.	There are currently no facilities provided at the bus station and there is no proposal to provide any facilities. The existing bus station would be replaced in both options with a new bus and taxi interchange located immediately north and south of the railway station.
375337	Mrs Hannah Hyland	Environment Agency		Table 5.3	Pleased to note that contamination from historic land uses is identified as an implementation issue. Future development would need to secure investigation and, where necessary, remediation of sites. All works in these areas are to ensure there is no damage to the environment and human health. Representation uploaded under introduction.	Comment noted. No change to Masterplan.

CHICHESTER SOUTHERN GATEWAY

Draft Masterplan

Version 4

October 2017

Page 94

David Lock Associates
Town Planning and Urban Design





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Appendix 1: Transport Appraisal Highway Options

Appendix 2-1: Masterplan Site Area and Existing Land Uses



1.0 INTRODUCTION

1.1 Chichester District Council ~~has~~ appointed a team of town planning and urban design specialists, led by David Lock Associates (DLA), to produce a masterplan for the Chichester Southern Gateway. The masterplan is supported by a separate Transport Appraisal undertaken by Peter Brett Associates.

1.2 The masterplan ~~will be~~ has been formally adopted by Chichester District Council as a supplementary planning document (SPD). This means it will form part of the statutory planning framework which includes the Chichester Local Plan. The masterplan has been subject to a Strategic Environmental Assessment to ensure that key environmental issues are fully considered as part of its preparation.

A Key Gateway for the City

1.3 As the principal and historic southern approach to the city, the Southern Gateway of Chichester has maintained its importance as a key point of access and arrival. There is now a significant opportunity to enhance this area improving the quality of the environment for visitors to Chichester, businesses and residents alike.

1.4 The adopted Chichester Local Plan sets out the need for new development, infrastructure and facilities that enhance the city's role as a sub-regional centre and visitor destination, that contribute to meeting local needs, and importantly, development that conserves and enhances the city's historic character and heritage. The Local Plan also provides the policy framework for the preparation of a masterplan for the Southern Gateway.

1.5 In addition, the ~~draft~~ Chichester Vision supports the enhanced role and function of the city centre as a leading visitor destination with a vibrant and growing economy that is also accessible and attractive. Further information on the Local Plan and Vision is given in **section 2**.

1.6 Using an integrated and sustainable approach, the Southern Gateway masterplan provides the opportunity to enhance the mix of land uses providing a vibrant, sustainable new quarter for the city. It will effectively link the city centre with the canal basin, principal public transport hubs and pedestrian, cycle and leisure routes. In turn this will help achieve the policy aims of the Local Plan as well as supporting the draft Chichester Vision.

Masterplan Objectives

1.7 Proposals in the Southern Gateway masterplan have been drawn up having regard to ~~five~~ six key objectives:

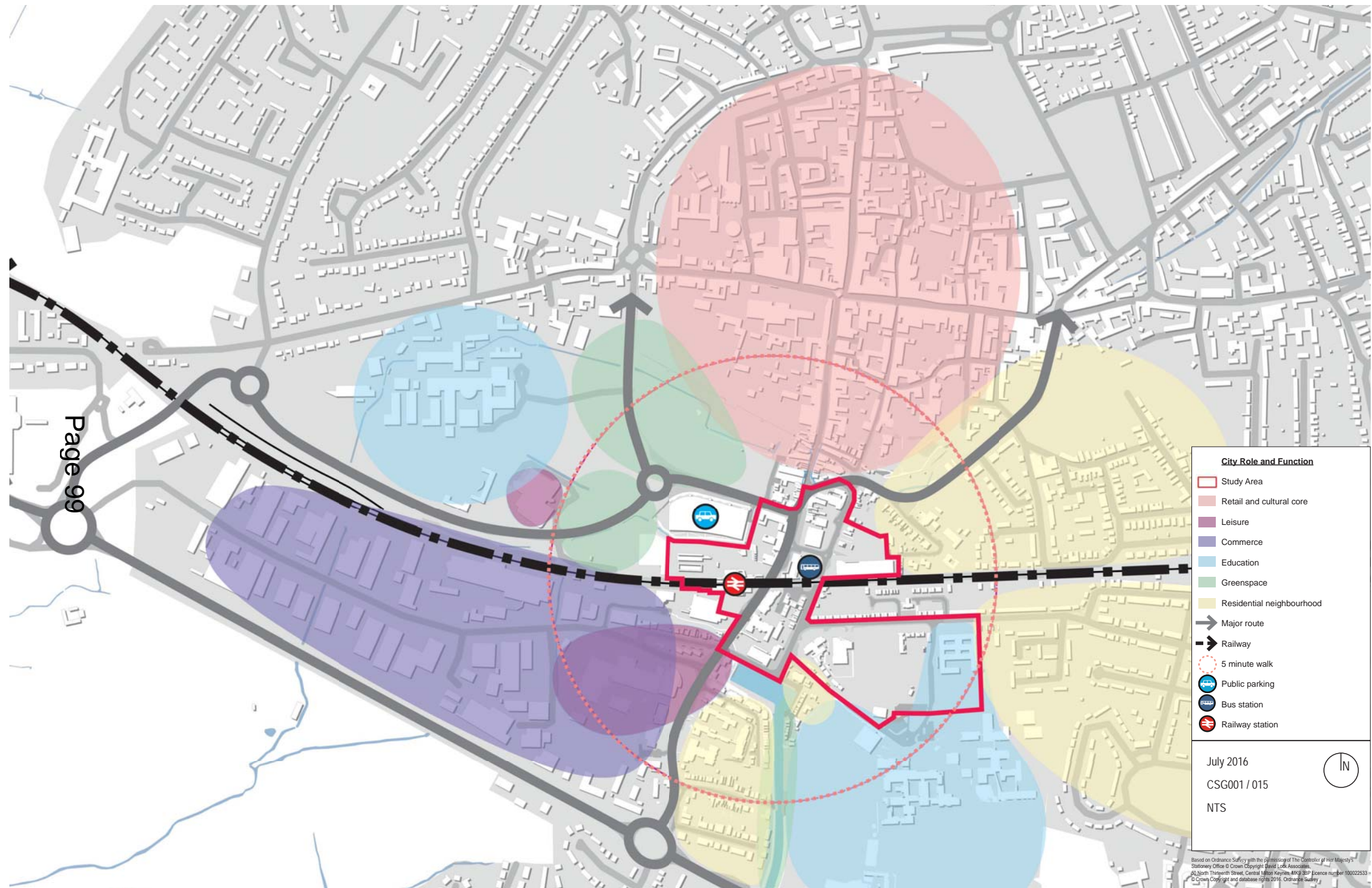
1. Making sure First Impressions Count

1.8 As a key point of arrival the Southern Gateway provides the initial impression of Chichester to visitors and residents alike. In addition, the close association of different travel modes means that interfaces between the two affect movement particularly along Stockbridge Road and around the level crossings.

1.9 The masterplan proposes new land uses, enhanced streets and spaces, and better connectivity, particularly for sustainable modes of transport, providing opportunities to significantly improve the first impression of the city.

CITY ROLE AND FUNCTION

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2. Reinforcing a Mix of City Uses

- 1.10 The masterplan aims to ensure that the basic structure of the Southern Gateway is effective, establishing development parcels capable of delivering a strong pattern of land uses and activities. The mix of uses are supported through improvements to transport and movement in and around the Southern Gateway.
- 1.11 The demand for mixed land uses informs the potential of the Southern Gateway, directing investment to form an underlying structure for this part of the city centre. In this way it will contribute towards making the Southern Gateway a more vibrant and attractive place and destination within Chichester.
- 1.12 Importantly, by identifying different sites that can accommodate a range of different land uses, new housing, business and employment as well as tourism and leisure opportunities, the masterplan helps support the economic prosperity of Chichester.

3. Conserving and Enhancing the Historic Environment

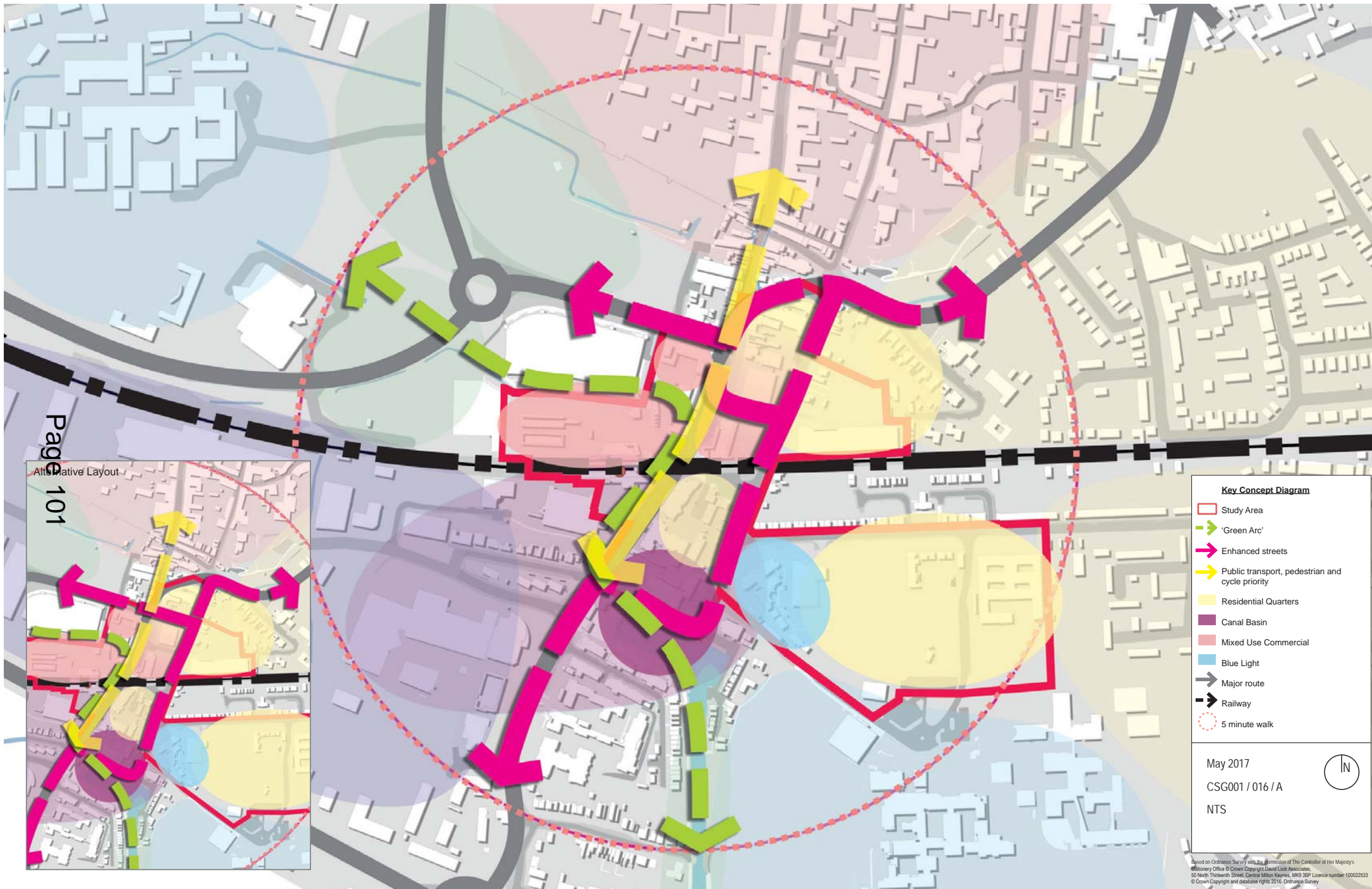
- 1.13 Whilst twentieth century development south of the city walls has affected the survival of historic buildings, the Southern Gateway still contains a rich and varied historic environment. The majority of the area lies within the Chichester Conservation Area and retains both historic street layouts and a number of listed, locally listed, and other historic buildings of townscape value. It is also likely that archaeological deposits will be in existence, particularly associated with the alignment of the Roman roads and the Canal Basin.
- 1.14 The masterplan aims to ensure that development proposals not only conserve but enhance existing heritage assets and their wider setting. Conservation is an active process of maintenance and managing change utilising a flexible approach. This will include

effective consideration of the potential presence of archaeological remains, as well as recognising potential views towards the Cathedral spire. Development within the Southern Gateway provides a unique opportunity to make a positive contribution to the city's unique character and distinctiveness.

3.4. Contributing Towards a Sustainable Movement Strategy

- 1.15 The masterplan aims to reinforce sustainable transport patterns through identifying enhancements to key streets and public spaces, particularly between the main city centre, the railway and bus stations and canal basin, as a means of improving the atmosphere and visual attractiveness of this key gateway to the city centre.
- 1.16 Enhancements to bus facilities and improvements to cycling and walking routes will be achieved through targeted interventions to the public realm. These draw together and link the various development opportunities identified within the masterplan. They also contribute towards providing opportunities for improving health and wellbeing through making it easier and more attractive to walk or cycle.
- 1.17 ~~Two principal options~~ Alterations to the road layout enabling for rerouting of traffic through and around the Southern Gateway are have been explored, with a particular focus on supporting bus and rail passengers, pedestrians and cyclist while still allowing vehicular access.
- 1.18 Proposals set out within the masterplan relating to the public highway are underpinned by a separate Transport Appraisal undertaken by Peter Brett Associates. The Appraisal has considered proposals and options for the Southern Gateway within the context of the wider highway network, and is supported by Chichester District Council and West Sussex County Council. Further detail on the Appraisal is given in **section 2**.

KEY CONCEPT DIAGRAM



4.5. Providing a Flexible Framework

- 1.19 It is important to recognise that the masterplan is a flexible document, and is not a blue-print for the Southern Gateway. Although six key opportunities are identified, the dynamic nature of city centres will mean that other opportunities will come forward in Chichester during the lifetime of the masterplan.
- 1.20 These proposals will be assessed on their own merits, having regard to guidance given in this masterplan, the Chichester Design Protocol, the contribution they make to the vitality and viability of the city centre as a whole, and the policies contained within the Local Plan.
- 1.21 Overall, the role of the masterplan is as a means of guiding development proposals, shaping public realm interventions, enhancing economic growth and diversity, and implementing the draft Vision for Chichester as well as local planning policy. It provides:
- A framework within which projects and proposals can be shaped and assessed, allowing for design innovation and flexibility to accommodate opportunities as they come forward; and
 - An advocacy document that promotes the Southern Gateway as an investment opportunity clearly stating the Council's aspirations and delivery requirements so giving certainty to the market.

5.6. Achieving Design Quality

- 1.22 The masterplan strategy is also underpinned by a number of broad design considerations. These comprise:
1. *Supporting a mixed use city environment*
 2. *Creating a useable and attractive public realm*
 3. *Establishing a clear hierarchy of streets and spaces*
 4. *Improving access to public transport*
 5. *Making it easy and attractive to walk and cycle*
 6. *Fronting streets and spaces with clearly defined building lines*
 7. *Introducing active frontages to bring activity into the area*
 8. *Providing an appropriate setting for heritage assets including listed buildings and the Chichester conservation area*
- 1.23 They complement the overall objectives and design principles set out within the Chichester Design Protocol. They also seek to improve links from the railway station to the city centre and between the various development sites. This has been underpinned by the Transport Appraisal.

DEVELOPMENT OPPORTUNITIES AND PUBLIC REALM PRIORITIES COMPOSITE

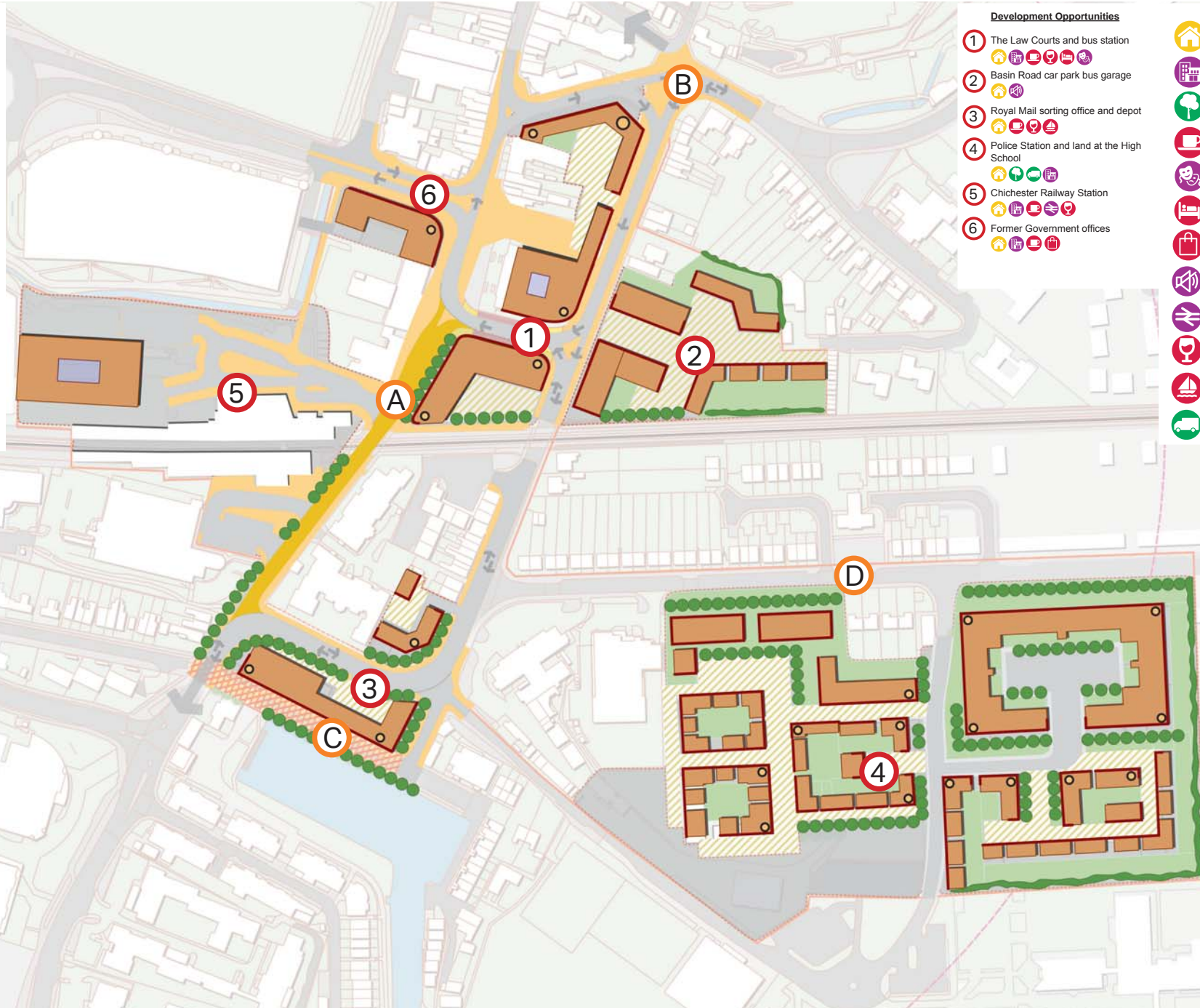
Public Realm Priorities

- A** Southgate and Stockbridge Road
- B** South Pallant / Market Avenue
- C** Canal Basin and Basin Road
- D** Kingsham Road
- Environmental enhancement
- Bus provision
- Cycle routes enhancement
- Gateway place
- Pedestrian enhanced provision
- Nature / Wildlife corridor

Development Opportunities

- 1** The Law Courts and bus station
- 2** Basin Road car park bus garage
- 3** Royal Mail sorting office and depot
- 4** Police Station and land at the High School
- 5** Chichester Railway Station
- 6** Former Government offices

- Residential
- Offices
- Open Space / Landscape
- Cafe
- Leisure and Entertainment
- Hotel
- Retail
- Noise mitigation
- Railway Station
- Pub / Bar
- Canal Basin
- Ambulance and Police



Development Opportunities: Accommodating Change

- 1.24 In order to help achieve the masterplan objectives a six Development Opportunities are identified across Southern Gateway. The purpose of identifying the Development Opportunities is to assist in the delivery of the masterplan, accommodating change, renewing and upgrading infrastructure and the public realm, and reinforcing the vitality and viability of the wider city centre.
- 1.25 Together with four Public Realm Priorities the Development Opportunities provide the basis for projects that can be shaped and delivered within the Southern Gateway.
- 1.26 The Development Opportunities, which are described in detail in **section 3** of the masterplan, comprise:

One: The Law Courts and the bus station.

Two: Basin Road car park and the bus depot.

Three: Royal Mail sorting office and depot.

Four: Land at the Police Station and High School.

Five: Land at Chichester Station.

Six: Government Offices.

The Public Realm: Getting Around the Southern Gateway

- 1.27 The public realm comprises the streets, footpaths and open spaces of Chichester city centre which are contained by buildings and other structures. The design, quality and appearance of the public realm is an important component in defining the character of the city.
- 1.28 It also influences and shapes people's perceptions of place: well designed and cared for places are always more attractive than tired, run-down areas. This is particularly important for the Southern Gateway, a location where many people will gain their first impression of Chichester city centre when arriving by train or bus.
- 1.29 The public realm also has an important role to play in linking together the city centre both visually and physically, helping to make it easy for pedestrians to move around and visually distinguishing the wider city centre as well as more specific locations within it.
- 1.30 The quality of the streets and spaces is, in part, related to whether buildings are able to address them in a positive way. Through establishing a network of building frontages which are animated and active, the character of the street or space is enhanced.
- 1.31 Finally, enhancing the accessibility and usability of public transport in the city centre is also an important factor. The masterplan includes proposals for enhancing Southgate, the area around the railway station and improving connectivity around the Canal basin, Stockbridge Road and the leisure attractions at Chichester Gate.

- 1.32 Four public realm priorities for the Southern Gateway are identified. They are described in more detail in **section 4** of the masterplan and comprise:

- A. Southgate and Stockbridge Road
- B. South Pallant and Market Avenue
- C. Canal Wharf and Basin Road
- D. Kingsham Road

- 1.33 The public realm priorities are underpinned by ~~options for the need to achieve~~ing a better balance between different modes of transport, with a particular focus on public transport, walking and cycling. This includes rationalising space given over to the public highway, ensuring accessibility for all including those with mobility issues, and localised re-routing of traffic through the Southern Gateway. ~~The options, prepared as part of the Transport Appraisal for the Southern Gateway, are set out in~~ **section 2**.

Ensuring Design Quality

- 1.34 In order to ensure that development in the masterplan area is well detailed and of a consistently high quality, six overarching design principles are set out on the following pages. The principles offer broad guidance on a range of matters and should be considered as part of the design process of all new development in the Southern Gateway. They are drawn from the Chichester Design Protocol (2013) produced by Chichester District Council.

One. Local distinctiveness of the historic built environment

- 1.35 Careful consideration must be given to ~~preserving~~ **conserving** and enhancing the character, appearance, ~~and setting~~ **and significance** of key heritage assets that contribute much to the city's history and identity. The rich and varied historic environment of the masterplan area includes a number of listed and locally listed buildings and is recognised through the designation of the Chichester Conservation Area.
- 1.36 As identified in the Chichester Design Protocol, new development should *"make appropriate use of local materials"* (Design Principle vi), pp.10), where possible, and respond to the qualities which contribute to Chichester's local character, to knit together the historic built context, with *"good innovative and imaginative design"* (Chichester Design Principle vi), pp.10). These local qualities include development patterns, views, landmarks, and the scale and morphology of the historic urban rhythm and grain (Chichester Design Principles i) and ii), pp.10).

Two. Architectural design quality

- 1.37 In the masterplan area, the design of the built form must respect the unique characteristics of Chichester, particularly in relation to form, massing and scale, proportion, density and detailed design features, in accordance with the Chichester Design Protocol (Chichester Design Principle v), pp.10).
- 1.38 The image of place will be reinforced by built form, construction materials, decorative detailing, such as public art and even basic features such as windows and doorways (Chichester Design Protocol (2013) Design Principles v) and xii), pp.10). These features will also assist in making the area legible, familiar and distinctive. As a result, particular attention must be paid to the design and detailing of new development.
- 1.39 A palette of high quality materials will help to firmly establish the character and identity of the masterplan area, both in respect of the public realm and the built form of buildings and structures. A restrained palette of materials should be specified, including Greensand stone, clay bricks and roof tiles.

Three. Responding to views and vistas

- 1.40 There is considerable scope for the layout of new buildings to respond to important local views of key buildings and to guide visitors towards the city centre. As set out in the Chichester Design Protocol (Chichester design Principle i), pp.10), views are an important quality which contributes to local character. This can be achieved by creating viewing corridors down access routes or through gaps between buildings and landscape features.
- 1.41 It is important to consider how the urban environment is experienced as you move along a street, rather than as a static composition, as views can stimulate interest and contrast, which is what helps to make places distinctive. Important views should be used to structure the grain and disposition of development, particularly along Southgate and Basin Road, and from the Canal Basin itself. Careful regard must be had to preserving views towards Chichester Cathedral, particularly from the Canal Basin.

Four. Designing for a mixed use environment

- 1.42 A mix of uses will be encouraged across the masterplan area, in accordance with the Chichester Design Protocol (Chichester Design Principle iii), pp.10). Different uses will help to ensure that the spread of activity taking place within the city centre is extended to different times of the day or night. New residential development within the city centre will also provide a new local population that can help to support existing services and facilities. This will be focused on the sites of the Law Courts, Bus Depot and car park sites, and the Police Station and former High School.
- 1.43 In addition, the introduction of a wider mix of uses into the city centre has the benefit of informally 'policing' the area during the evenings and periods where shops and other businesses are closed. Increasing the actual and perceived surveillance of the city centre can play a role in crime prevention and reducing the fear of crime.
- 1.44 New development should be designed to be "adaptable to change to provide variety and choice... spaces and buildings should be flexible to adapt to evolving demands of its users, the economy and environment, maximising their value throughout their life", as set out in the Chichester Design Protocol (2013) (Chichester Design Principle xi), pp.10).

Five. Attractive and inclusive public realm

- 1.45 The Chichester Design Protocol promotes the creation of “*legible, socially inclusive and accessible places that are easy to find your way around and brings people together to provide opportunities for interaction, physical activity and recreation*” (Chichester Design Principle vii), pp.10).
- 1.46 In order that Chichester has a public realm of the highest quality six objectives will underpin the design approach to projects and proposals within the city centre:
1. **Restoring street character.** It is important to make sure streets are attractive to pedestrians and cyclists, useable and fronted by development rather than simply conduits for motor vehicles.
 2. **Simplifying layout and eliminate street clutter.** Clear and effective designs make streets easier to use, and the removal of unnecessary signage, pedestrian guardrails and bollards enhance the visual appearance of the environment particularly in the city conservation area.
 3. **Providing pedestrian crossing points that reflect pedestrian desire lines and improve connectivity.** This is a key objective and will make it easier to get around the Southern Gateway, the Canal Basin, Chichester Gate and the rest of the city centre.
 4. **Increasing street tree planting.** Formal street tree planting can greatly enhance the appearance and character of an area. In particular the approaches to the city centre offer opportunities to introduce new planting, reinforcing existing stands of mature trees such as those along Stockbridge Road and around the Canal Basin. Aphid resistant varieties of lime should be specified (*Tilia x euchlora*) to prevent honeydew residue building up on paving surfaces beneath.
 5. **Specifying high quality street furniture and materials.** This enables a consistent palette to be introduced to the Southern Gateway, distinguishing it as a point of arrival and an important location within the wider city centre.
 6. **Animating the public realm making it safe and well used.** The Southern Gateway masterplan identifies those locations where active ground floor uses may be introduced to bring life onto the street through café and shop frontages and associated spill-out and display space.
- 1.47 These objectives will help tie the city centre together, significantly improving linkages between Southgate, the railway station and the Canal Basin.
- 1.48 ~~Options for reconfiguring movement patterns around the Southern Gateway are set out in section 2.~~

Six. Accommodating sustainable access and movement

- 1.49 The masterplan area should be designed as a safe, accessible and integrated space to provide a permeable and interconnected street network, as provided by two of the Design Principles of the Chichester Design Protocol (Chichester Design Principles ix) and x), pp.10).
- 1.50 In addition, the configuration of the road layout should conserve and enhance the quality and character of the built and natural environment.
- 1.51 As part of new developments, parking should be located such that it does not detract from the pedestrian environment, with tree planting used to soften the appearance of parking areas.

Masterplan Preparation and Timescales

1.52 The masterplan ~~is being~~ has been produced in four main project stages ~~with the aim of being formally adopted as a SPD by Chichester District Council:~~

- **Stage 1:** Baseline and information review and analysis
- **Stage 2:** Draft Masterplan
- **Stage 3:** Engagement and consultation
- **Stage 4:** Finalising and handover

1.53 The masterplan is structured around four main sections, in addition to this initial introductory section:

- **Section 2** sets out a summary of background information, context and analysis which has informed the preparation of the masterplan including the Transport Appraisal ~~and options for getting around the Southern Gateway.~~
- **Section 3** provides detail on six principal Development Opportunities for delivering a mix of uses in the masterplan area.
- **Section 4** sets out a strategy for four public realm priorities that will support the masterplan.
- **Section 5** provides a delivery strategy for the masterplan, setting out the likely timescale of projects in the town centre and includes a commentary on development viability.

1.54 The masterplan ~~will be~~ was subject to a period of engagement and consultation in Summer 2017 before being finalised for adoption by Chichester District Council. The masterplan has been subject to a Strategic Environmental Assessment that ~~will~~ was also ~~be subject available for comment during the~~ to a period of statutory consultation.



2.0 MASTERPLAN CONTEXT AND ANALYSIS

The Chichester Context

- 2.1 With a population of approximately 26,000 people, the Cathedral City of Chichester is renowned for its historic character and heritage, its wide range of shopping, leisure and entertainment provision, and as the largest centre of employment in the District. Chichester equally has a reputation as a university city and centre of excellence for the arts. In particular, Chichester Festival Theatre is one of the country's flagship regional theatres, whilst the Pallant House Gallery houses one of the best collections of 20th century British art.
- 2.2 In terms of location, Chichester is situated within the south-western part of West Sussex, close to the border with Hampshire, and approximately five miles from the English Channel to the south. The chalk hills of the South Downs National Park lie to the north of the Chichester, and provides the source of the River Lavant which runs through the city and, alongside the Chichester canal, connects the city to Chichester Harbour Area of Outstanding Natural Beauty to the south west.
- 2.3 Chichester is located on the confluence of east-west and north-south Roman roads, and the city centre retains a largely historic street pattern with a large number of historic buildings. The A27 road bypasses around the southern extent of the city and connects Chichester to Worthing and Brighton to the east, and Portsmouth and Southampton to the west (via the M27). Chichester railway station, on the West Coastway Line, has regular services to Brighton, London Victoria via Gatwick Airport, Littlehampton, Portsmouth and Southampton.
- 2.4 Chichester District Council's Local Plan Key Policies provide the overarching policy framework that will shape the future of Chichester Local Plan area to 2029 in terms of the strategic provision of jobs, employment, housing, community facilities and ensuring that new development is well designed and accompanied by the necessary infrastructure.
- 2.5 In addition, a new strategic Vision specifically focusing on the function and future of Chichester City Centre over the next 20 years ~~to 2035 is being~~ **has been** produced. The Vision has been prepared by Chichester District Council in association with partners of the Chichester Vision Group made up of key stakeholders representing business, community, education, transport and tourism interests in the city.
- 2.6 The ~~draft~~ Vision is for Chichester city centre to be:
- "Attractive, distinctive and successful...
...Embracing its heritage and creating opportunity for all,
Chichester's City Centre will be ~~an~~ inspiring and welcoming,
city and at the heart of one of the UK's leading visitor
destinations."***

2.7 In order to achieve the Vision three supporting themes are identified, each identifying a number of discrete projects and initiatives. The supporting themes comprise:

- 'Living' – an Accessible and Attractive City Centre Leading Visitor Destination
- 'Working' – A Vibrant and Growing Economy
- 'Visiting' – A Leading Visitor Destination Accessible and Attractive City

2.8 In order to help achieve the aspirations set out in the Local Plan and the ~~draft~~ Chichester Vision, Chichester District Council ~~has~~ identified the need for a masterplan to be prepared for the Southern Gateway area of the city. The Southern Gateway masterplan has an important role in contributing to the policy objectives of the Local Plan and the supporting themes of the ~~draft~~ Vision ~~themes~~ through:

- Enhancing the sense of arrival into the city centre, particularly by public transport, and better connecting together different locations and attractions including Chichester Gate, and the Canal Basin;
- Identifying opportunities for broadening the mix of uses that are present in the city centre, particularly where these contribute to tourism and the wider experience for visitors, workers and residents alike, and also providing new places to work and live in the city centre;
- Improving the appearance of the city centre, identifying places where selective redevelopment may enhance the appearance of Chichester and where the streets and spaces in the Southern Gateway can be made more attractive and easier to use.

2.9 The masterplan aims to bring forward the regeneration of this part of the city, improving access and enabling economic and housing growth in a sustainable location. This area is less historic in nature than the city centre core, and contains a number of larger scale transport, institutional and commercial uses with potential for strategic and cohesive redevelopment. These development sites include the railway station, bus station and depot, post office sorting office, law courts, police station and former high school.

2.10 The masterplan will ensure that a transformational approach to development is achieved, creating the jobs and homes for the future and enabling economic growth to be achieved. The Southern Gateway specifically has potential to provide an enhanced transport interchange; new residential, office and commercial floorspace; enhancements to the townscape, streetscape and public space; and improved road layouts providing better cycling, pedestrian and public transport access to the city centre.

2.11 The masterplan contains proposals and initiatives that will deliver investment in parallel with the aspirations of the ~~draft~~ Chichester Vision, and the policies of the Local Plan.

Planning Policy Framework

- 2.12 The masterplan ~~has been~~ was prepared in order to support and help implement policies set out within the Chichester Local Plan Key Policies 2014-2029, which was adopted in July 2015. The masterplan ~~has been~~ was prepared to enable it to be adopted as a **supplementary planning document** (SPD) thereby forming part of the statutory planning policy framework for Chichester.
- 2.13 It ~~will also~~ has replaced the **Southern Gateway Supplementary Planning Guidance** document that was adopted in 2001 and covered 12 sites within the Southern Gateway area of Chichester. Some of these sites have subsequently been redeveloped, whilst this latest Masterplan includes a number of additional sites (such as the Magistrates Court and Crown Court) not previously included within the 2001 supplementary planning guidance
- 2.14 Much work has already been undertaken by the Council to establish a robust and supporting policy framework for the city centre. This provides a strong basis from which to take forward the projects and proposals identified in the masterplan.

Chichester Local Plan Key Policies 2014-2029

- 2.15 The Local Plan recognises that Chichester city is the main focus for new development within the plan area. The city represents the key employment, commercial and residential centre and the most accessible location in the plan area and offers the widest range of services and facilities.
- 2.16 In particular, Policy 10 'Chichester City Development Principles' highlights that new development, infrastructure and facilities will be planned for Chichester city that enhance the city's role as a sub-regional centre and visitor destination, contribute to meeting local needs, and conserve and enhance the city's historic character and heritage. The policy is clear that this will include provision for development and proposals that:
- Support and strengthen the vitality and viability of the city centre and its role as a shopping/visitor destination and a place to live;
 - Support and enhance the city's existing heritage, arts and cultural facilities;
 - Enhance the city's existing entertainment and leisure offer, including the 'evening economy';
 - Provide or contribute towards improved facilities for education, health and other social and community uses;
 - Enhance the character and distinctiveness of the city's local neighbourhoods;
 - Provide or contribute towards an enhanced network of green infrastructure;
 - Support and promote improved access to the city and sustainable modes of travel in accordance with the transport strategy for the city; and
 - Enhance the public realm, especially within the city centre and key routes in and out of the city.

- 2.17 Policy 10 additionally requires all development to not only have special regard to the city's historic character and heritage, but to additionally make a positive contribution to the city's unique character and distinctiveness.
- 2.18 The supporting text to Policy 10 also specifically highlights the potential for redevelopment across a range of sites within the Southern Gateway area of the city.

Chichester Conservation Area Character Appraisal 2005 (and 2016 revisions)

- 2.19 The Chichester Conservation Area extends over most of Masterplan area, falling within Area 6 (Southgate, Chichester College and the Canal Basin). A review of the conservation area has resulted in changes to the conservation area boundary to include the Police Station and the Royal Mail sorting office site.
- 2.20 The appraisal document recognises that Southgate is an important entrance into Chichester, and that the area contains important views to the Cathedral, but equally notes that the historic street plan and buildings have been largely lost as a result of the introduction of the railway, twentieth and twenty-first century development and road building.

West Sussex Joint Minerals Local Plan (Submission Draft 2017)

- 2.21 The Masterplan area is located within a sharp sand and gravel mineral safeguarding area. As specified in Policy M9 of the draft West Sussex Joint Minerals Local Plan, development will need to demonstrate how the issue of safeguarding has been addressed, giving consideration to whether the prior extraction of minerals is both appropriate and practicable as part of the redevelopment of the area. Development proposals will also need to take account of the Chichester Railway Sidings, which is safeguarded by Policy M10 of the draft West Sussex Joint Minerals Local Plan.

Understanding the Southern Gateway

2.22 As part of the preparation of the masterplan a review and analysis of the Southern Gateway has been undertaken. This has focused on three main areas:

- Background documents comprising existing studies, appraisals, policies and plans;
- The physical character and function of the area focusing on its strengths, weaknesses, environmental issues and historic growth; and
- Access and movement around the Southern Gateway with a focus on sustainable transport.

2.23 In addition a review of baseline property market conditions has been undertaken together with a commentary on viability. This is summarised in **section 5** of the masterplan.

Background Documents

2.24 The review and analysis highlights key overarching trends in terms of a rising and ageing population, a prosperous local economy and tourism market, high house prices, and an attractive and historic built and natural environment.

Topic	Key Statistic	Policy objectives and Data Sources
Population	<ul style="list-style-type: none"> • 26,795 population of Chichester City in 2011, increase from 23,731 in 2001. • 32.2% of population are 15-44 age range, below national average of 40.5%. • 24.4% of population are over 65 years' old • 6266 students - Highest student population in West 	<p>Chichester City will further develop its role as a sub-regional centre (Local Plan 2014-2029)</p> <p>Need for working age people over the longer term to achieve sustainable economic growth (Economic Strategy 2013- 2019)</p> <p>Need to enable older population to lead healthy, active and independent lifestyles (Local Plan 2014-2029)</p>















	Sussex. Grown by 27.5% (2001 to 2011)	Universities and colleges to be supported to find new ways of identifying and responding to local businesses and community skills needs (Economic Strategy 2013- 2019)
Economy	<ul style="list-style-type: none"> • 66,000 jobs in Chichester District in 2011 • 3,200 - projected growth in labour force over period 2011- 29 • 160,000sqm - requirement for business floorspace. • 86% of businesses in Chichester District employ 0 – 9 people 	<p>Need for right business accommodation in the right locations (Economic Strategy 2013- 2019)</p> <p>Need for the provision of a wider range of local employment opportunities (Local Plan 2014-2029, Economic Strategy 2013- 2019, Community Strategy 2016- 2021)</p>
Tourism	<ul style="list-style-type: none"> • 892,000 staying trips in Chichester district in 2009 • 92% by domestic visitors and 8% overseas visitors. • 346 hotel rooms in 2009 	<p>Need to support and promote a high quality tourism and visitor economy (Local Plan 2014-2029, Economic Strategy 2013- 2019, Destination Management Plan)</p> <p>Aspiration to improve visitor accommodation (Draft Chichester Vision)</p>
Housing	<ul style="list-style-type: none"> • £349,134 - average house price in Chichester (Land Registry) • 11,287 new dwellings - potential for development between 2014-2029 	<p>Ensure provision of new homes of the right quality, location, type, size and tenure (Local Plan 2014-2029)</p> <p>Need to maximise the supply of local homes to meet the needs of local people (Housing Strategy)</p>
Heritage	<ul style="list-style-type: none"> • Over 200 scheduled ancient monuments, 3,300 Listed Buildings, 85 conservation areas within Chichester District. • <u>Within the Southern Gateway, Grade II listed buildings at Nos. 36–42 Southgate and the former Railway Arms and Nos. 64, 66, 68 and 70 Basin Road, as well as four locally listed buildings, including the police station, bus station and courts buildings.</u> 	<p>Need to conserve and enhance the distinctive character, quality and importance of the historic environment (Local Plan 2014-2029, Chichester Conservation Area Character Appraisal (as updated), Chichester Historic Environment Record)</p>

Transport	<ul style="list-style-type: none">7.8% of Chichester City residents cycle to work, highest level in county).	Aspiration to encourage greater use of public transport, cycling and walking to help reduce the need to travel by car and improve access to jobs, homes and services (Local Plan 2014-2029, Community Strategy 2016-2021, West Sussex Transport Plan 2011-2026b(WSCC) Walking and Cycling Strategy 2016-2026 (WSCC))
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SOUTHERN GATEWAY STRENGTHS

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Southern Gateway Strengths

-  Key Historic City Route
-  Railway Line
-  Principal Pedestrian Route
-  Townscape positively frames and addresses streets and space
-  Listed buildings / SAM
-  Locally listed buildings
-  Significant trees
-  Canal basin is an attractor
-  Leisure focus
-  Canal Walk
-  View to Cathedral
-  Public parking,
-  Bus Station and
-  rail station contribute to gateway function

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Physical Character and Function

- 2.25 The Southern Gateway area sits immediately to the south of the historic walled core of Chichester, and, with the presence of the railway and bus station represents a major point of arrival into Chichester. Large footprint institutional, commercial and transport uses predominate within the area, and represent significant potential for redevelopment on a substantial scale.
- 2.26 The Southern Gateway area has largely developed from the late eighteenth century onwards around the historic route from the south of the city. Further development in this area was stimulated by the arrival of industrial modes of transport to the city in the form of the Chichester canal and the railway.
- 2.27 The Southgate and Basin Road axial routes through the Masterplan area are of varying dates. Southgate is thought to be medieval in date, and does not follow what is believed to be the exact course of the Roman route into the town from the south. Basin Road originated in the nineteenth century to connect the newly established canal basin to the city.
- 2.28 There are likely to be the presence of archaeological remains across the Masterplan area, ranging from prehistoric to Roman and post-medieval remains. These will need to be carefully considered, including, where relevant, appropriate further assessment and evaluation. Development within the Southern Gateway will also need to have regard to the setting and local views of Chichester Cathedral which dominates the skyline from a number of viewpoints.
- 2.29 The public realm within the Masterplan area is generally of a poorer quality in comparison with other locations in the city centre, with street clutter, few spaces to sit and relax, and areas of space with no clear role or function. The environment is dominated by the busy road network which makes road crossing difficult in places.
- 2.30 In addition, the public realm does not always provide an attractive route for pedestrians into the city centre from the station. Pavements are narrow in places and there is a lack of a cohesive approach to the public realm in terms of materials and signage. However, there is scope for considerable improvement to the public realm and pedestrian environment, with wide areas of pavement located adjacent to the Crown Court.
- 2.31 Improvements to the quality and character of the public realm in the Southern Gateway, improving accessibility particularly for pedestrians and cyclists, form a key part of the masterplan and the supporting Transport Appraisal.

