

Public Document Pack

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A meeting of **Cabinet** will be held in Committee Room 2, East Pallant House on **Tuesday 5 September 2017** at **9.30 am**

MEMBERS: Mr A Dignum (Chairman), Mrs E Lintill (Vice-Chairman), Mr R Barrow, Mr J Connor, Mrs P Hardwick, Mrs J Kilby, Mrs S Taylor and Mr P Wilding

SUPPLEMENT TO AGENDA BACKGROUND PAPERS

- 5 **Approval for Consultation of the Draft Infrastructure Business Plan 2018-2023 with the City, Town and Parish Councils and Key Infrastructure Delivery Commissioners** (Pages 1 - 115)

Appendices to Appendix 1

- 11 **Litter and Fly Tip Action Plan 2017-2019** (Pages 116 - 120)

Equality Impact Assessment

- 12 **Review of Character Appraisal and Management Proposals for Selsey Conservation Areas and Implementation of Associated Recommendations including Designation of a New Conservation Area in East Selsey to be Called Old Selsey** (Pages 121 - 226)

Appendix 1: Suggested text of the reviewed Selsey conservation area appraisal and management proposals – available electronically only

Appendix 4: Draft text of the conservation area and management proposals for the proposed Old Selsey Conservation Area – available electronically only

- 15 **Framework Agreement - Agency Staff 2018-2020 Chichester Contract Services** (Pages 227 - 285)

Tender document – *This item is exempt under paragraph 3 (information relating to the financial or business affairs of any particular person (including the authority holding that information) in Schedule 12A to the Local Government Act 1972*

APPENDICES

A Full Project list

B CIL Applicable Housing trajectories

C Project categorisation process including Implementation, Monitoring & Governance arrangements

D Funding Source review

E Project proforma

F Regulation 123 list

G IBP Glossary

Appendix A Full Project list by source

City, Town & Parish Projects

Org Name	IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL S106 Other	Planning Ref	Priority Category	Project Status	Parish Area
Birdham Parish Council	IBP/ 2	Transport	Cycle infrastructure	Wheel Chair/Cycle route to Chichester. Possible upgrade to Salterns Way and Canal.	Major developments in the Bell Lane area requiring more social facilities for a growing village population.	Unknown		Unknown	S106 & CIL	WSCC	CIL	BI/12/0414 7/OUT; BI/13/0028 4/FUL	3 Policy High	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Birdham
Birdham Parish Council	IBP/ 1	Transport	Local road network	Traffic calming of the A286 together with methods of improving pedestrian safety either via pedestrian crossing or bridging the A286 and Bell Lane	Major developments in the Bell Lane area requiring safe pedestrian movements in crossing Bell Lane for schools and shopping	Unknown		Unknown	S106 & CIL	WSCC	CIL	BI/12/0414 7/OUT; BI/13/0028 4/FUL	2 Essential	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Birdham
Birdham Parish Council	IBP/ 3	Green Infrastructure	Allotments	Turn land bequest into allotments	Parish Duty to provide if requested	Unknown		Unknown	S106 & CIL	Birdham Parish Council	CIL		4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Birdham
Birdham Parish Council	IBP/ 6	Green Infrastructure	Landscaping, planting and woodland creation and public rights of way	Extending & Improving the Village Pond	Major developments throughout the village requiring that surface water is drained as quickly as possible to prevent flooding	Unknown		Approx. £40k	S106 & CIL	Birdham Parish Council	CIL	BI/12/0414 7/OUT; BI/13/0028 4/FUL	4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Birdham
Birdham Parish Council	IBP/ 7	Green Infrastructure	Landscaping, planting and woodland creation and public rights of way	Providing hedging & trees along the western edge of the playing field to improve safety and provide wild life corridor	Increase in village population which would demand greater use of the playing field with a resultant impact on wild life	Unknown		Unknown	S106 & CIL	Birdham Parish Council	CIL	BI/12/0414 7/OUT; BI/13/0028 4/FUL	4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Birdham

