

## 8.1 PLANNING APPLICATIONS

### KEY ISSUES FOR DELIVERY

**8.1.1** Planning applications should comply with the adopted Swale Borough Local Plan 2008 and with the contents of this supplementary planning document.

**8.1.2** This delivery and implementation chapter seeks to provide a framework of how the proposals identified in the Sittingbourne Town Centre and Milton Creek SPD could be realised. It is intended to provide a high level route map towards a delivery of key proposals. In doing so, it sets out commentary on key strategic issues ( the role of stakeholders, land assembly, funding, infrastructure requirements) as well as site specific commentary in terms of phasing, timescales and potential delivery approach.

**8.1.3** The SPD itself is intended to set a framework of development principles. From this, it is expected that more detailed proposals will evolve reflecting the key thrust of the document. The evolution of proposals will be expected to take a finer grained approach to individual development areas and sites, identifying in more detail the opportunities and constraints which will help to shape future high quality development in the area and regenerate Sittingbourne so it becomes a more desirable place to live, work and play.

**8.1.4** The UK property market is currently depressed. This has resulted in a significant slowdown in investment, letting and development activities. The current economic climate may therefore slow down the pace of delivery, at least in the short term. In many cases however, delivering major regeneration proposals are complex and longer term processes. Successful schemes often require a combination of compulsory purchase orders, land assembly, highway changes, tenant relocations and statutory permissions before they can move into a construction

phase. Thus many of the enabling actions can be taken early in order that when the property market returns to a more normal activity, schemes can be delivered in a timely fashion.

### THE DELIVERY AGENTS

**8.1.5** The SPD falls under the jurisdiction of Swale Borough Council. Local authorities are a key regeneration agent; they have considerable regeneration powers, in particular planning and compulsory purchase powers. The latter is a key tool for enabling development through site assembly, where necessary. The Council's land ownership can also be a driving force in the delivery of proposals and in some cases, the Council will be expected to be project champion for key proposals in the SPD. This role may change from simply enabling lines of communication between various stakeholders and setting the planning policy through to strategic intervention such a land acquisition and exercising compulsory purchase powers. Overall for a major development a project champion is important to ensure initiatives are properly coordinated and driven forward. In that respect the Council is expected to perform a significant role in the delivery and implementation of the proposals to ensure that the objectives of the SPD are met.

**8.1.6** While the Council will be one of the key regeneration drivers for the SPD, other partners/ stakeholders will also be expected to play key roles in delivering the masterplan. They will include:

- Other public sector bodies - this could include Kent County Council, the local Primary Care Trust, community groups as well as other regeneration partners that could assist in delivery. This might for example include the Homes and Communities Agency (HCA) given the potential amount of residential development included in the proposals

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and the infrastructure which is needed to support this.

- Transport bodies - works to Sittingbourne Station will require the involvement of Network Rail and train operating companies. Likewise, the Highways Authority will have an important role in the delivery of key infrastructure proposed for the area.
- Land owners - key private and public sector landowners are important to delivery of scheme proposals, especially if they have a more active approach to dealing with their assets.
- Developers - in essence, those parties who will eventually build out the proposals.

### LAND OWNERSHIP AND SITE ASSEMBLY

**8.1.7** In some cases, the land ownership patterns underpinning the SPD proposals are likely to be fairly simple, with few interests present. Where such sites are identified, these could produce early wins for Sittingbourne.

**8.1.8** For other sites, the pattern of land ownership and interest is much more complex, with many freehold and leasehold interests present. These sites may be very difficult to assemble solely through private negotiation and treaty. As a result, compulsory purchase powers may be needed ( or at least the threat of) to secure site assembly and enable delivery.

**8.1.9** Strategic land acquisitions can also create the platform for change. Sometimes, such acquisitions are made by Councils to secure a stronger foothold in the regeneration process. Developers also make strategic acquisitions, so they may position themselves too build out projects.