SOUTHERN GATEWAY WEAKNESSES

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Southern Gateway Weaknesses

- Pedestrian environment is unattractive and car dominated
- Rail line and level crossings create a strong barrier
- Road has engineered character breaking apart grain and character and including 'street clutter'
- Buildings and blank elevations contribute little to the area
- Open parking areas and service yards are visually intrusive
- Canal basin is under utilised
- Leisure area is inward looking

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Environmental issues

- 2.32 The River Lavant runs from north-east to south-west through Chichester city centre, adjacent to the northern and north-western boundaries of the Masterplan area, before it discharges to Fishbourne Channel in Chichester Harbour. The river is a heavily modified watercourse, partly as a result of the River Lavant Flood Relief Scheme (2003) which was designed to reduce the risk of flooding in Chichester and the surrounding areas with the provision of sluice gates and additional storage pits to the east of Chichester.
- 2.33 Whilst the River Lavant is an open channel for much of its course, it is contained within two long culverts beneath the city, including to the north of the Southern Gateway area.
- 2.34 Environment Agency flood maps indicate that the majority of the area south of Kingsham Road lies within an area of high risk of fluvial flooding (Flood Zone 3). An area at medium risk of fluvial flooding (Flood Zone 2) has been identified along Stockbridge Road, the railway line (east of the station), and Canal Wharf (and Canal Basin). These identified flood zones do not follow the route of the River Lavant (which is culverted further to the north), but correlate to a local low-lying topography and likely overland flood flow route should a flooding event occur.
- 2.35 The potential provision of new residential uses (and other 'more vulnerable' developments) within the Kingsham Road area especially will require effective measures to mitigate against the effects of flooding.
- 2.36 In terms of open space, each development opportunity will be expected to demonstrate how open space requirements will be met within each individual location. This should take into account the need to balance the requirements of residents who will be living there against the recognition that these are sustainable, central Chichester locations. Where full on-site provision of open space is

not possible, development should provide options for alternative provision, including through financial contributions, as set out in Policy 54 of the adopted Chichester Local Plan.

Wastewater Treatment Capacity

- 2.37 The Apuldrum Wastewater Treatment Works (WwTW) is subject to environmental constraints which restrict its capacity to accommodate future development. Development proposals will need to demonstrate the efficient use of water resources and no net increase in flow to Apuldrum WwTW, or make alternative provision.

Local Property Market

- 2.38 Chichester has a strong local profile as a tourist and visitor destination and a robust property market. The residential market is characterised by high values compared to other nearby centres, such as Havant and Portsmouth, but with a comparatively low supply of affordable housing.
- 2.39 As a destination Chichester is differentiated from other centres by its more specialist and high quality retail offer, a good selection of restaurants, its unique environment and its visitor attractions. These include the cathedral, historic buildings and townscape, the nationally renowned theatre that attracts major performances, and its nearby harbour and beaches. This means it competes strongly and effectively with other centres in the area.
- 2.40 The station is in relatively close proximity to the city centre, but provides something of a contrast in terms of its built environment. It therefore represents a significant opportunity to create a new quarter that better complements the city whilst providing a mix of uses that addresses local needs and demands.

CONSTRAINTS

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- Constraints**
- Study Area
 - Locally listed buildings
 - Listed buildings
 - Conservation area
 - Scheduled Ancient Monument
 - Railway track
 - Tree Preservation Order
 - Existing tree crown areas
- Flood Zones**
- High
 - Medium
 - Low
 - Primary shopping frontage
 - Secondary shopping frontage

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Housing

- 2.41 Chichester is considered a desirable place to live, and has a strong housing market with high values in comparison to the immediately surrounding areas. Modern high quality properties on the market can command values seldom experienced outside of London and the home counties. The masterplan provides an opportunity to increase supply in the Southern Gateway through identifying suitable sites for redevelopment.
- 2.42 High housing prices are not matched by local wages meaning that Chichester as one of the most challenging markets in the UK for local workers to buy a home. Demand and supply are skewed towards the larger, more expensive properties.
- 2.43 The majority of residential properties advertised sell within 3 months of coming onto the market, with circa 25% selling within a month. Only 15% are on the market for more than 6 months. This indicates strong demand.
- 2.44 The lack of affordability is an issue, and the inability to either settle or remain in Chichester represents a threat to the availability of a local skilled workforce. This supports the principle of the introduction of discounted products which improve affordability, in line with the District Council's Local Plan approach to provide 30% of all new homes as affordable homes, including the provision of a range of dwelling sizes.
- 2.45 As with many locations an ageing population means there is demand for suitable properties for people wishing to downsize, as well as requirements for care accommodation.
- 2.46 A student population within Chichester also places pressure on the provision of student housing and accommodation.

Starter Homes

- 2.47 The Housing and Planning Act 2016 confirmed the promotion of starter homes as part of the overall affordable housing provision of any new residential development. As yet no regulations are in place determining the basis on or extent to which they will be provided. ~~but these are anticipated to be published in 2017.~~
- 2.48 The Starter Homes initiative aims to help to meet the housing needs of first time buyers by providing homes at minimum 20% discount on market value. The inclusion of starter homes as part of the proposed residential mix for Chichester Southern Gateway would blend well with the proposed mix of commercial uses, and support the local economy. The potential availability of up-front funding may also assist in unlocking the land through supporting acquisitions.

Leisure market

- 2.49 Chichester has a strong representation in quality restaurant provision, but its night-time economy is under-developed as recognised in the Economic Strategy for Chichester District. The city centre is constrained in meeting the needs of the food and beverage trade aimed at the younger population by the lack of suitable available space and the historic nature of many of the buildings.
- 2.50 The Southern Gateway offers an opportunity to build on the existing leisure development, and to create a focus for evening activity, with strong pedestrian links to the established restaurants in the city centre. In particular this could aim to appeal to a younger demographic which is currently underrepresented.

Hotels

- 2.51 The provincial hotel market has seen significant growth from 2012 to 2015, which is predicted by market commentators such as accountants and business advisors BDO¹ and PWC² (PricewaterhouseCoopers) to slow but continue. The need for additional hotel accommodation has been long established in Chichester with identified need and demand for high end boutique hotel accommodation, and additional better quality budget rooms.
- 2.52 The recession has impacted on delivery, but with strong recovery in recent years there is now a more positive prospect of securing interest for new hotel with good links to the city centre and surrounding areas. A location close to the station would be suitable, and would add positively to the developing leisure focus along Stockbridge Road.

Small offices

- 2.53 One of the stated objectives of the Chichester Business Improvement District (BID) draft business proposal is to develop Chichester as a more welcoming and inclusive City and key place to do business. Both the Council and the BID have identified a need to provide support for independent businesses. A review of the market indicates that there is little modern high quality flexible office space on the market in Chichester.
- 2.54 As a university town, and with a high performing further education college, there are clear prospects for local entrepreneurial growth. Land around the station would offer an ideal well connected location for the development of such space in the future, as part of the Southern Gateway Opportunity. This would complement the recently completed Enterprise Centre and the Glenmore Business Park which provide business accommodation elsewhere in the city

¹ Hotel Britain Report 2016

² UK Hotels Forecast 2016

Access and Movement

- 2.55 The Southern Gateway is a major point of arrival to the city, with the location of both the railway and bus stations, and the key north-south route of Stockbridge Road which links the city centre via the railway station (and level crossing) with the A27 dual carriageway to the south.
- 2.56 The Southern Gateway area is dominated by the gyratory system at Southgate and Basin Road (encompassing both the Crown and Magistrates Courts) which receives significant traffic from both the A286 (Avenue de Chartres and Market Avenue) to the north west and Stockbridge Road to the south, as well as from adjacent residential areas. The Southgate section of the gyratory widens to ~~four~~ three lanes of traffic.
- 2.57 Basin Road additionally connects the gyratory via the railway level crossing to the canal basin at Canal Wharf, and also provides a link to Kingsham Road to the east. Kingsham Road is more residential in character, but does provide a through route to south eastern Chichester and the B2145 radial route.
- 2.58 The gyratory also operates as a key hub for all bus services in Chichester. These radiate from the bus station and utilise a range of routes via Avenue de Chartres, South Street, and Market Avenue. Bus services connect both local areas and destinations as far afield as Brighton to the east, Portsmouth to the west, Midhurst to the north and Selsey and The Witterings to the south.
- 2.59 One of the key issues in the Southern Gateway area relates to the congestion caused during the operation of the Stockbridge Road and Basin Road level crossings. Depending on timetabled services this can result in delays particularly during peak morning and late afternoon periods, but also at other times during the day and evening.
- 2.60 Network Rail policy is to seek to close level crossings where practicable across the rail network and where there are substantial safety concerns. However, the crossings in Chichester are not identified as priorities as part of that policy, particularly in safety terms. Consideration has been given to the level crossings as part of the analysis undertaken for the Southern Gateway masterplan and the supporting Transport Appraisal.
- 2.61 Proposals within the masterplan seek to enhance the Southern Gateway including improving accessibility for sustainable transport, particularly for pedestrians, cyclists and public transport users, and raising the quality and appearance of the public realm. Central to this will be the need to optimise access into and around the Southern Gateway for people with disabilities and mobility difficulties. This could be achieved by addressing issues such as dropped kerbs, street 'clutter', surfacing, and ensuring easy access to shops and businesses. Proposals to improve the public realm should also refer to Sport England's Active Design Guidance (2015) which promotes the creation of environments to enable individuals and communities to lead active and healthy lifestyles.



Southern Gateway Transport Appraisal

2.62 The Southern Gateway masterplan is supported by a Transport Appraisal undertaken by Peter Brett Associates and commissioned by Chichester District Council in close collaboration with West Sussex County Council. The Appraisal is underpinned by three key design aims and principles and has been produced to inform the development of the Southern Gateway Masterplan:

- Improve the public realm, particularly connectivity to the station, Canal Basin and city centre via South Street, Market Avenue, and Chichester Gate for pedestrians, cyclists and public transport users.
- Reconfigure highway access to the area by reviewing congestion and severance on the gyratory and the Stockbridge Road and Basin Road level crossings.
- Provide a gateway to the south of Chichester city centre.

2.63 In order to meet the aims and principles the Appraisal reviewed the operation of the existing highway network in the Southern Gateway area through:

- undertaking initial site observations and identifying issues;
- analysing pedestrian movement;
- studying the origin and destination of vehicle movements particularly at AM and PM peak periods; and
- analysing PIC (personal injury collision data) for the Southern Gateway area.

2.64 The key observations from the initial review revealed that:

- The primary vehicular movement is East-West from Avenue de Chartres to Market Avenue via Southgate Gyratory in both AM and PM peak periods.
- PIC data analysis has shown that most accidents involve pedestrians and cyclists mostly centred around the Avenue de Chartres and Southgate junction, although the data does not highlight an existing highway safety concern.
- The primary pedestrian movement is North-South between the Railway Station towards the City Centre via the Avenue de Chartres pedestrian crossing.
- Significant queues form during the PM peak along Stockbridge Road and lead to congestion around Southgate Gyratory back to Market Avenue which significantly reduces movement.
- During busy periods when the Stockbridge level crossing is closed, uncontrolled pedestrian movement between the Bus to Railway station has been observed.
- Stockbridge Road is the preferred vehicular route south across the railway. This could potentially be due to the Canal Wharf and Stockbridge Road junction sometimes taking a significant time to exit.
- There are a number of Grade II Listed Buildings located on either side of Southgate, and the façade of the Crown Court is locally listed. This constrains options for reconfiguring the highway.

- 2.65 Key outcomes from the traffic survey data show that the highest demand for movement across the Southern Gateway was east/west across the gyratory and not north/south across the railway lines. In addition, the majority of pedestrian and cycle movements were observed to be north/south along South Street and Stockbridge Road.
- 2.66 On the basis of the review and analysis concept transport options were devised and tested with the aim of addressing the four key design aims and principles that underpin the Appraisal, as set out above.
- 2.67 The options were also designed to prioritise pedestrians, cyclists, public transport operators and specialist services vehicles (emergency services for example) over and above other motor vehicles. This is taken from the road user hierarchy set out in 'Manual for Streets' published in 2007 by the Department for Transport.
- 2.68 The work on options also took account of emerging work on the Southern Gateway Masterplan, particularly the mix of potential land uses on the key Development Opportunity sites, as well as the difference between traffic generated by existing land uses in the Southern Gateway and proposed land uses.
- 2.69 Through a process of assessment and testing, including modelling work across the wider highway network across Chichester in close collaboration with West Sussex County Council as highway authority, two a preferred options have been identified:

Option A— Closure of Stockbridge Road level crossing to general traffic through the introduction of a bus gate to Stockbridge Road, limiting vehicular access to buses, emergency vehicles, pedestrians and cyclists; and enhancing the public realm for pedestrians and cyclists; realignment of Basin Road with a new junction on Stockbridge Road; and modification of Southgate Gyratory to reduce the width and number of lanes and improve the pedestrian environment. Estimated cost for undertaking works is £5.3 million.

~~2.70 This option is considered to offer benefits for pedestrians and cyclists travelling between the railway station and the main shopping area in the city centre and provide an opportunity to include environmental enhancements. However, part of the main route for pedestrians and cyclists will still run alongside the main route for vehicular traffic travelling from south to north and west to east and the land to the north of the Magistrates Court would still be required for highway. Any new development within the Magistrates and Crown Courts site would still be surrounded by the gyratory and what is in effect a large roundabout on the inner ring road. This option would largely lead to a reduction in traffic within Chichester and an increase in traffic using the bypass. Realignment of Basin Road should provide an opportunity to create new spaces overlooking the canal basin.~~

Option B— Introduction of a bus gate to Stockbridge Road limiting vehicular access and enhancing the public realm for pedestrians and cyclists, realignment of Basin Road with a new junction on Stockbridge Road, and the removal of Southgate Gyratory and extension of Avenue de Chartres to connect with Basin Road. This option would require the use of third party land including the demolition of three Grade II listed buildings. In removing the gyratory a new priority junction would be required from Old Market Avenue onto Basin Road. Estimated cost for undertaking works is



KEY

- CARRIAGEWAY
- BUS & ACCESS ONLY
- SHARED SPACE
- PEDESTRIAN FOOTWAYS
- BUS FACILITY
- CYCLE FACILITY
- DEVELOPMENT AREAS
- INDICATIVE DEVELOPMENT ACCESS POINTS
- TREES

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~~£8.2 million (to exclude any costs associated with land acquisition).~~

~~2.71 This option is considered to offer the greatest benefits for pedestrians and cyclists travelling between the railway station and the main shopping area in the city centre. Pedestrians and cyclists would be on a separate route to vehicular traffic travelling through the masterplan area, albeit still needing to cross the main route for vehicular traffic. There is also an opportunity to create a new access from Market Avenue into South Pallant, which could reduce the amount of traffic needing to use South Street. The risks to implementation are, at this stage, considered to be higher, given the need to acquire and demolish three listed buildings and a lack of certainty about the need to move any utilities that may exist in the existing highway which would subsequently be developed. This option would largely lead to a reduction in traffic within Chichester and an increase in traffic using the bypass and again the opportunity for new spaces overlooking the canal basin.~~

~~2.72 To summarise **Option A** offers the cheaper and least risky proposal, albeit that the greater benefits for pedestrians and cyclists are best realised through **Option B** but this benefit needs to be carefully weighed against the loss of heritage assets and the need to secure third party land. Both options retain cross city traffic movement, but include a degree of restraint and reassignment, although this has a limited impact on journey time across the city.~~

Assessing the Options

2.73 ~~Both options~~ This approach will deliver benefits in terms of pedestrian, cycle and public transport accessibility, particularly around the station and along Stockbridge Road, Southgate and South Street. A bus gate would limit general vehicle access through signage and potentially a barrier e.g. rising bollard. ~~They~~ It also retains access to the Southern Gateway for vehicles but reprioritises traffic movements to allow for significant enhancements to the public realm.

2.74 The existing bus station would be replaced ~~in both options~~ with a new bus and taxi interchange located immediately north and south of the Railway Station. In addition, two bus laybys would be introduced along Avenue de Chartres to provide additional coach parking capacity for events and the summer period.

2.75 In terms of the level crossings it is advantageous to restrict Stockbridge Road by means of a bus gate and keep Basin Road open for all vehicular traffic. This potentially allows the Basin Road level crossing to act independently from the Stockbridge Road crossing, thus adding additional time for vehicles using the Basin Road level crossing. Consultation with Network Rail has revealed that they would have no objection.

2.76 From a wider transport perspective, ~~both options~~ the approach would have no significant difference in impact on the wider Highway Network. A modelling review shows an increased reassignment of traffic to the A27 and Northern Ring Road as ~~each option~~ the approach is implemented with no significant alteration to the Highway Network flows.

2.77 The key differences between the two options relate to:

- Modification or removal of the Southern Gyratory.** Option A proposes extensive remodelling of the highway giving over more space to the public realm. Option B proposes removal and replacement with a new section of road linking Avenue de Chartres with Basin Road.
- Increasing the public realm.** Both options allow for increased public realm enhancement along South Street and Southgate by removing through traffic (except for public transport, access and servicing) and rerouting part of Basin Road. Option B offers a greater area of enhancement including the closure of New Market Avenue to through traffic and better alignment for pedestrians and cyclists between the station and South Street via Southgate.
- Development Land.** Both options offer almost identical overall development areas, 6.3 hectares for Option A and 6.28 hectares for Option B. The key differences relate to the configuration of Development Opportunity One at the Law Courts and Bus Station. Either configuration would accommodate a deliverable mix of land uses.
- Implementation.** Option A would be largely implemented within existing highway land. Option B requires the use of third party land including demolition of three grade II listed buildings in a conservation area. The benefits of Option B (simplified and efficient highway layout, removal of the Southern Gyratory, increased area of public realm) would need to be fully assessed against the loss of identified heritage assets, in line with Local Plan policy and the National Planning Policy Framework. This would require additional funding for land acquisition costs and would also add to the time taken for implementation.
- Cost.** Option B is more expensive than option A (£8.2 million, excluding any land acquisition costs, against £5.3 million respectively).

Considering Alternatives

- 2.78 Proposals within the masterplan seek to enhance the Southern Gateway including improving accessibility, particularly for pedestrians, cyclists and public transport users, and raising the quality and appearance of the public realm.
- 2.79 One of the key issues in the Southern Gateway area relates to the congestion caused during the operation of the Stockbridge Road and Basin Road level crossings. Depending in timetabled services this can result in delays particularly during peak morning and late afternoon periods, but also at other times during the day and evening.
- 2.80 Network Rail policy is to seek to close level crossings where practicable across the rail network and where there are substantial safety concerns. The crossings in Chichester are not identified as priorities as part of that policy, particularly in safety terms. The closure of both crossings would also effectively sever road connections to the south of the city and is not therefore practicable.
- 2.81 Alternatives to the level crossing might comprise, but are not limited to:

Engineered alternatives: these might consider bridging over the rail line at Stockbridge Road and Basin Road, or tunnelling under it. Key issues would be but are not limited to:

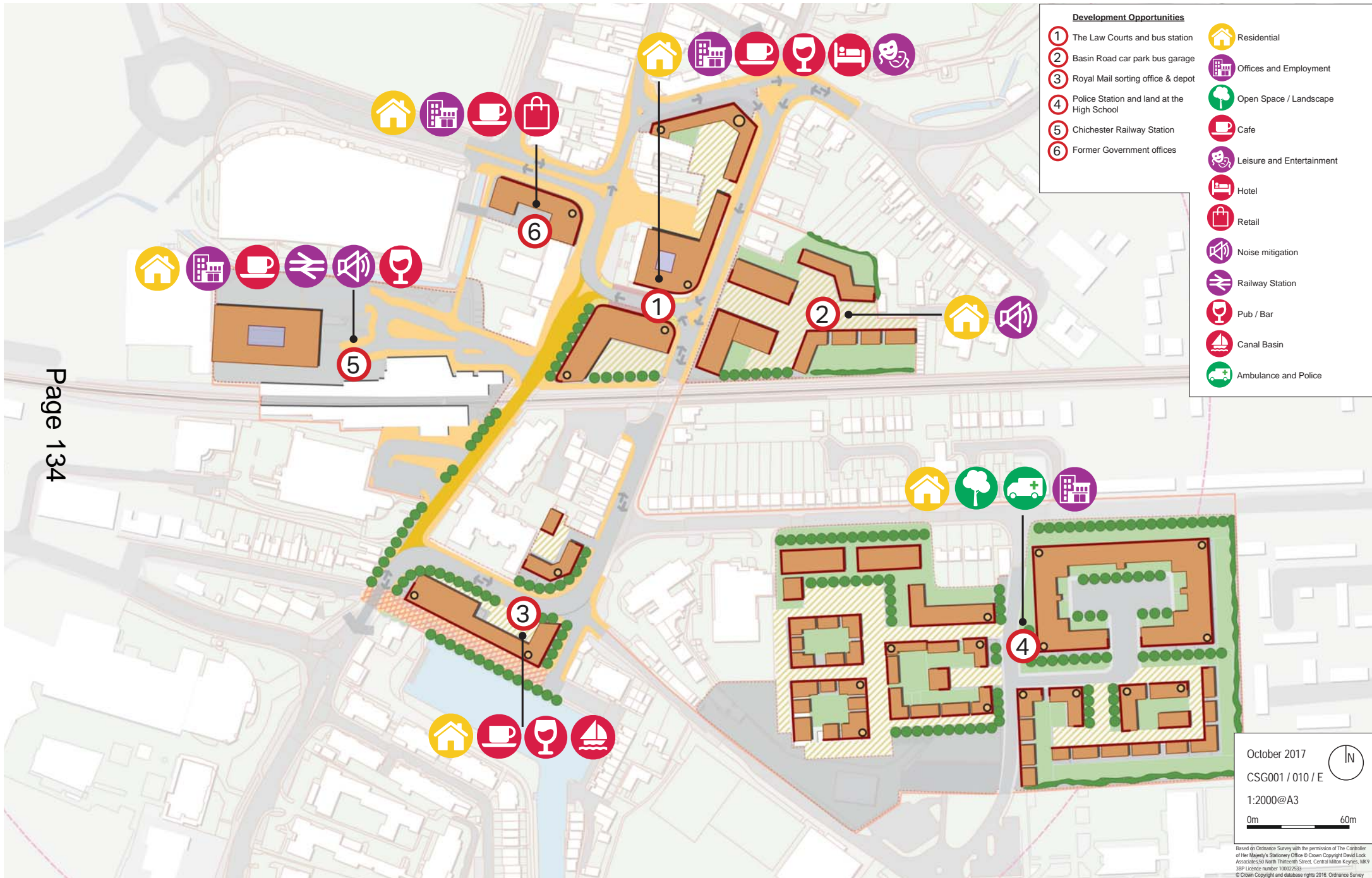
- significant cost – in the order of £10 million for a single road bridge;
- substantial land-take to accommodate bridge or tunnel approaches (approximately 125 metres either side of the line). visual impact of a bridge particularly towards the cathedral (minimum 6.2 metres above the line);
- visual impact on identified heritage assets particularly the Chichester conservation area;
- impact on the amenity of local residents of a bridge structure; provision of alternative access to homes and business beneath the bridge;
- issues of flood risk for a tunnel;
- relocation of underground services including the River Lavant Culvert;
- localised air quality around tunnel entrances; and
- maintaining rail services during construction.

Rail alternative: in theory the line could be rerouted, but in practice this is likely to be prohibitively expensive, and would remove the rail station from the city centre reducing accessibility. Timetable alterations could be made at peak times but this would impact of the viability of the route and impact significantly on accessibility to the city by train. This alternative is highly unlikely to be acceptable to Network Rail or the train operating company.

- 2.82 Following assessment Neither are considered technically feasible, financially viable or deliverable and are have not therefore been considered further as part of the masterplan.



DEVELOPMENT OPPORTUNITIES



3.0 DEVELOPMENT OPPORTUNITIES

A Comprehensive Approach

- 3.1 In order to deliver the overall masterplan strategy, enhancing the character and appearance of the area, and strengthening the range and mix of uses that are present, the Council will seek a comprehensive approach to development across the Southern Gateway. The masterplan has identified a number of Development Opportunities that together will deliver the step change necessary in order to improve the Southern Gateway. The Development Opportunities will also contribute to delivering the Public Realm Priorities also identified within the masterplan.
- 3.2 As part of the assessment of proposals coming forward, the Council will consider how they contribute towards the wider, overarching regeneration of the area. Where possible, the Council will also work proactively with landowners and stakeholders to bring forward the development opportunities in parallel or on a site by site basis to best achieve the wider aims of the masterplan and to consider issues around deliverability and viability. Opportunistic or piecemeal development that does not comply with the aims of the masterplan will be discouraged.
- 3.3 Six key Development Opportunities have been identified within the Southern Gateway. The guidance aims to establish a strong framework within which development proposals can be shaped and ultimately assessed. The Development Opportunities have been identified having regard to known sites that are available, and following discussions between the Council, landowners and other stakeholders.
- 3.4 It is important to note that should other sites come forward within the Southern Gateway that have not at this stage been identified they will be assessed having regard to the contribution they make to the overall masterplan strategy for the area.
- 3.5 The masterplan is not intended to provide detailed advice in relation to building design, but rather form a basis from which proposals can be drawn up by landowners and development partners.
- 3.6 The guidance will also be important in giving certainty to the development industry over what is expected within the Southern Gateway, and will also help to deliver the aspirations for Chichester as articulated through the draft Vision.
- 3.7 In describing each of the Development Opportunities reference is made to the following:
- Potential Development Capacity:** this provides an indication of the potential quantum of different uses that may be accommodated on each site.
- Development Aspirations:** this sets out the rationale, form and type of development that could be brought forward on the site.
- Mix of Uses:** indicates the mix of different city centre uses that could be accommodated flexibly on the site.

Access Points and Entrances: provides guidance on the main points of pedestrian and vehicular access to the site.

Key Building Elevations and Active Edges: sets out where the most important and prominent building elevations should be located, and the main active edges which will accommodate principal entrances, shop windows and café and restaurant seating areas.

Storey Heights: guidance on the height of buildings proposed on the site having regard to prevailing heights in the immediate location, scale, height and massing in addition to having regard to maintaining views to the cathedral.

Important Corners: important corners will be emphasised through the design of the built form, through either height or other detailing. They will typically be located on prominent junctions close to busy streets and pedestrian routes, giving prominence to important places.

Parking and Servicing: indicates where and how parking provision should be made, where it is accessed from, and how the site is serviced e.g. deliveries etc.

Implementation Issues: sets out particular *known* issues of relevance to bringing the site forward for development for example existing site features to be retained. These are also included for consideration in the Delivery Strategy in **section 5**.

One. The Law Courts and Bus Station

- 3.8 Chichester Crown Court and Chichester Magistrates Court are both located on the prominent gyratory 'island' formed by the one-way traffic system of Southgate - Market Avenue - Basin Road. The law courts are situated in the northern section of the Masterplan area, just to the south of the city walls and the core city centre accessed via Southgate. The gyratory island also contains a terrace of three-storey Grade II Listed Buildings which face onto Southgate.
- 3.9 Both the Crown Court and Magistrates Court are locally listed. The Crown Court was designed in 1940 and has a well-proportioned façade that fronts Southgate and exhibits both art deco and eastern influences. There is a significant width of pavement to the front of the Crown Court on Southgate. A large single storey extension is located to the north, accessed via a glazed walkway. It does not form part of the local listing.
- 3.10 The Magistrates Court is a more modern building that fronts onto Market Avenue to the north, and was designed by local architect Geoffrey Claridge of Stanley Roth & Partners.
- 3.11 Principal vehicular access to both law courts is from Basin Road to the east. The Crown Court has a larger area of car parking of approximately 25 spaces located on this eastern frontage.
- 3.12 Chichester Bus Station is situated to the immediate south of the law courts. It faces Chichester railway station to the west of Southgate, and is bounded by the Basin Road-Southgate gyratory to the north, Basin Road to the east, and the railway line to the south. Developed in the mid-1960s, the two-storey Bus Station building contains retail and café uses on the Southgate frontage with offices above.
- 3.13 The majority of the bus station site is hardstanding used for the manoeuvring and parking of buses. There is an existing footpath that runs along the southern edge of the site adjacent to the railway line.
- Development Aspirations**
- 3.14 As a prominent and visible location in the city a carefully considered design-led approach to redevelopment will be required for the Law Courts and Bus Station. This will need to reinforce integration and linkages between the Southern Gateway and the historic city centre core to the north, and provide a strong and attractive built form of a quality appropriate to its location. In particular, the Bus Station site offers potential for clearly articulating that the Southern Gateway is a place of arrival, either through a carefully designed statement building or through usage of public art to help create a sense of place.
- 3.15 A mix of city centre uses should be accommodated that reinforce the character of this part of Chichester. This could include a new hotel to support the visitor and tourism offer in the city, with café, bar, restaurant uses at ground floor uses to support the evening and night time economy particularly along Southgate. An arts or entertainment venue could also be suitable, particularly for reusing the Crown Court, subject to consideration of development viability.
- 3.16 There is also potential for residential uses to be accommodated at upper floors. This could be in the form of student accommodation, residential care, affordable or starter homes, or market housing in the form of apartments. In addition, community health facilities could also be accommodated to meet need in a central and accessible location.



- 3.17 The Crown Court and Magistrates Court are locally listed. They were designed and constructed for a particular role and function. Conversion to accommodate new uses may be feasible although internal spaces and construction may not readily lend themselves to this. Consideration should also be given to partial or comprehensive redevelopment to make maximum use of this key site. This could include the retention of the façade of the Crown Court recognising that this is the most distinctive and notable part of the building.
- 3.18 Sensitive consideration should also be given to how development proposals relate to the terrace of Grade II Listed Buildings which face onto Southgate, and additionally the setting of the City walls to the north. Proposals will be required to conserve and preferably enhance these heritage assets and their settings.
- 3.19 Key to bringing forward development of the Law Courts and Bus Station will be consideration of the highways ~~options approach~~ set out in **section 2**. ~~Depending on whether the Southgate Gyratory is either modified (option A) or removed (option B) will determine the final layout of development. Either option would enable development to come forward and This will~~ provide a significant opportunity for a wholesale, integrated improvement to the public realm setting, particularly along Southgate, Market Avenue and Basin Road.

Potential Development Capacity

- 3.20 In terms of potential **development capacity** it is considered that Development Opportunity One could accommodate around 50 apartments, an 80 bedroom hotel and around 3,500 square metres of mixed commercial space at ground floor. ~~(option A) or around 25 apartments, an 120 bedroom hotel, and 1,600 square metres of mixed commercial space at ground floor (option B).~~

Key Design and Development Considerations

Mix of Uses: the northern part of the site focused on the Magistrates Court, would be primarily residential providing a mix of different sizes across a range of tenures. The Crown Court could be re-used or redeveloped for arts and entertainment uses, residential or hotel uses with the provision of café, bar and restaurant uses to provide more active frontages to Southgate.

The bus station also provides opportunity for hotel use or residential development, also with the provision of café, bar, restaurant or retail uses at ground floor level to provide more active frontages to Southgate. In addition, community health facilities could also be accommodated to meet need in a central and accessible location.

Access Points and Entrances: vehicular access will be retained from Basin Road, with pedestrian access from Southgate, Basin Road, and Market Avenue to the north.

Key Building Elevations and Active Edges: Development will be laid out to establish clear blocks of development fronting onto surrounding streets and distinguishing between the public fronts of buildings and more private rear parking, servicing and garden areas. Proposals should reflect the prominent location of this development opportunity and the potential to express the sense of arrival by either rail or road. The design of buildings fronting Basin Road should complement those on the Bus Depot and Car Park site to the east to create a sense of arrival on the main road through the area. There is potential for provision of more active edges along Southgate with an emphasis on providing spill-out space and outdoor seating.

Storey Heights: Proposals should have regard to the prevailing height of development in the locality with particular regard to the adjoining listed buildings on Southgate. Three storey development

is considered appropriate to the northern parts of the site, rising to four on the south and opposite the railway station.

Important Corners: a careful and considered design response should be given to emphasise the prominent north-east corner of the site at Market Avenue, as well as the south-eastern Basin Road corner location. Of particular note is the potential to emphasise the south west corner of the Bus Station site which occupies a prominent location within the Southern Gateway opposite the railway station.

Parking and Servicing: Servicing and parking should continue to be accessed from Basin Road. Parking provision should reflect the proximity of the site to the city centre whilst still providing adequate spaces for future users/residents. Provision for cycle storage, refuse and recycling bins should be integrated into the built envelope of the buildings.

Implementation Issues

- 3.21 The Law Courts part of the site is within private ownership (Ministry of Justice) although this will be transferred to the Homes and Communities Agency. The Bus Station site is largely within the single ownership of Chichester District Council (excluding surrounding highway land) over which Stagecoach have a lease.
- 3.22 Development should be brought forward as part of a comprehensive scheme. Development is likely to be a short to medium term opportunity and will be subject to ongoing discussions with the Ministry of Justice and also with Stagecoach regarding the necessary relocation of existing operations.
- 3.23 Regard must be had to the setting of the Grade II Listed Buildings fronting Southgate, as well as the overarching Conservation Area which covers the site.

- 3.24 Any proposed demolition of locally listed buildings would need to be fully justified within the context of wider regeneration benefits for the city centre. ~~and would be subject to separate application for listed building and conservation area consent.~~ An appropriately high quality design response would be required for any replacement buildings.

- ~~3.25 The implementation of highway option B would require the acquisition of third party property with associated costs and due process.~~

- 3.25 Consideration will also need to be given to the likely existence of archaeological remains within the site, and the need to ensure that any potential archaeological remains are recorded and conserved as appropriate.

- 3.26 In terms of foul drainage, proposals will be acceptable if they can demonstrate that redevelopment of the site will not result in a net increase to flows presently arising from existing development. If this is not possible, it will be required for the development to provide a connection to the nearest point of adequate capacity in the sewage network, in collaboration with the service provider and with reference to the Chichester Surface and Foul Drainage SPD (2016).

Two: Bus Depot, and Basin Road Car Park

- 3.26 The Bus Depot site faces onto Basin Road, and consists of a garage building which runs alongside the railway line to the south, together with associated car parking. The Bus Depot was built in the mid 1950's and is locally listed. It is considered to represent a good example of a thin pre-stressed concrete roof which provides a distinctive clear span and unobstructed floor space beneath.
- 3.27 The Basin Road Car Park is located immediately to the north of the Bus Depot, on the eastern frontage of Basin Road. The car park site also includes 45 Basin Road. The inclusion of this site is required to deliver the more comprehensive overarching redevelopment of the site as envisaged by the masterplan.

Development Aspirations

- 3.28 The combined site provides a significant opportunity for comprehensive redevelopment. A primarily higher density residential focus is considered to be appropriate on a highly accessible, city centre site. This could include provision for retirement or extra care accommodation, student housing, or market and affordable housing including starter homes or building for the private rental sector.

Potential Development Capacity

- 3.29 In terms of potential **development capacity** it is considered that Development Opportunity Two could accommodate up to 80 apartments built at a density of 100 dwellings per hectare. This is comparable to recent development that has taken place at John Rennie Road, adjoining the Canal Basin.

Key Design and Development Considerations

Mix of Uses: The site is considered suitable for residential redevelopment.

Access Points and Entrances:

The key access point will be maintained from Basin Road.

Key Building Elevations: Key building elevations will front onto Basin Road and will also overlook mews and courtyard spaces provided as part of the development layout. The design of buildings facing Basin Road should complement those on the Bus Station site to the west to create a sense of arrival on the main through the area.

Storey Heights: The height of proposals should reflect the prevailing character of the area with development up to three storeys considered more appropriate to reflect the more residential nature of the surrounding area to the east. Development up to four storeys could be accommodated fronting Basin Road.

Parking and Servicing: Parking will be sensitively accommodated with appropriate hard and soft landscape design measures to limit visual impact. There is scope for the provision of car parking adjacent to the railway line. Parking provision should reflect the proximity of the site to the city centre whilst still providing adequate spaces for future users/residents.

Implementation Issues

- 3.30 The site is largely within the single ownership of Chichester District Council over which Stagecoach have a lease. The Basin Road car park is owned and operated by Chichester District Council.
- 3.31 Redevelopment will need to be undertaken within the context of wider highway ~~options~~ alterations and technical considerations particularly relating to Basin Road and the Southgate Gyratory. This would ~~potentially~~ enable the provision of more pedestrian friendly public realm and more efficient transport movement through the area.
- 3.32 The redevelopment of any existing public car parking will be within the context of a wider assessment of car parking within the city.
- ~~3.33~~ The retention of the locally listed Bus Depot is unlikely due to its current scale, size and configuration making it unsuitable for a viable and commercially deliverable new use. Redevelopment proposals will need to demonstrate that substantial public benefits will outweigh the loss, through, for example, design of a sufficiently high quality which makes a strong contribution to the character of the Southern Gateway. Proposals will need to be of sufficiently high design quality in order to mitigate and justify the loss of a locally listed building.
- 3.34 Development will need to address the issue of railway noise from the railway line located along the southern boundary of the site.
- 3.35 ~~Development will need to positively respond to the existence of~~ Regard must be had to the overarching Chichester Conservation Area which covers the site. Consideration will also need to be given to the likely existence of archaeological remains within the site, and the need to ensure that any potential archaeological remains are recorded and conserved as appropriate.
- 3.36 As a result of the existing use for bus storage and maintenance there is potential for contamination on site, and therefore a likely requirement for remediation works.
- 3.37 In terms of foul drainage, proposals will be acceptable if they can demonstrate that redevelopment of the site will not result in a net increase to flows presently arising from existing development. If this is not possible, it will be required for the development to provide a connection to the nearest point of adequate capacity in the sewage network, in collaboration with the service provider and with reference to the Chichester Surface and Foul Drainage SPD (2016).
- 3.38 These sites are likely to provide a medium term opportunity subject to discussions with Stagecoach, the necessary relocation of existing operations, and highway design and capacity considerations.

