



# Chichester Employment Viability Assessment Report

14 June 2013

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# Quality Management

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# 1. Introductions and Methodology

## 1.1 INSTRUCTIONS

### **Viability Appraisal of potential employment sites and delivery**

Based on the 'short list' of sites the consultant will assess the financial suitability and viability of each site for employment uses, giving regard to:

- The location and characteristics of the site, including any physical constraints, potential land ownership issues (if known), requirements for site preparation or remediation, site access, and any required off-site mitigation likely to be required;
- The local commercial market and demand for different types of business land and premises;
- The overall suitability of the site for future employment uses, specifying the type(s) of land uses and development that would be appropriate.

This should be undertaken by:

- A desk top appraisal of the site based on the data sheets provided by the Council in order to sieve and remove unsuitable sites i.e. which are considered too small or where immediate problems of viability are noted.
- For the remaining sites undertake a site visit and financial/viability appraisal of the site.

It is estimated that the work outlined above will require assessment of around 12 potential sites and locations in total. These range from clearly defined sites that are already subject to planning permission or allocated through to broad strategic locations or areas. It is accepted that the level of assessment and comment that can be provided in this study will vary according to the level of detail available about sites and locations

### **Assessment Outputs**

The assessment and conclusions should be presented in the form outlined below:

- A reasoned justification for the sites removed through the desk top appraisal and 'first sieve';
- A summary assessment of the suitability of each identified site, based on the analysis set out above.
- Which sites and locations have the greatest potential to deliver employment and recommendations on which sites should be allocated in the Local Plan;
- A short appraisal of the financial/viability appraisal of the remaining sites. The format of the appraisal should be a few paragraphs to be able to slot into the data sheets provided by the Council.
- If a site is considered to be more complicated a 1 or 2 (max) page summary of the outcome can be provided.

## 1.2 METHODOLOGY

The desk based assessment considers the various elements affecting a sites suitability, viability and desirability as an Employment Site and the sites have been scored on this basis to produce a ranking of the sites overall quality as an Employment site, utilising these key factors:

- Strategic Access
- Local Road Access
- Proximity to urban areas labour and services
- Proximity to incompatible uses
- Site characteristics
- Market attractiveness

These factors address the following:

**1.2.1 STRATEGIC ACCESS**

The overall location in relation to existing motorway access, the sites connectivity to existing local road networks and its location in comparison to competitors & suppliers.

**1.2.2 LOCAL ROAD ACCESS**

The existing quality of access into site, suitability to accept increased traffic flows and larger vehicle movements, the existence of supporting infrastructure, (roundabouts, traffic lights etc).

**1.2.3 PROXIMITY TO URBAN AREAS LABOUR AND SERVICES**

Remoteness and travel time for potential employers and employees.

**1.2.4 PROXIMITY TO INCOMPATIBLE USES**

To consider the existing boundary & neighbouring uses and the compatibility of a new development. The implications of development on the surrounding dominant uses and users and sensitive environments including ecology and watercourses.

**1.2.5 SITE CHARACTERISTICS**

The size of plot and the developable envelope. The existing topography, the existence of trees and ecology. The likely presence of contamination, the potential for poor ground condition, existing and historic uses, existing structures and infrastructure.

**1.2.6 MARKET ATTRACTIVENESS (FOR THE DEVELOPER AND THE END USER)**

The surrounding uses, abnormal cost to redevelopment, non site specific costs (highway improvements), limitations on development, proximity to existing developments and urban areas. Location in relation to competitors and the sites visibility/prominence.



## 2. Desk Based Assessment – Short Listing

In accordance with the instruction brief a desk top appraisal of the sites, based on the data sheets provided by the Council has been undertaken in order to sieve and remove unsuitable sites.

The sites have been sieved, the process was to reject any sites where it would be considered non viable for employment development.

The initial desk based assessment was substantiated by a site inspection in order to ascertain the assessment was valid. The sieving has resulted in three sites being identified as being potentially viable for alternative uses other than Employment.

- Walnut Tree Field Vinnetrow Road Runcton
- Bus Depot, Basin Road, Chichester
- Post Office sorting Depot, Canal Basin, Chichester

The sieving process only identified Walnut Tree Field, Runcton as a site which may appear to be unattractive as a development opportunity for employment purposes, due to its semi-rural location. The financial viability of these alternative uses has not been tested.

### 2.1 WALNUT TREE FIELD, VINNETROW ROAD, RUNCTON

The plot is located within the conurbation of Runcton a small hamlet south east of Chichester, served by the B2166.

The site is irregular in shape, the northern section narrowing to an apex. The apex and the western roadside boundary have been planted with a tree buffer of approximately 2m in depth. The trees are relatively in-mature.

The land is currently being cultivated for agricultural purposes. The site is presently accessed from a private track from within the Hall Hunter (Donaldson's) Nursery. The access road which is on the sites eastern boundary is assumed to be a private internal road (the access has a Notice to this affect) within the nursery complex. The ownership of the access has not been investigated.

The northern apex is allocated with the Local Plan First Review 1999, Policy RE11A – Horticultural Development Areas (HDA) for Runcton. The lower proportion of the site is unallocated.

The site is an undeveloped 'pocket' within close proximity of Donaldson's Nursery. The nursery dominates the surrounding landscape with 16 acres of greenhouse food production and associated pack house and distribution warehousing.

The development of site is viable for B1(b) & B1(c) or B8 uses assuming good ground conditions, and a vehicular access could be formed from the public highway. There are very few development constraints to the site. However the development of the site may prevent any future expansion of the nursery.

The site is not rejected for Employment development, however due to its rural setting and rather isolated setting in relation to existing labour force and supporting services the site is ranked as lower quality.

The sieving exercise has promoted consideration of the existing Planning Policy RE11A – Horticultural Development Area (HDA) allocation and whether the Authority should undertake a more strategic review of the existing policy and the potential pressure to expand the policy allocation.

The Draft Local Authority in the Local Plan First Review 1999 made the following statements regarding the HDA's.

*16.35 To ensure that the District's horticultural industry remains nationally and internationally competitive, it is important to ensure that sufficient suitable sites are available. To support this activity, the Council has allowed glasshouses and related facilities, including packhouses, to be built in designated areas in the countryside, where their large size and bulk would not normally be allowed, but where their impact is minimised.*

*16.37 Large-scale horticultural operators at Tangmere and Runcton are characterised by major expanses of large buildings which have good access to the main road network. Their businesses supply large supermarkets, garden centres and food chains, and are required to adapt and improve constantly to maintain this custom. A consequence of this is for producers to seek to increase production volume, requiring larger premises to achieve economies of scale required to sustain viable operations. The Council would prefer to see the HDAs to remain available for growing and packing of horticultural products and other process directly related to the preparation of vegetable and salad products, such as washing and shredding.*

The former Vinnetrow Farm, located north of the site – is allocated within the existing RE11A policy (Local Plan First Review 1999), however the site has during the life of the existing Local Plan been developed for employment purposes, now known as the Vinnetrow Business Park providing a mix of business units (offices and workshops), plus a day nursery. This development has reduced the RE11 land allocation, for any future development of the Runcton Nursery site. Any future expansion of the Nursery is limited. The allocation of Walnut Tree Vinnetrow Road site would address and relieve any pressure placed upon the Strategic Gap to the north of the nursery.

The Vinnetrow Business Park currently has No3 units available of the existing No10. This would suggest there is currently limited demand for this particular type of business unit. Whilst serviced office premises present one option for small & starter businesses, the availability presents an indicator that office employment accommodation is currently not in demand in this locality. The alternative uses of B1 (b) Research & Development and B8



Warehousing may have limited market appeal to the rural setting, together with the sites poor access ranks the site with a score of 15 from 30.

With the provision of two other sites located directly north on the A259 (Bognor Road), there is a potential supply for this eastern locality, which may support the demand for employment sites.

For the reasons identified above the allocation of the site for employment uses, would potentially hinder any future expansion of the existing HDA operation at Runcton. The authority is advised to consider refraining from allocating the site for Employment purposes.

### 2.2 TANGMERE – BLUE SITE (CITY FIELD EXTENSION), TANGMERE

The City Fields Sites have been assessed individually. In taking this approach, the blue site fronting the A27 presents a site which is capable of development for employment and residential purposes. The site has not been removed from the Employment sites listing, but the short – listing exercise highlights the sites flexibility in potentially being capable of development for residential purposes given its location and surrounding environment. The financial viability of residential development has not been assessed.

