



CHICHESTER SOUTHERN GATEWAY

Masterplan

December 2017



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01 INTRODUCTION

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

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

A Key Gateway for the City

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

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

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

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





Fig 1 Artist's impression of the Southern Gateway

Masterplan Objectives

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

1. Making sure First Impressions Count

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

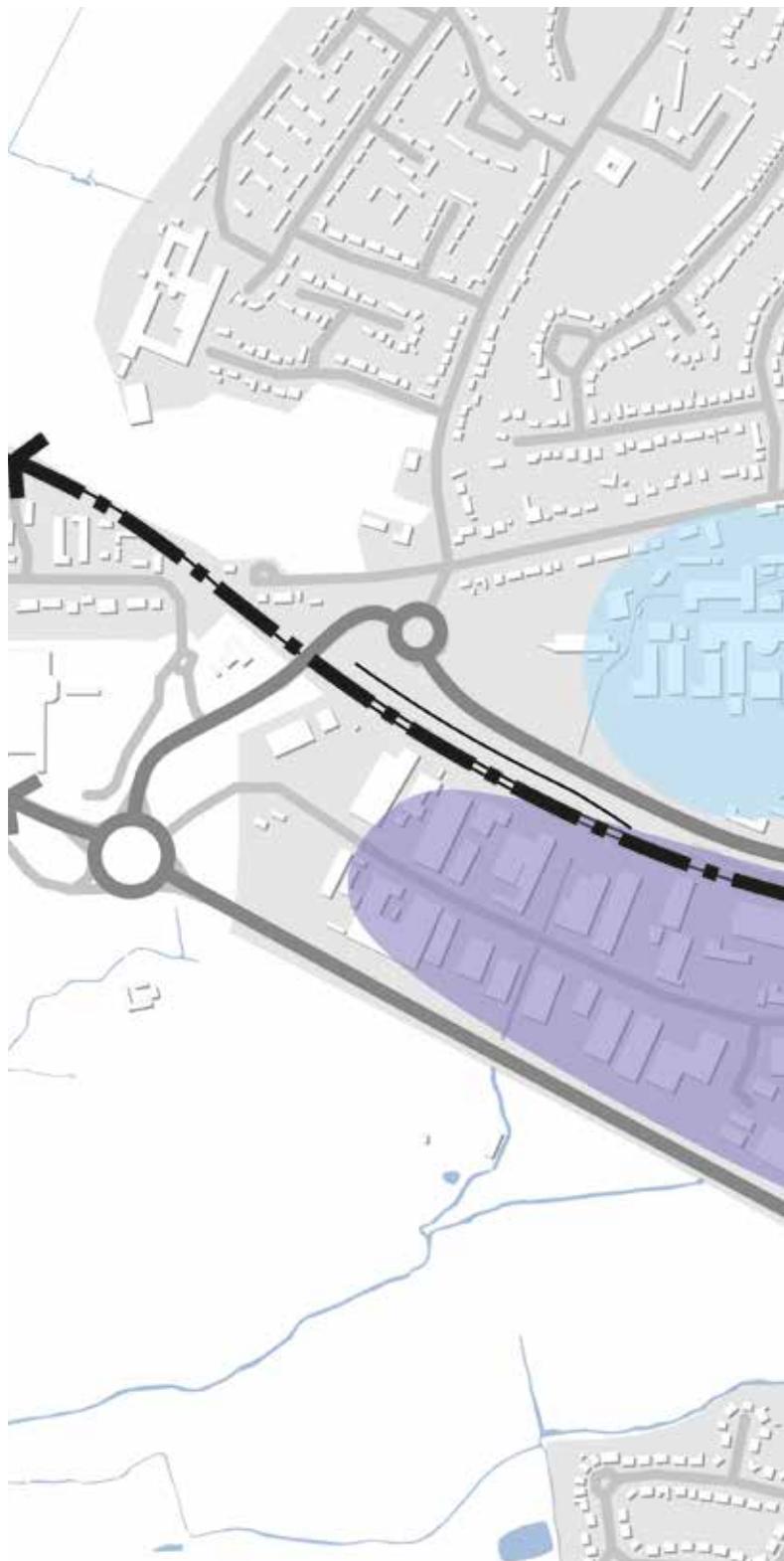
1.9 The masterplan proposes new land uses, enhanced streets and spaces, and better connectivity, particularly for sustainable modes of transport, providing opportunities to significantly improve the first impression of the city.

2. Reinforcing a Mix of City Uses

1.10 The masterplan aims to ensure that the basic structure of the Southern Gateway is effective, establishing development parcels capable of delivering a strong pattern of land uses and activities. The mix of uses are supported through improvements to transport and movement in and around the Southern Gateway.

1.11 The demand for mixed land uses informs the potential of the Southern Gateway, directing investment to form an underlying structure for this part of the city centre. In this way it will contribute towards making the Southern Gateway a more vibrant and attractive place and destination within Chichester.

1.12 Importantly, by identifying different sites that can accommodate a range of different land uses, new housing, business and employment as well as tourism and leisure opportunities, the masterplan helps support the economic prosperity of Chichester.



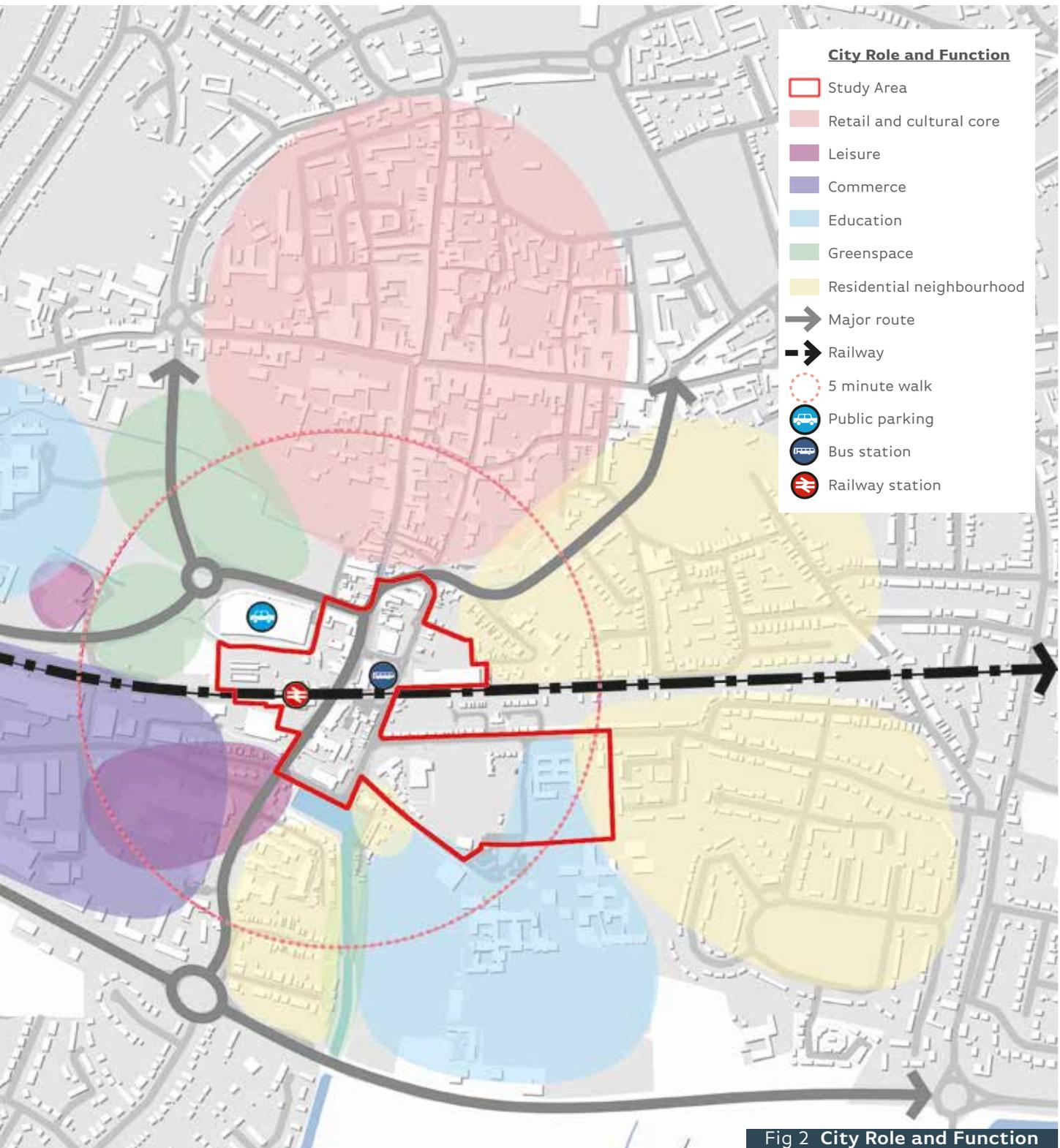


Fig 2 City Role and Function

3. Conserving and Enhancing the Historic Environment

1.13 Whilst twentieth century development south of the city walls has affected the survival of historic buildings, the Southern Gateway still contains a rich and varied historic environment. The majority of the area lies within the Chichester Conservation Area and retains both historic street layouts and a number of listed, locally listed, and other historic buildings of townscape value. It is also likely that archaeological deposits will be in existence, particularly associated with the alignment of the Roman roads and the Canal Basin.

1.14 The masterplan aims to ensure that development proposals not only conserve but enhance existing heritage assets and their wider setting. Conservation is an active process of maintenance and managing change utilising a flexible approach. This will include effective consideration of the potential presence of archaeological remains, as well as recognising potential views towards the Cathedral spire. Development within the Southern Gateway provides a unique opportunity to make a positive contribution to the city's unique character and distinctiveness.

4. Contributing Towards a Sustainable Movement Strategy

1.15 The masterplan aims to reinforce sustainable transport patterns through identifying enhancements to key streets and public spaces, particularly between the main city centre, the railway and bus stations and canal basin, as a means of improving the atmosphere and visual attractiveness of this key gateway to the city centre.

1.16 Enhancements to bus facilities and improvements to cycling and walking routes will be achieved through targeted interventions to the public realm. These draw together and link the various development opportunities identified within the masterplan. They also contribute towards providing opportunities for improving health and wellbeing through making it easier and more attractive to walk or cycle.



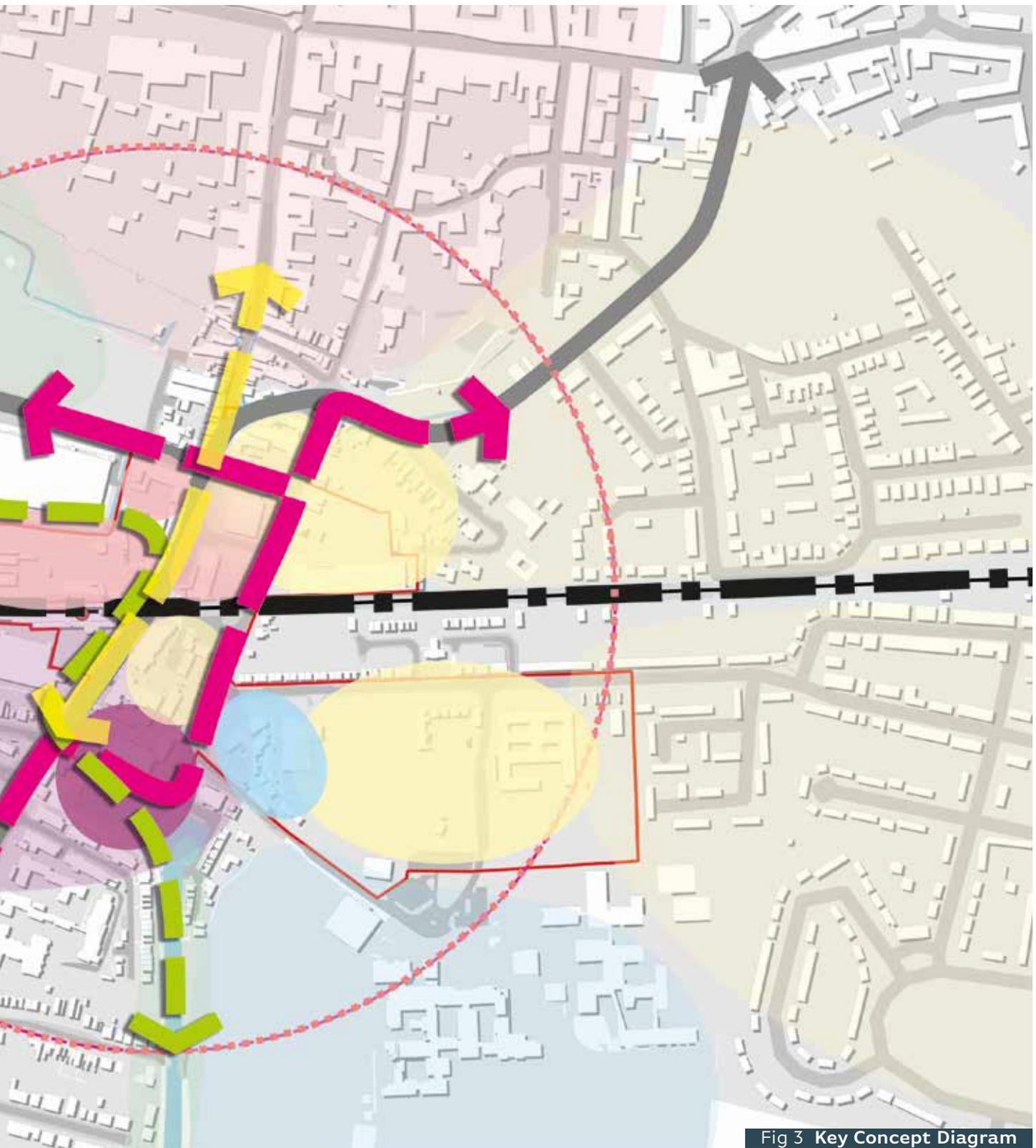


Fig 3 Key Concept Diagram

1.17 Alterations to the road layout enabling rerouting of traffic through and around the Southern Gateway have been explored, with a particular focus on supporting bus and rail passengers, pedestrians and cyclist while still allowing vehicular access.