Three. Royal Mail Sorting Office and Depot

- 3.39 The Royal Mail site represents a significant development opportunity within the Southern Gateway area. The site is bounded by Canal Wharf to the south, Basin Road to the east, and Stockbridge Road to the west. The site overlooks the Canal Basin to the south, but currently does not connect or integrate with the canal basin in a positive way.
- 3.40 The development site is largely used as a sorting office with ancillary van maintenance, vehicular parking and storage uses. It is currently a low density site, consisting largely of single storey offices and garaging and hardstanding with a two storey building located on the corner of Canal Wharf and Basin Road.
- 3.41 To the north-eastern part of the site facing Basin Road consists of two-storey terraced and semi-detached houses, including two Grade II listed properties. These houses adjoin the 'City Business Centre' containing a range of small businesses within a two storey building with car parking adjacent to the railway line.
- 3.42 Immediately adjacent to the west of the Royal Mail site is the Brampton Court residential development consisting of mainly three storey properties accessed from Stockbridge Road.

Development Aspirations

- 3.43 The Royal Mail site represents significant development potential overlooking the canal basin to the south. There is scope for comprehensive and well-designed mixed-use redevelopment, with a café/bar/restaurant focus facing onto the Canal Basin, and residential uses above with further residential or small scale office and business uses fronting onto Basin Road to the east.
- 3.44 Alternatively, a further option could include provision of a high quality head-quarters type office scheme on the site with the aim of attracting potential occupiers to relocate to Chichester. Such a development could include active ground floor uses overlooking the Canal Basin such as a café, restaurant and foyer space.
- 3.45 The potential removal of through vehicular traffic along Canal Wharf adjacent to the canal basin, together with the provision of a new east-west route to connect Basin Road to Stockbridge Road further to the north, would provide a significant opportunity for public realm enhancement on the area facing the canal basin. This should include new public open space adjoining Canal Wharf with spill-out space and outdoor seating area, structured tree planting, together with the potential inclusion of public art.
- 3.46 Vehicular access will need to be maintained to the public house and Canal Trust on the western side of the Canal Basin. This could be achieved through careful detailing of the public realm, limiting vehicle speeds and providing a coordinated surface treatment and shared space along Canal Wharf.



Potential Development Capacity

- 3.47 Text In terms of potential **development capacity** it is considered that Development Opportunity Three could accommodate up to 25 apartments above around 1500 square metres of mixed commercial space at ground floor. The smaller area to the north of the realigned Basin Road could accommodate up to 2,100 square metres of small B1 office accommodation.

Key Design and Development Considerations

Mix of Uses: The southern frontage will provide a suitable location for the provision of active café, restaurant and pub uses, with flatted residential accommodation provided above. Town housing is appropriate on the remainder of the site to the north, to reflect the scale of existing development in the area. Alternatively small scale office units could also be provided on this part of the site.

Access Points and Entrances: The main point of vehicular access will be provided from the new east-west Basin Road alignment.

Key Building Elevations and Active Edges: The southern frontage facing onto the Canal Basin represents the key elevation and active frontage for the provision of café and restaurant uses.

Storey Heights: Heights of up to three-storeys are considered appropriate on the canal basin frontage. The ground level floor to ceiling height should be of an appropriate scale to accommodate a mix of commercial uses.

Important Corners: The south-western and south-eastern corners of the frontage facing the canal basin represent the key locations for additional emphasis.

Parking and Servicing: Parking provision should reflect the proximity of the site to the town centre whilst still providing adequate

spaces for future residents. Provision for cycle storage, refuse and recycling bins should be integrated into the built envelope of the buildings.

Implementation Issues

- 3.48 This site is likely to provide a short to medium term opportunity subject to discussions with the Royal Mail, and the relocation of existing operations.
- 3.49 There will be the need to assess the impact of the highway network for the relocation of Basin Road away from Canal Wharf, and its impact on the wider network. Viability issues around relocation of the road will also need to be carefully considered and assessed.
- 3.50 As a result of the existing use for vehicular storage and maintenance there is potential for contamination on site, and the potential to undertake some remediation works.
- 3.51 Future development will need to respect views to the Cathedral from across the Canal Basin. Consideration will also need to be given to the likely existence of archaeology remains within the site.
- 3.52 In terms of foul drainage, proposals will be acceptable if they can demonstrate that redevelopment of the site will not result in a net increase to flows presently arising from existing development. If this is not possible, it will be required for the development to provide a connection to the nearest point of adequate capacity in the sewage network, in collaboration with the service provider and with reference to the Chichester Surface and Foul Drainage SPD (2016). Development will need to provide for future access to the existing sewage infrastructure for maintenance and upsizing purposes.

Four: Land at the Police Station and High School

- 3.53 Chichester Police Station is located on a prominent frontage facing onto the Basin Road-Kingsham Road junction in the south-east of the Southern Gateway area. The development site excludes the recent constructed custody suite on Kingsham Road, but does include ancillary buildings, hardstanding and parking to the south of the police station, as well as a significant area of green open space to the east facing Kingsham Road.
- 3.54 Further buildings and hard standing lie to the east of this open space, adjacent to the north-south school access road. The main police station building on Basin Road has been identified as contributing to the character of the conservation area, although its frontage is dominated by car parking.
- 3.55 The former Chichester Kingsham primary school site is located further to the east adjacent and opposite to residential areas along Kingsham Road to the north, and Martlet Close to the east. These surrounding residential areas are low density and suburban in character. The school buildings are currently vacant, and consist of a largely single-storey pitched roof building. The southern section of the former school site contains an all-weather sports pitch.

Development Aspirations

- 3.56 The site provides significant opportunity for redevelopment of the majority of the combined site and the provision of a new residential quarter, that provides a range of housing types and sizes. In addition, part of the site fronting Kingsham Road is allocated within the emerging Local Plan documents as being suitable for employment use. Redevelopment should provide a strong design character that creates a sense of place and celebrates the local vernacular of Chichester.
- 3.57 The operational policing functions, including the recently constructed custody suite are to be retained on site, together with continued ambulance access and improved parking and facilities. The former Chichester High School for Boys site is currently vacant and available for redevelopment.
- 3.58 Whilst there is no recent history of flooding on this site, the Environment Agency's flood maps indicate that the majority of the area south of Kingsham Road lies within an area of high risk of fluvial flooding (Flood Zone 3). The potential provision of new residential uses on this site will require effective measures to mitigate against the effects of flooding. In particular, the flood storage capacity of this site should not be decreased as a result of new development.
- 3.59 There is therefore significant opportunity to integrate the control and mitigation of flood risk seamlessly into the overall design that successfully achieves the goals of place-making and sustainable design. The use of exemplary landscaping and the provision of open space and planting of native vegetation, together with the inclusion of flood attenuation area, innovative paving treatments and other sustainable urban drainage systems should all be integrated within the overarching masterplanning design of the site.

- 3.60 Consideration should also be given to pedestrian and cycle-friendly design, including the integration of cycle storage into the built envelope. The provision of discreet car parking courtyards and bays should be incorporated to ensure that vehicles are located predominantly off street.

Potential Development Capacity

- 3.61 In terms of potential **development capacity** it is considered that Development Opportunity Four could accommodate a mix of up to 144 town houses and apartments at an average density of 45 dwellings per hectare. In addition, up to 7,200 square metres of B1 office space could also be accommodated.

Key Design and Development Considerations

Mix of Uses: the site is suitable for residential development. A mixture of townhouses, apartments and terraced housing is appropriate on the site, including affordable and starter homes. The area fronting Kingsham Road at the north east of the opportunity site is allocated for employment uses. This could include small office and workshop space subject to noise considerations for adjoining residents.

Access Points and Entrances: the main access to the new residential quarter should be provided from Kingsham Road, and will maintain the key north-south access through the site.

Key Building Elevations: key elevations should be incorporated throughout the development site to reinforce the massing, scale and sense of place. The building line to Kingsham Road should be maintained.

Storey Heights: Building heights should respect the surrounding area in terms of scale, height and massing and should be mainly three stories in height fronting Kingsham Road and two to three elsewhere.

Important Corners: The provision of a new residential quarter will enable significant opportunity for the inclusion of a well-designed corner emphasis, including on the Kingsham Road frontage, but also along the main north-south access through the site.

Parking and Servicing: Parking provision should reflect the proximity of the site to the town centre whilst still providing adequate spaces for future residents. Provision for cycle storage, refuse and recycling bins should be integrated into the built envelope of the buildings. Due to the potential for flooding, permeable surfacing should be utilised.

Implementation Issues

- 3.62 The provision of new residential uses (and other 'more vulnerable' developments) will be subject to a sequential test as part of a Flood Risk Assessment, and require effective measures to mitigate against the potential effects of flooding. Although in private ownership, new development will need to integrate the provision of open space and landscaping to not only mitigate against flooding, but to also balance the loss of existing (private) open space on the site.
- 3.63 Redevelopment of the site will need to take into account the retention and consolidation of police and ambulance functions, as well as the relocation of the all-weather sports surface in order to expand the potential of the site.
- 3.64 Continued access through the site from Kingsham Road to the Chichester High School campus, associated facilities and existing housing to the south will need to be maintained as part of the site layout.
- 3.65 There is a significant group of trees along the Kingsham Road frontage which contribute to the street scene and should be retained.
- 3.66 In terms of foul drainage, proposals will be acceptable if they can demonstrate that redevelopment of the site will not result in a net increase to flows presently arising from existing development. If this is not possible, it will be required for the development to provide a connection to the nearest point of adequate capacity in the sewage network, in collaboration with the service provider and with reference to the Chichester Surface and Foul Drainage SPD (2016).
- 3.67 This site is likely to represent a short to medium term opportunity due to investigations relating to flood management, negotiations with the Environment Agency, and accommodating operational requirements of existing land owners (Police Service and the High School).

Five: Land at Chichester Station

- 3.68 Land at Chichester Station represents a key public transport interchange within the masterplan area. The site currently consists of the station itself and associated parking and circulation space, as well as a taxi rank. The north western part of the site contains commercial units including a restaurant. The railway station was built in the late 1950's and is locally listed, and represents a good example of 'Festival of Britain' architecture. The station can be accessed via separate entrances located to both the north and south of the railway line.
- 3.69 Along the northern boundary of the railway station site is the River Lavant and a prominent line of trees together with a cycleway/pedestrian footpath linking the station to Westgate Leisure Centre and Chichester College. To the north of the river is the award winning multi-storey car park built in the 1990s and accessed from the roundabout at Avenue de Chartres. Further to the west of the site and adjacent to the railway line is an area of land used as minerals storage space.
- 3.70 Immediately adjacent to the south of the railway line is a further area of car parking together with an additional taxi rank. Recent environmental improvements have been undertaken by West Sussex County Council working with Network Rail to improve the forecourt area to the principal station entrances. This has improved the appearance and usability of the area for passengers.

Development Aspirations

- 3.71 The site provides an opportunity for carefully considered infill and redevelopment subject to maintaining the operational requirements of Network Rail and the train operating company (TOC). Options could include apartments or student accommodation, commercial floor space at ground floor, and additional car parking. This could be accommodated to the north of the existing station buildings making more efficient use of existing surface car parking.
- 3.72 Opportunities to enhance pedestrian, cycle and public transport accessibility around the station are also an important aspiration. This could contribute towards improving the operational needs of Network Rail and the TOC, making the station easier to access for passengers. It would also facilitate easier interchange with bus stands on Southgate and Stockbridge Road as part of wider transport improvements and the closure and redevelopment of the bus station.
- 3.73 There is a significant opportunity to improve the character and attractiveness of the River Lavant corridor along the northern edge of the site which will be an important design and layout consideration.

Key Design and Development Considerations

Mix of Uses: In addition to the continued use of the station, a flexible mix of use of uses will be appropriate for the site including office use, café/restaurant use, and residential.

Access Points and Entrances: There is scope to introduce vehicular access to the north-west of the site from the Avenue de Chartres roundabout. The Transport Appraisal does not identify this as necessary in order to facilitate the main highway network changes ~~proposed as part of options A and B~~. The current eastern access should also be maintained. Consideration will also need to be given to the continued use as a taxi rank.

Key Building Elevations: Key building elevations should overlook the area around the station to provide a safe and secure public realm.

Storey Heights: The site is capable of accommodating development of up to three storeys in height in order to maintain views to the north towards the cathedral spire.

Parking and Servicing: Whilst there is scope to create linkage to the Avenue de Chartres car park to the north west, development will still need to incorporate onsite car parking, as well as re-provision of the taxi rank and disabled parking for the railway station.

Implementation Issues

- 3.74 This development site is likely to offer a medium to longer term opportunity due to site constraints as a result of ongoing operational requirements. It is crucial that Network Rail are involved in discussions.

- 3.75 Operational requirements of Network Rail and the TOC must be fully considered and accommodated as part of any development projects going forward.
- 3.76 The potential creation of a new access into the station from the Avenue de Chartres roundabout would need to take into account the location of the River Lavant and additionally ensure the retention of the existing and well-used pedestrian and cycle route.
- 3.77 The provision of residential use on the site would need to take into account the issue of railway noise from the railway line located along the southern section of the site.
- 3.78 Only the eastern part of the site, including the railway station building, is covered by the Chichester Conservation Area. Development will need to positively respond to the existence of ~~Regard must be had to the conservation area~~. Consideration will also need to be given to the potential existence of archaeological remains within the site, and the need to ensure that any potential archaeological remains are recorded and conserved as appropriate.
- 3.79 Development of the site will need to effectively integrate with related public realm priorities and improvements along Southgate and Stockbridge Road.
- 3.80 In terms of foul drainage, proposals will be acceptable if they can demonstrate that redevelopment of the site will not result in a net increase to flows presently arising from existing development. If this is not possible, it will be required for the development to provide a connection to the nearest point of adequate capacity in the sewage network, in collaboration with the service provider and with reference to the Chichester Surface and Foul Drainage SPD (2016).

Six: Government Offices

3.81 This development site comprises ~~the 'pair' of a~~ building located on ~~both the northern and southern sides~~ of Avenue de Chartres on the prominent gateway junction with Southgate. The existing three-storey buildings ~~is are~~ utilitarian in design, with flat roofs and elevations comprising a concrete framework infilled with red/buff coloured brick.

3.82 The quality of the public realm is generally poor, although there are wide pavement widths on both sides of Avenue de Chartres. Immediately to the west of the (southern section) site is a footway which provides access to the railway station from Avenue de Chartres. The River Lavant also runs adjacent along the western boundary of the site. Further to the west is the Avenue De Chartres Car Park.

Development Aspirations

3.83 Given the prominent location of the site and the bland appearance of the existing buildings, there is an opportunity to consider partial or comprehensive redevelopment to introduce well-designed ~~new~~ buildings development that better relates to this key city centre 'gateway' location.

3.84 The site is also situated at the southern extent of the secondary shopping frontage of South Street, and there is therefore also opportunity to provide a more active frontage to ensure a better connection between the masterplan area and the city centre core to the north.

3.85 A flexible mix of potential uses is considered appropriate for this ~~pair of~~ buildings, including residential and/or office uses, with secondary retail and café/bar uses appropriate at ground floor level.

Potential Development Capacity

3.86 In terms of potential **development capacity** it is considered that Development Opportunity Six could accommodate up to 20 apartments with a mixed commercial ground floor of 1,200 square metres.

Key Design and Development Considerations

Mix of Uses: the site is suitable for secondary retail and café/bar uses at ground floor level, with office and/or residential above.

Access Points and Entrances: main vehicular access will continue to be from the access road to the west of the site which links to Avenue De Chartres. The ~~northern~~ building will continue to have pedestrian access from Avenue de Chartres and Southgate.

Key Building Elevations: the key elevations are the frontages along Southgate to the east and Avenue de Chartres ~~which bisects the site to the north~~. There may also be potential for new development to better relate to the River Lavant frontage along the western boundary of the site.

Storey Heights: development of three storeys in height will be appropriate on this site.

Important Corners: Key corners for additional emphasis are located at the intersection of Avenue De Chartres and Southgate. This provides an opportunity to emphasise the 'entrance' to the Chichester city centre.

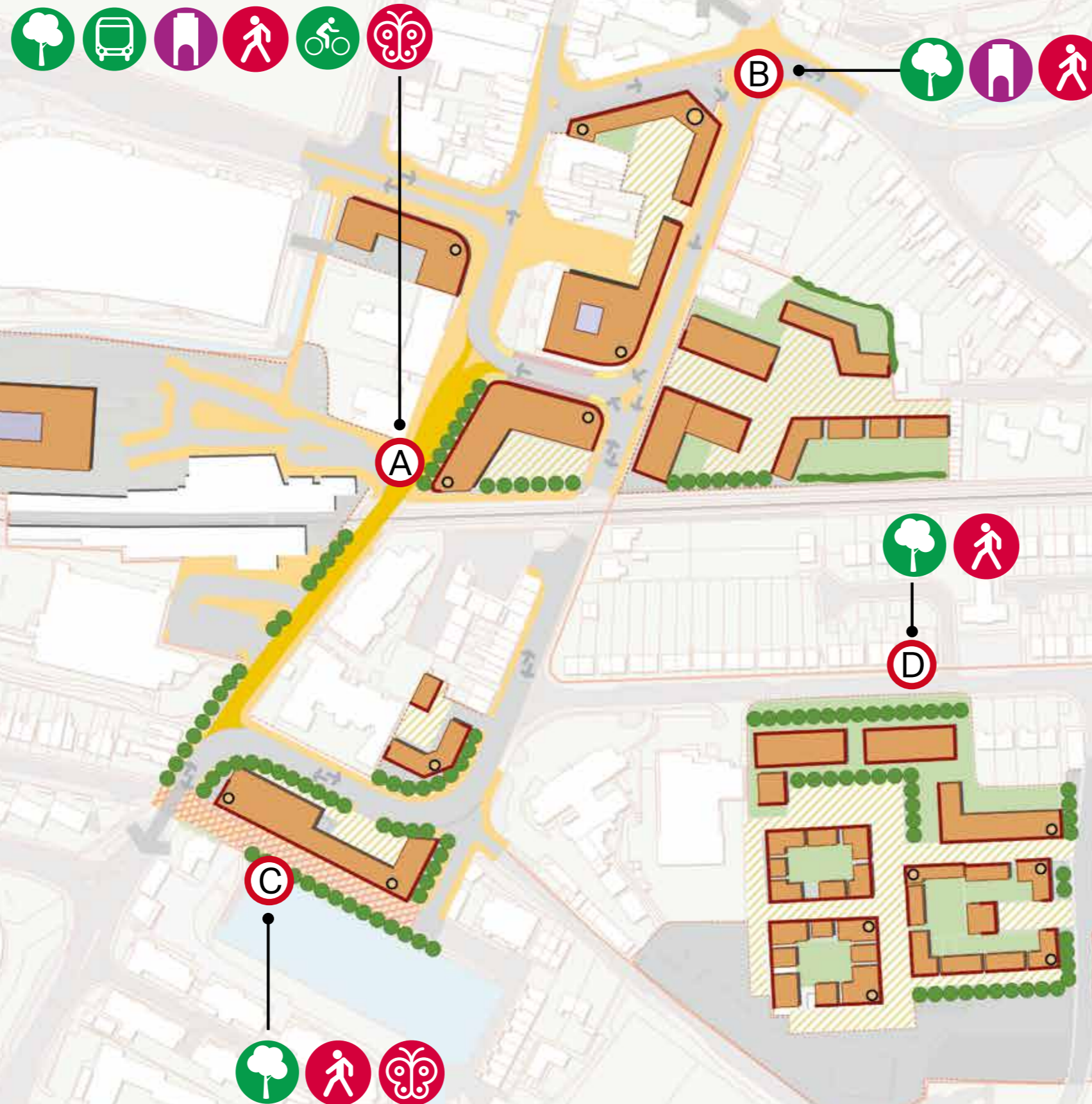


Parking: vehicular parking will continue to be provided to the rear of the buildings, accessed to the west from Avenue de Chartres. This area of parking is currently also utilised by offices fronting Southgate to the south of the site. ~~Parking for the northern building will continue to utilise existing public car parking in the area.~~

Implementation Issues

- 3.87 This site is likely to represent a longer term opportunity subject to discussions with the current owners, leasing arrangements and redevelopment costs.
- 3.88 Development will need to positively respond to the existence of ~~Regard must be had to~~ the overarching Chichester Conservation Area which covers the site, and the need to better incorporate the development into the built fabric and adjacent (and opposite) listed buildings on Southgate/South Street. Consideration will also need to be given to the likely existence of archaeological remains within the site and the need to ensure that any potential archaeological remains are recorded and conserved as appropriate.
- 3.89 Redevelopment should also ensure that there are no negative impacts on the River Lavant located along the western boundary of the site.
- 3.90 In terms of foul drainage, proposals will be acceptable if they can demonstrate that redevelopment of the site will not result in a net increase to flows presently arising from existing development. If this is not possible, it will be required for the development to provide a connection to the nearest point of adequate capacity in the sewage network, in collaboration with the service provider and with reference to the Chichester Surface and Foul Drainage SPD (2016).

PUBLIC REALM PRIORITIES



- Public Realm Priorities**
- A** Southgate and Stockbridge Road
 - B** South Pallant / Market Avenue
 - C** Canal Basin and Basin Road
 - D** Kingsham Road
 - Environmental enhancement
 - Bus provision
 - Cycle routes enhancement
 - Gateway place
 - Pedestrian enhanced provision
 - Nature / Wildlife corridor

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4.0 PUBLIC REALM PRIORITIES

Improving Accessibility

- 4.1 In order to help deliver wider improvements to the patterns of movement around the town centre, with a particular focus on supporting sustainable and accessible transport by foot, bicycle, bus and train, four Public Realm Priorities form an integral part of the overall masterplan strategy. They comprise:

- A. Southgate and Stockbridge Road
- B. South Pallant and Market Avenue
- C. Basin Road and Canal Wharf
- D. Kingsham Road

- 4.2 Together the Public Realm Priorities also reinforce the transport options approach set out in **section 2** identified as part of the part of the Transport Appraisal that informs the masterplan. In summary, the design aims and principles of the Appraisal seek to:

- Improve the public realm, particularly connectivity to the station, Canal Basin and city centre via South Street, Market Avenue, and Chichester Gate for pedestrians, cyclists and public transport users, including those with disabilities and mobility issues.
- Reconfigure highway access to the area by reviewing congestion and severance on the gyratory and the Stockbridge Road and Basin Road level crossings.
- Provide a gateway to the south of Chichester city centre.

- 4.3 The ~~two preferred options are~~ approach is summarised as follows:

Option A— Closure of Stockbridge Road level crossing to general traffic through the introduction of a bus gate to Stockbridge Road, limiting vehicular access to buses, emergency vehicles, pedestrians and cyclists; and enhancingments to the public realm for pedestrians and cyclists; realignment of Basin Road with a new junction on Stockbridge Road; and modification of Southgate Gyratory to reduce the width and number of lanes and improve the pedestrian environment. Estimated cost for undertaking works is £5.3 million.

Option B— ~~Introduction of a bus gate to Stockbridge Road limiting vehicular access and enhancing the public realm for pedestrians and cyclists, realignment of Basin Road with a new junction on Stockbridge Road, and the removal of Southgate Gyratory and extension of Avenue de Chartres to connect with Basin Road. This option would require the use of third party land including the demolition of three Grade II listed buildings. In removing the gyratory a new priority junction would be required from Old Market Avenue onto Basin Road.~~

- 4.4 ~~Consideration of each option is included in section 2, with further details set out in appendix one. Both This approach will~~ deliver benefits in terms of pedestrian, cycle and public transport accessibility, particularly around the station and along Stockbridge Road, Southgate and South Street. ~~They~~ It will also reprioritise traffic movements along Basin Road, away from Canal Wharf, to allow for significant enhancements to the public realm.

A. Southgate and Stockbridge Road

- 4.5 Southgate and Stockbridge Road provide a key approach into and point of arrival to Chichester city centre. Southgate is an historic route as one of the main Roman roads out of the city.
- 4.6 There are a number of fine buildings and groups of buildings that positively address the street and make a strong contribution to the character and identity of the area. This is reflected in the designation as a conservation area.
- 4.7 Elsewhere the presence of the Southgate Gyratory and later redevelopment have fragmented the townscape character of this part of the city leaving behind some large expanses of road space and also areas of public realm that have no overall function or purpose.
- 4.8 There is an important opportunity to consolidate and enhance Southgate and Stockbridge Road, rebalancing vehicle priorities and improving pedestrian connections. In addition, enhancements to access around the railway station linking this to a bus gate limiting general through traffic and repositioning bus stops will enhance the usability and attractiveness of public transport.
- 4.9 Finally, there is also an opportunity to reconfigure ~~or remove~~ the Southgate Gyratory, reprioritising road space for pedestrians and cyclists and making Basin Road the principal north/south vehicular corridor into the city. ~~This is set out as part of options A and B.~~

Key Improvements

'Virtual Interchange' – Provide new bus stops to the north and south of the railway station integrated with improvements to both railway station forecourt areas.

Introduce a bus gate – this would limit general vehicular access along Stockbridge Road north of Basin Road and along Southgate prioritising public transport and providing an enhanced environment for pedestrians and cyclist. Access to existing premises would be retained.

Enhanced, coordinated public realm – Coordinate the appearance of the public realm to improve place making and give a clearer identity to Southgate and Stockbridge Road, including through the potential usage of public art to express that this location is a key point of arrival into Chichester. Public realm improvements should additionally ensure that the needs of all users are addressed, including those with disabilities and mobility difficulties.

Reconfigure ~~or remove~~ the Southgate Gyratory enhancing the overall legibility of the Southern Gateway. ~~Options are identified as part of the Southern Gateway Transport Appraisal.~~

New junction to Basin Road to improve upon the existing alignment and functionality together with a new pedestrian crossing at Canal Wharf to improve pedestrian access between Chichester Gate and Canal Wharf.

Green Arc along the Lavant Corridor – There is an opportunity to celebrate the route of the culverted watercourse, by maximising the attractiveness of, and accessibility to the Lavant Corridor through a connected network of pedestrian and cycle routes, and the provision of public art along its route.

Capitalise on tree planting – Introduce tree planting along Stockbridge Road and Southgate in conjunction with the implementation of the bus gate and reconfiguration of the highway.

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B. South Pallant and Market Avenue

- 4.10 The South Pallant and Market Avenue area is currently quite indistinctive, despite its proximity to the city walls and historic South Pallant. The Southgate Gyratory system takes up a substantial amount of space and is a dominant feature of this area. This causes severance of pedestrian and cycle routes which is exacerbated by the provision of indirect pedestrian and cycle crossing points.
- 4.11 A clutter of signs, bollards, and pedestrian barriers is evident which undermines the quality and attractiveness of the public realm, and acts as a confusing barrier to people wishing to access the city centre. Reducing visual clutter and providing for a clean and tidy environment to improve place making is a priority.
- 4.12 As ~~part of options~~ identified in the Transport Assessment there is an opportunity to reconfigure this location, ~~either for example through reducing the width of the highway. or downgrading Market Avenue (between South Street and Basin Road) to limit through traffic, depending on which option is considered.~~
- 4.13 There are a number of improvements that should be made in order to enhance its usability and attractiveness:

Key Improvements

Improve north/south connectivity for pedestrians and cyclists by providing enhanced crossing facilities along desire lines.

Enhanced, coordinated public realm – to improve place making and to establish a clean, tidy and attractive environment, and increased pavement widths where appropriate.

Reconfigure ~~or remove~~ the Southgate Gyratory enhancing the overall legibility of the Southern Gateway. ~~Options are identified as part of the Southern Gateway Transport Appraisal.~~

Introduce new frontage development – to the site of the Magistrates Court to better overlook the street and contribute toward better natural surveillance ('eyes on the street' to enhance the feeling of safety).

Consider opportunities for tree planting and other environmental enhancements to soften the streetscape and to help frame the street and public realm.



C. Basin Road and Canal Wharf

- 4.14 There is a significant opportunity to improve the setting of the historic Canal Basin and to create a vibrant and active space with attractive water views. The area is currently underutilised in this capacity. Good quality public realm could enhance the area and help to stitch together the area as an important part of the Southern Gateway and to reinforce the Canal Basin's role and function.
- 4.15 In order to fully realise this opportunity, there is a need to reconfigure the road connections between Basin Road and Stockbridge Road, to enable Canal Wharf to become a pedestrian environment with a shared space that retains existing vehicular access to the boat club and public house. This forms a key part of ~~options for the approach to~~ movement ~~in~~ across the Southern Gateway as identified in the Transport Appraisal.

Key Improvements

Wide spill-out space – Introduce new active edges and outdoor seating areas associated with the mixed-use redevelopment of the Royal Mail Sorting Office, with café and restaurant uses and new shops fronting onto the Canal Basin.

Environmental enhancement to make the pedestrian environment more inviting and welcoming to visitors of the city. New tree planting should be introduced to soften the space and provide a visual link with the Canal Basin and trees fronting the Canal Basin to the south.

Public art provision to extend that already present in the Canal Basin, and to further distinguish the location and make the Southern Gateway more legible.

D. Kingsham Road

- 4.16 The Kingsham Road is a residential area within the Southern Gateway. There is an opportunity to improve the character and overall environment of the streetscape, and to integrate Kingsham Road with the wider area through environmental enhancements.

Key Improvements

Environmental enhancement – Introduce landscape and tree planting to the Kingsham Road to create an attractive pedestrian environment to residents.

Retention of hedgerow and tree planting adjoining the Police Station and the High School development opportunity sites to establish a mature green setting to new development.



5.0 DELIVERING THE MASTERPLAN

Delivery Strategy

- 5.1 ~~The development of~~ The draft masterplan for Chichester Southern Gateway ~~Masterplan has~~ identifies a number of linked but discrete sites for future development. These sites, together with the wider public realm improvements and highways alterations will enable this part of Chichester to offer a quality transport hub. In addition they provide a focus for further town centre related high quality residential development and an opportunity for local businesses, tourism and night time economy to create a vibrant entrance to the city centre. This will build on the recent regeneration of the canal basin, and the existing leisure focus at Chichester Gate.
- 5.2 Implementation of the masterplan is anticipated to take place over a number of years to 2029 corresponding with the Local Plan. Its successful delivery will be dependent upon a realistic and focussed approach to enabling development. Creating an environment of certainty by unlocking obstacles to delivery will enable the market to take schemes forward with confidence.
- 5.3 The delivery strategy seeks to identify the obstacles to be overcome, and to prioritise delivery in a way that acts as a catalyst and sets a quality benchmark against which the wider development opportunities will come forward.
- 5.4 A range of development opportunity sites have been identified through the masterplanning process. In addition, four key opportunities for improvements to public realm in the city centre are also identified. The delivery of these will be subject to the availability of funding, and the ability for these to be supported through associated developments.
- 5.5 The tables on the following pages identify the potential links between the public realm projects and the development projects. However, the extent to which these can be supported through the use of planning obligations will be subject to viability testing. It is therefore essential that these projects, together with the access and movement related projects, are included in future iterations of the Infrastructure Business Plan prepared by the Council, so that Community Infrastructure Levy (CIL) funding can be sought where appropriate.
- 5.6 It should be noted that the amount of CIL generated by the development in the masterplan is unlikely to be sufficient to fund all of the infrastructure requirements. Therefore, Chichester District Council will need to identify and secure alternative sources of funding to enable the comprehensive regeneration of the area. If applications for funding are not successful, consideration will be given to redesigning the scheme within the budget constraints.
- 5.7 The high level delivery strategy aims to identify how certainty of delivery can be improved for the range of sites involved, with a view to enabling a programme of projects to come forward over the short, medium and longer term that will develop the Southern Gateway as a sustainable high quality quarter of Chichester for the future.
- 5.8 As a Supplementary Planning Document the masterplan does not introduce new planning policy, but ~~it is intended to assist in~~ supports the interpretation and application of existing policies and proposals contained within the Local Plan, and provides additional guidance to applicants and developers when making planning applications. ~~Once formally adopted, This Masterplan will be~~ is a material consideration in the determination of planning applications.

Chichester District Council's Role in Enabling Development

5.9 By identifying and promoting the Southern Gateway as a location with the potential for growth and improvement, Chichester District Council is acting as a driver for change. Without control or ownership of all the development opportunities, its primary role in the delivery process is that of enabler.

5.10 This role can, however, involve differing degrees of direct intervention, as required by the specific circumstances of each site. Typically, the ways in which the Council can actively support delivery are as follows:

- Through the pro-active identification and promotion of opportunities, building on the Masterplan by establishing clear, flexible development briefs that provide clarity on issues to be addressed and specific scheme requirements
- Through working with the wider public estate to co-ordinate input, communication and co-operation where required, and ensure as far as is possible consistent approach to enabling development across publicly owned land holdings
- Through the Council's housing enabling role of working in partnership with housing providers and identifying potential grant or loans to enable the priorities set out in Council's housing strategy.
- By developing close relationships with bodies such as the HCA and the Local Enterprise Partnership to bring in their expertise as required, and to identify the means by which relevant funding streams can be accessed
- If necessary, by intervening to acquire land, either by agreement or through use of its powers of compulsory

purchase, to unlock obstacles to delivery and maximise development potential.

- Through the effective assessment of planning applications that come forward that accord with the policies within the Local Plan and meet the guidance and aspirations of this masterplan.

5.11 The creation of a positive environment for development, together with a wealth of technical detail regarding potential development sites, will engender confidence in the development market that Chichester is a good place to do business and to invest.

Viability and Delivery

- 5.12 As part of the development of the Southern Gateway Masterplan, DLA have assessed ~~of~~ the appropriate mix of uses and potential amount of development for each Development Opportunity. The purpose of the process is to ensure overall deliverability within a flexible framework appropriate to the local property market, and to seek to maximise the potential for value generation within the masterplan policy context.
- 5.13 Each of the sites has been the subject of a high-level indicative viability appraisal. Each appraisal seeks to identify an indication of the level of land value that might be generated by development in accordance with the masterplan, taking into account the known costs involved in the process.
- 5.14 The appraisals are based on research into prevailing residential sales values and building costs, and include industry standard development assumptions relating to additional standard costs such as planning, surveys, professional fees, the costs of finance, and the amount of profit a developer will need for the scheme to go ahead.
- 5.15 The appraisals do not reflect the full costs associated with enabling development to proceed, as many of these cannot be assessed to any degree of accuracy at this high level stage. In addition, no detailed site surveys have been undertaken at this stage. Costs that have been excluded are:
- any site acquisition costs, or (if required) compulsory purchase costs;
 - any business relocation costs, such as the acquisition of a relocation site, costs of providing a replacement building, and any business disturbance compensation;
 - any off-site costs, such as those associated with significant highways alterations;
 - any “abnormal” costs associated with such things as listed buildings, clearing up contamination, or unusual ground conditions.
- 5.16 For each site, it has been assumed that the development will accommodate a policy compliant 30% affordable housing, comprising a mix of starter homes, affordable/social rental units and shared ownership tenures.
- 5.17 The appraisals indicate that the residential market in Chichester is robust, demonstrating higher sales values than surrounding areas in the region. This generates a positive underlying baseline land value for typical residential developments bearing no significant abnormal or off site costs. There is clear market potential for delivery, and a strong local market appetite for residential and mixed use development.
- 5.18 However, it is anticipated that where there are significant additional costs to be met, such as those identified above, the levels of value generated overall are unlikely to be sufficient to address all the cost requirements. Further detailed work will be needed at the appropriate stage to assess the extent of the expected shortfall.
~~This is commented on in more detail below.~~

- 5.19 The viability testing has been carried out on the basis of generating a baseline land value, at a market appropriate level of developer's profit. The indicative values generated are gross of any site specific or wider additional costs that cannot be fully identified or allocated to specific sites at this stage.
- 5.20 For development to come forward, the land value generated must be sufficient to provide the owner with sufficient incentive to sell. That means the development value, i.e. the price a developer will pay for the site, will need to exceed the value currently generated by its existing use.
- 5.21 In addition, the value generated will be expected to meet the usual planning and building costs, together with all additional site costs, including relocation, abnormal costs, and the funding of significant alterations to the Southern Gateway highways network ~~as a result of the highways options set out in section 2~~. These will be significant additional costs that, when taken into account in the development appraisal, are likely to have a significant and negative impact on land value.
- 5.22 Additional potential site costs are identified in the Issues and Obstacles column of the following tables for each Development Opportunity area and include flood risk, potential decontamination, re-provision of existing facilities and any associated land acquisition costs.
- 5.23 The site-specific costs and issues will be actively reviewed ahead of bringing any sites to the market, so that where appropriate measures can be taken to de-risk the opportunities. The aim is to rationalise relocation requirements where possible, particularly where these are part of the wider One Public Estate initiative, and to look for solutions that make better use of publicly owned land. The intention is to support deliverability, and to identify in more detail the costs to be addressed to bring the sites forward for development, so that options for mitigation can be considered.
- 5.24 In terms of the wider package of highways measures, the identified ~~options for~~ alterations to the local road network indicate a significant programme of improvements which have been assessed by Peter Brett Associates to ~~range in~~ cost £5.3 million from £4.1 million to £8 million.
- 5.25 In order to address the extensive relocation, site acquisition, highways and other abnormal costs relating to the sites within the Southern Gateway, additional sources of funding will need to be explored to supplement any uplift in land values generated by the proposed masterplan developments.
- 5.26 It is anticipated that the impact of such additional costs on deliverability will require the Council, the LEP, the HCA and other public sector land owners to work together to identify and seek to secure all potential sources of central government funding that might be available, thus enabling deliverability of the Southern Gateway masterplan. It is not expected that this will be achieved by the development market without some public sector intervention.
- 5.27 The Transport Assessment undertaken to support the Masterplan demonstrates that the proposals are unlikely to have a material impact on the operation of the A27 Chichester bypass. However, as the masterplanning proposals are taken forward, it is expected that any subsequent and more detailed appraisals should:

- Ensure that latest development proposals are accurately reflected within demand forecast modelling;
- Undertake a review of Highways England A27 Chichester Bypass model in the area surrounding the Southgate area;
- Undertake traffic surveys to allow a comparison between the base model and current conditions; and
- Undertake operational junction modelling for key junctions within the masterplan area, where a material change to junction operation is predicated as a result of traffic generated by the proposed development.

