



Introduction

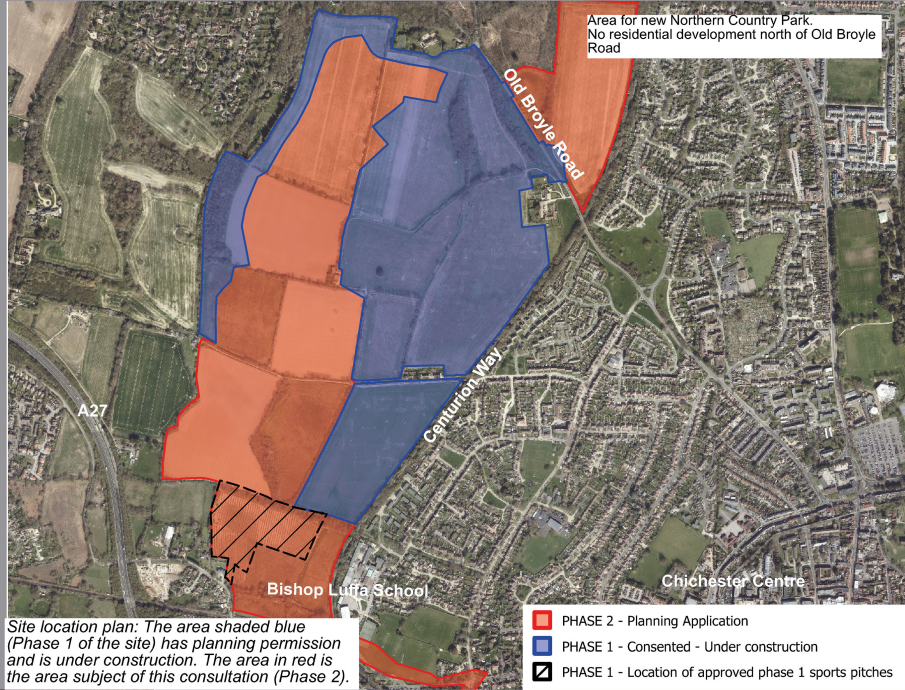
Welcome...

Welcome to our public exhibition which sets out the proposals by Vistry Group and Miller Homes (the developers) for the second phase of the West of Chichester development.

The first phase of the West of Chichester site, consisting of 750 new homes, a new local centre, significant areas of public open space and associated infrastructure, was permitted in 2018 and construction is now well under way following the more recent approvals for the majority of parcels.

The developers are pleased to now bring forward their outline proposals for the second, final, part of the West of Chichester site which will include:

- The remaining 850 homes, including affordable homes
- New employment provision
- Significant additional public open space, including a new northern country park
- Expanded facilities within the local centre
- The Southern Access Road providing a continuous link between Old Broyle Road to the north and the western edge of West Gate Street in the south



The outline application will establish the overarching framework and parameters for the delivery of these elements, with future detailed 'reserved matters' applications filling in the final details of house design, layout and scale. This exhibition has been arranged to give the local community an opportunity to review, discuss and provide feedback on the proposals ahead of the preparation and submission of an outline application later this year.

Current CV-19 guidance prevents us from hosting an 'in-person' exhibition, but we hope that you find this 'virtual' event informative. We would be grateful if you could take the time to complete one of the electronic comments forms once you have reviewed the presented details. If you do have any queries, you can email us at westofchichesterpart2@tetratech.com and a member of the project team will respond.

This exhibition will cover:

- The previous extensive site masterplanning which has informed the current proposals (Board 2)
- The key site constraints and opportunities which have informed development of the proposals (Board 3)
- The masterplan for the Phase 2 proposals (Board 4)
- An overview of key elements of the proposals, including ecology, trees, landscape, sustainability, drainage, transport and movement (Boards 5 and 6)
- An overview of the southern access road proposals in more detail, including the improvements included to the Bishop Luffa School access and sports provision (Board 7)
- An overview of the preferred option for the Cathedral Way junction, including a revive of other options considered (Board 8)

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Public Exhibition

Site Background

The development proposals presented at this exhibition are based on extensive master planning undertaken for the site as a whole ahead of the submission of the proposals for Phase 1 in 2014.

The agreed masterplan for the site was informed by extensive community engagement, including workshops, focus groups and public exhibitions.

The agreed goal was to provide a new, sustainable community which will benefit from a range of services and facilities to support residents of the site and also provide much needed housing.