1.18 Proposals set out within the masterplan relating to the public highway are underpinned by a separate Transport Appraisal undertaken by Peter Brett Associates. The Appraisal has considered proposals and options for the Southern Gateway within the context of the wider highway network, and is supported by Chichester District Council and West Sussex County Council. Further detail on the Appraisal is given in section 2.

5. Providing a Flexible Framework

1.19 It is important to recognise that the masterplan is a flexible document, and is not a blue-print for the Southern Gateway. Although six key opportunities are identified, the dynamic nature of city centres will mean that other opportunities will come forward in Chichester during the lifetime of the masterplan.

1.20 These proposals will be assessed on their own merits, having regard to guidance given in this masterplan, the Chichester Design Protocol, the contribution they make to the vitality and viability of the city centre as a whole, and the policies contained within the Local Plan.

1.21 Overall, the role of the masterplan is as a means of guiding development proposals, shaping public realm interventions, enhancing economic growth and diversity, and implementing the Vision for Chichester as well as local planning policy. It provides:

- A framework within which projects and proposals can be shaped and assessed, allowing for design innovation and flexibility to accommodate opportunities as they come forward; and
- An advocacy document that promotes the Southern Gateway as an investment opportunity clearly stating the Council's aspirations and delivery requirements so giving certainty to the market.

6. Achieving Design Quality

1.22 The masterplan strategy is also underpinned by a number of broad design considerations. These comprise:

1. Supporting a mixed use city environment
2. Creating a useable and attractive public realm
3. Establishing a clear hierarchy of streets and spaces
4. Improving access to public transport
5. Making it easy and attractive to walk and cycle
6. Fronting streets and spaces with clearly defined building lines
7. Introducing active frontages to bring activity into the area
8. Providing an appropriate setting for heritage assets including listed buildings and the Chichester conservation area

1.23 They complement the overall objectives and design principles set out within the Chichester Design Protocol. They also seek to improve links from the railway station to the city centre and between the various development sites. This has been underpinned by the Transport Appraisal.

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



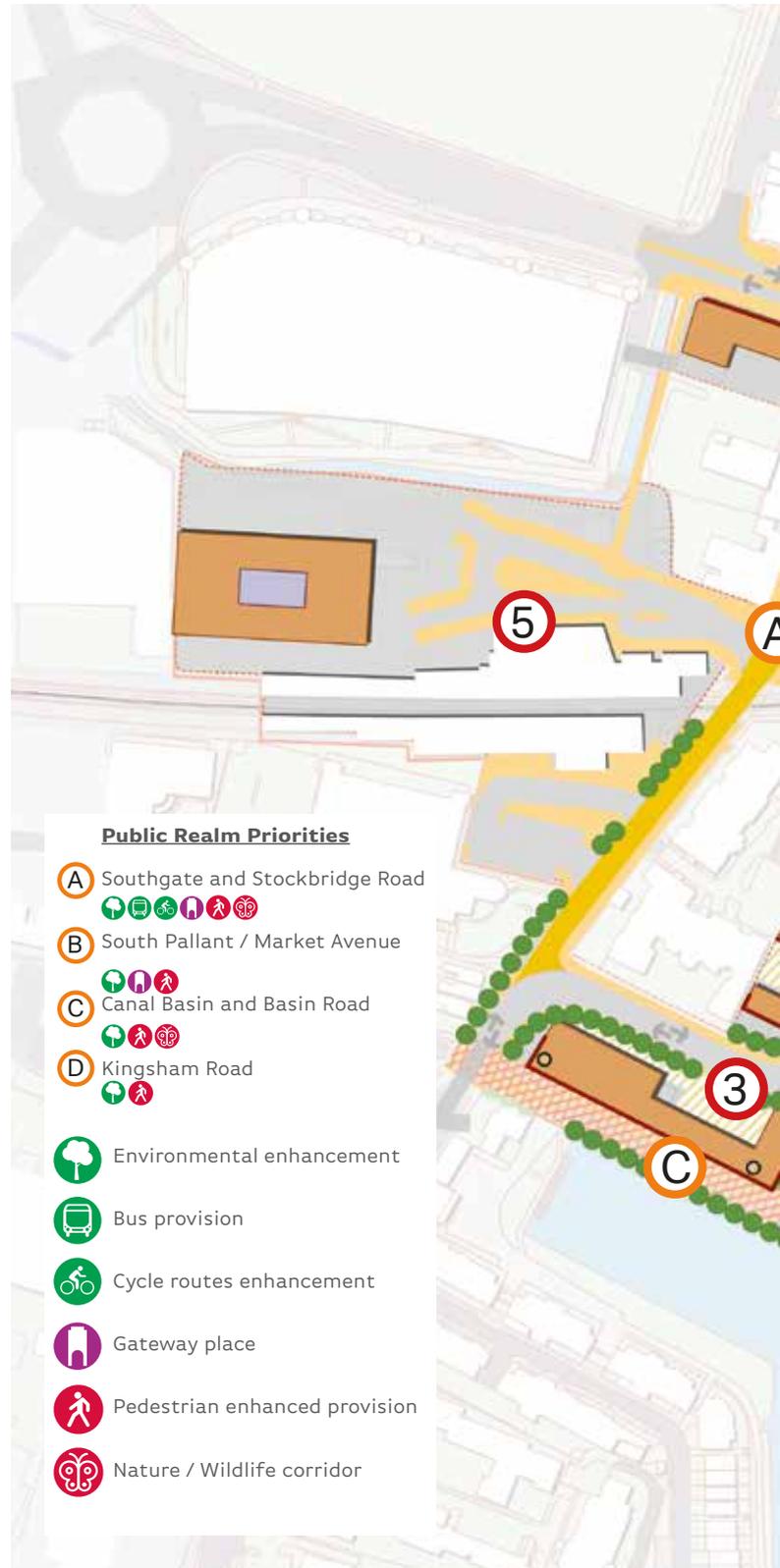
Development Opportunities: Accommodating Change

1.24 In order to help achieve the masterplan objectives six Development Opportunities are identified across Southern Gateway. The purpose of identifying the Development Opportunities is to assist in the delivery of the masterplan, accommodating change, renewing and upgrading infrastructure and the public realm, and reinforcing the vitality and viability of the wider city centre.

1.25 Together with four Public Realm Priorities the Development Opportunities provide the basis for projects that can be shaped and delivered within the Southern Gateway.

1.26 The Development Opportunities, which are described in detail in section 3 of the masterplan, comprise:

- One The Law Courts and the bus station.
- Two: Basin Road car park and the bus depot.
- Three: Royal Mail delivery office and depot.
- Four: Land at the Police Station and High School.
- Five: Land at Chichester Railway Station.
- Six: Government Offices.



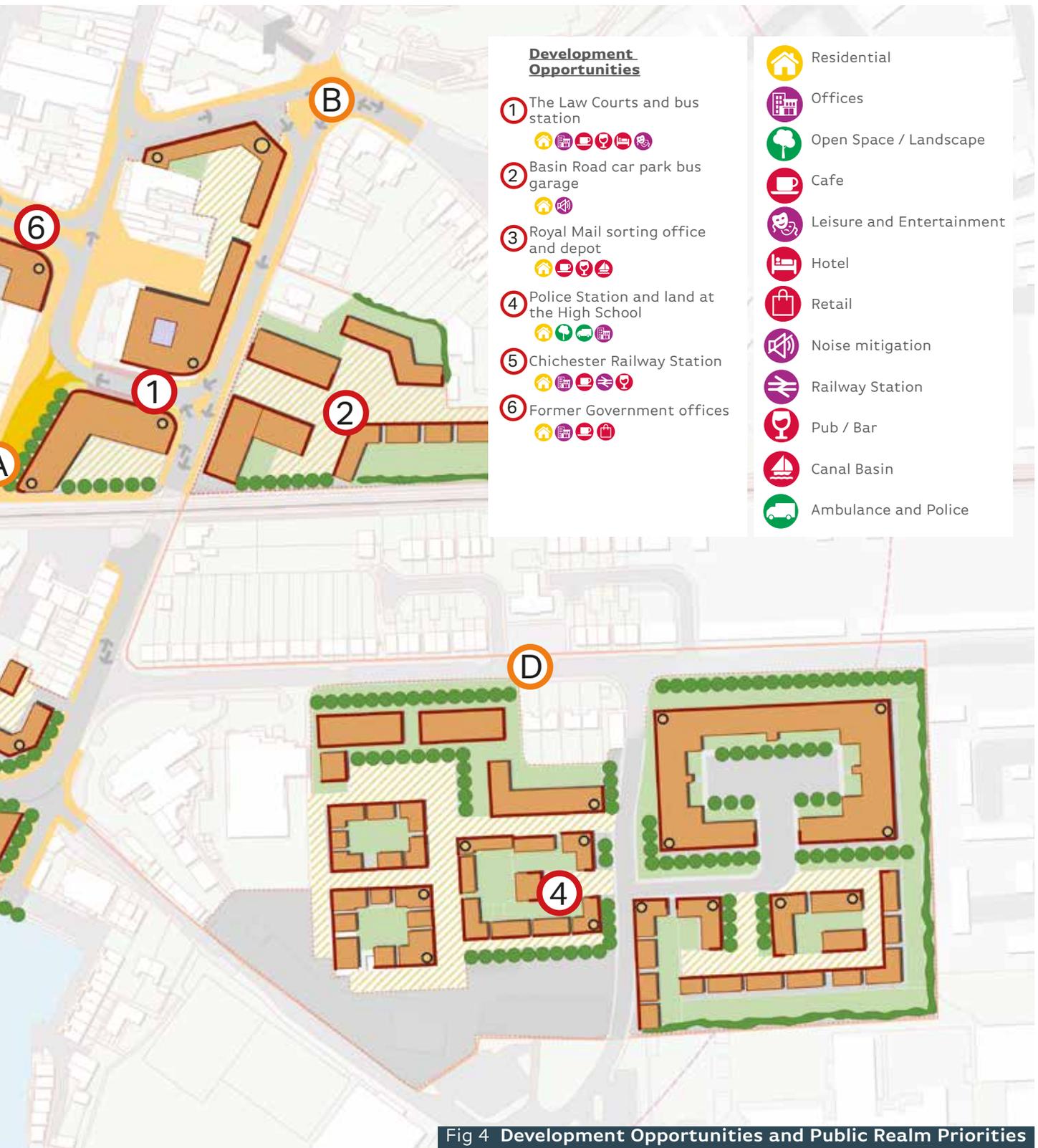


Fig 4 Development Opportunities and Public Realm Priorities

The Public Realm: Getting Around the Southern Gateway

1.27 The public realm comprises the streets, footpaths and open spaces of Chichester city centre which are contained by buildings and other structures. The design, quality and appearance of the public realm is an important component in defining the character of the city.

1.28 It also influences and shapes people's perceptions of place: well designed and cared for places are always more attractive than tired, run-down areas. This is particularly important for the Southern Gateway, a location where many people will gain their first impression of Chichester city centre when arriving by train or bus.

1.29 The public realm also has an important role to play in linking together the city centre both visually and physically, helping to make it easy for pedestrians to move around and visually distinguishing the wider city centre as well as more specific locations within it.

1.30 The quality of the streets and spaces is, in part, related to whether buildings are able to address them in a positive way. Through establishing a network of building frontages which are animated and active, the character of the street or space is enhanced.

1.31 Finally, enhancing the accessibility and usability of public transport in the city centre is also an important factor. The masterplan includes proposals for enhancing Southgate, the area around the railway station and improving connectivity around the Canal basin, Stockbridge Road and the leisure attractions at Chichester Gate.

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

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

1.33 The public realm priorities are underpinned by the need to achieve a better balance between different modes of transport, with a particular focus on public transport, walking and cycling. This includes rationalising space given over to the public highway, ensuring accessibility for all including those with mobility issues, and localised re-routing of traffic through the Southern Gateway.



Ensuring Design Quality

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

One. Local distinctiveness of the historic built environment

1.35 Careful consideration must be given to conserving and enhancing the character, appearance, setting and significance of key heritage assets that contribute much to the city's history and identity. The rich and varied historic environment of the masterplan area includes a number of listed and locally listed buildings and is recognised through the designation of the Chichester Conservation Area.

1.36 As identified in the Chichester Design Protocol, new development should "make appropriate use of local materials" (Design Principle vi), pp.10), where possible, and respond to the qualities which contribute to Chichester's local character, to knit together the historic built context, with "good innovative and imaginative design" (Chichester Design Principle vi), pp.10). These local qualities include development patterns, views, landmarks, and the scale and morphology of the historic urban rhythm and grain (Chichester Design Principles i) and ii), pp.10).

Two. Architectural design quality

1.37 In the masterplan area, the design of the built form must respect the unique characteristics of Chichester, particularly in relation to form, massing and scale, proportion, density and detailed design features, in accordance with the Chichester Design Protocol (Chichester Design Principle v), pp.10).

1.38 The image of place will be reinforced by built form, construction materials, decorative detailing, such as public art and even basic features such as windows and doorways (Chichester Design Protocol (2013) Design Principles v) and xii), pp.10). These features will also assist in making the area legible, familiar and distinctive. As a result, particular attention must be paid to the design and detailing of new development.