Site 1	Potential use and opportunity	Linkage to public realm improvements	Ownership	Issues and obstacles	Outline steps to delivery	Indicative timescale
Law Courts and the Bus Station	<p>Opportunity for redevelopment (or conversion) with potential for ground floor commercial uses, particularly food and beverage, and leisure related. Additional uses include hotel, residential development or student accommodation. Ground floor provision of community health uses could also be acceptable. Possible linkage with Starter Homes Initiative.</p> <p>Urban site currently forming part of the gyratory system.</p> <p>Useful early catalyst to establish quality parameters for future development.</p>	<p>Southgate and Stockbridge Road</p> <p>South Pallant/ Market Avenue</p>	<p>Ministry of Justice. Understood to be becoming vacant by the end of 2017, and then surplus to requirements. Ownership will be transferred to the HCA</p> <p>Bus station freehold CDC Leasehold in favour of Stagecoach, with a number of years outstanding.</p> <p>Discussion have been instigated with Stagecoach, who have expressed willingness to forgo a bus station.</p>	<ul style="list-style-type: none"> Statutory and local listing of buildings within and adjoining the site. Within a conservation area. Additional ownerships within the highways island, some of which are listed or of heritage status that must be respected by development proposals. TPO tree located to rear of the Crown Court. Potential for archaeological interest. Traffic dominance and opportunities to address this through <u>the realignment of Basin Road consideration of Transport Appraisal Highways Options A and B.</u> <u>Need to address foul drainage capacity issues</u> 	<ul style="list-style-type: none"> Liaise with the MoJ to establish their timescales for vacant possession and their aspiration for bringing the site to market. Explore potential for acquisition with the HCA in connection with the Starter Homes Initiative. Prepare development brief to provide certainty to the market Support MoJ where appropriate in bringing the site forward to the development market. Transport studies and evidence base 	<p>Short to Medium term opportunity</p> <p>2-5 years</p>

Site 2	Potential use and opportunity	Linkage to public realm improvements	Ownership	Issues and obstacles	Outline steps to delivery	Indicative timescale
Basin Road car park and Bus Depot	<p>Site suitable for residential, student accommodation, starter homes or for a retirement /extra care living development, given its accessibility to the city centre and local services and transport.</p> <p>There is also the potential to link this opportunity to Site 1 to assemble a more substantial site that can be promoted as a significant catalyst for development of the wider area. This could involve use of the Council's CPO powers if necessary.</p>	Southgate and Stockbridge Road	<p>Freehold CDC Leasehold in favour of Stagecoach, with a number of years outstanding.</p> <p>Discussion have been instigated with Stagecoach, who have expressed willingness to relocate their depot</p>	<ul style="list-style-type: none"> • Identification of a suitable location for relocation of the bus depot and associated facilities • Impact of cost and compensation to Stagecoach for any additional operational costs on viability • Range of occupational tenants at existing bus station – impact on costs of securing vacant possession. • Bus Depot building locally listed, but unsuitable for alternative use • Impact of noise from railway line on future development • Loss of car parking spaces and car park income • <u>Need to address foul drainage capacity issues</u> 	<ul style="list-style-type: none"> • Work with Stage coach to identify workable alternative locations for the bus depot • Develop a flexible development brief, addressing the future of the existing bus depot building, mix of potential uses and capacity / quality parameters • Undertake regular viability assessment based on latest information to identify any viability gap or cash flow gap. • Assess options for addressing viability through available funding streams and initiatives. • Bring site to the market – possibly phased 	<p>Short to medium opportunity</p> <p>2-5 years</p>

Site 3	Potential use and opportunity	Linkage to public realm improvements	Ownership	Issues and obstacles	Outline steps to delivery	Indicative timescale
Royal Mail Sorting Office	<p>Canal frontage restaurants with high quality residential uses above and fronting Basin Road, accommodating a mix of apartments and town houses, and expanding the quality night time economy to this location. Office accommodation also an acceptable use.</p> <p>Potential to relocate Basin Road frontage on the basin to the rear of the new development to make better use of the water front, maximise value and improve highways and circulation.</p>	Canal Wharf and Basin Road	<p>Royal Mail, who are willing to re-locate subject to cost.</p> <p>Where highways are re-organised, then the Highways Authority has ownership, and will have an involvement.</p> <p>Ownership of the land under the road may however fall to the owners on either side.</p> <p>Ownership of the canal basin by WSCC.</p>	<ul style="list-style-type: none"> • Lack of clarity of ownership of the subsoil under the road • Need to relocate the Royal Mail facility • Potential impact on viability of the cost of relocation of the road • Potential contamination from previous uses • Potential archaeological interest. • <u>Need to address foul drainage capacity issues</u> • <u>Need to main access to sewerage infrastructure</u> • <u>Need to lower or raise Portsmouth Water infrastructure dependent upon potential changes to ground levels.</u> 	<ul style="list-style-type: none"> • Establish ownership of the subsoil beneath the road • Work with Royal Mail to identify and secure an alternative location for their operation • Work with the HA to establish the feasibility and implications of relocating the road – in particular the potential cost of any service diversions that may be required • Work with third party canal owners to secure agreement to a delivery strategy (if required) • Prepare development brief for the site. • Explore funding options if required. 	<p>Short to medium opportunity</p> <p>2-5 years</p>

Site 4	Potential use and opportunity	Linkage to public realm improvements	Ownership	Issues and obstacles	Outline steps to delivery	Indicative timescale
Former Police Station and High School land at Kingsham Road	<p>Large mainly undeveloped site which could offer a significant opportunity for large scale residential development within the City. Mix of private houses, apartments, alternative tenure types, starter homes and affordable housing offers including build to rent.</p> <p>Alternatively student accommodation with communal non-residential ground floor uses.</p>	<p>Basin Road</p> <p>Kingsham Road</p>	<p>Western side of the site owned by the Police, forming part of the wider Public Estate, and accommodating a now unused playing field that is surplus to requirements. An area to the south is to be retained for blue light, parking and layover usage in connection with the retained police facilities fronting Basin Road.</p> <p>The eastern half of the site is owned by WSCC leased to the Academy, and is now vacant and unused other than the all-weather pitch to the south which is to be relocated to an identified alternative site.</p>	<ul style="list-style-type: none"> The majority of the site is located within Flood Zones 3 and to a lesser extent 2. To develop for residential use will require mitigation measures and an exception test. Employment uses proposed on Zone 2 area. Consent required from Minister for Education to allow non-education uses to be developed <u>Need to address foul drainage capacity issues.</u> 	<ul style="list-style-type: none"> Agree flood risk mitigation strategy with the Environment Agency, and identify the impact this has on deliverability. Agree the extent of land available from the Police ownership Confirm relocation timescale and cost profile/liability issues for all surface pitch with Chichester High School Check that loss of open space and sports facilities will not impact on developability. Prepare development brief based on the outcome of the above Work with landowners to bring developable land to the market. 	<p><u>Medium to long term opportunity 5-10 7-12 years with potential for shorter term timescale if issues can be addressed</u></p>

Site 5	Potential use and opportunity	Linkage to public realm improvements	Ownership	Issues and obstacles	Outline steps to delivery	Indicative timescale
Land at Chichester Station	<p>Mixed use opportunity on car parking adjacent to Chichester Station and (if available) existing commercial floor space which currently represents inefficient use of the land.</p> <p>Potential uses include high density residential or student accommodation. Business space restaurant, retail and food and beverage associated with the station. Suitable location for starter homes or purpose built rental accommodation.</p> <p>Potential for a second access to be provided from the adjacent Council car park but not identified as critical to facilitating changes to the Southgate gyratory (options A or B).</p>	<ul style="list-style-type: none"> Southgate Stockbridge Road 	<p>Network Rail.</p> <p>Likely also to be some areas, such as possibly car park income, that benefit the Train Operating Company (TOC) through its contractual relationship with Network Rail.</p>	<ul style="list-style-type: none"> Need to re-provide station car parking for operational purposes and other operational requirements of the station Existing use values that will need to be replaced Existing commercial tenants Potential need to compensate the TOC and tenants Need to maintain revenue Impact of compensation, replacement facilities and existing uses on viability Need to maintain effective interchange with bus network <u>Need to address foul drainage capacity issues</u> 	<ul style="list-style-type: none"> Maintain communications with Network Rail to establish timetable for review, contractual arrangements with TOC, and details of existing occupations and income streams Establish potential cost and feasibility of securing alternative access Review viability in the light of the above Prepare development brief Explore funding options/linkage with other developments that could enable relocation of uses to secure Vacant Possession 	Long term: opportunity 10+ years

Site 6	Potential use and opportunity	Linkage to public realm improvements	Ownership	Issues and obstacles	Outline steps to delivery	Indicative timescale
Government Offices	<p>Active ground floor retail/A2 frontage, with residential development above.</p> <p>Dated building out of context with its surroundings, where redevelopment would add significant environmental and street scape benefit.</p>	<p>Southgate and Stockbridge Road</p> <p>South Pallent/ Market Avenue</p>	<p>Department for Work & Pensions, subject to a PFI contract</p> <p>Upper parts being let for office use, potentially creating additional leasehold interests.</p>	<ul style="list-style-type: none"> • PFI agreement may inhibit development • Potentially complex tenure arrangements • <u>Need to address foul drainage capacity issues</u> 	<ul style="list-style-type: none"> • Establish clear understanding of the implications of the PFI contract • Establish ongoing dialogue with DWP, and explore wider tenure structure • Establish future of Job Centre, and any intended timetable for vacation • Prepare development brief 	Long Term: 10+ years

Appendix 1: Transport Appraisal Highway Options**Option A**

- a. Improved areas of public realm
- b. Proposed reduction in number of lanes and their width around the Gyratory.
- c. Proposed raised shared surface area along Southgate between South Street and the new Basin Road junction between Stockbridge Road and Canal Wharf.
- d. Proposed new bus and taxi interchange north and south of the Railway Station Car Park.
- e. Proposed new bus gate across Stockbridge Road level crossing.
- f. Proposed new two way road between Stockbridge Road and Basin Road over part of the Royal Mail Sorting Office site.
- g. Proposed new junction between Basin Road, High School vehicle exit and Canal Wharf.
- h. Shared space / access only route along Canal Wharf.
- i. New cycle lanes along Basin Road.
- j. Two bus laybys along Avenue de Chartres to provide additional stacking capacity for coach during events and the summer period.
- k. New 20mph speed limit across the whole Southern Gateway masterplan area.

Key Delivery Issues

- Potential utility diversion or lowering at new road junctions between Stockbridge and Basin Road.
- Clearance of Royal Mail site for relocation of the Canal Wharf
- Loss of station car parking
- Proposed provision of bus stops

Option B

- a. Improved areas of public realm
- b. Proposed new traffic signal box junction between Avenue de Chartres and Southgate.
- c. Proposed new road constructed between Avenue de Chartres and Basin Road. This will involve a new traffic signal box junction onto Basin Road and the demolition of up to three grade II listed buildings (subject to agreement).
- d. Proposed new priority junction from Old Market Avenue onto Basin Road.
- e. Proposed raised shared surface area along Southgate between South Street and the new Basin Road junction between Stockbridge road and Canal Wharf.
- f. Proposed new bus and taxi interchange north and south of the Railway Station car park.
- g. Proposed new bus stop locations along Stockbridge Road.
- h. Proposed new bus gate across Stockbridge Road level crossing.
- i. Proposed new two way road between Stockbridge Road and Basin Road over part of the Royal Mail Sorting Office site.
- j. Proposed new junction between Basin Road, High School Vehicle Exit and Canal Wharf.
- k. Two bus laybys along Avenue de Chartres to provide additional stacking capacity for coach during events and the summer period.
- l. New 20mph speed limit across the whole Southern Gateway masterplan area.
- m. New cycle lanes along Basin Road.
- n. Shared space / access only route along Canal Wharf.

Key Delivery Issues

- Potential utility diversion or lowering at new road junctions between Stockbridge and Basin Road.
- Clearance of Royal Mail site for relocation of the Canal Wharf
- Loss of station car parking
- Proposed provision of bus stops
- Demolition of 3 Grade II listed buildings (subject to agreement)

SOUTHERN GATEWAY AS EXISTING

Page 174

Waitrose

Multi-storey car park

Railway station

Bus station

Bus Depot

Magistrates Court

Crown Court

Stockbridge Road

Basin Road

Royal Mail

Police Station

Chichester Gate

Canal Basin

School

CHICHESTER



June 2017
CSG001 / 021
1:2000@A3
0m 60m

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DEVELOPMENT OPPORTUNITIES AND PUBLIC REALM PRIORITIES COMPOSITE

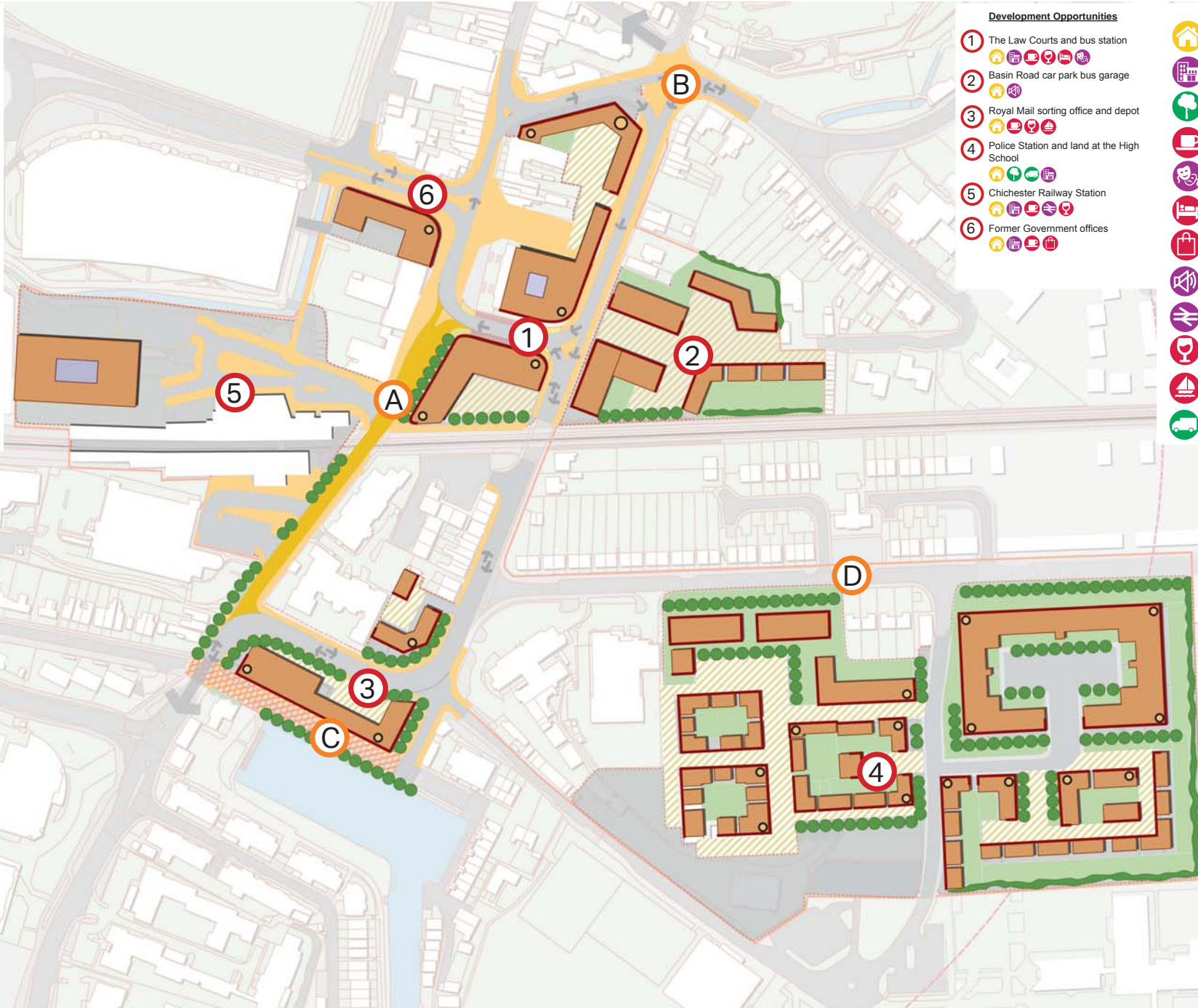
Public Realm Priorities

- A** Southgate and Stockbridge Road
- B** South Pallant / Market Avenue
- C** Canal Basin and Basin Road
- D** Kingsham Road
- Environmental enhancement
- Bus provision
- Cycle routes enhancement
- Gateway place
- Pedestrian enhanced provision
- Nature / Wildlife corridor

Development Opportunities

- 1** The Law Courts and bus station
- 2** Basin Road car park bus garage
- 3** Royal Mail sorting office and depot
- 4** Police Station and land at the High School
- 5** Chichester Railway Station
- 6** Former Government offices

- Residential
- Offices
- Open Space / Landscape
- Cafe
- Leisure and Entertainment
- Hotel
- Retail
- Noise mitigation
- Railway Station
- Pub / Bar
- Canal Basin
- Ambulance and Police



Page 175

CHICHESTER

October 2017
CSG001 / 017/C
1:2000@A3

0m 60m

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9th August 2017

Dear Sir

AN ALTERNATIVE VISION FOR THE SOUTHERN GATEWAY

We have prepared an alternative vision for Chichester's southern gateway called Freeflow, as we believe that the masterplan currently out for consultation is seriously flawed.

We attach a hard copy of our scheme that was presented to the Planning and Conservation Committee on 26th July, and at a public meeting on 3rd August. This scheme represents a true vision for the area and one that would get a huge amount of public support. We set up an ipetition to support it and currently have nearly 300 signatures.

We would ask that this scheme be considered as part of the consultation exercise, and that potential solutions to the level crossings be examined further. We think that our solution probably has not been looked at, as it is not immediately obvious, but that it should be properly investigated now.

As part of our little campaign we have talked to hundreds of people about this, not only on the peninsula but also in the queues waiting at the level crossing barriers. Virtually everyone has backed it. With the current situation regarding the A27 people are becoming extremely cynical over road planning issues. If the Council backed a scheme such as Freeflow, public support would be huge and the community could work together to build a visionary masterplan that the City could be proud of.

Yours faithfully

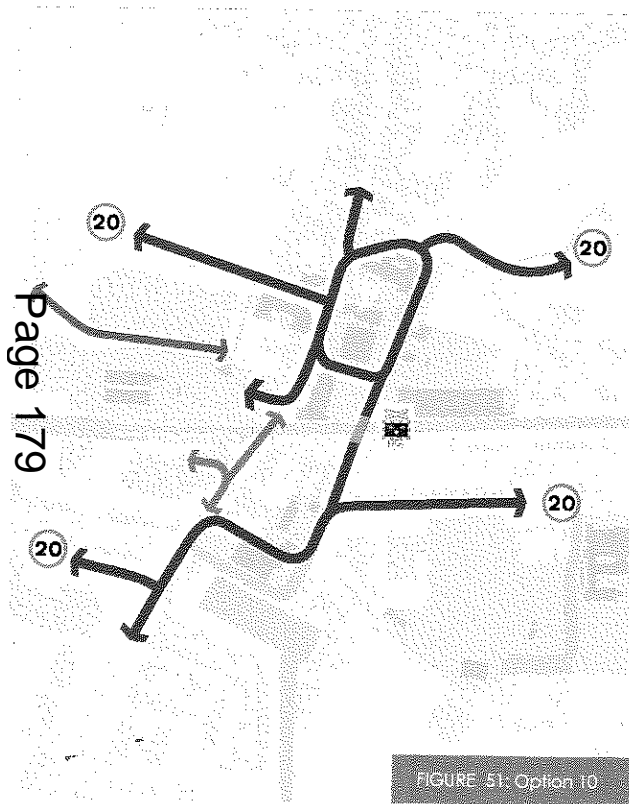


Richard Hutchinson

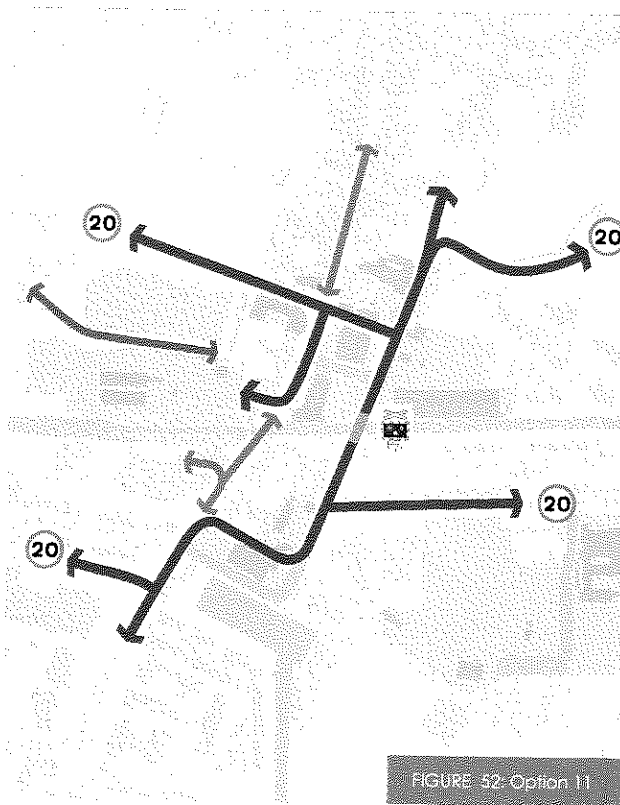
WHY ARE WE HERE?

“The current Chichester District Council options for the Southern Gateway are flawed and missing one vital ingredient. For many of the local community, closing both level crossings and building a bridge is the only way forward. The Council’s vision for the Southern Gateway does not consider this option. Bold, innovative and aspirational thinking is urgently needed. Freeflow provides this and is a concept worth exploring with all key stakeholders”

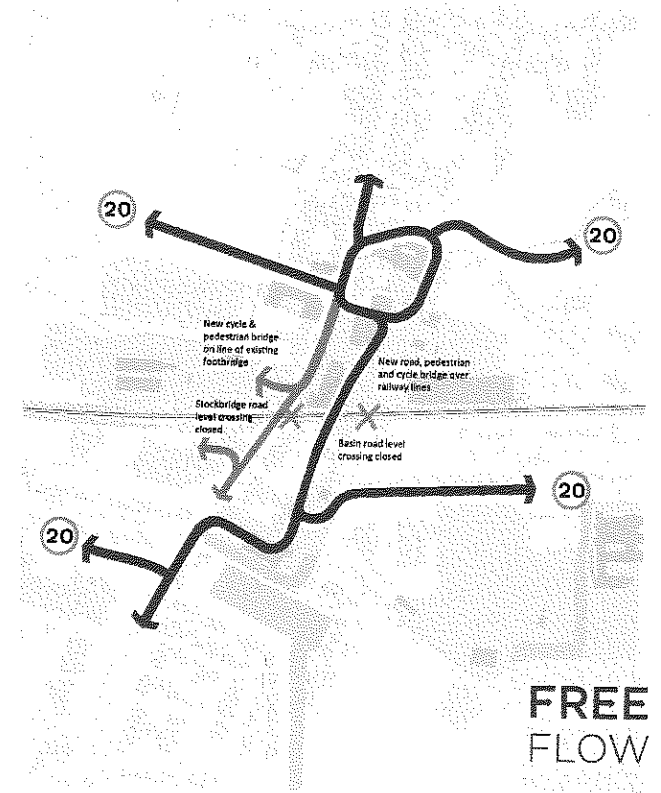
CDC Masterplan option 10



CDC Masterplan option 11



FREEFLOW option



single storey wing removed

approx. 12.6m between
main buildings

current pedestrian bridge clearance
approx. 6.0m. Allow for deep structural
bridges need to be approx. 5m high

existing listed buildings retained
main crown court building retained,
rear and north wing removed

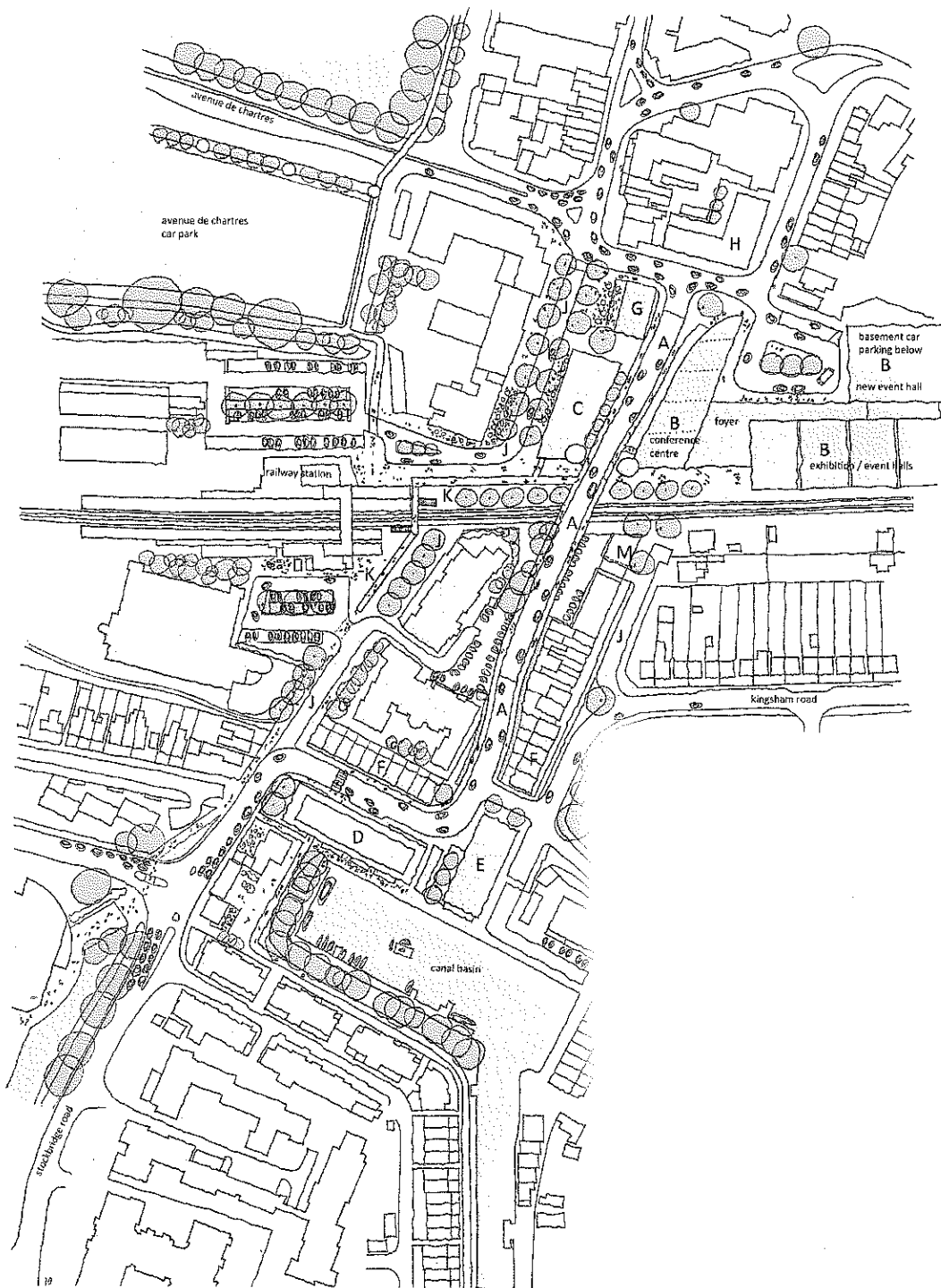
75 metre ramped approach road rising 5.0m = 1:15 or 6.60%
6% is recommended maximum for highways

rear wing of city business unit removed

existing buildings along basin road remain
some screening required to rear
front of properties benefit from much
improved outlook

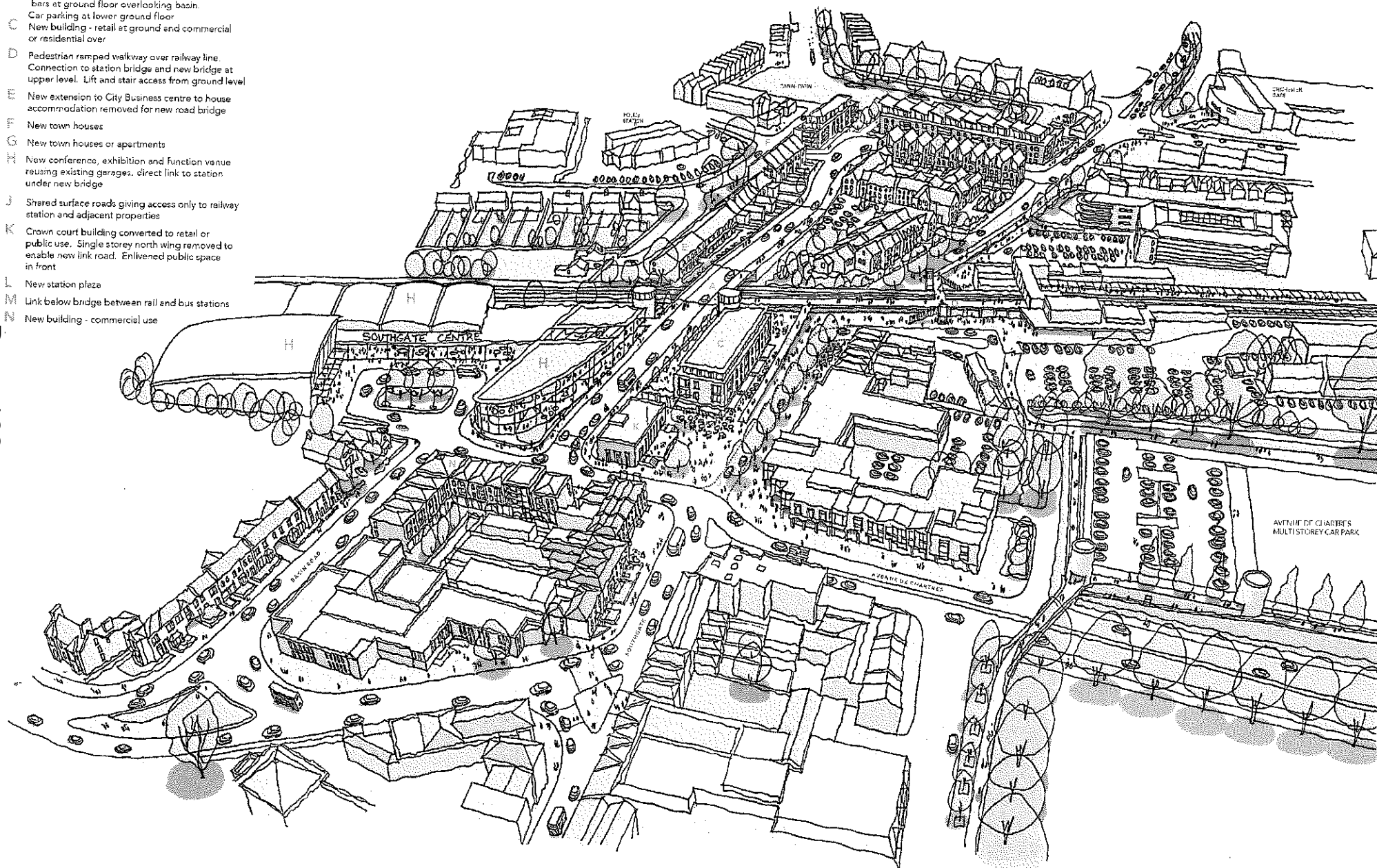
75 metre approach road

**FREE
FLOW**



- A New approach roads and bridge over railway lines. Cycle and pedestrian routes either side with planted screening to reduce impact on adjacent properties
- B New conference, exhibition and performance centre using existing bus station buildings and new purpose built event venue
- C New building. Retail at ground level and offices / commercial over
- D New hotel on canal basin. Cafe /restaurant at upper ground floor along waterside. Parking at lower ground floor
- E New apartment building overlooking canal basin. Car parking at lower ground floor
- F New houses
- G Existing Crown court building reused as a public arts & exhibition space. North wing removed to provide space for new road
- H New building, retail at ground, commercial at upper floor levels
- J Shared surface and landscaped public realm for vehicle access only to adjacent properties and railway station
- K Existing bridge over railway retained with ramped access added for cycles and pedestrians. Link to new road bridge at upper level
- M Part of City business centre removed and relocated within development to make way for new bridge

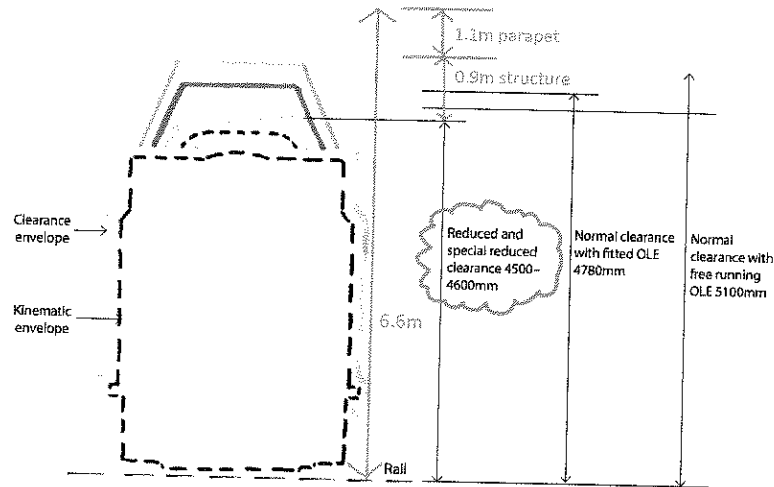
- A New approach roads and bridge over railway line. Cycle and pedestrian routes beside line.
- B New high quality hotel with public restaurants bars at ground floor overlooking basin.
- C Car parking at lower ground floor
- D New building - retail at ground and commercial or residential over
- E Pedestrian ramped walkway over railway line. Connection to station bridge and new bridge at upper level. Lift and stair access from ground level
- F New extension to City Business centre to house accommodation removed for new road bridge
- G New town houses
- H New town houses or apartments
- I New conference, exhibition and function venue reusing existing garages. direct link to station under new bridge
- J Shared surface roads giving access only to railway station and adjacent properties
- K Crown court building converted to retail or public use. Single storey north wing removed to enable new link road. Enlivened public space in front
- L New station plaza
- M Link below bridge between rail and bus stations
- N New building - commercial use



11.5 Different clearances

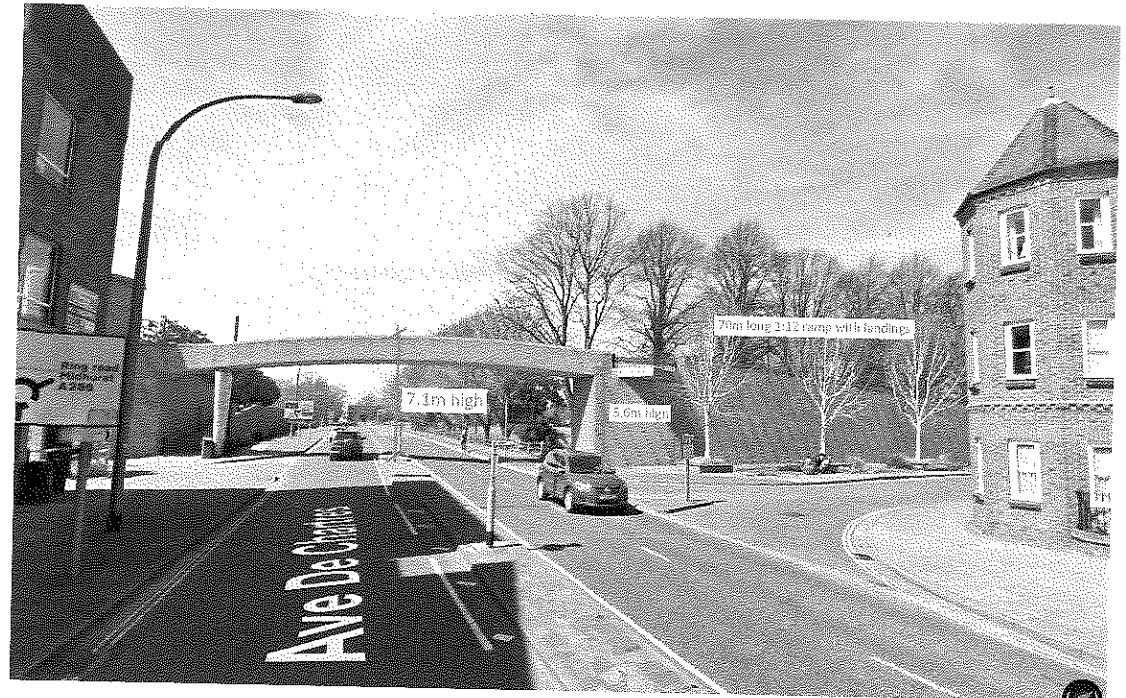
The amount of clearance (safety space) needed between the train, OLE and bridge or tunnel can depend on the nature and condition of the track and the trackbed, the amount the train can sway and bounce, the accuracy within which the positions of the track and OLE wires are maintained and the risks of accidental short-circuiting. There are a number of categories of clearance, including Desired, Normal, Reduced and Special Reduced, in order of decreasing height:

- Normal Clearance with free running OLE allows OLE wires to pass under bridges without any attachment.
- Normal Clearance with fitted OLE needs the wires to be held in position by attaching them to the underside of the bridge.
- Reduced and Special Reduced clearances have tight tolerances that require the track and OLE wiring to be monitored and adjusted much more frequently in order to keep close control over their positions. This is expensive, disruptive and precludes the use of standard maintenance machinery and practices. Therefore, it is only practical to adopt Reduced or Special Reduced clearances at major stations, where trains always travel very slowly and so disturb the track and OLE much less.



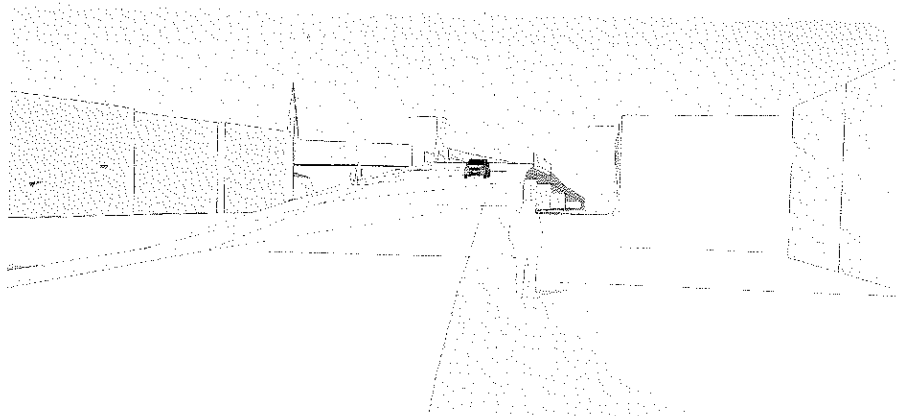
Clearances required for overhead electrification of railway line

Different electrical clearances

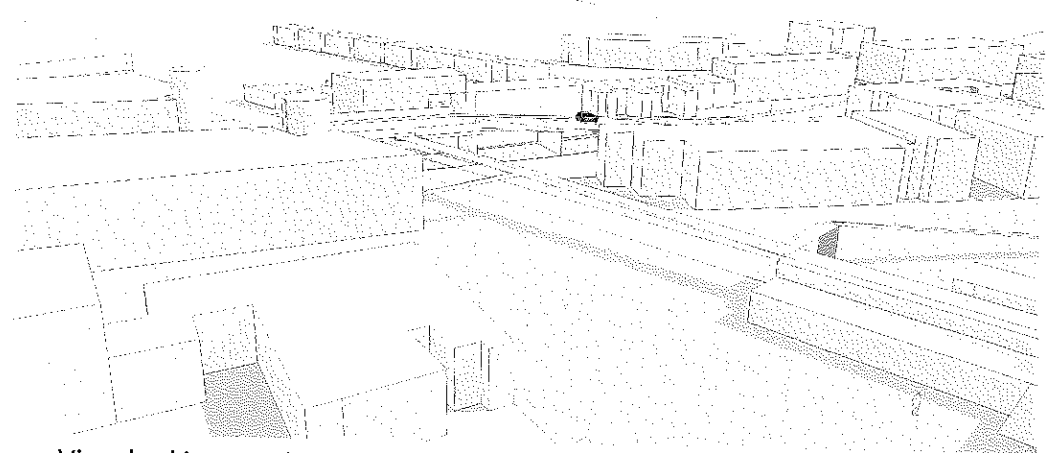


Avenue de Chartres footbridge is approx 7.1m to highest point.
A new rail bridge would need to be 6.6m high - slightly less than this

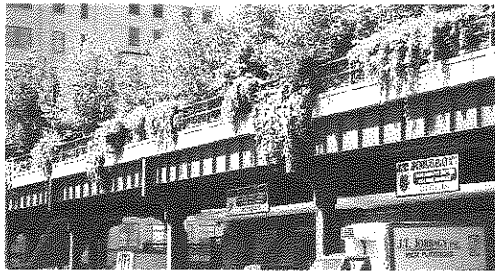
11.0 Loading gauges and bridge clearances



View looking north over proposed new bridge



View looking south-east over proposed new bridge



pedestrian and cycle ramp up to walkway over railway lines

to chichester gate

area of Stockbridge road no longer needed for queueing cars turned into a pocket park

train station

new high level walkway accessing station at high level

to waitrose

to avenue de chartres

area of Stockbridge road no longer needed for queueing cars turned into exhibition road type space with trees, space for cafe seating outdoors

the globe

brampton court

new bridge

city business unit

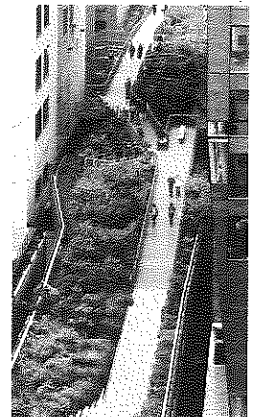
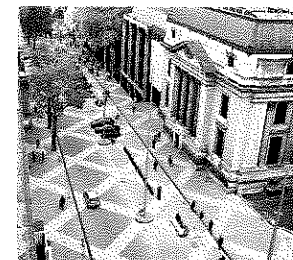
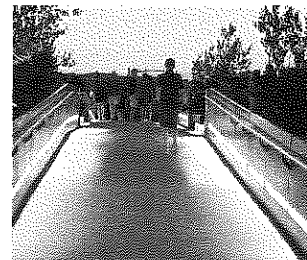
historic route of stockbridge road still maintained for use by pedestrians and cyclists

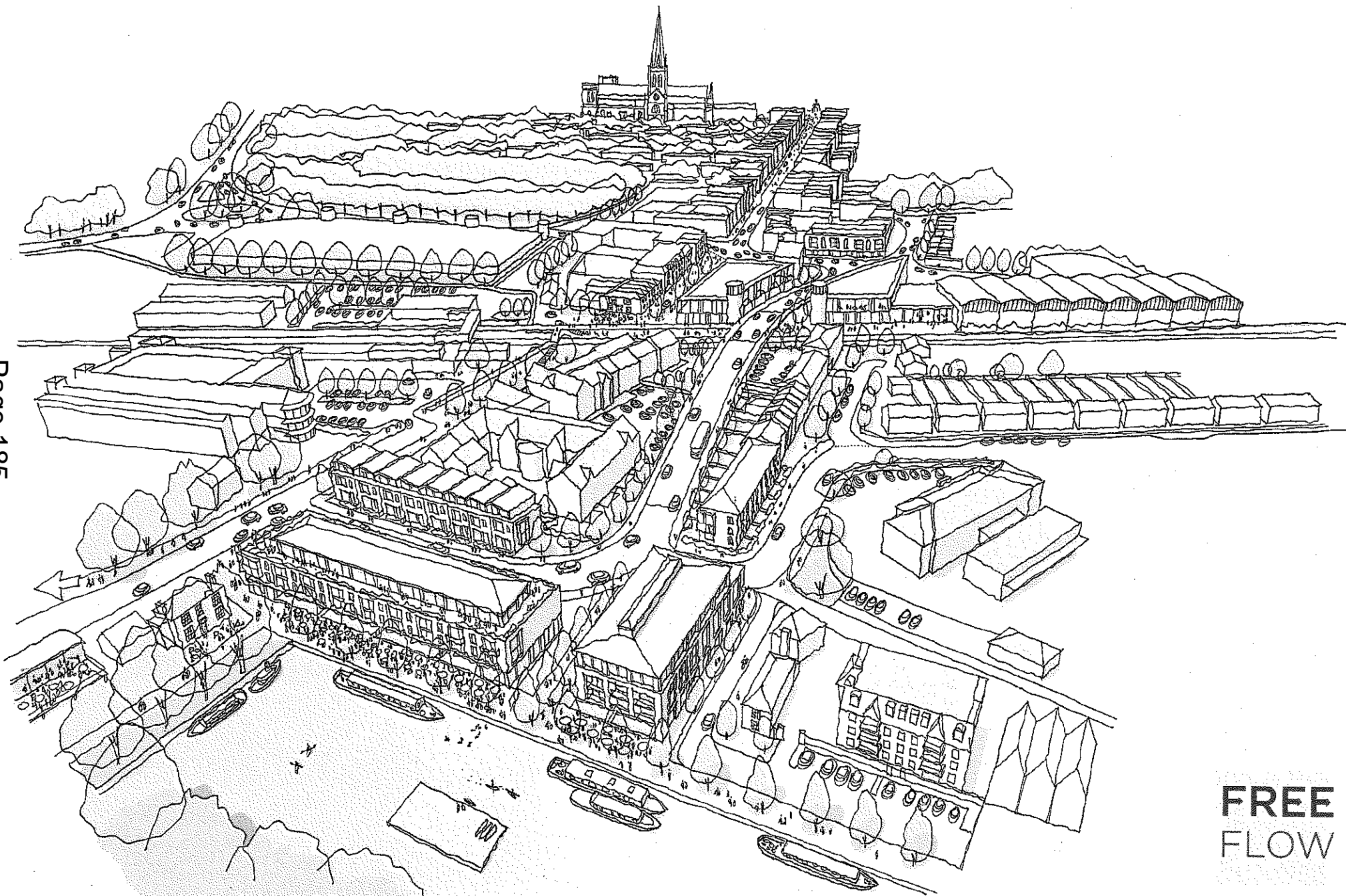
crown court

new conference, exhibition & performance venue

SOUTHGATE CENTRE

basin road becomes quiet cul de sac tree lined with on-street parking





**FREE
FLOW**

ANY QUESTIONS?

