

# Public Document Pack

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A meeting of the **Cabinet** will be held in Committee Room 2 at East Pallant House Chichester on **Tuesday 10 January 2017 at 09:30**

MEMBERS: Mr A Dignum (Chairman), Mrs E Lintill (Vice-Chairman), Mr R Barrow, Mrs P Hardwick, Mrs G Keegan, Mrs P Plant, Mrs S Taylor and Mrs C Purnell

## SUPPLEMENT TO AGENDA

### APPENDIX BUNDLE FOR AGENDA ITEMS 6 AND 8

6 **Approval of Draft Chichester Vision for Consultation** (pages 1 to 36)

8 **Petworth Skatepark Project** (pages 37 to 75)

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# *Chichester Tomorrow ... ... A Vision For Chichester*

*Your City ... Your Opportunity  
Help Shape our Great City's Future ...*

**Consultation draft**

Prepared by Chichester District Council in association with  
The Partners of the Chichester Vision Group

December 2016



# Your Vision ... Your Voice

## Our Vision is your Vision

In developing this, we've researched, we've talked, we've studied, but above all we've listened.

Informed by face-to-face surveys and workshops attended by representatives of community and business organisations, together with a comprehensive range of studies, this Vision places people at the heart of all we do.

And it recognises that change is inevitable

Our great city has adapted and changed through history and so it will again.

Deliberately aspirational, the Vision's aim is to establish a framework in which we can protect the essence of our past while enhancing the future vitality of our city as the cultural capital of West Sussex, as a place of learning, and as an entrepreneurial retail and business centre.

Importantly, the key organisations and local authorities which serve the City – the District Council, the County Council, the City Council and the Business Improvement District - are united in their agreement to change, to adapt and to direct their policies to enhance our future.

Put simply, if we are expecting residents and citizens of the City to live with change, the local authorities must be prepared to think differently and we will ask our partners to join us in doing so.

## What do you think?

To assist us in completing this Vision for your City we want your views and feedback. Your voice will help lead us to the final Vision and an accompanying action plan.

Our six-week public consultation runs from 30 January 2017 to 12 March 2017. This consultation draft of the Vision is available online throughout this period and there is an accompanying questionnaire which we would love you to complete.

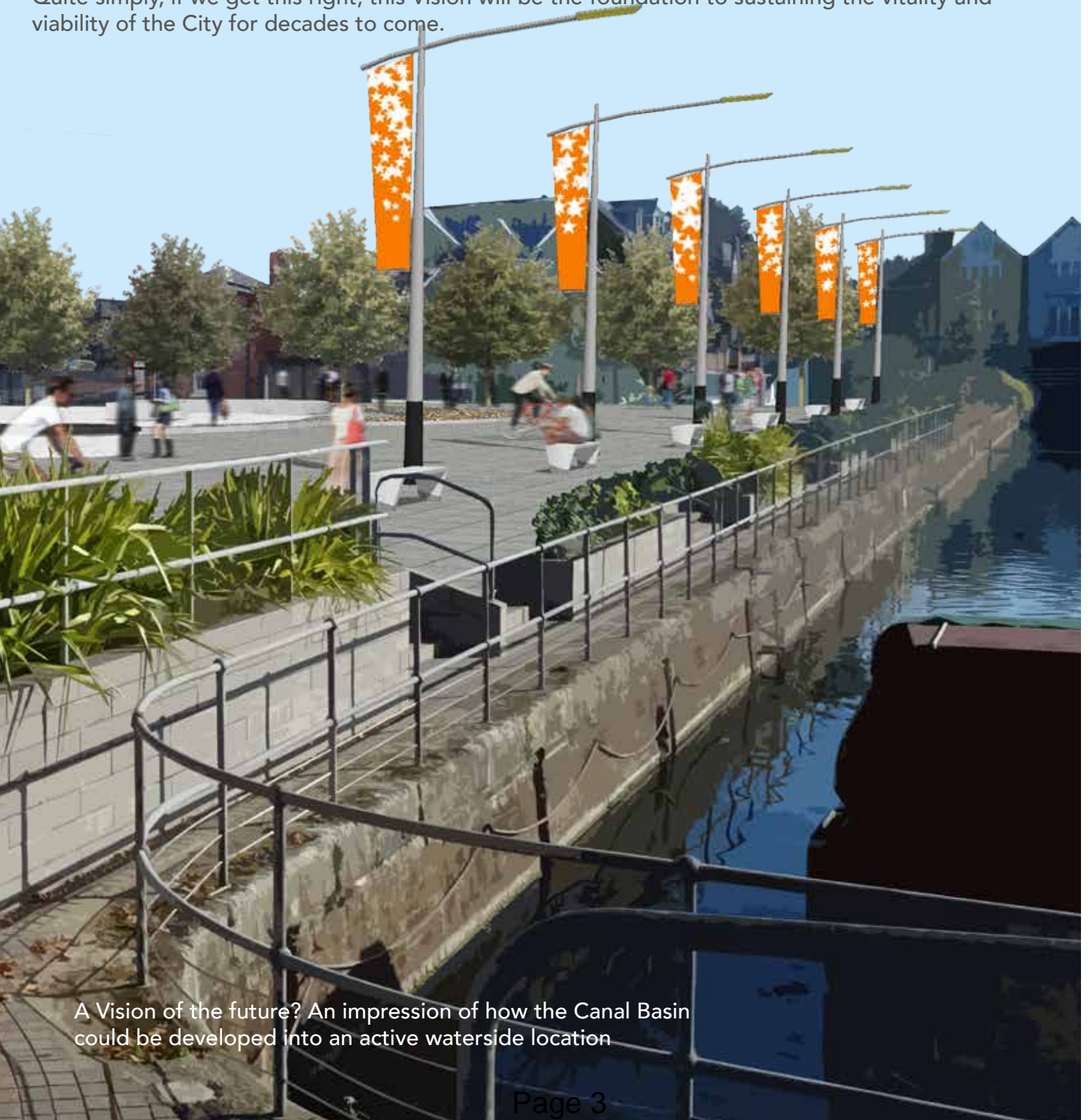
There are also two public exhibitions where you will be able to find out more information. For full details on the public consultation, please go to [www.chichester.gov.uk](http://www.chichester.gov.uk)

Following completion of the public consultation process, all comments, views and feedback will be considered and the final Vision will be prepared for adoption by Chichester District Council, West Sussex County Council, Chichester City Council and partner organisations and businesses. It is anticipated that the final Vision will be adopted in late Spring 2017. An action plan and timetable for delivery will then be prepared.

## The Vision is just that – a Vision

The Vision will serve as a template against which to test new projects and proposals emerging for the City. The Vision will guide and, where appropriate, direct future economic and planning policy for the City, guide how future budgets and resources are allocated, and it will help attract inward investment.

Quite simply, if we get this right, this Vision will be the foundation to sustaining the vitality and viability of the City for decades to come.



A Vision of the future? An impression of how the Canal Basin could be developed into an active waterside location

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# Chichester ...

## Bursting with Pride - Brimming with Opportunity

As a place to live, work, do business and spend leisure time, Chichester and its surrounding district is unrivalled.

Already one of the best-loved and most attractive locations on the South Coast, our city is ready to be presented to a much wider audience as one of the UK's top places to live, work, shop, discover, learn and just enjoy life.

Working collectively, we want to offer our citizens, our visitors and our businesses, a more connected city that is a place of opportunity to all.



# 'Change'...

*"The Romans founded Chichester. They built a town on a grid pattern, with the main streets forming a cross. These remain today as North, South, East and West Streets. There were public baths, an amphitheatre for entertainment and, importantly, the Romans manufactured and traded. They established a marketplace lined with shops and there was local industry with carpenters, blacksmiths, bronze smiths, potters and leather workers.*

*Chichester has a proud history. From the wool-trade to the railways, from brewing to tanning, and from the cathedral to the canal, as Chichester has flourished and grown through the ages, each era has played its part in producing the rich, varied and interesting streetscape that shapes today's city centre.*

*In the second half of the 20th Century, new post-war thinking enabled Chichester to reimagine itself and emerge into a small city fit for the modern age. It brought the Ring Road, the Leisure Centre, the Festival Theatre, the College, the Library, a remodelled railway station, new business estates, new car parks, and the pedestrianisation of North and East Streets.*

*This investment in our city has continued into the 21st Century with new retail parks, expanded educational establishments and renewed cultural attractions.*

*Chichester has a proud legacy of renewing its commitment to the City.*

*At the centre of this is 'change'. But why does 'change' so often seem to be such an unpopular concept?*

*Our city has constantly evolved and changed throughout history. There is no reason to fear change - It should be embraced.*

*After two millennia of change, what we do today will be creating tomorrow's heritage.*

*With new ideas being considered for the Southern Gateway area, and this new 20-year Vision for the City Centre being prepared, Chichester can capitalise on the legacy of those who, in the past, have encouraged and enabled Chichester to change and to flourish.*

*But above all, what we do today has the potential to bring a distinctive new edge to the city, enhancing the attractiveness of our city's assets, and generating an appealing new buzz about the city, ensuring people of all ages feel the city is 'theirs'."*

**Cllr Tony Dignum, Chairman, Chichester Vision Steering Group**

# Why We Need a Vision



Whether a resident, a visitor or a worker, we all have views on the City Centre and what it offers.

There are those who like things just the way they are.

Conversely, there are some who feel the City Centre lacks vibrancy and ambition; while others feel the City operates below its economic potential and risks losing market share to other towns and cities.

Meanwhile our lifestyles, the way we work, our leisure time, and our shopping habits are changing. There are increasing opportunities for significant economic growth and job creation, and the potential to increase the prosperity of the City and its people.

To secure Chichester's future as a historic cathedral city, a place of learning, and a vibrant and popular centre for residents, visitors and businesses, it is essential to set out a vision for its future.

The task is to re-imagine our city's future and, in preparing our Vision for Chichester, we have sought to answer one simple question:

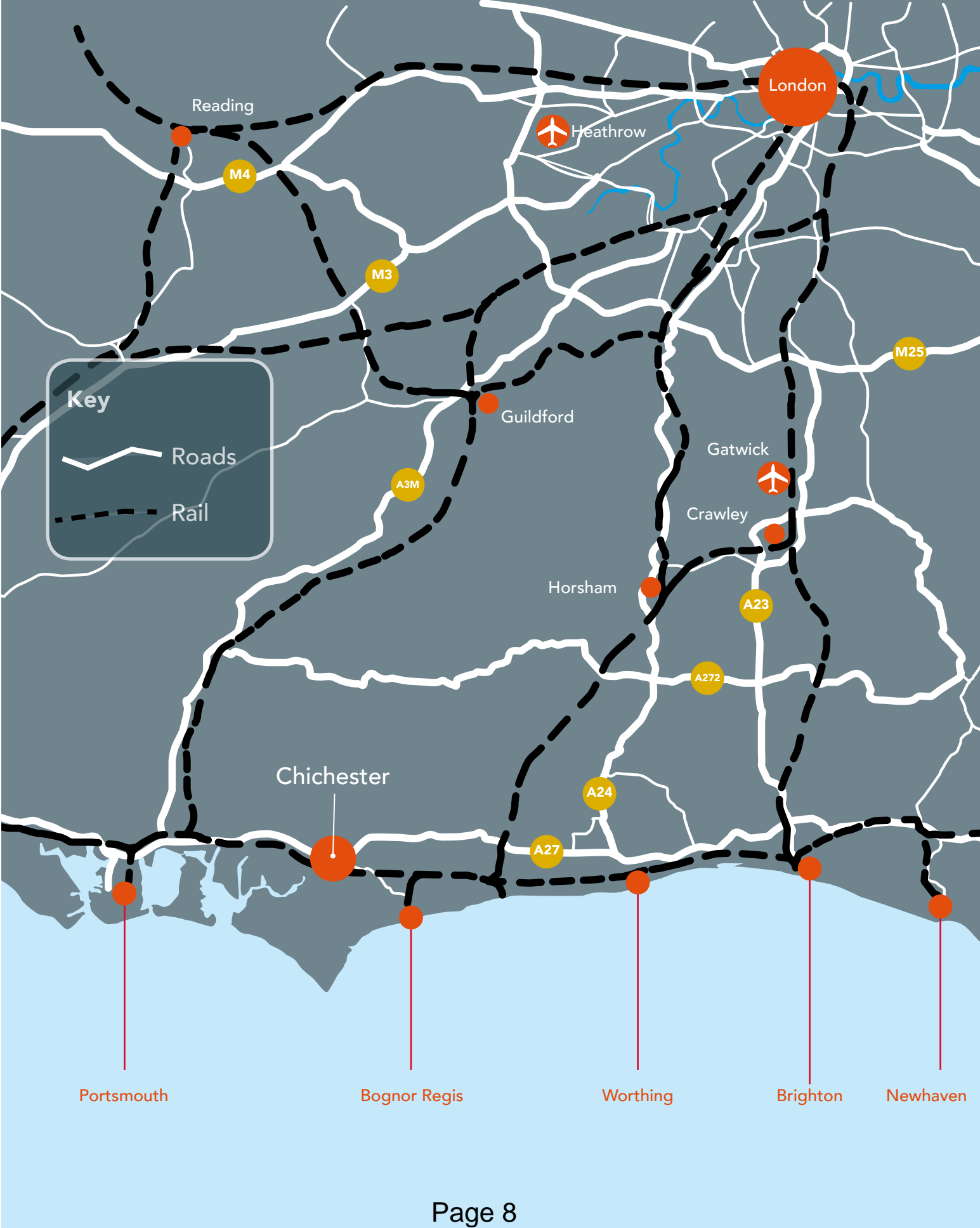
“What do we want Chichester to be?”

In answering, the approach of the people, businesses and organisations who have developed this draft, is to propose an aspirational vision which aims to

- better serve all demographics and enrich the lives of residents, workers and visitors
- welcome people to Chichester
- ensure Chichester is open for business
- make better use of the city's impressive heritage and cultural base
- provide clear objectives to guide investment into the city, so that all current and future development proposals, policies, strategies, ideas and opportunities have due regard as to how they might relate to each other, to the wider city and to adjoining areas



# Chichester Today



## Chichester

- Population 27,000
- Cathedral city and the county town of West Sussex
- Roman, Medieval and Georgian heritage
- Outstanding cultural assets - the internationally renowned Chichester Festival Theatre, the critically acclaimed Pallant House Gallery, the award-winning Novium Museum, one of the UK's largest planetaria, and a specialist film centre
- A centre of learning with the highly ranked University of Chichester (Sunday Times Good University Guide 2016) and the Ofsted rated 'outstanding' Chichester College
- Key public sector organisations are located in Chichester

## District

- Thriving business and retail industry, and home to global brands Rolls Royce and Goodwood
- Workplace population of 67,000 in more than 7,200 businesses
- Very low unemployment
- 25% of working age population hold a degree or equivalent qualification
- One of the safest places to live in the country
- Attracts 6.2 million visitors each year
- Two-thirds of the District is within the South Downs National Park
- Chichester Harbour is designated an Area of Outstanding Natural Beauty
- Home to one of the UK's largest marinas for yachting and pleasure craft
- 40% of the Solent's sailing boats are berthed in Chichester Harbour
- World-class events and festivals including Glorious Goodwood, the Festival of Speed, the Goodwood Revival and polo at Cowdray

## Connections

Chichester is well connected to London, to the UK and to Europe

- London is 90 minutes away by road and rail
- Easy access to three international airports
  - Gatwick - less than 60 minutes away by road and rail
  - Heathrow - 90 minutes away by road
  - Southampton - 45 minutes away by road and rail
- Two of Britain's largest continental ferry and freight ports are just along the coast
  - Portsmouth - just 20 minutes away
  - Southampton - just 45 minutes away
- The main South Coast trunk road – the A27 – runs through the heart of the District

# The City Centre Today

Thriving towns and cities have a central focal point – an area where residents, visitors and workers meet, relax, shop, do business, enjoy leisure activities, eat, drink and socialise. It is therefore Chichester's city centre – the area within and adjacent to the city walls and ring road, and its relationship with the rest of Chichester – which is the focus for our Vision