The site was also master planned to maximise sustainable links to the city centre by bicycle & public transport which further improve residents' access to the many facilities, services and employment opportunities Chichester has to offer.

The site is allocated for a new community of 1,600 new homes with supporting facilities and new employment provision in the Chichester Local Plan adopted in 2015. The site continues to be proposed for allocation in the new Local Plan for the area being developed by Chichester District Council.

The allocation of the site included the endorsement of a Concept Statement and Infrastructure Masterplan which informed the approved Phase 1 proposals and continue to inform the Phase 2 proposals presented today.



Masterplan for whole site from 2014.

In April 2018, the first part of the site was granted outline permission for 750 homes. The majority of subsequent detailed reserved matters applications have been approved and development of the first part of the site is now well under way.

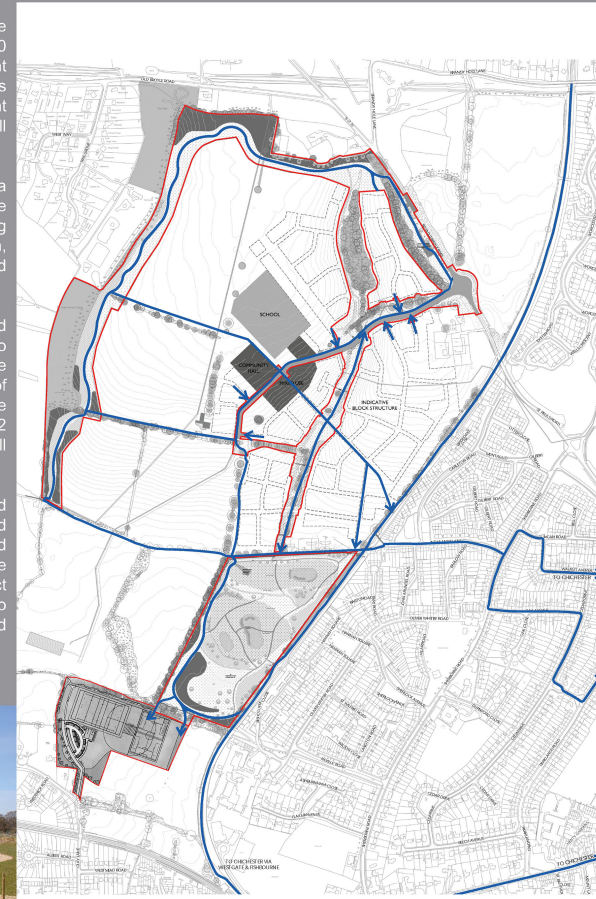
The first part of the site includes a significant proportion of the on-site community infrastructure, including primary school, retail provision, community centre, sports facilities and a new country park.

In addition, the Phase 1 scheme included off-site highways improvements to improve junctions affected by the development. The early delivery of community and highways infrastructure as part of Phase 1 means when Phase 2 is developed, a thriving community will have already established at the site.

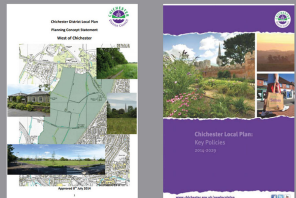
The Phase 1 scheme was also designed to include a network of walking and cycling routes to facilitate walking and cycling. The Phase 2 proposals have been designed to seamlessly connect to the approved Phase 1 proposals to create a single, interconnected and sustainable community.



Approved southern country park on Phase 1 being delivered.

