

# Chichester District Council

**THE CABINET**

**19 June 2017**

**THE COUNCIL (SPECIAL)**

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## **Draft Southern Gateway Masterplan for Public Consultation**

### **1. Contacts**

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### **2. Recommendation**

#### **2.1. That the Council be recommended to:**

- (a) Approve the Draft Southern Gateway Masterplan (set out in the appendix to this report) for public consultation; and**
- (b) Delegate 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 public consultation.**

### **3. Background**

- 3.1. The Cabinet approved the Southern Gateway Masterplanning Project Initiation Document and consultant's brief in June 2016. The Cabinet also approved funds of up to £50,000 from reserves to prepare a masterplan for the Southern Gateway area. David Lock Associates was subsequently appointed to prepare the masterplan.
- 3.2. During the course of the work it became apparent that a transport appraisal would be required. This was needed to support the development proposals and proposed changes to the highway network within the draft masterplan, in particular to demonstrate that they are deliverable in highways terms. In addition, the Council, following consultation with the statutory consultees, determined that a Strategic Environmental Assessment (SEA) of the proposals in the masterplan would be required. Peter Brett Associates was appointed to undertake the transport appraisal and David Lock Associates the SEA.

## **4. Outcomes to be Achieved**

- 4.1. The main outcomes that will flow from the production of a masterplan are as follows:
  - (a) The identification of opportunities for development
  - (b) The facilitation of new homes, jobs, retail and leisure facilities
  - (c) That key constraints are identified so that they are not compromised through new development
  - (d) The coordination of the development of a number of different sites
  - (e) The coordination of proposals that are the subject of different bids for funding to facilitate development
  - (f) Clear guidance to assist in the preparation and assessment of planning applications.
  
- 4.2. Proposals in the draft Southern Gateway Masterplan have been drawn together to deliver the follow the five key objectives:
  - (a) Making sure first impression count
  - (b) Reinforcing a mix of city uses
  - (c) Contributing towards a sustainable movement strategy
  - (d) Providing a flexible framework
  - (e) Achieving design quality.

## **5. Proposal**

- 5.1. The draft masterplan sets out a range of different land uses for development sites within the Southern Gateway area. It also provides design guidance for those sites. It sets out two potential options to change the highway network around the one-way gyratory. Descriptions of the alternative schemes are set out in more detail in appendix 1 to the masterplan (page 77). The proposals in the masterplan will provide opportunities to bring development forward, to coordinate that development and to improve the public realm, not least in the area around the railway station, leading up to South Street and the main city centre shopping area.
  
- 5.2. The draft masterplan provides detailed guidance to amplify and expand on how policies in the Chichester Local Plan will be implemented, both in terms of the assessment of planning applications and the Council's role in facilitating development. In particular it will supplement the following policies
  - (a) Policy 10 Chichester City Development Principles – specific reference to the Southern Gateway area is made at paragraph 12.7 of the Adopted Local Plan in the text setting the context for this policy.
  - (b) Policy 13 Chichester City Transport Strategy
  
- 5.3. The Chichester Vision sets out the strategic direction with high level aims and objectives to guide how the city should develop and change in the future. The Southern Gateway Masterplan is the first document that has been produced to provide a set of detailed proposals that will help to achieve the aims of the Chichester Vision. In particular, part of the brief for the masterplan is to explore

options for reducing traffic congestion and improving safety at the Southgate Gyrotory.

- 5.4. The masterplan is being prepared with the intention of it having the status of a Supplementary Planning Document (SPD). This will mean that it will have weight in the planning process as a material consideration in the determination of planning applications. Public consultation and SEA are required for the masterplan to have the status as an SPD. When adopted it will replace the existing Southern Gateway Planning Framework, which was adopted in 2001 and has the status as supplementary planning guidance.
- 5.5. It is intended that the Masterplan is not prescriptive in setting out exactly how a site will be developed or the number of dwellings or amount floorspace to be achieved. It should be a flexible document that sets out design guidance and the range of uses that would be acceptable and allows potential investors and their architects a degree of certainty when designing schemes that will implement the aims and aspirations of the masterplan.