## The City Centre Today

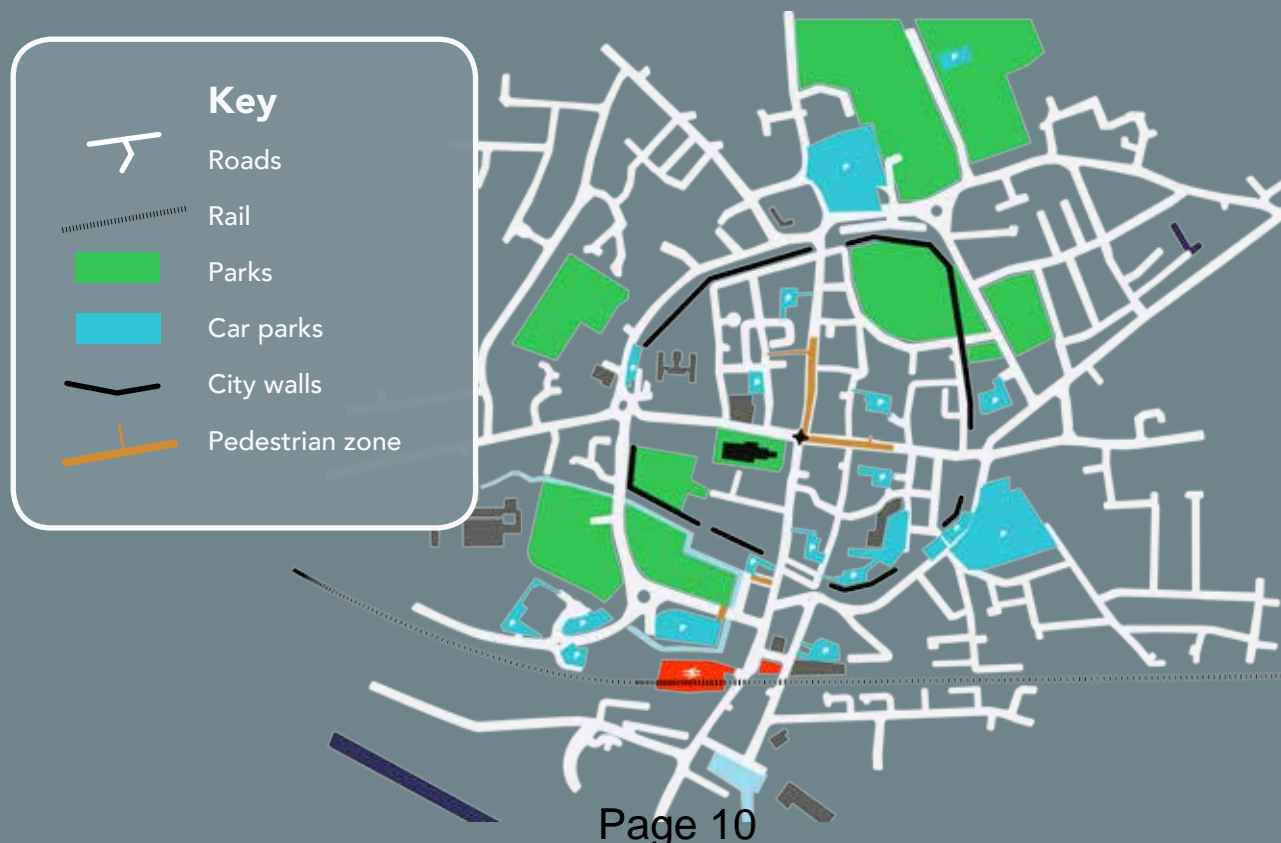
The distinctive physical layout of the City Centre – still based on the original Roman street plan – lies at the heart of the City's success.

The four main streets emanating from the 16th century market cross, the centrally located cultural and heritage attractions, our excellent public transport links, and three major car parks immediately adjoining the centre, all combine to provide strong foundations for the City's growth and prosperity.

The retail area offers an excellent range of national brands and independent stores, plus a variety of local and nationally branded restaurants, bars and coffee shops.

The south coast railway line runs through the City, the main south coast trunk road skirts its southern boundary, and the City is the central hub for all principal bus routes for the area.

Much of the City Centre is characterised by historic buildings, interesting lanes, open spaces bordered by medieval walls, and a rich variety of architectural styles. Globally recognised heritage and cultural attractions are set within, or just outside, the City; and the City is home to a fast-growing university, the county's largest higher education college, a major hospital and the main administrative offices for the County Council and District Council.



## Chichester is Growing

Within the City Centre, prime sites are emerging for new retail outlets, hotels, leisure and cultural attractions, affordable homes, and business space. There are opportunities to enhance the City's streets and public spaces, and to make more of our wonderful heritage and cultural assets for residents and visitors to enjoy.

Around Chichester, 3,500 new homes are planned for construction over the next 15 years; 25 hectares of new, conveniently located employment land is being made available for start-ups and expanding businesses; and space is available for offices, light industrial workshops, research and development facilities, general industrial premises, and warehousing.

As the focal point for services, entertainment, culture, social, retail and leisure activities, the City Centre will be central to the lives of people living and working in these new homes and businesses.

## Adapting for the Future

In responding to these opportunities, each resident, worker, business, organisation and local authority will need to adapt to embrace future changes ... and there are challenges to face:

- Competition from online shopping, out-of-town retail parks and neighbouring retail centres
- Increasing traffic congestion, resultant air pollution and parking constraints
- The impact of a diminishing public sector resulting in fewer workers in the City Centre frequenting shops and facilities.
- The need to create new and higher paid jobs
- Demand for new facilities and activities to better serve some demographics
- Demand for new city centre housing sites and affordable housing
- People are generally living longer and want to stay fit, active, healthy and involved into later life
- In 10 to 20 years' time, residents and workers reaching their 60's and 70's are likely to have less disposable income than those in that age bracket today
- Lack of spacious city centre retail and office space
- The need to protect, enhance and promote the City's heritage and culture
- The potential impact of new developments on the character of the City Centre
- A limited evening and night-time economy

*“Co-ordinated planning is required to make a positive intervention and future elected parties need to deliver on this vision”*

# What People Think

Central to developing the Vision has been a drive to generate and inspire new ideas, new proposals and new thinking, and to provide the key data, information and market intelligence required to take an informed view.

The proposals in this Vision have been shaped by field research, reviews of previous plans and strategies, facilitated participation workshops attended by representatives of community and business organisations, and a comprehensive range of studies including:

- Research into comparable towns and cities
- Qualitative and quantitative studies into usage and satisfaction of the City and its facilities among residents, businesses, workers and visitors. These included:

Chichester City Centre User Survey

Chichester City Centre Business Performance Survey

Economic impact of main visitor attractions

Destination Benchmarking Desk Review

- An 'audit' or baseline study of the City in terms of its character and condition, the ease of access, physical assets and the diversity of its local economy
- A retail trends study
- A study by University of Chichester into usage and satisfaction of the City and its facilities among students

## Your City ... What You've Said

These studies produced a number of recurring topics which are summarised below/opposite. These, in turn, form the foundation to our Vision.

### Traffic ... You Want ...

- fewer cars in the City Centre and to make walking and cycling the main forms of transport
- more pedestrianisation and/or the establishment of shared surfaces
- the theatre, university, canal basin and The Hornet and St Pancras not to feel cut off by busy roads and traffic

*"Chichester in general is an attractive place and we should prevent it being spoiled"*

### Amenities ... You Said ...

- more needs to be made of Chichester's existing assets as well as developing new facilities
- you want the theatre, gallery, museum and other attractions to be better integrated into the Centre
- the northern and southern gateway areas should be improved and redeveloped with new facilities
- pavements and surfaces need to be easier to use and get around, especially for the elderly and less able
- the street scene should be improved with better street lighting, improved street furniture and good signage

*"Investment in the public realm is essential"*

### Living Experience ... You Said ...

- outdoor space is needed for socialising, music, performance art, events and festivals
- you want more trees, greenery, floral displays, water features and open space
- small children, families and young people are not well catered-for
- you want later train and bus services, later opening (licencing) hours, and more events across the year
- a good supply of high density housing so residents can walk everywhere including to work

*"Vision should link to people and what they need in social activities. It's not just about the built environment"*

### Culture, Heritage and the Visitor Economy ... You Said ...

- the City needs to fully recognise and make more of its outstanding heritage, cultural and leisure facilities
- more visitor accommodation is needed and you want more events across the year
- the City will benefit from a stronger evening and night-time economy and new arts and performance facilities such as a concert hall, nightclub, later shopping hours and outdoor space for music and performance
- the City needs better marketing, promoting the whole visitor experience

*"Places have a vibe that we can cultivate. We need to cultivate our image"*

### Students ... You Said ...

- there is a strong need to capitalise on the student population as this 'captive audience' is spending money elsewhere
- University-related employment is needed
- cheaper residential areas would encourage younger people to stay
- the welcome for students should be improved

*"Not a youth-friendly town"*

### Shopping ... You Want ...

- Chichester to retain and to improve its city centre offer with more 'experiences' encompassing shopping, eating out, leisure and social activities
- to combine shopping with ease, value, quality, and to protect independent shops and outlets
- more leisure and events, and a wider variety of places to eat, drink and meet
- all existing non-retail attractions and events to be better integrated into the city centre offer

*"Chichester should not become a clone city – lost some of its character due to smaller shops shutting down"*

### Digital ... You Said ...

- high speed broadband is essential
- there are many, now basic, initiatives that Chichester needs

*"People arriving by bus need real-time information – GPS in buses encourages people to take buses"*

### Business ... You Said ...

- Chichester is losing out to nearby towns
- you want more business sectors in the City Centre
- the University and the College should be used more to support and grow our businesses
- traffic management needs improvement to reduce heavy traffic congestion which is affecting business

*"The A27 is always snarled up. It needs to be more fluid and they need to stop talking and put their plans to tackle it into place"*

# Chichester Tomorrow

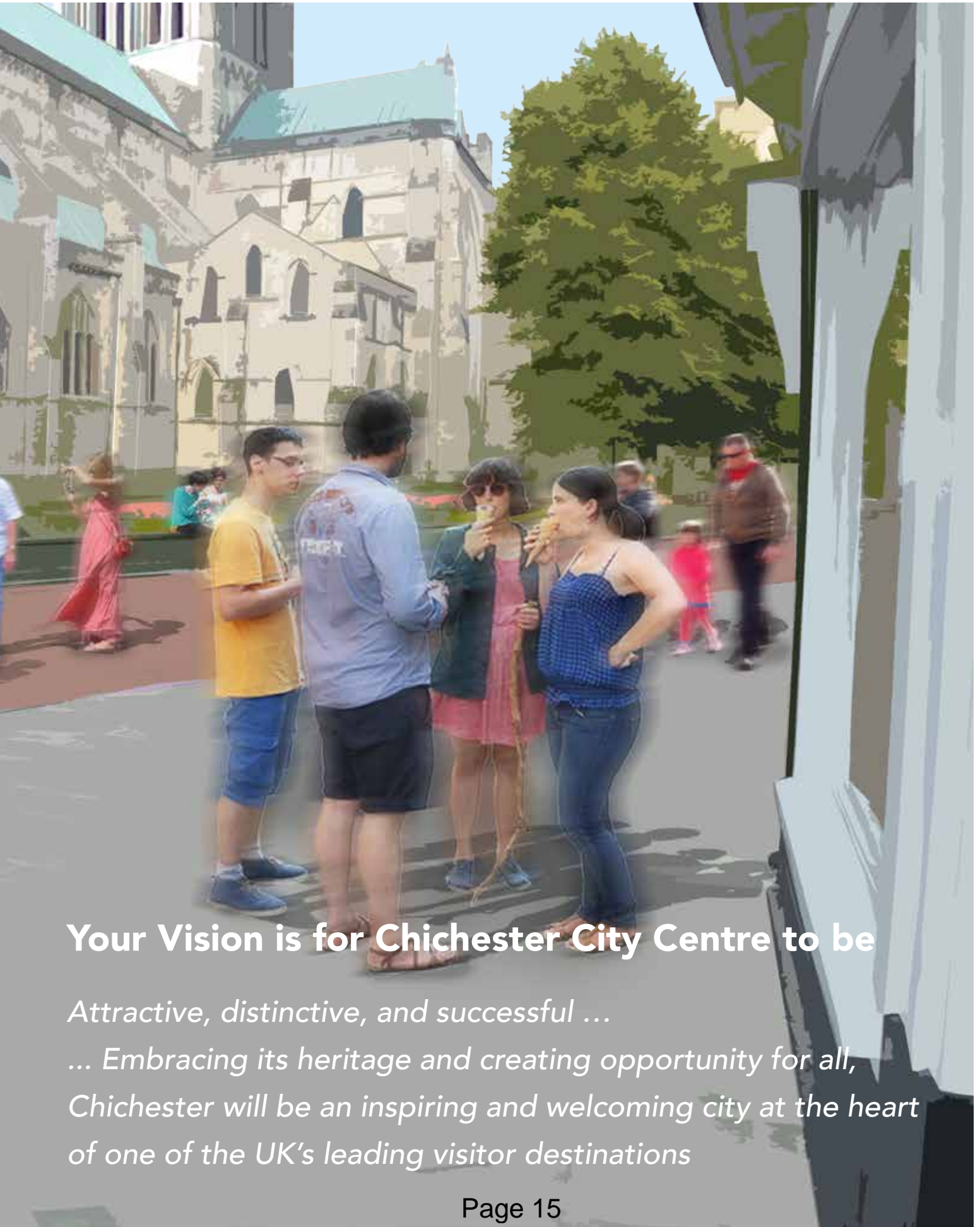
A Vision of the future?  
An impression of West Street,  
with full views of Cathedral and  
extended pedestrian area



## Your Vision for Chichester City Centre

The purpose of this Vision is to improve life for the people of Chichester and to make our city an even better place. We have listened carefully to what local people, businesses and organisations have said and summarising what you have told us:

- You want to ensure the City Centre is a popular, inclusive, forward-thinking location for residents, employees, employers, business and visitors
- You want to bring more people into the City Centre, more often, doing more things
- You want to protect our past while enhancing the future vitality of our city
- You want the local authorities and partner organisations to be thoroughly focused on what our great city can really shout about, achieve and be proud of - and on what we need to do to maximise its profile and ensure the City wins investment and new opportunities, against other cities in the UK
- You want a city which people of all ages feel is 'theirs'



## **Your Vision is for Chichester City Centre to be**

*Attractive, distinctive, and successful ...*

*... Embracing its heritage and creating opportunity for all,  
Chichester will be an inspiring and welcoming city at the heart  
of one of the UK's leading visitor destinations*



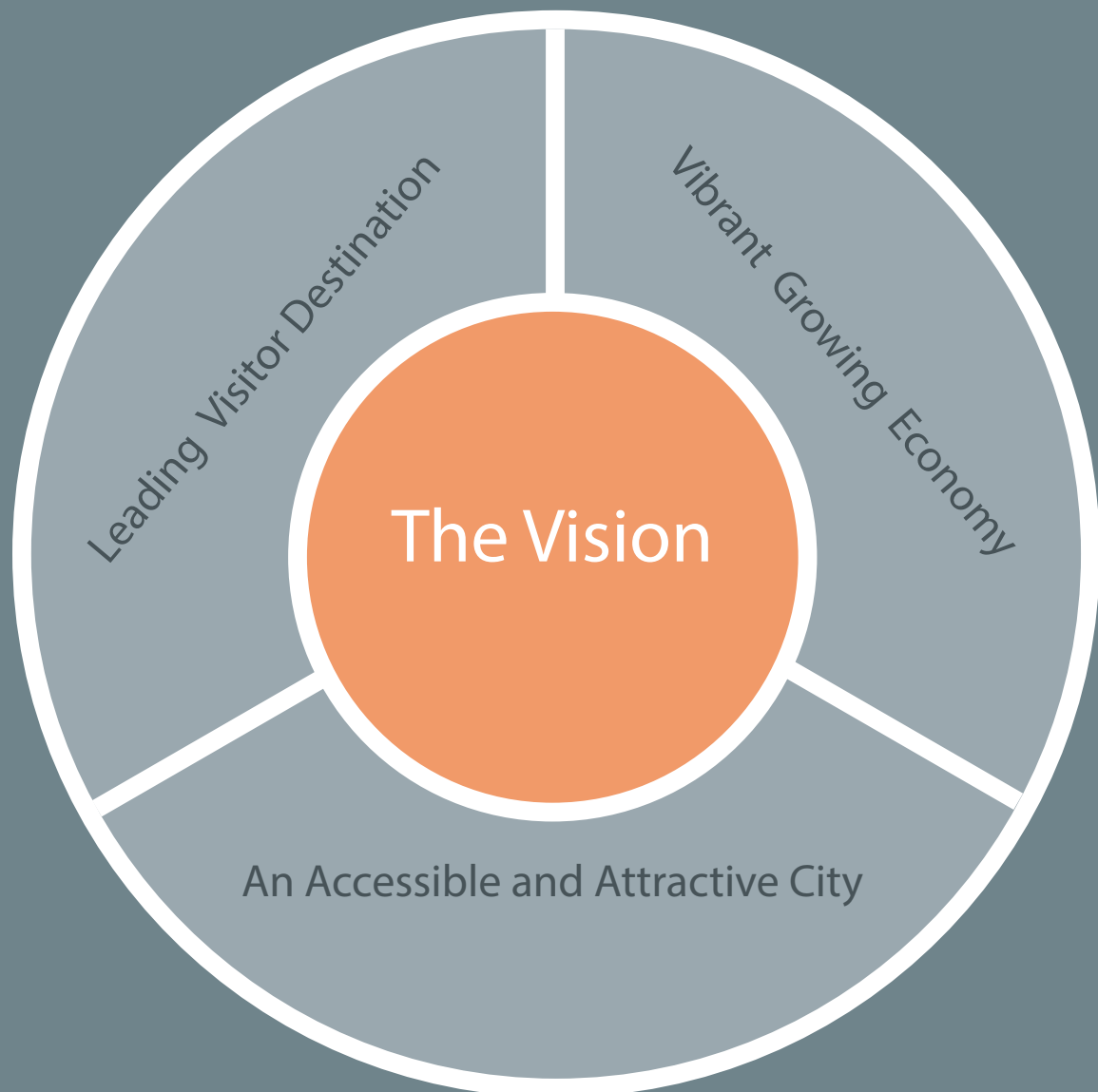
# Your Vision - Three Supporting Themes

To meet the Vision we will create a climate and environment where constructive change is encouraged and achievable.