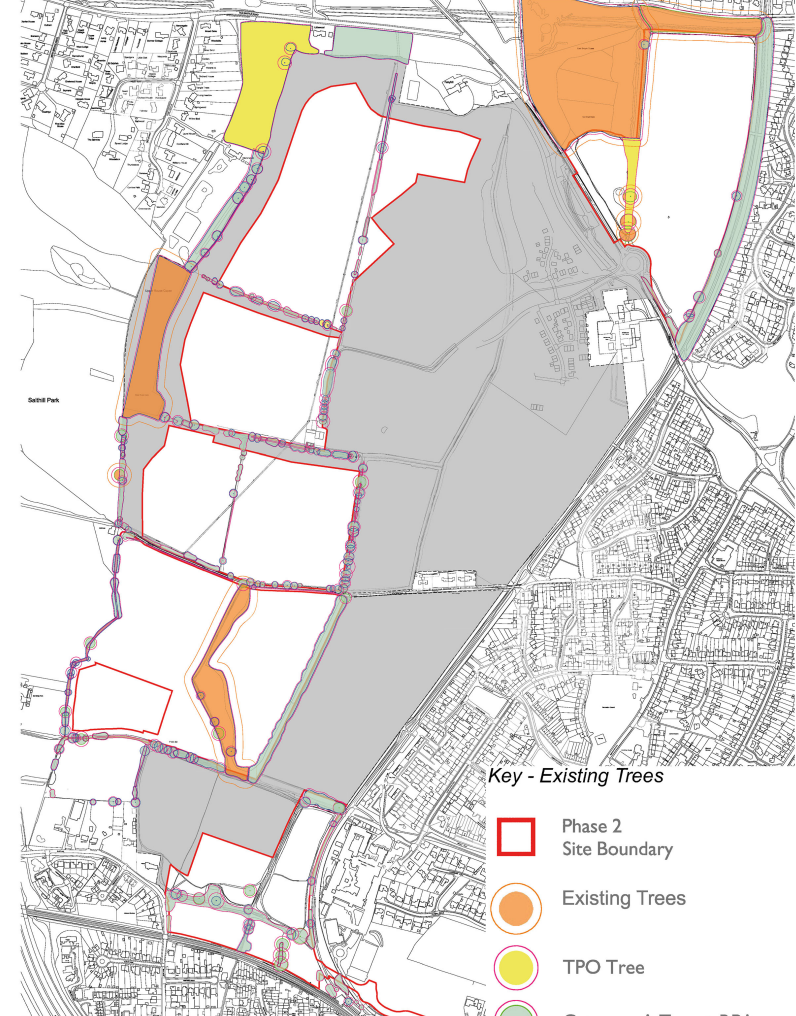


Approved key cycle routes through and from Phase 1 site.





Public Exhibition
Constraints & Opportunities



Key - Existing Trees

- Phase 2 Site Boundary
- Existing Trees
- TPO Tree
- Category A Tree + RPA

Constraints & Opportunities Plan

Site Drainage

The development proposals will primarily be served by the surface water drainage infrastructure approved under Phase 1, which was designed to accommodate surface water from the whole development.

Further site 2 specific ground water monitoring has been undertaken to inform the final drainage strategy.

Greenfield run off rates will be maintained and water quality protected through the use of sustainable drainage features such as swales and attenuation basins, which will also be designed to provide ecological enhancements.

Southern Water's recently permitted foul water pipe will run through the site, connecting to a Southern Water operated pumping station in the southern part of the site near Clay Lane. This pipeline will provide a connection point for foul water produced by the site to be treated at Tangmere Waste Water Treatment facility.

Ecology & Trees

The site has been subject to extensive and ongoing ecological surveying over an extended period of time.

This includes species specific survey work for bats, dormice, reptiles and others to establish the ecological value of the site.

Sensitive wildlife areas have been identified, such as the identified wildlife corridor on the western edge of the site, and these have informed the site design and layout.

Enhancements and where necessary, mitigation will also be provided to protect species on site and improve biodiversity.

There are also belts of trees across the site which have been subject of detailed tree surveying work. Ancient Woodland is also located towards the southern end of the site, which will be retained, enhanced and given a minimum 15m buffer from built development, in accordance with Natural England guidance.



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Constraints & Opportunities



Landscape

A Landscape & Visual Assessment has been carried out for the site, which builds upon the previous assessment which accompanied the Phase 1 application. Viewpoint locations have been revisited to provide up to date landscape assessment of the site and its context, and these include views from the Chichester Harbour Area of Outstanding Natural Beauty to the south, and the South Downs National Park to the north. The development also takes account of site topography and priority views of the cathedral to make sure the proposals work with the natural landform and surrounding landscape.

There are also two public footpaths crossing the site, leading west from Centurion Way. These routes will be retained and incorporated within the site's new green infrastructure and provide important sustainable linkages for walking and cycling.

Phase 1 Connections

Phase 1 was designed to allow for seamless connections to Phase 2 to maximise accessibility across the site to Chichester centre. Phase 1 also included substantial amounts of community infrastructure, including a primary school, community centre and retail, located at the heart of the development to create a sustainable place.

The Phase 2 proposals have been designed as a natural extension to Phase 1, designed to fully integrate into Phase 1.

They will ultimately be considered as a single new community with excellent connections to the local centre and wider Chichester area.

The block structure and design of Phase 1 also provides important precedent for the approach to the design and layout of Phase 2.