**8.1.10** It is anticipated that a consortium approach will be required from land owners / developers, particularly for development north of the railway line. This will be required to ensure that appropriate phasing,

essential infrastructure, development contributions and flood and bio-diversity mitigation measures can be successfully secured across the wider masterplan area.

### OTHER SCHEME DELIVERY TOOLS

**8.1.11** A range of delivery tools would be envisaged to build upon the SPD's framework and used to bring forward the regeneration proposals. These can broadly be described as either planning related - such as site specific masterplans and design briefs which may accompany planning applications; or property related - concerning the legal and financial mechanics and structure of scheme delivery vehicles. This might include development competitions and agreements, asset backed vehicles, joint ventures and community trusts amongst others. The legal and financial delivery models adopted will reflect not only the scale of the scheme, but also its vitality and the appetite of those involved in delivery to enter into such mechanisms.

### FUNDING AVENUES

**8.1.12** To assist financially in the delivery of the SPD proposals, there may also be other funds and resources that, over time, could be tapped into. This might include central government funding, which is sometimes available through HCA and SEEDA ( or relevant successor bodies post 2010). Others who may be able to contribute include:

- Highways Agency - with specific reference to the works proposed in the masterplan affecting highways, some funds may be available from these bodies to help finance major works.
- Network Rail - improvements to the railway station are expected to be supported by funds from this body.
- Other public sector bodies - such as the Primary Care Trust or the local education authority can have funds

available to help bring forward new community facilities.

**8.1.13** Other funding avenues exist such as the Low Carbon Building Programme and the Townscape Heritage Initiative amongst others. Importantly, the funding regime is continually evolving and there could be other opportunities (and challenges) during the lifetime of the masterplan to secure external grants.

**8.1.14** Where the delivery of less commercial elements of the SPD are envisaged then these are anticipated to be funded all or in part by developer (S.106) contributions, or delivered as part of the schemes themselves. Clear guidance on S.106 contribution levels is set out in Appendix E, but areas for contributions include:

- Affordable Housing
- Education
- Health
- Youth & Community Facilities
- Transport (Including Public Transport)
- Sittingbourne Northern Relief Road
- Public Realm / Greenspace
- Police & Emergency Services
- Social Services
- Public Utilities
- Art
- Community Facilities
- Recreation & Amenity Space
- Environmental Improvements
- CCTV
- Waste & Recycling
- Environmental Mitigation & Biodiversity
- Employment & Skills Training
- Climate Change
- Local Shopping
- Town Centre Management

**8.1.15** Where housing is proposed, then developers will be expected to meet the Council's affordable housing policy, unless

there is strong justification to move away from this policy position. This might, for example, reflect the differing locational characteristics of residential sites and the most appropriate form of affordable housing to be delivered there. If viability issues are raised, an open book approach will be expected.

#### TOWN CENTRE MANAGEMENT

**8.1.16** Given the scale of the proposals for the regeneration of the town centre, it is expected that major developers would both contribute to and actively participate in:

- Town centre management covering the planning, construction and regeneration phases of the project; and
- To contribute to and actively participate in the future maintenance, management and promotion of the town centre as a whole.

#### UNLOCKING THE OPPORTUNITY - KEY INFRASTRUCTURE AND PHASING

**8.1.17** The regeneration of Sittingbourne is an ambitious and complex project which seeks to create a step change in the town. It requires significant challenges to be addressed, including land assembly; bridging the railway line; increased densities (particularly within Milton Creek); and short, medium and longer term opportunities. Whilst recognising that the SPD contains distinct sub - areas of different character, they should not be considered entirely in isolation from each other.

**8.1.18** Crucially, releasing large areas of the SPD area for redevelopment is dependent upon key infrastructure being in place. These key infrastructure requirements are set out below.