1.39 A palette of high quality materials will help to firmly establish the character and identity of the masterplan area, both in respect of the public realm and the built form of buildings and structures. A restrained palette of materials should be specified, including Greensand stone, clay bricks and roof tiles.

Three. Responding to views and vistas

1.40 There is considerable scope for the layout of new buildings to respond to important local views of key buildings and to guide visitors towards the city centre. As set out in the Chichester Design Protocol (Chichester design Principle i), pp.10), views are an important quality which contributes to local character. This can be achieved by creating viewing corridors down access routes or through gaps between buildings and landscape features.

1.41 It is important to consider how the urban environment is experienced as you move along a street, rather than as a static composition, as views can stimulate interest and contrast, which is what helps to make places distinctive. Important views should be used to structure the grain and disposition of development, particularly along Southgate and Basin Road, and from the Canal Basin itself. Careful regard must be had to preserving views towards Chichester Cathedral, particularly from the Canal Basin.

Four. Designing for a mixed use environment

1.42 A mix of uses will be encouraged across the masterplan area, in accordance with the Chichester Design Protocol (Chichester Design Principle iii), pp.10). Different uses will help to ensure that the spread of activity taking place within the city centre is extended to different times of the day or night. New residential development within the city centre will also provide a new local population that can help to support existing services and facilities. This will be focused on the sites of the Law Courts, Bus Depot and car park sites, and the Police Station and former High School.

1.43 In addition, the introduction of a wider mix of uses into the city centre has the benefit of informally 'policing' the area during the evenings and periods where shops and other businesses are closed. Increasing the actual and perceived surveillance of the city centre can play a role in crime prevention and reducing the fear of crime.

1.44 New development should be designed to be "adaptable to change to provide variety and choice... spaces and buildings should be flexible to adapt to evolving demands of its users, the economy and environment, maximising their value throughout their life", as set out in the Chichester Design Protocol (2013) (Chichester Design Principle xi), pp.10).

Five. Attractive and inclusive public realm

1.45 The Chichester Design Protocol promotes the creation of "legible, socially inclusive and accessible places that are easy to find your way around and brings people together to provide opportunities for interaction, physical activity and recreation" (Chichester Design Principle vii), pp.10).

1.46 In order that Chichester has a public realm of the highest quality six objectives will underpin the design approach to projects and proposals within the city centre:

1. Restoring street character. It is important to make sure streets are attractive to pedestrians and cyclists, useable and fronted by development rather than simply conduits for motor vehicles.
2. Simplifying layout and eliminate street clutter. Clear and effective designs make streets easier to use, and the removal of unnecessary signage, pedestrian guardrails and bollards enhance the visual appearance of the environment particularly in the city conservation area.
3. Providing pedestrian crossing points that reflect pedestrian desire lines and improve connectivity. This is a key objective and will make it easier to get around the Southern Gateway, the Canal Basin, Chichester Gate and the rest of the city centre.
4. Increasing street tree planting. Formal street tree planting can greatly enhance the appearance and character of an area. In particular the approaches to the city centre offer opportunities to introduce new planting, reinforcing existing stands of mature trees such as those along Stockbridge Road and around the Canal Basin. Aphid resistant varieties of lime should be specified (*Tilia x euchlora*) to prevent honeydew residue building up on paving surfaces beneath.
5. Specifying high quality street furniture and materials. This enables a consistent palette to be introduced to the Southern Gateway, distinguishing it as a point of arrival and an important location within the wider city centre.
6. Animating the public realm making it safe and well used. The Southern Gateway masterplan identifies those locations where active ground floor uses may be introduced to bring life onto the street through café and shop frontages and associated spill-out and display space.

1.47 These objectives will help tie the city centre together, significantly improving linkages between Southgate, the railway station and the Canal Basin.

Six. Accommodating sustainable access and movement

1.48 The masterplan area should be designed as a safe, accessible and integrated space to provide a permeable and interconnected street network, as provided by two of the Design Principles of the Chichester Design Protocol (Chichester Design Principles ix) and x), pp.10).

1.49 In addition, the configuration of the road layout should conserve and enhance the quality and character of the built and natural environment.

1.50 As part of new developments, parking should be located such that it does not detract from the pedestrian environment, with tree planting used to soften the appearance of parking areas.



Masterplan Preparation and Timescales

1.51 The masterplan has been produced in four main project stages:

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

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

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

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

02 MASTERPLAN CONTEXT AND ANALYSIS

The Chichester Context

2.1 With a population of approximately 26,000 people, the Cathedral City of Chichester is renowned for its historic character and heritage, its wide range of shopping, leisure and entertainment provision, and as the largest centre of employment in the District. Chichester equally has a reputation as a university city and centre of excellence for the arts. In particular, Chichester Festival Theatre is one of the country's flagship regional theatres, whilst the Pallant House Gallery houses one of the best collections of 20th century British art.

2.2 In terms of location, Chichester is situated within the south-western part of West Sussex, close to the border with Hampshire, and approximately five miles from the English Channel to the south. The chalk hills of the South Downs National Park lie to the north of Chichester, and provides the source of the River Lavant which runs through the city and, alongside the Chichester canal, connects the city to Chichester Harbour Area of Outstanding Natural Beauty to the south west.

2.3 Chichester is located on the confluence of east-west and north-south Roman roads, and the city centre retains a largely historic street pattern with a large number of historic buildings. The A27 road bypasses around the southern extent of the city and connects Chichester to Worthing and Brighton to the east, and Portsmouth and Southampton to the west (via the M27). Chichester railway station, on the West Coastway Line, has regular services to Brighton, London Victoria via Gatwick Airport, Littlehampton, Portsmouth and Southampton.

2.4 Chichester District Council's Local Plan Key Policies provide the overarching policy framework that will shape the future of Chichester Local Plan area to 2029 in terms of the strategic provision of jobs, employment, housing, community facilities and ensuring that new development is well designed and accompanied by the necessary infrastructure.

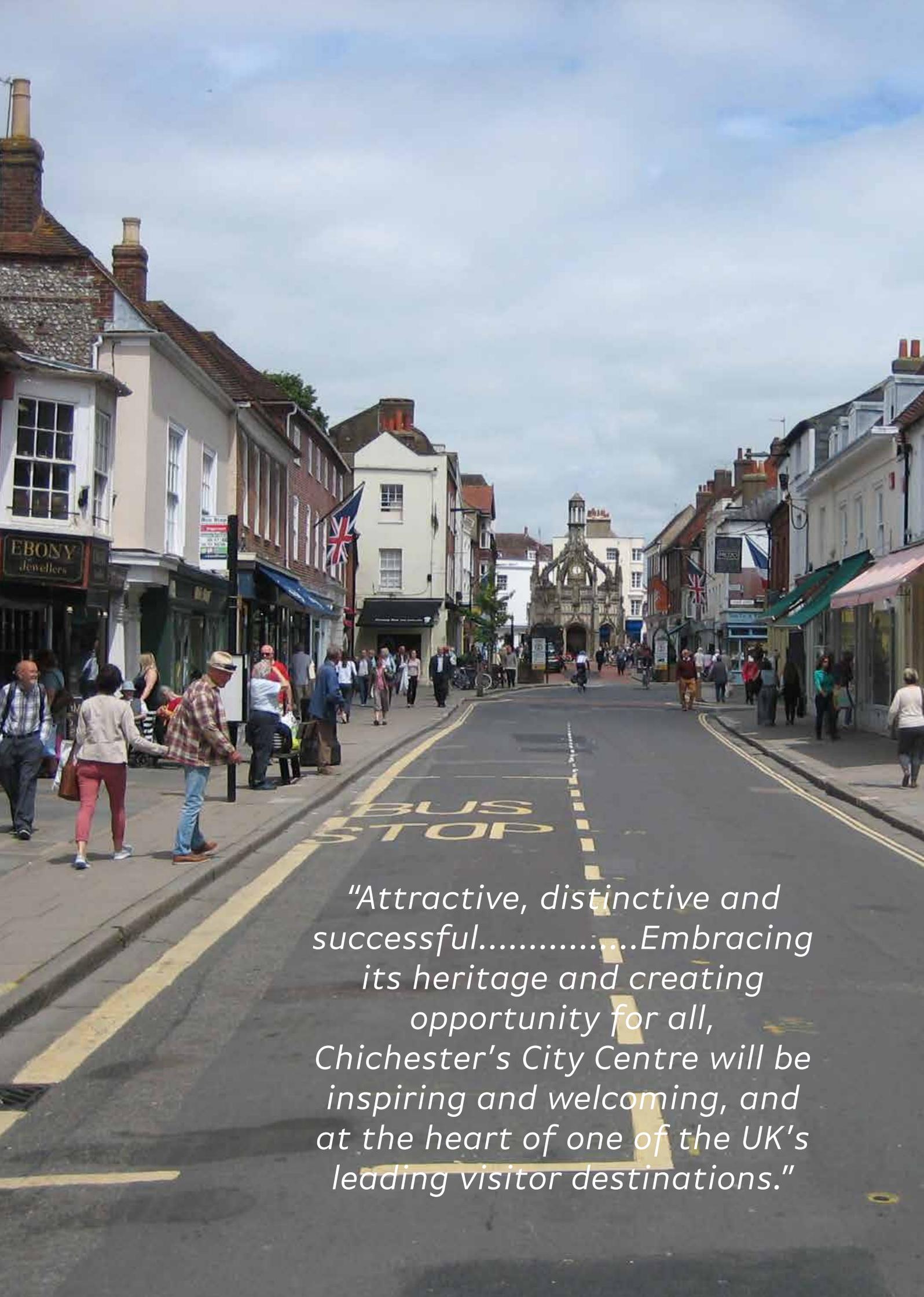
2.5 In addition, a new strategic Vision specifically focusing on the function and future of Chichester City Centre over the next 20 years has been produced. The Vision has been prepared by Chichester District Council in association with partners of the Chichester Vision Group made up of key stakeholders representing business, community, education, transport and tourism interests in the city.

2.6 The Vision is for Chichester city centre to be:

*"Attractive, distinctive and successful.....
.....Embracing its heritage and creating opportunity for all, Chichester's City Centre will be inspiring and welcoming, and at the heart of one of the UK's leading visitor destinations."*

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

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



"Attractive, distinctive and successful.....Embracing its heritage and creating opportunity for all, Chichester's City Centre will be inspiring and welcoming, and at the heart of one of the UK's leading visitor destinations."

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

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

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

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

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



Planning Policy Framework

2.12 The masterplan was prepared in order to support and help implement policies set out within the Chichester Local Plan Key Policies 2014-2029, which was adopted in July 2015. The masterplan was prepared to enable it to be adopted as a supplementary planning document (SPD) thereby forming part of the statutory planning policy framework for Chichester.

2.13 It has replaced the Southern Gateway Supplementary Planning Guidance document that was adopted in 2001 and covered 12 sites within the Southern Gateway area of Chichester. Some of these sites have subsequently been redeveloped, whilst this latest Masterplan includes a number of additional sites (such as the Magistrates Court and Crown Court) not previously included within the 2001 supplementary planning guidance

2.14 Much work has already been undertaken by the Council to establish a robust and supporting policy framework for the city centre. This provides a strong basis from which to take forward the projects and proposals identified in the masterplan.



Chichester Local Plan Key Policies 2014-2029

2.15 The Local Plan recognises that Chichester city is the main focus for new development within the plan area. The city represents the key employment, commercial and residential centre and the most accessible location in the plan area and offers the widest range of services and facilities.

2.16 In particular, Policy 10 'Chichester City Development Principles' highlights that new development, infrastructure and facilities will be planned for Chichester city that enhance the city's role as a sub-regional centre and visitor destination, contribute to meeting local needs, and conserve and enhance the city's historic character and heritage. The policy is clear that this will include provision for development and proposals that:

- Support and strengthen the vitality and viability of the city centre and its role as a shopping/visitor destination and a place to live;
- Support and enhance the city's existing heritage, arts and cultural facilities;
- Enhance the city's existing entertainment and leisure offer, including the 'evening economy';
- Provide or contribute towards improved facilities for education, health and other social and community uses;
- Enhance the character and distinctiveness of the city's local neighbourhoods;
- Provide or contribute towards an enhanced network of green infrastructure;
- Support and promote improved access to the city and sustainable modes of travel in accordance with the transport strategy for the city; and
- Enhance the public realm, especially within the city centre and key routes in and out of the city.

2.17 Policy 10 additionally requires all development to not only have special regard to the city's historic character and heritage, but to additionally make a positive contribution to the city's unique character and distinctiveness.

2.18 The supporting text to Policy 10 also specifically highlights the potential for redevelopment across a range of sites within the Southern Gateway area of the city.

Chichester Conservation Area Character Appraisal 2005 (and 2016 revisions)

2.19 The Chichester Conservation Area extends over most of Masterplan area, falling within Area 6 (Southgate, Chichester College and the Canal Basin). A review of the conservation area has resulted in changes to the conservation area boundary to include the Police Station and the Royal Mail sorting office site.

2.20 The appraisal document recognises that Southgate is an important entrance into Chichester, and that the area contains important views to the Cathedral, but equally notes that the historic street plan and buildings have been largely lost as a result of the introduction of the railway, twentieth and twenty-first century development and road building.

West Sussex Joint Minerals Local Plan (Submission Draft 2017)

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

2.22 Development proposals will also need to take account of the Chichester Railway Sidings, which is safeguarded by Policy M10 of the draft West Sussex Joint Minerals Local Plan.