Redevelopment for residential development would be more complementary with surrounding area and being located within an urban area with existing amenity's and facilities, which presents a sustainable location for new residential dwellings. The site has been subject to a Refusal for redevelopment for residential purposes, which is now proceeding to Appeal.

The sites location with a number of residential dwellings on the sites eastern boundary and Tangmere Primary School located on the western boundary, (separated by Meadow Way) has a potentially sensitive environment which has influenced the sites ranking in the assessment. Whilst the site remains in the top three, being in close proximity to the City Fields Estate, the sensitivities of the neighbouring uses, places the site below the other Tangmere sites.

As a greenfield site, the site can be classified as developable for allocation of for residential purposes. Although the Authorities SHLAA update March 2013 has identified sufficient land supply for the plan period until 2029, the site is potentially developable without many constraints compared with other sites which are allocated.

Whilst the viability of the site for employment can be supported the allocation of the site in comparison to or in conjunction with the existing sites within City Fields Estate may require consideration from policy prospective.

### 2.3 POST OFFICE SORTING DEPOT

The site presents three alternative uses, due to its location and the surrounding environment, the viability for an office employment development maybe marginal due to the limitations on the density to be achieved. However the sites potential redevelopment for residential with

or without an active retail ground floor frontage can be substantiated. The prevailing strong residential market values for this location and the density of development which could be achieved as demonstrated by the most recent development on the southern side of the Canal Basin.

The Linden Homes Reflection development has secured reservations on all currently released plots in the development prior to the completion of the construction. Residential values in Chichester have remained strong despite the recession with prices significantly above the national average.

Alternatively a Hotel and associated facilities, conferencing, small gym or spa, may be appropriate, depending upon the scale and level of facilities a hotel brand would wish to achieve. The site presents a sustainable location in terms of transport and access to the City Centre for visitors.

The financial viability of residential or hotel development has not been investigated; however it has been highlighted due to the locations potential redevelopment flexibility, that the site presents alternative development options, which may require further consideration by the Authority in considering the sites importance as a Gateway location and the formation of any City Centre Key Development Areas. The site was previously allocated within the Chichester Southern Gateway SPG 2001, which identified an active retail frontage and residential development as part of the master plan approach.

### 2.4 BUS STATION AND BUS DEPOT

Both the Bus Station & Bus Depot sites present viable employment development sites, each providing an opportunity for offices and R&D facilities or incubator business units in respect of the Bus Depot, or offices in respect of the Bus Station. The sites respective locations and constricted environments also present an alternative option for Student Accommodation.

Student accommodation developments require central locations and accessible to the respective learning campuses, making the development sustainable for the users. A student accommodation development will not require a parking provision. The development could be viable if a medium to high density scheme could deliver sufficient bed spaces. Recent schemes approved within Southampton, Bournemouth and Portsmouth have seen developments securing high density developments of 200 to 686 bed spaces, through the provision of high density designs.

The Bus Station site presents a location which could provide a medium density student accommodation development, which would be in keeping with the character of the location, with limited impact on the existing surrounding neighbours being commercial users and the operational railway line.

The Bus Depot site, presents a larger site (which could be increased to include the Basin Road public car park), could be able to deliver a medium density student accommodation development without impacting upon the surrounding residential properties.

Alternatively the Bus Station site could provide a suitable site for a budget hotel, which would operate without any supplemental on site facilities and only require a low car parking provision. This option has not been subject to financial viability testing.

### 2.5 SHORT LISTING CONCLUSIONS

In conducting the short listing of the sites, only one site has presented a score below 50% which indicates the sites viability for employment development is low and may not warrant allocation.

Walnut Tree Vinnetrow Road Runcton scores 15 from a possible 30. The site is limited by its location (semi-rural) and market attractiveness. The dominating land use of Glasshouse Horticulture in the existing RE11 (HDA) policy impacts how the site would be received in the market place. It is irregular in shape and presents a site which presents a 'pocket' of land that can be utilised for HDA with the remaining land use around this established nursery being strategic gap. The current vehicular access is very poor.

The Bus Station is within the Gateway Planning Policy 2001. Although a small compact site, the site presents flexibility to deliver a small budget hotel with limited facilities, or student accommodation.

The Post Office Sorting Depot this site presents the greatest flexibility and potential to be redeveloped due to the dominant surrounding residential and waterfront environment. The site is capable of Employment – Office development. The desk based assessment has also identified the site could deliver a larger hotel development with a range of facilities or alternatively residential development. The waterfront setting being a key factor to the sites market attractiveness. The Authority may wish to consider this relation to the Southern Gateway Policy in 2001.

Whilst the instruction was to consider employment development viability, both the Bus Station and Bus Depot present potential development viability for Student Accommodation. Financial viability for this form of development has not been undertaken. The desk based assessment and site inspections however have identified the sites location and surrounding amenities provide sustainable location for this form of development.

## 3. Tangmere – City Field Extension

**Settlement:** Tangmere

**Site Area:** Pink site – 1ha  
Yellow site – 3ha  
Green site – 1.5ha

### **Existing Use:**

**Yellow site** - part of the existing Tangmere Nurseries – site is designated as Horticultural Development Area (HDA) where glasshouse development is supported. Any alternative use will require the HDA to be redrawn

**Pink site** – site remaining after development at City Field – owners have identified it as available.

**Green site** - site remaining after development at City Field – owners have identified it is available.

### 3.1 GENERAL

The City Fields Estate is a partially developed business park, with 4 occupiers in occupation of a mix of units. Virgin Vie occupy a single building operating a call centre, the premises being located at the Estates main entrance on City Field Way at the junction with Meadow Way. There is a similar low raise office building neighbouring the Vie building. The remaining estate occupiers are sporadically located across the site. Philips Respiration occupy a large R&D facility and manufacturing unit on the north west corner of the site. The premises are buffered from the A27 by a large landscaped mound to the north, fronting the A27. Carte Blanche greeting cards occupy two buildings on the Estate. Between these occupiers is proliferated the yellow, pink and green sites identified in this assessment.

### 3.2 VIABILITY - PINK PLOT

The pink plot is an uncultivated greenfield site, accessed from the City Fields Way, estate road.

The site is clear of trees and any structures, it has been assumed due to its greenfield nature that there is a relatively low risk of contamination and poor ground conditions.

The site is regular in shape and has good topography. The site neighbours a developed plot (Carte Blanche Greeting Cards) on the northern boundary and the residential development on the western boundary (Churchwood Drive) with cultivated agricultural land to the south. The plot is well positioned and serviced to provide a development site. The substantial cost of access has been addressed, from the first phase of development. The plot does not have any road visibility onto the A27.

The site is currently marketed as a single site comprising 2 acres for a bespoke development. The established first phase of development will provide market appeal and the design and build costs associated with a development have been mitigated due to the infrastructure investment made to deliver phase 1.

### 3.3 VIABILITY - YELLOW PLOT

The yellow plot is currently being cultivated for agricultural purposes, the risk of contamination and poor ground conditions are assessed to be low.

The plot is serviced from the existing City Fields estate road and from the road network which services the neighbouring Nursery (Tangmere Airfield Nursery). The plot is free from trees and structures. The plot neighbours the Tangmere Airfield Nursery to the south. The nursery complex utilises 30 hectares of glasshouses for food production.

The City Fields access road is utilised by the nursery operation. The yellow plot and nursery are within the existing RE11 policy allocation for Horticultural Development Areas. The plot is viable as development opportunity, due to the good quality access and associated benefits of the existing employment uses with City Fields. The allocation will be matter for the Local Authority to consider in context with the demands and pressures for the retention of the RE11 policy.

### 3.4 VIABILITY GREEN PLOT

The green plot has some potential issues, as there are indicators of some form of previous development with hard standing remaining on part of the site. The plot has the issue of the proximity of the neighbouring residential properties on the Meadow Way development. A low impact occupier may not present an issue to these neighbours.

In considering the ranking of the Tangmere sites the blue pink and yellow maybe more attractive compared with the green plot due to the above being potential distracting factors.

The site is being marketed as three plots, two benefitting from planning consent for the development of office accommodation limited two storey low density development, similar to the existing Virgin Vie call centre. The planning consent providing for a total of 56,500 sq ft accommodation arranged over a number of buildings. The third plot situated to the rear of the office plots which frontage onto City Fields way, is being marketed without the benefit of planning approval, a site comprising 2.74 acres for a bespoke scheme. It is assumed this would need to be limited to two storey development.

