

# **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 29<sup>th</sup> June and 10<sup>th</sup> 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 29<sup>th</sup> June to 10<sup>th</sup> 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 9<sup>th</sup> 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 23<sup>rd</sup> July. There was also some media coverage of the 'Freeflow' plan, including a poll published on the Chichester Observer website on 1<sup>st</sup> August and an additional article on 8<sup>th</sup> 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.

<b>Responses outside Chichester District</b>	
Area	No. of responses
<b>Bognor Regis</b>	<b>6</b>
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.

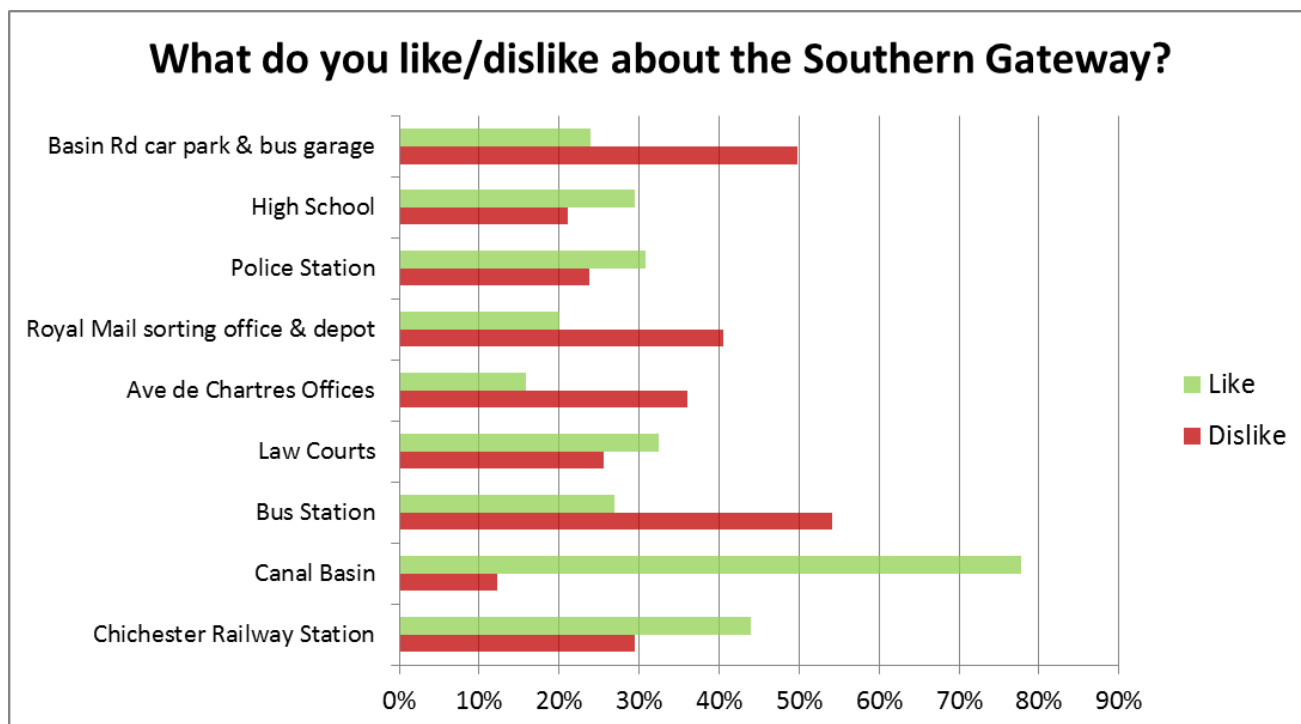
Age Group	% Respondents (Counts)	Age Group	% Respondents (Counts)
Under 16	0.0% (0)	45 – 54	15.5% (50)
16 – 24	1.5% (5)	55 – 64	22.6% (73)
25 - 34	10.5% (34)	<b>65+</b>	<b>25.7% (83)</b>
35 - 44	19.2% (62)	Prefer not to say	5% (16)