Listening to the community and building on the data and research collected, you have helped us to develop three key themes to guide future plans, policies, and decision-making.

Although there will inevitably be some overlap, the themes will help to direct our thinking and will help to organise specific projects, initiatives and ideas to ensure the City operates, develops and connects in a coherent and organized manner.

Each theme and supporting project and initiative will directly contribute towards meeting the Vision.



# 1 'Living' - An Accessible and Attractive City

Embracing distinctive design, Chichester will be an increasingly well connected community with people-centred streets, space to breathe, and easy to access on foot, by cycling, by road, by rail, by water, and through digital connectivity.

To do this, Chichester City Centre will

- Be easily accessible but with less traffic, further pedestrianisation and good public transport
- Give more priority for walking and cycling, and provide access for the elderly and disabled
- Have attractive streets and open spaces
- Create an environment that is welcoming to students and young people, while enhancing life for older people
- Encourage more city centre living with a range of accommodation for all demographics
- Be a 'smart' city that is digitally connected ensuring access to digital services to support residents, businesses and visitors

# 2 'Working' - A Vibrant and Growing Economy

Chichester will be an expanded city with homes for all ages and attractive to businesses - a prestige city where entrepreneurs, employers and employees connect, thrive and want to be

Chichester will achieve this by

- Being a city that pursues development opportunities and takes a co-ordinated approach to new development
- Making better and more efficient use of public sector land
- Attracting and retaining businesses from a wide range of high earning sectors
- Being a centre of learning and harnessing the knowledge of skilled and professional retirees
- Retaining graduates and developing a skilled workforce to meet the needs of the City's economy

# 3 'Visiting' - A Leading Visitor Destination

Chichester will be a leading centre of artistic, cultural and heritage excellence at the heart of one of the UK's leading visitor destinations that, by day, is bustling with independent, national and specialist retailers and, at night, is alive with entertainment and activities for all ages.

To do this, Chichester will

- Be a vibrant city offering high quality arts, heritage, culture and leisure opportunities
- Offer the best retail experience in the South
- Have a vibrant evening and night time economy where people find a range of activities

# Theme 1 - An Accessible and Attractive City

**Chichester will continue to be a great place to live and wishes to welcome and connect with visitors, develop new businesses and become a cultural centre of excellence.**

## To have attractive streets and open spaces

Good quality streetscapes and way-finding, and attractive public areas – the green spaces, parks and gardens, pavements, roads, lighting and street furniture – are vital to connect with our sense of well-being and reflect how we feel about our city, whether we're there to live, work or visit.

## Easily accessible with less traffic, pedestrianisation and good public transport

Physical access to the City is essential. Clear, free-flowing and well signed and managed road, rail and waterway routes, into and out of Chichester, assists residents, workers and businesses, reduces negative environmental impacts, and saves money.

However, while much of the City Centre prioritises vehicles, this allows traffic into cultural, heritage and leisure space.

Our aspiration is to calm and reduce traffic flows within the City Centre and to reverse the priority from vehicles to pedestrians. A significant part of the City Centre is already pedestrianised and one approach might be to build on the success of what has already been achieved. In turn, this should encourage the development and use of sustainable public transport.

## But ... Some Challenges

In creating any new pedestrianised areas, it is recognised there will still be a need to maintain access for businesses and residents, and there will need to be some re-routing of buses, while still maintaining good access for bus users into the City Centre.

There may also be a requirement to relocate some car parking areas to just outside the City Centre, ensuring there is still sufficient easily accessible parking for shoppers, visitors and businesses.


## Encouraging more city centre living

Maximising city centre living is important to the vitality and health of a city centre; so provision of additional homes within Chichester City Centre area will increase activity across the whole day, adding to the vibrancy of both the daytime and night-time economies. It will also help to ensure a greater number of people feel well connected to services and will eliminate unnecessary travel.

Ideas to help increase the accommodation in the City Centre include encouraging conversions of under-utilised upper-floors above retail and commercial units, increasing urban density with infills, and construction of smaller units.

*"A good supply of high density housing is required so that you can walk everywhere including to work. Will encourage the use of smaller shops because they are convenient and easy as part of normal moving around."*

## ... Supporting ideas and proposals



A Vision of the future?  
Digital wayfinding would help make the city more accessible, and could be used to attract visitors

*“Signposting needs a whole city approach –  
A new waymarking and visitor interpretation  
strategy is much needed”*

### Traffic - Lessons from Comparable Towns and Cities

Guildford's solution to creating 'Streets for People' is to redirect traffic away from the town centre by switching off the gyratory and increasing the pedestrianisation of the shopping area. York has one of the largest pedestrianised cities in Europe. This has ensured its economic success as a tourist destination with visitors citing the ability to stroll and explore York's heritage and shops as their favourite activity.

### Create an environment that is welcoming to students and young people

There are over 15,000 students studying in Chichester. However, to many students and young people, the city does not feel welcoming. There is a need for more facilities and attractions for teenagers and young people, and we recognise that having a more vibrant night-time economy – one that offers entertainment and activities for younger people as well as other demographics – is important to help meet our aspiration. But other ideas to support this theme might include:

- Provide a positive welcome to incoming students
- Encourage a wider range of more affordable shopping for students and younger people and offering specific student promotions
- Create a better physical linkage between the university and the City Centre
- Develop the range of entertainment in the city
- Provide affordable accommodation to encourage younger people to live in the City

*Over half of students only visit Chichester City Centre during the day-time once a week or less, with nearly a quarter visiting once a month or less*

*Over 80% of students only visit Chichester City Centre during the evening once a week or less, with over half visiting once a month or less*

*(Source: Maximising the Student Economy. A survey and report by University of Chichester)*

### Enhance life for older people

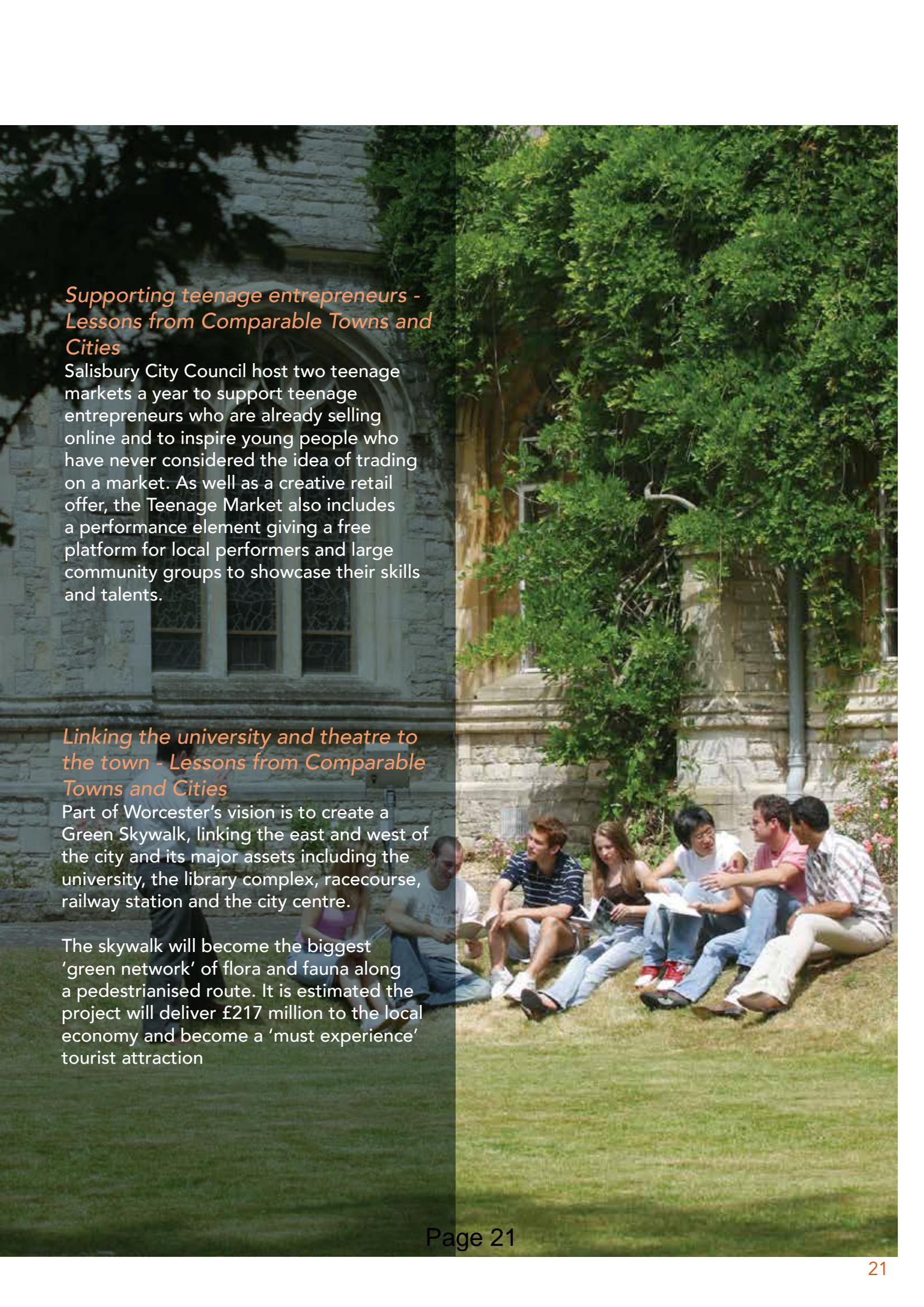
Acknowledging that within the next 10 to 20 years older residents are likely to have less disposable income than those of today, the Vision sets the ambition to ensure the City Centre offers a good range of jobs, facilities, activities and opportunities for social interaction, which are attractive to older people, are easy to access on foot and encourage active and healthy living.

### To be a 'smart' city that is digitally connected

Every town and city in the world wants to be the best connected ... but few have genuinely set their aspirations that high.

We live in a 24-hour society where we all work hard and wish to make the most of our leisure. Smart technologies will establish high-value environmental and commercial benefits for the City, connecting people to the fabric of Chichester's infrastructure.

Our ambition is to ensure World-class digital connectivity is at the forefront of our thinking, creating a high-value broadband and digital infrastructure to benefit residents and our educational establishments, and to drive high-value business growth. With a number of businesses already in place, and with the support of the college and university, the City can grow vibrant new business sectors all of which require efficient, fast reliable, digital connectivity.

A group of seven young people, four men and three women, are sitting on a grassy lawn in front of a large, light-colored stone building. They are gathered around a document held by one of the men, looking at it intently. The building behind them has a large arched window and is partially obscured by lush green trees and foliage. The scene is brightly lit, suggesting a sunny day.

### *Supporting teenage entrepreneurs - Lessons from Comparable Towns and Cities*

Salisbury City Council host two teenage markets a year to support teenage entrepreneurs who are already selling online and to inspire young people who have never considered the idea of trading on a market. As well as a creative retail offer, the Teenage Market also includes a performance element giving a free platform for local performers and large community groups to showcase their skills and talents.

### *Linking the university and theatre to the town - Lessons from Comparable Towns and Cities*

Part of Worcester's vision is to create a Green Skywalk, linking the east and west of the city and its major assets including the university, the library complex, racecourse, railway station and the city centre.

The skywalk will become the biggest 'green network' of flora and fauna along a pedestrianised route. It is estimated the project will deliver £217 million to the local economy and become a 'must experience' tourist attraction

# Theme 2 - A Vibrant and Growing Economy

**Achieving our overall Vision will ensure Chichester, as a great place to live and to work, becomes irresistible to businesses.**

## Being a centre of learning

Successful colleges and universities play a huge role in the economic well-being of our towns and cities. The ambition is for the University of Chichester and Chichester College to increasingly be major economic drivers in their own right, helping to raise educational standards, supporting enterprise and growth in local business communities and enhancing the external perception of our City.

The City also benefits from being home to number of skilled and professional retirees, many of whom wish to remain active and offer their knowledge and experience for the benefit of businesses, students and residents.

## Attracting and retaining businesses from a wide range of high earning sectors

The City Centre is already home to a wide variety of businesses. As a growing city, Chichester is strongly placed to attract and establish new high value businesses and employment opportunities from a range of sectors including the creative and film industry, high-end finance, architects and engineers, legal and professional, the video game industry, sciences, tourism and events, the arts, and university and college related employment.

## Retaining graduates and developing a skilled workforce to meet the needs of the City's economy

This Vision also sets the aspiration to attract and retain more young people and graduates. Bright young businesses tend to be developed by bright young people in places where they choose to live for practical, emotional or lifestyle reasons. Acknowledging that current graduate opportunities locally are limited, some ideas to help retain graduates and to ensure skills meet the needs of businesses include

- Encouraging new businesses and business sectors which match courses offered at the University and the College
- Developing space or an 'incubation hub' for small businesses to support graduates and University/College-related employment
- Providing affordable accommodation to encourage younger people, especially skilled graduates, to live in the City

*"There aren't many graduate job opportunities in the area."*

*"Chichester should be a centre for creative arts, films and theatre"*

*"Chi is a major cultural centre and we don't provide employment for our graduates"*

## ... Supporting ideas and proposals

### *Business start-ups - Lessons from Comparable Towns and Cities*

*York provides business incubator space both at the university and in the Student Enterprise Space at an innovation hub that houses resources to assist local, national, and multi-national business in the York region.*

*Lewes plans to introduce subsidised rents for creative start-up businesses for half of the workspace included in their new North Street Quarter, which will be available at around 50% of market rate, through a Section 106 agreement.*

*Winchester is proposing a Creative Enterprise space to establish a hub for new and growing creative businesses.*



## To be a city that pursues development opportunities and takes a co-ordinated approach to new development

Chichester City Centre has a terrific range of sites available which, collectively, have the potential to provide hundreds of new homes, a variety of new facilities and thousands of jobs.

Four areas in particular - Eastgate, Westgate, Northgate and Southgate – offer substantial land areas ripe for more efficient use.

These 'Gateways' to the City are currently dominated by traffic and create a poor sense of arrival.

The aspiration is to provide attractive and ambitious schemes to bring new businesses, facilities and attractions to the City, to better connect and integrate the City with its immediate surroundings, to 'calm' the traffic, separating pedestrians and vehicles, and to develop welcoming points of entry.