Phase 1 connections/ links



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Masterplan Proposals

Area for new Northern County Park.
No Residential development proposed
north of Old Broyle Road

Phase 1 site approved
& under construction

Phase 1 site approved pitches

Bishop Luffa School

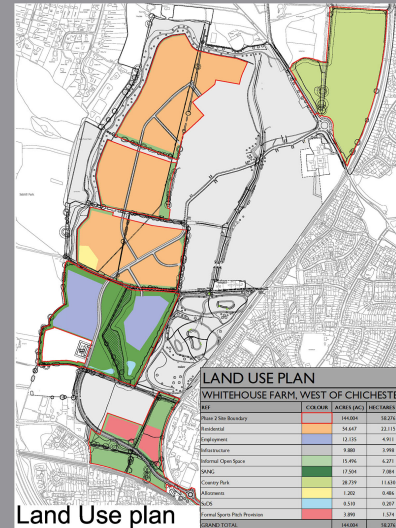
Masterplan Proposals

The masterplan proposals for the second phase of development include:

- The remaining 850 homes, including affordable homes to help meet the acute need for housing in the district
- New employment provision to provide local jobs located close to homes and infrastructure
- Significant additional public open space including northern country park to provide both ecological and recreational benefits
- Expanded community facilities within the local centre to meet the needs of the development and strengthen the community
- A new access road linking the south of Chichester with Phase 1, incorporating dedicated walking and cycling infrastructure to promote sustainable means of travel

The majority of housing, in accordance with the site wide masterplan, is positioned towards the western edge of the site. An undeveloped buffer is provided between the proposed housing areas and western, ecologically sensitive, edge of the site, enhanced with planting already approved on Phase 1. All of the housing is also located close to the local centre, which will meet the day to day needs of local residents, reducing the need to travel outside of the site. Within the housing areas a series of Focal Green spaces (shaded orange on the adjacent plan) will be provided.

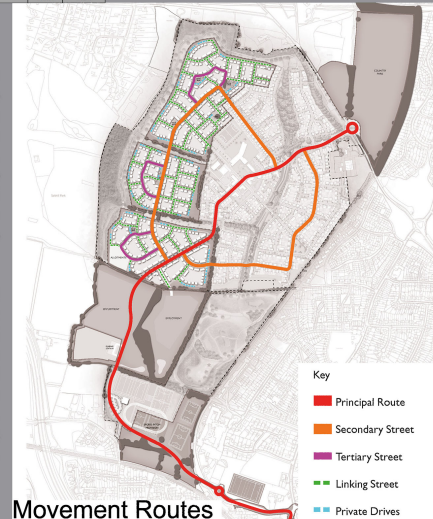
Employment space is planned towards the south of the site (areas shaded blue) to provide local job opportunities close to homes and facilities. It is envisaged the employment provided will be a mixture of unit types to provide flexibility for a range of end users to be accommodated on site. The eastern employment zone could instead accommodate an all through school if this option were to be brought forward by the District and County Council.



Movement Routes

The proposals incorporate new cycle and pedestrian routes which connect to Phase 1 to enable movement through the development to the local centre within the site and Chichester centre to the east. Vehicular movements will be directed to the existing access onto Old Broyle Road or via the new southern access onto the eastern edge of Westgate, adjacent to Bishop's Luffa School.

Furthermore, the proposed spine road connecting Phase 1 and the south of Chichester includes dedicated pedestrian and cycling infrastructure to provide a safe, convenient and sustainable link to the southern edge of the site and into Chichester beyond. Further details of the design of the access road are provided on boards 6 and 7.



Movement Routes

Masterplan

A full sized copy of this plan is available on the central table.

Technical Considerations



Ecology

A number of ecological surveys have been carried out, these include reptile, dormouse, great crested newt, bat and bird surveys. The proposals will provide an ecological mitigation strategy based on the findings of these reports. A Biodiversity Net Gain survey is also being completed, the outcomes of which will inform the development proposals to achieve biodiversity net gain on site.

The proposed layout allows for ecological buffers and 'ecology zones' which will promote ecological habitat within and adjacent to the site. Opportunities to enhance the Ancient Woodland on site are also being explored.

