

## Planning

- The Stockbridge Road and Kingsham Roads are busy artery/rat run roads to/from the A27 and City Centre. Stockbridge Road's congestion with idling vehicles makes for polluted air and noise for residents. The roads off the Stockbridge Road are cul-de-sacs and entirely residential.
- Crossing Stockbridge Road and the Southgate gyratory can be challenging.
- The big conflict which influences everything to do with our neighbourhood is getting the A27 problem resolved. We fear that the south of the City will be turned into a horrible, traffic-focused place to live.
- The Stockbridge Road surface is appalling and Terminus Road/Stockbridge Road traffic light junction floods in rainy weather.
- There is no unifying composition to the area. Buildings are from very different eras and styles.
- Predominant uses south of the railway are residential in individual housing, blocks of sheltered accommodation and a high-density development plus a leisure park, a pub, offices, and student halls of residence. North and east, outside the SGRA area, are the railway station, bus station, law courts, a former school, a police station, two pubs and housing in Kingsham Road.
- The Canal towpath is used throughout the day by pedestrians and cyclists to get into and from the City centre, dogwalkers and pleasure walkers, and it gets busy especially in good weather and longer days. There is not enough space at the Canal Basin to cope with its increased use.
- A generally safe area. Gatherings around the Canal Basin after dark can be troublesome. But the problem is generally contained.
- There is a helpful community spirit but no community centre. We need a centre which meets our needs.
- There are unpleasant noises are from traffic on the A27 and A286, especially from motor cycles and boy-racers, music, and antisocial behaviour from two pubs and late night noise from students returning to the halls of residence.
- There are unpleasant smells are from traffic pollution arising from the A27 and vehicles queuing at the level crossings and railway crossings, plus cooking smells from Chichester Gate.
- The neighbourhood has received much recent development and is the subject for further major development. Some of which were written before the pandemic and are now out of date. There are also other objections against them.
- Chichester Gate Plaza is underused. More plantings, shade trees, litter bins and seating would encourage a valuable open space to be better used. Involving the businesses there to get involved would help. Chichester Gate and its plaza would be a good place to accommodate a hotel. It has several eateries and it's a short walking distance to the railway station, City centre.
- The Canal Basin north side stating there is 'a significant opportunity for public realm enhancement'. The opportunity should be taken to support and improve the amenity importance of the Basin for local people and visitors.

## Landscape

- The significant long-distance views are to the cathedral spire.
- The area's open space is the canal basin and the canal as far as the A27 - it is our 'village green'. It is used for many water sports activities.
- Since lockdown, more people have discovered the Basin and Canal as a place of leisure, relaxation, or activity. The grassy areas under the trees and in front of the Canal Trust café is not enough space and gets crowded in good weather.
- The Canal towpath is used throughout the day by pedestrians, cyclists to get into and from the City centre (they must continue on the busy road), dogwalkers and pleasure walkers, joggers, duck feeders. It is not possible to walk into the city centre using only greenways and footpaths – but the canal towpath does quickly lead into open country.
- The café, Basin, towpath, and surrounds are maintained by volunteers.
- Hedgerows and the best tree cover are along the canal. Street trees are found on the west side of Stockbridge Road whilst in South Bank and Kings Avenue small trees are planted in the verges. Many valued mature trees near the basin. Bits of grass can be found around the area. There is room for more trees. Some front gardens are used for car parking but not all.
- The Basin, Canal and its surrounds attract varied wildlife. Dwellings have sizeable gardens that also support biodiversity and back gardens with vegetable plots.

## Architecture

- The built environment is very mixed with some listed and locally listed buildings. There are several well liked special buildings that should be preserved.
- The history, contribution, and relevance to Chichester of buildings in the Conservation area should be promoted e.g. by info boards, blue plaques if appropriate.
- Buildings which jar are the recent developments of Chichester Gate and John Rennie Road which are out of scale with their surroundings and architecturally challenged. Chichester Gate is appalling.
- Traditional materials for the area are red brick, flint, tile, and slate. Footpaths are a hotch-potch of different tarmacs, flagstones repaired with variety of tarmacs.
- Roof shapes are pitched for individual houses, flat for residential blocks and commercial.
- Front gardens of dwellings have a mix of walls, fences, hedges and plantings. This mixture works well and avoids an enforced uniformity of style.
- All lamp posts were recently replaced and are very bland but effective. The only public art are the Basin and towpath butterflies along the canal basin.
- Further housing development in our area will increase the density of building, but there is scope for increasing housing. Though it needs to be done sensitively so that a feeling of spaciousness is achieved
- The foot and cycle path/towpath at the Canal Basin ends abruptly at Canal Wharf. To get to the City Centre, you must cross the busy Stockbridge Road/Canal Wharf junction, then use the pavements or on-road cycle path.
- Walking up the towpath looking north, the Cathedral Spire remains in view.

## Culture

- The boundaries are defined by the railway, the Southgate Gyratory and the A27.
- Apart from the cinema Chichester Gate offers nothing that can be considered as culture.
- The canal however provides leisure activities such as row-boating, kayaking, angling, bird watching, and model boating whilst the café offers facilities for meeting up with friends and family. Canal Trust hold events at the Canal Basin e.g. Dragon Boat Races at the café premises or outside. Former stables for barge-pulling horses, next to the Canal Trust cafe – houses the Canal Trust office and is a heritage display centre.
- The local history of the area is a mixture of residential and industrial. Lost industries include a gasworks, electricity power station, canal, coal distribution, an automotive product factory with an oil distribution depot next door. There was also a second railway station and two schools. Law enforcement is still present in the law courts.
- There are good interpretation boards beside the canal, John Rennie Road and Kingsham Road. Sadly, names of other recent developments make no reference to the history of the area.
- It is perceived as the scruffy end of the city ripe for the sort of development that would be unthinkable elsewhere in Chichester, such as. Chichester Gate, nightclubs, student halls of residence etc. People who don't live here see our neighbourhood as an undesirable, ruined area, but that's because they don't know the cul-de-sacs but only see an area of traffic jams and ugliness. A night club is wholly inappropriate in this area which has a high degree of residential accommodation, especially for the elderly.

## Engineering

- I would like to see a proper, well-informed appraisal of our area becoming a LTN. At a stroke, our neighbourhood would not be governed by traffic movements. Focusing attention on the Canal Basin and its surrounds would give our neighbourhood a different character from the City centre.
- A speed reduction in Basin and Stockbridge Roads would be beneficial.
- It is exceedingly difficult to cross Stockbridge Road and the Southgate Gyratory system on foot owing to traffic volumes and speeds and the fact that pedestrian crossing times are heavily biased towards traffic.
- There is a bus shelter on the W side of Stockbridge Road and currently the bus station, which will however be destroyed under the Southern Gateway Redevelopment scheme.
- The bus station is in a good position in that it is close to the railway station, short walking distance to the City centre but needs refurbishment.
- CPZ Zone M covers most of the residential roads, but several front gardens in the side roads are given over to parking.
- We have residents' on-road parking scheme for the cul-de-sacs which is very successful, meaning fewer gardens are used for car parking.