**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.

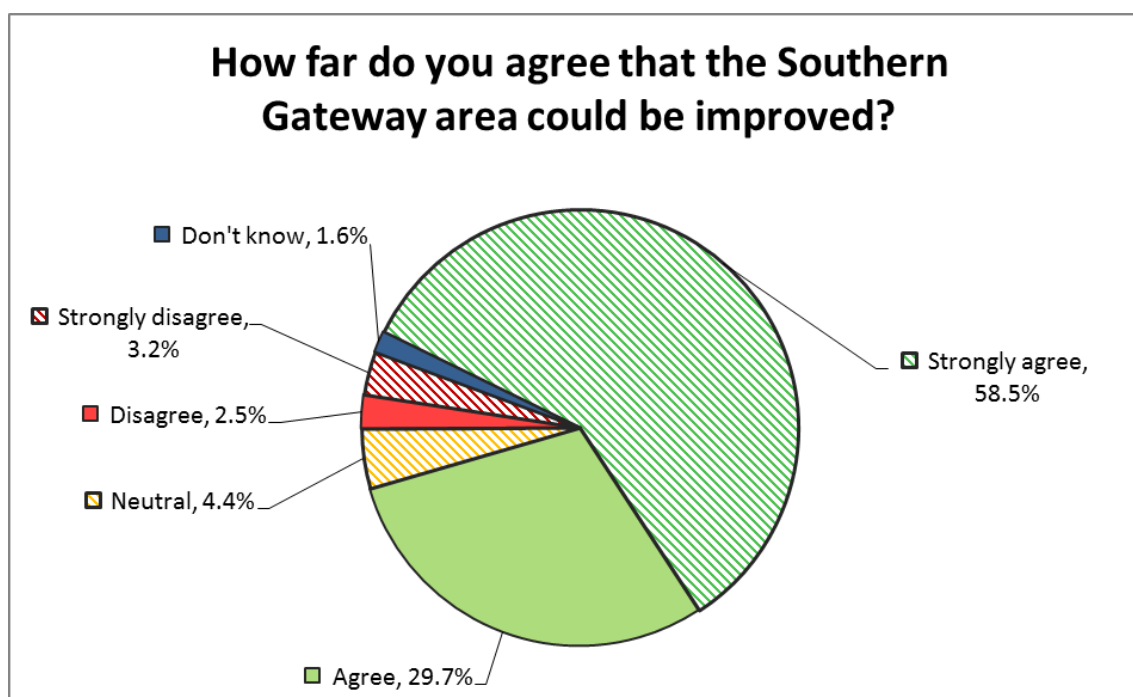
Respondents were asked what they like and dislike about the Southern Gateway area. The chart below shows the responses from the two questions for comparison.