Landscaping

- The landscaping proposals will principally comprise
- a new Country Park to the north of Old Broyle Road which will link to the Phase 1 development;
 - a continuation of the recreational routes already approved along the western edge of the site to be extended east along Salthill Lane and directly linking to an expanded Southern Country Park in Phase 1;
 - and new sports pitches in the south of the site, expanding those already provided as part of Phase 1

Existing field boundary vegetation throughout the site will be retained and enhanced wherever possible, with new tree, thicket, hedgerow and wildflower meadow planting to open spaces comprising native species of known provenance to the local landscape. New tree planting will also be used to soften views towards the site from surrounding public footpaths and residential properties.



Environmental Sustainability

The site is located in a highly sustainable location with great access to local services and facilities and employment. The site is also well served by sustainable transport links and the proposals will encourage sustainable modes of transport through cycling and walking with connection to the Centurion Way which will reduce dependency on cars and reduce emissions.

Electric Vehicle charging points will also be provided and the development will be adaptable to climate change through measures such as solar panels. The development will be of a high quality and prioritise sustainable construction methods and techniques, as well as a fabric first approach to result in the efficient use of energy in accordance with the latest government guidance and adopted planning policy towards zero carbon homes.

Drainage & Foul Water

The proposed drainage strategy expands on the principles set out as part of the Phase 1 strategy. The proposed development will incorporate sustainable drainage measures (SuDS) to keep surface water run-off rates at current greenfield levels. The drainage strategy will be designed to incorporate the following measures:

- Where possible, connect into the Phase 1 drainage system to utilise the ponds and detention basins already approved and constructed
- Designed to cater for 1 in 100 year storm event and taking account of anticipated climate change impacts to make the development resilient into the future
- The system will connect into the existing ditch network around the site and be designed to protect, and where feasible, enhance ecology around the ditch network

A Flood Risk Assessment and Surface Water Drainage Assessment will be submitted as part of the outline planning application. This assessment will review the drainage strategy that is proposed to be constructed as part of this phase.

Southern Water have obtained planning permission for the construction of a new foul pumping station which will serve both phases of the development. The construction and ongoing maintenance of the pumping station will be undertaken by Southern Water ahead of the commencement of Phase 2.

The foul water produced by this phase will be piped to new foul sewers located within the roads which in turn will connect into the new foul water pumping station which will pump sewage to Tangmere Wastewater Treatment Facility.





Connectivity



Road Hierarchy Plan showing key routes through site, including continuous link between Old Broyle Road and the south of Chichester through the site.

- Key
- █ Principal Route
 - █ Secondary Street
 - █ Tertiary Street
 - █ Linking Street
 - █ Private Drives

The proposals will include two points of vehicle access:

- A northern access connecting with the approved link road associated with Phase 1
- A southern access via Westgate linking with Sherborne Road at a proposed priority junction

These points of access will be connected by a link road that, in combination with the Phase 1 proposals, would connect Old Broyle Road with the part of Westgate Road south of Bishop Luffa School. Further details of the connection at Westgate are detailed on board 7 and 8. The proposed link road through the site will be designed to 30mph standards that will balance vehicle access with the need to encourage permeability across the site for cycling and walking. The section from the west of Bishop Luffa School through to Westgate will see the existing 20mph zone extended around the existing school frontage.

The link road up to where it connects with Phase 1 will include provision for segregated pedestrian and cycle access along its length thereby enhancing connectivity not only within the site but also for links connecting with the nearby Bishop Luffa School and routes towards Chichester to the east and the Phase 1 proposals to the north.

Offsite Improvements

The Phase 1 proposals already provide for significant improvements to offsite junction improvements including:

- A new junction at Clay Lane to access the Phase 1 sports facilities, this will be re-purposed into a pedestrian and cyclist link only under the Phase 2 proposals
- Junction improvements to Clay Lane/Fishbourne Road East Junction
- Upgrading of the pedestrian and cyclist facilities to Westgate/ Sherborne Road mini roundabout
- Traffic management improvements to Sherborne Road and Westgate
- Proposals for a roundabout (with significant enhancements to prioritise cycle movements) at the A286 Orchard St / Westgate Street / A286 Ave De Chartres roundabout