Understanding the Southern Gateway

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

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

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

Background Documents

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

Topic	Key Statistic	Policy Objectives and Data Sources
Population	<ul style="list-style-type: none"> • 26,795 population of Chichester City in 2011, increase from 23,731 in 2001. • 32.2% of population are 15-44 age range, below national average of 40.5%. • 24.4% of population are over 65 years' old • 6266 students - Highest student population in West Sussex. Grown by 27.5% (2001 to 2011) 	<p>Chichester City will further develop its role as a sub-regional centre (Local Plan 2014-2029)</p> <p>Need for working age people over the longer term to achieve sustainable economic growth (Economic Strategy 2013- 2019)</p> <p>Need to enable older population to lead healthy, active and independent lifestyles (Local Plan 2014-2029)</p> <p>Universities and colleges to be supported to find new ways of identifying and responding to local businesses and community skills needs (Economic Strategy 2013- 2019)</p>
Economy	<ul style="list-style-type: none"> • 66,000 jobs in Chichester District in 2011 • 3,200 - projected growth in labour force over period 2011-29 • 160,000sqm - requirement for business floorspace. • 86% of businesses in Chichester District employ 0 – 9 people 	<p>Need for right business accommodation in the right locations (Economic Strategy 2013- 2019)</p> <p>Need for the provision of a wider range of local employment opportunities (Local Plan 2014-2029, Economic Strategy 2013- 2019, Community Strategy 2016-2021)</p>
Tourism	<ul style="list-style-type: none"> • 892,000 staying trips in Chichester district in 2009 92% by domestic visitors and 8% overseas visitors. • 346 hotel rooms in 2009 	<p>Need to support and promote a high quality tourism and visitor economy (Local Plan 2014-2029, Economic Strategy 2013- 2019, Destination Management Plan) Aspiration to improve visitor accommodation (Chichester Vision)</p>
Housing	<ul style="list-style-type: none"> • £349,134 - average house price in Chichester (Land Registry) • 11,287 new dwellings - potential for development between 2014-2029 	<p>Ensure provision of new homes of the right quality, location, type, size and tenure (Local Plan 2014-2029)</p> <p>Need to maximise the supply of local homes to meet the needs of local people (Housing Strategy)</p>
Heritage	<ul style="list-style-type: none"> • Over 200 scheduled ancient monuments, 3,300 Listed Buildings, 85 conservation areas within Chichester District. • Within the Southern Gateway, Grade II listed buildings at N^os. 36–42 Southgate and the former Railway Arms and N^os. 64, 66, 68 and 70 Basin Road. as well as four locally listed buildings, including the police station, bus station and courts buildings. 	<p>Need to conserve and enhance the distinctive character, quality and importance of the historic environment (Local Plan 2014-2029, Chichester Conservation Area Character Appraisal (as updated), Chichester Historic Environment Record)</p>
Transport	<ul style="list-style-type: none"> • 7.8% of Chichester City residents cycle to work, highest level in county). 	<p>Aspiration to encourage greater use of public transport, cycling and walking to help reduce the need to travel by car and improve access to jobs, homes and services (Local Plan 2014-2029, Community Strategy 2016-2021, West Sussex Transport Plan 2011-2026b(WSCC) Walking and Cycling Strategy 2016-2026 (WSCC))</p>

Physical Character and Function

2.26 The Southern Gateway area sits immediately to the south of the historic walled core of Chichester, and, with the presence of the railway and bus station represents a major point of arrival into Chichester. Large footprint institutional, commercial and transport uses predominate within the area, and represent significant potential for redevelopment on a substantial scale.

2.27 The Southern Gateway area has largely developed from the late eighteenth century onwards around the historic route from the south of the city. Further development in this area was stimulated by the arrival of industrial modes of transport to the city in the form of the Chichester canal and the railway.

2.28 The Southgate and Basin Road axial routes through the Masterplan area are of varying dates. Southgate is thought to be medieval in date, and does not follow what is believed to be the exact course of the Roman route into the town from the south. Basin Road originated in the nineteenth century to connect the newly established canal basin to the city.

2.29 There are likely to be the presence of archaeological remains across the Masterplan area, ranging from prehistoric to Roman and post-medieval remains. These will need to be carefully considered, including, where relevant, appropriate further assessment and evaluation. Development within the Southern Gateway will also need to have regard to the setting and local views of Chichester Cathedral which dominates the skyline from a number of viewpoints.

2.30 The public realm within the Masterplan area is generally of a poorer quality in comparison with other locations in the city centre, with street clutter, few spaces to sit and relax, and areas of space with no clear role or function. The environment is dominated by the busy road network which makes road crossing difficult in places.

2.31 In addition, the public realm does not always provide an attractive route for pedestrians into the city centre from the station. Pavements are narrow in places and there is a lack of a cohesive approach to the public realm in terms of materials and signage. However, there is scope for considerable improvement to the public realm and pedestrian environment, with wide areas of pavement located adjacent to the Crown Court.

2.32 Improvements to the quality and character of the public realm in the Southern Gateway, improving accessibility particularly for pedestrians and cyclists, form a key part of the masterplan and the supporting Transport Appraisal.



Fig 5 Southern Gateway Strengths

Southern Gateway Strengths

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



Environmental issues

2.33 The River Lavant runs from north-east to south-west through Chichester city centre, adjacent to the northern and north-western boundaries of the Masterplan area, before it discharges to Fishbourne Channel in Chichester Harbour. The river is a heavily modified watercourse, partly as a result of the River Lavant Flood Relief Scheme (2003) which was designed to reduce the risk of flooding in Chichester and the surrounding areas with the provision of sluice gates and additional storage pits to the east of Chichester.

2.34 Whilst the River Lavant is an open channel for much of its course, it is contained within two long culverts beneath the city, including to the north of the Southern Gateway area.

2.35 Environment Agency flood maps indicate that the majority of the area south of Kingsham Road lies within an area of high risk of fluvial flooding (Flood Zone 3). An area at medium risk of fluvial flooding (Flood Zone 2) has been identified along Stockbridge Road, the railway line (east of the station), and Canal Wharf (and Canal Basin). These identified flood zones do not follow the route of the River Lavant (which is culverted further to the north), but correlate to a local low-lying topography and likely overland flood flow route should a flooding event occur.

2.36 The potential provision of new residential uses (and other 'more vulnerable' developments) within the Kingsham Road area especially will require effective measures to mitigate against the effects of flooding.

2.37 In terms of open space, each development opportunity will be expected to demonstrate how open space requirements will be met within each individual location. This should take into account the need to balance the requirements of residents who will be living there against the recognition that these are sustainable, central Chichester locations.

2.38 Where full on-site provision of open space is not possible, development should provide options for alternative provision, including through financial contributions, as set out in Policy 54 of the adopted Chichester Local Plan.

Wastewater Treatment Capacity

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

Local Property Market

2.40 Chichester has a strong local profile as a tourist and visitor destination and a robust property market. The residential market is characterised by high values compared to other nearby centres, such as Havant and Portsmouth, but with a comparatively low supply of affordable housing.

2.41 As a destination Chichester is differentiated from other centres by its more specialist and high quality retail offer, a good selection of restaurants, its unique environment and its visitor attractions. These include the cathedral, historic buildings and townscape, the nationally renowned theatre that attracts major performances, and its nearby harbour and beaches. This means it competes strongly and effectively with other centres in the area.

2.42 The station is in relatively close proximity to the city centre, but provides something of a contrast in terms of its built environment. It therefore represents a significant opportunity to create a new quarter that better complements the city whilst providing a mix of uses that addresses local needs and demands.

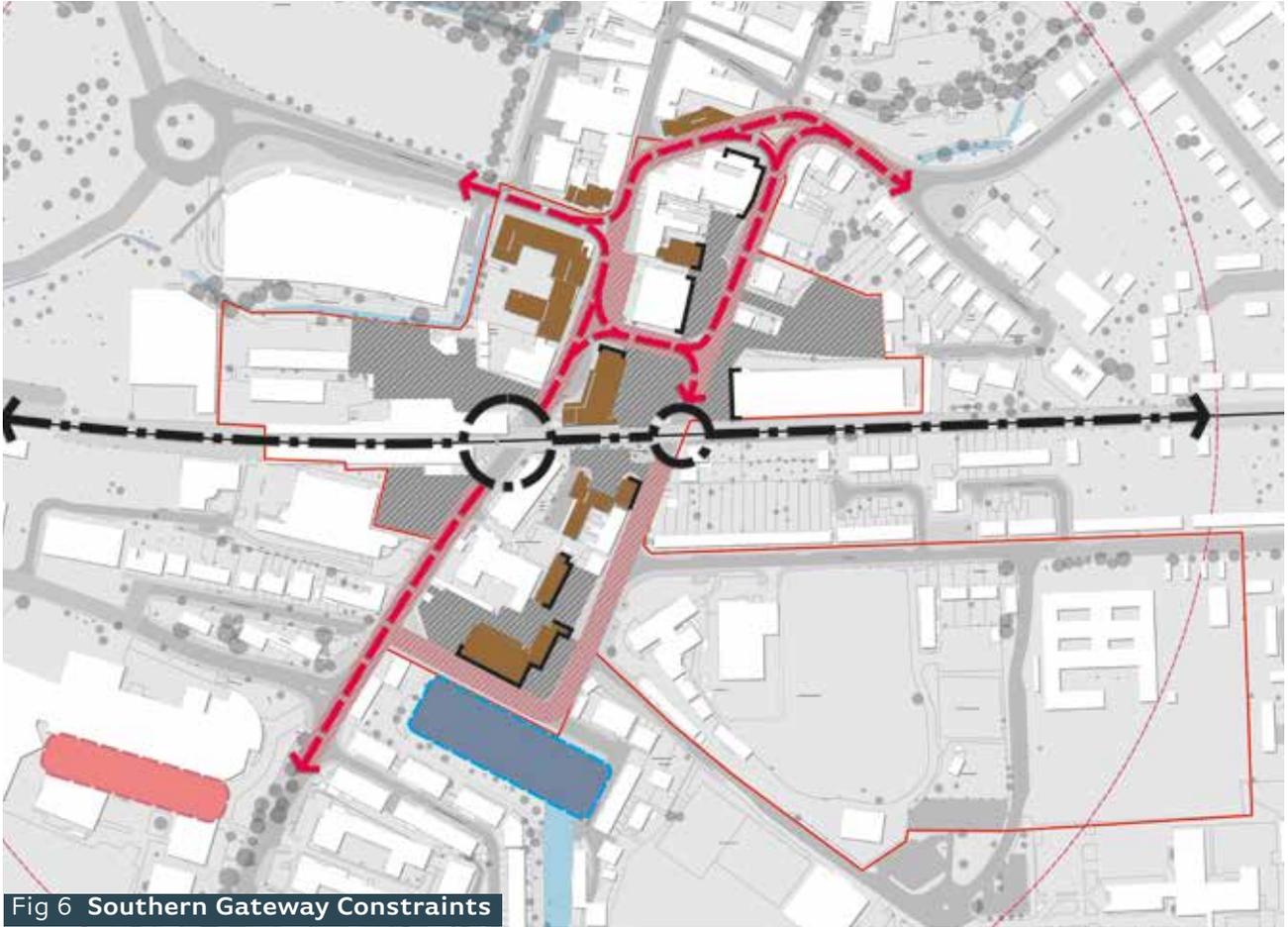


Fig 6 Southern Gateway Constraints



Southern Gateway Constraints

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

Housing

2.43 Chichester is considered a desirable place to live, and has a strong housing market with high values in comparison to the immediately surrounding areas. Modern high quality properties on the market can command values seldom experienced outside of London and the home counties. The masterplan provides an opportunity to increase supply in the Southern Gateway through identifying suitable sites for redevelopment.

2.44 High housing prices are not matched by local wages meaning that Chichester is one of the most challenging markets in the UK for local workers to buy a home. Demand and supply are skewed towards the larger, more expensive properties.

2.45 The majority of residential properties advertised sell within 3 months of coming onto the market, with circa 25% selling within a month. Only 15% are on the market for more than 6 months. This indicates strong demand.

2.46 The lack of affordability is an issue, and the inability to either settle or remain in Chichester represents a threat to the availability of a local skilled workforce. This supports the principle of the introduction of discounted products which improve affordability, in line with the District Council's Local Plan approach to provide 30% of all new homes as affordable homes, including the provision of a range of dwelling sizes.

2.47 As with many locations an ageing population means there is demand for suitable properties for people wishing to downsize, as well as requirements for care accommodation.

2.48 A student population within Chichester also places pressure on the provision of student housing and accommodation.

Starter Homes

2.49 The Housing and Planning Act 2016 confirmed the promotion of starter homes as part of the overall affordable housing provision of any new residential development. As yet no regulations are in place determining the basis on or extent to which they will be provided.

2.50 The Starter Homes initiative aims to help to meet the housing needs of first time buyers by providing homes at minimum 20% discount on market value. The inclusion of starter homes as part of the proposed residential mix for Chichester Southern Gateway would blend well with the proposed mix of commercial uses, and support the local economy. The potential availability of up-front funding may also assist in unlocking the land through supporting acquisitions.



Leisure market

2.51 Chichester has a strong representation in quality restaurant provision, but its night-time economy is under-developed as recognised in the Economic Strategy for Chichester District. The city centre is constrained in meeting the needs of the food and beverage trade aimed at the younger population by the lack of suitable available space and the historic nature of many of the buildings.

2.52 The Southern Gateway offers an opportunity to build on the existing leisure development, and to create a focus for evening activity, with strong pedestrian links to the established restaurants in the city centre. In particular this could aim to appeal to a younger demographic which is currently underrepresented.