Some initial ideas include

- Changes to roads and traffic flows
- Re-location or re-organisation of the bus station as a key transport hub
- Reducing traffic demand by encouraging a switch to other modes of transport
- Better linkages between the City Centre and the public transport hubs, the Festival Theatre, Chichester Cinema, the Canal Basin and the Hornet
- Comprehensive redevelopment and some reallocation of highway land
- Mixed developments offering new retail and office space, new homes, hotel and visitor accommodation, cultural and leisure facilities, new attractions, and open space
- Pedestrianisation and enhancement of the public realm, with space for cycling and improved connectivity for pedestrians

*Consumers want multiple rewards or reasons for using a centre, so the City Centre offer will need to include more food and beverage and more leisure in the future. Retailers are investing in the larger centres and in high impact stores (Source: Retail Trends Summary Report by the Retail Group)*

*The Southern Gateway and transport hubs - this area of the City is run down, dominated by traffic and creates a poor first impression on arrival (Source: City Centre Audit – An Observational Study by Broome Jenkins, Design Consultants, Chichester)*

## *Gateway Transformation - Lessons from Comparable Towns and Cities*

*In Exeter the current bus station site is being transformed into a contemporary landscape providing new facilities including a cinema, restaurants, cafes and shops, a green public square and a brand new leisure centre with two swimming pools, a gym and sauna. The complex will form a dramatic new gateway to the city centre and is part of a regeneration of this much run down part of the city.*

*Located on one of the largest brownfield sites in the UK, York Central represents a once in a lifetime opportunity to deliver major growth in York. Its development will attract high value jobs, deliver new sustainable homes and create world-class public spaces, helping to define the future for the city.*

*The site includes opportunities for a new office quarter, a new residential community, an expanded and enhanced National Railway Museum, improvements to the railway station and a network of vibrant public squares with routes linking to surrounding neighbourhoods and the City Centre.*



A Vision of the future?  
Redevelopment of the Southern Gateway  
could see a new use for the Court Rooms

## To make better and more efficient use of public sector land

The public sector owns land and buildings throughout the City. While some of this is community space, gardens and public facilities, much of it comprises office buildings, road space and car parking land and there may be opportunities to make better and more efficient use of some of it.

For example, in line with the strong aspiration to significantly reduce the number of vehicle movements within the City Centre each day and to reduce the associated environmental issues, one idea is to find alternative uses for some of the short-stay car parking land within the City Centre. Although alternative parking areas would need to be provided close to the City Centre and sustainable modes of transport will need to be increased, re-use of some central car park land might provide

- space for open-air or covered market
- 'green' community space
- open space for performance
- leisure facilities and hotel accommodation
- small-unit retail development
- city centre dwellings
- space for disabled access parking



A Vision of the future?  
An impression of Little London car park with a purpose built outdoor market area and open amenity space



**Local opportunities**

The future structure of local government is currently being considered both regionally and nationally. If local government buildings become available, it is important that their re-use or redevelopment should match the themes in this Vision and, where possible, provide the highest possible number and variety of jobs to minimise any impact from the loss of public sector jobs.

# Theme 3 - A Leading Visitor Destination

## Our ambition is for Chichester to be at the heart of one of the UK's leading Visitor Destinations

Today, less importance is attached to an 'annual holiday'. Individual breaks are shorter, more day trips are being taken, visits to friends and relatives are essentially holidays, and we take more short breaks to towns and cities. Trips and holidays are often centred on festivals and events, or revolve around specific interests and 'themes' such as culture, heritage, water sports, art, music, cycling, walking, food and drink, and so on (Source: Visit England)

Thus, there are substantial opportunities to increase the value of tourism to the City (and the District).

Chichester is already central to an emerging visitor economy strategy for the District. Our aim is to work with leading players in the visitor economy and to develop stronger partnerships to deliver a better and more attractive year-round visitor destination.

## To be a vibrant city offering high quality arts, heritage, culture and leisure opportunities

Chichester and its immediate surrounding area is recognised as having outstanding cultural assets, so some ideas to promote this theme include working with partners to develop a new Cultural Strategy, and using the heritage and cultural assets to:

- Help grow year-round tourism in conjunction with the new visitor economy strategy
- Engage and grow the student population
- Provide new businesses and employment in the cultural sector

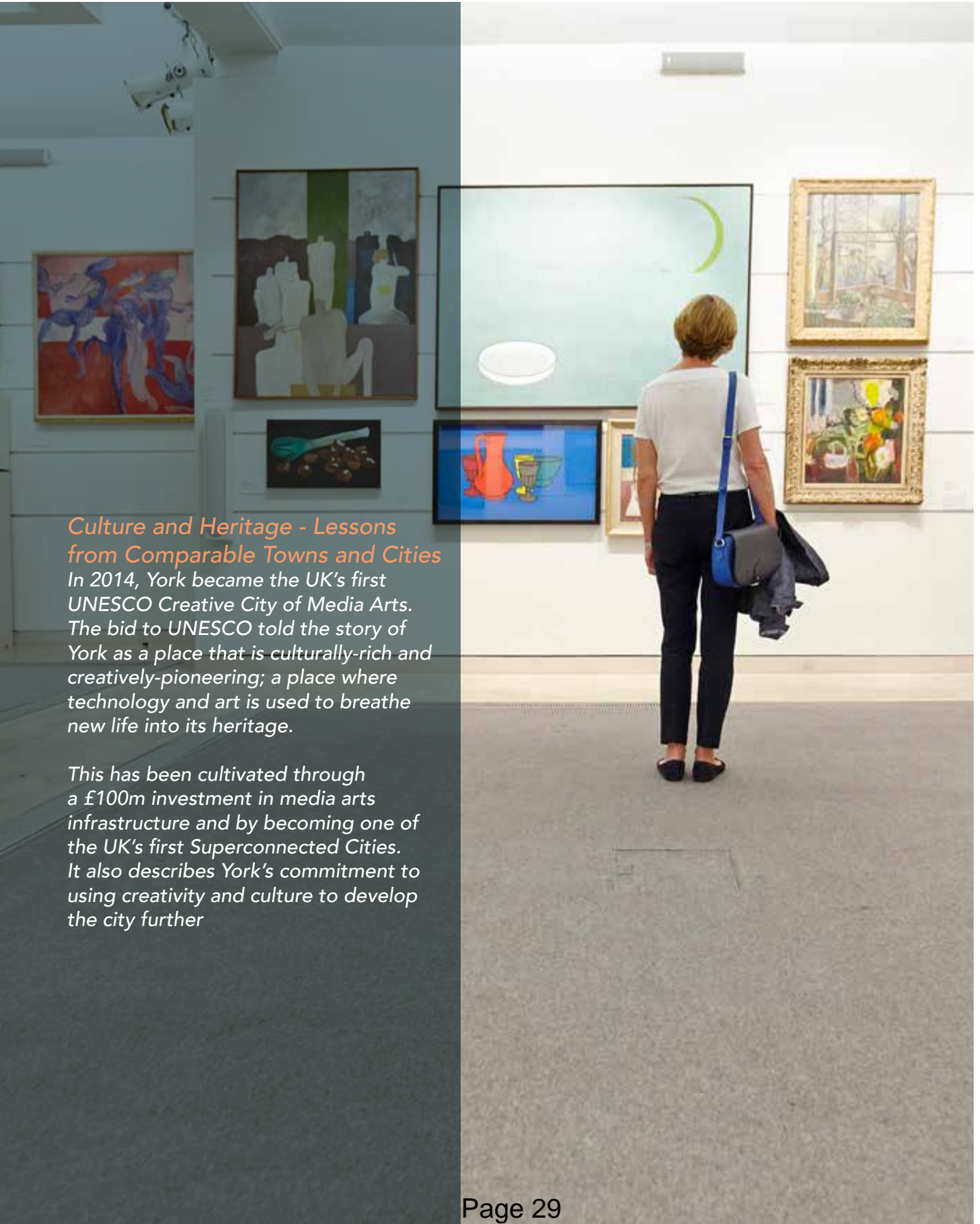
A new Cultural Strategy will help to maximise the benefits and impact of our culture for residents, visitors and business, establishing Chichester as a UK centre of artistic and cultural excellence.

*Culture generates £7 in economic return for every £1 spent. (Source: ONS/Centre for Economics and Business Research)*

*A study of the economic impact of the four main cultural attractions in the city centre - the Theatre, the Gallery, the Museum and the Cathedral - show that, together, these attractions generate £15.7million annually for businesses across the City and District. (Source: TSE Research)*

*"Chichester should not become a clone city – lost some of its character due to smaller shops shutting down"*

## ... Supporting ideas and proposals



*Culture and Heritage - Lessons from Comparable Towns and Cities*  
In 2014, York became the UK's first UNESCO Creative City of Media Arts. The bid to UNESCO told the story of York as a place that is culturally-rich and creatively-pioneering; a place where technology and art is used to breathe new life into its heritage.

*This has been cultivated through a £100m investment in media arts infrastructure and by becoming one of the UK's first Superconnected Cities. It also describes York's commitment to using creativity and culture to develop the city further*

## To offer the best retail experience in the South

The popularity of Chichester as a shopping centre is at the heart of the City's future. It is already characteristic of a 'speciality town', with a wide variety of shops and reasons to visit. This 'multi-function and multi appeal' of the City Centre has helped Chichester to achieve the success it has to date.

Shoppers like big stores and small specialists, and they want 'experiences' and 'quirkier 'points of difference'. Shoppers like exploring different 'quarters' across a wide range of retail, food and drink outlets; they want events, walks, open spaces, places to rest, and leisure and cultural attractions; and they want their city centre to be pleasant and easy to use.

Improving choice, delivering value and quality, encouraging these 'points of difference', and creating an enjoyable 'experience' – one that people want to repeat – are essential to persuade people towards the City Centre rather than out-of-town retail parks.

*"Chi needs to massively focus on boutiques and high value shopping in the City Centre in a lovely environment. This will increase the whole visitor experience of a medieval city with a vibrant high quality retail experience"*

*"People like 'quirky' – like The Lanes in Brighton"*

*Town centre 'content' will continue to change and evolve, with 'content' much more than just shops and businesses - environment, markets, leisure, facilities, residential and other factors are increasingly contributing to the appeal of the location, making it a desirable place to visit and use on a regular basis.*

*(Source: Retail Trends Summary Report by the Retail Group)*



*"Consumers, even though overloaded with technology, are still visiting shops"*



## To have a vibrant evening and night time economy where people find a range of activities

At the heart of every great town or city is a great night time economy.

This Vision aims to meet the demands of residents, workers, and visitors, across all demographics, to develop a high-quality vibrant and safe evening and night-time economy – linking firmly to our aspiration to be a leading centre of artistic, cultural and heritage excellence at the heart of one of the UK's leading visitor destinations.

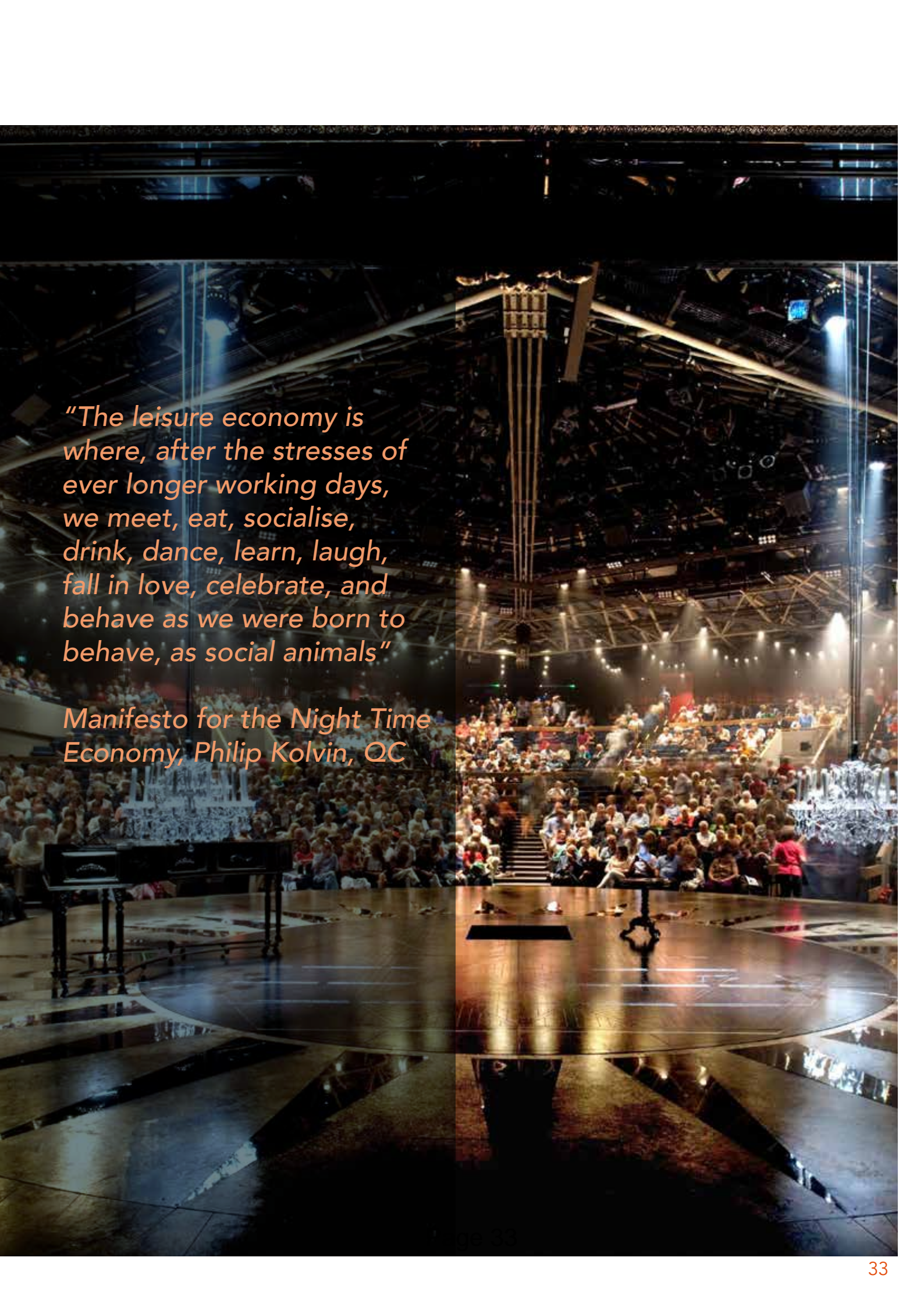
Some ideas to promote this theme might include:

- Later shopping hours
- Improvements to street furniture and lighting, signposting, pavements and so on, designed to enhance the experience of users of the night time economy
- A new concert hall and art cinema
- A venue for live music, comedy and dance
- A night club
- Outdoor space for performance and for relaxing and socialising, for example around the Cathedral or the Canal Basin
- Later licensing hours

*“Feels empty and abandoned after 5.30pm”*

*“No nightlife. Chichester Gate is very ‘flat’ with no atmosphere”*

*80% of students stated that Chichester needs a nightclub, and over half stated that not having a nightclub has negatively affected their university experience. Each university town and city Chichester is benchmarked against has a wide variety of nightlife and entertainment. Each city has at least one nightclub.  
(Source: Maximising the Student Economy. A survey and report by University of Chichester)*

A large, ornate theater with a grand staircase and a stage with a piano. The theater is filled with people, and the stage is lit up. The ceiling is high and features a complex network of beams and lights. The overall atmosphere is one of grandeur and entertainment.

*"The leisure economy is where, after the stresses of ever longer working days, we meet, eat, socialise, drink, dance, learn, laugh, fall in love, celebrate, and behave as we were born to behave, as social animals"*

*Manifesto for the Night Time Economy, Philip Kolvin, QC*

# How to give your views

As indicated on page 10, the ideas in this Vision have been informed by face-to-face surveys, participation workshops attended by representatives of community and business organisations, and through a comprehensive range of studies.

Now we've arrived at our draft Vision and the accompanying themes, we want your views and feedback.

Our six-week public consultation runs from 30 January 2017 to 12 March 2017 and there are a number of ways to comment and to provide your views and feedback

- **Online**

This consultation draft of the Vision is available online throughout this period and there is an accompanying questionnaire which we would love you to complete.

- **In Person**

There will be public exhibition days where you will be able to find out more information

- **In Writing**

As well as being available at the public exhibition days, copies of this Vision are available to read at the offices of Chichester District Council, The Novium Museum, Chichester City Council and Chichester Library, and there are facilities available to enable you to let us have your views in writing

For full details on the public consultation, please go to [www.chichester.gov.uk](http://www.chichester.gov.uk)

Following completion of the public consultation process, all comments, views and feedback will be considered and the final Vision prepared for adoption by Chichester District Council, West Sussex County Council, Chichester City Council and partner organisations and businesses.

It is anticipated that the final Vision will be adopted in late Spring 2017.