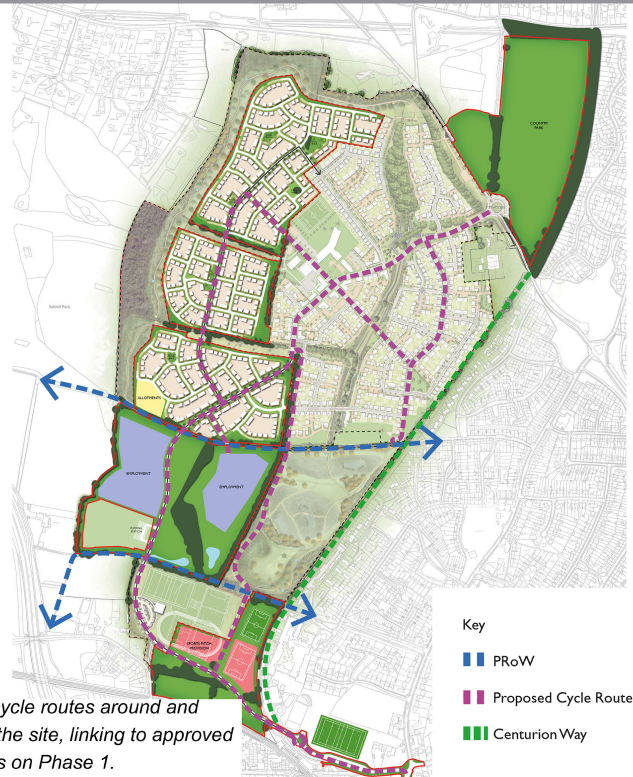
The above offsite improvements are currently moving through the Technical Approval process with WSCC with construction beginning Autumn 2021. In addition, the Phase 2 proposals will be subject to appropriate traffic analysis that will be presented in the form of a Transport Assessment for submission with the application. A Travel Plan will also be submitted as part of the proposals that will include incentives and measures to encourage residents, employees and visitors to travel by sustainable modes.

Cycling & Movement

Phase 1 provided a network of cycling and walking routes through a combination of wide shared surface paths and 'quiet ways' through low speed estate roads. They were designed to provide safe, convenient and attractive routes to the on site local centre and towards Chichester centre. Links were also provided onto Centurion Way, recognising the important, off-road, north – south connections to Chichester and beyond.

Phase 2 develops and evolves these principles based on the latest guidance. The Phase 2 spine road will provide a dedicated two-way segregated cycleway on the western side with a separate 2m footway to promote non-motorised use through Phase 2 and out to the wider network. Links to the Phase 1 development within the internal layout will be extended to provide connectivity across the site and to the county park as indicated on the adjacent plan.

Once the southern access road is completed, Clay Lane link will be stopped up and become a pedestrian and cycle link only, providing an important cycle and pedestrian link both to and from Fishbourne and the Tesco Supermarket.



Key cycle routes around and from the site, linking to approved routes on Phase 1.

- Key
- PRoW
 - Proposed Cycle Route
 - Centurion Way



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The Southern Access Road

The Southern Access Road

The Southern Access Road will complete the link between the approved Phase 1 of the site and the south of Chichester.

Designed to the latest Manual for Streets principles which encourage low traffic speeds and provide a street environment conducive to pedestrian and cyclists, whilst still meeting the needs of vehicular traffic. The section from the west of Bishop Luffa School through to Westgate will see the existing 20mph zone extended to improve safety around the school.

Once you have reviewed all of the boards, we are particularly keen to hear your feedback on how successfully you think these plans balance the needs of cyclists, pedestrian and vehicular traffic.

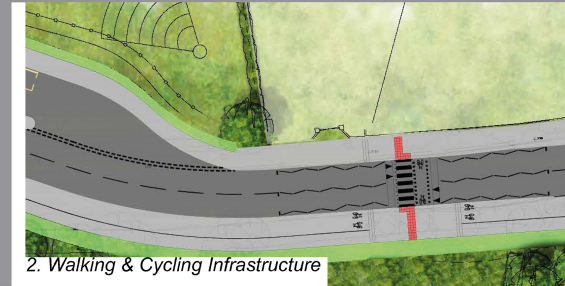


1. School Access

1. School Access

A new dedicated access will be provided onto the Bishop Luffa School site which will be designed to provide a welcoming, safe gateway into the site. The developers are continuing to engage with the school about the details of this access.

Sports facilities to replace those lost by the new access will be provided to the west of Centurion Way.



2. Walking & Cycling Infrastructure

2. Walking & Cycling Infrastructure

The proposals have been designed to create a safe environment for pedestrians and cyclists, and in particular students at the school, to get to school. This includes prioritising these movement for example by utilising a cycle and pedestrian crossing and providing segregated cycle and pedestrian paths.



Southern Access Road

A full sized copy of this plan is available on the central table.