Hotels

2.53 The provincial hotel market has seen significant growth from 2012 to 2015, which is predicted by market commentators such as accountants and business advisors BDO (Hotel Britain Report 2016) and PricewaterhouseCoopers (UK Hotels Forecast 2016) to slow but continue. The need for additional hotel accommodation has been long established in Chichester with identified need and demand for high end boutique hotel accommodation, and additional better quality budget rooms.

2.54 The recession has impacted on delivery, but with strong recovery in recent years there is now a more positive prospect of securing interest for a new hotel with good links to the city centre and surrounding areas. A location close to the station would be suitable, and would add positively to the developing leisure focus along Stockbridge Road.



Small offices

2.55 One of the stated objectives of the Chichester Business Improvement District is to develop Chichester as a more welcoming and inclusive City and key place to do business. Both the Council and the BID have identified a need to provide support for independent businesses. A review of the market indicates that there is little modern high quality flexible office space on the market in Chichester.

2.56 As a university town, and with a high performing further education college, there are clear prospects for local entrepreneurial growth. Land around the station would offer an ideal well connected location for the development of such space in the future, as part of the Southern Gateway opportunity. This would complement the recently completed Enterprise Centre and the Glenmore Business Park which provide business accommodation elsewhere in the city.

Access and Movement

2.57 The Southern Gateway is a major point of arrival to the city, with the location of both the railway and bus stations, and the key north-south route of Stockbridge Road which links the city centre via the railway station (and level crossing) with the A27 dual carriageway to the south.

2.58 The Southern Gateway area is dominated by the gyratory system at Southgate and Basin Road (encompassing both the Crown and Magistrates Courts) which receives significant traffic from both the A286 (Avenue de Chartres and Market Avenue) to the north west and Stockbridge Road to the south, as well as from adjacent residential areas. The Southgate section of the gyratory widens to three lanes of traffic.

2.59 Basin Road additionally connects the gyratory via the railway level crossing to the canal basin at Canal Wharf, and also provides a link to Kingsham Road to the east. Kingsham Road is more residential in character, but does provide a through route to south eastern Chichester and the B2145 radial route.

2.60 The gyratory also operates as a key hub for all bus services in Chichester. These radiate from the bus station and utilise a range of routes via Avenue de Chartres, South Street, and Market Avenue. Bus services connect both local areas and destinations as far afield as Brighton to the east, Portsmouth to the west, Midhurst to the north and Selsey and The Witterings to the south.

2.61 One of the key issues in the Southern Gateway area relates to the congestion caused during the operation of the Stockbridge Road and Basin Road level crossings. Depending on timetabled services this can result in delays particularly during peak morning and late afternoon periods, but also at other times during the day and evening.

2.62 Network Rail policy is to seek to close level crossings where practicable across the rail network and where there are substantial safety concerns. However, the crossings in Chichester are not identified as priorities as part of that policy, particularly in safety terms. Consideration has been given to the level crossings as part of the analysis undertaken for the Southern Gateway masterplan and the supporting Transport Appraisal.

2.63 Proposals within the masterplan seek to enhance the Southern Gateway including improving accessibility for sustainable transport, particularly for pedestrians, cyclists and public transport users, and raising the quality and appearance of the public realm. Central to this will be the need to optimise access into and around the Southern Gateway for people with disabilities and mobility difficulties. This could be achieved by addressing issues such as dropped kerbs, street 'clutter', surfacing, and ensuring easy access to shops and businesses. Proposals to improve the public realm should also refer to Sport England's Active Design Guidance (2015) which promotes the creation of environments to enable individuals and communities to lead active and healthy lifestyles.



Southern Gateway Transport Appraisal

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

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

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

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

2.66 The key observations from the initial review revealed that:

- The primary vehicular movement is East-West from Avenue de Chartres to Market Avenue via Southgate Gyratory in both AM and PM peak periods.
- PIC data analysis has shown that most accidents involve pedestrians and cyclists mostly centred around the Avenue de Chartres and Southgate junction, although the data does not highlight an existing highway safety concern.

- The primary pedestrian movement is North-South between the Railway Station towards the City Centre via the Avenue de Chartres pedestrian crossing.
- Significant queues form during the PM peak along Stockbridge Road and lead to congestion around Southgate Gyratory back to Market Avenue which significantly reduces movement.
- During busy periods when the Stockbridge level crossing is closed, uncontrolled pedestrian movement between the Bus to Railway station has been observed.
- Stockbridge Road is the preferred vehicular route south across the railway. This could potentially be due to the Canal Wharf and Stockbridge Road junction sometimes taking a significant time to exit.
- There are a number of Grade II Listed Buildings located on either side of Southgate, and the façade of the Crown Court is locally listed. This constrains options for reconfiguring the highway.

2.67 Key outcomes from the traffic survey data show that the highest demand for movement across the Southern Gateway was east/west across the gyratory and not north/south across the railway lines. In addition, the majority of pedestrian and cycle movements were observed to be north/south along South Street and Stockbridge Road.

2.68 On the basis of the review and analysis concept transport options were devised and tested with the aim of addressing the four key design aims and principles that underpin the Appraisal, as set out above.

2.69 The options were also designed to prioritise pedestrians, cyclists, public transport operators and specialist services vehicles (emergency services for example) over and above other motor vehicles. This is taken from the road user hierarchy set out in *'Manual for Streets'* published in 2007 by the Department for Transport.

2.70 The work on transport options also took account of emerging work on the Southern Gateway Masterplan, particularly the mix of potential land uses on the key Development Opportunity sites, as well as the difference between traffic generated by existing land uses in the Southern Gateway and proposed land uses.

2.71 Through a process of assessment and testing, including modelling work across the wider highway network across Chichester in close collaboration with West Sussex County Council as highway authority, a preferred approach has been identified.

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

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

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

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

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



Fig 7 Southern Gateway Transport Approach

Considering Alternatives

2.77 Proposals within the masterplan seek to enhance the Southern Gateway including improving accessibility, particularly for pedestrians, cyclists and public transport users, and raising the quality and appearance of the public realm.

2.78 One of the key issues in the Southern Gateway area relates to the congestion caused during the operation of the Stockbridge Road and Basin Road level crossings. Depending on timetabled services this can result in delays particularly during peak morning and late afternoon periods, but also at other times during the day and evening.

2.79 Network Rail policy is to seek to close level crossings where practicable across the rail network and where there are substantial safety concerns. The crossings in Chichester are not identified as priorities as part of that policy, particularly in safety terms. The closure of both crossings would also effectively sever road connections to the south of the city and is not therefore practicable.



2.80 Alternatives to the level crossing might comprise, but are not limited to:

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

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

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

2.81 Following careful assessment neither are considered technically feasible, financially viable or deliverable and have not therefore been considered further as part of the masterplan.

03 DEVELOPMENT OPPORTUNITIES

A Comprehensive Approach

3.1 In order to deliver the overall masterplan strategy, enhancing the character and appearance of the area, and strengthening the range and mix of uses that are present, the Council will seek a comprehensive approach to development across the Southern Gateway. The masterplan has identified a number of Development Opportunities that together will deliver the step change necessary in order to improve the Southern Gateway. The Development Opportunities will also contribute to delivering the Public Realm Priorities also identified within the masterplan.

3.2 As part of the assessment of proposals coming forward, the Council will consider how they contribute towards the wider, overarching regeneration of the area. Where possible, the Council will also work proactively with landowners and stakeholders to bring forward the development opportunities to best achieve the wider aims of the masterplan and to consider issues around deliverability and viability. Opportunistic or piecemeal development that does not comply with the aims of the masterplan will be discouraged.

3.3 Six key Development Opportunities have been identified within the Southern Gateway. The guidance aims to establish a strong framework within which development proposals can be shaped and ultimately assessed. The Development Opportunities have been identified having regard to known sites that are available, and following discussions between the Council, landowners and other stakeholders.

3.4 It is important to note that should other sites come forward within the Southern Gateway that have not at this stage been identified they will be assessed having regard to the contribution they make to the overall masterplan strategy for the area.

3.5 The masterplan is not intended to provide detailed advice in relation to building design, but rather form a basis from which proposals can be drawn up by landowners and development partners.

3.6 The guidance will also be important in giving certainty to the development industry over what is expected within the Southern Gateway, and will also help to deliver the aspirations for Chichester as articulated through the Chichester Vision.





Fig 8 Development Opportunities

3.7 In describing each of the Development Opportunities reference is made to the following:

Potential Development Capacity: this provides an indication of the potential quantum of different uses that may be accommodated on each site.

Development Aspirations: this sets out the rationale, form and type of development that could be brought forward on the site.

Mix of Uses: indicates the mix of different city centre uses that could be accommodated flexibly on the site.

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

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

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

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

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

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







1. The Law Courts and Bus Station



3.8 Chichester Crown Court and Chichester Magistrates Court are both located on the prominent gyratory 'island' formed by the one-way traffic system of Southgate - Market Avenue - Basin Road. The law courts are situated in the northern section of the Masterplan area, just to the south of the city walls and the core city centre accessed via Southgate. The gyratory island also contains a terrace of three-storey Grade II Listed Buildings which face onto Southgate.

3.9 Both the Crown Court and Magistrates Court are locally listed. The Crown Court was designed in 1940 and has a well-proportioned façade that fronts Southgate and exhibits both art deco and eastern influences. There is a significant width of pavement to the front of the Crown Court on Southgate. A large single storey extension is located to the north, accessed via a glazed walkway. It does not form part of the local listing.

3.10 The Magistrates Court is a more modern building that fronts onto Market Avenue to the north, and was designed by local architect Geoffrey Claridge of Stanley Roth & Partners.

3.11 Principal vehicular access to both law courts is from Basin Road to the east. The Crown Court has a larger area of car parking of approximately 25 spaces located on this eastern frontage.

3.12 Chichester Bus Station is situated to the immediate south of the law courts. It faces Chichester railway station to the west of Southgate, and is bounded by the Basin Road-Southgate gyratory to the north, Basin Road to the east, and the railway line to the south. Developed in the mid-1960s, the two-storey Bus Station building contains retail and café uses on the Southgate frontage with offices above.

3.13 The majority of the bus station site is hardstanding used for the manoeuvring and parking of buses. There is an existing footpath that runs along the southern edge of the site adjacent to the railway line.

Development Aspirations

3.14 As a prominent and visible location in the city a carefully considered design-led approach to redevelopment will be required for the Law Courts and Bus Station. This will need to reinforce integration and linkages between the Southern Gateway and the historic city centre core to the north, and provide a strong and attractive built form of a quality appropriate to its location. In particular, the Bus Station site offers potential for clearly articulating that the Southern Gateway is a place of arrival, either through a carefully designed statement building or through usage of public art to help create a sense of place.

3.15 A mix of city centre uses should be accommodated that reinforce the character of this part of Chichester. This could include a new hotel to support the visitor and tourism offer in the city, with café, bar, restaurant uses at ground floor uses to support the evening and night time economy particularly along Southgate. An arts or entertainment venue could also be suitable, particularly for reusing the Crown Court, subject to consideration of development viability.

3.16 There is also potential for residential uses to be accommodated at upper floors. This could be in the form of student accommodation, residential care, affordable or starter homes, or market housing in the form of apartments. In addition, community health facilities could also be accommodated to meet need in a central and accessible location.

3.17 The Crown Court and Magistrates Court are locally listed. They were designed and constructed for a particular role and function. Conversion to accommodate new uses may be feasible although internal spaces and construction may not readily lend themselves to this. Consideration should also be given to partial or comprehensive redevelopment to make maximum use of this key site. This could include the retention of the façade of the Crown Court recognising that this is the most distinctive and notable part of the building.

3.18 Sensitive consideration should also be given to how development proposals relate to the terrace of Grade II Listed Buildings which face onto Southgate, and additionally the setting of the City walls to the north. Proposals will be required to conserve and preferably enhance these heritage assets and their settings.

3.19 Key to bringing forward development of the Law Courts and Bus Station will be consideration of the highways approach set out in section 2. This will provide a significant opportunity for a wholesale, integrated improvement to the public realm setting, particularly along Southgate, Market Avenue and Basin Road.

Potential Development Capacity

3.20 In terms of potential development capacity it is considered that Development Opportunity One could accommodate around 50 apartments, an 80 bedroom hotel and around 3,500 square metres of mixed commercial space at ground floor.



Key Design and Development Considerations

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

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

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

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

Storey Heights: Proposals should have regard to the prevailing height of development in the locality with particular regard to the adjoining listed buildings on Southgate. Three storey development is considered appropriate to the northern parts of the site, rising to four on the south and opposite the railway station.

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

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

Implementation Issues

3.21 The Law Courts part of the site is owned by the Ministry of Justice although this will be transferred to the Homes and Communities Agency. The Bus Station site is largely within the single ownership of Chichester District Council (excluding surrounding highway land) over which Stagecoach have a lease.

3.22 Development should be brought forward as part of a comprehensive scheme. Development is likely to be a short to medium term opportunity and will be subject to ongoing discussions with the Ministry of Justice and also with Stagecoach regarding the necessary relocation of existing operations.

3.23 Regard must be had to the setting of the Grade II Listed Buildings fronting Southgate, as well as the overarching Conservation Area which covers the site.

3.24 Any proposed demolition of locally listed buildings would need to be fully justified within the context of wider regeneration benefits for the city centre. An appropriately high quality design response would be required for any replacement buildings.

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

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





2. Bus Depot, & Basin Road Car Park



3.27 The Bus Depot site faces onto Basin Road, and consists of a garage building which runs alongside the railway line to the south, together with associated car parking. The Bus Depot was built in the mid 1950's and is locally listed. It is considered to represent a good example of a thin pre-stressed concrete roof which provides a distinctive clear span and unobstructed floor space beneath.