### 3.5 RANKING

The City Field plots are ranked highest given the limited obstacles to development, given they are well serviced, located within a partially developed estate of mixed uses and are strategically located in close proximity to the A27.

Due to the sites position within an established estate with some development costs addressed and their greenfield nature, these sites present a viable range of site options with limited obstacles to development. The only distracting factor was lack of road frontage which some occupiers may require. The sites offer a range of employment options, offices, call - centres R&D and light industrial. Whilst B8 warehousing occupiers are not currently on the site, this may not prevent such an occupier, given distribution activity from the neighbouring Nursery.

The sites are collectively ranked 1<sup>st</sup> with score 29/30.



## 4. Portfield and Shopwyke

**Settlement:** Chichester

**Site Area:** at least 4 ha within the Shopwyke Strategic Development Location (suitable for B1 and or B2 Business uses)

**Existing Use** Previously used as an aggregate and minerals extraction and processing plant.

### 4.1 VIABILITY

The site is located in a prominent position fronting the Portfield roundabout on the A27 (Chichester By-Pass), within close proximity of the Portfield Retail Park. The site is currently screened from the road frontage with a mature belt of trees.

The site does not have an access which would be sufficient for new a development; there will be associated infrastructure costs to deliver access which will be a cost to development.

The sites proximity to the Chichester by-pass and surrounding development provide for a sustainable location.

The site is relatively level and regular in shape, the previous uses and its existing use for open compound storage and its neighbouring land use present an elevated risk to the presence of contamination and poor soil structure requiring additional costs for foundations and decontamination increasing abnormal development costs.

The associated abnormal development costs place uncertainty on the sites viability if the assumed end uses were limited to B1 (b), B1(c), B2 and B8.

The development of the site would be potentially being suitable for Trade Counter units, due to its locations in relation to Portfield Retail Park. However the number of units or the volume of Trade Counter accommodation will be a matter for the developer to assess. A Trader Counter unit commands higher rental values in comparison to with B1 (c), B2 and B8 storage units, which may deliver a higher gross development value, influencing the viability.

Whilst the site maybe suitable in development terms, the sites market attractiveness is slightly compromised by the tree belt which screen the key frontage onto the roundabout and the Chichester By-Pass.

The marketing materials in current circulation indicate the tree belt would be retained, which would not present an obstacle to development, however this will screen the development from the roundabout junction, although a development would be seen from the A27 (Worthing/Brighton) dual carriageway.

If the development were to seek a mix of retail trade counters within the development of B8 warehousing and light industrial unit mix, the visibility of the estate particularly for the trade counter retailers will have impact on the developer to secure tenants/occupiers.

## 4.2 RANKING

In ranking this site, the sites impaired visibility has been considered a detracting factor to the market. The site is ranked 2nd in the overall scoring, with a score of 26/30. The distracting factors being abnormal cost to development for access and infrastructure, decontamination and potential impact on market attractiveness. The viability of the site will depend upon the site being able to deliver a proportion of Trade counter use. The site has potential use for B1 (b) and (c) B2 and B8.

## 5. Tangmere – City Field Extension – Blue Site

**Settlement:** Tangmere

**Site Area:** Blue site - 3.4ha

**Existing Use:**

**Blue site** – arable land – recent application for housing on the site. Not approached landowner to consider employment use.

### 5.1 VIABILITY BLUE PLOT

The blue site has been addressed in the short listing process – at first sieve the site was highlighted and providing an alternative option for residential development purposes, a matter which is subject to actively being pursued via the planning appeal process. The site has a sensitive neighbour of existing residential dwellings on the eastern boundary and the location of a Primary school nearby which highlights the site potential for residential development and provides the site with a number of factors which detract from its market attractiveness.

Whilst shorting listing identified the sites potential for residential development, the site has not been removed as unsuitable or unviable. All the sites at Tangmere present deliverable viable plots without any significant obstacles and as such have scored highest in the ranking system.

The plots are located within the City Fields Estate, which is well located off the Boxgrove roundabout on the A27 (Arundel Road) on the east of the City. The City and the strategic road network being within easy access. The City Fields site is already partially developed and has the benefit of a good local road network.

Each plot is serviced with the City Fields infrastructure, (City Fields Way) which has been developed to deliver the first phase of units within the estate, the Virgin Vie call centre and light industrial units for Philips, Carte Blanche.

### 5.2 RANKING

Whilst the site is part of the City Field Estate extension sites, the site neighbours potentially sensitive users, which may limit the extent of development or the potential volume of development. This will have an impact on market appeal. The site has been ranked 3<sup>rd</sup> with a score of 25/30.

## 6. Land South of A259

### Employment Site Assessment

**Settlement:** Chichester

**Site Area:** 8 ha approx. on map – not all required

**Existing Use:** largely agricultural

#### 6.1 VIABILITY

The site is located in a prominent position fronting the Chichester by Pass A27 and A259 roundabout. This presents a good strategic location close to the by-pass.

The site border by the A259 (west bound) and Vinnetrow Road and complements the existing mix of employment uses located around the northern side of the roundabout, Quarry Lane Industrial Estate and Chichester Trade Centre.

The site is currently being cultivated for agricultural purposes. The land appears to be level and is bounded by hedging and tree line.

The site is located close to a single dwelling (Brick Kiln Farm), which appears to be a commercial operator, overall there are not any incompatible neighbouring uses.

The site is currently accessed via a single track which is accessible from the west bound lane of the A259. The site does not have an access which would be sufficient for new a development, there will be associated access infrastructure costs to deliver an access and this will be a cost to development. This issue is only the substantial obstacle to development, as contamination is assumed to be low risk due to the sites greenfield use. The same assumption has been applied to ground conditions. However the name of the neighbouring farm does allude to a historical use in the area and this does highlight the potential for made ground conditions if the site has been subject to clay extraction.

The site would be suitable for a development of B1(b) Research & Development & B1(c) Light Industrial and B2 General Industrial and B8 Storage & Distribution, presenting a large site capable of provide large storage and warehouse distribution facilities, to meet market demands.

The site is ranked above the former MOD fuel Depot site located north of the A259 due the MOD sites complexity of issues relating to historic use.

#### 6.2 RANKING

The site is ranked joint 4<sup>th</sup> with an overall score of 25/30. The sites existing access arrangements and market attractiveness due to East City location have been assessed as the have been the detrimental factors.

# 7. Bus Depot, Basin Road

**Settlement:** Chichester  
**Site Area:** 4,600 sq m  
**Existing Use:** Bus Depot

## 7.1 VIABILITY

The site was identified in the Chichester Southern Gateway supplementary planning guidance (2001).

The site as presented in the instruction (disregarding the private garages which service Elshaw Court), provides a small site with good vehicular access from Basin Road. The property would appear to be in single ownership, utilised as the Bus Depot by Stage Coach, although no investigations have been made with regard to ownership. The property currently is subject to 80% building site coverage. The buildings on site are steel portal frame; brick infill sheds providing vehicle storage. The utilisation of the site on the day of inspection indicated the site is primarily used for staff car park during operational hours.

The plot neighbours the operational railway and provides a long deep development envelope, with an existing single point of access. A new access could not be obtained from the east of the site. The site boundaries are constricted by private garages servicing Elshaw Court residential block and a forecourt to a commercial building.

The site is has good level topography.

The limited kerb side inspection did not identify any presence of trees or ecology, which may present an obstacle to development.

The buildings on site present additional development costs due to demolition and the removal of waste. The site is brownfield and therefore there is an elevated risk of contamination due historical use, possibly associated with the bus depot and historic railway use.

## 7.2 MAXIMISING DEVELOPMENT OPPORTUNITY

Whilst the site in isolation presents a viable opportunity for a small light industrial B1 (b) & (c) development, the development envelope presents limitations with the site being predominantly long and deep site with a single point of access.

There is an opportunity to maximise the development potential of the site and increase the sites preference for development with an expansion of the site to include the Basin Road Council operated public car park. The car park provides an approximate additional 2,800 square metres. This includes No45 Basin road which appears to be a dilapidated domestic

dwelling. Although the car park has a number of trees located throughout the site, these do not appear to present a significant obstacle to development.