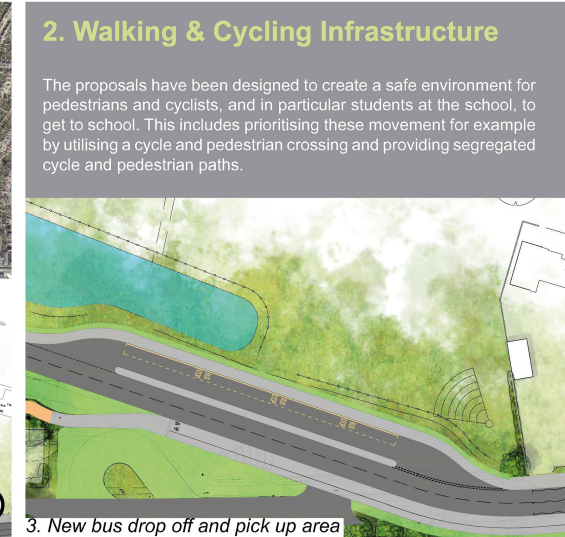
5. Sustainable Urban Drainage Basin

There will be a shallow ground depression to sustainably manage drainage from the new road. The majority of the time it will not be filled with water and can be planted with species designed to encourage ecology.

3. New Bus Drop Off & Pick Up Area

The new road provides a unique opportunity to provide an improved dedicated bus drop off and area. The proposed dedicated bus drop off area will allow school transport to park off the carriageway and enable students to safely access the school grounds.

The proposals also provide continued access to the existing residential properties via a simple dropped curb cross-over junction which will prioritise cycle and pedestrian movements.



3. New bus drop off and pick up area

4. Crossing Centurion Way

The road will cross the existing Centurion Way providing a controlled cycle and pedestrian crossing to facilitate the safe use of the road by cyclists and walkers alike using Centurion Way.

Centurion Way will continue on its existing route until connecting into the segregated section of cycleway and footway along the southern side of Westgate before connecting with existing cycle facilities along Westgate and A259 Via Ravenna. Existing pedestrian and cycle connections to Fishbourne Road East will be maintained by the footbridge onto Centurion Way and via Clay Lane.



4. Crossing Centurion Way



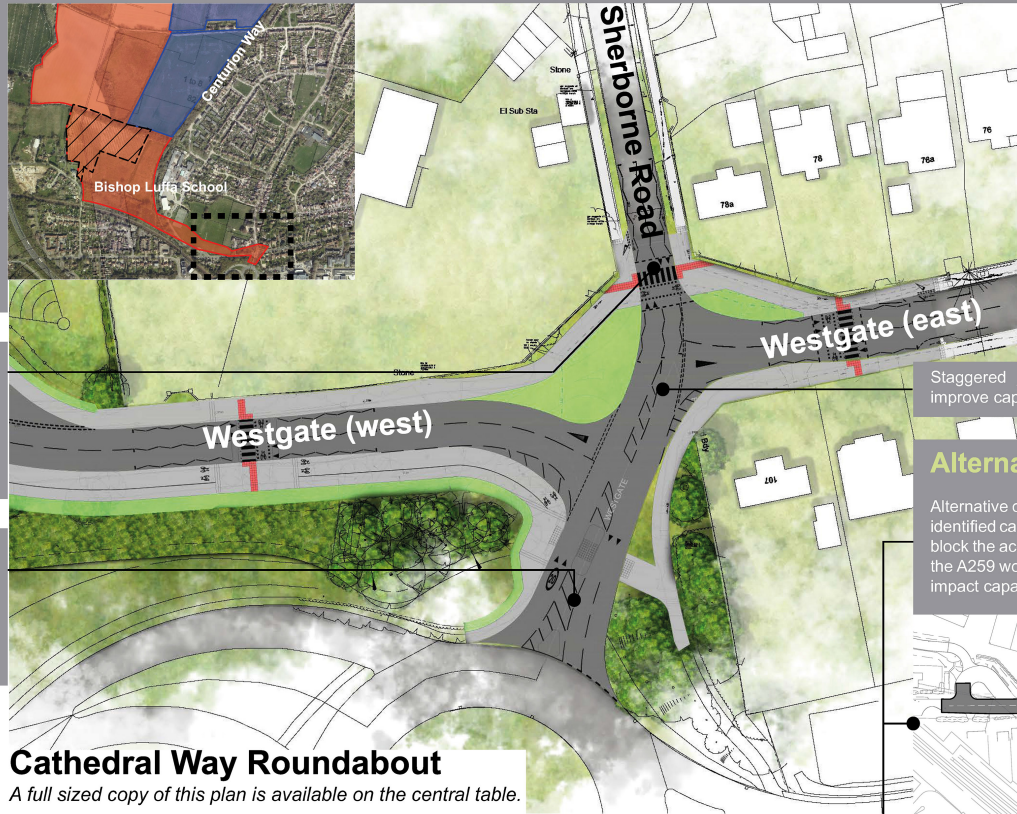
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The Cathedral Way Roundabout

The Cathedral Way Junction

The Southern Access Road's link to Westgate and the Sherborne Road junction has been selected following a review of various options including direct access from the A259.