3.28 The Basin Road Car Park is located immediately to the north of the Bus Depot, on the eastern frontage of Basin Road. The car park site also includes 45 Basin Road. The inclusion of this site is required to deliver the more comprehensive overarching redevelopment of the site as envisaged by the masterplan.

Development Aspirations

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

Potential Development Capacity

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

Key Design and Development Considerations

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

Access Points and Entrances: The key access point will be maintained from Basin Road.

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

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

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

Implementation Issues

3.31 The site is largely within the single ownership of Chichester District Council over which Stagecoach have a lease. The Basin Road car park is owned and operated by Chichester District Council.

3.32 Redevelopment will need to be undertaken within the context of wider highway alterations and technical considerations particularly relating to Basin Road and the Southgate Gyratory. This would enable the provision of more pedestrian friendly public realm and more efficient transport movement through the area.

3.33 The redevelopment of any existing public car parking will be within the context of a wider assessment of car parking within the city.

3.34 The retention of the locally listed Bus Depot is unlikely due to its current scale, size and configuration making it unsuitable for a viable and commercially deliverable new use. Redevelopment proposals will need to demonstrate that substantial public benefits will outweigh the loss through, for example, design of a sufficiently high quality which makes a strong contribution to the character of the Southern Gateway.

3.35 Development will need to address the issue of railway noise from the railway line located along the southern boundary of the site.

3.36 Development will need to positively respond to the existence of the overarching Chichester Conservation Area which covers the site. Consideration will also need to be given to the likely existence of archaeological remains within the site, and the need to ensure that any potential archaeological remains are recorded and conserved as appropriate.

3.37 As a result of the existing use for bus storage and maintenance there is potential for contamination on site, and therefore a likely requirement for remediation works.

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

3.39 These sites are likely to provide a medium term opportunity subject to discussions with Stagecoach, the necessary relocation of existing operations, and highway design and capacity considerations.





3. Royal Mail Delivery Office and Depot



3.40 The Royal Mail site represents a significant development opportunity within the Southern Gateway area. The site is bounded by Canal Wharf to the south, Basin Road to the east, and Stockbridge Road to the west. The site overlooks the Canal Basin to the south, but currently does not connect or integrate with the canal basin in a positive way.

3.41 The development site is largely used as a delivery office with ancillary van maintenance, vehicular parking and storage uses. It is currently a low density site, consisting largely of single storey offices and garaging and hardstanding with a two storey building located on the corner of Canal Wharf and Basin Road.

3.42 To the north-eastern part of the site facing Basin Road consists of two-storey terraced and semi-detached houses, including two Grade II listed properties. These houses adjoin the 'City Business Centre' containing a range of small businesses within a two-storey building with car parking adjacent to the railway line.

3.43 Immediately adjacent to the west of the Royal Mail site is the Brampton Court residential development consisting of mainly three storey properties accessed from Stockbridge Road.



Development Aspirations

3.44 The Royal Mail site represents significant development potential overlooking the canal basin to the south. There is scope for comprehensive and well-designed mixed-use redevelopment, with a café/bar/restaurant focus facing onto the Canal Basin, and residential uses above with further residential or small scale office and business uses fronting onto Basin Road to the east.

3.45 Alternatively, a further option could include provision of a high quality head-quarters type office scheme on the site with the aim of attracting potential occupiers to relocate to Chichester. Such a development could include active ground floor uses overlooking the Canal Basin such as a café, restaurant and foyer space.

3.46 The potential removal of through vehicular traffic along Canal Wharf adjacent to the canal basin, together with the provision of a new east-west route to connect Basin Road to Stockbridge Road further to the north, would provide a significant opportunity for public realm enhancement on the area facing the canal basin. This should include new public open space adjoining Canal Wharf with spill-out space and outdoor seating area, structured tree planting, together with the potential inclusion of public art.

3.47 Vehicular access will need to be maintained to the public house and Canal Trust on the western side of the Canal Basin. This could be achieved through careful detailing of the public realm, limiting vehicle speeds and providing a coordinated surface treatment and shared space along Canal Wharf.

Potential Development Capacity

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

Key Design and Development Considerations

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

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

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

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

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

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

Implementation Issues

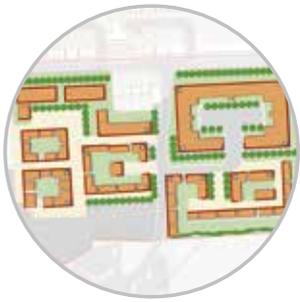
3.49 This site is likely to provide a short to medium term opportunity subject to discussions with the Royal Mail, and the relocation of existing operations.

3.50 There will be the need to assess the impact of the highway network for the relocation of Basin Road away from Canal Wharf, and its impact on the wider network. Viability issues around relocation of the road will also need to be carefully considered and assessed.

3.51 As a result of the existing use for vehicular storage and maintenance there is potential for contamination on site, and the potential to undertake some remediation works.

3.52 Future development will need to respect views to the Cathedral from across the Canal Basin. Consideration will also need to be given to the likely existence of archaeology remains within the site.

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



4. Land at the Police Station and High School



3.54 Chichester Police Station is located on a prominent frontage facing onto the Basin Road-Kingsham Road junction in the south-east of the Southern Gateway area. The development site excludes the recent constructed custody suite on Kingsham Road, but does include ancillary buildings, hardstanding and parking to the south of the police station, as well as a significant area of green open space to the east facing Kingsham Road.

3.55 Further buildings and hard standing lie to the east of this open space, adjacent to the north-south school access road. The main police station building on Basin Road has been identified as contributing to the character of the conservation area, although its frontage is dominated by car parking.

3.56 The former High School site is located further to the east adjacent and opposite to residential areas along Kingsham Road to the north, and Martlet Close to the east. These surrounding residential areas are low density and suburban in character. The school buildings are currently vacant, and consist of a largely single-storey pitched roof building. The southern section of the former school site contains an all-weather sports pitch.

Development Aspirations

3.57 The site provides significant opportunity for redevelopment of the majority of the combined site and the provision of a new residential quarter, that provides a range of housing types and sizes. In addition, part of the site fronting Kingsham Road is allocated within the emerging Local Plan documents as being suitable for employment use. Redevelopment should provide a strong design character that creates a sense of place and celebrates the local vernacular of Chichester.

3.58 The operational policing functions, including the recently constructed custody suite are to be retained on site, together with continued ambulance access and improved parking and facilities. The former Chichester High School for Boys site is currently vacant and available for redevelopment.

3.59 Whilst there is no recent history of flooding on this site, the Environment Agency's flood maps indicate that the majority of the area south of Kingsham Road lies within an area of high risk of fluvial flooding (Flood Zone 3). The potential provision of new residential uses on this site will require effective measures to mitigate against the effects of flooding. In particular, the flood storage capacity of this site should not be decreased as a result of new development.

3.60 There is therefore significant opportunity to integrate the control and mitigation of flood risk seamlessly into the overall design that successfully achieves the goals of place-making and sustainable design. The use of exemplary landscaping and the provision of open space and planting of native vegetation, together with the inclusion of flood attenuation area, innovative paving treatments and other sustainable urban drainage systems should all be integrated within the overarching masterplanning design of the site.

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

Potential Development Capacity

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

Key Design and Development Considerations

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

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

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

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

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

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

Implementation Issues

3.63 The provision of new residential uses (and other 'more vulnerable' developments) will be subject to a sequential test as part of a Flood Risk Assessment, and require effective measures to mitigate against the potential effects of flooding. Although in private ownership, new development will need to integrate the provision of open space and landscaping to not only mitigate against flooding, but to also balance the loss of existing (private) open space on the site.

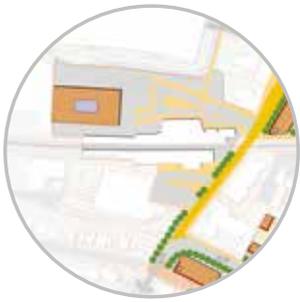
3.64 Redevelopment of the site will need to take into account the retention and consolidation of police and ambulance functions, as well as the relocation of the all-weather sports surface in order to expand the potential of the site.

3.65 Continued access through the site from Kingsham Road to the Chichester High School campus, associated facilities and existing housing to the south will need to be maintained as part of the site layout.

3.66 There is a significant group of trees along the Kingsham Road frontage which contribute to the street scene and should be retained.

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

3.68 This site is likely to represent a short to medium term opportunity due to investigations relating to flood management, negotiations with the Environment Agency, and accommodating operational requirements of existing land owners (Sussex Police and the High School).



5. Land at Chichester Railway Station



3.69 Land at Chichester Railway Station represents a key public transport interchange within the masterplan area. The site currently consists of the station itself and associated parking and circulation space, as well as a taxi rank. The north western part of the site contains commercial units including a restaurant. The railway station was built in the late 1950's and is locally listed, and represents a good example of 'Festival of Britain' architecture. The station can be accessed via separate entrances located to both the north and south of the railway line.

3.70 Along the northern boundary of the railway station site is the River Lavant and a prominent line of trees together with a cycleway/pedestrian footpath linking the station to Westgate Leisure Centre and Chichester College. To the north of the river is the award winning multi-storey car park built in the 1990s and accessed from the roundabout at Avenue de Chartres. Further to the west of the site and adjacent to the railway line is an area of land used as minerals storage space.

3.71 Immediately adjacent to the south of the railway line is a further area of car parking together with an additional taxi rank. Recent environmental improvements have been undertaken by West Sussex County Council working with Network Rail to improve the forecourt area to the principal station entrances. This has improved the appearance and usability of the area for passengers.

Development Aspirations

3.72 The site provides an opportunity for carefully considered infill and redevelopment subject to maintaining the operational requirements of Network Rail and the train operating company (TOC). Options could include apartments or student accommodation, commercial floor space at ground floor, and additional car parking. This could be accommodated to the north of the existing station buildings making more efficient use of existing surface car parking.

3.73 Opportunities to enhance pedestrian, cycle and public transport accessibility around the station are also an important aspiration. This could contribute towards improving the operational needs of Network Rail and the TOC, making the station easier to access for passengers. It would also facilitate easier interchange with bus stands on Southgate and Stockbridge Road as part of wider transport improvements and the closure and redevelopment of the bus station.

3.74 There is a significant opportunity to improve the character and attractiveness of the River Lavant corridor along the northern edge of the site which will be an important design and layout consideration.



Key Design and Development Considerations

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

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

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

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

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

Implementation Issues

3.75 This development site is likely to offer a medium to longer term opportunity due to site constraints as a result of ongoing operational requirements. It is crucial that Network Rail are involved in discussions. Operational requirements of Network Rail and the TOC must be fully considered and accommodated as part of any development projects going forward.

3.76 The potential creation of a new access into the station from the Avenue de Chartres roundabout would need to take into account the location of the River Lavant and additionally ensure the retention of the existing and well-used pedestrian and cycle route.

3.77 The provision of residential use on the site would need to take into account the issue of railway noise from the railway line located along the southern section of the site.

3.78 Only the eastern part of the site, including the railway station building, is covered by the Chichester Conservation Area. Development will need to positively respond to the existence of the conservation area. Consideration will also need to be given to the potential existence of archaeological remains within the site, and the need to ensure that any potential archaeological remains are recorded and conserved as appropriate.

3.79 Development of the site will need to effectively integrate with related public realm priorities and improvements along Southgate and Stockbridge Road.

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



6. Government Offices



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

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

Development Aspirations

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

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

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

Potential Development Capacity

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

Key Design and Development Considerations

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

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

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

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

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

Parking: vehicular parking will continue to be provided to the rear of the building, accessed to the west from Avenue de Chartres. This area of parking is currently also utilised by offices fronting Southgate to the south of the site.

Implementation Issues

3.87 This site is likely to represent a longer term opportunity subject to discussions with the current owners, leasing arrangements and redevelopment costs.

3.88 Development will need to positively respond to the existence of the overarching Chichester Conservation Area which covers the site, and the need to better incorporate the development into the built fabric and adjacent (and opposite) listed buildings on Southgate/South Street. Consideration will also need to be given to the likely existence of archaeological remains within the site and the need to ensure that any potential archaeological remains are recorded and conserved as appropriate.

3.89 Redevelopment should also ensure that there are no negative impacts on the River Lavant located along the western boundary of the site.

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



04 PUBLIC REALM PRIORITIES

Improving Accessibility

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

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

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

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

4.3 The preferred approach is summarised as follows:

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

4.4 This approach will deliver benefits in terms of pedestrian, cycle and public transport accessibility, particularly around the station and along Stockbridge Road, Southgate and South Street. It will also reprioritise traffic movements along Basin Road, away from Canal Wharf, to allow for significant enhancements to the public realm.