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
<b>Public Realm A –</b> Southgate & Stockbridge Road	64.9% (189)	<b>25.4% (74)</b>	-
<b>Public Realm B –</b> South Pallant / Market Avenue	60.7% (176)	14.5% (42)	Concerns about traffic and congestion
<b>Public Realm C –</b> Canal Basin and Basin Road	<b>71.7% (213)</b>	18.2% (54)	Issue of level crossings ( <b>15</b> mentions of bridge over railway)
<b>Public Realm D –</b> 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
<b>Cycle routes enhancement</b>	<b>72.1%</b>	<b>129</b>
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
<b>Concerns about traffic / congestion</b>	<b>12</b>	<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
<b>Cycle routes enhancement</b>	<b>71.4%</b>	<b>140</b>
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
<b>Issue of level crossings</b> (15 mentions of bridge over railway)	<b>17</b>	<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
<b>Cycle routes enhancement</b>	<b>69.5%</b>	<b>139</b>
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
<b>Community space / buildings</b>	<b>15</b>	<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 <sup>st</sup>	2 <sup>nd</sup>
<b>Development Opportunity 1</b> – The Law Courts and bus station	52.8% (152)	31.3% (90)	<b>Issue of level crossings</b> (20 mentions of a bridge over the railway)	Retain Law Courts
<b>Development Opportunity 2</b> – Basin Road car park and bus garage	53.3% (155)	<b>32%</b> (93)	<b>Bridge over the railway</b>	Parking
<b>Development Opportunity 3</b> – Royal Mail sorting office and depot	<b>65.6%</b> (189)	21.2% (61)	<b>Bridge over the railway</b>	Sorting office should remain
<b>Development Opportunity 4</b> – Police Station and land at High School	51.9% (154)	24.2% (72)	<b>Community buildings</b>	Retain green spaces
<b>Development Opportunity 5</b> – Chichester Railway Station	55.1% (161)	28.4% (83)	<b>Issue of level crossings</b> (16 mentions of a bridge over the railway)	Transport interchange
<b>Development Opportunity 6</b> – Former government offices (Ave de Chartres)	61% (175)	12.9% (37)	<b>Community buildings</b>	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
<b>Open space / landscape</b>	<b>47.7%</b>	<b>83</b>
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
<b>Issue of level crossings</b> (20 mentions of a bridge over the railway)	<b>22</b>	<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
<b>Open space / landscape</b>	<b>42.3%</b>	<b>66</b>
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
<b>Bridge over the railway</b>	<b>18</b>	<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
<b>Open space / landscape</b>	<b>49%</b>	<b>98</b>
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
<b>Bridge over railway</b>	<b>19</b>	<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
<b>Other</b>	<b>37.4%</b>	<b>61</b>
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
<b>Community buildings</b>	<b>37</b>	<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
<b>Open space / landscape</b>	<b>38.2%</b>	<b>52</b>
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
<b>Issue of level crossings</b> (16 mentions of a bridge over the railway)	<b>24</b>	<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
<b>Open space / landscape</b>	<b>46.5%</b>	<b>60</b>
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
<b>Community buildings</b>	<b>10</b>	<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"*