The proposed junction will serve to divide the movements on the eastern and western Westgate approaches (to enhance capacity and reduce traffic concentration which is presently focused at one point (i.e. the existing Sherborne Road mini roundabout). Preliminary discussions have been held with West Sussex County Council in developing the junction options with no adverse comments received.



Cathedral Way Roundabout
A full sized copy of this plan is available on the central table.

Improved Cycle & Walking Access

Priority crossing for cycles and pedestrians via a parallel crossing allows for a safer and more convenient route towards Chichester City from the site and for students accessing Bishop's Luffa School.

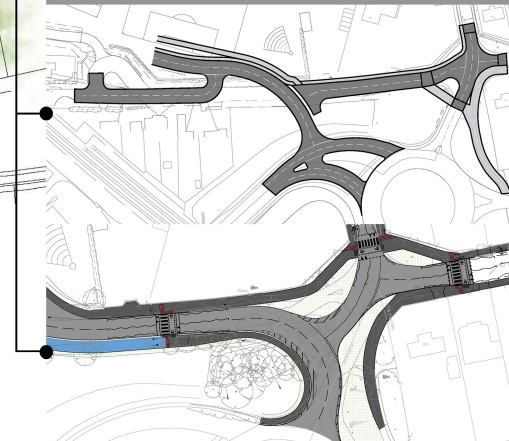
Low Speed Environment

20 mph speed limit is maintained on entry to Sherborne Road and encouraged by narrow carriageway widths and pedestrian and cycle priority features.

Staggered junction replaces existing mini-roundabout to improve capacity and reduce traffic concentration.

Alternative Options Considered

Alternative options were considered but were rejected due to identified capacity issues and excessive queuing which would block the access. Furthermore, the access option linking with the A259 would also increase U-turn manoeuvres that would impact capacity at the nearby Sherborne roundabout.



Key Benefits of Proposed Junction Arrangement

- The junction improvement has been modelled and is shown to operate effectively, taking into account predictions about future travel demands
- The proposals will provide appropriate visibility based on the latest design standards and signed speed limits to provide a safe access, including for coaches accessing Bishops Luffa School
- The proposals will not increase U-turn manoeuvres on the A259 or restrict existing U-turns as undertaken by Tesco users
- It provides opportunity to enhance east west pedestrian / cycle access towards Chichester City Centre



Public Exhibition

Feedback

Summary

As you have seen, the proposals for the second part of the West of Chichester will include:

- 850 new homes including affordable homes
- New employment space to provide jobs
- Significantly more new public open space including expanded sports provision, including provision for Bishop Luffa School's use
- Expanded community facilities
- A new access road connecting Phase 1 to the south of Chichester
- Expanded community facilities within the local centre

The proposals have been designed in accordance with the site wide masterplan previously developed for the site, whilst also taking into account the existing site context and surroundings.

The proposals also incorporate measures to facilitate and promote walking and cycling whilst balancing this against the needs for continued vehicular access through and around the site. Also included are measures to enhance biodiversity, sustainably drain the development and create an attractive landscape environment. We are confident that with these measures in place, along with those on Phase 1, they will form a sustainable new community to the West of Chichester.

Your Feedback!

Thank you for taking the time to attend this exhibition and we hope that you have found it useful and informative. Before finalising our planning application, we will carefully review all the feedback received and take it into account when finalising our proposals ready for submission. We would be grateful if you take a moment to complete the feedback form provided via the link below. Alternatively, you can scan the QR code to reach the form.

The deadline for submitted feedback is **midnight on the 22nd July 2021**.

Please use the button on the top left of the consultation website to access the feedback form.

Your feedback is valued and is important to ensuring all stakeholder's views are addressed by the proposals.

If you have any separate questions or queries, please don't hesitate to contact us at westofchichesterpart2.com and a member of the team will get back to you.

Masterplan
A full sized copy of this plan is available on the central table.