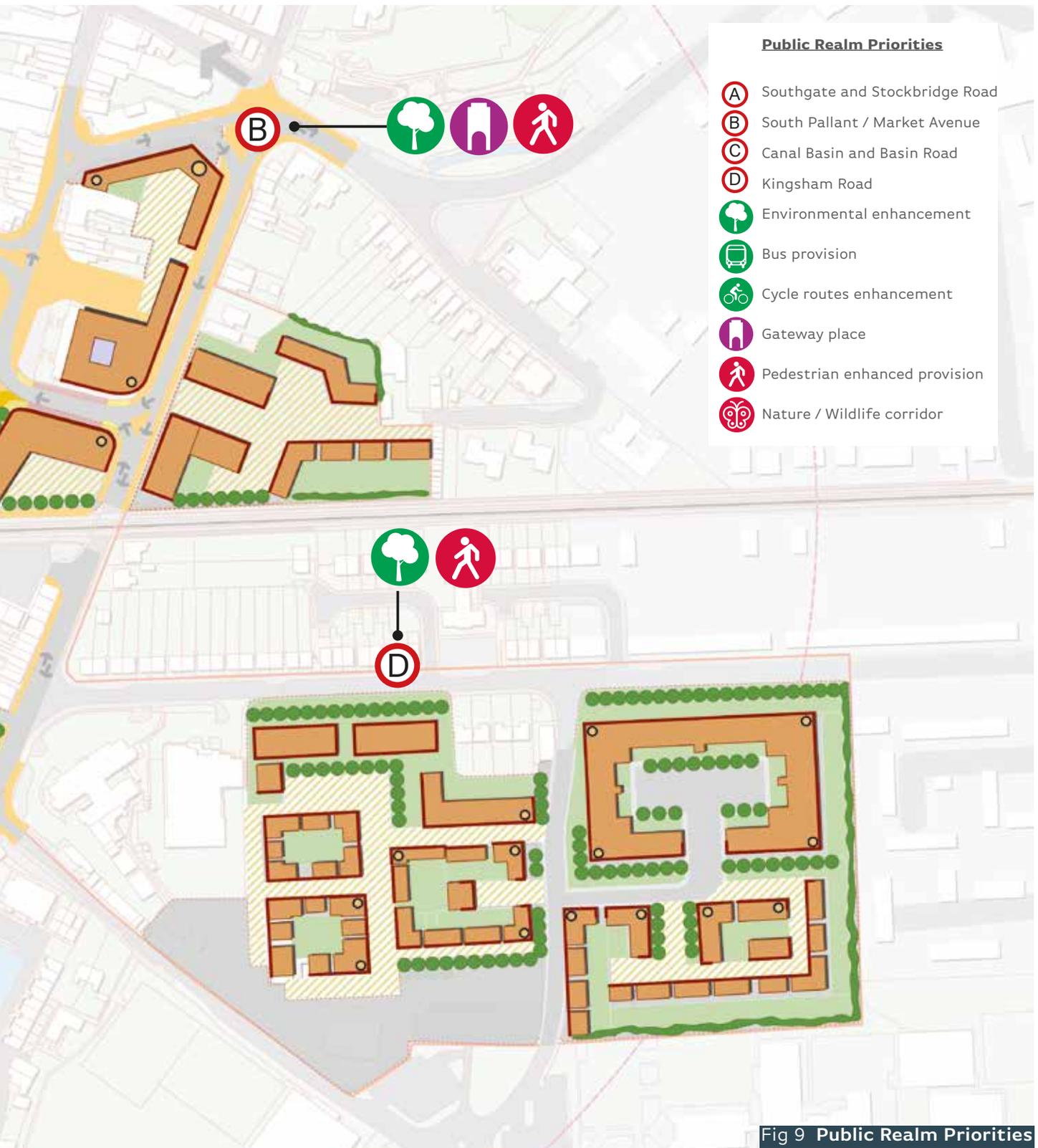


Fig 9 Public Realm Priorities



A. Southgate and Stockbridge Road



4.5 Southgate and Stockbridge Road provide a key approach into and point of arrival to Chichester city centre. Southgate is an historic route as one of the main Roman roads out of the city.

4.6 There are a number of fine buildings and groups of buildings that positively address the street and make a strong contribution to the character and identity of the area. This is reflected in the designation as a conservation area.

4.7 Elsewhere the presence of the Southgate Gyratory and later redevelopment have fragmented the townscape character of this part of the city leaving behind some large expanses of road space and also areas of public realm that have no overall function or purpose.

4.8 There is an important opportunity to consolidate and enhance Southgate and Stockbridge Road, rebalancing vehicle priorities and improving pedestrian connections. In addition, enhancements to access around the railway station linking this to a bus gate limiting general through traffic and repositioning bus stops will enhance the usability and attractiveness of public transport.

4.9 Finally, there is also an opportunity to reconfigure the Southgate Gyratory, reprioritising road space for pedestrians and cyclists and making Basin Road the principal north/south vehicular corridor into the city.

Key Improvements

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

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

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

Reconfigure the Southgate Gyratory enhancing the overall legibility of the Southern Gateway.

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

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

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



B. South Pallant and Market Avenue



4.10 The South Pallant and Market Avenue area is currently quite indistinctive, despite its proximity to the city walls and historic South Pallant. The Southgate Gyrotory system takes up a substantial amount of space and is a dominant feature of this area. This causes severance of pedestrian and cycle routes which is exacerbated by the provision of indirect pedestrian and cycle crossing points.

4.11 A clutter of signs, bollards, and pedestrian barriers is evident which undermines the quality and attractiveness of the public realm, and acts as a confusing barrier to people wishing to access the city centre. Reducing visual clutter and providing for a clean and tidy environment to improve place making is a priority.

4.12 As identified in the Transport Assessment there is an opportunity to reconfigure this location, for example through reducing the width of the highway.

4.13 There are a number of improvements that should be made in order to enhance its usability and attractiveness:

Key Improvements

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

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

Reconfigure the Southgate Gyrotory enhancing the overall legibility of the Southern Gateway.

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

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





C. Basin Road and Canal Wharf



4.14 There is a significant opportunity to improve the setting of the historic Canal Basin and to create a vibrant and active space with attractive water views. The area is currently underutilised in this capacity. Good quality public realm could enhance the area and help to stitch together the area as an important part of the Southern Gateway and to reinforce the Canal Basin's role and function.

4.15 In order to fully realise this opportunity, there is a need to reconfigure the road connections between Basin Road and Stockbridge Road, to enable Canal Wharf to become a pedestrian environment with a shared space that retains existing vehicular access to the boat club and public house. This forms a key part of the approach to movement across the Southern Gateway as identified in the Transport Appraisal.

Key Improvements

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

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

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



D. Kingsham Road

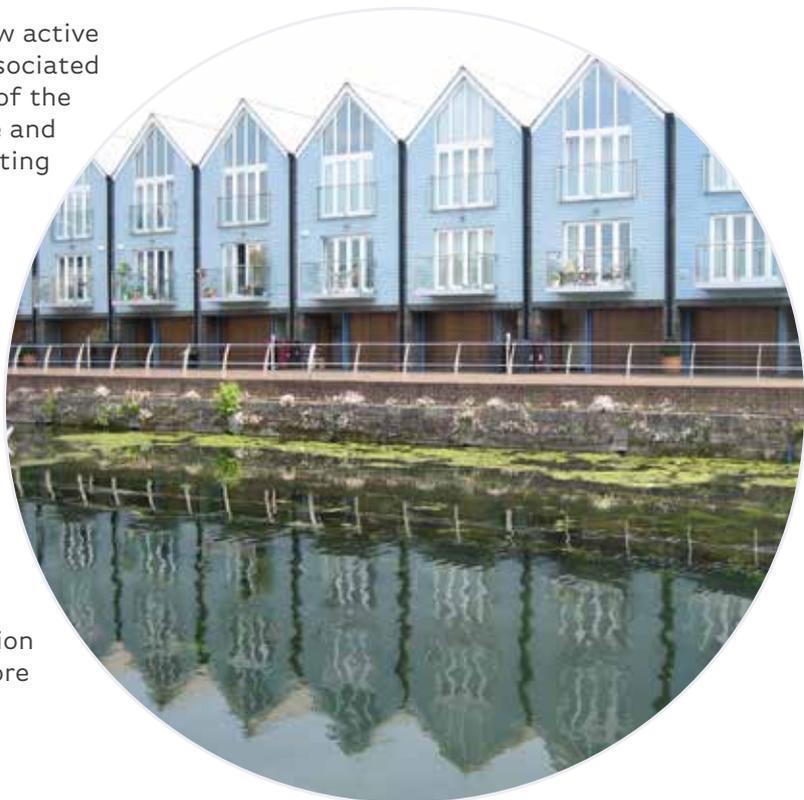


4.16 The Kingsham Road is a residential area within the Southern Gateway. There is an opportunity to improve the character and overall environment of the streetscape, and to integrate Kingsham Road with the wider area through environmental enhancements.

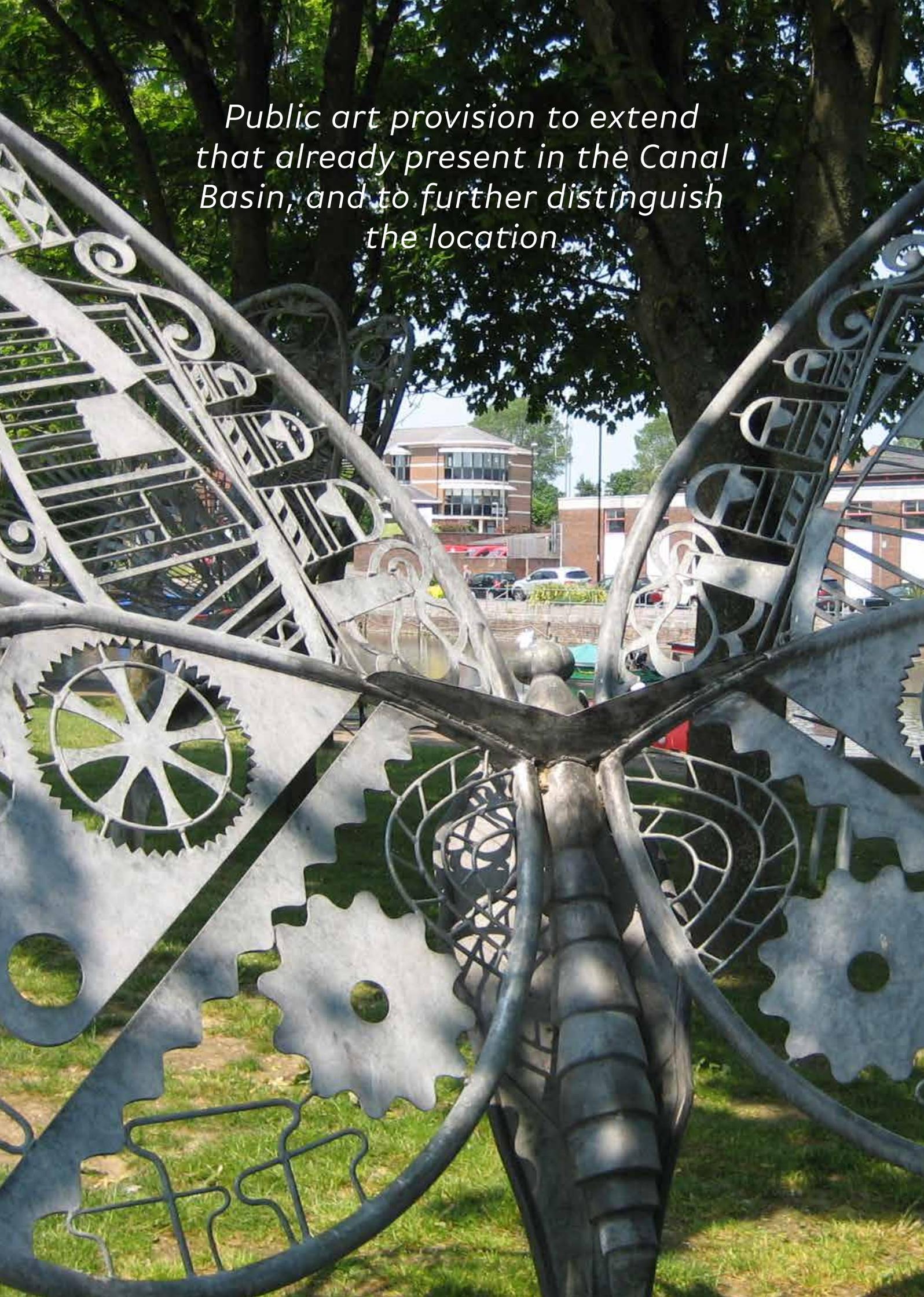
Key Improvements

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

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



Public art provision to extend that already present in the Canal Basin, and to further distinguish the location



05 Delivering the Masterplan

Delivery Strategy

5.1 The Chichester Southern Gateway Masterplan identifies a number of linked but discrete sites for future development. These sites, together with the wider public realm improvements and highways alterations will enable this part of Chichester to offer a quality transport hub. In addition they provide a focus for further town centre related high quality residential development and an opportunity for local businesses, tourism and night time economy to create a vibrant entrance to the city centre. This will build on the recent regeneration of the canal basin, and the existing leisure focus at Chichester Gate.

5.2 Implementation of the masterplan is anticipated to take place over a number of years to 2029 corresponding with the Local Plan. Its successful delivery will be dependent upon a realistic and focussed approach to enabling development. Creating an environment of certainty by unlocking obstacles to delivery will enable the market to take schemes forward with confidence.

5.3 The delivery strategy seeks to identify the obstacles to be overcome, and to prioritise delivery in a way that acts as a catalyst and sets a quality benchmark against which the wider development opportunities will come forward.

5.4 A range of development opportunity sites have been identified through the masterplanning process. In addition, four key opportunities for improvements to public realm in the city centre are also identified. The delivery of these will be subject to the availability of funding, and the ability for these to be supported through associated developments.

5.5 The tables on the following pages identify the potential links between the public realm projects and the development projects. However, the extent to which these can be supported through the use of planning obligations will be subject to viability testing. It is therefore essential that these projects, together with the access and movement related projects, are included in future iterations of the Infrastructure Business Plan prepared by the Council, so that Community Infrastructure Levy (CIL) funding can be sought where appropriate.