In Summary:

- *Freeflow* provides a dedicated new road and bridge solution,
- *Freeflow* proposes the closure of both crossings
- *Freeflow* offers the City a gateway worthy of the name
- *Freeflow* delivers significant public realm benefits
- *Freeflow* creates the opportunity for new conference destination
- *Freeflow* allows the City to grow and prosper

.....any questions?

**FREE
FLOW**

Chichester Southern Gateway Masterplan
Review of Freeflow Proposals

September 2017

Contents

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2.	The Freeflow Proposals	3
3.	Acceptability of the Freeflow Proposals	5
4.	Financial Assessment	7
5.	Technical assessment	10
6.	Summary.....	14

1. Introduction

1.1 This short paper has been prepared by David Lock Associates with input from Peter Brett Associates to examine the Southern Gateway proposals. This assessment has been undertaken in three parts:

- An overarching assessment of the suitability and desirability of the Freeflow proposals given the existing policy framework;
- A financial appraisal taking into account the likely impact on development potential, the need for additional land acquisition, and the additional infrastructure costs directly linked to the provision of the bridge;
- A technical assessment of the practical implications of the proposed bridge and supporting roads.

2. The Freeflow Proposals

2.1 The Freeflow proposals entail a dedicated new road and bridge through the central part of the masterplan area and the closure of both level crossings, as well as the downgrading of Basin Road and Stockbridge Road in these locations. Access to the station would be via a shared surface. The Freeflow plans additionally propose the provision of an exhibition / conference / performance venue, as well as hotel, commercial and retail space and additional homes.

2.2 The Freeflow alternative vision for Chichester Southern Gateway impacts on a number of the development sites identified in the draft master plan (see Figure 2 overleaf), and will require the acquisition of additional land to enable the route of the proposed new road and bridge over the railway line.

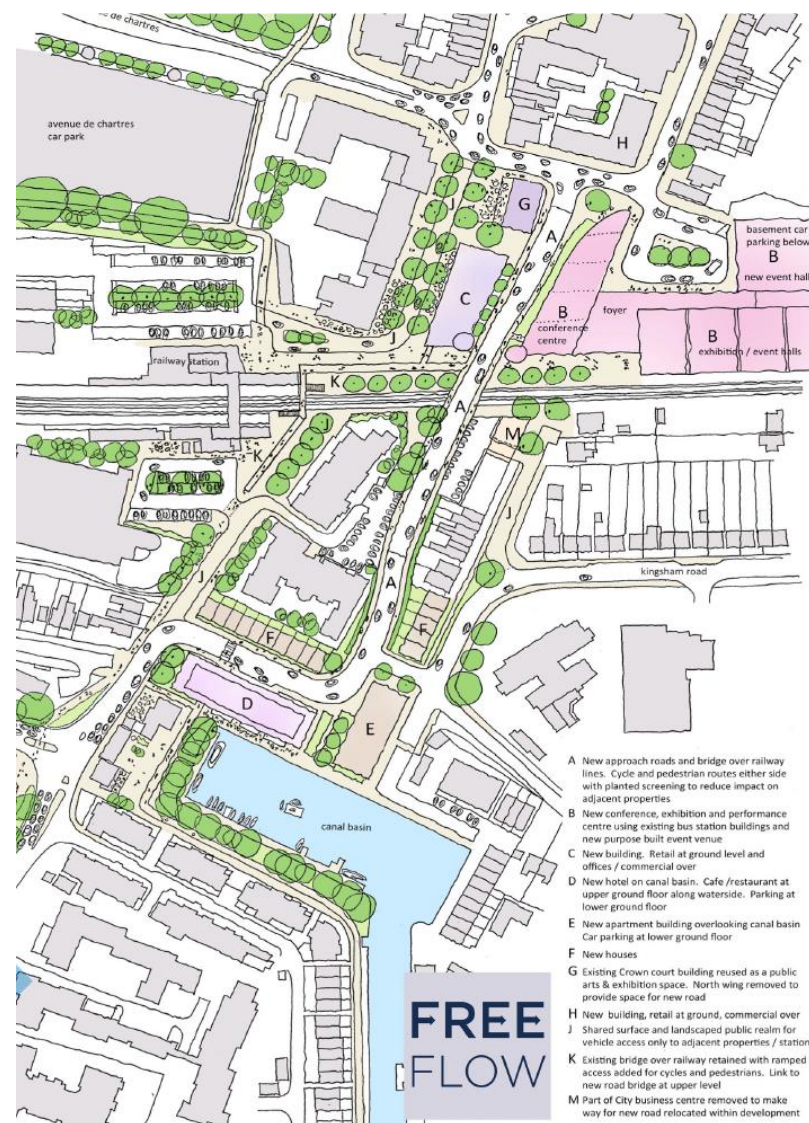


Figure 1: Freeflow Masterplan for Chichester Southern Gateway

DEVELOPMENT OPPORTUNITIES AND PUBLIC REALM PRIORITIES COMPOSITE

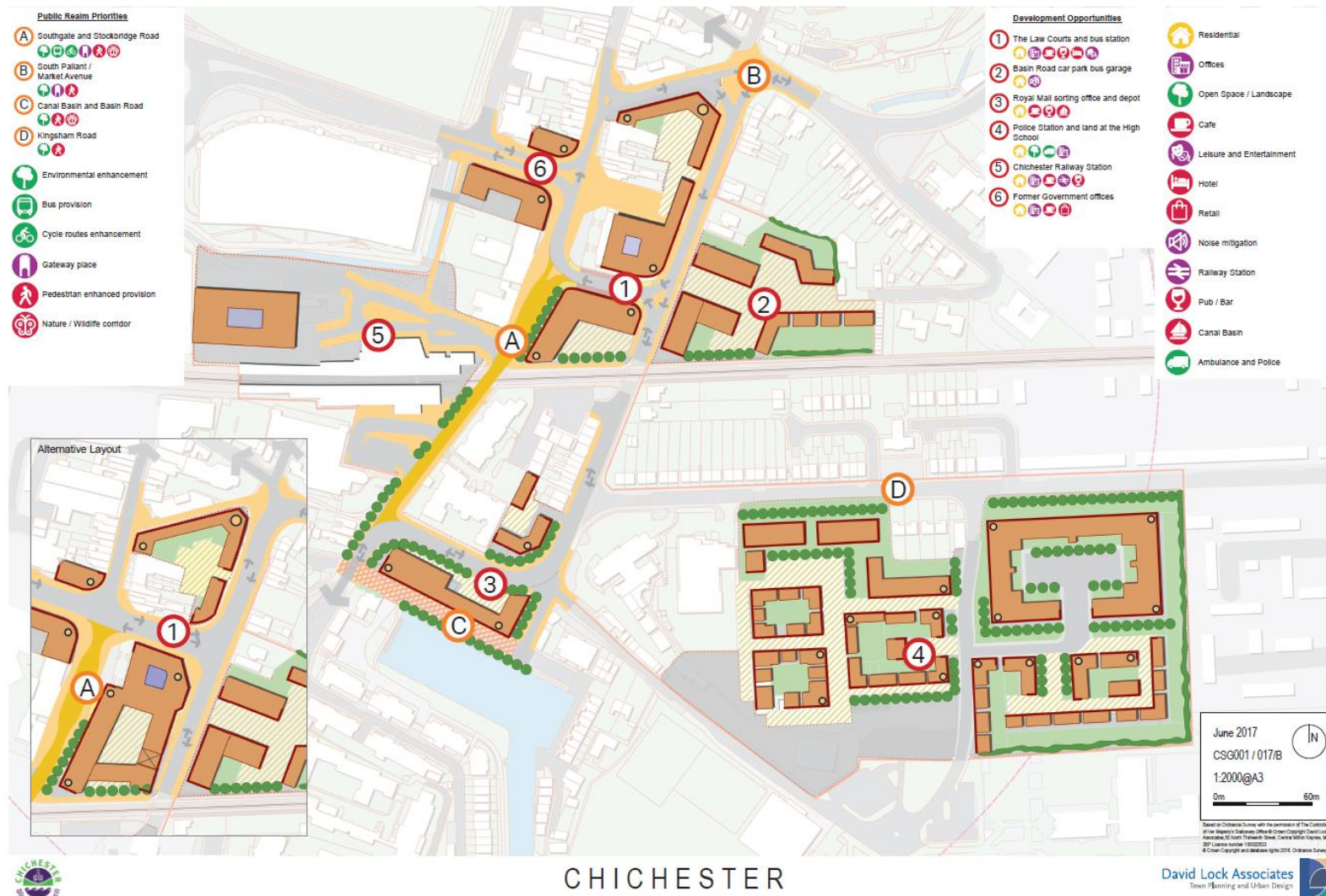


Figure 2: Draft Masterplan Plan

3. Acceptability of the Freeflow Proposals

Emphasis on motor vehicles

- 3.1 The Freeflow proposals focus largely on the provision of new routes for motor vehicles, and is likely to result in the increase of traffic flows into the south of the city centre. Furthermore, it is likely to increase traffic flows into a part of the city where it can't be accommodated, instead of utilising western access routes, for example using Via Ravenna (A259) to access the Avenue de Chartres car park. From discussions with Freeflow it is understood that no studies have been undertaken to examine the wider impact on the city centre of the newly proposed road, and indeed the wider consequences for the A27. Linked to this, there is also no evidence provided for the likely traffic generated by uses proposed within the Freeflow proposals, which, in relation to the new conference centre, exhibition and event halls, is likely to be considerable at times of peak usage.

Non-compliance with policy

- 3.2 The Freeflow proposals conflict with the increasing emphasis within the current policy environment, which is moving away from greater car dependence towards more sustainable transport modes. One of the core planning principles of the National Planning Policy Framework is the need to actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling.
- 3.3 This emphasis is replicated within the vision in the adopted Chichester Local Plan Key Policies 2014 – 2029, which highlights that by 2029 the plan area will be a place where people can move around safely and conveniently with opportunities to choose alternatives to car travel. Furthermore, the local plan transport strategy aims to promote more integrated and sustainable local transport and to mitigate the cumulative impact of planned development on the highways network and other transport services. Specifically, in relation to the 'Southern Gateway', Chichester City

Development Principles highlight the need to provide potential for improved road layouts providing better cycling and pedestrian access to the city centre from the south.

- 3.4 A key objective of West Sussex County Council has been to achieve a significant shift in travel behaviour aimed particularly at reducing car use for short distance journeys. The West Sussex Transport Plan 2011 – 26 highlights the need to reduce unnecessary trips by motorised vehicles and to encourage the use of more sustainable modes of transport and to adapt transport infrastructure to increase its resilience to the effects of climate change.

Chichester Vision

- 3.5 The Freeflow proposals are at odds with the approach contained within the adopted Chichester Vision 2017, which has been developed through extensive community engagement and highlights the public desire for fewer cars in the city centre. In particular, key Theme 1 entailing the creation of 'an accessible and attractive city' highlights the specific aspiration to calm and reduce traffic flows within the city centre and to reverse the priority from vehicles to pedestrians.

Meeting Southern Gateway Masterplan objectives

- 3.6 The Freeflow proposals do not meet many of the Southern Gateway masterplan requirements articulated by Chichester District Council in ensuring that the masterplan recognises the key attributes of the location, as follows:
- The provision of a substantial road bridge together with a focus on motorised transport is at odds with the need for approach that is sympathetic to the character of the area. Not only do Freeflow proposals cut through sites that were allocated for development, but they additionally cut through land not currently proposed for development, such as at the City Business Centre. This land is in third party ownership with no guarantee that it would be available to accommodate the proposals.

- The proposals do not effectively articulate a 'gateway' into the city from the South, along and around a major radial route such as Stockbridge Road, but focuses on the provision of access for the motor vehicle into the city centre.
- The Freeflow proposals do not provide an attractive pedestrian environment that minimises conflicts with other users and does not encourage increased footfall between sites and uses. The proposed road bridge and required ramps are likely to provide a barrier to east-west pedestrian movement in the southern part of the masterplan area, whilst the bridge itself is not likely to provide an attractive environment for pedestrians to utilise in moving north-south.
- The Freeflow proposals are likely to impact negatively upon enabling active frontages on main streets and pedestrian routes,
- The Freeflow proposals do not have effective regard to the wider setting of the city centre including the critical visual and functional relationships with the Cathedral Spire, the Market Cross, and the Canal Basin. There is no recognition of a major visual axis along the Canal towards Chichester Cathedral Spire, which is likely to be interrupted by the proposed road bridging and associated ramps.
- The Freeflow proposals do not meet the project objective of improving the character of Basin Road by providing more active frontages, public spaces and the provision of a more attractive public realm that will help to encourage people to walk to the canal basin.

Residential amenity

- 3.7 The impact on the existing residential properties to the south of the railway and in particular at Brampton Court and the rear of properties on the west side of Brampton Road is likely to be significant, in terms of visual amenity, noise impact, and air quality. There is likely to be no noise attenuation possible to mitigate the

impact, and a very real likelihood that those properties would be able to challenge the new road, which has no policy status.

Accuracy of Freeflow Drawings

- 3.8 Whilst recognising that the Freeflow drawings were produced as indicative sketches, they are not an accurate representation of the area when applied to an Ordnance Survey base. As a result, the Freeflow drawings attribute greater space than exists in reality to particular areas of the Southern Gateway area, such as the existing residential properties on Basin Road which are illustrated further to the east than in reality, and Avenue De Chartres which should be further to the north than shown on the Freeflow diagram.

4. Financial Assessment

- 4.1 Whilst the Freeflow proposals are imaginative and serve as a useful challenge to the draft masterplan, they impact negatively on overarching financial viability and deliverability of the Southern Gateway masterplan in the following ways:
- impact on development potential through loss of development land, untested and potentially unviable mix of uses, and loss of residential development value;
 - significant additional land acquisition costs and likely delays to implementation;
 - significant additional infrastructure and development costs.

Impact on development potential

Overall mix of uses

- 4.2 The draft masterplan identifies the potential for over 330 residential units, together with hotel, office and commercial uses of a scale appropriate to supporting and improving the quality of offer around the station and the Southern Gateway. The development of the uses is based on robust viability analysis and an assessment of deliverability.
- 4.3 The Freeflow proposal identifies a mix of hotel, commercial and office buildings, together with the major conference/exhibition venue addressed above, and an arts and exhibition space. There is no supporting financial analysis. The proposal includes only a very limited quantity of residential development, which will not underpin the financial viability of the commercial elements. It is therefore unclear how the proposed overall mix of uses will be delivered.

Impact on bus station, bus depot and law courts sites (Development Opportunity 1)

- 4.4 The indicative plan significantly reduces the land available for development through the introduction of a plaza, and the development of the bridge ramp, although a small sliver of land currently forming part of the existing road network is clawed back.

- 4.5 For these areas, the draft masterplan assumes a mix of hotel, commercial ground floor space, plus up to approximately 130 residential units, generating an estimated capital value of in the order of £10-£15 million, (dependent upon the exact mix). In contrast, the Freeflow plan assumes the provision of a commercial building providing ground floor commercial use with offices above, plus a public arts and exhibition space and a conference centre, exhibition and events halls and basement car parking, with no residential uses are proposed.
- 4.6 There is no supporting evidence to indicate the demand for or viability of a conference/events facility, and no supporting market analysis assessing the local supply provided by nearby universities, hotels, sporting venues etc to support such a use. There is also no analysis of how such a venue would compete with existing established conference locations on the south coast including Bournemouth, Brighton, and as proposed at Southampton, where there is hotel capacity to support such a use.
- 4.7 By way of comparison, the proposed conference and exhibition centre under development in Farnborough, which aims to meet the needs of the South East, will provide purpose-built event and exhibition space of circa 12,500sqm, 2500 conference seats and fourteen multiple purpose-built function rooms. The proposal has secured funding of £30million and will be supported by 2500 hotel rooms within a fifteen-minute drive.
- 4.8 The draft masterplan has identified capacity on the bus depot site for approximately 5,200sqm of development, and approximately 100 dwellings per hectare. This suggests that the site has nowhere near the capacity to cater for a competitive conferencing facility, let alone the associated car parking and access requirements. Consideration would also need to be given to the desirability of introducing such a use in Chichester City Centre, given the traffic movements this would be likely to generate.
- 4.9 In terms of financial viability, it is clear that if such a facility in Farnborough is dependent on grant funding, then this would be

likely to be the case in Chichester. The proposed Freeflow plan is therefore likely to impact negatively on deliverability, and on the overall financial viability of the development of the Southern Gateway area as a whole.

- 4.10 The Freeflow proposal also suggests basement car parking for the conference/exhibition venue (and the hotel adjacent to the Canal Basin). Basement car parking is very expensive to provide, with current costs typically ranging between circa £30,000 and £40,000 per space, assuming normal ground conditions. Here, the issue of the level of the water table would also need to be considered. To provide for example, 500 spaces in total, which is likely to be inadequate for the suggested conferencing facility alone, would therefore indicate an additional cost of circa £15-£20 million.

Impact on Royal Mail Sorting Office and depot (Development Opportunity 3)

- 4.11 The draft masterplan identifies the Royal Mail site as having potential for a development comprising approximately 1500sqm of commercial floorspace at ground level, 25 flats above, and a free-standing office opportunity extending to approximately 2100sqm. The indicative Freeflow proposal removes the opportunity for the office development, representing a potential loss of in the order of £1 - 1.5 million.
- 4.12 The Freeflow scheme also indicates that the site overlooking the Canal Basin as suitable for hotel development. Whilst hotel use is one of the uses identified and promoted in the draft Master Plan, it is our view that to maximise the value of the land fronting the Canal basin a mixed residential and commercial scheme would be more appropriate, with provision for a hotel nearer the station.

Land Acquisition

- 4.13 Significant further costs will be incurred in the acquisition of land interests to accommodate the proposed bridge and access ramps. This would require additional land to be bought including rear gardens to numbers 64 to 78 Basin Road (even), a significant part of the building forming the City Business Centre together with its car parking provision, and land and possibly part of the buildings comprising Brampton Court retirement development. This has a number of deliverability implications: Firstly, to secure site assembly may well require the use of Compulsory Purchase Powers, which could have a major impact on delivery timescales and costs, with the procedure alone likely to raise costs by over half a million pounds. Secondly, the impact of both the loss of garden land and the construction and operation of the bridge structure on the houses is likely to give rise to claims for blight, and for the acquisition of the houses themselves. The additional acquisitions could therefore add a further £5 million pounds to scheme costs.
- 4.14 There may also be additional financial consequences in terms of re-siting the City Business Centre, notwithstanding the wider argument that this is exactly the type of economic development which the Masterplan should be seeking to provide, not to displace. It is also anticipated that further land will be needed to enable access to the bridge and ramp structure for maintenance purposes.

Additional Infrastructure Costs

- 4.15 In addition to the financial implications identified above, consideration needs to be given to the actual cost of constructing the bridge across the railway line. Given the access ramps, and the height above the rails that would need to be achieved, this alone is anticipated to represent an additional infrastructure cost in the region of at least £10 to £12 million. This does not take into account the potential impact or costs associated with any other road junctions that may need to be upgraded to cater for the volumes of traffic the bridge might bring to the centre of Chichester.
- 4.16 By way of examples, the Tennison Road Bridge in Norwood, South London completed in 2015, was engineered for £10million. This involved a 53m main section of replacement bridge over railway lines, with ramps adjacent to residential development. The new Leigh Road Bridge in Slough was also completed in 2015 and entailed the provision of a 52 metre span bridge spanning the Great Western railway. This was also completed for £10 million and was privately funded. However, it should be recognised that both schemes had a road and bridge already, and that these were upgrades and improvement schemes, so the costs are likely to substantially increase for the Freeflow bridge proposal.

Overall financial impact

- 4.17 Without further quantification of the uses proposed in the Freeflow plan it is impossible to be specific about the impact on potential overall development value. However, by adopting a very conservative approach to the potential additional land acquisition and infrastructure costs and the loss of residential value, it is our opinion that in comparison to the draft master plan, the Freeflow proposal would generate a total negative financial impact easily in excess of £25 million. This would clearly challenge the overall deliverability of the proposal from a financial point of view.



Figure 3: Tennison Road Bridge, Norwood, South London



Figure 4: Leigh Road Bridge, Slough

5. Technical assessment

Road layout

- 5.1 A swept path analysis of the proposed Freeflow road arrangement has been completed, based on the tracking of a heavy goods vehicle. This clearly highlights the that the proposed road layout is unworkable. Not only are the junctions too small but the radii too tight, resulting in the need to make fundamental alterations to development sites. The east/west link between the Magistres Court and other buildings is likely to create major difficulties for two-way movement of HGVs. The kink shown at Southgate/Avenue de Chartres to avoid listed buildings would also adversely affect vehicle movement unless Avenue de Chartres is realigned further to the south. The Freeflow plans also show some very short connections between new layout and existing roads at the end of the ramps which would lead to junction queuing interactions.
- 5.2 It is likely to be very difficult to incorporate pedestrian crossings, cycle lanes or pedestrian footpath without taking a greater area of land from the proposed development areas.

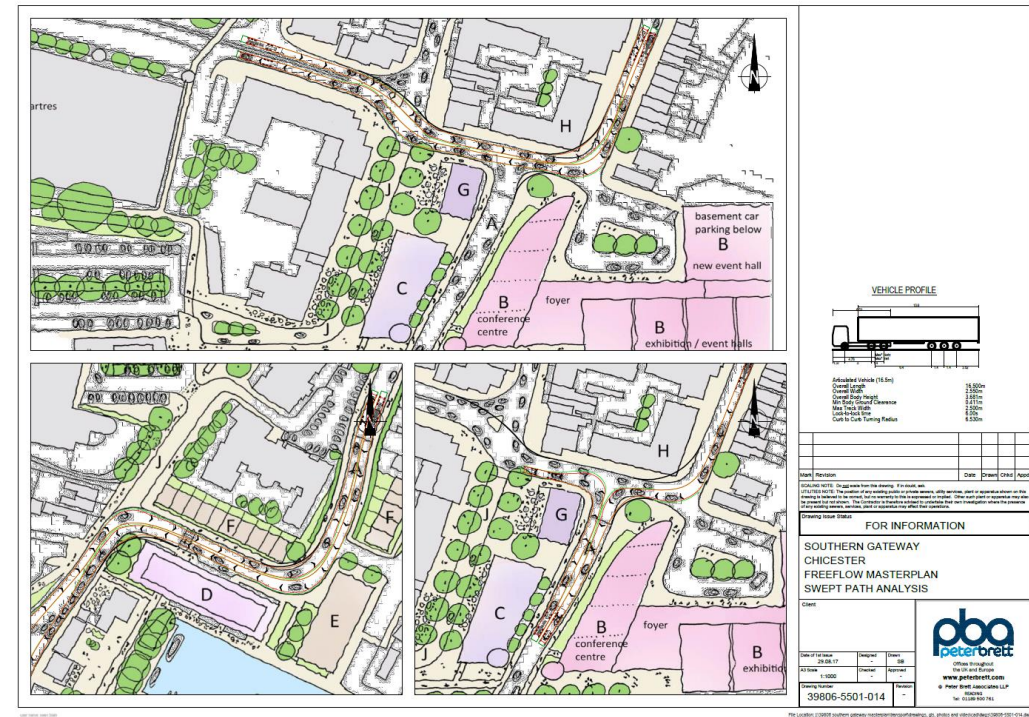


Figure 5: Swept path analysis

Assessment of proposed road bridge

- 5.3 Illustrations provided within the Freeflow proposals are considered to be misleading as a result of the new foot and road bridges being drawn smaller than they would be required to be in reality, in order to minimise the visual impact on the surrounding built environment. As currently drawn, it is likely that the ramp gradient will be too steep, for example to meet guidance for cyclist use (required to be 5% (1:20)).

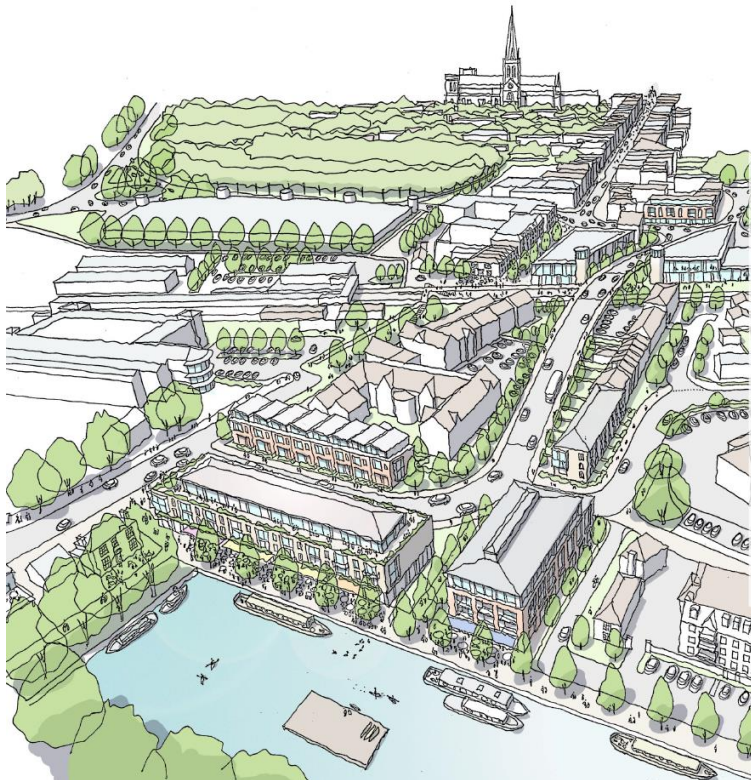


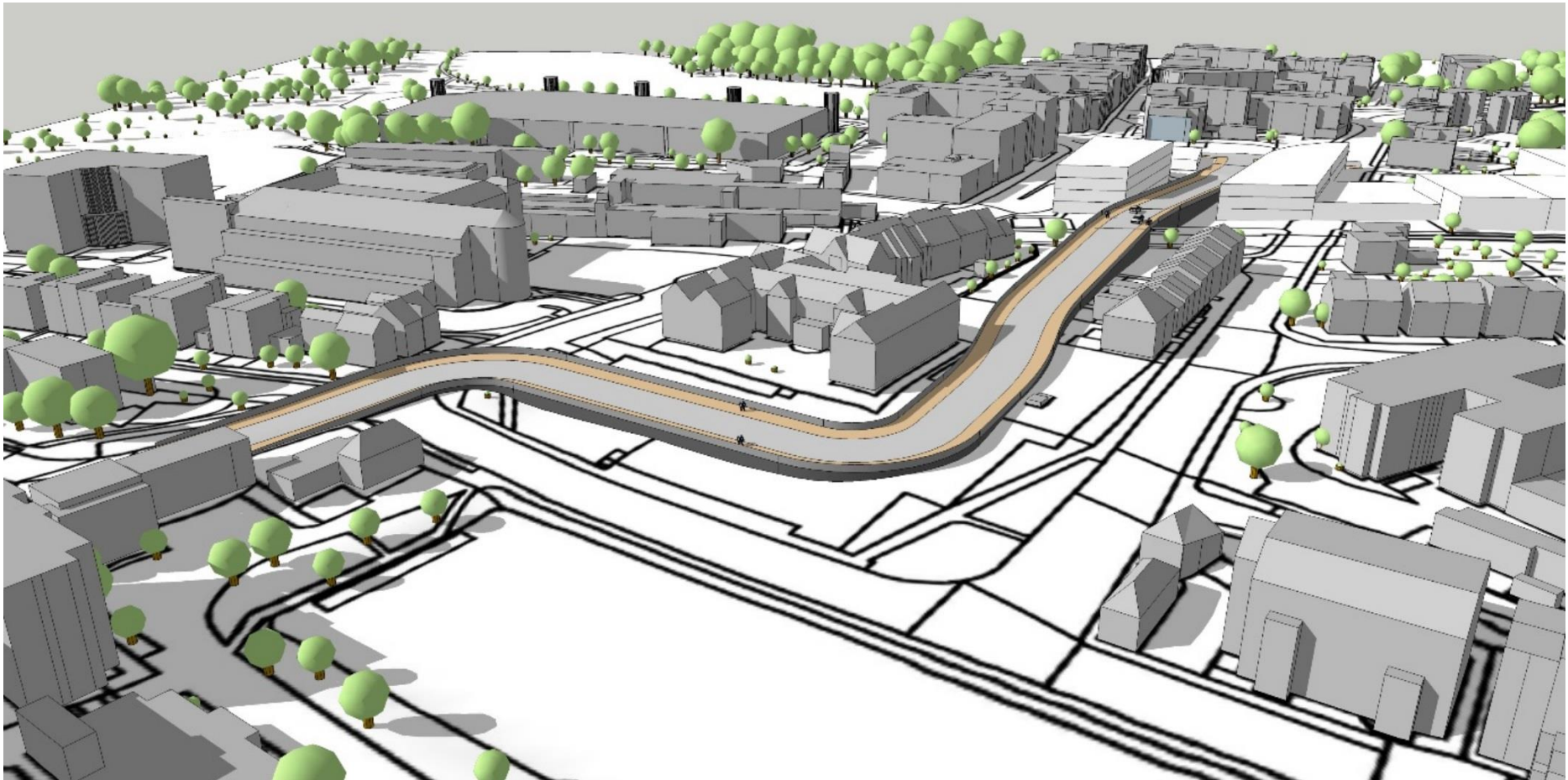
Figure 6: Freeflow drawing – looking north towards the Cathedral

- 5.4 The Freeflow plans and illustrations additionally underestimate the width that would need to be cleared to allow for the road bridge and don't take into account the permanent maintenance access that would be required to the sides and underneath of any bridge structure and the side of any retaining wall structure.
- 5.5 Three-dimensional modelling of the bridge and access ramps in the location proposed by Freeflow has been undertaken by David Lock Associates, viewed from a point over the canal basin – see page 12. The three-dimensional modelling utilises the highway and bridge dimensions indicated by the Freeflow plans, and is positioned upon accurate OS base data, topographical and building height data (including the location of existing trees). Crucially this modelling takes account of site topography which falls gently from north to south.
- 5.6 Based on the plans produced by Freeflow, the carriageway shown is 7.3 metres with a 3-metre combined walkway cycleway on either side. The height of the bridge over the railway is 4.8 metres – significantly shorter than the specified 6m requirement. It is worth also highlighting that over a railway, head-height walls are usually required to prevent accidents (as shown), and street lamp columns would also need to be added. The white building blocks indicate some of the proposed Free Flow structures in order to provide as accurate a graphical representation as possible.
- 5.7 Significantly, the modelling incorporates a bridge ramp gradient of 1:20 in order to meet minimum DDA requirements. As a result of this required ramp gradient, together with sloping site topography, this will mean the provision of a 20m long bridge span, with a 90m long ramp to the north, and crucially, a 250m ramp to the south before it reaches ground level at Stockbridge Road close to its junction with Terminus Place. This would represent a colossal engineering solution, and one that will also need to be accessed for maintenance along both sides (including along the rear of the listed cottages on Basin Road).
- 5.8 It also raises fundamental issues as to how development in this key location can be organised, such as how the new houses proposed

at Site F on the Freeflow proposals will be accessed. It will additionally make local access from this new raised road to premises on Stockbridge Road and Kingsham Road difficult without the need for further ramps and retaining walls.

- 5.9 This required bridge ramp is likely to create an unattractive adjacent pedestrian environment, and is also likely to negatively impact upon the proposed pedestrian crossing (between Freeflow development area D and E).
- 5.10 Any increase in height of the deck over the railway closer to the required 6 metres will fundamentally exacerbate the issues raised above. Significantly it will also increase the length of the ramp to the north, which as currently proposed does land in the broad location anticipated by Freeflow (with a 4.8 metre height bridge), but is likely to overshoot into Freeflow development area H to the north. This would render the proposed road layout including linkage with Avenue De Chartres unachievable.

Figure 7: Three-dimensional modelling of Freeflow proposals



6. Summary

6.1 In terms of the draft masterplan, the Freeflow proposals can be summarised as follows:

- It does not comply with the existing planning policy framework;
- It is not in line with Southern Gateway masterplan objectives specified by Chichester district Council;
- It will have a negative impact on residential amenity;
- It reduces the developable area of the Royal Mail site and proposes alternative uses;
- It requires the acquisition of considerable additional land between Basin Road and Stockbridge Road;
- It bisects the site of the existing bus station and law courts sites, and proposes alternative uses for the bus depot;
- It assumes an overall scheme that comprises entirely commercial and leisure/cultural uses other than a small development of town houses and a single block of apartments;
- It involves considerable additional infrastructure costs.
- The proposed road layout is not technically feasible;
- The proposed bridge ramps, when accurately represented, are likely to significantly impact upon existing and proposed uses.
- Conservatively, the proposed plan would have a negative impact on viability of in excess of £25 million.

COMMUNITY ENGAGEMENT TEAM

SOUTHERN GATEWAY MASTERPLAN SURVEY

PUBLIC CONSULTATION ANALYSIS REPORT

AUGUST 2017

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Introduction

The Chichester Vision, developed with significant public consultation and stakeholder involvement, has now been adopted by Chichester District Council. The Vision identified the Southern Gateway area of Chichester as a key entry point to the city, and a wish to see the area enhanced. The development of a Masterplan for the Southern Gateway aims to identify significant opportunities to make better use of the area and improve the experience for visitors, businesses and residents.

Public consultation aimed to gather the views of residents, businesses and other interested parties on the draft masterplan and the proposals within it. The survey summarised the 6 development opportunities and 4 public realm priorities and sought agreement figures and alternative ideas.

Executive Summary

- **350 responses** were received to the online survey between 29th June and 10th August 2017 (including 9 additional written responses)
- The alternative 'Freeflow' masterplan may have had an influence on the number of comments regarding a bridge over the railway
- 95% of respondents live in Chichester District, 21.7% work in Chichester
- Most respondents (88.2%) agree that the Southern Gateway area could be improved
- Each of the Public Realm Priorities and Development Opportunities received support from at least half of respondents, with Public Realm C (71.7%) and Development Opportunity 3 (65.6%) receiving the highest level of support
- The sites with the highest level of disagreement were Public Realm A (25.4%) and Development Opportunity 2 (32%)
- Level crossings, traffic, community buildings and cycle routes were common themes throughout the consultation
- Transport Option A received marginally more support (53.5%) than Option B (46.5%)
- 54.7% of respondents support the masterplan in principle

Methodology

The masterplan document was available to view online through the Planning Policy and Current Consultations web pages on the Council's website and in hard copy at several locations including East Pallant House and the Novium. Two electronic surveys were available from 29th June to 10th August 2017; the first was available on the Current Consultations web page of the Council's website and the results shown in this report are taken from that survey. Designed as a relatively quick survey, the questions attempted to both summarise the key features of the Masterplan and capture respondents' views and support (or otherwise) for the Masterplan.

As an alternative, people could also access the Planning Policy webpages and, using *Objective*, comment on the detail of the Masterplan paragraph by paragraph. This is the means of consultation for the Local Plan and related documents, and therefore was suitable for (and promoted to) existing stakeholders and others who have registered to be consulted. The detailed comments of these responses will be summarised in a separate report.

The consultation was widely promoted through local media and the Council's social media channels, and a report of engagement and comments through twitter and facebook can be found in Appendix A. Letters and leaflets were hand delivered to local residents and businesses directly affected by the Masterplan area, and a postal leaflet drop was carried out by Royal Mail to PO18 (certain sectors), PO19 and PO20. For a comprehensive list of promotions see Appendix B.

In addition to this there were **3 public events** which aimed to increase awareness of the project with parts of the plan on display and staff available to answer question. There was also the opportunity to complete the survey at the event.

In total **341 responses** were received. There were **9 additional written responses** which were sent separately either via email, post or hand delivered. These comments have been included in the report in Appendix C. Some of these written responses have not been included as they dealt with individual concerns around one particular property and did not constitute a consultation response, these letters were passed on to the appropriate officer in the Planning Policy team.

For questions where respondents could free-type their responses, comments have been analysed and grouped into categories, with the most common responses reported. In some cases, selected quotes have been given to illustrate a point made by respondents. A full, verbatim list is available on request.

On 9th August a petition was delivered which showed 280 signatures of support for the 'Freeflow' alternative masterplan for the Southern Gateway. One of the major proposals in this plan concerned building a road bridge over the railway, this petition was available online from 23rd July. There was also some media coverage of the 'Freeflow' plan, including a poll published on the Chichester Observer website on 1st August and an additional article on 8th August.

Throughout the consultation there were a total of **198** comments regarding a bridge over the railway. **4** of the 198 comments were received before the 'Freeflow' petition was online and **57** of 198 were received before the opinion poll was on the Observer website. It is therefore

likely that the 141 comments received after the observer coverage, were influenced by that publicity of this particular idea.

Respondent Profile

299 home postcodes were received and **284 (95%)** of these were within Chichester District. A map of these postcodes can be found in Appendix D. Some postcodes came from outside the district; details of these areas are outlined in the table below.