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**Table 8.1 Infrastructure requirements**

INFRASTRUCTURE WORKS	PHASING ISSUE
Northern Relief Road (NRR) Bridge section (due for completion September 2011)	It is anticipated that there may be some limited highway capacity to accommodate a modest amount of development in advance of the NRR. This would need to be evidenced by a full traffic impact study. It is not anticipated that any major development could come forward in advance of this section of the NRR.
Bapchild Link ( eastern most, and final, section of the NRR)	To be in place in advance of any major development occurring in the Milton Creek Area. The amount and type of development which could be accommodated in advance of this piece of road would need to be tested by a full traffic impact study.
High Street Improvements	To be in place prior to any development proposals which involve the closure of St Michaels Road and associated improvements.
Closure / change in role of St Michael's Road	If a development proposal involving the complete closure or calming and change in role of St Michael's Road is implemented, the alternative highway arrangements must be in place prior to the start of construction of new retail development north of the High Street.
Railway Bridge Link	To be provided in advance of or in conjunction with major development north of the railway line in the Milton Creek area.

**8.1.19** In addition to these requirements there are other proposed improvements to the network of infrastructure provision in the SPD area which are set out in Figure 8.1. At a more localised level, infrastructure improvements such as to roads and junctions will be required to support new development where the need arises.

**8.1.20** The SPD recognises that not all development will come forward at the same pace. Some initiatives may have longer leas in timescales, whilst others may be quickly delivered. An indicative phasing plan is set out in Table 8.2, highlighting how the SPD envisages development will take place in the area. The SPD recognises that

flexibility in timing of scheme delivery is also important, if the proposals are to respond appropriately to property market changes. Even so, key infrastructure will need to be in place prior to regenerating the town centre core and Milton Creek area, in accordance with the SPD principles.

### KEY PROPOSALS

**8.1.21** For each of the key proposal areas, more detailed commentary is provided in Table 8.2 on the potential delivery approach. This commentary takes into account matters relating to infrastructure, phasing, relocations and land assembly. It also provides a view on

potential timescales; short (0 - 5 years); medium (5 - 10 years) and long term projects (10+ years).

**8.1.22** In summary, the SPD provides the framework to deliver significant benefits to Sittingbourne . It is an important step on the regeneration path and is intended to act as a guiding document for those engaged in the delivery projects. The SPD provides the template for development across the area in terms of the mix and form of uses; it also places a strong emphasis on achieving high quality design. As schemes progress, it is expected that proposals will become more refined as they move through the development pipeline toward the planning application stage and the eventual building out of proposals.



Table 8.2 Proposal summary

SITE	PROPOSAL SUMMARY	SUGGESTED DELIVERY APPROACH	TIMESCALES AND KEY PHASING ISSUES
1. Core Town Centre	Retail led proposal with significant increase in comparison shopping offer, together with residential, leisure, cultural and community facilities. Package and layout to facilitate provision of bridge link over railway (for provision in advance of or in conjunction with development on the north side of the railway); closure or reconfiguring of St Michael's Road; improved parking; public space and good quality links and integration with the High street. Other highway works anticipated to accommodate scheme.	Significant redevelopment requiring comprehensive planning approach. Complex land ownership creates strong likelihood of CPO being required. Expected public sector involvement, including Swale Borough Council, Kent County Council and Network Rail. Partnership agreement between public and private sector anticipated.	Short term. Complex phasing issues. Improvements to High Street to occur prior to closure or reconfiguration of St Michael's Road. Improvements to rail station to form part of development package, or to come forward separately within context of masterplan for the area. Careful consideration of tenant relocations and continuity of car park provisions required to facilitate scheme. Provision made for bridge link over the railway. Scope for sub development phases to occur.
2. Land to the north of Eurolink Way	Mixed use development with emphasis on retail and residential mix. Provision for bridge link over the railway to be included.	Anticipated that relatively simple land ownership patterns likely to facilitate private sector led development. Proposal to be delivered in the context of wider masterplan and relationship to land to north and south.	Medium term. Expectation that phase to be delivered as a separate phase to 1) above with a new bridge link connecting with the earlier core town centre development. Low / no relocation issues due to vacant nature of the site.