*"This Vision is still evolving.  
Now you've read and absorbed the content  
we welcome your views"*

# References and acknowledgements

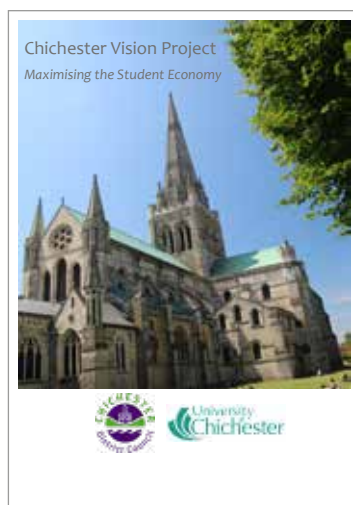
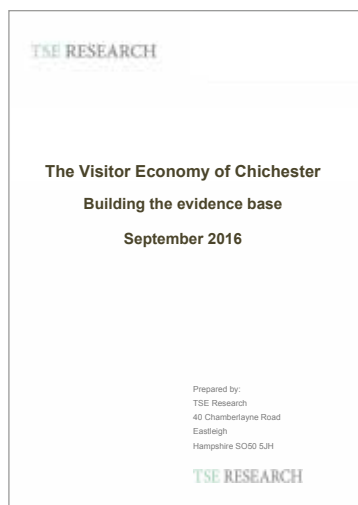
## Steering Group and Partners

Produced by Chichester District Council in association with partners of the Chichester Vision Group:

- Cllr Tony Dignum – Leader, Chichester District Council
- Cllr Louise Goldsmith – Leader, West Sussex County Council
- Cllr Jane Kilby – Chichester City Council
- Colin Hicks – Chair, Chichester BID
- Julie Kapsalis – Chair, Chichester Chamber of Commerce & Industry
- Dr Andrew Clegg – Chair, Visit Chichester
- The Very Reverend Stephen Waine – Dean, Chichester Cathedral
- Rachel Tackley – Director, Chichester Festival Theatre
- Andrew Churchill – Commercial Director, Pallant House Gallery
- Cathy Hakes – Museum and Tourist Information Centre Manager, Novium Museum
- Alex Williamson – Chief Executive, Goodwood
- Seamus Higson - Deputy Vice-Chancellor University of Chichester
- Shelagh Legrave – Principal, Chichester College
- Michael Watson – Managing Director, Stagecoach South
- Sandra Norval - Former Head of Environment, Govia Thameslink Railway Ltd

## Field Research Reports

- Participation Workshops - Chichester District Council - February and March 2016
- The Visitor Economy of Chichester - TSE Research - September 2016
- Retail Trends Summary Report - The Retail Group - August 2016
- City Centre Audit - by BroomeJenkins - June 2016
- Maximising the Student Economy - Students of the University of Chichester - May 2016
- Comparable Towns and Cities benchmark exercise - Chichester District Council Economic Development 2016



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A Vision for the future?  
An impression of how the Canal Basin could be  
developed into an active waterside location

## Petworth Town Council - Skatepark Project

Skatepark Site Options Appraisal - Dated: 22nd June 2016

This Options Appraisal has been based upon the 'Public Skatepark Development Guide' methodology, we used this as a reference for selection the criteria to determine the suitability or otherwise of potential sites for the Petworth Town Skatepark site. Please read the accompanying PTC overview document for details on how we adapted this methodology to meet our requirements.

### Our chosen criteria for this Options Appraisal are:

**Accessibility** - How Accessible is the site for I.) Pedestrians - Skaters, Parents, Young Children II.) Vehicular Access - Parents bringing children and young adults to the facility by car.

**Visibility** - How Visible is the site by I.) Pedestrians - Regular foot traffic or local residents or general passers by. II.) Passing Vehicles.

**Activity** - How much activity takes place around the site.

**Feasibility** - How practical would development be by.

**Projection** - What are the future plans for the site.

**Ownership** - Who owns and or operates it.

**Overall Score & Conclusion** - This column totals the scoring and recaps major obstacles, for example owners refusal to release land for our purpose.

### Options Appraisal Scoring System: 1 = Worst -----> 4 = Best

SITE	ACCESSIBILITY PEDESTRIAN	ACCESSIBILITY VEHICULAR	VISIBILITY PEDESTRIAN/RESIDENTS	VISIBILITY VEHICULAR	ACTIVITY	FEASIBILITY	PROJECTION	OWNERSHIP	OVERALL SCORE & CONCLUSION
HERBERT SHINER SCHOOL	3. Pedestrian access good for via footpaths along service roads during school term and when other activities are taking place in building on the school property, for example music academy events. Only one access route via school main gate that is kept locked during school holidays.	2. Vehicular access is challenging and limited to hours school gates are open, all access is via narrow road which run through a busy residential area. There are serious pinch points due to heavy on street parking. Access is especially difficult during school drop off and pick up hours. Difficult access skatepark users coming via car from surrounding villages.	1. Poor, there is no CCTV and limited vehicular surveillance during hours of school site operation. Limited street/area lighting during hours of darkness. Very limited visibility from local residences	1. Poor, no CCTV. Limited vehicular traffic during school and academy hours, zero vehicular access when school gates are closed.	1. Poor, with adjacent activity only during school times or during special academy or commercial events (theatrical groups etc.) There are extended periods without activity during school holidays.	1. The site owners are developing plans for expanded use of this site for educational purposes in near term, due to new homes to be built in the Petworth area in the over the coming 10 - 15 years.	1. Owners not willing to release the site. This site would be challenging to manage and is not ideally suited as a location for a skatepark.	West Sussex County Council -	Overall score = 10. Overall Verdict: Site not viable. Summary: Land owner unwilling to release land, site does not meet many of the recommended criteria for operation of a public Skatepark

<p><b>SOUTH GROVE</b></p>	<p>3. Pedestrian access good via footpaths along service roads.</p>	<p>2. Vehicular access is via roadway servicing adjacent residential properties. Although access runs through a busy residential area access is adequate except during school children drop off and collection times when the roadway is connected and access becomes difficult.</p>	<p>2. No CCTV. Other than at school drop off and pick up times when there are a good number of pedestrians in the area this site is only partially visible from a limited number of adjacent properties.</p>	<p>2. No CCTV. Other than at school drop off and pick up times when there are frequent car drivers close by this site is not ideal because it is only partially visible from a few adjacent residential properties.</p>	<p>2. Site adjacent to residential close with nearby public footpath. Reasonable foot traffic and some limited vehicular traffic going to and from Petworth town centre.</p>	<p>1. Site too small and cannot meet basic criteria for a Skatepark. Proximity and negative impact to the residential properties adjacent is a major obstacle.</p>	<p>1. Owners not willing to release land at this site. The site offers valuable recreational green space serving a built up residential area and was provided for, and is enjoyed by, local residents. The impact on losing this valuable public amenity would be great and would need to be compensated for elsewhere (SDNP Directive).</p>	<p>Hyde Martlett Homes</p>	<p>Overall score = 13. Overall Verdict: Site not viable. Summary: Site too small, owners unwilling to release the land. This site will not meet several primary requirements for a public Skatepark operation. Loss of this green space in such a dense residential area will cause a big loss of public amenity.</p>
<p><b>ROSEMARY GARDENS</b></p>	<p>3. Pedestrian access good although mainly via narrow and unsighted gateways. Main pathways in gardens on a gradient, this may encourage board riding on the pathways already heavily trafficked by young and elderly pedestrians.</p>	<p>3. No vehicular access to site itself but nearby parking is available in Pound Street car park for parents bringing children and young adults from nearby villages using the skatepark.</p>	<p>3. Some limited CCTV coverage from cameras in Pound Street car park. Decent lighting during hours of darkness. Visible by pedestrians using footpaths in the gardens and also via pathway running alongside Pound Street car park. This site overlooked by several nearby residential properties.</p>	<p>3. Site in heavy use by during daytime and early evening, greatly reduced natural surveillance from vehicle drivers when shops close and the car park usage declines. Very little public use after dusk.</p>	<p>2. Gardens well and increasingly used, the children's playpark in gardens is also well used and supervised by parents between 9:00 am and 5:00 pm. Nearby car park in heavy use during daytime and early evening, less activity in car park when town centre shops close and after dusk when vehicle movements decline.</p>	<p>2. Site area insufficient to accommodate proposed Skatepark, currently the only green space in Town Centre. Site already contains manicured gardens with seating and playpark. Valued garden well used by resident and visitors. The provision of a skatepark here would cause huge loss of public amenity and be highly controversial with residents.</p>	<p>2. Site too small to accommodate footprint of planned skatepark. A skatepark would cause a big loss of town centre public amenity. Existing children's playpark has a noise impact on nearby properties that diminishes after dusk. The operation of a skatepark on this site would extend noise impact until much later each day (10pm is proposed).</p>	<p>Petworth Town Council</p>	<p>Overall score = 18. Overall Verdict: Site not viable. Summary: Site too small, and loss of space to a skatepark would have a huge negative impact on public amenity. The gardens are used as an outdoor entertainment venue. Any loss of green space or play facilities here would need to be compensated for elsewhere in the town centre per SDNP Directive.</p>

<p><b>HAMPERS COMMON</b></p>	<p>2. Access good from nearby Hampers Common housing estate, however the site is disconnected from the larger body of housing in the town centre and to the South. Pedestrians route from Town Centre narrow and hazardous. Pavement connecting town centre and Common is only 3-feet wide in places, vehicles run tight to the curb at these points, mirrors on trucks, vans and cars encroach over the pavement. Pavement is on continuous slope, this may prove tempting for board riders putting them and pedestrians in danger of collision. No Pelican at Billingshurst of Kirdford Roads which must be crossed to access this site.</p>	<p>4. Site can be accessed easily by road, it is bordered by two busy roads.</p>	<p>3. Good natural pedestrian surveillance during daylight hours. No CCTV and only minimal lighting after dark.</p>	<p>3. Good natural vehicular surveillance during daylight hours. No CCTV and natural surveillance dramatically diminishes after dark due to poor lighting.</p>	<p>3. Site has reasonable daytime use by parents and children using the PTC play park, site is in view of workers from trading estate during working hours. Activity in the area reduces to passing traffic only after dusk.</p>	<p>2. Site is sufficiently large but not in ideal location for majority of the local residents who are likely to use the skatepark facility. Footpath route to site from majority of residents is dangerous in places.</p>	<p>1. PTC have been informed by the Leconfield Estate they are not willing to release any land on this site or lift the protective covenant on the site for the purpose of a skatepark. The reasons stated are due to the dangerously narrow access pathway from Town Centre to the site and because there are no Pelican Crossings on the Billingshurst Road (A272) and Kirdford Road, both of these busy roads must be crossed to access this site.</p>	<p>The Leconfield Estate</p>	<p>Overall Score = 18: Overall Verdict: Site not viable - Owner will not grant permission for skatepark at this site. Site is a distance away from the larger body of housing in centre and to the south of town. Due to narrow pathway there are safety concerns for pedestrians accessing this site from centre and south of town to this site. (see more detailed notes related to this site in overview document).</p>
<p><b>SYLVIA BEAUFORT CAR PARK</b></p>	<p>4. Pedestrian access is good for the majority of residents in Petworth, the network of footpaths and a Pelican Crossing located directly opposite on Station Road make accessing this site by foot safe and easy. Hampers Common residents will need to cross the A272 and Kirdford Road and walk up the narrow pedestrian pavement to access the skatepark, however this is the route Hampers Common residents must use to access the Town Centre or any of the towns facilities and services.</p>	<p>4. Good vehicular access from all directions via A272 (Tillington Road). The site offers free parking and a good drop-off area for parents bringing children and young adults to the skatepark from surrounding villages and towns.</p>	<p>4. Good natural surveillance by residents using footpaths between town centre and housing estate during daylight and into the darker evening hours. Site in use by specialist Youth Centre. CCTV and good lighting in place in this site make it visible only minimal lighting after dark.</p>	<p>3. Active CCTV in operation, well illuminated site, car park area of site in regular use by residents who take advantage of free parking and by Youth Centre related traffic in evenings. Less visible to passing vehicular traffic due to houses along side of Midhurst Road, the entrance to the site is wide and vehicles can get a glimpse into the site from A272.</p>	<p>4. Car park users, residents transiting to and from Town Centre, youth centre users.</p>	<p>4. A sizable area of this car park site is currently allocated as disabled car parking spaces, this disabled car parking area is seldom used due to it being a considerable distance to the town centre being too far for drivers with a disability to travel. The owners, CDC would not lose any parking spaces if land equivalent to the disabled parking bays were allocated to the skatepark. CDC would suffer no loss of revenue as this is a free car park.</p>	<p>4. Of all the options available for consideration PTC feel this site meets all the necessary requirements for the provision of a skatepark facility. While not 100% perfect the site is clearly feasible and due to it being a free car park the loss of unused space will have a negligible financial impact on the owners CDC.</p>	<p>Chichester District Council</p>	<p>Overall Score = 27: Overall Verdict: Viable - This our preferred site, one that PTC considers viable and deliverable, the site has been confirmed as suitable for a skatepark by an independent Health &amp; Safety Report commissioned by PTC. Preferred option of Leconfield Estate and local petitioners and survey respondents.</p>



<p><b>POUND STREET CAR PARK</b></p> <p style="text-align: center; font-size: 2em; transform: rotate(-90deg);">Page 11</p>	<p>4. Pedestrian access is good for the majority of residents in Petworth, the network of footpaths and Pelican Crossing located on Station Road make accessing this site by foot safe and easy. Hampers Common residents are presented with a more difficult route to access this site, they would have to cross both the A272 and Kirdford Road then use the narrow pedestrian pavement to access this site, however this is the same route they must use to access any of the Town Centre facilities.</p>	<p>4. Good for vehicular access from A272 (Saddlers Row).</p>	<p>4. Good natural surveillance by residents and car park users traversing footpaths between town centre and housing estates during daylight and into the darker evening hours. Reduction in natural surveillance after business hours, reducing after dusk. CCTV in places and reasonable lighting make this site a generally acceptable location for a skatepark.</p>	<p>4. CCTV coverage in most areas. Plenty of natural surveillance from drivers of vehicles arriving or leaving the car park, visibility is at its peak during business hours and diminishes in the early evening. Some intermittent surveillance continues later into the evening as residents come and go from the car park.</p>	<p>4. Good level of activity in car park from car drivers, regular rotation in parking bays driven by parking charges. Regular vehicular deliveries servicing town Centre businesses. WSCC operates a Bi-Weekly Waste Service in lower section of car park. Local employees and residents transit the car park's footpath to and from town centre.</p>	<p>2. Feasibility poor, car park is at, or near, to capacity during business hours 6-days a week, regular weekend events including Famers Market/Music &amp; Literary Festival/Petworth House events also put high demand on parking spaces. Essential waste disposal service provided by WSCC requires a large area of car park for operation. Lost parking spaces to a skatepark will have detrimental effect on residents and local businesses.</p>	<p>2. The economic impact of a skatepark at this location is a major concern to PTC and local business association, PBA. The site is a revenue generating car park operated by CDC, it is at, or near, capacity 6-days a week and also often at weekend. The provision of a skatepark would cause a loss of valuable parking space in Petworth's only central car park, such a loss of parking will reduce the number of visitor/shopper visits per day causing a detrimental effect on town businesses. A skatepark will negatively impact CDC (the owner/operator) due to lost parking bays.</p>	<p>Chichester District Council</p>	<p>Overall score = 24. Overall Verdict: Viable - This site meets the basic criteria for the provision of a skatepark, however the loss amenity in the form of lost parking spaces for residents, employees and shoppers would be profound. There is already a severe shortage of town centre parking and the knock-on effect of lost spaces for a skatepark at this site would be difficult to justify.</p>
<p><b>BT TELEPHONE EXCHANGE</b></p>	<p>4. Pedestrian access is good for the majority of residents in Petworth, the network of footpaths and a Pelican Crossing located on Station Road make accessing this site by foot safe and easy. Hampers Common residents face more difficult route to this site will need to cross the A272 and Kirdford Road and walk up the narrow pedestrian pavement to access the skatepark, however this is the they use to access the Town Centre facilities.</p>	<p>4. Vehicular access through Pound Street Car Park is good.</p>	<p>3. Reasonable natural surveillance by pedestrians. This site is bordered by high wall on North and East side, South side obscured by Telephone Exchange building. Visible from footpath and from one section of the car park through security fencing. The site it not well lit and has no CCTV coverage.</p>	<p>3. Some limited CCTV coverage from cameras located in Pound Street car park. Limited natural surveillance by drivers of vehicles, view is obscured by parked cars in adjacent bays. South side obscured by Telephone Exchange building. Poorly lit after dusk.</p>	<p>2. Plenty of activity in the area during Petworth town centre business hours, BT employees come and go infrequently during business hours. Much less activity after shops close and when dusk falls. Adjacent to car park and public accessing Town Centre from car park and residential areas to south of town.</p>	<p>2. Feasibility adequate as site for skatepark although visibility not ideal. Access problematic due to BT security requirements. If Telereal-Trillium was willing to share or lease a portion of this site for a skatepark it is highly likely there will be demands for costly site security and segregation of on-site space usage in order to protect BT's technology infrastructure and building.</p>	<p>1. Despite several approaches, the owners refuse to release any portion of this site for the provision of a skatepark.</p>	<p>Telereal-Trillium</p>	<p>Overall score = 19. Overall Verdict: Not Viable - No CCTV and poor lighting after dark, otherwise this site meets the basic requirements for a skatepark, however the land owner is unwilling to release any portion of this site for a skatepark or any other sports or leisure facility.</p>