## **6. Alternatives Considered**

- 6.1. An alternative is not to produce a masterplan and allow development proposals to come forward on a piecemeal basis without context of a masterplan. It is considered this is not an appropriate approach to guide development in the area.
- 6.2. The transport appraisal has considered a range of different options to change the highway network and these are detailed in that report, which is a background paper to this report.

## **7. Resource and Legal Implications**

- 7.1. The cost of the transport study was not included in the report to the Cabinet in June 2016 as the need for it was not apparent at the time. The cost is approximately £50,000 and West Sussex County Council has agreed to fund £30,000 with the remainder, and the cost of £6,000 for the SEA, being funded by CDC from residual funds from the previous Local Plan capital budget.
- 7.2. The proposals within the masterplan have been assessed for economic viability as part of the commission with David Lock Associates. This has concluded that there is clear potential for delivery and a strong local market appetite for residential and mixed use development. However, in order to address the extensive relocation, site acquisition, highways and other abnormal costs, additional sources of funding will need to be explored to supplement any uplift in land values generated by the proposed masterplan developments.
- 7.3. The proposals in the masterplan have not been subject to a detailed infrastructure appraisal as to what is needed to support the proposed development. Given the location within the existing urban area, it can be assumed that services and facilities are either available or can be provided at a reasonable cost and this will be examined in detail through an Infrastructure Study that will be commissioned. The exception to this is the extremely limited capacity at the Chichester (Apuldram) Wastewater Treatment Works. The

Works will not be able to accommodate an increase in foul sewage that could be generated by development within the masterplan area. Proposed development is likely therefore to have to demonstrate 'no net increase in flow' to the treatment works and this will be considered as part of the infrastructure study. Additionally, there may be alternative long-term solutions established through work being carried out to support the Local Plan Review.

## 8. Consultation

- 8.1. The production of the masterplan and transport assessment have been guided by a project team and steering group. Membership of these groups has included representatives from West Sussex County Council, the Homes and Communities Agency, Stagecoach and Network Rail. The steering group and project team have met and agreed that the draft masterplan should now be considered by the Cabinet and the Council for approval for public consultation.
- 8.2. It is now necessary to undertake public consultation on the proposals in the masterplan so that members and those preparing the masterplan can consider the case for amendments, additions to or removal of the proposals within it. In particular the views of residents, businesses, transport operators and statutory agencies will be sought.

## 9. Community Impact and Corporate Risks

- 9.1. The proposals within the masterplan indicate some significant changes to the use and development of land within the masterplan area. These will be of particular interest to the communities that live or work either within or close to the masterplan area. However, the proposed changes to the highway network are likely to generate interest from those without a direct interest in the masterplan area, other than travelling through that area, either as a cyclist or pedestrian, a bus passenger or in a private vehicle.
- 9.2. Within the draft masterplan there are proposals which specifically affect individual properties, in particular the three listed buildings that in one of the options for changes to the highway network would be demolished. The owners and occupiers of these properties will be notified of the consultation on the masterplan and invited to meet with Council officers.

## 10. Other Implications

| Are there any implications for the following?   |     |    |
|---|-----|----|
|   | Yes | No |
| <b>Crime and Disorder</b> It is considered that due to proposals to redevelop existing areas that detract from the appearance of the area and to bring a mix of uses that will introduce passive surveillance and increase activity outside of daytime hours, the masterplan is likely to have a positive impact on the potential for crime and disorder. | X   |    |
| <b>Climate Change</b> The location of development within an existing urban area, close to existing services and facilities and well located to access public transport, is one of the most sustainable options in terms of climate change.  | X   |    |

|   |   |   |
|---|---|---|
| <b>Human Rights and Equality Impact</b> An Equality Impact Assessment has been prepared and is a background paper to this report.   | X |   |
| <b>Safeguarding and Early Help</b>  |   | X |
| <b>Historic Environment</b> The masterplan will set the context for development within the Chichester City Conservation Area. A Strategic Environmental Assessment has been undertaken and is a background paper to this report. Further views on any potential impact on the historic environment are expected to be received as part of the consultation. | X |   |

## 11. Appendices

11.1. Appendix – Draft Southern Gateway Masterplan

## 12. Background Papers

12.1. Strategic Environmental Assessment

12.2. Equality Impact Assessment

12.3. Southern Gateway Masterplan, Chichester – Transport Appraisal