<b>SITE</b>	<b>PROPOSAL SUMMARY</b>	<b>SUGGESTED DELIVERY APPROACH</b>	<b>TIMESCALES AND KEY PHASING ISSUES</b>
<p>3. Former industrial park to the north of Eurolink Way</p>	<p>Major mixed residential led proposal with supporting neighbourhood facilities, including health education / school, open space as well as environmental and public accessibility improvements to Milton Creek.</p>	<p>Relatively simple land ownership pattern creates opportunity for private sector led delivery. Limited public sector intervention envisaged, save potentially for major infrastructure.</p>	<p>Short to long term.</p> <p>Delivery of major development to commence subject to a full traffic impact assessment to assess the type and level of development which could be achieved prior to the provision of the Bapchild section of the Sittingbourne Northern Relief Road.</p> <p>Flooding and attenuation works required and, subject to study, biodiversity mitigation.</p> <p>Envisaged that housing delivery timescales will reflect market demand and that proposals will come forward as sub phases within an agreed planning framework for the area through a consortium approach of potential developers.</p>
<p>4. Milton Pipes (west of Mill Way) and land at Prentis Quay / Gas Road</p>	<p>Significant residential site split west and east of the SKLR and Mill Way. Expected mix of housing types together with open space and environmental and public accessibility improvements to Milton Creek area and Country Parks. Enhancement of adjacent and supporting</p>	<p>Simple land ownership pattern on main site creates opportunity for private sector led delivery.</p> <p>Land at Gas Rd / Prentis Quay in several private ownerships with potential for a joint venture between these parties to take forward a scheme.</p>	<p>Short to mid term.</p> <p>Potential for two large development phases west and east of Mill Way. Sub phasing reflecting market take up of units. Scheme predicated on current industrial occupier vacating their site west of Mill Way (and consolidating operations onto area in their ownership adjacent to Craft Marsh).</p> <p>Gas Road area dependent on relocation of industrial uses.</p>