The inclusion of the Basin Road car park increases the development envelope and improves accessibility to the Bus Depot Site, with any development being serviced with potentially two points of access on the western boundary. The increased site will maximise development through improved layout. A greater mix of uses can be accommodated, the more noxious or anti-social users being located on the railway boundary and the light employment uses being located in closer proximity to the residential neighbours on the northern and eastern boundaries.

### 7.3 RANKING

The site is ranked joint 4<sup>th</sup> overall with a score of 24/30. The sites have potential uses for B1 (a), (b) and (c). The alternative use for student accommodation has been identified.

The expansion of the site to include the public car park on Basin Road may increase the sites scoring and overall ranking, providing a larger site and improved access and site characteristics for layout. However the number of ownerships and proximity to incompatible uses may detract away from any additional points. It has been determined the score would remain unchanged if the site were to include the Basin Road car park.



## 8. Post Office Sorting Depot, Basin Road

**Settlement:** Chichester

**Site Area:** 3,600 sq m

**Existing Use:** Post Office Sorting Depot

### 8.1 VIABILITY

The site is located on Canal Wharf and Basin Road, on the north side of the canal basin, forming an L-shaped site, fronting onto the Canal Basin – waterfront location. The depot currently operates with a good vehicular access from Basin Road, into the depots yard and parking areas. There is an access into the site on Stockbridge Road.

The plot is situated in a high density residential location, with the neighbouring buildings being a mixed of single dwellings or flat development. The mid section of Basin Road is primarily residential in character. The Chichester Police Station is located on the sites eastern elevation on the other side of Basin Road.

The property would appear to be in single ownership, utilised as a sorting office and depot by Royal Mail although no investigations have been made with regard to ownership.

The site has good level topography and would appear to be free from trees and ecology, based upon the limited inspection from the highway. There are a number of flat roof buildings within the depot, these buildings account for approximately 50% site coverage. The remainder of the site is utilised for delivery vehicle parking.

The site was identified in the Chichester Southern Gateway – supplementary planning guidance - April 2001. Referred to as site D, the guidance sets out:

**Site D – Post Office:** *Frontage to Canal Basin ground floor restaurants, specialist retail, café bar, workshop. Remainder residential on a maximum of three storeys.*

Since the adoption of the Southern Gateway Planning Guidance in 2001, the Basin Road/ Canal Wharf area is been subject to intense residential development over the life of the Local Plan. The site neighbours Brampton Court on the north western boundary a flatted development. The site has a frontage onto new flats on the Canal Basin located on the southern side of the Canal Basin. The former buildings on the western side of the canal have been converted to provide Mews style housing. The Canal Basin has a small pub and a museum.

An allocation to employment uses, B8 would not be viable or appropriate for the location given the sensitivities of the surrounding environment.

Alternative employment uses will require good access and a development envelope which maximises the relatively small size of the plot. The viability of the development will be further influenced by the abnormal costs associated with redevelopment of a brownfield site. The site will require demolition of the existing buildings, additionally there is the possibility of an elevated risk of decontamination associated with a brownfield site.

The sites limited size hinders density, a building with a prominent frontage on the return frontage of Canal Wharf and Basin Road could accommodate a 3 storey elevation without impact on neighbouring uses. This could improve viability; a developer may require additional storeys to deliver viability.

An office development could be viable, if sufficient density could be achieved, which maximises a prominent apex frontage of Canal Wharf and Basin Road, but also enables development which does not create an adverse impact upon the neighbouring residential properties. The provision of an active ground floor retail frontage, (depending upon the retail classifications permitted) could increase viability. A retail provision in this location would complement the surrounding residential environment and appeal of the Canal Basin locality. The provision of retail may increase the potential development value of the development in comparison to an office use at street level.

The demand for office development outside of London has sharply fallen over the last 5-10 years with south east region experiencing limited office development. An office development maybe viable with but low market demand tempers this potential opportunity.

The sites presents two alternative development opportunities, although these have not been subject to viability assessment, the development of a hotel with same level of facilities, gym and/ or conferencing, alternatively residential development could be viable, both could deliver an iconic building at the City's Southern Gateway.

### 8.2 RANKING

The site is ranked 6<sup>th</sup> overall with a score of 24/30. The sites location neighbouring residential properties and limitations on massing hinder the sites score. The site does present a number of alternative development options due to it position and location on the Canal Basin. The site lends itself to residential development, but also presents an option for hotel development for a mid range brand providing a limited range of facilities and limited parking.

## 9. Land South of A27 – Opposite Terminus Road

**Settlement:** Chichester

**Site Area:** Area shown on the map is 9ha – all of which would not be required – although the Employment Land Review indicates all the of area is of potential however this would be too large for the amount of employment land required.

**Existing Use:** Largely open agricultural

### 9.1 VIABILITY

The site is substantial in size and is predominantly cultivated for agriculture purposes, with exception a commercial operation (scrap yard and open storage compound area) which divides the site into two sectors.

The sites location on the south-side of the west bound carriageway of the Chichester by pass on the south west of the City Centre, provides the site with a good strategic location in terms of accessibility particularly for B8 warehousing and distribution.

The sites location however is hampered by the very poor existing access arrangements. The commercial occupier currently accesses and egresses the compound from the west bound carriageway. This is highly unsuitable arrangement. A new access will be required to deliver a development site; this can be provided in a number of options, all of which will predicate which sector of the site will be developed.

A new access could possibly be achieved from the A27 and A259 roundabout (Fishbourne roundabout) or a new access could be formed from the petrol filling station and car showroom facility on the A27 or an upgrading of the existing access arrangements.

The development of the site would have very limited impact of the surrounding users/occupiers on the western sector with a small cluster of residential properties located south of the Fishbourne roundabout. A development on the eastern sector would potentially have an impact on the Stockbridge residents, depending upon the proximity of any scheme.

The site is sub divided by hedging and there are number of trees on site. All of which would not be a significant factor affecting development viability.

The site is topography is good; however the site is bisected by the River Lavant and its small tributaries, cutting across the site, reducing the net developable area due to the flood plain. The net developable area is also further reduced due to the sites potential ground conditions in terms of load bearing development, for the area outlying the flood plain.

The river plain sub divides the site into two sectors, north east of the river plain the Fishbourne Roundabout sector or south west of the river plain Petrol Filling station sector, each sector having difficulties of access.

There is low risk of contamination from this greenfield site, although the presence of the commercial operator at the compound/scrap yard has a higher elevated risk due to the existing uses.

The site has high visibility on the frontage with the by-pass and this will increase market attractiveness from a developers and end users prospective.

The infrastructure costs associated with a new access and the potential decontamination of the compound site (if integrated into the development) are the only substantial obstacles to development. The ground conditions have an element of uncertainty due to the proximity of the watercourses through the site.

## 9.2 RANKING

The site has been ranked 7<sup>th</sup>, with a score of 22/30 due the sites ability to be developed, albeit in one or two sectors, divided by the River Lavant.

The most significant obstacle to development being access and identifying a development envelope outside of the rivers flood plain, both of which can be addressed.

# 10. Westhampnett (North East of Chichester)

**Settlement:** Chichester

**Site Area:** 3 ha within the Westhampnett Strategic Development Location

**Existing Use:** Various – agricultural, open land

## 10.1 GENERAL

The proposed strategic development map indicates the employment may act as an acoustic barrier for the noise generation from Goodwood race track.

In considering the allocation of employment land, the development of housing (No 500 homes) has been disregarded to consider the most potentially viable location for employment development.

All the areas identified are predominantly agricultural land currently being cultivated. These greenfield sites present a low risk to contamination and poor ground conditions. There are hedgerows and trees although these are mainly limited to the sites respective boundaries and do not present an obstacle to development.

There are several plots, to consider in this allocation.

## 10.2 TRIANGULAR PLOT - STANE STREET/MADGWICK LANE

The triangular site which has an apex at the junction of Stane Street and the roundabout and Madgwick Lane presents site which is highly visible providing market appeal if a development were to provide a mix of units including an element of trader counter retailing. A development would complement the existing commercial activities located around the roundabout.

The access out on to the Rutland Way roundabout could be achieved and the site would require limited access upgrades to deliver a site.

## 10.3 TRIANGULAR PLOT – MADGWICK LAND NORTH OF OLD PLACE HOUSE

The alternative locations have several factors which provide uncertainty to viability. The development on the land north of Madgwick Lane towards to the Goodwood circuit presents several issues. The flood plain reduces the potential net developable envelope to the parcel north of Old Place House.