<p><b>GARAGES 1 - 29 WYNDAM ROAD</b></p>	<p>4. Pedestrian access is good via local footpath network.</p>	<p>2. Vehicular access poor, skatepark users arriving by car would need to navigate a crowded housing estate, narrow roads and lots of on street parking make access difficult at peak road user times.</p>	<p>2. Poor natural surveillance, some limited visibility from adjacent properties but little foot traffic after dusk. No CCTV.</p>	<p>2. Minimal natural surveillance due to low vehicular movements to or from this site.</p>	<p>2 - Little activity currently, however if the existing lock up garage units were demolished the site would become more visible from adjacent residential properties. No CCTV, reasonable lighting radiating from nearby street lamps.</p>	<p>1. Feasibility poor due to location and lack of natural surveillance. Site is elevated above adjacent fire station with 12 metre retaining wall, this represents a possible Health &amp; Safety hazard.</p>	<p>1. Owner will not release this site for a skatepark, they have other plans for this site, they are preparing plans to reconfigure site partly for open parking and for additional housing.</p>	<p>Hyde Martlett Homes</p>	<p>Overall score = 14. Overall Verdict: Not Viable - No CCTV and poor lighting after dark. This site does not meet several of the basic criteria for a skatepark. The land owner is not willing to release the land at this site.</p>
<p><b>GARAGES 1 - 20 WOODPECKER ROAD</b></p>	<p>4. Pedestrian access is good via local footpath network.</p>	<p>2. Difficult and limited vehicular access due to narrow roads and crowded on-street parking obstructions.</p>	<p>2. Poor visibility due to infrequent pedestrian traffic. No CCTV.</p>	<p>1. Bad, no passing vehicular traffic.</p>	<p>1. Site forms a Cul-De-Sac with minimal pedestrian activity, no vehicular activity. No CCTV, site is poorly lit after dark.</p>	<p>1. Feasibility poor, site does not meet criteria for a skatepark on many levels. Site in regular use for parking and storage and provides essential amenity to local residents.</p>	<p>1. Owner of the site is not willing to release the site for use as a skatepark.</p>	<p>Hyde Martlett Homes</p>	<p>Overall score = 12. Overall Verdict: Not Viable - Bad visibility, minimal activity. No CCTV and poor lighting after dark. This site does not meet several of the basic criteria for a skatepark. The land owner is not willing to release the land at this site.</p>
<p><b>GARAGES 21 - 42 WOODPECKER ROAD</b></p>	<p>4. Pedestrian access is good via local footpath network.</p>	<p>2. Difficult and limited vehicular access due to narrow roads and crowded on-street parking obstructions.</p>	<p>2. Poor visibility due to infrequent pedestrian traffic. No CCTV.</p>	<p>1. Bad, no passing vehicular traffic.</p>	<p>1. Site forms a Cul-De-Sac with minimal pedestrian activity, no vehicular activity. No CCTV, site is poorly lit after dark.</p>	<p>1. Feasibility poor, site abuts Station road, dwelling directly adjacent. This site meets few of the criteria for a skatepark. Site in regular use for parking and storage and provides essential amenity to local residents.</p>	<p>1. Owner of the site is not willing to release the site for use as a skatepark.</p>	<p>Hyde Martlett Homes</p>	<p>Overall score = 12. Overall Verdict: Not Viable - Bad visibility, minimal activity. No CCTV and poor lighting after dark. This site does not meet several of the basic criteria for a skatepark. The land owner is not willing to release the land at this site.</p>
<p><b>POUND CLOSE GARAGES 1 - 20</b></p>	<p>4. Pedestrian access is good via local footpath network.</p>	<p>3. Good, access limited vehicular movements. Limited parking at site although SB car park is nearby.</p>	<p>2. Minimal visibility, some pedestrian activity to and from Sylvia Beaufoy car park.</p>	<p>2. Poor, No CCTV, no passing vehicular traffic, infrequent residential car movements.</p>	<p>1. Site has minimal pedestrian activity, no passing vehicular activity. No CCTV, site is poorly lit after dark.</p>	<p>1. Feasibility poor, site very small, forms a cull de sac/dead-end, flanked by dwellings. This site does not meet criteria for a skatepark. Site used for parking and provides essential amenity to local residents. Very little potential.</p>	<p>1. Owners not willing to release the site for use as a skatepark.</p>	<p>Hyde Martlett Homes</p>	<p>Overall score = 14. Overall Verdict: Not Viable - Poor visibility, minimal activity. No CCTV and poor lighting after dark. This site does not meet several of the basic criteria for a skatepark. The land owner is not willing to release the land at this site.</p>

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<p><b>POUND CLOSE GARAGES 21 - 40</b></p>	<p>4. Pedestrian access good via footpath.</p>	<p>3. Good vehicular access but limited space for parking at site.</p>	<p>2. Some visibility as pedestrians access Sylvia Beaufoy car park, after dark there is very limited pedestrian traffic. No CCTV.</p>	<p>2. Poor, limited vehicle movements in cul de sac/dead end. Infrequent residential car movements.</p>	<p>1. Site has minimal pedestrian activity, no passing vehicular activity. No CCTV, site is poorly lit after dark.</p>	<p>1. Feasibility poor, site does not meet criteria for a skatepark on many levels. Site in use for parking and provides essential amenity to local residents.</p>	<p>1. Owner of the site is not willing to release the site for use as a skatepark.</p>	<p>Hyde Martlett Homes</p>	<p>Overall score = 14. Overall Verdict: Not Viable - Poor visibility, minimal activity. No CCTV and poor lighting after dark. This site does not meet several of the basic criteria for a skatepark. The land owner is not willing to release the land at this site.</p>
<p><b>NORTHWAY GARAGES 1-20</b></p>	<p>4. Pedestrian good via footpath and access road.</p>	<p>4. Vehicular access good via access road to cul de sac, very limited space for parents of skaters needing to park a car.</p>	<p>1. Low natural surveillance due to limited pedestrian traffic. No CCTV.</p>	<p>1. Visibility poor, this site forms a cul de sac with low vehicular movements, poorly lit site, no CCTV</p>	<p>1. Poor level of pedestrian activity, infrequent vehicular activity. No CCTV, site and bad lighting levels after dark.</p>	<p>2. Feasibility not good, site fails criteria for a skatepark, the site is home to garages that are in use for residents parking.</p>	<p>2. Several houses close this site, placement of a skatepark would have high impact on residents. Owner of the site is not willing to release the site for use as a skatepark.</p>	<p>Hyde Martlett Homes</p>	<p>Overall score = 15. Overall Verdict: Not Viable - Low visibility, Little activity with no CCTV and inadequate lighting after dark. This site does not meet several of the basic criteria for a skatepark. The land owner is not willing to release the land at this site.</p>
<p><b>WILLOW WALK GARAGES 1-11</b></p>	<p>4. Pedestrian good via footpath and access road.</p>	<p>4. Vehicular access difficult do to crowded parking along access road to cul de sac, site small and would offer only limited space for parents of skaters wishing to park a car.</p>	<p>1. No natural surveillance, almost zero pedestrian traffic. No CCTV.</p>	<p>1. Very limited vehicular visibility, another cul de sac, this one is flanked closely by dwellings.</p>	<p>1. Little pedestrian or vehicular activity. Poorly lit after dark, no CCTV.</p>	<p>2. Feasibility not good, site fails criteria for a skatepark, the site is home to garages that are in use for residents parking.</p>	<p>2. Several houses close this site, placement of a skatepark will have high big negative impact on residents. High Voltage Electricity Sub Station on site, costly and complex to move and if left could present health &amp; safety problems. Owner of the site is not willing to release the site for use as a skatepark.</p>	<p>Hyde Martlett Homes</p>	<p>Overall score = 15. Overall Verdict: Not Viable - Poor visibility, Low activity, no CCTV and inadequate lighting. Health &amp; Safety hurdles. Site does not meet lowest criteria for a skatepark. The land owner is not willing to release the land at this site.</p>
<p><b>MEADOW WAY GARAGES 20-27 (PRIVATELY OWNED)</b></p>	<p>4. Pedestrian good via footpath and access road.</p>	<p>2. Vehicular access is more difficult because of heavy parking along side of access road. Site is basically a cul de sac. Site crowded and too small of the purpose, meaning only limited space for parents of skaters wishing to park a car.</p>	<p>1. Minimal natural surveillance, little pedestrian activity. No CCTV.</p>	<p>1. Very limited vehicular visibility.</p>	<p>1. Site flanked by dwellings, low pedestrian and vehicular activity. Poorly lit after dark, no CCTV.</p>	<p>2. Feasibility poor, site fails criteria for a skatepark, footpath to western end of site would be compromised by a skatepark. The nearby residents own and use the garages.</p>	<p>2. Site surrounded by residential properties, a skatepark would have high negative impact on residents. Owners of the site are not willing to release the site for use as a skatepark.</p>	<p>Built by Hyde Martlett Homes but garages in private ownership of home owners.</p>	<p>Overall score = 13. Overall Verdict: Not Viable - Poor visibility, Low activity, no CCTV, inadequate lighting. Private land owners unwilling to release the land at this site.</p>

<b>MARTLETT ROAD GARAGES</b>	4. Pedestrian access good via footpath and access road.	3. Vehicular access difficult due to heavy parking along access road which leads to a constrained end.	1. Low natural surveillance, minimal pedestrian activity. No CCTV.	1. Very limited vehicular access and visibility. Site forms a dead end adjacent to allotments.	1. Little pedestrian or vehicular activity. Poorly lit after dark, no CCTV.	1. Feasibility poor, site fails all aspects for skatepark suitability. Located on the periphery of a housing estate quite isolated. Located close to allotments which provide cover for unsocial behaviour.	2. Site not large enough for proposed skatepark, garages in use by residents. Owners of the site are not willing to release the site for use as a skatepark.	Hyde Martlett Homes.	Overall score = 13. Overall Verdict: Not Viable - Poor visibility, Low activity, no CCTV, inadequate lighting. Site owner unwilling to release the land at this site.
<b>PARK RISE GAAGES 1-15</b>	4. Pedestrian access good via footpath and access road.	2. Vehicular access limited due to heavy residents parking along road leading to the site which forms a dead end.	1. No natural surveillance, no pedestrian activity. No CCTV.	1. No vehicular visibility, site forms a dead end with very few resident car movements.	1. No pedestrian or vehicular activity. Poorly lit after dark, no CCTV.	1. Feasibility poor, site is not well suited as a skatepark. Limited parking space for parents wishing to bring children to the site from surrounding villages. Being a dead end road this site is isolated and this presents consequent potential problems.	2. Site small. Owners of the site are not willing to release the site for use as a skatepark.	Hyde Martlett Homes.	Overall score = 12. Overall Verdict: Not Viable - Poor visibility, Low activity, no CCTV, inadequate lighting. Site owner unwilling to release the land at this site.
<b>PARK RISE GARAGES 17-26</b>	4. Pedestrian access good via footpath and access road.	2. Vehicular access limited due to resident parking on access road, site which forms a cul de sac.	1. No natural surveillance, no pedestrian activity. No CCTV.	1. No vehicular visibility, site is off a cul de sac and abuts dwellings that are unsighted. Minimal resident car movements.	1. Little pedestrian or vehicular activity. Poorly lit after dark, no CCTV.	1. Feasibility poor, site ill suited for a skatepark. Limited parking for parents bringing children to site from surrounding villages. Site is isolated and this presents consequent potential problems.	2. Site small. Owners of the site are unwilling to release the site for use as a skatepark.	Hyde Martlett Homes.	Overall score = 12. Overall Verdict: Not Viable - Poor visibility, Low activity, no CCTV, inadequate lighting. Site owner unwilling to release the land at this site.
<b>DE PASSE FAMILY LAND ADJACENT TO HERBERT SHINER SCHOOL - PRIVATE</b>	2. Pedestrian access is initially good to this site via footpath but thereafter the ground is grass and mud and access is difficult and slippery when wet..	1. Vehicular access none, there is no vehicular access to this site beyond the Herbert Shiner School property.	1. Poor, minimal passing pedestrian asides from an occasional dog walker. No CCTV.	1. No access roadway to site, hence zero natural vehicular visibility.	1. Very limited pedestrian activity, zero vehicular activity. No light after dark, no CCTV.	1. Infeasible, a wholly unsuitable site requiring massive investment in infrastructure including roadway, footpath and provision of electrical power. Site is isolated, inaccessible and impractical.	2. Privately owned, the owners of the site are unwilling to release the site for use as a skatepark.	De Passé Family, Petworth	Overall score = 9. Overall Verdict: Not Viable - Poor visibility, Low activity, no CCTV, inadequate lighting. Site owner unwilling to release the land at this site.

<p><b>DE PASSE FAMILY LAND ADJACENT TO GROVE STREET ALLOTMENTS - PRIVATE</b></p>	<p>2. Pedestrian access initially good to site via footpath and Grove Street, but thereafter the site must be accessed via a narrow grass median that runs through Grove Street Allotments. Access would be difficult and slippery when wet.</p>	<p>1. Vehicular access none, there is no vehicular access to this site beyond Grove Street, yellow lines and limited parking spaces on Grove Street make parking nearby this site difficult.</p>	<p>1. No passing pedestrians, some limited visibility from allotment holders during daylight hours. No CCTV.</p>	<p>1. No access roadway to site, hence zero natural vehicular visibility.</p>	<p>1. Very limited pedestrian/allotment worker activity, zero vehicular activity. No light after dark, no CCTV.</p>	<p>1. Infeasible site, isolated, inaccessible and impractical.</p>	<p>2. Privately owned, the owners of the site are unwilling to release the site for use as a skatepark.</p>	<p>De Passé Family, Petworth</p>	<p>Overall score = 9. Overall Verdict: Not Viable - Poor visibility, Low activity, no CCTV, inadequate lighting. Owners unwilling to release the land at this site.</p>
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Skaters for Public Skateparks is a non-profit skatepark advocacy organization, international in reach, accessible skateparks are available to all skateboarders, dedicated to providing the information necessary to ensure safe, rewarding, freely available access to skatepark facilities.

Full information available at [www.skatepark.org](http://www.skatepark.org)

Skaters for Public Skateparks  
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 Portland, OR 97227  
 USA



# Petworth Town Council

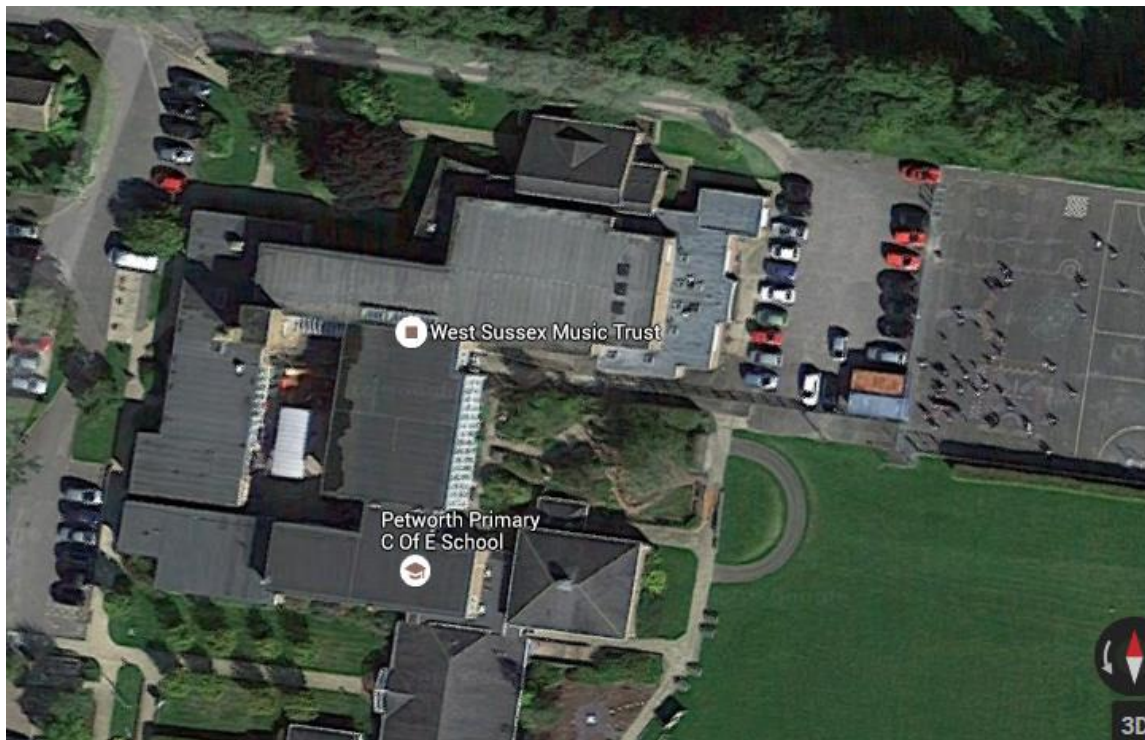
## IDENTIFYING VIABLE SITES FOR A PUBLIC SKATEPARK IN PETWORTH (OPTIONS APPRAISAL OVERVIEW)

Date: 26<sup>th</sup> June 2016

**Appraisal of Potential sites** - Various sites within the town were included in the PTC Need, Impact and Feasibility Report submitted to CDC in September 2015. When compiling this Options Appraisal PTC has applied the widely recognised The Public Skatepark Development Guide methodology for Site Selection, additionally all possible background research has been compiled on the following sites:

**The Hebert Shiner School:** Site is owned by WSCC and is located on the Southern edge of town and houses Petworth Primary School, and a regional base for West Sussex Music Academy. Outside of school hours the site is largely unfrequented. Despite a few adjacent residential dwellings the site is isolated and on the periphery of habitation. WSCC have confirmed this site is earmarked for future development and no land is available for a skatepark facility.