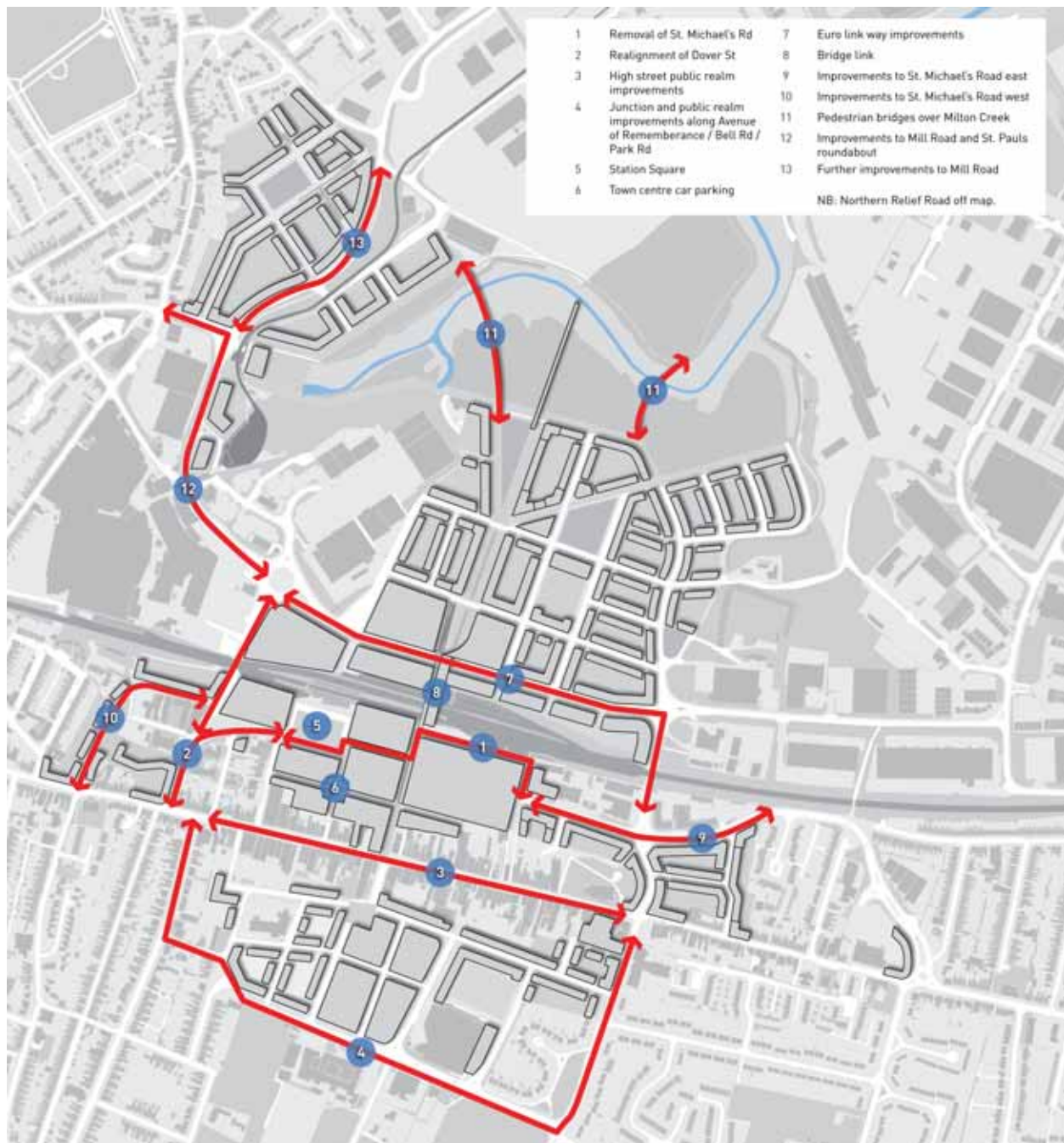
SITE	PROPOSAL SUMMARY	SUGGESTED DELIVERY APPROACH	TIMESCALES AND KEY PHASING ISSUES
5. Land to East of Mill Way (Wharf site / Creek Head).	road infrastructure to form part of a development package.  Commercial / employment led proposal, with possible scope for some mixed use and residential development. Potential to include leisure / museum facilities to reflect historic nature of former land use and to tie in with SKLR (light railway) operation. Should tie in with improved accessibility to Creek recreational areas and a new public square.	Simple land ownership pattern (Essential Land). Could be subject to a 'detailed' outline consent to set clear context and a framework for comprehensive development of the site.	Short to mid term. Phasing of development based upon essential scheme mix and ability of market to take up commercial space. Delivery of museum likely to be through consideration of developer funding and potentially external funding sources.
6. Western Town Centre Gateway	Mix of commercial, education, leisure and possible civic function.	Complex land ownership likely to result in the need for land assembly, with possible need for compulsory purchase. Anticipated that public sector will take the strategic role in delivery. Delivery of the depot site proposal to the north of the railway expected to be public sector led.	Short to mid term. Potential for development to come forward as part of the core town centre scheme, but predicated on prior improvements to road infrastructure ( Dover Street / St Michael's Road). Delivery of civic and leisure functions likely to be cross funded or secured through external sources, depending on scheme viability.



SITE	PROPOSAL SUMMARY	SUGGESTED DELIVERY APPROACH	TIMESCALES AND KEY PHASING ISSUES
7. St Michael's Road / Cockleshell Walk	Residential led proposals	Largely public sector ownership, with delivery potentially through direct disposal to developer for main plots.	Short term. Possible scope for early wins where unconstrained plots are identified and assuming car park loss is acceptable. Others such as at the junction of St Michael's Road and the High Street - are likely to be longer term in nature, reflecting land assembly timescales, highway reconfiguration to St Michael's Road and Dover Street and general market dynamics.
8. Land to the south of the High Street	Primarily residential led, with some retail uses.	Land ownership pattern likely to determine speed and approach to scheme delivery. Separate plots expected to be delivered by individual owners, with the potential to merge sites through landowner agreements.	Short to long term. Scope for early wins where sites are unconstrained and available for development ( eg Bell Centre and Sainsbury's). Other sites may only be realised in mid to long term through achieving land assembly.
9. Civic Area South of High Street / Central Avenue	Civic quarter, possibly including new Council offices and / or residential.	Fairly complex land ownership, although principally in public sector land ownership. Expected that delivery of the proposal will be public sector led potentially through a more detailed development brief for the area.	Mid to long term. Programme likely to be dictated by the need for new civic facilities, the potential to relocate and redevelop existing buildings, as well as the availability of resources to meet objectives.