Responses outside Chichester District	
Area	No. of responses
Bognor Regis	6
Arundel	2
Richmond	2
Havant	1
Lancing	1
Hove	1
Glasgow	1

We received 74 work postcodes located in Chichester; a map of these postcodes can be found in Appendix D.

There was a fairly even gender split among respondents, with **48.9%** (153) being female and **47.9%** (150) being male. 3.2% (10) preferred not to disclose their gender.

The table below shows the breakdown of responses by age group. The high proportion of responses from over 65s is consistent with the results of previous consultations.

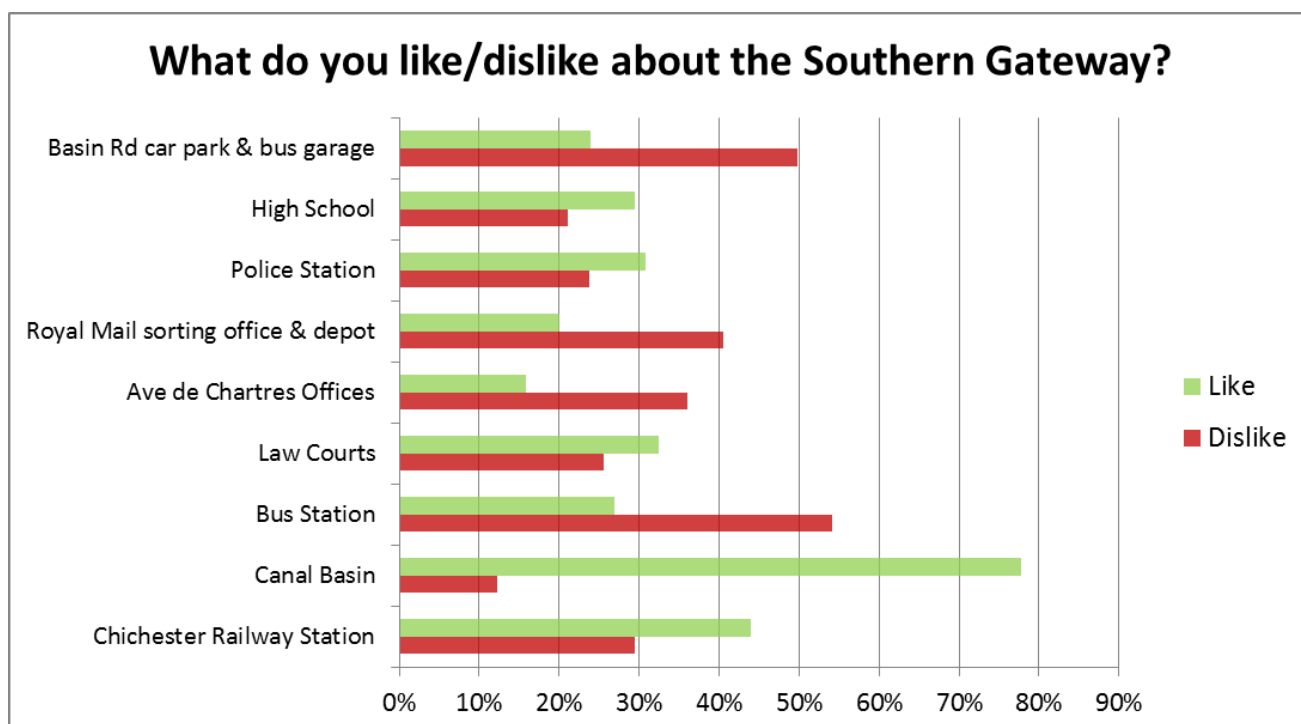
Age Group	% Respondents (Counts)	Age Group	% Respondents (Counts)
Under 16	0.0% (0)	45 – 54	15.5% (50)
16 – 24	1.5% (5)	55 – 64	22.6% (73)
25 - 34	10.5% (34)	65+	25.7% (83)
35 - 44	19.2% (62)	Prefer not to say	5% (16)

84.2% of respondents (262) do not have any long-term health problems or disabilities which limit their daily activities, **9%** (28) said they do and 6.8% (21) did not wish to disclose this information.

Survey Results

The Chichester Vision document identified the Southern Gateway as a key entry point to the city. **75.7%** (243) respondents did not take part in the consultation of the draft Vision document which was conducted earlier in the year and **24.3%** (78) said they did take part.

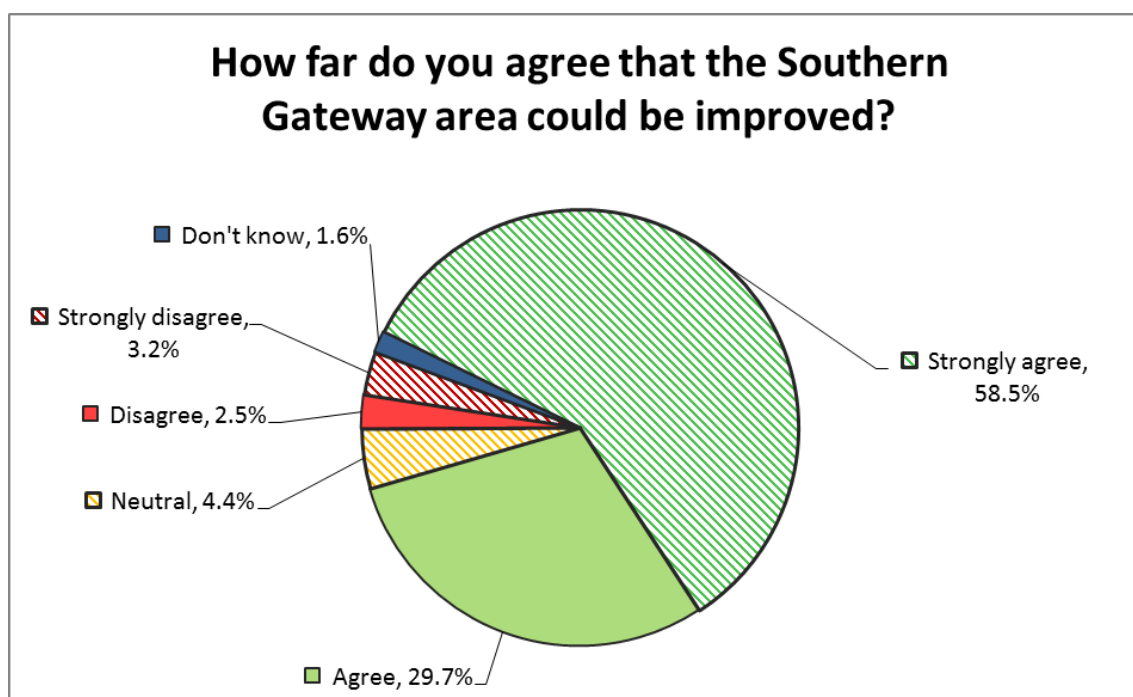
Respondents were asked what they like and dislike about the Southern Gateway area. The chart below shows the responses from the two questions for comparison.



The most liked part of the Southern Gateway was the **Canal Basin** and the most disliked part was the **Bus Station**. The table below details the counts and percent for all responses.

What do you <u>like</u> about the Southern Gateway?			What do you <u>dislike</u> about the Southern Gateway?		
Canal Basin	77.8%	182	Bus Station	54.2%	123
Chichester Railway Station	44%	103	Basin Road car park and bus garage	49.8%	113
The Law Courts	32.5%	76	Royal Mail sorting office and depot	40.5%	92
Police Station	30.8%	72	Ave de Chartres offices	36.1%	82
High School	29.5%	69	Chichester Railway Station	29.5%	67
Bus Station	26.9%	63	The Law Courts	25.6%	58
Basin Road car park and bus garage	23.9%	56	Police Station	23.8%	54
Royal Mail sorting office and depot	20.1%	47	High School	21.1%	48
Ave de Chartres offices	15.8%	37	Canal Basin	12.3%	28

A significant majority (**88.2%**) of respondents agree that the overall Southern Gateway area could be improved and **5.7%** did not agree (as shown in the chart below).



Public Realm Priorities

The table below contains a summary of results for questions on all 4 public realm priorities, including agree/disagree percentages and the most frequent comment for each.

Public Realm Priorities – Summary			
Area	Agree % (counts)	Disagree % (counts)	Comment
Public Realm A – Southgate & Stockbridge Road	64.9% (189)	25.4% (74)	-
Public Realm B – South Pallant / Market Avenue	60.7% (176)	14.5% (42)	Concerns about traffic and congestion
Public Realm C – Canal Basin and Basin Road	71.7% (213)	18.2% (54)	Issue of level crossings (15 mentions of bridge over railway)
Public Realm D – Kingsham Road	56.5% (166)	16.7% (49)	Community space / buildings

Overall, at least half of respondents agreed with each of the Public Realm Priorities. The proposed enhancements for the **Canal Basin and Basin Road** received the most support (71.7%) and those for **Kingsham Road** received the least support (56.5%). However, **Southgate and Stockbridge Road** received the highest level of disagreement (25.4%) for the proposed enhancements.

Proposed Street Priorities for Public Realm A Southgate and Stockbridge Road:

Environmental enhancement
Cycle routes enhancement
Pedestrian enhanced provision

Bus provision
Gateway place
Nature/wildlife corridor

Respondents were asked whether they agreed with the proposed enhancements above for Southgate and Stockbridge Road. The majority of respondents (**64.9%** or 189) agreed and **25.4%** (74) did not agree. The remaining **9.6%** (28) were unsure.

There were **2** individual comments on this proposal which are quoted directly below:

“There are no proposals for dealing with delays at the level crossings. Putting all traffic over Basin Rd LC cannot stop congestion. An alternative of a flyover between the crossings is unacceptable on environmental grounds - both visual and pollution, but a dive-under could be better level access for pedestrians, cyclists and buggies should be returned at a LCs”

“An attractive, 'open' railway station (with staff - for tickets, general help etc.) encourage tourists. An attractive, practical (toilets/cafe + benches/ticket office) bus station is so necessary in Chichester, - do you want us, (including families) to use public transport or not!? Cycle routes + cycle stands for rail + bus travellers.”

Proposed Street Priorities for Public Realm B South Pallant / Market Avenue:

Environmental enhancement
Gateway place
Pedestrian enhanced provision

Respondents were asked whether they agreed with the proposed enhancements above for South Pallant/Market Avenue. **60.7%** (176) agreed, **14.5%** (42) did not agree and **22.4%** (65) were unsure. The remaining 2.4% (7) did not have an opinion either way.

Respondents were then asked to tick other priorities that they felt would be beneficial for South Pallant / Market Avenue.

Do you feel that any of the other following priorities would be beneficial for South Pallant / Market Avenue?		
Street Priority	Percent	Counts
Cycle routes enhancement	72.1%	129
Nature / Wildlife corridor	35.8%	64
Bus provision	20.7%	37
Other	14.5%	26

A significant majority of respondents (**72.1%**) felt that cycle routes enhancement is needed along South Pallant / Market Avenue as shown in the table above.

39 respondents also provided additional comment about the public realm along South Pallant / Market Avenue. These comments have been categorised in the table below.

The most frequent comments were about **traffic/congestion** and the issue of the **level crossings** (including **9** mentions of a **bridge over the railway**).

South Pallant / Market Avenue – Other		
Comment	Counts	Quote
Concerns about traffic / congestion	12	<i>"Need traffic route - you cannot push out cars as this will just create more bottlenecks"</i>
Issue of level crossings (9 mentions of bridge over railway)	10	<i>"It should be as Freeflow suggests for a new bridge, which would affect this area"</i>
Confusion about proposals	6	<i>"I don't understand your plans, what are you proposing?"</i>
Community buildings	3	<i>"More community buildings are needed"</i>
Ban HGVs from using this access	3	<i>"Ban large lorries from using this access to city"</i>
Only access vehicles	3	<i>"No vehicle traffic except for access!"</i>

There were also some individual comments which included:

"Pedestrian access from city to basin"

"More independent outlets, making this end of the city a proper indie quarter (like The Hornet)"

"Car parking"

"There should most definitely be no more housing or development which would result in more traffic."

"Do away with the lights"

"Keep the old part of Chichester as it is!"

"Retail area in place of Magistrates Court"

"Ambulance/police"

Proposed Street Priorities for Public Realm C Canal Basin and Basin Road:

Environmental enhancement
Nature/wildlife corridor
Pedestrian enhanced provision

Respondents were asked whether they agreed with the proposed enhancements above for the Canal Basin and Basin Road. 7 in 10 (**71.7%** or 213) agreed, **18.2%** (54) did not agree and **9.8%** (29) were unsure. The remaining 0.3% (1) did not have an opinion either way.

Respondents were then asked to tick other priorities that they felt would be beneficial for the Canal Basin and Basin Road.

Do you feel that any of the other following priorities would be beneficial for the Canal Basin and Basin Road?		
Street Priority	Percent	Counts
Cycle routes enhancement	71.4%	140
Other	22.4%	44
Gateway place	21.4%	42
Bus provision	17.9%	35

Again, by a significant percentage, most respondents (**71.4%**) felt that cycle routes enhancement is needed around the Canal Basin and Basin Road.

71 respondents also provided additional comment about the public realm around the Canal Basin and Basin Road. These comments have been categorised in the table below.

The most frequent comments were about the issue of the **level crossings** (including **15** mentions of a **bridge over the railway**) and expressing concerns about **traffic** in this area.

Canal Basin and Basin Road - Other		
Comment	Counts	Quote
Issue of level crossings (15 mentions of bridge over railway)	17	<i>"Traffic using 1 set of railway gates would cause absolute gridlock, a bridge would be hugely beneficial"</i>
Concerns about traffic	10	<i>"Where do you propose to put all the current traffic? Banning cars will not work."</i>
More open, recreational space	10	<i>"This should be primarily for leisure beside the basin and not too commercial"</i>
Parking is essential	8	<i>"The area around the"</i>

		<i>canal could be better used but it's important to keep Basin Road car park"</i>
Don't block the views/open space with large buildings	6	<i>"Canal Basin will be obscured. It should be for the public to enjoy, not only the residents and businesses around it."</i>
Improve pedestrian access to canal	4	<i>"Pedestrian access to canal would need improvement if 2 way traffic"</i>
Hotel	4	-
Community buildings	3	-
Underpass	3	<i>"Without a bridge or tunnel to replace the level crossings, the ideas are pointless/wasted opportunities"</i>
Space to lift boats from canal	3	<i>"Space to allow large cranes/lorries to lift boats from canal"</i>

There were also a smaller number of comments regarding:

Confusion about proposals - **2** mentions

Canal is fine as it is - **2** mentions

Nightlife not appropriate at this site - **2** mentions

Reflect Chichester's culture and character - **2** mentions

Improve canal path - **2** mentions

"Improve water quality in the canal!!!"

"There should most definitely be no more housing or development which would result in more traffic"

"Lighting along the canal at night"

Proposed Street Priorities for Public Realm D Kingsham Road:

Environmental enhancement
Pedestrian enhanced provision

Respondents were asked whether they agreed with the proposed enhancements above for Kingsham Road. **56.5%** (166) agreed, **16.7%** (49) did not agree and **16.3%** (48) were unsure. The remaining 10.5% (31) did not have an opinion either way.

Respondents were then asked to tick other priorities that they felt would be beneficial for Kingsham Road.

Do you feel that any of the other following priorities would be beneficial for Kingsham Road?		
Street Priority	Percent	Counts
Cycle routes enhancement	69.5%	139
Nature / Wildlife corridor	47.5%	95
Bus provision	20%	40
Other	19%	38
Gateway place	9%	18

52 respondents also provided additional comment about the public realm around Kingsham Road. These comments have been categorised in the table below.

The most frequent comments were regarding the need for **community buildings**, **confusion** about the proposals and the need to **retain and utilise green spaces**.

Kingsham Road - Other		
Comment	Counts	Quote
Community space / buildings	15	<i>"Community Provision as this area is already densely populated with no community buildings for use."</i>
Confusion about proposals	7	<i>"What are the proposals? It is not clear"</i>
Green space should be retained and utilised	7	<i>"Don't agree with developing our green and open spaces"</i>
Issue of level crossings (4 mentions of bridge over railway)	6	<i>"Include the Freeflow concept in any further discussions/decisions/consideration of the whole project"</i>
Outdoor sports field/play park	3	<i>"Outdoor sports field in central location"</i>

Concerns about traffic	3	<i>"All proposed changes to traffic routes should pay maximum regard to vehicle pollution and disturbance"</i>
Parking	3	<i>"Plenty of parking for any new houses. One parking place per house is not enough"</i>
Remove level crossings / introduce underpass	3	-

There were also a smaller number of comments regarding:

Office/business space - **2** mentions

Good building design - **2** mentions

"Housing"

"Designated street theatre space"

"Safe pedestrian crossing for those arriving and leaving the High School"

"There should most definitely be no more housing or development which would result in more traffic."

Development Opportunities

The table below contains a summary of results for questions on all 6 development opportunities, including agree/disagree percentages and the most frequent comment for each.

Development Opportunities - Summary				
Area	Agree %	Disagree %	Top 2 comments	
	(counts)	(counts)	1 st	2 nd
Development Opportunity 1 – The Law Courts and bus station	52.8% (152)	31.3% (90)	Issue of level crossings (20 mentions of a bridge over the railway)	Retain Law Courts
Development Opportunity 2 – Basin Road car park and bus garage	53.3% (155)	32% (93)	Bridge over the railway	Parking
Development Opportunity 3 – Royal Mail sorting office and depot	65.6% (189)	21.2% (61)	Bridge over the railway	Sorting office should remain
Development Opportunity 4 – Police Station and land at High School	51.9% (154)	24.2% (72)	Community buildings	Retain green spaces
Development Opportunity 5 – Chichester Railway Station	55.1% (161)	28.4% (83)	Issue of level crossings (16 mentions of a bridge over the railway)	Transport interchange
Development Opportunity 6 – Former government offices (Ave de Chartres)	61% (175)	12.9% (37)	Community buildings	Affordable housing

Overall, at least half of respondents agreed with each of the development opportunities. The identified opportunities for the **Royal Mail sorting office and depot** received the most support (65.6%) and those for the **Police Station and land at the High School** received the least (51.9%). However, the highest level of disagreement for identified development opportunities was for the **Basin Road car park and bus garage** (32%).

Proposals for Development Opportunity 1

The Law Courts and Bus Station:

Residential

Offices

Leisure/entertainment

Pub/bar

Hotel

Café

Respondents were asked whether they agreed with the potential developments above for the Law Courts and Bus Station. **52.8%** (152) agreed, **31.3%** (90) did not agree and **15.3%** (44) were unsure. The remaining 0.7% (2) did not have an opinion either way.

Respondents were then asked to tick other development opportunities that they felt would be beneficial for the Law Courts and bus station.

Do you feel that any of the other following developments would be beneficial for the Law Courts and bus station?		
Development opportunity	Percent	Counts
Open space / landscape	47.7%	83
Other	31.6%	55
Retail	25.9%	45
Ambulance and police	14.4%	25

96 respondents also provided additional comment about the Law Courts and bus station. These comments have been categorised in the table below. The most frequent comments were regarding the issue of the **level crossings** (including **20** mentions of a **bridge over the railway**), suggestions that the **Law Courts should be retained** and that the **bus station should be improved or replaced**.

The Law Courts and Bus Station - Other		
Comment	Counts	Quote
Issue of level crossings (20 mentions of a bridge over the railway)	22	<i>"Provision of a flyover for cars over the existing railway crossing is essential for Chichester"</i>
Law Courts should be retained	12	<i>"Keep them as Law Courts"</i>
Replacement bus station / improve existing facilities	11	<i>"The bus station needs to be demolished and replaced with an improved version"</i>
Community space / buildings	10	<i>"Community centre"</i>
Affordable housing	7	<i>"No high priced residential"</i>
Business / conference space	7	<i>"Small unit opportunities for independent businesses"</i>
Parking	6	<i>"Parking behind for people who live in flats"</i>
Performance space	5	<i>"Concert hall for contemporary music"</i>

Transport hub	5	<i>"Transport exchange hub"</i>
Concerns about vehicle access / traffic	4	<i>"Cars still need access to city from A27!"</i>
Hotel	4	<i>"Definitely not become residential, should absolutely be a hotel there is a need for good quality accommodation"</i>
Nightlife not appropriate here	4	<i>"No to disruptive nightlife"</i>
Remove level crossings, replace with underpass	4	<i>"Flawed without removal of level crossings"</i>
No housing	3	<i>"City centre site should be leisure, commercial, or function not housing."</i>

There were also a smaller number of comments regarding:

Removing listed buildings or relocating facades – **2** mentions

Tourist information – **2** mentions

Landscaping / greenery – **2** mentions

Restaurant / bar – **2** mentions

More pedestrian friendly – **2** mentions

"Large retailer i.e. John Lewis for Law Court site"

"Opportunity for space for City Angels coffee van Friday and Saturday nights"

"We need some public toilets open late at night for people who have left the pubs."

Proposals for Development Opportunity 2

Basin Road car park and bus garage:

Residential

Noise mitigation

Respondents were asked whether they agreed with the potential developments above for Basin Road car park and bus garage. **53.3%** (155) agreed, **32%** (93) did not agree and **14.1%** (41) were unsure. The remaining 0.7% (2) did not have an opinion either way.

Respondents were then asked to tick other development opportunities that they felt would be beneficial for Basin Road car park and bus garage.

Do you feel that any of the other following developments would be beneficial for Basin Road car park and bus garage?		
Development opportunity	Percent	Counts
Open space / landscape	42.3%	66
Leisure and entertainment	33.3%	52
Hotel	25%	39
Other	21.8%	34
Café	20.5%	32
Ambulance and Police	17.9%	28
Pub / bar	19.3%	27
Retail	16%	25
Offices	14.7%	23

73 respondents also provided additional comment about Basin Road car park and bus garage. These comments have been categorised in the table below.

The most frequent comments were for a **bridge over the railway**, that the **car park** should be retained or replaced and to **retain the bus garage** and support development that will give it another use.

Basin Road car park and bus garage - Other		
Comment	Counts	Quote
Bridge over the railway	18	<i>"Replace level crossings by bridge or underpass"</i>
Parking	15	<i>"People use this car park to visit the Doctors in Cawley Road. There is no other carpark to use"</i>
Bus garage should be retained	12	<i>"Development that keeps and utilises the listed bus depot should be considered"</i>
Business space	11	<i>"Not residential, maybe offices"</i>

Housing	7	<i>"Leave bus garage roof alone, warehouse type apartments. Redevelop but sympathetic to unusual construct."</i>
Community buildings	5	-
Concerns about traffic	3	<i>"To reroute the roads into Chichester, causing more traffic chaos is suicidal!"</i>
Indoor market	3	<i>"The bus garage should be retained as an indoor market"</i>

There were also a smaller number of comments regarding:

Improve / replace bus station – 2 mentions

No housing – 2 mentions

"There needs to be far better provision for cycles in this whole area and for the school children"

"Pedestrian priority, not cars like it is now"

"Open spaces and noise mitigation"

"Too many pubs / cafes"

"Transport interchange"

Proposals for Development Opportunity 3

Royal Mail sorting office and depot:

Residential
Pub/bar
Café

Canal Basin

Respondents were asked whether they agreed with the potential developments above for the Royal Mail sorting office and depot. **65.6%** (189) agreed, **21.2%** (61) did not agree and **11.5%** (33) were unsure. The remaining 1.7% (5) did not have an opinion either way.

Respondents were then asked to tick other development opportunities that they felt would be beneficial for the Royal Mail sorting office and depot.

Do you feel that any of the other following developments would be beneficial for the Royal Mail sorting office and depot?		
Development opportunity	Percent	Counts
Open space / landscape	49%	98
Leisure and entertainment	28.5%	57
Ambulance and Police	21%	42
Noise mitigation	19.5%	39
Retail	19%	38
Hotel	18.5%	37
Other	17%	34
Offices	9%	18

71 respondents also provided additional comment about the Royal Mail sorting office and depot. These comments have been categorised in the table below.

The most frequent comments were for a **bridge over the railway**, to keep the **sorting office in the city** and a provision of **buildings for community use**.

Royal Mail sorting office and depot - Other		
Comment	Counts	Quote
Bridge over railway	19	<i>"New road and bridge as Freeflow suggested scheme"</i>
Sorting office should remain / be close to centre	10	<i>"Keep it as the depot! Where would we go to collect parcels otherwise?"</i>
Community buildings	8	<i>"Community Centre for toddlers, drop in etc."</i>
Too many cafes, bars and restaurants	8	<i>"No more chain restaurants!"</i>
Residential	7	<i>"All housing should be affordable to young people."</i>
Quality development	6	<i>"Needs to be smart and upmarket, not a replication of every other"</i>

		<i>city."</i>
Parking / park & ride	4	-
Open spaces	4	<i>"Gardens – seating area"</i>
No more housing	3	<i>"No more houses! Roads cannot cope!"</i>

There were also a smaller number of comments regarding:

Keep open views to Canal Basin – **2** mentions

"Taxi rank"

"No to housing until traffic routes established"

"Local convenience store"

"This would be a good location for a 3/4 star hotel"

"Pedestrian and cycle crossing"

"Cafe"

"Would make a great music venue/nightclub"

"More live work units and collective space for workshops/meetings"

"A proper large department store in Chichester (John Lewis) would be beneficial."

Proposals for Development Opportunity 4

Police Station and Land at High School:

Residential
Ambulance and Police
Offices

Open space/landscape

Respondents were asked whether they agreed with the potential developments above for the Police Station and land at High School. **51.9%** (154) agreed, **24.2%** (72) did not agree and **18.2%** (54) were unsure. The remaining 5.7% (17) did not have an opinion either way.

Respondents were then asked to tick other development opportunities that they felt would be beneficial for the Police Station and Land at High School.

Do you feel that any of the other following developments would be beneficial for the Police Station and Land at High School?		
Development opportunity	Percent	Counts
Other	37.4%	61
Leisure and entertainment	34.4%	56
Hotel	29.4%	48
Noise mitigation	23.3%	38
Café	22.7%	37
Retail	14.1%	23
Pub / bar	11%	18

93 respondents also provided additional comment about the Police Station and land at High School. These comments have been categorised in the table below.

The most frequent comments were for **community buildings**, retaining **green spaces** and a provision for **low-cost housing**.

Police Station and land at High School - Other		
Comment	Counts	Quote
Community buildings	37	<i>"Community facilities that would enable local community groups to meet"</i>
Green space should not be developed	14	<i>"I disagree with the development of the green field behind the police station. This is valuable green space"</i>
Housing	11	<i>"If residential housing means social housing then yes, "Affordable" housing is only affordable to the rich"</i>
Concerns about traffic	6	<i>"Local roads and A27 cannot cope with more traffic from more houses!"</i>

Education	4	<i>"Education, we are looking at requiring a site for a Special Needs School"</i>
Bridge over railway	4	<i>"Build a tunnel or bridge to go over/under the railway"</i>
Not residential	3	<i>"Ambulance and Police offices and open space/landscape ideas are fine, but not more residential!"</i>
Small retail units / business space for start-ups	3	<i>"If retail, then small units suitable for independent interesting businesses"</i>
Open space	3	<i>"Open piazza area with cafe, church, gardens"</i>
Parking	3	-

There were also some individual comments:

"Whatever is built must be beautiful not your usual cheap, faceless, high density"

"Park/play area for the Police Station"

"Too many coffee shops and restaurants in Chichester now. A city can only support so many"

"To enhance accessibility & usability of public transport could be developed into a drop off & pick up area using a fleet of medium sized buses to transport visitors & workers from a satellite system of park & ride sites outside of Chichester."

"Perhaps a hotel here instead of close to the canal where a green space could be"

Proposals for Development Opportunity 5

Chichester Railway Station:

Residential
Railway Station
Café

Pub/bar
Offices

Respondents were asked whether they agreed with the potential developments above for Chichester Railway Station. **55.1%** (161) agreed, **28.4%** (83) did not agree and **14.7%** (43) were unsure. The remaining 1.7% (5) did not have an opinion either way.

Respondents were then asked to tick other development opportunities that they felt would be beneficial for Chichester Railway Station.

Do you feel that any of the other following developments would be beneficial for Chichester Railway Station?		
Development opportunity	Percent	Counts
Open space / landscape	38.2%	52
Other	31.6%	43
Hotel	25%	34
Leisure and entertainment	20.6%	28
Retail	19.1%	26
Ambulance and Police	11.8%	16

86 respondents also provided additional comment about Chichester Railway Station. These comments have been categorised in the table below.

The most frequent comments were about the issue of the **level crossings** (including **16** mentions of a **bridge over the railway**), suggestions for the railway station to become a **transport interchange** and concerns regarding **parking and passenger drop off**.

Chichester Railway Station - Other		
Comment	Counts	Quote
Issue of level crossings (16 mentions of a bridge over the railway)	24	<i>"Please put in a bridge and get rid of the level crossing!"</i>
Transport interchange	15	<i>"Bus station looks miniscule. Why not a proper transport interchange - undercover, to be proud of."</i>
Parking / drop off area	14	<i>"I can't see how anyone could be dropped off or picked up by car from the railway station"</i>
Renovate station building	11	<i>"The station building needs to be renovated to give an attractive entry point to the city"</i>
More pedestrian friendly	5	<i>"Better footbridge for prams, bikes etc."</i>

Cycle provision	5	<i>"Better cycle access is most important"</i>
No more housing	5	<i>"There should most definitely be no more housing or development which would result in more traffic"</i>
Improved accessibility	3	<i>"Disabled buggy hire and improved access"</i>
Community buildings	3	<i>"More community buildings are needed"</i>

There were also a smaller number of comments regarding:

Night club – **2** mentions

Improve banks of River Lavant – **2** mentions

Too many pubs / bars – **2** mentions

Hotel – **2** mentions

"Area adjacent to the railway station would make an excellent location for a covered food market"

"Taxi rank"

"Retention of former goods shed building (Smith and Western) as a heritage asset"

"Not residential - business!"

"Toilets"

"Gateway Information Centre"

"View Tower"

Proposals for Development Opportunity 6

Former Government offices (Avenue de Chartres):

Residential

Café

Retail

Offices

Respondents were asked whether they agreed with the potential developments above for the former government offices. **61%** (175) agreed, **12.9%** (37) did not agree and **22.6%** (65) were unsure. The remaining 3.5% (10) did not have an opinion either way.

Respondents were then asked to tick other development opportunities that they felt would be beneficial for the former government offices on Avenue de Chartres.

Do you feel that any of the other following developments would be beneficial for the former government offices on Avenue de Chartres?		
Development opportunity	Percent	Counts
Open space / landscape	46.5%	60
Hotel	38%	49
Leisure and entertainment	34.1%	44
Other	19.4%	25
Pub / bar	18.6%	24

48 respondents also provided additional comment about the former government offices on Avenue de Chartres. These comments have been categorised in the table below.

The most frequent comments were for **community buildings**, affordable **housing** and a **bridge over the railway**.

Former government offices on Avenue de Chartres - Other		
Comment	Counts	Quote
Community buildings	10	<i>"A community cafe that uses waste food and allows people to pay what they can afford"</i>
Affordable housing	8	<i>"Worry that residential may be high value and exclusive. Not what local families need"</i>
Bridge over railway	7	<i>"Subject to a bridge over the railway"</i>
Clear gateway path for pedestrians	7	<i>"The pedestrian route should cross Ave de Chartres at a light-controlled crossing to Deanery Walk and through the Cathedral courtyard to enter South Street by the Fountain Inn. This enhanced pedestrian link into the city centre will relieve pedestrian pressure on the narrow pavements at</i>

		<i>Southgate."</i>
Too many cafés / pubs / bars	5	<i>"Not sure we need any more coffee shops!"</i>
Offices / business space	3	<i>"Offices and residential in mixed use block - reducing the need to commute"</i>

There were also a smaller number of comments regarding:

Hotel – **2** mentions

Retain listed buildings – **2** mentions

Not residential – **2** mentions

Night club – **2** mentions

"Tourist information / Citizen Advice drop in etc."

"Great place for a proper swimming pool"

"Soft play area and cafe for young children and their carers"

"Extra green space for Chichester"

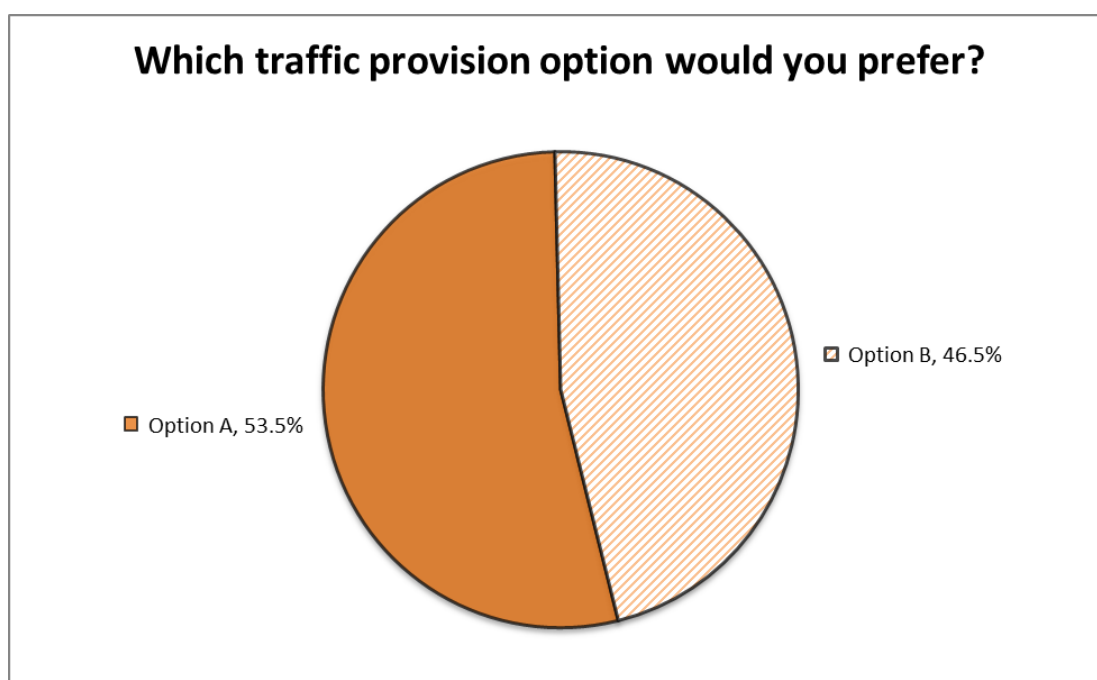
Transport Options

The survey included explanations of Transport Options A and B and respondents were asked to indicate whether they agree with certain aspects of both options. The table below shows the results.

Both Transport Option A and Option B include the following changes to the existing transport provision in the Southern Gateway. <i>Please indicate whether you agree or disagree with each of these changes.</i>				
	Agree	Disagree	Neither	Don't know
Improved pedestrian, cycle and public transport accessibility	84% (246)	7.8% (23)	4.8% (14)	3.4% (10)
Access to Southern Gateway for vehicles but reprioritise traffic to allow street improvements	62.2% (179)	18.4% (53)	9% (26)	10.4% (30)
Existing bus station replaced with bus and taxi interchange immediately north and south of the train station	60.5% (178)	17.3% (51)	6.5% (19)	15.6% (46)
Two bus laybys along Avenue de Chartres for extra coach parking capacity for summer events	59.2% (173)	22.3% (65)	5.8% (17)	12.7% (37)
Restrict Stockbridge Road with a bus gate and keep Basin Road open to all vehicles	44.9% (129)	31% (89)	7.7% (22)	16.4% (47)

Respondents showed the **most support** (84%) for improved pedestrian, cycle and public transport accessibility. The results also suggest that restricting Stockbridge Road with a bus gate and keeping Basin Road open to all vehicles was the **most contentious** aspect of the transport options with the highest level of disagreement and uncertainty (31%, 16.4% respectively).

When asked which transport option was preferred, respondents favoured **Option A** by a small margin.



Cycle and Pedestrian Provision

92 respondents made comments specifically about the cycling and pedestrian provision within the proposals. The comments have been categorised in the table below.

The most frequent comments were to have clear, **joined up cycle routes** to connect Chichester to the wider network, **pedestrians / cyclists should have priority** and that the current volume of traffic is too **dangerous for cyclists**.

If you have views specifically on the cycling and pedestrian provision within the proposals, please explain here		
Comment	Counts	Quote
Clear, joined up cycle routes connecting the city to the wider network	28	<i>"If the cycling provision includes too many 'cyclists dismount' signs, too many interruptions from traffic lights and too little space if cycle lanes are used by pedestrians and buggies, cyclists like me will continue to cycle on the road to make faster progress."</i>
Pedestrians / cyclists should have priority	21	<i>"Cyclists and pedestrians should be given priority over cars and buses. Cars should be the lowest on the priority. The traffic situation in Chichester will never change if a car is always the easiest way to get around"</i>
Volume of traffic is dangerous for cyclists	17	<i>"Increased traffic along Basin Road means more hazards. Cyclists already use Market Avenue pavement and there are increasing numbers of mobility scooters"</i>
Separate cars, cycles and pedestrians	16	<i>"Pedestrian and cycling routes should be separated providing safe travel for all users"</i>
Reduce cars in city	13	<i>"Improvements need to be done in conjunction with other traffic calming measures including speed cameras and a proper park and ride scheme to prevent so much traffic coming into the centre in the first place"</i>
Balance of vehicles, cyclists and pedestrians	8	<i>"We need balance. Cars, public transport and provision for cyclists and pedestrians"</i>

Rules for cyclists need to be enforced	6	<i>"Whatever provisions are made for cyclists -e.g. cycle lanes- need to be enforced, with those cycling on the pavement fined and/or their bikes confiscated."</i>
Better overall provision for cyclists	6	<i>"An upgrade of these facilities would greatly enhance the area"</i>
Issue of level crossings (3 mentions of a bridge over the railway)	6	<i>"The Gateway Experience for cyclists and pedestrians is fundamentally flawed by the retention of the level crossings. The least disruptive solution is to elevate or lower the railway"</i>
More cycle parking	5	<i>"More cycle parking will be needed"</i>
Disabled access needs to be considered	4	<i>"Stop focusing on cyclists and consider the needs of the disabled"</i>
Encourage more people to cycle	3	<i>"To increase take up of cycling in the area."</i>

There were a smaller number of comments regarding:

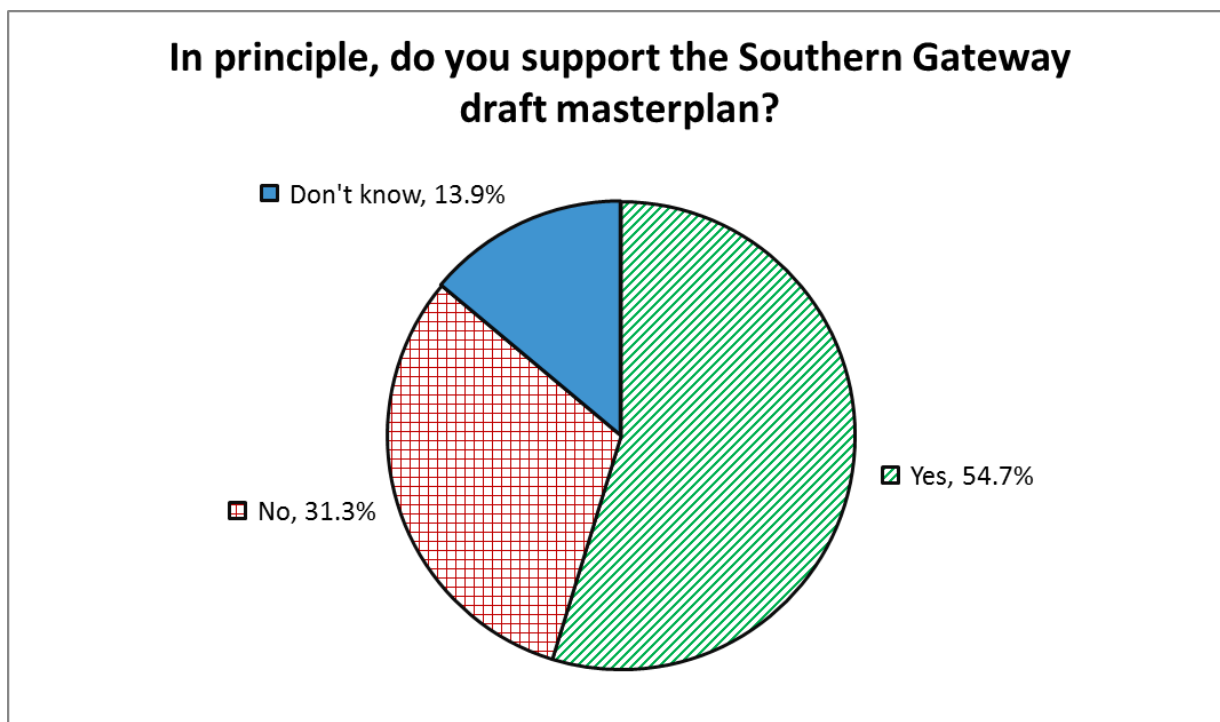
Future transport technology needs to be considered – 2 mentions

"From a pedestrian point of view, much much wider pavements would be much more pleasant, much more even footpaths"

"More consideration should be included for younger generation needs"

Support for the Southern Gateway Masterplan

Over half of respondents (**54.7%**) support the masterplan in principle, just under a third (**31.3%**) do not support it and **13.9%** were uncertain.