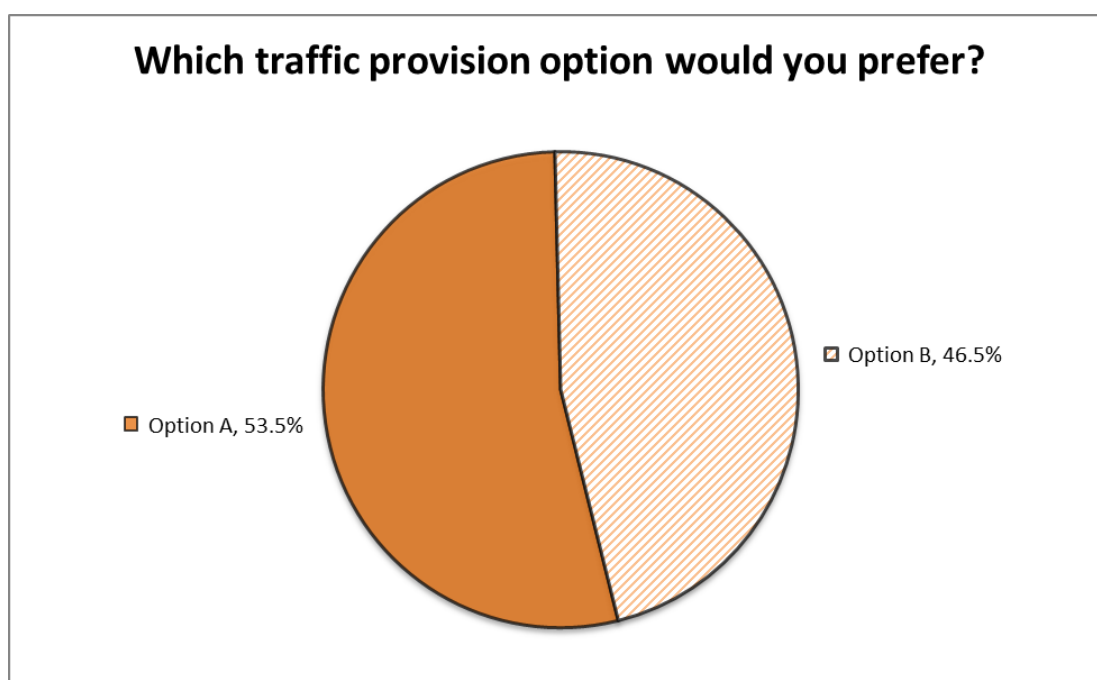
## Transport Options

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	<b>84% (246)</b>	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)	<b>31% (89)</b>	7.7% (22)	<b>16.4% (47)</b>

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
<b>Clear, joined up cycle routes connecting the city to the wider network</b>	<b>28</b>	<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:

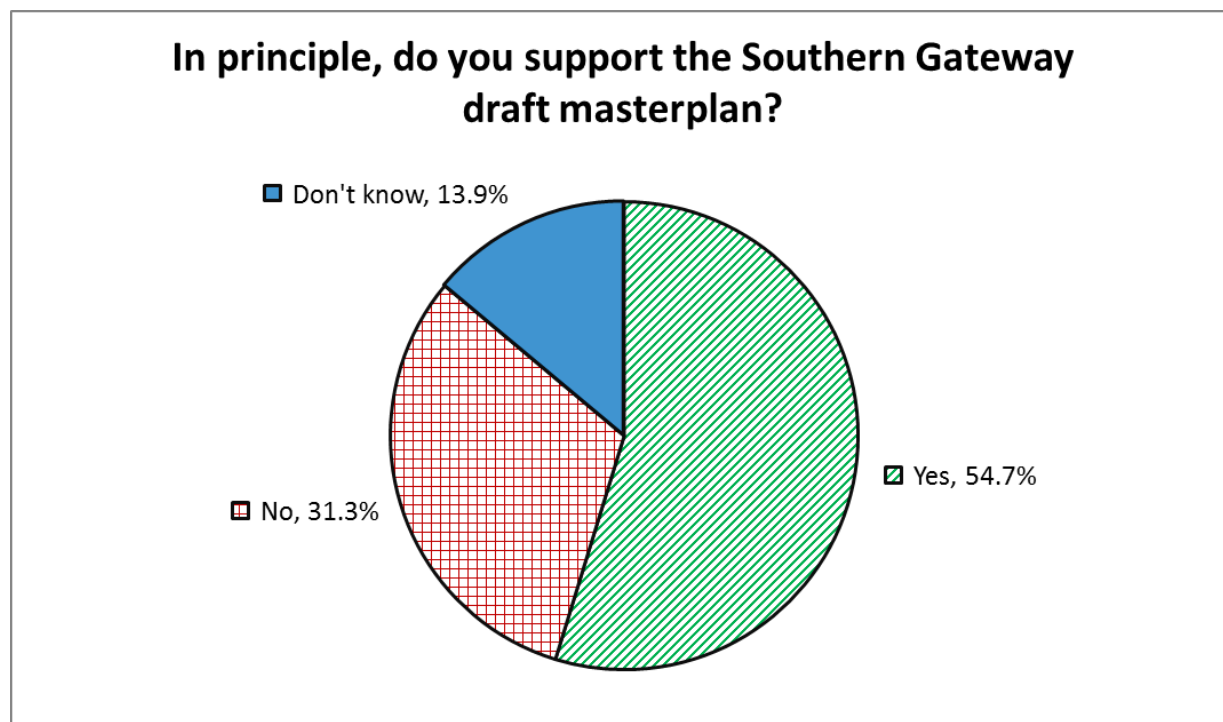
Future transport technology needs to be considered – 2 mentions

*"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
<b>Issue of level crossings</b> (48 mentions of bridge over railway)	<b>71</b>	<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
<b>Issue of level crossings</b> (28 mentions of bridge over railway)	<b>47</b>	<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 &amp; 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