SITE	PROPOSAL SUMMARY	SUGGESTED DELIVERY APPROACH	TIMESCALES AND KEY PHASING ISSUES
10. Eastern Gateway	Residential led proposal with mix of housing types.	<p>Complex landownership situation likely to result in individual plots coming forward as they become available / assembled.</p> <p>Possibility that adjoining landowners could merge ownership to deliver larger sites.</p> <p>Mix of public and private sector led proposals, reflecting land ownership and Council office relocation aspirations.</p>	<p>Mid to long term.</p> <p>Possibly some unconstrained plots could come forward as early wins. Timing if other plots to be delivered dependent on land assembly occurring, buildings reaching obsolescence and associated relocation of tenants including the Council offices.</p>
11. Land at the junction of East Street and High Street	Residential led proposal	<p>Land interests likely to be fairly limited.</p> <p>Public sector led.</p>	<p>Mid term</p> <p>Potential for single development package.</p> <p>Relocation of existing occupiers required before development occurs.</p>
12. Land between railway and Eurolink Way	Commercial / mixed use proposal.	<p>Likely limited land interests. Potential for private sector led development.</p>	<p>Mid term.</p> <p>Scope for site to come forward relatively early depending on occupier demand and scheme mix and prospect for relocating current uses.</p> <p>Potentially, site more likely to be realised once significant development to the north of the railway and works to the station begin.</p>

Figure 8.1 Principal Off-site Transport Infrastructure Works



## 8.2 PHASING AND IMPLEMENTATION

### DELIVERING RETAIL DEVELOPMENT

**8.2.1** New retail development must build on the existing retail offer and meet the needs and requirements of the residents and businesses of Sittingbourne and beyond, including Faversham and Sheppey.

**8.2.2** Development of the town centre should therefore seek to strengthen the existing High Street whilst providing modern accommodation that meets the needs of regional and national retailers and other types of town centre occupiers such as leisure, employment, education etc. The SPD identifies an opportunity to develop a foodstore/ supermarket and at least one department store within the town centre. These uses should help to attract other retailers to the town.

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**8.2.3** All or most of the potential new town centre retail capacity should be delivered within the first phase of development. The town centre retail opportunities could either be developed as a single phase or in two phases. As a single phase, land to the north and south of the railway lines and the bridge link would be developed at the same time. As a two phase process, retail to the south of the railway line should come forward in phase 1 with the retail-lined bridge and retail to the north of the railway lines to follow in a second phase. As set out in Appendix E, development parcels to the north of the railway lines will be required to contribute financially towards the construction of the bridge.

**8.2.4** It is the Council's aspiration for the Forum Centre to be redeveloped. However, without public sector intervention, this will be dependant upon any proposals being financially viable and vacant possession being secured. If it is not viable, or possible, to redevelop the Forum Centre in the short term, the owner of the site will be encouraged to consider redeveloping the adjacent sites in a manner which does not compromise the longer term redevelopment of the Forum Centre itself.

**8.2.5** Redevelopment and refurbishment of other town centre sites, such as the Bell Centre, Sainsbury's and the civic buildings to the south of the High Street, will be supported provided that they are in accordance with planning policy and the vision set out within the masterplan. Where appropriate, the Council will obtain contributions from landowners/ developers towards longer-term infrastructure, services and public realm works.