215 respondents explained their answer to the above question and the comments have been categorised in the table below.

The most frequent comments were about the issues the **level crossings** cause in the city, including **48** comments which specifically suggested a **bridge over the railway**, that the overall Southern Gateway area **needs improvement**, and concerns about **traffic**.

In principle do you support the Southern Gateway draft masterplan? <i>Please explain your answer</i>		
Comment	Counts	Quote
Issue of level crossings (48 mentions of bridge over railway)	71	<i>"The building of so many houses without tackling the railway crossing is too problematic to be implementable"</i>
Area generally needs improvement / modernisation	62	<i>"Agree the area needs updating and modernising"</i>
Concerns about traffic	46	<i>"Kingsham Road is used as a rat run to avoid the A27. It is a designated cycle route, a bus route and is used for residents' parking effectively reduced the width to one narrow lane - developments of residential etc. will add to the congestion"</i>

Area needs to be pedestrian friendly with more green spaces	26	<i>"It's really important that green and open spaces are available, especially where more flats are proposed"</i>
Community buildings and infrastructure needed	26	<i>"Why are there no community buildings in the plan? We need more than just open spaces"</i>
Listed / heritage buildings should be retained and utilised for another purpose	24	<i>"Demolishing listed buildings for the sake of another road is not consistent with CDC's 'First Impressions Matter'"</i>
Support proposals that improve public transport	24	<i>"I like any improvements surrounding the train and bus stations, they're in need of a revamp and don't do the town or surrounding areas justice"</i>
Developments should be imaginative	21	<i>"There is much to be said for redeveloping Post Office and school sites imaginatively"</i>
Too many bars / restaurants / cafés	18	<i>"We don't need any more coffee shops right now, the place is teeming with them."</i>
Encourage small, independent businesses to the area	15	<i>"Specific strategies should be in place to encourage small local business and community enterprises into the area"</i>
Reduce cars in city centre	13	<i>"I agree with anything that diverts the traffic from the city and makes it safer for pedestrians and cyclists"</i>
Housing is needed	11	<i>"I like the areas suggested for residential purposes, good locations to live, you wouldn't necessarily need a car to access the town."</i>
More public consultation required before plans progress	10	<i>"At this stage I am supportive of the proposed land uses and the commitment to redevelop this area of Chichester. However, I think there is much more public consultation required if the proposals are going to progress with any more detail"</i>
Focus on wider tourism / nightlife	6	<i>"It makes comforting comments about improving the evening economy, but does not include definite proposals for leisure venues e.g. music/concert hall spaces"</i>

Needs to be sustainable	5	<i>"As long as the project reflects sustainability objectives"</i>
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There were a smaller number of comments regarding:

No hotel by Canal Basin **3** mentions

"I like it because it keeps the new retail and leisure spaces within the city centre roughly, I personally prefer this to out of town developments"

"There will always be people who simply say 'no' to any change. Chichester seems to have a small but vocal group of these people who seem to block any new ideas. However, the majority of people do want change."

184 respondents provided additional thoughts or comments about the masterplan, which have been categorised and are shown in the table below.

The most frequent comments were regarding the issue of the **level crossings** and the congestion caused by the gates (including **28** mentions of a **bridge over the railway**), concerns about city **traffic and parking** and suggestions to have **fewer cars** in the city centre.

Do you have any final thoughts or comments about the Southern Gateway draft masterplan?

Comment	Counts	Quote
Issue of level crossings (28 mentions of bridge over railway)	47	<i>"Build a bridge over the level crossing. As long as the railway stops traffic the area will never develop"</i>
Concerns about city traffic and parking	40	<i>"Thought needed on how all these extra visitors get in, park and get out of Chichester"</i>
Reduce volume of cars in centre and promote other modes of transport	28	<i>"Anything South of the railway should be a massive underground car park, with large areas of green space above. Then the car parks and traffic removed from the city centre with the car parks being utilised for retail and living"</i>
Further consideration and consultation is needed	24	<i>"It's very generic at this stage and further consultation on a case by case basis should be sought."</i>
Community buildings and infrastructure needed	24	<i>"Make sure the whole required infrastructure is in place for all the new houses"</i>

Developments need to be timeless and of a good quality	18	<i>"Concerned we'll be landed with another horrible, isolated development like Chichester Gate"</i>
Proposals will enhance the area	13	<i>"I hope that this does get approved and goes ahead. It will greatly improve the forgotten gateway to the city"</i>
More green and open space	13	<i>"Spacious, not crowded with yet more buildings"</i>
Transport interchange	11	<i>"The bus station should be located next to the railway station (North)"</i>
Safe and varied nightlife	10	<i>"Include a moderate sized venue for contemporary music to appeal to younger residents, students and visitors"</i>
Listed buildings should be converted, not demolished	10	<i>"The bus garage should not be demolished as it is of great engineering and architectural merit and capable of conversion to a conference centre or even a covered market"</i>
Affordable housing	8	<i>"Residents should indicate what is needed - low cost housing & housing associations are needed by families who have specific needs"</i>
Encourage small, independent businesses into the city	5	<i>"More independent/boutique shops/bars"</i>
Hotel	4	<i>"Must include at least one decent sized hotel with adequate access and parking"</i>

There were a smaller number of comments regarding:

Consider wider tourism (e.g. Selsey & Witterings) – **2** mentions

Too many cafés / bars / eateries – **2** mentions

Conclusions

- The Canal Basin is most loved part of Southern Gateway (77.8%) and the Bus Station is the most disliked part (54.2%)
- The majority of respondents agree Southern Gateway could be improved (88.2%)
- Every Public Realm Priority and Development Opportunity received support from at least half of respondents, with the proposals for the Canal Basin and Basin Road (71.7%) and the Royal Mail sorting office and depot (65.6%) receiving the highest level of support
- The sites with the highest level of disagreement were Southgate and Stockbridge Road (25.4%) and Basin Road car park and bus garage (32%)
- The most common themes which arose from the public realm priorities and development opportunities were the issue of the level crossings, concerns about traffic and provision for community space/buildings
- Throughout the consultation there were a total of **198** comments regarding a bridge over the railway. **4** of the 198 bridge comments were received before the 'Freeflow' petition was online and **57** of 198 were received before the opinion poll was on the Observer website
- Respondents consistently wanted to see cycle routes enhancement in all public realm priority sites and open space/landscape for the development opportunities
- Both transport options received a similar level of support (Option A: 53.5% and Option B: 46.5%) however, most respondents (84%) were in agreement that improved pedestrian, cycle and public transport accessibility is a good idea, this is also reflected in the open comments
- The aspect of both of the transport options that most respondents disagreed with (31%) was restricting Stockbridge Road with a bus gate and keep Basin Road open to all vehicles
- The most frequent comment regarding cycle and pedestrian provision was for the plan to provide clear, joined up cycle routes across the city and linking it to the wider network
- Over half of respondents (54.7%) support the masterplan in principle, over a third (31.1%) do not support it and 13.9% were uncertain. Respondents explained their answer to this question and the most frequent comments were about the level crossings, comments that the Southern Gateway area needs improvement and expressing concerns about traffic
- The most frequent final thoughts and comments were again, about the issue of the level crossings, concerns about traffic and suggestions to reduce the volume of cars in the city centre, encouraging alternative modes of transport

Overall, there seems to be a good level of support for the masterplan, but there are many elements respondents felt had not been considered enough and some called for more public consultation and a reconsideration of some aspects of the plan.

Appendix A – Social Media Reach

Social media campaign results:

First campaign:

- **Length:** 6 days
- **Total number of posts:** 20
- **Total number of clicks:** 150 - 60% (90) via Facebook); 40% (40) via Twitter.
- **Activity spikes:** from 9 - 11 July (jumped from 7 to 30 clicks per day); 3 August (6 clicks per day).
- **Total reach:** 144,900 people (people who saw the content)
- **Reach breakdown:** 2,520 Facebook (17%) and 119,600 via Twitter (83%).
- **Posts breakdown:** 45% Facebook (9 posts); 55% Twitter (11 posts).
- **Retweets / shares:** x26.
- **Likes:** x20.
- **Comments:** x15.

Second campaign:

- **Length:** 23 days.
- **Total number of posts:** x36.
- **Total number of clicks:** x475 (84% (x398) Facebook; 15% (x70) Twitter; 1% (x7) LinkedIn).
- **Activity spikes:** **26 July** (11 clicks per day) and **3 August** (251 clicks per day).
- **Total reach:** 147,100 people.
- **Reach breakdown:** 20,900 Facebook (14%); 126,200 Twitter (86%).
- **Posts breakdown:** 28% Facebook (10 posts); 56% Twitter (20 posts); 17% LinkedIn (6 posts).
- **Retweets / shares:** x46.
- **Likes:** x35.
- **Comments:** x30.

Campaigns combined

- **Length:** 29 days.
- **Total posts:** x56.
- **Total clicks:** x625 (x488 Facebook; x110 Twitter; x7 LinkedIn).
- **Click spikes:** 9 - 11 July (jumped from 7 to 30 clicks per day); 3 August (6 clicks per day); 26 July (11 clicks per day) and 3 August (251 clicks per day).
- **Total reach:** 292,000.
- **Reach breakdown:** 23,420 (Facebook); 245,800 (Twitter).
- **Posts breakdown:** x19 (Facebook; x31 (Twitter); x7 (LinkedIn).

- **Retweets / shares:** x72.
- **Likes:** x55.
- **Comments:** x45.

First boosted post (11 July):

- **Reach:** 17,895 (3,879 existing; 14,016 paid for – number of people who have seen the sponsored post).
- **Shares:** x20.
- **Video views:** 9,154 (number of people who hovered on it for 7 secs - paid for).
- **Link clicks:** x854 (paid for).
- **Comments:** x32.
- **Reactions:** x40.

Second boosted post (3 August):

- **Reach:** 15,510 (5,872 existing; 9,638 paid for).
- **Reactions:** x18
- **Shares:** x30.
- **Comments:** x26.
- **Link clicks (paid for):** x238.
- **Photo clicks (paid for):** x255.

Both campaigns combined with Facebook boosting:

- **Total reach:** 319,533.

The majority of comments received on these posts were various suggestions for proposals for the masterplan and comments about the A27 / issues of traffic. There were also some comments expressing concern that people's views will not be listened to in this consultation.

Appendix B – Promotions

- A number of news releases and updates were issued, which has resulted in radio coverage, newspaper coverage and social media coverage
- Updates were posted on the Council's social media pages on an almost daily basis
- A video was created to explain the project which has been placed on the Council's social media sites
- Letters and leaflets were hand delivered to local residents
- People were signposted to the consultation through Initiatives
- A leaflet drop was arranged to PO18 (certain sectors), PO19 and PO20
- The project was promoted by officers at an independent business event in Chichester, which was organised by the BID
- Officers attended the Police Open Day to raise awareness and answer questions
- Leaflets and posters were issued to community groups, key focal points and council staff distributed them across the community
- The Economic Development team included an article about the consultation in their ebiz newsletter which is sent to businesses
- Events were arranged at two Chichester Scout huts where officers were available to answer questions
- A talk was given at one of the retirement homes
- A large format poster was displayed in the Avenue de Chartres multi-storey car park
- The consultation was promoted on the Council's customer care screens and within the Council's poster space
- It was also promoted on the front page of the Council's website and intranet

Appendix C – Additional Written Comments

Transport Options:

- Option B - not clear how vehicles will access train station for drop off/pickup. Plans are based on current A27 arrangements, concerns what will happen to masterplan if A27 changes
- The order of development needs to be considered
- We are seriously affected by noise and pollution from passing and stationary traffic on Stockbridge Road and look forward to it being removed. Not happy with it being moved to a new Canal Wharf road close to our southern boundary wall. We do not support the freeflow proposal

Level crossings:

- Traffic flow is a big problem, dead time at level crossings must have impact on environment
- Level crossings need to be sorted with a bridge or a tunnel

Listed buildings:

- Should be turned into concert hall or hotel
- Bus garage should not be demolished but could be used as conference centre, indoor market or performance space
- Law court should be preserved as a prestige site, public building or hotel.
- Wonderful brick building of the bus garage - why aren't buses stored in the land on Terminus Road then brought back to the train station?

Range of shops / businesses:

- Independents have been lost, too many cafes
- Do not support more cafe/restaurant space, need to maintain character of city, not just replace everything with housing and restaurants

Public transport:

- Buses should be £1/£1.50 to the rest of the district
- Where will the buses go without the bus station? What will their routes be? How will the buses cope with Goodwood travellers?
- Footfall has fallen by 30% which is not surprising as there are no toilets at the bus station. Utilise the line that stops at the canal. Open it up again so the train can proceed to Selsey. East Dean has a tunnel that runs from the gardens to Midhurst. To utilise this existing mode of transport would be very easy, environmentally friendly

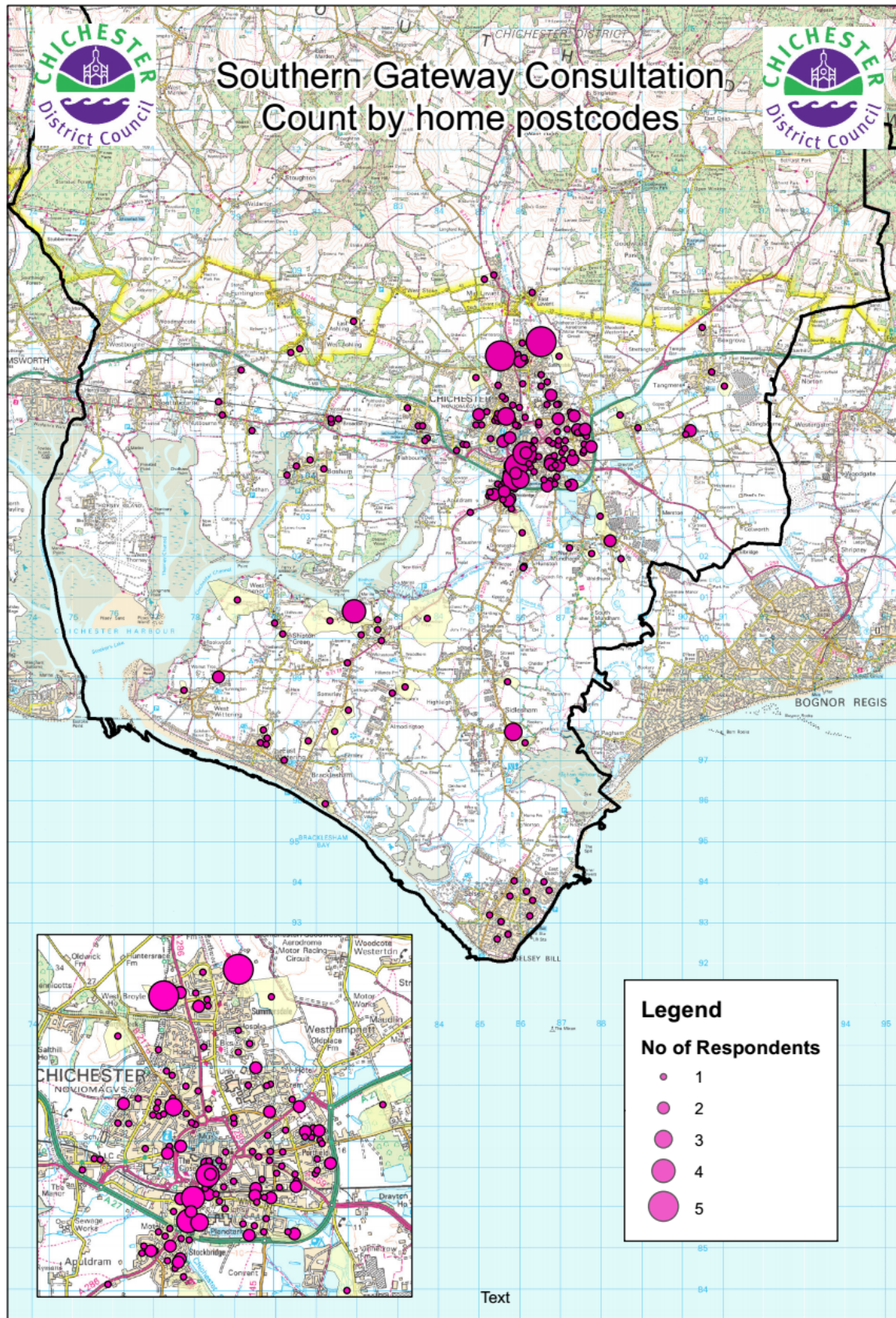
City landscape:

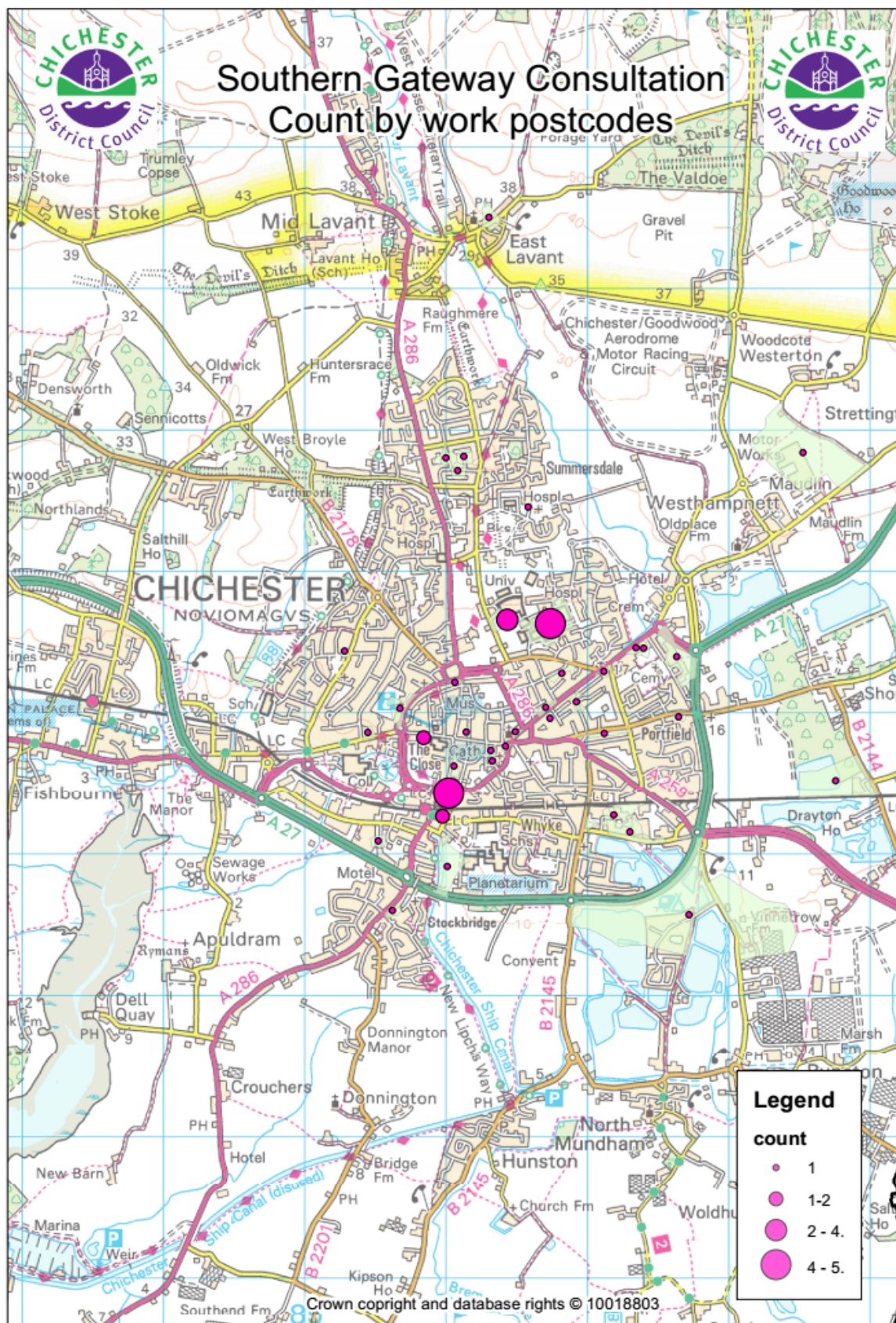
- All could benefit from more well maintained open green space in this area of town
- Wonder as to why the Chichester Gate was built at the gateway to Chichester. The entrance to the city deserves a reflection of its past. Car parks should have a roof on stilts that can be used as tennis courts, children's playgrounds and open air parks. Spanish roundabouts are attractive and Chichester should have something similar

Other:

- A lot of the people entering through the southern gateway are semi-rural residents using the services in the city, they don't need an impressive gateway to the city
- Economic housing, well designed and environmentally sound, council accommodation should be a priority
- Rural areas of the district are left out. Parking is too expensive
- Not enough detail, too much left to potential developers. Plan is not ambitious enough in some areas, should focus on a few important sites that need council intervention and not try to find a solution to all problems at once
- Money allocated to these redevelopments should be used to remove what is not fit for purpose in the city. Build a bridge to allow canal boats to proceed to Chichester yacht basin
- Should be more meetings in person rather than online, more needs to be done to reach the general public
- Not enough detail, not easy enough to comment, public events were poor.
- The plans were confusing, the text overly long and the pictures added nothing. The consultants should produce a concise summary and a special version of the masterplan for public consultation. Disappointed with the knowledge of reception staff and available resources to view. I applaud the council for making provision for the future but in our current times the scale and ambition of the project is not justified and should be rejected as it is currently
- Not in agreement with the masterplan.

Appendix D – Postcode Maps





Project Documentation**PROJECT INITIATION DOCUMENT
(PID)****Southern Gateway Implementation**

Release:	7th Draft
Date:	September 2017
Author:	Paul Over Jane Hotchkiss Amy Loaring
Approved by:	Cabinet

Note: the completion of this document is required for medium and large projects as defined by the Project Type Matrix. The final version should be saved in a sub folder on the x drive under project management / project documentation.

Document History

Revision Date	Version	Summary of Changes	Reviewer(s)
30/11/2016	1	First draft	AL/PO
16/02/2017	2	Second draft	Implementation Sub-Group and strategic land owners
06/03/2017	3	Third draft	Commercial Programme Board
07/03/2017	4	Fourth draft	CPB; HCA and WSCC
15/03/2017	5	Timescale updated	PO/JH/AL
29/08/2017	6	Timescale and outcomes updated to reflect latest masterplan position for OSC consideration	PO/JH/DS/AF
09/2017	7	Additional risk and outcome added & consultants input on timescales and dependencies	OSC & Jones Lang LeSalle (JLL)

Consideration by the Corporate Improvement Team

Date	Reviewing Officer	Comments for Consideration
01/03/17	Andy Buckley	Minor amendments proposed and now included within the report.

Approvals

This document requires the following approvals:

Name of person, group or committee
SLT
Commercial Programme Board (CDC)
Overview and Scrutiny Committee (CDC))
Cabinet (CDC)
Strategic Land Ownership Group
Council – in relation to any consideration of a Compulsory Purchase Order in accordance with Article 4 of the Constitution

Distribution

A final copy of the approved document will be distributed to:

Name	Job Title
Andrew Frost	Head of Planning Services
Steve Carvell	Executive Director
Cllr Susan Taylor	Cabinet Member for Planning
Cllr Jane Kilby	Cabinet Member for Housing

Cllr Tony Dignum	Leader of the Council
Cllr Eileen Lintill	Deputy Leader
Paul Over	Executive Director
Nick Bennett	Legal Services Manager
Jamie Dallen	Highways West Sussex County, Council
Gerard Overton	Homes & Communities Agency
Jane Hotchkiss	Head of Commercial Services
Alan Gregory	Project Manager, Estates
Patrick Harrison	Strategic Surveyor, Estates
Diane Shepherd	Chief Executive
Nick Smales	Director of Economy & Place, WSCC
Steve Oates	Economic Development Manager
Amy Loaring	Partnership Officer
Mark Catlow	Accountancy Services
Mark Regan	Senior Estates Surveyor
Phil Pickard	Procurement Manager
Sarah Parker	Public Relations Manager

1. PURPOSE OF DOCUMENT

- 1.1 This Project Initiation Document builds on the Southern Gateway – Preparation of Masterplan PID approved by Cabinet in June 2016. It sets out why and how the implementation phase should proceed, who is involved and their responsibilities. It will provide the baseline for the projects management and for an assessment of its overall success.

2. PROJECT DESCRIPTION

- 2.1 The regeneration of an area of circa 12 hectares (30 acres) of predominately brownfield land in a mix of public and private ownership with potential housing, business, leisure and commercial uses. The project will bring significant improvements to the public realm, transport infrastructure, enhancements to the quality of the environment including improved pedestrian linkages to the city centre and the regeneration of the only canal basin in West Sussex. The masterplan map showing the key development sites is in Appendix 2 to the report.
- 2.2 This regeneration scheme will be operating at scale. The largest regeneration project in Chichester city centre in living memory it will facilitate missing elements of provision for young people (Chichester is the only University city in West Sussex) and tourist facilities (Chichester is the strongest tourism location in West Sussex (Source: Visit England website (www.visitbritain.org)).

3. BACKGROUND

- 3.1. The Southern Gateway area has long been seen as an opportunity to make better use of the southern approach to Chichester city. In 2001 the Southern Gateway Framework was adopted by the District Council and retains its status as Supplementary Planning Guidance. Whilst much progress has been made (e.g. with the former Osborne's site, the Girls High School and the Southern Sidings development) significant opportunities remain to regenerate the area. These opportunities have not been realised as a result of the recent economic

downturn, the costs of relocating existing users and the extraordinary development costs associated with some of the sites. These barriers are considered to be surmountable with public sector support and investment.

3.2. Recent developments make this an opportune time to resurrect this opportunity. Those developments include:

- I. The announcement that the Law Courts are to be closed;
- II. The approval of the District Council led Chichester Vision;
- III. The anticipated adoption of a new Masterplan for the area; and
- IV. The Government's emphasis on growth and jobs (with new funding streams to assist).
- V. The closure of the Kingsham First and Middle school

3.3. The regeneration area within the Southern Gateway includes the Bus Station and Depot, the Basin Road Car Park, the Courts Buildings, the Police Station, former Kingsham school and the Royal Mail depot

3.4. A Masterplan is in the process of being developed by appointed consultants and is expected to be adopted as a Supplementary Planning Document (SPD) by Council following public consultation in November 2017.

4. PROJECT OBJECTIVES AND SUCCESS CRITERIA

4.1. Outputs

- Successful Local Growth Fund (LGF) and other funding secured which will lever in an estimated £83m of private sector investment (excluding relocation and acquisition costs).
- Purchase of any privately owned property required to deliver the project.
- Successful relocation of existing uses
- Creation of the strategic implementation group.
- Approval of a Compulsory Purchase Order (CPO) if required.
- Securing a development partner.

4.2. Outcomes

The project is estimated to deliver:

- New jobs;
- Existing jobs protected (Stagecoach and Royal Mail);
- New homes/student accommodation delivered;
- Business/retail and leisure floorspace created (onsite)
- New community health facility (subject to funding and specification)
- Possible return on investment for any capital funding provided by CDC (subject to separate reports)
- Improvements to the public realm, the transport system and the appearance of the townscape and buildings in the area.

These proposals, once delivered, will make a significant contribution to and directly support the Community Strategy and Corporate Plan especially in relation to housing, jobs and infrastructure by unlocking predominantly brownfield sites. The redevelopment of much of this area has stalled for decades due to lack of public funding available to unlock the sites. This project will include investment in

infrastructure (waste water treatment, bus/rail interchange, improved access for pedestrians and cyclists) together with enhancements to the public realm.

This project will build on current economic success in an area where performance is already good and where the private sector, by their previous involvement in nearby developments, have demonstrated that they are eager to be involved. Public funding will ensure that these final opportunities are realised.

By directly marketing the new employment space to high growth, high value sectors such as high end finance; digital; pharmaceutical and creative industries will ensure that this regeneration contributes to ensuring that the Chichester area performs well above the UK average. (GVA per head across Chichester, Arun, Adur and Worthing was £21,274 - below both the regional (£27,012) and national (£25,367) figures. Source ONS December 2015)

4.3. Outcome Measures

Based on a viable Masterplan and making reasonable assumptions on the mix of proposals:

- 1434 new jobs;
- protect at least 200 existing jobs (Stagecoach and Royal Mail);
- 335-365 new homes/student accommodation;
- 90% sold within one year of completion
- 21,600-22950 sqm of business/retail and leisure floorspace (onsite)
- Successful relocation of existing uses comprising of 4,000 sqm of off-site relocation space.
- Return on investment on the basis of CDC “Investment protocol”
- Public satisfaction survey – at least 80% of respondents confirm they are either satisfied or very satisfied with the development
- Improved air quality
- Improved travel times

NB. These outcome measures will be adjusted to be consistent with the adopted masterplan.

4.4. Dis-benefits

- Disturbance during construction
- Impact on business viability to existing retail offer
- Behavioural change required if traffic movements are reconfigured
- Potential loss of locally listed/listed buildings
- Potential loss of trees
- Loss of public car park capacity

4.5. Out of Scope

The project will not include:

- Master planning and associated traffic studies – it is assumed this dependency is already signed off.

- Any regulatory processes (other than those associated with a CPO) or obtaining of necessary permissions and consents. This would be done by developers.
- Relocation of the railway line which dissects the southern gateway area
- Excludes management of the building contract

5. PROJECT CONSTRAINTS

- Adoption of the Masterplan as a SPD
- Approval and timescales of any required CPO
- Strategic Partner Agreements
- Timing and expenditure constraints of certain funding streams
- Planning constraints
- Contaminated land
- Fragmented land ownership
- Government and local planning policy.
- Waste water treatment capacity
- Availability of suitable relocation sites

6. PROJECT ASSUMPTIONS

The delivery of the project assumes:

- A viable Masterplan, including traffic implications, adopted by November 2017.
- Public and Private funding can be raised to fund development costs and funding gaps relating to relocations.
- On-going political and public support for the project
- Willingness of partners to engage in the strategic implementation process
- The Law courts to be closed and handed to the HCA by February 2018.
- Waste water capacity for development can be provided.
- Road space reconfiguration is implementable.

7. PROJECT COSTS

7.1. Project Delivery Costs

The cost of the project comprises staff costs of the Project Team which are included within the existing base budget and consultancy/professional services costs which are currently estimated at up to £155,000.

	Description	Cost (£)	Comments
1	Development/marketing surveyor consultant	155,000	This funding is already approved via CDC Cabinet (January 2017) and West Sussex One Public Estate. Some of these costs might be recoverable from the developer once selected. Additional strategic
2	CPO surveyor consultant		
3	Legal CPO consultant		
4	Legal Property Consultant		
5	Waste water treatment/flooding/contamination surveys		

			partnership funding will be sought. This excludes disposal commission at present.
6	Property relocation and acquisition costs	13,500,000	These costs will be funded from the capital receipt of the site being released plus external/partnership funding yet to be secured to fund abnormal development costs and relocation costs. The costs estimates exclude fees, VAT, contingency and SDLT. This excludes any value attributable to Sussex Police land. They assume a developable site with no abnormal costs.
7	CDC capital investment	TBC and subject to separate report	
	Total	13,655,000	

CDC has allocated Executive Director, estates, legal, finance, PR, procurement and project management support for the project. The development costs, which are not included above, will be borne by the appointed developer.

7.2. On-going Costs Following Project Completion

The only ongoing cost to the council would relate to the management function associated with any development share that the council retained. This would be subsumed into the existing role of the estates service.

It is also assumed that what is built is commercially viable and does not require any further public financial support in terms of ongoing operational revenue.

The Council will be forgoing the income from the bus depot, bus station and Basin Rd car park (circa £75,500 per year), although some of the car park income will deflect to the nearby Council owned Avenue de Chartres car park, where there is currently spare capacity. This lost income could be compensated for by the Council taking a share of the development proceeds (capital and/or revenue).

8. OPTIONS SUMMARY

The Council could allow the future development of the Southern Gateway area to be market-led. This option has been discounted since experience over the past few decades has indicated without public sector support the development opportunities that remain are unlikely to come forward. Whilst some of the sites might be capable of independent development proceeding in such a piecemeal fashion weakens the case for public funding and risks the disjointed funding of infrastructure.

There are several alternative ways in which this project could be implemented including:

- Self-Promote – CDC & partners assemble the land, obtain planning permission and undertake the development themselves
- Grant an Option – this will allow a third party to draw down the land at an agreed price during a fixed period of time
- Conditional Sale – this allows a third party to purchase the site once certain conditions e.g. an acceptable planning permission, has been obtained
- Unconditional Sale – following site assembly the site is sold at an agreed sum with no conditions
- Unconditional Contract with Planning Overage – as unconditional sale but with a clause that allows an additional payment to be made to CDC/partners if a more favourable development is achieved
- Public-Private Partnerships – the formation of a new legal entity to deliver the development. The partnership could include landowners and would define the various contributions to costs and benefit sharing arrangements.

Any of these options could proceed with or without a CPO. The major landowners the Homes and Communities Agency, WSCC and CDC have discussed the matter with external consultancy support and the conditional sale to a developer(s) is the agreed preferred route. This minimises financial exposure/risk to the landowners, retains a degree of control over the content of the eventual development and provides an opportunity to participate in the investment if any of the partners chooses so to do.

9. PROJECT APPROACH

The Southern Gateway implementation will involve a mix of in-house, partnership and external consultancy resources. It will proceed via the formation of a Strategic Land Ownership Group that will manage the disposal programme, timescale and selection of development partner(s). It will also agree the way in which costs and benefits are shared.

10. PROJECT PLAN

Task No.	Task / milestone	Completion Date	Responsible Owner	Dependency
Stage 1- Funding Applications/ approvals				
1a	HCA	November 2017	Steve Carvell	
1b	LEP	November	Paul Over	

		2017		
1c	WSSC	December 2017	Jane Hotchkiss	
1d	One Public Estate grant	November 2017	Paul Over	
1e	DCLG housing bid	July 2017	Linda Grange	
1f	Housing Infrastructure Fund (HIF)	September 2017	Paul Over	
1g	Other funding streams	December 2017	Amy Loaring	
Stage 1a – Communications Strategy				
1a.1	Complete Communications Strategy	December 2017	Sarah Parker	Phase 1 Masterplan
Stage 2 – Appointment of Consultants				
2a	Funding For Consultants	February 2017	Paul Over	1d
2b	Procurement process to begin	April 2017	Patrick Harrison	2a
2c	Appointment of Consultants	August 2017	Paul Over	2b
2d	Commission studies: WWT; Contamination and Flooding	November 2017	Paul Over	1d & 2c
Stage 3 – Development of Partnership				
3a	Engagement with Partners	Jan 2017	Paul Over	
3b	Agree development Delivery vehicle	April 2017	Paul Over	
3d	Enter into development partnership/MOU	Sept 2017	Paul Over	Phase 1 Masterplan
3e	Agree strategic approach to CIL	December 2017	Paul Over	
3c	Agree partner investment approach	December 2017	Paul Over	Phase 1 Masterplan
Stage 4 – Relocation and Acquisition of strategic partner sites¹				
4a	Identification of relocation sites	March 2018	Patrick Harrison & Mark Regan	
4b	Completion of acquisition of Law Courts by HCA	February 2018	Gerard Overton (HCA)	MoJ decision on release
4c	Completion of acquisition of Police station site	March 2018	Mark Regan/HCA	Phase 1 Masterplan
4d	Enter into development partnership on High School site Kingsham	March 2018	Nick Smales (WSSC)	Phase 1 Masterplan
4e	Closure of Basin Road Car Park	Post June 2019	Paul Over	7c
4f	Completion of Royal Mail relocation and acquisition	October 2019	Mark Regan	1b & c
4g	Completion of Bus station/Depot relocation and	October 2019	Patrick Harrison	1b, c and 4a

¹ Timeline assumes no CPO is required.

	acquisition			
4h	Engage with Network Rail	Sept 2018	Policy Planning	Phase 1 Masterplan
Stage 5 - CPO resolution				
5a	Council Resolution	Tbc	Nick Bennet	
5b	CPO confirmed	Tbc	Nick Bennet	
Stage 6 – Selection of Developer				
6a	Conclude development brief	Jan 2018	Alan Gregory/JLL	Stage 3
6b	Soft market test	February 2018	Alan Gregory	Stages 1 & 4
6c	Invite to tender (OJEU)	April 2018	Alan Gregory	Stage 1 & 4
6d	Select developer	August 2018	Alan Gregory	6c
6e	Conclude conditional contract to appoint developer	November 2018	Alan Gregory	6c
Stage 7 – Development Delivery				
7a	Design development	December 2018 (prov)	Alan Gregory	6d
7b	Obtain planning permission	May 2019 (prov)	Alan Gregory	7a
7c	Deliver development	June 2019 onwards (prov)	Alan Gregory	7b/Stage 4

11. PROJECT TEAM

Name	Role
Paul Over	Project Sponsor
Jane Hotchkiss	Project lead/Shadow Project Sponsor
Alan Gregory	Project manager (Estates)
Amy Loaring	Project Coordinator/Technical Support
Nick Bennett	Legal
Mark Catlow	Finance
Patrick Harrison	Estates (workstream lead)
Mark Regan	Estates (workstream lead)
John Ward	Governance
Steve Oates	Economic Development
Mike Allgrove	Policy Planning
Gerard Overton	Strategic Landowner (HCA)
Nick Smales	Strategic Landowner (WSCC)
Sarah Parker	Public relations & Communication Strategy (as required)
Phil Pickard	Procurement (as required)

The Project Team will report to a Steering Group, or the proposed Growth Board, whose membership will comprise senior political and officer representation from CDC and WSCC together with the Project Sponsor providing the link between the Project Team and Steering Group. The Steering Group/Growth Board will provide

strategic direction to the project and resolve resource issues that cannot be resolved within the resources delegated to the project team. An observer from the CDC Overview and Scrutiny Committee will sit on the steering group.

12. COMMUNICATION

Elected CDC members will be kept informed through the monthly Members' Bulletin, bespoke email communication, as necessary, workshops and reports, on an exception basis, to the Commercial Programme Board and Steering Group/Growth Board. CDC officers will be kept informed through reports to Corporate Management Team.

Key stakeholders who are not strategic partners i.e. not landowners, will be kept closely apprised of progress and be offered the opportunity to feed into the process at key stages. Such groups would include the Chichester BID, City Council, resident groups and Visit Chichester.

Consultation material will be made available on the website and in hard copy at Council offices and public libraries. All public consultation will be carried out in accordance with the Council's Statement of Community Involvement. A Communication Strategy will be developed.

Strategic Partners will utilise their own communications channels to publicise and inform their stakeholders in accordance with the collectively agreed Communication Strategy.

The normal regulatory communication and consultation process will be followed i.e. Development Plan and Infrastructure Panel and Planning Committee when planning related aspects e.g. pre-application and planning application, require consideration.

13. RISK LOG

The following risks have been identified together with an assessment of their severity and actions that can be taken to mitigate/reduce the risk. Details of all project risks will be recorded as and when they are identified.