5.6 It should be noted that the amount of CIL generated by the development in the masterplan is unlikely to be sufficient to fund all of the infrastructure requirements. Therefore, Chichester District Council will need to identify and secure alternative sources of funding to enable the comprehensive regeneration of the area. If applications for funding are not successful, consideration will be given to redesigning the scheme within the budget constraints.

5.7 The high level delivery strategy aims to identify how certainty of delivery can be improved for the range of sites involved, with a view to enabling a programme of projects to come forward over the short, medium and longer term that will develop the Southern Gateway as a sustainable high quality quarter of Chichester for the future.

5.8 As a Supplementary Planning Document the masterplan does not introduce new planning policy, but supports the interpretation and application of existing policies and proposals contained within the Local Plan, and provides additional guidance to applicants and developers when making planning applications. This Masterplan is a material consideration in the determination of planning applications.

Chichester District Council's Role in Enabling Development

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

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

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

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



Viability and Delivery

5.12 As part of the development of the Southern Gateway Masterplan, DLA have assessed the appropriate mix of uses and potential amount of development for each Development Opportunity. The purpose of the process is to ensure overall deliverability within a flexible framework appropriate to the local property market, and to seek to maximise the potential for value generation within the masterplan policy context.

5.13 Each of the sites has been the subject of a high-level indicative viability appraisal. Each appraisal seeks to identify an indication of the level of land value that might be generated by development in accordance with the masterplan, taking into account the known costs involved in the process.

5.14 The appraisals are based on research into prevailing residential sales values and building costs, and include industry standard development assumptions relating to additional standard costs such as planning, surveys, professional fees, the costs of finance, and the amount of profit a developer will need for the scheme to go ahead.

5.15 The appraisals do not reflect the full costs associated with enabling development to proceed, as many of these cannot be assessed to any degree of accuracy at this high level stage. In addition, no detailed site surveys have been undertaken at this stage. Costs that have been excluded are:

- any site acquisition costs, or (if required) compulsory purchase costs;
- any business relocation costs, such as the acquisition of a relocation site, costs of providing a replacement building, and any business disturbance compensation;
- any off-site costs, such as those associated with significant highways alterations;
- any "abnormal" costs associated with such things as listed buildings, clearing up contamination, or unusual ground conditions.

5.16 For each site, it has been assumed that the development will accommodate a policy compliant 30% affordable housing, comprising a mix of starter homes, affordable/social rental units and shared ownership tenures.

5.17 The appraisals indicate that the residential market in Chichester is robust, demonstrating higher sales values than surrounding areas in the region. This generates a positive underlying baseline land value for typical residential developments bearing no significant abnormal or off site costs. There is clear market potential for delivery, and a strong local market appetite for residential and mixed use development.

5.18 However, it is anticipated that where there are significant additional costs to be met, such as those identified above, the levels of value generated overall are unlikely to be sufficient to address all the cost requirements. Further detailed work will be needed at the appropriate stage to assess the extent of the expected shortfall.

5.19 The viability testing has been carried out on the basis of generating a baseline land value, at a market appropriate level of developer's profit. The indicative values generated are gross of any site specific or wider additional costs that cannot be fully identified or allocated to specific sites at this stage.

5.20 For development to come forward, the land value generated must be sufficient to provide the owner with sufficient incentive to sell. That means the development value, i.e. the price a developer will pay for the site, will need to exceed the value currently generated by its existing use.

5.21 In addition, the value generated will be expected to meet the usual planning and building costs, together with all additional site costs, including relocation, abnormal costs, and the funding of significant alterations to the Southern Gateway highways network. These will be significant additional costs that, when taken into account in the development appraisal, are likely to have a significant and negative impact on land value.

5.22 Additional potential site costs are identified in the Issues and Obstacles column of the following tables for each Development Opportunity area and include flood risk, potential decontamination, re-provision of existing facilities and any associated land acquisition costs.

5.23 The site-specific costs and issues will be actively reviewed ahead of bringing any sites to the market, so that where appropriate measures can be taken to de-risk the opportunities. The aim is to rationalise relocation requirements where possible, particularly where these are part of the wider One Public Estate initiative, and to look for solutions that make better use of publicly owned land. The intention is to support deliverability, and to identify in more detail the costs to be addressed to bring the sites forward for development, so that options for mitigation can be considered.

5.24 In terms of the wider package of highways measures, the identified alterations to the local road network indicate a significant programme of improvements which have been assessed by Peter Brett Associates to cost £5.3 million.

5.25 In order to address the extensive relocation, site acquisition, highways and other abnormal costs relating to the sites within the Southern Gateway, additional sources of funding will need to be explored to supplement any uplift in land values generated by the proposed masterplan developments.

5.26 It is anticipated that the impact of such additional costs on deliverability will require the Council, the LEP, the HCA and other public sector land owners to work together to identify and seek to secure all potential sources of central government funding that might be available, thus enabling deliverability of the Southern Gateway masterplan. It is not expected that this will be achieved by the development market without some public sector intervention.

5.27 The Transport Assessment undertaken to support the Masterplan demonstrates that the proposals are unlikely to have a material impact on the operation of the A27 Chichester bypass. However, as the masterplanning proposals are taken forward, it is expected that any subsequent and more detailed appraisals should:

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



Site 1	Potential use and opportunity	Linkage to public realm improvements	Ownership
<p>Law Courts and the Bus Station</p>	<p>Opportunity for redevelopment (or conversion) with potential for ground floor commercial uses, particularly food and beverage, and leisure related. Additional uses include hotel, residential development or student accommodation. Ground floor provision of community health uses could also be acceptable. Possible linkage with Starter Homes Initiative.</p> <p>Urban site currently forming part of the gyratory system. Useful early catalyst to establish quality parameters for future development.</p>	<p>Southgate and Stockbridge Road</p> <p>South Pallant/ Market Avenue.</p>	<p>Ministry of Justice. Understood to be becoming vacant by the end of 2017, and then surplus to requirements. Ownership will be transferred to the HCA. Bus station freehold CDC Leasehold in favour of Stagecoach, with a number of years outstanding. Discussion have been instigated with Stagecoach, who have expressed willingness to forgo a bus station.</p>
<p>Site 2</p> <p>Basin Road car park and Bus Depot</p>	<p>Site suitable for residential, student accommodation, starter homes or for a retirement /extra care living development, given its accessibility to the city centre and local services and transport. There is also the potential to link this opportunity to Site 1 to assemble a more substantial site that can be promoted as a significant catalyst for development of the wider area. This could involve use of the Council's CPO powers if necessary.</p>	<p>Southgate and Stockbridge Road</p>	<p>Freehold CDC Leasehold in favour of Stagecoach, with a number of years outstanding.</p> <p>Discussions have been instigated with Stagecoach, who have expressed willingness to relocate their depot</p>
<p>Site 3</p> <p>Royal Mail Delivery Office</p>	<p>Canal frontage restaurants with high quality residential uses above and fronting Basin Road, accommodating a mix of apartments and town houses, and expanding the quality night time economy to this location. Office accommodation also an acceptable use.</p> <p>Potential to relocate Basin Road frontage to the rear of the new development to make better use of the water front, maximise value and improve highways and circulation.</p>	<p>Canal Wharf and Basin Road</p>	<p>Royal Mail, who are willing to re-locate subject to cost.</p> <p>Where highways are re-organised, then the Highways Authority has ownership, and will have an involvement. Ownership of the land under the road may however fall to the owners on either side.</p> <p>Ownership of the canal basin by WSCC.</p>

Issues and obstacles

Outline steps to delivery

Indicative timescale

- Statutory and local listing of buildings within and adjoining the site.
- Within a conservation area.
- Additional ownerships within the highways island, some of which are listed or of heritage status that must be respected by development proposals.
- TPO tree located to rear of the Crown Court.
- Potential for archaeological interest.
- Traffic dominance and opportunities to address this through the realignment of Basin Road.
- Need to address foul drainage capacity issues

- Liaise with the MoJ to establish their timescales for vacant possession and their aspiration for bringing the site to market.
- Explore potential for acquisition with the HCA in connection with the Starter Homes Initiative.
- Prepare development brief to provide certainty to the market.
- Support MoJ where appropriate in bringing the site forward to the development market.
- Transport studies and evidence base.

Short to Medium term opportunity

2-5 years

- Identification of a suitable location for relocation of the bus depot and associated facilities
- Impact of cost and compensation to Stagecoach for any additional operational costs on viability
- Range of occupational tenants at existing bus station – impact on costs of securing vacant possession.
- Bus Depot building locally listed, but unsuitable for alternative use
- Impact of noise from railway line on future development
- Loss of car parking spaces and car park income
- Need to address foul drainage capacity issues

- Work with Stage coach to identify workable alternative locations for the bus depot
- Develop a flexible development brief, addressing the future of the existing bus depot building, mix of potential uses and capacity / quality parameters
- Undertake regular viability assessment based on latest information to identify any viability gap or cash flow gap.
- Assess options for addressing viability through available funding streams and initiatives.
- Bring site to the market – possibly phased.

Short to medium opportunity

2-5 years

- Lack of clarity of ownership of the subsoil under the road
- Need to relocate the Royal Mail facility
- Potential impact on viability of the cost of relocation of the road
- Potential contamination from previous uses
- Potential archaeological interest.
- Need to address foul drainage capacity issues
- Need to maintain access to sewerage infrastructure
- Need to lower or raise Portsmouth Water infrastructure dependent upon potential changes to ground levels.

- Establish ownership of the subsoil beneath the road
- Work with Royal Mail to identify and secure an alternative location for their operation
- Work with the HA to establish the feasibility and implications of relocating the road – in particular the potential cost of any service diversions that may be required
- Work with third party canal owners to secure agreement to a delivery strategy (if required)
- Prepare development brief for the site.
- Explore funding options if required.

Short to medium opportunity

2-5 years

Site 4	Potential use and opportunity	Linkage to public realm improvements	Ownership
<p>Former Police Station and High School land at Kingsham Road</p>	<p>Large mainly undeveloped site which could offer a significant opportunity for large scale residential development within the City. Mix of private houses, apartments, alternative tenure types, starter homes and affordable housing offers including build to rent.</p> <p>Alternatively student accommodation with communal non-residential ground floor uses.</p>	<p>Basin Road</p> <p>Kingsham Road</p>	<p>Western side of the site owned by the Police, forming part of the wider Public Estate, and accommodating a now unused playing field that is surplus to requirements. An area to the south is to be retained for blue light, parking and layover usage in connection with the retained police facilities fronting Basin Road.</p> <p>The eastern half of the site is owned by WSCC leased to the Academy, and is now vacant and unused other than the all-weather pitch to the south which is to be relocated to an identified alternative site.</p>

Site 5			
<p>Land at Chichester Railway Station</p>	<p>Mixed use opportunity on car parking adjacent to Chichester Railway Station and (if available) existing commercial floor space which currently represents inefficient use of the land.</p> <p>Potential uses include high density residential or student accommodation. Business space restaurant, retail and food and beverage associated with the station. Suitable location for starter homes or purpose built rental accommodation.</p> <p>Potential for a second access to be provided from the adjacent Council car park but not identified as critical to facilitating changes to the Southgate gyratory.</p>	<p>Southgate</p> <p>Stockbridge Road</p>	<p>Network Rail.</p> <p>Likely also to be some areas, such as possibly car park income, that benefit the Train Operating Company (TOC) through its contractual relationship with Network Rail.</p>

Site 6			
<p>Government Offices</p>	<p>Active ground floor retail/A2 frontage, with residential development above.</p> <p>Dated building out of context with its surroundings, where redevelopment would add significant environmental and street scape benefit.</p>	<p>Southgate and Stockbridge Road</p> <p>South Pallent/ Market Avenue</p>	<p>Department for Work & Pensions, subject to a PFI contract</p> <p>Vacant upper parts being marketed for office use, potentially creating additional leasehold interests.</p>

Issues and obstacles

Outline steps to delivery

Indicative timescale

- The majority of the site is located within Flood Zones 3 and to a lesser extent 2. To develop for residential use will require mitigation measures and an exception test.
- Employment uses proposed on Zone 2 area.
- Need to address foul drainage capacity issues.

- Agree flood risk mitigation strategy with the Environment Agency, and identify the impact this has on deliverability.
- Agree the extent of land available from the Police ownership.
- Confirm relocation timescale and cost profile/liability issues for all surface pitch with Chichester High School.
- Check that loss of open space and sports facilities will not impact on developability.
- Prepare development brief based on the outcome of the above.
- Work with landowners to bring developable land to the market.

Medium term opportunity 5-10 years with potential for shorter term timescale if issues can be addressed

- Need to re-provide station car parking for operational purposes and other operational requirements of the station.
- Existing use values that will need to be replaced.
- Existing commercial tenants.
- Potential need to compensate the TOC and tenants.
- Need to maintain revenue.
- Impact of compensation, replacement facilities and existing uses on viability.
- Need to maintain effective interchange with bus network.
- Need to address foul drainage capacity issues.

- Maintain communications with Network Rail to establish timetable for review, contractual arrangements with TOC, and details of existing occupations and income streams.
- Establish potential cost and feasibility of securing alternative access.
- Review viability in the light of the above.
- Prepare development brief.
- Explore funding options/linkage with other developments that could enable relocation of uses to secure Vacant Possession.

Long term: opportunity 10+ years

- PFI agreement may inhibit development
- Potentially complex tenure arrangements.
- Need to address foul drainage capacity issues

- Establish clear understanding of the implications of the PFI contract.
- Establish ongoing dialogue with DWP, and explore wider tenure structure.
- Establish future of Job Centre, and any intended timetable for vacation.
- Prepare development brief.

Long Term: 10+ years



David Lock Associates
Town Planning and Urban Design



pba
peterbrett

RAMBOLL