To deliver a development site the Madgwick Lane access will require upgrading, whilst this would be beneficial for Goodwood this cost could place any scheme into a non viable position and will require a land take from the triangular site referred to above fronting the roundabout, to deliver a wider highway.

Whilst access would be improved and strategic access would not be substantially impaired, any development would be placed within a semi-rural location. Whilst it would be in close proximity to the Goodwood circuit, the circuit and its activities will not drive or deliver the demand for the accommodation. The location could be a factor affecting the market attractiveness to the potential end users, with a desire to be in a location with direct access onto the road network or requiring a more visible location, or being in close proximity to competitors.

#### 10.4 MIXED DEVELOPMENT OPTIONS

There is an opportunity to deliver a mixed Employment and residential allocation utilising the Stane Street/Madgwick Lane site.

A mixed development of employment uses on the western section of the Stane Street/Madgwick Lane site and residential dwellings on the eastern section located towards Westhampnett with the existing village of dwellings and the March Church Of England Primary School, may provide a viable option.

Madgwick Lane will require upgrading and residential development may be able to deliver this infrastructure improvement. The dwellings could be developed as an extension to Westhampnett, on the Stane Street boundary. An employment allocation could benefit from the road prominence at the apex and contain commercial activity to the roundabout.

The development would overall deliver improvements to the access to Goodwood.

#### 10.5 RANKING

The Stane Street/Madgwick Lane site has been ranked joint 8<sup>th</sup> scoring, with a score of 21/30.

The greenfield sites present low risk in terms of abnormal development cost, the most significant cost to delivery will be access which could be delivered in conjunction with the developer of any residential development or benefit from following a residential scheme with improved access.

The prominence onto Rutland Roundabout will have increased market appeal due to the visibility the site could hold.



# 11. Bus Station, Basin Road

**Settlement:** Chichester  
**Site Area:** 2,600 sq m  
**Existing Use:** Bus Station

## 11.1 VIABILITY

The site was identified in the Chichester Southern Gateway supplementary planning guidance (2001).

The site as presented provides a small site with good vehicular access from Basin Road, which currently provides for traffic light control egress from the site on to the Basin Road gyratory.

The site isolated from any other properties, with a shared boundary with the operational railway line. The site has frontages onto Basin Road, Southgate and the Basin Road gyratory.

The property would appear to be multiple occupations, utilised as the Bus Station operated by Stage Coach. The property has several ground floor shop units and offices at first floor level within its demise, on the Southgate elevation with potentially No7 commercial operators in occupation of the building, although no investigations have been made with regard to ownership.

There will be additional costs and delays to development in securing vacant possession of the site.

The building is of brick construction with a flat roof forming two storeys of accommodation. The station property and offices and shops currently occupy 30% of site.

The plot neighbours the operational railway and provides a relatively regular shaped development site with a single point of access and a single point of egress. A new access could be obtained on the Southgate elevation depending of type of development, although the traffic light control system in operation moderates the traffic movements from the site.

The site has good level topography.

The limited kerb side inspection did not identify any presence of trees or ecology, which may present an obstacle to development.

The buildings on site present additional development costs due to demolition and the removal of waste, the site is brownfield and therefore there is an elevated risk of contamination due historical use, possibly associated with the bus station and historic railway use.

## 11.2 RANKING

The site is ranked 8<sup>th</sup> overall with a score of 21/30. The site is small and has constraints from the railway line gyratory system and the multiply occupations. The brownfield use presents a high risk to additional development costs.

The site has potential use for B1 (a) and (b), C1 Hotel and student accommodation.

# 12. Land South of Shopwyke Road

**Settlement: Chichester**

**Site Area:** the whole of the site to be assessed is 12.2ha however a smaller site would be used if needed.

**Existing Use:** The site was formerly a gravel minerals working but has been restored.

## 12.1 VIABILITY

The site is currently is a cultivated agricultural site bordered by B2144 (Shopwhyke Road) and the A27. The site is located in close proximity to a low density level of housing and commercial uses located on the south side of the B2144, with detached dwellings and a place of worship (modern Jehovah witness Hall). The northern boundary in part presents an existing neighbour which will be incompatible with some development depending upon proximity and use.

The site is accessed from the B2144, which is currently sufficient for its existing use, but will require upgrading for development, which could be achieved from the southern carriageway of the A27.

The site has a history of mineral workings and has been in-filled. There is an elevated risk the site will be subject to contamination and potentially poor ground conditions which may warrant additional abnormal costs of remediation and deeper foundations. These costs place the sites viability into a marginal position and the mix of uses will affect the viability further.

The proximity of housing does influence the mix a development may achieve with lighter uses being developed on that boundary and heavier industrial uses and more disruptive uses (B2 & B8) being located within the site or on the southern boundary.

Whilst a trade counter element within the development may address any issues of financial viability which may be attributable to abnormal costs, the end user of trade counter may consider the Strategic location unappealing, wishing to be located in close proximity to competitors. This places the A259 southern site higher in the ranking based upon market appeal, with the site being within an existing cluster.

## 12.2 RANKING

The site is ranked 10<sup>th</sup> with a score of 20/30, due to the known issues of infill material and previous history of mineral extraction which places the site within the second tier of sites which require additional works to enable development and therefore are subject to additional development costs.

# 13. Former MOD Fuel Depot Site, Bognor Road

**Settlement:** Chichester

**Site Area:** 4.8 ha

**Existing Use** Former fuel depot not in active use although there are fuel tanks and buildings located on site.

## 13.1 VIABILITY

The site is located in a prominent position fronting the Chichester by Pass A27 and A259 roundabout. This presents a good strategic location close to the By-Pass, situated on the northside of the Bognor Regis Road (A259). Three trade parks are structured around the roundabout (Chichester Trade Centre, Portfield Trade Centre, Beaver Trade centre).

The site is bordered by the A259 to the south, A27 to the west and the operational railway line to the north, the site historically being serviced by rail. To the east of the site there is a commercial operation, which upon a road side inspection appeared to be a lorry park and caravan storage facility with a number of commercial buildings (Springfield Park). Whilst these do not present any incompatible neighbouring uses, the operational railway may present some limitations or restrictions on the building line which may be implemented on this boundary. The site may be subject to restrictive covenants preventing building within close proximity of the railway line. A title investigation has not been conducted.

The site was a former MOD Fuel depot which was serviced by rail and is currently accessed from the east bound lane of the A259. The historical use presents number of site constraints, more notably contamination and the cost implications of removing infrastructure, which remains on site. The storage and distribution of fuel presents a high risk of contamination from the chemical contents of the fuels and vehicles on site. The site has been developed to provide a railway access with a dedicated branch line into the site. The site has a number of substantial stores, which may include subterranean structures, plus depot and support buildings at ground level, the removal of these present a potentially substantial cost, to enable development. The level of these costs may place the viability of the site as marginal, depending upon the land value to be attributed to the site and the extent of the structures to be removed. The viability of the development as a B1 (b) B1 (c) , B2 and B8 development could be not necessarily be achieved if a development were to be limited to these uses due to the cost of development and the values achieved from these end uses.

The sites potential alternative development would be as a waste management facility, the site is allocated in the West Sussex Waste Local Plan. To deliver this alternative still presents the same obstacles.

The site has been identified to have the capacity to deliver a single waste management facility (c.50,000 tpa on 2.0-2.4 hectares) as part of the comprehensive redevelopment of the site involving complementary non-waste uses. Whilst this has been identified a

complementary mix maybe difficult to achieve in terms of securing a developer who would be confident and able to secure end users/occupiers for any B1 (b) & (c) and B2, B8 units.

The data provided by the authority highlighted the developers for the site were seeking retail provision within the site and this is not supported by the District Council. In considering alternative range of uses, which may increase the viability of the development, the sites prominence, could support one or more car showroom and dealerships, which would be congruent with the existing car showrooms in the locality. Both Peugeot and Citroen showrooms are located on the Chichester Trade Park, to the north west of the site. The sites prominent frontage onto the roundabout could attract a number of retailers, or competing car dealership brands. Whilst car showroom does not fall within the employment use classifications, this quasi retail element would present an alternative to retail provision and could potentially generate the development value required to ensure viability.