Herbert Shiner School



**South Grove:** This is a small rectangular area of green space at the heart of a housing estate to the South of the town centre. It is bounded on four sides by service roads and flanked on three sides by residential properties. These properties are separated from the site by the width of the narrow service road. Children living in nearby homes use the site as a play area, the site also houses 20 parking spaces for nearby residents. This site would be very tight for a skatepark and put the facility close to residential housing which would have a negative impact on nearby residents. The loss of green space represent a severe loss of amenity for local residents. The site has been owned by Hyde Martlet since 2001.

South Grove



**Rosemary Gardens:** An area of green space/gardens set close to the Town Centre. The gardens contains a young children’s play area which has been recently upgraded with new play surface, equipment and seating. This site is the only green space available for rest, recuperation and recreation in the Town Centre and hence is a valuable asset. The gardens are popular with local residents and visitors alike. The loss of space and public amenity due the placement of a skatepark on this site would be keenly felt.

## Rosemary Gardens



**Hampers Common:** This site is half a mile to the North of the Petworth town centre, it is adjacent to the A283 main road and opposite the main Public Entrance to the National Trust owned portion of Petworth House. The location is adjacent to two Leconfield Estate cottages on the Kirdford road and close to several residential properties on the Hampers Green estate, in both cases these properties are further away than two properties adjacent to the proposed Silvia Beaufoy Centre site.

The vast majority of Petworth's population reside in housing to the South of the Town Centre, this means the majority of skatepark users in the town catchment area would be required to walk along the narrow pavement running alongside the A272/North Street. There are several points where this road narrows significantly between the historic stone wall the row of residential properties houses opposite. This means the only walkway between the town centre and Hampers Common is less than 3-feet wide in places, when passing vehicles are forced tight into the curb and this causes the mirrors fitted to trucks, vans and cars to encroach over the pavement.

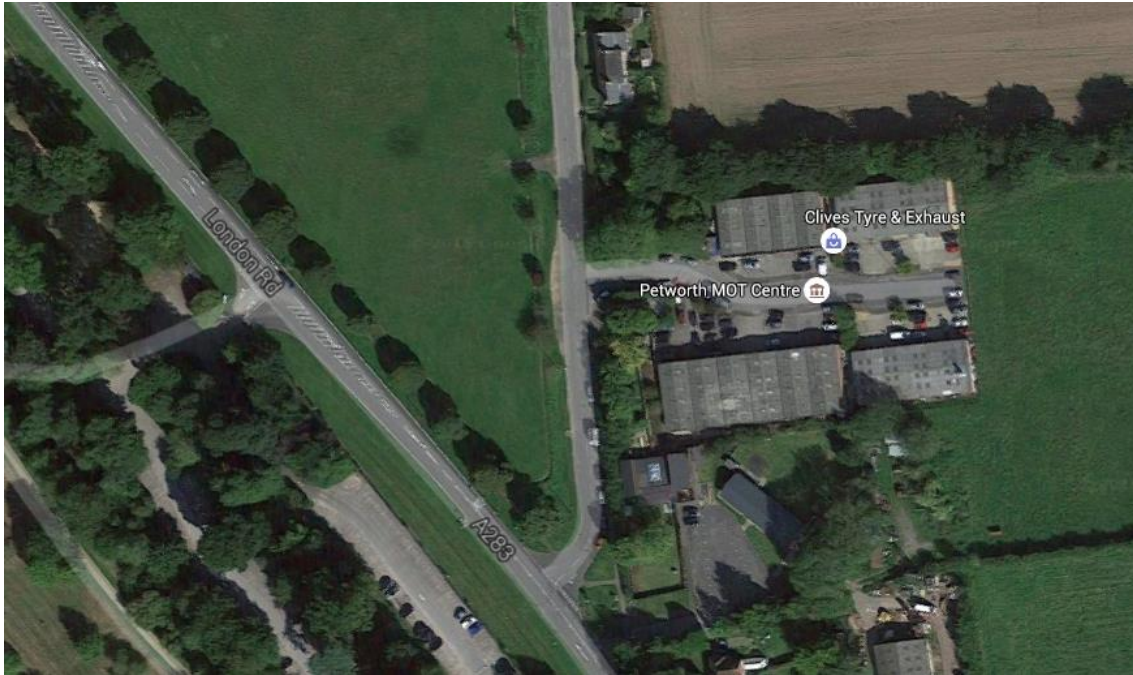
The pavement between St Mary's church and the potential skatepark site at Hampers Common runs on a downhill gradient, this may prove irresistibly tempting to some skateboarders heading to the skatepark and could riders at risk of collision with vehicles and pedestrians.



The sites position at the apex of the A283 and Kirdford road means there is heavy traffic volume particularly at rush hour times.

Lord Egremont and the Leconfield Estate have always been opposed to a skatepark being located on this site and have told PTC they would refuse to lift the covenant restricting land use if it was for a skatepark.

#### Hampers Common



**Sylvia Beaufoy Car Park:** The site is separated from nearby houses by an earth bank, solid fence and the properties' gardens. It benefits from being an area with good footfall both from the adjacent car park and also local residents travelling on foot to and from the town centre.

There is easy access and parking for parents and children driving to the site from nearby villages. The car park is covered by CCTV which is part funded by PTC and there is in place good lighting. The site is close to the town centre and the main residential areas. A pelican crossing provides a safe means for pedestrian access from the main car park and town centre.

PTC and the Local PCSO are supportive of the provision of a facility at this location because it meets all the recognised criteria for a skatepark and is easily accessible by police patrols.

The Silvia Beaufoy Youth Centre located in this car park currently operates an outdoor sports court facility that has a fenced perimeter which is equipped with floodlighting, the youth centre and ball court are used during the evenings for youth football, basketball and other outdoor sporting activities.

## Sylvia Beaufoy Car Park



**Pound Street Car Park:** Good vehicular access from Saddlers Row and good pedestrian access via various footpaths, CCTV coverage and good lighting are in place. The car park is subject to a high level of vehicle movements, car, van and HGV movements that are driven by parking charges, deliveries and Town Centre location. WSCC operates a highly valued Bi-Weekly Waste disposal service in lower section of Pound Street car park. Many car park users and residents walk through the car park to and from town centre.

This car park is at, or close to capacity during business hours 6-days a week and during special events such as monthly Farmers Market and Music & Literary Festivals. Regular events held at Petworth House also put heavy demand on this car park.

Pound Street Car Park



**BT Telephone Exchange:** Telereal-Trillium is the owner of this site located on land adjacent to, and accessed via, Pound Street car park. A representative of PTC met with Paul Disley-Tindall on Wednesday 20<sup>th</sup> April at their HQ in Barbican, London.

The owner's agent confirmed the following position - They have no interest in disposing or developing the Telephone Exchange site and they are not willing to consolidate services at the site to create space for other uses.

PTC specifically asked if Telereal-Trillium would consider selling/leasing/licensing the unused areas of the site (i.e. the sloping grass areas to the north and east of the exchange building itself) in order to extend Rosemary Gardens or to install additional recreational facilities. The answer to this request was no, furthermore the site owners did not want to allow a temporary change of usage that might affect future long term change of use. Additionally, they want to retain all elements of the property for flexibility and to future-proof the technology service offered in Petworth.

BT Telephone Exchange



**Garage Units at Wyndham Road:** An area of single lock-up garages units just south of the town centre and east of the A285. The garages form a line to the south of a metaled turning area and are in a cul de sac overlooked by residential properties. Partly used for parking/storage purposes and providing a necessary amenity for local residents.

Wyndham Road Garages 1-29



**Garages at Pound Close:** Two rows of garages on the western edge of the housing estate, Low pedestrian and vehicular activity, these garages form a bifurcated cul de sac with the garage units at Park Rise.

Pound Close Garages 1-20



Pound Close Garages 21-40



**Woodpecker Road Garages:** A line of single garages in a cul de sac abutting and to the west of the A285. This site suffers from low pedestrian and vehicular activity and poor visibility.

Woodpecker Road Garages 1-20





Woodpecker Road Garages 21-40



**Park Rise Garages:** Two rows of single garages on the western edge of the housing estate. There is minimal pedestrian and vehicular activity at this site. The garages form a bifurcated cul de sac with the garage units at Pound Close Rise, it is also home to an electricity substation which presents Health & Safety issues.

Park Rise Garages 17-26



**Northway Garages:** Feasibility poor, site fails many of the minimum criteria for a skatepark, the comprises of garages that are in use for residents parking and storage.

Northway Garages 1-20



**Willow Walk Garages:** Several houses close this site, placement of a skatepark here would have a negative impact on residents. A high Voltage electricity substation is located on this site, this would be costly and complex to move, if left in place it would present health & safety problems.

Willow Walk Garages 1-11:



**Meadow Way Garages:** Site is privately owned and the feasibility for a skatepark is poor, this site fails most of the criteria for a skatepark. Public amenity would be lost because a footpath to western end of site would be compromised by a skatepark. Nearby residents own and use the garages.

Meadow Way Garages 20-27



**Martlett Road Garages:** This site is not sufficiently large for the proposed skatepark and required parking space needed to accommodate skatepark visitors from surrounding villages. Some of the garages are used by residents. Owners of the site are not willing to release the site for use as a skatepark.

Martlett Road Garages 1-23



**De Passé Family Land - Adjacent to Herbert Shiner School:** This is an infeasible and wholly unsuitable site requiring massive investment in infrastructure including roadway, footpath and provision of electrical power. Site is isolated, inaccessible and impractical.

De Passé Land Adjacent to Herbert Shiner School



**De Passé Family Land - Adjacent to Grove Street Allotments:** No vehicular access, the pedestrian access is initially good to site via footpath and Grove Street, but thereafter the site must be accessed via a narrow grass median that runs through Grove Street Allotments. Access would be difficult and slippery when wet. This is an infeasible site that is isolated very inaccessible and basically quite impractical.

De Passé Family Land - Adjacent to Grove Street Allotments





**This Options Appraisal is based upon the 'Public Skatepark Development Guide' methodology, we used this as a guideline when determining the suitability of potential sites for the location of Petworth's Public Skatepark.**

Note: Although based on the Public Skatepark Development Guide when compiling this Options Appraisal the PTC working group elected to streamline the methodology scoring system and allocated a scoring range of 1 to 4 for each of the chosen criteria.

For more on the underlying methodology used in this Options Appraisal please visit <http://publicskateparkguide.org/advocacy/site-selection>

## **Public Skatepark Development Guide**

### **Site Selection**

The location of the skatepark is the most controversial part of skatepark development. It is also a major factor in the long-term success and health of the facility. For that reason, it's strongly recommended that you DO NOT discuss where the skatepark will go until after you have broad community awareness and support for the project. It is when you begin to discuss locations that the skatepark opponents will emerge and try to prevent or delay the project.

You must approach site selection conscientiously. A careless approach to recommending a site will activate the anti-skatepark members of your community and mire your progress in controversy. When an issue becomes controversial, your elected officials will lose their enthusiasm for the project, and all of your hard work will evaporate before your eyes. You can avoid a majority of this blow-back by approaching your site, or sites, using the same processes that other successful skateparks have used. Choosing a site for the skatepark is best approached by nominating a pool of possible locations and then prioritizing them based on their strengths and weaknesses. The end result is a list of best-to-worst candidate sites that the skatepark advisory committee can recommend to City Council and the Parks Board.

When you have your final site recommendation, you will be able to use this process as "proof" that you took a methodical and thoughtful approach to identifying the ideal site. When people want to challenge that site for unreasonable reasons, the selection criteria can be a powerful tool in defending your recommendation. A terrific response to people rejecting the ideal location—usually because they live across the street and find skateboarders distasteful—is an invitation for them to adjust the criteria that you used to assess each site. They may propose an alternate site that they feel is more appropriate, often some place far away, and you can indicate that their proposal would not score well on several qualities that your group is looking for. This is much better than simply letting them put the skatepark where it will have the least chance of success.

Those people in a community that don't want the skatepark should be the last people to decide where it will go.

### **Candidate Sites**

The easiest way to create a list of candidate sites is to start with those places that the core group feels would be most appropriate. You can do this during a core group meeting at your local skate shop or one of your homes. The question that should be put toward the group is simple: "Where should the skatepark go?" (Along with: "What other sites might be good?") You may even have a "perfect location"

in mind already. That's great! Hopefully this exercise will reinforce your impressions, but it also may reveal another location in the service area that's even better.

Write down every reasonable site you are aware of that seems intuitively good for a skatepark. Try not to get caught up in long discussions about the challenges associated with each location. (You will prioritize the sites in the next step.) Don't worry about excluding sites because they are near other sites that seem better. Include them all, even if they're next to each other.

Start with the public parks in your service area. Google Maps and your Parks and Recreation website are terrific resources for finding park space that you may have forgotten about. Very small towns may not have any parks. Large cities may have more parks than you can write down. You'll need to use your best judgment.

Don't overlook the undeveloped areas in the service area. Undeveloped tracts of land (often called "green belts,") may provide a viable skatepark site. If an undeveloped patch of land seems perfect for a skatepark but doesn't seem like a public park—and maybe seems more like just a chunk of land with nothing on it—go ahead and write it down. You can always remove it later.

Don't exclude any "perfect" locations because they seem too difficult. Unless you know that the perfect site is soon going to have a Walmart on it, you should go ahead and include it. Other people in your community are pushing for parks too, and it's hard to keep track of what places other people are talking about putting playgrounds, bike paths, baseball diamonds, and so on. It's best to throw the site on your list and sort it out later.

Skateparks don't need to be large, so even smaller plots can work for a skate spot. You don't need to know who owns the land or what plans may exist for it yet. Focus on places that seem like a skatepark could succeed there without too much work.

After you have a long list of candidate sites, choose the top 20 for your site prioritization exercise. (Keep the other sites as back-ups.) You may also conduct this exercise with a smaller number of candidate sites; adjust your rankings accordingly. When you have a good list of candidate sites, you can begin prioritizing them.

### **Prioritizing Sites**

You'll assess each of your top 20 sites based on 5 qualities. Each site will be ranked from 1 to 20 and the site or sites with the highest total scores should reveal themselves to be the most optimal sites. The four qualities are:

**Accessibility:** How accessible is it?

**Visibility:** How visible is it?

**Activity:** How active is it?

**Comfort:** How comfortable is it?

And three factors that often trump even an outstanding candidate site:

**Feasibility:** How practical would development be?

**Ownership:** Who owns it? (Can you even build anything on that property?)

**Projection:** What is planned for it (if anything)?

You, along with members of your core group, will do your best to fill in each space with a number between 20, being best, to 1 (or however many sites are listed), for the worst. A site may be best in one way and worst in another. A good way to manage this is to go through each characteristic and ask the group, “of these site candidates, which one is most accessible?” Then continue to identify the least accessible, and fill in the ones in the middle in the same way.