**8.2.6** Retail development to the north of the railway lines should not come forward until the bridge link has been constructed, or at least be concurrently with it. It is acknowledged that there are a number of viability issues relating to this proposal (given for example topography, the

technical difficulties involved with building on a bridge and so on). For this reason, should no viable proposals come forward for the above project within the next three to five years, it may be that the allocation on it will be reviewed as part of the Local Development Framework process.

**8.2.7** Further potential for retail development has been identified both in Milton Creek to the north of the railway line and on the Milton Creek Bridge itself. The Council recognises that there will be other opportunities for development sites outside of the retail core to come forward at the same time as, or in advance of, the retail core. This will be appropriate provided that they help to deliver the aims and aspirations set out within the masterplan. Where necessary, developer contributions will be sought for longer-term infrastructure, services and public realm works.



## DELIVERING OTHER TOWN CENTRE USES

**8.2.8** Development within the town centre should safeguard and strengthen important routes and linkages, deliver attractive public realm and provide a healthy mix of uses.

**8.2.9** The development of significant new retail accommodation should not only include the new bridge link but also a new Station Square, town centre car parking and new infrastructure such as junction improvements and an east-west cycle and pedestrian route. New Council offices and a Learning and Skills Centre, community and cultural accommodation should also be provided. If funding for these uses is not demonstrated when the retail development is due to take place, the opportunity for such uses to be constructed at a later date must be reserved.

**8.2.10** The development of the Station Square should be a requirement of the planning permission to redevelop the wider area and thus forms part of the phase 1 development. The Square could either be delivered by a single developer which has assembled a significant town centre redevelopment opportunity or, if individual sites are brought forward, the Council will need to ensure that a public square is provided as part of the redevelopment of the station and that s.106 receipts are obtained from other town centre developments to contribute to its construction.

**8.2.11** Delivery of the civic buildings will be dependent upon there being a need for the proposed accommodation, the ability of the public sector to secure funding for the proposed development and the ability of the public sector / development partner to acquire and obtain vacant possession of a suitable site.

**8.2.12** The development of employment and leisure accommodation within Sittingbourne is essential in helping to

deliver a sustainable community. The masterplan identifies opportunities to deliver employment, leisure and hotel accommodation within the Town Centre Core and Station Gateway Area. The most appropriate forms of employment accommodation within this area will be B1(a) offices. Construction of employment, leisure and hotel accommodation will be dependent upon financial viability and the ability of developers to acquire and obtain vacant possession of suitable sites. It may be possible to cross subsidise some uses (e.g. B1(a) offices) if they are delivered as part of an overall financially viable development.

## DELIVERING HOMES

**8.2.13** The masterplan proposes a significant amount of residential accommodation to both the north and south of the railway line. To the north of the railway lines (Milton Creek), the proposal is for a large amount of family housing throughout the area, with some apartments being provided close to the Station. To the south of the railway lines, the proposal is for either apartments above shops or in stand-alone residential blocks. Residential development within Sittingbourne should have regard to housing needs, particularly with regards to the type and form of housing provided.

**8.2.14** If residential development within Milton Creek takes place before retail development, the residential development should initially be focussed closest to the station and the railway lines. Only once capacity in these areas has been reached, should development take place closer to the Creek.

**8.2.15** New development within the SPD area should aim to deliver a healthy mix of uses and dwelling types. Sittingbourne should strive to attract a balanced population and the redevelopment of Milton Creek will play a pivotal role in delivering this. New family housing will not only help



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to meet a local need, but it will also help to deliver a balanced community. The impact of this will be felt within the town centre and the nature of retailer attracted to Sittingbourne.

**8.2.16** Spenhill (Tesco) has already assembled a significant amount of land within Milton Creek and development of this area could potentially begin to come forward in the short term. However, it will be necessary to ensure that development of Milton Creek is suitably connected to the town centre. The masterplan proposes a bridge link. This will be funded by s.106 receipts from development to the north of the railway lines and should be constructed before or at least simultaneously with, any significant development at Milton Creek. Any residential development that does take place, or for which planning is granted, before the bridge is constructed will be expected to financially contribute towards the construction of the bridge. Agreement for the bridge link will need to be reached with Network Rail and train operators.