A mix of trader counter units within a development may also address the issues of viability, however the extent of trade counter retailing within the development maybe a critical factor in determining the sites financial viability. This will require detailed discussions with the future developer once the abnormal costs are known.

The site has potentially significant issues which could delay the site in coming forward for redevelopment, due to abnormal development costs and the potential conflicts of securing a mix of uses which would be acceptable to the planning authority. The site has therefore been ranked accordingly, the site south of the A259 ranked higher due to a lower number of issues.

## 13.2 RANKING

The site is ranked 11<sup>th</sup> overall with a score of 19/30. The historic use, railway line and existing structures and potential decontamination, impacts on the delivery of the site.

# 14. Ellis Square (Land between Manor Road & Manor Lane), Selsey

**Settlement:** Selsey

**Site Area:** 1-2 ha

**Existing Use:** Open informal amenity.

## 14.1 VIABILITY

Selsey is a small seaside town on the south coast. The town is accessed by a single arterial route (B2145) from Chichester or the outlying towns of Bracklesham and Bognor Regis. Selsey is a semi rural location with a tourism economy. The strategic access to the site is poor, given the limitations placed upon accessing the east and west can only be achieved from the Chichester by-pass, via the B2145.

The site is has excellent local access, Ellis Square has been developed to provide a mix of employment units, with an office development (Sherrington Mews) fronting Manor Road and a mix of industrial units within the Ellis Square estate. The estate has been developed to provide access to the undeveloped plot, with a service road built.

The site is currently an uncultivated open space which is providing some amenity value to the local population, with dog-walking witnessed during the inspection. The site is an unmaintained grassland with a number of trees around the periphery of the site and some mature flora. There are a number of footpaths, eroded through the site, connecting a number of residential areas and a single tarmac path connecting Manor Road to Manor Lane a residential street. There are notices on site advising of no public right of way.

The site neighbours residential properties on the eastern and southern boundaries, both being predominantly single storey dwellings (chalet bungalows). To the north there is a cultivated agricultural field.

It has been assumed the site has previously been undeveloped and presents a low risk for contamination and poor ground conditions.

The site is located in a tourist driven town and a semi rural setting given its low strategic location, the assertion B8 warehousing is unsuitable is confirmed. The existing mix of employment uses within the Ellis Square and Sherrington Mews, suggests B2 light industrial and B1 (c) are to be the more market driven demands.

The Sherrington Mews are incubator offices and business units, with a number still vacant in shell condition. The Employment Land Review January 2013 incorrectly identified the units as a residential development.

The site would be suitable for a range of larger B1 (c) and Light Industrial and B2 units. Whilst in financial viability terms a call centre or research and development facility could be



considered acceptable, the location is a significant factor and considered are not viable in terms of location and the ability to access the labour supply.

The scale of development and permitted uses will be restricted due to the residential boundaries.

The northern section of the site presents a location where development would have the lowest impact, with reduced residential surroundings.

There maybe limited market appeal for larger business operators wishing to secure premises, due to the additional travel time incurred in this location, to the strategic network

There are not any known substantial abnormal costs to development; the only site constraint identified will be the limitations on scale and massing in relation to the single storey residential properties which neighbour the site.

### 14.2 RANKING

The sites ranking 12<sup>th</sup> with a score of 18/30 reflects the overall strategic location and the potential restrictions on massing and scale due to the residential neighbours. The demand to be limited to local requirements and the vacancy rates on the incubator units at Sherrington Mews, highlight the sites margins.

# 15. West of Chichester

**Settlement:** Chichester

**Site Area:** 6 ha within the West of Chichester Strategic Development Location

**Existing Use:** Agricultural, scrub land

## 15.1 VIABILITY

In considering the viability of the area for strategic allocation, the location for the employment development plot is going to be driven by the location of access which can be achieved.

The viability assessment has only taken a desk based approach, given the employment provision will be a component from a Master Plan to deliver 1,000 homes over the life of the Plan.

The viability of the employment plot will be predicated by access. Whilst the residential development will unlock the overall site and deliver a number of access points, these points may not be sufficient to drive an employment development. If the first phase of residential development is achieved from the north of the area (West Boyle), this is a poor strategic location for Employment uses, due to the convoluted route.

Whilst the master plan approach presents an option which can potentially be delivered in cost affective manner, there are other significant issues about its deliverability.

*The promoters' masterplan shows access to the north of the site from the B2178 and construction of a new access from the western end of Westgate to the south.*

Access from the north of this strategic site from B2178, will be seeking to secure access from B classification local road network, in a semi rural location, which will not provide direct access to an arterial route – A27. This will provide a drawn out route which will be a detracting factor to a developer and end user.

Access which can be achieved is the key to unlocking a viable employment plot within the master plan.

The presentation of a new access from the western end of Westgate whilst not presented in a visual context for further consideration, it would appear to have substantial obstacles. Westgate provides access to a school site, cul de sac residential street and a pedestrian crossing point over the railway line. The availability of land for the formation of an access which would be sufficient for a commercial development is limited and will require careful design and potentially multiple ownerships to be acquired.

The operational railway is a significant barrier, creating difficulty in unlocking the site for employment purposes. An access over the railway will present significant complexities and potential delays due to cost, consent to construct over an operational railway line. The

potential for multiply parties to be involved in a single component of a development further hinders viability, in terms of time and certainty of deliverability.

The area is predominantly greenfield; the level of risk associated with contamination and ground conditions is low. There are only a few neighbouring users which will be impacted upon, it is likely the development will be centred with the master plan area, which will reduce the impact of incompatible uses.

The site presents an opportunity for a development for the west of Chichester City Centre, which could benefit from good links to Portsmouth and the West; however, a rural road network will be a detracting factor and direct access not being achievable.

The employment allocation shown is focussed on the southern portion of the site to increase accessibility to the accessibility strategic road network; however the local access arrangements are currently very poor. The deliverability for an access is likely to involve multiply parties and this is a further factor to hindering deliverability.

## 15.2 RANKING

Due to the level of uncertainty regarding access, the sites viability for Employment development has been ranked 13<sup>th</sup>, with a score of 17/30. This is solely focussed on the complexities of providing a sufficient access and delivering a site which as reasonable access to the strategic network.

# 16. Walnut Tree Field, Vinnetrow Road, Runcton

**Settlement:** Runcton

**Site Area:** 2.5 ha

**Existing Use:** Agricultural

## 16.1 VIABILITY

The plot is located within the conurbation of Runcton a small hamlet south of Chichester, served by the B2166. The site is located south of the Chichester by Pass (A27) and A259 intersection. The site is located in a rural location, albeit within a relatively short journey to the Chichester by pass. The site is presently accessed from a private track from within the Hall Hunter (Donaldson's) Nursery. The access road which is on the sites eastern boundary is assumed to a private internal road (the access has a Notice to this affect) within the nursery complex. The ownership of the access has not been investigated.

The site is irregular in shape, the northern section narrowing to an apex. The apex and the western roadside boundary have been planted with a tree buffer of approximately 2m in depth. The trees are relatively immature. The site is an undeveloped 'pocket' within close proximity of Donaldson's Nursery. The nursery dominates the surrounding landscape with 16 acres of greenhouse food production and associated pack house and distribution warehousing.

The land is currently being cultivated for agricultural purposes.

The northern apex is allocated with the Local Plan First Review 1999, Policy RE11A – Horticultural Development Areas (HDA) for Runcton. The lower proportion of the site is unallocated.

The development of site is viable for B1 (b) & B1(c) or B8 uses assuming good ground conditions, and if a vehicular access could be formed from the public highway. These uses would not be incompatible with the dominant neighbouring nursery.

The site has limited site constraints, although the rural setting and is a remote strategic location, ranks the site in the lower provision.

## 16.2 RANKING

The site is ranked 14<sup>th</sup> overall with a score of 15/30. The rural setting, poor access arrangements and low market attractiveness places the last in the ranking system.

# 17. Summary Ranking of Sites & Allocation Recommendations

The table in **Appendix C** sets out the scoring of the sites, with the ranking set out in **Appendix D**. The ranking of these sites is highly subjective.

The viability assessment is based upon assumptions of the cost in bringing the sites forward for development. The main development costs being contamination, poor ground conditions, removal of structures and waste and the delivery of access and highway infrastructure. The viability assessment also makes the assumption a land owner (vendor) will act willing and dispose of the site at the prevailing market values. The overall development being constructed at the current market benchmark costs for the type of construction and type of building with the developer securing a reasonable level of profit. Any variance in these assumptions will alter the viability of a site.