These seven characteristics should meet your needs, but you are welcome to add or remove any as you see fit. The first four, (Accessibility, Visibility, Activity, and Comfort), are critical for the skatepark’s long-term health. The latter three, (Feasibility, Ownership, and Projection), focus principally on the likelihood that a skatepark could be developed on that property.

### **Factor 1: Access**

A skatepark that is easy to get to will get used more often than one that is difficult to get to. The sole purpose of the skatepark is to attract skateboarders, and access is the most influential characteristic of a skatepark’s power to attract users.

Site access describes how easy that location is to get to. The distance between the location and where most people live is the main concern, but the location’s proximity to a main road, public transit, and shopping is also relevant.

Site by site, rank each of the 20 sites on your list in terms of how accessible it is. Keep these questions in mind while you rank the candidates.

*Can you walk there? Is it near a school or other places where teenagers and young adults often go? Is it on a bus line? Is it near someplace where lots of people go, like a shopping center? Are there any barriers near the site, such as freeways, train tracks, rivers, industrial centers, or steep hills? (Review section 1.4 for more information on environmental barriers.)*

You can rate each site based on your impressions of that location, but you may also take a more technical approach by measuring each site on traffic patterns and pedestrian activity. To do this, you’ll need research data that may or may not exist. You should contact your local Public Works or local Department of Transportation to see if these statistics are available.

The most accessible candidate site should be ranked 20, and the least accessible site ranked 1.

### **Factor 2: Visibility**

You may expect that visibility is important for skateparks because it will keep nuisance and delinquent behavior to a minimum. That is partially true, but visibility is important to protect the skateboarders from influences and activities that prefer remote, secluded environments. Visibility is also important because it will help elevate and expose skateboarding for what it is: a healthy, social, athletic activity. Skatepark visibility sends an important message to the youth that will use the facility and the broader public: skateboarders are people in our community that we are proud of. The skatepark buried in the secluded outfield of an unused baseball complex tells the skaters, and everyone else, that nobody wants to see the skateboarders. These skateparks frequently attract people that need a little seclusion to do what they’re interested in, and it’s not skating. Skateboarders sometimes refer to people that habitually hang out at a skatepark (but don’t skate) as “lurkers.” Lurkers can be a problem for the skatepark when they smoke marijuana or drink beer. All of that illicit activity is unfairly reflected on the skatepark and the skateboarders. Many communities that put their skateparks in remote, out of the way areas justified removing them just a few years later due to the nuisance activity it was attracting. This could easily have been prevented by putting the skatepark in a more visible location. The biggest victims in these situations are those skaters that worked for the skatepark. Don’t let this happen to yours!

Good visibility allows non-skating pedestrians and motorists to see the skatepark well before they directly encounter it. Visible locations also tend to be more social. Skateparks benefit from lots of unplanned social interaction. In this way, visibility doesn't just mean that one can literally see the skatepark from a distance but that people passing by can actually see into the park and talk to the skaters, if they choose. Being able to see the activities in an area helps people feel comfortable. Secluded or hard to see areas make people feel cautious and hesitant. Skateparks that are hard to see will be perceived as more suspicious than the same skatepark in a very visible location with lots of social interaction.

Like before, the most visible site would be scored 20 and the least visible site scored 1. When ranking each candidate site for its visibility, keep in mind the following questions:

*Does the site have a sidewalk adjacent to it? Can you clearly see into the skatepark from the nearest road? Is the nearest road a two-lane city street (and not a park loop or parking lot)? Would other attractions in the vicinity lead people by the skatepark? Can the site be seen and approached from two or more opposite directions?*

If you would like to take a more technical approach to ranking each site's relative visibility, you can measure the number of children and elderly people currently using each site. You can also measure what kinds of people are adjacent to the site in the early evening. (It's a poor location if an average person wouldn't feel comfortable walking around the site alone at night.)

### **Factor 3: Activity**

Visibility and activity are related qualities. They are both important, so measuring them separately helps emphasize the value of very visible, very active sites.

Activity is just what it suggests: the site has lots of stuff going on in and around it. The more people that come together to share a space, the healthier that space tends to be. In small towns, the most active social spaces tend to be downtown. There may even be a public square or park in the middle of town. These are excellent locations for skateparks because the broader public interacts with the skateboarders. It should be assumed that the skateboarding youth are capable of interacting with the broader public with courtesy.

The broader community will also benefit from the skatepark located in an active place. More people will be exposed to the skatepark, including non-skateboarding youth, and be provided an option of exploring that activity. Skateparks in remote, inactive spaces provide very little exposure to non-skaters and do nothing to demystify skateboarding.

Score the most active site with a 20, and the least active with a 1. When ranking each site according to its activity, keep in mind the following questions:

*How many different TYPES of activities occur there? (Not just how many people are in the area.)*

*Do people of both genders visit or use the space?*

*Does the location attract children?*

*Does the location attract the elderly?*

*Do people pass by or through the space while they're on their way to someplace else?*

*How many other attractions are in or near the site?*

*Are there paths, benches, water fountains, and so on?*

*Are there shopping opportunities nearby?*

An empirical approach to measuring the activity of a space can be found by looking at the site's surrounding land values. (Active social spaces have higher commercial value than remote, inactive spaces.) You can also measure relative health of a site by the health of its nearby businesses; locations with lots of closed retail businesses near it, (or no retail businesses at all), will be less active than those in thriving retail areas.

**Factor 4: Comfort (This Factor was not used in Petworth Town Council Options Appraisal).**

Just like everyone else, skateboarders enjoy comfortable recreational spaces. Comfort is important for the active park patrons and visitors alike. Spaces that are too hot, too cold, dirty, or unattractive will put people off. The less comfortable a place is, the fewer people will be attracted to it. Those that use it anyway won't stay as long as they might if the place were more comfortable.

Comfort is a measure of a site's ability to accommodate basic human biological and aesthetic needs.

Biological comfort questions might include:

*Does the site have access to a restroom?*

*Is there a water fountain?*

*Is there shade (in hot areas), or enough sun (in cooler areas)?*

*Are there places to sit and rest?*

*Does the space have access to a "safe place" nearby?*

*Is there clear separation between skating and vehicular areas?*

Aesthetic questions include:

*Can non-skaters approach the skating area without being "in the way"?*

*Does the space feature natural elements like trees, shrubs, and rocks? Is the space absent of devices that constrict access (like fences)?*

*Does the space have easy, secure places to leave a jacket, backpack, and bottled drink?*

As with the other characteristics, you will rank the most comfortable site with a 20 score and the least comfortable with a 1 score, then fill in the others as appropriate.

If you would like to quantify comfort for a site, you can look at police activity in the area, how "desirable" the neighborhood is considered by the broader community, environmental conditions, and degree by which nearby public facilities are maintained.

The following three factors measure the availability of the candidate site for skatepark development and have no significant impact on the skatepark's long-term health or operation. These are developmental factors that can be measured with a simple "yes/no" metric.

**Factor 5: Feasibility**

Some locations are simply more feasible than others. This is a "catch-all" category that can reflect extenuating circumstances. Feasibility may reflect positive or negative qualities about a site that simply don't fit elsewhere. Feasibility, and the other factors to follow, are optional. Some examples of feasibility include:

*Was the location recently the center of public controversy?*

*Is the public vocal about the property being used for active recreation?*

*Are the owner(s) of the property vocal opponents of skateboarders?*

*Are the owner(s) of the property prepared to donate the land for the skatepark?*

*Is the property likely to change ownership?*

*Would the site be prohibitively expensive to develop (wetlands, toxicity, etc.)?*

The most feasible sites should be scored “yes” and the least feasible sites scored “no.” If the site’s feasibility is unknown, simply leave it blank.

### **Factor 6: Ownership**

Knowing who owns the site you’re considering for a skatepark will have a major influence on the feasibility of the park being developed there. Some agencies are easy to work with and are prepared to facilitate the creation of the park, and have the resources for maintaining it when it’s open. Other agencies won’t be willing to even entertain the idea, and will quickly dismiss your proposal. Your group won’t want to spend its valuable time pursuing a site that isn’t feasible, so knowing who you may be dealing with can eliminate a lot of sites that seem optimal but really aren’t.

You may not be able to find who owns every property on your list. Start with the easy ones and investigate the difficult ones only if they seem especially appealing. The resources you have for discovering who owns a property are mostly on the web. If you live in a larger city, it may take several sources. If you live in a small town you may be able to find out who owns all the properties on your list from a single source.

You may already know who owns some of the properties on your list. For those you don’t, you can use Google Maps, Wikimapia.org, or any number of governmental websites. A good place to start is with your county assessor. A web search for “(your county) assessor” should provide some leads. If you live in a smaller town, your city clerk or county auditor should be able to help you out. You can contact your assessor via email or even in person.

Here are some of the typical landowners you might find in your town. Some agencies will be easier to work with than others. Properties marked with one star are traditionally difficult to work with, while those with three stars are usually easiest. There are exceptions to every rule, but this will give you an idea about what kind of work each property will require in pursuit of a skatepark.

City lands

City parks \*\*\* (best!)

School yards \*

Preservation areas (wetlands, habitat areas) \*

Some transportation beltways \*\*

Yards and green belts around governmental buildings \*\*

County lands

County parks \*\*\*

Undeveloped green space \*\*\*

Under major power lines \*

Dumps \*

State lands

Beaches \*\*  
State parks \*\*  
Federal lands  
Government installations \*  
National parks \*  
Nature preserves \*  
Forests \*  
Under bridges \*\*  
Green belts near highways \*\*  
Private lands (includes land owned by nonprofit organizations)  
Vacant lots \*\*  
Green belts next to railroad lines \*  
Parking lots \*\*  
Derelict or vacant plots \*\*  
Green belts around zoos, theme parks, fairgrounds \*\*  
Landscaped areas around stores and shopping centers \*\*

Your list of nominated sites should now show the name of the location and who owns it. Just because a plot of land looks empty doesn't mean that a skatepark can be immediately put there. It can be difficult to assess how appropriate a skatepark might be received by a property owner until you have an opportunity to discuss the project with them directly. If you're unsure whether the property is owned by an individual or agency that would be open to skatepark development, simply leave it blank. You can "pencil in" your "yes/no" impression of each site according to how well-received a skatepark project is likely to be to the property owner. You can revise your rankings for this, or any other, characteristic as new information is discovered.

### **Factor 7: Projection**

Every site on your list has a person, group, or company that either plans on doing something with it, or plans on making no changes to it. Their desire to keep it exactly the way it is (i.e., without a skatepark) is a real possibility. Other groups might be open to the idea. Knowing what their desires are for that property will tell you and your core group a lot about the chances they might seriously consider your proposal of a skatepark at their site.

Introducing a plan to build a skatepark in the exact spot where there are currently plans to develop something can be a problem. On the other hand, proposing a skatepark at a location where plans are being developed to create a recreational attraction is excellent. Keep your eyes on your local news for development opportunities. A solid opportunity might even be worth including a location that wasn't on the list.

“Projection” is the least important aspect of a candidate site. You should have a sense of whether the candidate site is appropriate for skatepark development. If it’s not, it probably didn’t make your list of candidates in the first place. Still, you may find a site that seems perfect in every way only to find out that there are big plans for that site. That doesn’t mean that a skatepark can’t be a part of those plans. It just means that the projection for that site might lead to complications.

Where to look for plans:

Local newspaper (and news website)

Town/City website

Contacts within your skatepark advisory group

Direct queries to the property owner

When you contact someone regarding a specific property, avoid mentioning a skatepark. (Skateparks can lead to all sorts of concerns, but “recreational attraction” is probably all they need to know at this point.) You are looking for what, if anything, is going to happen with that patch of land.

(To name and address) (date)

To Whom It May Concern, I am writing on behalf of a local community group in search of a location for an athletic attraction.

A location of interest is 1234 Main Street, a property that we believe you own or manage.

Are you at liberty to share what your intentions are for that parcel?

And do you feel that a public recreational attraction is something that might be worth considering for that space?

Thank you, *Joe Smith* (phone) (email)

When you look at your city website, search for “plans” and “community input.” These terms should each yield mostly irrelevant results. Look for results that are promoting upcoming public planning meetings. Parks planning meetings are particularly important and you should mark those on your SAC calendar in bold type.

Rank the sites with the best opportunity for a skatepark development with a “yes” and the site with the least opportunity with a “no,” and fill in the rest as appropriate. Like the other categories, you can revise your rankings later as new information is discovered.

### **Concluding the Exercise**

Add up all the scores for each of your 20 candidate sites. The site with the highest score should reinforce your intuition about that location.

Remember that you can revise your rankings at any time to correctly reflect new information as it arrives. The site-scoring worksheet should be considered a living document until the final site is approved.

The finished site-selection worksheet, and the logic behind it, is your best tool for defending your optimal location from people that don’t support the skatepark at that spot.



*Skaters for Public Skateparks is a non-profit skatepark advocacy organization, international in reach, accessible skateparks are available to all skateboarders, dedicated to providing the information necessary to ensure safe, rewarding, freely available access to skatepark facilities.*

The map shows Pound Street Car Park, Petworth. The potential siting of the skate park could be within the area indicated by the box below, subject to the considerations of design professionals and Planning officers.



Petworth  
Business  
Association

% 19 East Street, Petworth, West Sussex, GU28 0AB

Melanie Burgoyne  
Chichester District Council  
East Pallant House  
1 East Pallant  
Chichester  
West Sussex  
PO19 1TY.

17th December 2016

Dear Melanie,

In reply to your question regarding the Petworth Business Association's (PBA) view on losing spaces in Pound Street car park, please find my response on behalf of the PBA committee below.

If you ask a local business association if it is in favour of losing capacity from its primary visitor car park for any alternative use, the answer will of course be 'no'. The Pound Street car park is one of Petworth's most strategically important community assets, and commitments to preserving its capacity can be found in Chichester District Council's 2010-20 Car Parking Strategy, South Downs National Park's Preferred Options document, and as an emerging policy in Petworth Town Council's Neighbourhood Development Plan. There are extremely poor public transport links in Petworth so the local economy relies almost solely on parking spaces being available.

In relation to the proposed alternative use of these car parking spaces as a skateboard facility, I would make it clear that the PBA is absolutely in favour of better community facilities for Petworth including the long-anticipated skateboard park. PBA continues to play a proactive role in the community, with many business owners living in the town, so we do speak with a purely self-interested voice.

It is hard to understand why Pound Street car park is being considered for this facility over the unused spaces in Sylvia Beaufoy car park, and the reasons this alternative location has been dismissed by CDC members earlier this year remain a mystery to many in Petworth. Safety concerns were cited yet these could easily have been mitigated in working up to a planning application (as previously happened when members went on to approve the same site for the same purpose many years ago). It has been demonstrated that there is space available in the

unused disabled parking bays of Sylvia Beaufoy car park, so how can it possibly be preferable to lose existing capacity in the primary car park?

Unlike Sylvia Beaufoy car park, Pound Street car park is the primary place for visitors to park, and therefore plays a crucial role in supporting the economy of a small rural market town in a difficult era for high street retailing. While I'm sure there will be times when 11 car parking bays are found to be unoccupied, that doesn't answer two crucial points. Firstly at peak times the car park is full, so those peaks would in future yield 5-7% fewer car visits (and therefore spend) visits to the town depending on how you view permit holder usage.

Secondly, bearing in mind that the progressive plans afoot in Petworth (Neighbourhood Development Plan (NDP), Petworth Town Council Traffic Proposals, Petworth Vision plans) aim to make it a more thriving destination, I would expect the number of peak-capacity days to increase over time, compounding any loss of any car parking bays. Additionally the PTC working traffic proposals include plans to reduce the number of on-street parking spaces in the town centre (for very good reasons), which will add further pressure on the Pound Street car park.

I would therefore suggest that to favour Pound Street car park for a skateboard park facility over Sylvia Beaufoy car park would make no sense whatsoever in economic or town planning terms.

If the placement of a skateboard park is to take precedent over car parking spaces in Pound Street car park, I'm certain PBA would not want to deny this facility to the people of Petworth, however it is surely imperative that all alternative sites have been fully explored first. With a Neighbourhood Development Plan reaching draft stage in the next 3 months, I would suggest a more appropriate space could be designated for this project and delivered fairly quickly.

Only if it can be genuinely be demonstrated that the need for this facility is so immediate that it can't wait for the NDP, and that all other alternative site options have been exhausted, and that Petworth Town Council is unified in its desire to proceed, would PBA withdraw objection to this facility.

Your sincerely,

A handwritten signature in black ink, appearing to be 'AR', with a long horizontal line extending to the right.

Alex Rees  
Chairman  
Petworth Business Association