Risk No	Risk Description	Likelihood Unlikely Possible Probable Certain	Impact Minor Significant Serious Major	Planned Actions to Reduce Risk	Responsible Officer
1	Masterplan not adopted as a SPD by November 2017	2	4	Member briefing before DPIP/Cabinet	Andrew Frost
2	Law Courts not handed over to HCA by February 2018	2	2	Close liaison with HCA & contingency built into Masterplan.	Gerard Overton (HCA)
3	Disengagement of Strategic Landowner organisations	2	3	Steering group to sign off draft documents and on-going liaison with other partners.	Paul Over

				Completion of MOU.	
4	Consultants don't deliver to deadline	2	2	Contract to ensure delivery	Legal
5	Demand in certain market sectors changes so as to render the Masterplan commercially unviable.	2	3	Constant updating of viability advice as implementation proceeds.	Alan Gregory
6	CPO if required, is not approved	2	4	Consultancy support to ensure well founded grounds for CPO	Nick Bennett
7	Lack of funding to cover relocation costs	2	4	Timely reapplication to LEP/HCA and exploration of alternative funding routes	Paul Over and Amy Loaring
8	Demands for community/public realm type uses make the scheme overall unviable	1	3	Steering group input and regular re-appraisal of the scheme as it progresses	Paul Over
9	Unforeseen abnormal costs	2	2	Key studies undertaken in advance e.g. contamination; flooding and drainage	Alan Gregory
10	Failure to agree terms and complete acquisitions	2	3	CPO and independent valuations	Patrick Harrison and Mark Regan
11	Road space reconfiguration is not implementable	1	4	WSCC Highways input to project team	Nick Smales (WSCC)
12	Availability of consultancy advice	1	2	Use tried and tested framework agreement to source expertise; test knowledge via tendering process	Patrick Harrison
13	Availability of suitable sites for relocation of Royal Mail and Stagecoach	2	4	Estate service and external consultants are working to identify suitable sites.	Mark Regan JLL consultants

DEVELOPMENT OPPORTUNITIES AND PUBLIC REALM PRIORITIES COMPOSITE



Review of Parking Charges (2018/19) – Details of Proposals

1: Increase the Long-Stay car parks by 10p per hour in the city, rising to 20p over 2 hours and bring the Avenue de Chartres tariff in line with other Long Stay car parks

Current and proposed charges in the city are as follows:

	Avenue de Chartres		Long Stay		Westgate	
	Current	Proposed	Current	Proposed	Current	Proposed
Up to 30 mins	50p	50p	50p	50p	50p	50p
Up to 1 hour	70p	80p	70p	80p	70p	80p
Up to 2 hours	£1.50	£1.60	£1.50	£1.60	£1.50	£1.60
Up to 3 hours	£2.20	£2.40	£2.20	£2.40	£2.20	£2.40
Up to 4 hours	£3.10	£3.20	£3.40	£3.20	£3.40	£3.40
Up to 5 hours	£3.90	£4.00	£4.30	£4.00	£4.30	£4.40
Up to 6 hours	£4.30	£4.60	£4.80	£4.60	£4.80	£5.20
Over 6 hours	-	£5.60	-	£5.60	-	£6.40
Up to 8 hours	£4.50	-	£4.90	-	£4.90	-
More than 8 hours	£4.90	-	£5.40	-	£6.20	-

The proposal is to keep the hourly rate at 80 pence per hour for all Long Stay car parks – and to combine the Up to 8 hours and Over 8 hours rate within a More than 6 hours rate. This tariff may be more attractive to customers given that the individual amounts are rounded and more easily understood. The tariff is a reduction on that which is currently in place in some areas. Tariffs within the Westgate are to have a slight increase on these levels to assist with turnover of spaces within the car park for customers using the Westgate Leisure Centre.

2: Increase the Short Stay car parks by 10p per hour up to one hour and increase hourly rates over 2 hours by c10%.

This will require consideration of the on-street charge which WSCC sets. The current charges on-street are 35p per 15 mins up to a maximum of 1 hour for £1.40.

Current and proposed charges in the city short stay car parks are as follows:

	Central Short Stay (Baffins Lane and Little London)		Short Stay	
	Current	Proposed	Current	Proposed
Up to 30 mins	70p	80	50p	60p
Up to 1 hour	£1.40	£1.50	£1.20	£1.30
Up to 2 hours	£3.00	£3.00	£2.60	£2.60
Up to 3 hours	£4.50	£4.90	£3.90	£4.30
Up to 4 hours	£7.00	£7.70	£6.10	£6.70
Up to 5 hours	£8.40	£9.20	£7.30	£8.00
Up to 6 hours	£9.90	£10.90	£8.60	£9.40
Up to 8 hours	£11.70	£12.80	£10.20	£11.20
More than 8 hours	£14.00	£15.40	£12.20	£13.40

3: Sunday Charging

The tariff in the Long Stay car parks is currently £1.00 for up to 3 hours, £2 for up to 4 hours and £3.00 for more than 4 hours.

A proposal discussed at the Parking Forum was to amend this tariff to reflect the charges which are in place during the weekdays in the car parks. The proposal reflects the fact that Chichester is a seven day a week city. This option may prove attractive for some short term parkers who currently do not benefit from the cheaper tariffs on the shorter period of time on Sundays. The current policy for on-street charging on Sundays is that there is no charge, however West Sussex County Council is currently considering their charging and hours.

The alternative option is to retain the parking charge as at present for Long Stay car parks on Sundays.

4: Rural and coastal

It is proposed that some minor increases are applied to the rural and coastal car parks. The similar increases will assist with ensuring that the charges are consistent across the towns. It is proposed that the hours of charge across all rural and coastal car parks should be brought into line Monday to Saturday from the current 9am to 5pm, to Monday to Saturday 8am to 6pm. (This is already in place in Bosham car park). All other days of charging would remain the same.

There are currently no on-street charges in the rural areas.

Midhurst

The Grange	Current	Proposed
Up to 2 hours	Free	Free

Up to 3 hours	60p	70p
Up to 4 hours	80p	90p
Up to 5 hours	£1.00	£1.20
Up to 6 hours	£1.20	£1.40
Up to 7 hours	£1.60	£1.80
Up to 8 hours	£2.00	£2.20

North Street and Post Office	Current	Proposed
Up to 1 hour	Free	Free
Up to 2 hours	40p	50p
Up to 3 hours	60p	70p
Up to 4 hours	80p	90p
Up to 5 hours	£1.00	£1.20
Up to 6 hours	£1.20	£1.40
Up to 7 hours	£1.60	£1.80
Up to 8 hours	£2.00	£2.20

Petworth

Pound Street	Current	Proposed
Up to 1 hour	Free	Free
Up to 2 hours	40p	50p
Up to 3 hours	60p	70p
Up to 4 hours	80p	90p
Up to 5 hours	£1.00	£1.20
Up to 6 hours	£1.20	£1.40
Up to 7 hours	£1.60	£1.80
Up to 8 hours	£2.00	£2.20

In addition to these changes, it is proposed to introduce charges in the Sylvia Beaufoy car park. It is proposed that this charge matches the tariff which is currently in place at The Grange car park, as below:

Sylvia Beaufoy	Current	Proposed
Up to 2 hours	Free	Free
Up to 3 hours	Free	70p
Up to 4 hours	Free	90p
Up to 5 hours	Free	£1.20
Up to 6 hours	Free	£1.40
Up to 7 hours	Free	£1.80
Up to 8 hours	Free	£2.20

The authority is currently considering capacity and design to determine whether a skatepark can be introduced into Pound Street Car Park, alongside a seated area as part of the Petworth Vision Project. This requirement means that the capacity and turnover of Sylvia Beaufoy requires a mechanism to turnover spaces in the car park to allow for the reduction in the number of spaces. Currently the spaces are not turning over adequately in Sylvia Beaufoy car park and there are examples of long-term parking taking place.

It is suggested that introducing a tariff to the car park to mirror the proposals in The Grange (where the first two hours are free of charge), would help to achieve the required turnover.

Bosham – the tariff which is in place at present will remain in place:

	Current
Up to 1 hr	60p
Up to 2 hrs	£1.70
Up to 3 hrs	£2.30
Up to 4 hrs	£3.40
Up to 6 hrs	£3.80
Up to 24 hrs	£4.00
Up to 48 hrs	£6.00
Additional 24 hrs	£3.00
Up to 7 day max	£18.00

Bracklesham

Bracklesham Lane	Current	Proposed
1 April – 31 Oct		
Up to 2 hours	£2.00	£2.10
Up to 4 hours	£4.00	£4.10
More than 4 hours	£5.00	£5.20
1 Nov – 31 Mar	50p	60p
Up to 2 hours	£1.50	£1.70

Selsey

East Street	Current	Proposed
Up to 1 hour	Free	Free
Up to 2 hours	40p	50p
Up to 3 hours	60p	70p
Up to 4 hours	80p	90p
Up to 5 hours	£1.00	£1.20
Up to 6 hours	£1.20	£1.40

Up to 7 hours	£1.60	£1.80
Up to 8 hours	£2.00	£2.20

East Beach and Marine (Seasonal 1 April-31 Oct only)	Current	Proposed
Up to 1 hour	20p	30p
More than 1 hour	£1.50	£1.60

The Witterings

Marine Drive	Current	Proposed
1 April – 31 Oct		
Up to 2 hours	£2.00	£2.10
Up to 4 hours	£4.00	£4.10
More than 4 hours	£5.00	£5.20
1 Nov – 31 Mar		
Up to 2 hours	50p	60p
More than 2 hours	£1.50	£1.70

Northern Crescent	Current	Proposed
Up to 1 hour	Free	Free
Up to 2 hours	40p	50p
Up to 3 hours	60p	70p
Up to 4 hours	80p	90p
Up to 5 hours	£1.00	£1.20
Up to 6 hours	£1.20	£1.40
Up to 7 hours	£1.60	£1.80
Up to 8 hours	£2.00	£2.20

Another option for consideration is the removal of seasonal tariffs in the rural car parks. This currently offers a discounted (or free) period of parking for customers and could be amended. Any change to this would need to be considered in line with the on-street parking restrictions which are in place across the district.

5: Season Tickets

Season tickets were increased from 1st April 2017, rising from £50 to £75 for a Specific Season Ticket and from £47 per month to £51 for an X Roving season ticket, with the withdrawal of the Avenue de Chartres from the X roving season ticket and the creation of a new season ticket purely for the Avenue de Chartres, at a reduced price of £44 per month (or £43 when paid for online). This season ticket

has proven extremely popular and there is now a waiting list in place for the Avenue de Chartres.

The proposal is to increase the cost of Specific Season Tickets from £75 per month to £90 per month. X Roving Season Tickets would increase from £51 per month to £55 per month and Avenue de Chartres season tickets would increase from £44 per month to £47 per month. The current discount of £1.00 when customers purchase online should cease as it is considered that the desired effect of encouraging customers to purchase online has been achieved.

Specific Season Tickets are available within three car parks within the city centre. Whilst these guarantee a parking space they do not guarantee an allocated space in one of the three car parks which are a short walk from the city centre (Market Road (A), Market Avenue / South Pallant (C) and Orchard Street (area north of the entrance nearest the roundabout only) (D)). The demand for these tickets has exceeded supply in two of the car parks (A and D), and the allocation is managed through a waiting list. The season ticket can be used between Monday and Friday and it is valid in the car park specified only.

There is a risk of deflection onto the surrounding areas should the season ticket prices be deemed to be too high by customers. Whilst it is recognised that season tickets do provide a subsidised parking option for individuals, there is feedback from customers and local residents that the cost of these means that drivers are opting to park in neighbouring streets. These factors should be balanced in consideration of the option and for those that do not wish to pay the increased price for the benefit received there is the alternative of a roving season ticket

Season tickets in the rural areas are currently set at £14 per month (£16.50 per month in Bosham). It is proposed that these should be increased from £14 per month to £15 per month, and that the charges in Bosham car park should increase from £16.50 per month to £17.50 per month.

With virtual permits due to be introduced over the coming months our charging policy should encourage customers to purchase season tickets for a longer duration, to reduce the cost of administration. This may be through a financial incentive. The authority currently provides one month free when purchasing twelve months and it is proposed that long-term incentives are introduced for other fixed periods (three, six, nine and twelve months).

6: Review of Evening Charges in Northgate and New Park Road Car Parks

Cabinet, at its meeting in January, 2017, resolved to extend the charging period in Northgate and New Park Road car parks. It was considered that the extension of charges in these two car parks reflected the different nature and usage of the car parks and that the introduction of these charges should not have a negative impact on the night-time economy or cause deflection onto adjoining residential roads. This

change to the charging hours was agreed for a trial period of one year, with the outcome to be reported to the Parking Forum and then to Cabinet.

Evening Charges were introduced in Northgate and New Park Road car parks on 1st April 2017. Signage and staff presence helped to remind customers that evening charges were in place, along with flyers being handed out by staff in the car parks. There was a period of time where no Penalty Charge Notices were issued within the car parks to ensure that customers were aware of the changes to the requirements. Warning Notices (rather than Penalty Charge Notices), were also issued initially to remind customers of the new change.

All parking payment machines in both Northgate and New Park Road car parks were replaced during March 2017 to update the infrastructure and to enable payment by card, contactless and coins. In addition to this, the MiPermit payment by phone facility was introduced into both car parks at the end of January 2017. The Parking Services team were therefore confident that the payment methods within both car parks were sufficient.

An analysis of the usage and income from the two car parks has been undertaken, to consider payments received for the extended tariff period. Anticipated income generation as a result of evening charges across the two car parks was estimated at £98,500 at the outset of the project. Income to date (end of September, therefore covering six months), has been approximately £75,000, although it is worth noting that there is likely to be seasonal variations. This income is broken down to £61,000 in Northgate car park and £14,000 in New Park Road car park.

An analysis of the usage of the car parks has been undertaken along with monitoring of use of neighbouring roads and car parks. This monitoring has not revealed any issues of particular concern and the Civil Enforcement Officers have not reported any concerns of deflection.

Compliance within the car parks is high and there have been very few Penalty Charge Notices issued during the extended tariff period. This suggests that customers are aware of the charges in place.

Since going live with the system there have been twelve complaints from customers relating to the extension of the charging hours. A discussion was held at the Parking Forum in September, where Chichester Festival Theatre were present and the New Park Centre provided written comments on the impact of the extension of hours on customers. The Festival Theatre reported that there appeared to be more customers choosing to arrive for 19.00 in order to pay for only one hour until the end of the extended charging period. The Theatre considered this to have led to a fall in custom in the Theatre's café's and bars. The Theatre also stated that there was additional pressure on staff to ensure that people were seated for 19.30. It was noted that customers would either prefer a flat parking rate or to get what they pay for in parking time – i.e. if an overpayment is made in the machine then extra time should be added to the parking duration, for example if a customer pays £1.00 where the tariff is 70p for one hour or £1.50 for up to two hours then rather than losing the 30p the parking duration should be amended to cover the extra time paid. This arrangement is already in place in machines on-street in Chichester city.

Feedback from the New Park Centre suggests that there has been a reduction in the number of groups at the Centre and a reduction in the café and bar, which was considered to be a result of the extension of hours of charging. It was also clear that some members of the public considered that the extension of charging hours was purely an income-generating measure to benefit CDC, rather than a measure to assist with capacity and turnover in car parks. The benefits of dispersal of parking in different car parks should be promoted further to the public.




































It is apparent from feedback from both organisations that many users of the New Park Centre and Chichester Festival Theatre are unaware of the free car parking nearby. Additional maps will be provided within car parks and to organisations.







Further monitoring of the extended tariffs will continue, however, it is recommended that evening charges are implemented permanently at the end of the trial period (from 1st April 2018), with work undertaken to amend the tariff so that customers are given the parking duration paid rather than restricted to the tariff.

7: Other Principles for consideration

Give customers what they pay for – i.e. if someone pays £1.60 in Little London for an hour where it is £1.40 then the customers get the extra time. This would assist with the concerns expressed by the Theatre and The New Park Centre in relation to evening charges.

Parking charges to be considered and implemented over a longer time frame. Historically charges have tended to be considered every year and changes are generally made each time. This results in cost and resource implications to introduce the increases. The proposals as set out within this report will be in place for two years and there will therefore not be a requirement to consider parking charges until the Autumn of 2019, for introduction in April 2020.

 Winchester City Council	MONDAY TO SATURDAY							Season Ticket Group
	Up to ½ Hour	Up to 1 Hour	Up to 2 Hours	Up to 3 Hours	Up to 4 Hours	Over 4 Hours	Up to 6 Hours (Sat only)	
	£	£	£	£	£	£	£	
‘Centre’ Car Parks								
The Brooks   EV		1.40	2.80	4.20	5.60	15.00	6.00	
Middle Brook Street   		1.40	2.80	4.20	5.60	15.00	6.00	
Colebrook Street   (7566)		1.40	2.80	4.20	5.60	15.00		
G’hall Yard (Sat Only)   EV (59546)		1.40	2.80	4.20	5.60	15.00		
Friarsgate  EV (59545)		1.40	2.80	4.20	5.60	15.00		
Jewry Street   (7217)		1.40	2.80	4.20	5.60	15.00		
Cossack Lane   (7218)		1.40	2.80	4.20	5.60	15.00		
Upper Brook Street  (7222)		1.40	2.80	4.20	5.60	15.00		
St. Peters   (7563)	0.30	1.40	2.80	4.20	5.60	15.00		Group B
Tower Street   (7565)		1.40	2.80	4.20	5.60	15.00		Group B
Gladstone Street   (7562)		1.40	2.80	4.20	5.60	15.00		Group B
‘Inner’ Car Parks								
Chesil (Multi-Storey)   (7559) EV		0.70	1.40	2.10	2.80	7.00		Group D
Durngate  (7220)		0.70	1.40	2.10	2.80	7.00		Group D
The Cattle Market (7560)		0.70	1.40	2.10	2.80	7.00		Group D
Worthy Lane  (7564)		0.70	1.40	2.10	2.80	7.00		Group D
Coach Park (Cars)  (7561)		0.70	1.40	2.10	2.80	7.00		Group D
Coach Park (Coaches)   						7.00		
River Park Leisure Centre (9am-5pm)    (7221)		0.70	0.90	2.10	Up to 5 hours 2.80	5hrs + 15.00 Mon-Fri 7.00 Sat		
Crowder Terrace  The Lido 	Season Ticket Holders Only							Group D
Barfield Close (89053)	Season Ticket Holders Only							Group E


‘Outer’ Car Parks - Park & Ride						
Barfield (2545)	St Catherines   (2547)	3.00 per day (Mon-Sat)	2.50 off-peak (after 10:30 Mon- Fri)	1.50 (Saturday only – 3hr max)	(Free after 4pm)	Smart Cards Available Discounted parking £2.70 per day
South Winchester    (2546) EV		3.00 per day (Mon-Sat)	2.50 off-peak (after 10:30 Mon- Fri)			
Pitt (2548) 		3.00 per day (Mon-Sat)	2.50 off-peak (after 10:30 Mon- Fri)			

OFF-STREET PARKING CHARGES

Mon-Sat 8am-6pm
(River Park 9am-5pm)

As from 1st May 2017

Key

-  Disabled Bays
-  Parent & Child Bays
-  Motorcycle Parking
-  Coach Parking
-  Motorhome Parking
-  Caravans
- (7566) Pay by Phone Code
- EV Electric vehicle charging

SEASON TICKETS

ANNUAL PRICES

Group B	£2760.00
Group D	£1288.00
Group E	£552.00
Group F	£275.00

QUARTERLY PRICES

Group B	£750.00
Group D	£350.00
Group E	£150.00
Group F	£75.00

CATTLE MARKET AND WORTHY LANE ONLY (Purchase from car park machine)

28 Day Ticket	£85.00
7 Day Ticket	£25.00

Comparison Parking Charges

Horsham District Council

Swan Walk

Up to 2 hours:	£2.40
2-3 hours:	£3.60
3 – 4 hours:	£4.80
4-5 hours:	£6.00
5-6 hours:	£7.20
6-8 hours:	£8.40
Over 8 hours:	£12.00
Sunday and Bank Holidays:	£1.50 All Day

Forum (Blackhorse Way) Car Park

0-2 hours:	£1.60
2-3 hours:	£2.30
3-4 hours:	£3.00
4-5 hours:	£3.80
5-6 hours:	£4.50
6-8 hours:	£6.00
8 hours or more:	£7.50
Sunday and Bank Holidays:	£1.50 – All Day

Season tickets

5 days:	£17.50
10 days:	£35.00
15 days:	£52.75
20 days:	£70.00
25 days:	£87.50
Quarterly:	£214.50

Pruries Place

30 mins:	£0.70
0-1 hour:	£1.20
2 hours:	£2.40
3 hours:	£3.60
4 hours:	£4.80
5 hours:	£6.00
6 hours:	£7.20
8 hours:	£8.40
More than 8 hours:	£12.00
Evening charges:	£1.00
Sunday and Bank Holidays:	£1.50 All Day

Arun District Council

The Regis Centre (Charges applicable 8.00-18.00, 7 days a week)

Up to 1 hour:	£0.80
Up to 2 hours:	£1.60
Up to 3 hours:	£2.40
Up to 4 hours:	£3.20
Over 4 hours:	£7.00

Fitzleet Centre (Charges applicable 8.00 – 18.00, 7 days a week)

Up to 2 hours:	£0.40
Up to 3 hours:	£1.80
Up to 4 hours:	£2.40
Over 4 hours:	£5.00

Hothampton (Charges applicable 8.00 – 18.00, 7 days a week)

Up to 1 hour:	£0.80
Up to 2 hours:	£1.60
Up to 3 hours:	£2.40
Up to 4 hours:	£3.20
Over 4 hours:	£7.00

Hotham Park (Charges applicable 08.00 – 18.00, seven days a week)

Summer:

Up to 1 hour:	£1.00
Up to 2 hours:	£1.50
Up to 3 hours:	£3.00
Over 3 hours:	£7.00

Winter:

Up to 1 hour:	£0.60
Up to 2 hours:	£1.20
Over 2 hours:	£2.40

Manor House (Charges applicable 08.00 – 18.00, seven days a week)

Up to 1 hour:	£0.80
Up to 2 hours:	£1.60
Up to 3 hours:	£2.40
Up to 4 hours:	£3.20
Over 4 hours:	£7.00

SCHEDULE 6: Charges payable at Pay and Display Car Parks in the Borough of Havant

Charges apply Monday to Saturday 8.00am to 6.00pm excluding Bank Holidays (unless stated otherwise).

Location	Car Park	Period and Maximum Stay	Charge
Emsworth	North Street	Up to 1 hour	£0.80
		Up to 2 hours	£1.50
		Up to 5 hours	£2.50
	Palmers Road	Up to 1 hour	£0.80
		Up to 2 hours	£1.50
		Up to 5 hours	£2.50
		Over 5 hours	£3.00
	South Street	Up to 1 hour	£0.90
		Up to 3 hours	£1.80
		Up to 4 hours	£2.50
	South Street March – October inclusive Sundays and bank/public holidays	Any length of stay	£1.00
Havant	Town End House	Up to 2 hours	£1.00
		Up to 3 hours	£2.00
		Over 3 hours	£3.00
	Civic Centre Road East (Monday-Friday)	Up to 1 hour	£0.50
		Up to 2 hours	£0.80
		Up to 3 hours	£1.00
		Up to 4 hours	£2.50
		Over 4 hours	£5.50
	Civic Centre Road North (Monday-Friday)	Up to 1 hour	£0.50
		Up to 2 hours	£0.80
		Up to 3 hours	£1.00
		Up to 4 hours	£2.50
		Over 4 hours	£5.50
	Civic Centre Road North and East- Saturday, Sunday and public holidays	Any length of stay	£1.00
	Civic Offices (East)- Saturday, Sunday and public holidays	Any length of stay	£1.00

Havant	East Pallant	Up to 1 hour Up to 2 hours Up to 4 hours	£1.00 £1.60 £3.00
	Elmleigh Road	Up to 1/2 hour Up to 2 hours Up to 4 hours Over 4 hours	£0.60 £1.00 £1.60 £3.00
	North Street Monday, Wednesday, Thursday & Friday only	Up to 1/2 hour Up to 1 hour Up to 2 hours Up to 4 hours	£0.50 £1.00 £1.60 £3.00
	Prince Georges Street Mon-Sat 09:00 hours-18:00 hours (free between 15:00 hours and 15:15 hours)	Up to 1 hour Up to 2 hours Up to 4 hours	£1.00 £1.60 £3.00
Waterlooville	Wellington Way	Up to 3/4 hour Up to 1 hour Up to 3 hours	£0.70 £0.90 £1.80
	Rockville Drive	Up to 1 hour Up to 2 hours Up to 5 hours Over 5 hours	£0.80 £1.50 £2.50 £3.00
Hayling Island	Elm Grove	Up to 1/2 hour Up to 1 hour Up to 2 hours Over 2 hours	£0.50 £0.80 £1.50 £3.00
	Health Centre	Up to 1/2 hour Up to 1 hour Up to 2 hours Over 2 hours	£0.50 £0.80 £1.50 £3.00
	Mengham Lane	Up to 1/2 hour Up to 1 hours Up to 2 hours Up to 5 hours Over 5 hours	£0.50 £0.80 £1.50 £2.50 £3.00
Cowplain	Mission Lane	Up to 1/2 hour Up to 1 hour Up to 2 hours Over 2 hours	£0.50 £0.80 £1.50 £3.00

Leigh Park	Tidworth Road	Up to 1 hour	£0.80
		Up to 2 hours	£1.50
		Up to 5 hours	£2.50
		Over 5 hours	£3.00
	Somborne Drive (Lidl)	Up to 1 hour	£0.60
		Up to 2 hours	£1.00
	Greywell	Up to 1 hour	£0.80
		Up to 2 hours	£1.50
		Up to 5 hours	£2.50
		Over 5 hours	£3.00

HAVANT BOROUGH TOWN CENTRE CAR PARK SEASON TICKETS

Single location only (excluding Beachlands Car Parks):		2014-15 Pricing
Waterlooville / Emsworth / Leigh Park / Hayling Island/ Cowplain and Town End House (option to buy 2 permits and get the 3 rd half price)	Annual	£350.00
	Half Yearly	£200.00
	Quarterly	£125.00
Elmleigh Road / Prince George Street	Annual	£400.00
	Half Yearly	£325.00
	Quarterly	£230.00
Civic Centre Road North	Annual	£400.00
	Half yearly	£240.00
	Quarterly	£150.00
Resident Shopper Permit valid between 08.00 hours -10.30 hours &16.00 hours-18.00 hours daily	Annual	£50.00

BEACHLANDS CAR PARKS – PAY AND DISPLAY

Charges apply March to October 8.00am to 6.00pm Monday to Sunday, including Bank Holidays

Location	Car Park	Period and Maximum Stay	Charge
Hayling Island	Eastoke		
	Bound Lane		
	Chichester Avenue	Up to 1 hour	£1.20
	Central Beachlands (including areas signed as Royal Car Park)	Up to 2 hours	£2.40
	West Car Park	Up to 3 hours	£3.60
	Ferry Car Park	Up to 4 hours	£4.80
	Nab Car Park	Over 4 hours	£6.00

Charges apply 1st March to 31st October 10.00pm to 8.00am Monday to Sunday, including Bank Holidays

Location	Car Park	Period and Maximum Stay	Charge
Hayling Island	West Car Park – parking place to the west of Central car park situated to the south of the miniature golf links	At all times – maximum period of waiting 72 hours Motorhomes only	£15.00

Charges apply 1st November to 28th February 10.00pm to 8.00am Monday to Sunday, including Bank Holidays

Location	Car Park	Period and Maximum Stay	Charge
Hayling Island	West Car Park – parking place to the west of Central car park situated to the south of the miniature golf links	At all times – maximum period of waiting 72 hours Motorhomes only	£10.00

BEACHLANDS CAR PARKS – WEEKLY TICKETS

Weekly Ticket	Charge
Car/Van	£18.00

CHICHESTER ROAD SPACE AUDIT - EXECUTIVE SUMMARY



Introduction

West Sussex County Council has recently reviewed how it develops parking schemes across the county and a pilot study has been undertaken in Chichester. This more progressive approach towards parking management, known as a Road Space Audit (RSA) has tried to determine if there are other ways for the County Council and its partners to consider existing and future parking demands.

The pilot RSA looks beyond parking measures alone in order to meet current and future demands on the road network. In order to ensure that local parking policies take into account the whole place both now and in the future, the RSA aims to be a strategic blueprint that defines how parking, various alternative travel solutions (bus, rail, cycle, walk), infrastructure improvements, safety considerations and future development (e.g. housing) can be integrated across Chichester so that the road network is used and managed in the most efficient way possible. This blueprint will allow the County Council and its partners such as Chichester District Council to understand what resources and funding is required to carry out sustainable transport related improvements (not just parking) in the city.

The pilot RSA provides essential technical data and enables officers to identify and assess the current demands upon the road network and parking supply in Chichester (i.e. how it is currently being used), whether these demands are actually being met by the existing infrastructure as well as how users actually feel about that road network. Furthermore, by identifying potential future demands/pressures on the road network and parking supply and making recommendations for improvement, the audit hopes to enable officers to assess what measures and resources might be required in order to meet these challenges, adjust supply and ultimately optimise the efficiency of the road network and parking supply.

The pilot RSA is designed to be advisory and an enabling document that complements existing statutory plans and emerging studies in respect of transport infrastructure, parking policy and spatial planning. It does feed into studies such as the District Council's 'A Vision for Chichester' but it should be stressed that it does not lead or have primacy over them. Indeed, some of the suggestions within the RSA may seem at odds with some raised in other studies but not all of these suggestions need be enacted

The RSA should not be seen as a panacea to all of Chichester's parking and transport problems. Whilst it may seek to identify an approach for remedying such problems at a strategic level, it must be recognised that it may not be equipped to deal with localised parking and transport issues. Localised issues, such as changes to individual parking bays or yellow lines, new cycle lanes or pedestrian crossings will continue to be implemented through 'business as usual' functions at the County Council and would require more detailed consideration, conceptual design, feasibility assessment and modelling etc. The aim of the pilot RSA is to achieve improvements that wouldn't be achieved through 'business as usual'.

Background

As with many towns and cities across the UK, Chichester faces a number of challenges, including the need to accommodate significant new development, both residential and commercial, whilst still preserving its historic character. Parking is particularly problematic, with increasing demand for both on and off-street parking and constraints in meeting supply in the areas of greatest demand.

The role of the high street is also changing rapidly, with people no longer having to make as many trips into the city centre for essential items or services with the growth of out of town shopping centres and supermarkets, internet shopping, home delivery and click and collect. It is therefore becoming increasingly important for Chichester to be a place people want to visit for its quality and character.

Our transport inheritance is typically highway dominated, built for and around car use. But it is increasingly recognised that this is not always the best approach, especially in cities such as Chichester where public transport, walking and cycling are becoming increasingly critical for it to thrive.

Significant growth is planned in Chichester District, much of which is focused in and around the city itself with a 32% increase to city households and a 31% increase in population by 2029. The Chichester Transport Study (2013) indicated that even without additional new development, there is likely to be just over a 20% growth in trips by 2031. Proposed improvements to the transport infrastructure, coupled with measures to control travel demand are currently considered sufficient to accommodate the levels of development being proposed.

However, it is clear that promotion of more sustainable means of travel (i.e. the 'Smarter Choices' package) will also play a significant part in mitigating the effects of the new development. A switch to other forms of transport is achievable, but this kind of step change will require a bold new approach to transport provision within the city. There is always the possibility that measures which reduce traffic congestion have the potential to enable traffic to move faster, and therefore can induce more traffic which will reduce the benefits. As such, some complementary measures designed to 'lock in' the benefits, such as a reallocation and reduction of road capacity may also be necessary.

Work Undertaken To Date

In the summer of 2015, the County Council appointed transport consultants WSP/Parsons Brinkerhoff to take forward the pilot Chichester RSA.

The first task undertaken was a series of parking surveys across the city in order to determine specific types of on and off-street parking demands and durations, both during the summer holiday period as well as later in the year during term time. Alongside this, a desktop research study enabled the consultants to identify and assess the existing transport network across the city, planned and anticipated development scenarios, the parking and transport related priorities of the County Council and its partners as well as any underlying demographic changes expected over the next 15 years.

In early 2016 two workshops were held, the aim of which was to bring together a number of 'technical' interests (e.g. transport providers, officers, emergency services, major employers) as well as various community groups (e.g. resident associations, local interest groups, parish councils) in order to discuss various issues, aspirations and options relating to parking and the wider use of the road space in Chichester.

Based on the findings of this early work, a range of concepts, in support of integrating sustainable transport infrastructure and future development in Chichester, have been identified and can be broadly be grouped under the following core themes:

- **Tackling Parking Issues (On-Street)**
- **Parking Supply and Traffic Management**
- **Reallocating Road Space: Improved Places and Sustainable Transport Corridors**
- **Reallocating Road Space: “To, Not Through”**

The four themes are outlined below in more detail and also include examples of some suggested measures and indicative timescales and costs. Such measures are preliminary and subject to further scrutiny, consultation, funding and decision making.

Tackling Parking Issues (On-Street)

Chichester relies on a significant in-commute from other towns to provide the labour and expertise for many of its services. For example, the hospital is a regional employer sourcing staff from across the region and so is reliant on car-borne staff that travel in from neighbouring towns. Thus the first theme relating to on-street parking treats commuter parking as something that is not only necessary, but should be welcomed provided it is managed properly.

Where commuter parking is often seen as a problem is where it is un-managed. Policy responses such as the introduction of yellow lines are typically reactive and thus compound this impression of action being a response to a problem. Such responses can also lead to commuter parking being moved from place to place. For this reason the first theme proposes that a parking management plan, covering the whole urban area of Chichester, is defined and prepared for implementation. Such a city wide plan could also limit commuter displacement.

The evidence from the parking surveys indicates that many residential streets across the city carry surplus capacity, particularly during the daytime. Sections of road that are not relied on by residents may therefore offer a number of parking areas suitable for daytime use by commuters and other visitors.

This theme also considers the potential for using different pricing mechanisms in order to maximise the use of on-street parking areas. For example, ‘Performance Pricing’ is based on adjusting the tariff paid to park based on demand, so at times and locations that demand is high, the price to park is increased and where there is high availability, the price is reduced. With performance pricing established, the need to control duration of stay using time limits should diminish.

SUGGESTED APPROACH – To trial a parking scheme in one area with commuter parking facilities (short term delivery with indicative costs of £100,000); city wide parking management plan (medium term delivery with indicative cost of £250K to £1million), introduction of performance pricing whereby roads in heavy demand are priced accordingly to ensure even distribution of parking (included in city wide parking management plan).

Parking Supply and Traffic Management

An assessment of off-street parking within Chichester indicates that there is limited scope to cope with the growth in demand given existing capacity. Occupancy in the car parks is around 78% which is high for a city average and this view is supported by some of the city centre car parks showing levels at or close to 100%.

Within the second theme, which builds upon the first, it is suggested that the potential closure and redevelopment of some car parks in the heart of the city centre could remove around 2,000 vehicle trips per day in and out of the city. To compensate for this loss of this parking space, further short stay capacity could be provided in the current gateway car parks of Northgate, Cattle Market and Avenue de Chartres by reducing the space given over in these locations to long stay permit use.

As outlined in the first theme, additional long stay parking capacity could be sought, over time and based on opportunity, in on-street locations further out from the city centre but still within reasonable walking distance. Long stay parking displaced from the gateway car parks would allow those to accommodate and become the principal short stay locations serving the city.

SUGGESTED APPROACH - Closure of some city centre car parks but with retained provision for Blue Badge holders (medium term delivery timescale with low indicative cost of up to £250K), re-classification of gateway car parks to short stay only (medium term delivery timescale with high indicative cost of £1million+)

Reallocating Road Space: Improved Places and Sustainable Transport Corridors

The third theme builds on the previous two, and reallocates some of the road space and promotes improvements to the urban realm and greater travel by sustainable modes.

As well as improving the urban realm, road space reallocation can serve as a crucial tool in providing a more conducive and appealing environment for

walking, cycling and travelling by public transport. In combination with the parking measures and smarter choices package proposed as part of the Local Plan transport strategy, it is essential to 'lock in' the benefits of car based trip reductions.

Ultimately reallocating road space to create better walk, cycle, urban realm and public transport, whilst simultaneously removing or relocating provision for car based travel can create a virtuous circle, whereby more people chose to walk and cycle because there is less traffic on a particular route, which justifies further measures, further reducing demand for travel by car. Seeking to continually invite more vehicle traffic into the city centre and cater for it by increasing highway capacity, at the expense of the other roles streets play, is seen as contrary to the overarching vision and objectives for the city.

SUGGESTED APPROACH – Possible conversion of traffic lane on Avenue de Chartres to a slow lane with on-street parking bays, improved cycle provision and safe crossing points (short term delivery timescale with low indicative cost of up to £250K), the Horner footway widening and lane removal (long term delivery timescale with high indicative cost of £1million+).

Reallocating Road Space: “To, Not Through”

The fourth theme builds on the previous ones and looks to then go a step further, by thinking about how in the longer term traffic might be progressively and proactively managed away from the city centre to enable a greater emphasis on key place functions (visitor attractions, shopping, restaurants, bars etc.). In many respects, this provides the closest link to those issues already identified in the District Council's 'Vision for Chichester'.

The strategy is therefore to reduce the attraction of using the inner ring road as a way to pass through the city. This is a bold proposal but what is becoming increasingly accepted within the transport planning fraternity, is that in combination with measures to make travel by sustainable modes more appealing, it is necessary to introduce some restraints to vehicular access.

For those within the city the reduced access and volume of vehicular traffic creates greater permeability for cycling and walking, making these modes the natural choice for residents travelling within Chichester. This culture and choice need not be borne of significant cycle infrastructure engineering, but by a progressive and clear reduction in vehicular traffic on the roads within the city core and the provision of obvious routes in those areas away from the core.

For motor vehicles, the theme is based on creating clarity that any trip into the city centre must return by the same route that it entered, and Chichester is not a through route for motor traffic. This, along with a progressive reduction in

more central parking destinations could significantly reduce the traffic demand and open up clear opportunities beyond the initial years to reallocate road space used for wider highways just outside the city walls.

SUGGESTED APPROACH – Redesign the Southgate gyratory to sever through route with a Bus gate (long term delivery timescale with high indicative cost of £1million+).

The Next Steps

The pilot RSA, incorporating the four conceptual themes, has been shared with the County Council's partners and key stakeholders and County Councillors are now keen that it be considered by members of the public. In particular, County Councillors are keen to ascertain whether members of the public are in support of the broad concepts/themes raised within the RSA and if these fit in with their aspirations on what they would like Chichester, the place, to be in the future.

Depending on the feedback received, one possible outcome is that design work for the 1st theme (Tackling Parking Issues, incorporating a trial parking scheme with commuter parking facilities) takes place over the summer with further public consultation on initial proposals taking place later in the year or in early 2018. Beyond that, no decisions have yet been made as it is accepted that the additional themes for Chichester might not be achievable without the implementation of a city wide parking management plan.

At a wider level, the results of the pilot RSA have recently been considered by a County Council Task and Finish Group and it has been decided that RSAs should be made available as an approach to parking/traffic management across the rest of West Sussex and that a priority programme for funding and resource allocation be adopted according to the County Council's Economic Growth Strategy. RSAs are seen as integral to the development of this growth programme as they could identify an approach for remedying parking/transport problems at a strategic level.

Chichester RSA Summary Points

- Demand for city centre parking is close to capacity. There is some capacity in car parks and in residential roads on the periphery of the city centre. It is likely that with further growth in demand a broader strategy and plan to implement changes to improve parking availability will be required.
- A number of off street car parks are within the core historical area of the city. These locations have high turnover generating a large number of vehicular trips into the city throughout the day. Many of the larger car

parks on the edge of the city centre accommodate a significant amount of long stay parking. There is scope for these users to be displaced in order to generate sufficient capacity for short stay car parks in the central area to have a reduced role and allow for demand growth and urban improvements.

- A number of areas where place function should take priority over traffic access/parking have been identified, which could give undue priority to traffic over their importance as places. High traffic volumes, highway dominated environments and vehicle speeds create visual intrusion, noise, emissions and severance, impacting on place quality. Elsewhere streets are underselling the local attractions through poor urban realm or narrow footways.
- A policy of delivering improved urban realm in areas with high place functions could improve the quality of the street as a destination in its own right.
- It could be suggested that Chichester is ideally configured for sustainable transport, by virtue of its compact scale and the fact that walk/cycle times cover most of the urban area. It has the makings of a good cycle network, and proposals for a significant number of additional routes. Equally the constrained historic city streets in many places are more suited to the human scale. Importantly it is already an attractive and appealing destination that could and should strive to be a quality destination, with an emphasis on the experience rather than competing on how close to the shops visitors can park – this will never be Chichester's competitive edge whereas its unique character and charm is.
- The pilot RSA proposes that a bold approach be considered whereby the longer term objective is for traffic to be intercepted at the re-purposed principle car parks (Northgate, Avenue De Chartres, Cattle Market), which may then enable part of the inner road network to be downgraded. This would reduce the attraction of using these roads as routes through the city, whilst still providing access to trips that are destined for the city centre. This would require extensive optioneering, conceptual design, feasibility assessments and traffic modelling to determine its viability and how best it might be implemented. But the RSA advocates that the concept be explored further, as it could contribute significantly towards realising the vision and objectives for the city.