The City Fields Estate, Tangmere presents sites which are developable and deliverable in the immediate future, (subject to finding a developer and occupier). All the plots being greenfield sites, with access infrastructure already developed, this positions the sites in a viable position, based upon the assumptions of good ground conditions.

Whilst Portfield has issues of decontamination, its prominence and strategic location, will enable a developer to secure a range of occupiers at the upper rental values and provides a greater certainty in development terms. The provision of Trade counter uses would ensure a viable site and ensure the site is deliverable.

The site south of A259 benefits from a good strategic location on the roundabout, being a greenfield site suggests the abnormal costs to development are low and the site could be delivered without substantial obstacles.

The bus depot whilst being in a City Centre location has a limited number of incompatible neighbours. The location adjacent the railway line should enable a development which provides a mix of uses. The larger development envelope would enable a more flexible development arrangement, including call centre facility due to its excellent transport links.

The sites at South of Terminus Road, Westhampnett, the Bus station and the land South of Shopwyke all have a mix of issues which appear to not be to be readily resolved. South Terminus access is a key factor and the flood plain of the River Lavant is determining factors in bringing forward a proportion of the site.

The Westhampnett allocation is driven by access and the costs to be levied in securing a suitable access to a site. The flood plain and greater distance away from the strategic access will place the allocation site into a non viable position. The more prominent Stane Street /Madgwick Lane apex site will be developable if a limited cost for access can be achieved.

Whilst the Former MOD fuel depot site has a very good location and holds an excellent prominent position, the unknown costs to development are a major factor of viability. The site presents a full range of cost obstacles, which will temper the viability. The assumed cost items of decontamination, infrastructure removal of structures, railway branch line are major cost factors. In addition there are issues of restriction of building adjacent to the operational railway line; ground conditions and access place this site into a non viable location, unless substantial value can be delivered from a range of uses. Trade counter may provide an additional value, but a quasi retail provision with a mixed development, car sales or similar may enable a developer to secure a viable position.

Selsey is a semi rural location which will only be driven by local needs and demands. The site is too remote for B8 distribution. The site has number of vacancies for the incubator office/light industrial units at Sherrington Mews; this would suggest there is potentially limited demand. Demand will be factor which will pull this site forward. The sites development scale will be hindered by the residential development on the site boundaries. This is a distracting factor to its market appeal.

West of Chichester has a number of barriers and the phased development of residential development will set out a number of options for identifying an employment site. Whilst it is considered these will be within the southern zone of the site, the access to be achieves from low quality local network is a major obstacle to overcome.

The Runcton site is rural and again too remote for B8 warehouse and distribution and offices, the demands will be locality driven.

## 18. Recommendations for Local Plan Allocation

It is recommended the sites ranked 1<sup>st</sup> to 11<sup>th</sup> are to be allocated, as each site benefits from a number of factors which have market appeal, positioned in strategic locations, and set within existing markets, each site will have a capacity to provide a range of uses and accommodation.

Whilst some have issues to address, there are opportunities to deliver these sites, with flexibility on mix of accommodation to include Trade Counter and quasi retail provision.

The sites ranked 12<sup>th</sup>, 13<sup>th</sup>, & 14<sup>th</sup> will come forward if driven from either local need or demand. Both West of Chichester and Westhampnett strategic sites will be delivered if a solution to provide good strategic access can be achieved.

# 19. Southborne Employment Need Assessment

## 19.1 ASSESSMENT REQUIREMENTS

### 19.1.1 *SOUTHBOURNE*

It is proposed that an additional 300 homes are built at the settlement (the sites will be identified through a Neighbourhood Plan). Given the existing industrial estate within the settlement and good transport links to Havant, Portsmouth and Chichester etc. is there does not appear to be a need for additional employment provision in this location.

### 19.1.2 *OUTCOME*

Brief analysis of local needs and commercial market, then advise on how much if any additional employment land is likely to be viable for Southbourne.

## 19.2 METHODOLOGY

In order to determine whether there is a need for Employment Land allocation, an assessment been made based upon a two strand test.

### 19.2.1 *COMMERCIAL/MARKET ASSESSMENT*

A review of the existing sites for development and the existing supply of stock available locally.

### 19.2.2 *POPULATION*

The assessment considers the size of the population within the settlement and the percentage working age persons within that settlement. The activity trends of the active population are considered, the likely percentage of the working population commuting to another place of work.

This will enable an assessment to be made of the size of the working population within the settlement and whether there is strong trend to a particular sector. Whether there is an over supply/under supply of employment land or stock which meets the needs of the working population.

The assessment will identify whether there is need/capacity for a new employment site/e within the settlement.



### 19.3 GENERAL DESCRIPTION

Southborne lies east of Emsworth and is a small village with a good transport links to Chichester benefitting from an operational rail link to Chichester and good road network to Chichester and the East and West via the A27.

### 19.4 POPULATION

The 2011 census recorded a population of 7,818 with an economically active population of West Sussex is 76.3%. Economically active is defined as employed or seeking employment for those persons aged 18-74.

The census recorded an increase in population in Southborne, a trend which was mirrored across the district as a whole.

The employment trends, across West Sussex indicate the two largest sectors employing the active population are wholesale and direct sale retail and human health and social based services.

The employment trends by ward, as compiled by the West Sussex research unit indicated the largest sector in Southborne employing the active population is low managerial and professional occupations (25%) small employers accounting for 24% and 13% are in higher managerial and professional occupation.

The village is highly accessible, which increases the active population's ability to commute. Rural communities with poor transport infrastructure will place greater demand on local need for employment being based within a settlement or within a reasonable travel time of the settlement.

Southborne is highly accessible with No4 trains per hour during Monday to Friday peak travel times to Chichester with a maximum of journey time of 12 minutes. Portsmouth is accessible with No2 trains per hour during peak travel times, with a 30 minute journey.

Travel times by car to Chichester are approximately 20-22 minutes at peak travel time this can shorten to 12-15 minutes at non peak times. Portsmouth can be accessed within 25 – 30 minutes during peak times, falling to 17 minutes during non peak times.

The amount of time spent commuting to and from work has fallen over the last six years for men but has increased for women, according to a TUC analysis and the National Statistics analysis of the 2011 Census.

The average UK employee who commutes now spends 52.8 minutes per day travelling to and from work. This amounts to 4 hours and 24 minutes per week for a full-time worker.

The analysis of figures identifies London and the South East regions have increased commute times compared with the other regions. The commute time for the South East is on average 33 minutes, a total of 66 minutes per day compared with the National Average.

## 19.5 MARKET SUPPLY

Southborne has an industrial estate (Cloveley Estate) which is a mix of 1960's older style units and a range of new units which have been developed in the last 2 years. The estate is located within a residential area in close proximity to the train station.

There is currently No 3 units (light industrial) available, providing small business accommodation. These appear to be vacant since construction.

There is No1 older property (light industrial) delivering traditional light industrial space available which would accommodate a medium sized business. The current vacancies provide 8,557 sq ft of light B1 (c) and B2 accommodation.

## 19.6 POPULATION GROWTH AND EMPLOYMENT NEEDS

In considering the excellent commuting links available and the very short commuting time, to Chichester, Portsmouth & Fareham it is considered Southborne does not need to consider Employment Land allocation. Whilst the population may expand, the requirements to deliver employment opportunities within the settlement are currently low, with a small amount of utilised provision and the capacity for the active population to secure employment within a short travel time, to Chichester, Fareham and Portsmouth. A large proportion of the active population will require low managerial and professional and higher managerial and professional occupations. Southborne appears to be a commuter town with professionals seeking to locate for good quality schools, semi- remote location out from the city but commutable.

# 20. East Wittering Employment Need Assessment

## 20.1 METHODOLOGY

In order to determine whether there is a need for Employment Land allocation, an assessment been made based upon a two strand test.

### 20.1.1 *COMMERCIAL/MARKET ASSESSMENT*

A review of the existing sites for development and the existing supply of stock available locally.

### 20.1.2 *POPULATION*

The assessment considers the size of the population within the settlement and the percentage working age persons within that settlement. The activity trends of the active population are considered, the likely percentage of the working population commuting to another place of work.

This will enable an assessment to be made of the size of the working population within the settlement and whether there is strong trend to a particular sector. Whether there is an over supply/under supply of employment land or stock which meets the needs of the working population.