### EDUCATION FACILITIES

**8.2.17** Significant residential development within the Town Centre, and particularly Milton Creek, will require new educational facilities. Developers will be required to contribute towards education in accordance with the advice provided in the Adopted Local Plan (2008) and as set out in Appendix E. However, if a developer is able to make a direct provision for a new primary school within Milton Creek then the ability to provide that facility and the proper cost of doing so will be taken into account when determining the level of contribution.

### CHANGES TO THE HIGHWAY NETWORK

**8.2.18** Town Centre development needs to be closely coordinated with the completion of the Sittingbourne Northern Relief Road, as it provides scope to remodel the transport network in the town, redirecting some through traffic away from

the centre and reducing congestion. The Milton Creek crossing phase will be complete by late 2011 with one further phase to follow. The routing, timing and funding of the final link connecting to the A2 at Bapchild is not yet confirmed. The Bapchild Link section of the Relief Road and the development opportunities that will need to contribute towards its construction are set out in Appendix E.

**8.2.19** The masterplan identifies an opportunity to close St Michael's Road to create larger development parcels and provide a new east-west pedestrian and cycle link closer to the railway line. This will need to form part of the planning application for the redevelopment of the town centre and be implemented by the developers. However, if the area either side of St Michael's Road cannot be assembled by a developer or if the landowners are unable or unwilling to work in partnership with one another, it may not be possible to close the road and provide a new link without public sector intervention.

**8.2.20** Any scheme involving the closure of St. Michael's Road between Crown Quay Lane and Dover Street for vehicular access will require the works following works to be undertaken prior to the closure of St Michael's Road.

- Removal of St Michael's Road and roundabout and provision of an alternative east-west pedestrian and cycle link closer to the railway line
- Provision of a new realigned north – south link between Dover Street and Eurolink Way, including junction improvements at Dover Street/ West Street and Mill Way/ Eurolink Way (including pedestrian and cycle access) .
- Public realm improvements to the High Street to facilitate 2-way buses including improvements to East Street/Crown Key Lane junction and

the High Street/Park Road and Dover Street junction.

- Public realm improvements and possible signalisation of junctions along Avenue of Remembrance / Bell Rd/ Park Rd.
- Street improvements to Eurolink Way including improvements to Crown Quay Lane/ Eurolink Way, Mill Way and Eurolink Way
- Improvements to St Michaels Road East including the junction of St Michaels and Crown Quay Lane

**8.2.21** The Council will ensure that these, and all other necessary highways and public realm improvements, are either undertaken by a developer through s.278 agreements as set out above or that contributions are obtained from developers and that the work is procured through the public sector.

#### DETAILED PHASING AND RELOCATION ISSUES

**8.2.22** If existing civic uses either to the south of the High Street or in the Eastern Gateway can be relocated to the Station Gateway, redevelopment of the current sites will follow decant and relocation.

**8.2.23** The area to the south of the High Street is currently occupied predominantly by civic users and therefore development of this phase will be dependant upon public sector financing and need.

**8.2.24** In the Eastern Gateway District occupiers include the Council offices, homes associated with the Fire Station on St Michael's Road and a car park. Development of these sites will therefore be dependent upon public sector financing and the aspirations of relevant stakeholders.

**8.2.25** Sites in the Western Gateway area include existing town centre car parks. Redevelopment of any existing town centre

car parks will need to follow construction of new town centre car parks to ensure continuity of car parking provision.

#### CONCLUSION

**8.2.26** Effective delivery relies upon a clear and robust planning framework and strong leadership. Public sector intervention will be required to deliver the significant highways, services and infrastructure works proposed in the masterplan and private sector engagement will be required to deliver the retail, residential and community aspirations of the plan.

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