The assessment will identify whether there is need/capacity for a new employment site/e within the settlement.

## 20.2 GENERAL DESCRIPTION

West Wittering lies 6.5 miles south west of Chichester, a small costal village on the Manhood Peninsular. The village is a tourism destination, with the beach providing views of Chichester Harbour and sandy beach for recreation including water sports and a range of holiday accommodation including B&B's, self catering cottages and campsites.

The village is service lead with a number of eateries and water sports retailers, addressing the tourism led economy.

The village has reasonable transport links to Chichester and the East.

### 20.3 POPULATION

The 2011 census recorded a population of 4,951 with an economically active population of West Sussex is 76.3%. Economically active is defined as employed or seeking employment aged for those persons aged 18-74.

The employment trends by ward, as compiled by the West Sussex research unit indicated the largest sector in East Wittering employing the active population is low managerial and professional occupations (25%) small employers accounting for 24% and retail providing 13% are in higher managerial and professional occupation.

The village is accessible, which increases the active population's ability to commute, although the commute times to the west (Portsmouth & Fareham) will exceed the national average and regional average travel times currently identified by the National statistics. As a semi rural community this will place higher demand on employment being more locally based. The Witterings as whole has tourism/seasonal driven economy and this influence the opportunities for employment locally.

Travel times by car to Chichester are approximately 20-22 minutes at peak travel time this can shorten to 12-15 minutes at non peak times. Portsmouth can be accessed within 45 minutes during non -peak times, increasing to 1 hour during peak times.

With poor transport infrastructure will place greater demand on local need for employment being based within a settlement or within a reasonable travel time. East Wittering is only accessible by road network.

The amount of time spent commuting to and from work has fallen over the last six years for men but has increased for women, according to a TUC analysis and the National Statistics analysis of the 2011 Census.

The average UK employee who commutes now spends 52.8 minutes per day travelling to and from work. This amounts to 4 hours and 24 minutes per week for a full-time worker.

The analysis of figures identifies London and the South East regions have increased commute times on compared with the other regions. The commute time for the South East is on average 33 minutes, a total of 66 minutes per day compared with the National Average.

### 20.4 MARKET SUPPLY

East Wittering has an established industrial estate (Hilton Park) which comprises of a mix of units providing a range of units for businesses. The site provides No44 units, although smaller units have been merged to former larger units for occupiers.

The estate is located on the outskirts of the village, within easy access of the village and the outlying villages and hamlets in the locality.

There is currently No 1 unit (light industrial) available, providing a small light industrial unit.

There are number of mixed older properties available in outlying rural locations, predominantly with farm business environments.

## 20.5 POPULATION GROWTH AND EMPLOYMENT NEEDS

In considering the commuting links to the west (Portsmouth & Fareham) and the short commuting time, to Chichester, it is considered East Wittering does not need to consider Employment Land allocation, in the short to medium term. Whilst the population may expand, through additional residential provision during the life of the new plan period, the requirements to deliver employment opportunities within the settlement are currently low, given the employment activity of the existing population. With a large supply of utilised provision and the employment being lead by tourism and a high proportion of the population based within professional employment, employment is likely to be located within Chichester or along the A27 corridor.

In considering the existing wider provision within the area, West Wittering and Bracklesham Bay do not have an industrial estates and consideration has to be given to the implied assumption Hilton Park Estate at East Wittering is potentially hosting the employment needs of West Wittering and Bracklesham Bay. Employment Land demand/need is therefore potentially being drawn from these three settlements which are being currently serviced centrally from East Wittering.

The expansion of these three villages number of dwellings over the life of the plan may require additional employment provision and this could be an expansion of the existing provision with East Wittering, funnelling employment from these outlying locations. All three locations are tourism led in local employment terms; however the allocation for a 2Ha site would be sufficient to deliver any expansion of local demands from these three settlements.

# Appendix A Site Identification - Plans

# Appendix B Site Identification - Photographs





# Appendix C Site Scores



# Appendix D Ranking Table of Sites

## Chichester District Council – Employment Land Review & Viability Assessment:

Rank	Site names	Settlement	Size (ha)	Potential Uses	Score (out of 30)	Overall Rank
1	Tangmere – Yellow Green & Pink	Tangmere	Yellow site – 3ha Pink site – 1ha Green site – 1.5ha	B1 (a), (b) & (c), B2, B8	29	<b>Good Quality</b>
2	Portfield & Shopwyke	Chichester	4 Ha	B1 (a), (b) & (c), B2, B8. Additional: Trader Counter provision	26	
3	Tangmere – Blue	Tangmere	Blue site - 3.4ha	B1 (b) & (c). Alternative: Residential development	25	
4	South of A259	Chichester	8 Ha	B1 (b) & (c), b2 & B8.	25	
4	Bus Depot	Chichester	0.46 Ha	B1 (a), (b) & (c). Alternative: Student Accommodation	24	
6.	Post Office Dept	Chichester	0.36 Ha	B1 (a). Alternative: C1 – Hotel Or Residential development	24	<b>Average Quality</b>
7.	South of Terminus Road	Chichester	4 Ha	B1 (a), (b) & (c), B2 and B8.	22	
8.	Westhampnett	Chichester (north East)	3 Ha	B1 (a), (b) & (c), B2 and B8.	21	
8.	Bus Station	Chichester	0.26 Ha	B1 (a) & (b). Alternative uses: C1 - Hotel	21	
10.	South of Shopwyke	Chichester	12.2 Ha	B1 (a), (b) & (c), B2 and B8.	20	

Rank	Site names	Settlement	Size (ha)	Potential Uses	Score (out of 30)	Overall Rank
11	MOD Fuel	Chichester	4.8 Ha	B1 (b) & (c), b2 & B8. Additional uses: Car Showroom and/or Trade counter provision	19	<b>Lower Quality</b>
12	Selsey	Selsey	1 -2 Ha	B1 (b) & (c), b2 & B8.	18	
13	West of Chichester	Chichester (west)	6 ha	B1 (b) & (c), B2.	17	
14	Runcton	Runcton	2.5 Ha	B1 (b) & (c), b2 & B8.	15	

### Scoring:

1-5.1 (5 being the highest).

- Strategic Access
- Local Road Access
- Proximity to urban areas labour and services
- Proximity to incompatible uses
- Site characteristics
- Market attractiveness

Chichester District Council - Employment Sites - Scoring

Site no	Site Name	Strategic Access	Local Road access	Proximity to urban areas labour and services	Proximity to incompatible uses	Site characteristics	Market attractiveness	Total	Ranking
1	Bus Depot	4	4	5	4	3	4	24	4
2	Bus Station	4	4	5	3	3	2	21	8
3	Post Office	4	4	5	3	3	4	23	6
4	Portfield & Shopwyke	5	4	5	5	3	4	26	2
5	South of A259	5	3	5	4	4	3	24	4
6	MOD Fuel Depot	5	2	4	3	2	3	19	11
7	South of Shopwyke	5	3	3	3	3	3	20	10
8	Runcton	3	3	2	2	3	2	15	14
9	Selsey	3	4	1	3	4	3	18	12
10	South Terminus Road	5	2	4	4	3	4	22	7
11	Tangmere - Blue	5	5	4	4	3	4	25	3
12	Tangmere -Green, Pink & Yellow	5	5	5	5	5	4	29	1
13	West of Chichester	3	2	3	3	3	3	17	13
14	Westhampnett	4	3	4	3	3	4	21	8

**Notes:**

**Scoring Basis 1- 5, (5 being the highest)**

Where sites has been closely scored, the scoring has differeniated sites by considering scoring on a basis of 0.5 - 5. Identifying the variance in sites.

**Strategic Access**

Location, Motorway access, connectivity to existing networks

**Local Road Access:**

Quality of existing access into site, suitability to increase traffic flows, existence of infrastructure.

**Proximity to urban areas labour and services.**

**Proximity to incompatible uses**

Neighbouring uses, surrounding dominant uses/users, sensitive environments or ecology.

**Site characteristics**

Size of plot, topography, trees, ecology, likley presence of contamination, existing use.

**Market attractiveness**

Surrounding uses, existing use, abnormal cost to redevelopment, non site specific costs (highway improvements), limitations on development, proximity to existing developments and urban areas.

**Colour coding**

	Good Quality
	Average Quality
	Lower Quality