Org Name	IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL S106 Other	Planning Ref	Prior ity Cate gory	Project Status	Parish Area
Birdham Parish Council	IBP/188	Green Infrastructure	Landscaping , planting and woodland creation and public rights of way	Repairs to Canal Locks							Other		4 Desir able	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Birdham
Birdham Parish Council	IBP/4	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	Draining the Playing field and providing Changing Facilities	Major developments in the Bell Lane area requiring more social facilities for a growing village population.	Unknow n		Unknown	S106 & CIL	Birdham Parish Council	CIL	BI/07/0564 0/FUL; BI/12/0414 7/OUT	4 Desir able	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Birdham
Birdham Parish Council	IBP/5	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	Refurbish the Children's play area and provide a wider range of activities for a growing population	Major developments in the Bell Lane area requiring more social facilities for a growing village population.	Unknow n		Unknown	S106 & CIL	Birdham Parish Council	CIL	BI/12/0414 7/OUT; BI/13/0028 4/FUL	4 Desir able	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Birdham
Bosham Parish Council	IBP/20	Transport	Car parking	Broadbridge parking bays	Provide adequate parking facilities off verges			£40,000	WSCC/CD C, CIL/PC, CIL	Bosham Parish Council, WSCC	CIL		4 Desir able	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Bosham
Bosham Parish Council	IBP/11	Transport	Car parking	Harbour Car Park	Tourism friendly			£100,000	CDC (revenue from Car Park)	Bosham Parish Council, CDC	Other		4 Desir able	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Bosham
Bosham Parish Council	IBP/18	Transport	Cycle and pedestrian infrastructure	Improve provision of cycle/footpa ths to include Taylors Lane Extension of footpath	Sustainable modes of transport				SusTrans/ WSCC/Big Society funds	WSCC, Adjacent Parishes	CIL		4 Desir able	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Bosham
Bosham Parish Council	IBP/16	Transport	Local road network	20mph Village	Safety as expressed in T&P Strategy adopted in January 2015			£10,000	WSCC/CiL	WSCC, Bosham Parish Council	CIL		4 Desir able	Not selected for IBP years 2016-2021 as little planned development	Bosham

Org Name	IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL S106 Other	Planning Ref	Prior ity Cate gory	Project Status	Parish Area
														in this cycle.	
Bosham Parish Council	IBP/ 15	Transp ort	Local road network	Pinch Points in Delling Lane, Taylors Lane & Walton Lane	Safety as expressed in T&P Strategy adopted in January 2015			£100,000	WSCC/CiL	Bosham Parish Council, WSCC	CIL		4 Desir able	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Bosham
Bosham Parish Council	IBP/ 9	Transp ort	Pedestrian infrastructure	Walton Lane Footpath	Safety/ Safe routes to school			£700,000	WSCC/CD C, CIL	WSCC	CIL		4 Desir able	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Bosham
Bosham Parish Council	IBP/ 10	Transp ort	Pedestrian infrastructure	A259 Pelican Crossing	Safety/ Safe routes to school			£50,000	CDC/WSC C/SusTran s/CiL	WSCC	CIL		4 Desir able	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Bosham
Bosham Parish Council	IBP/ 21	Social Infrastr ucture	Community facilities	Village Hall provision	Ongoing maintenance/ improvements/re furbishment			£100,000	CDC/PC, CIL/New Homes	Bosham Parish Council	CIL		4 Desir able	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Bosham
Bosham Parish Council	IBP/ 12	Social Infrastr ucture	Streetscene and built environment	High Street Improveme nt	Safety & Tourism – Shared surfaces			£100,000	WSCC/CD C/CiL/HLF & Townscap e Heritage Imitative	Bosham Parish Council, WSCC	Other		4 Desir able	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Bosham
Bosham Parish Council	IBP/ 14	Green Infrastr ucture	Flood and coastal erosion risk management	Wastewater & Harbour drains	Current system compromised in wet weather				Flood risk managem ent authorities.	Flood risk manageme nt authorities.	Other		3 Polic y High	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Bosham
Bosham Parish Council	IBP/ 13	Green Infrastr ucture	Playing fields, sports pitches, related build and children's play areas	Relocate Football Pitch	Football safety standards avoiding shared use with school and public			£100,00	CiL/Sport England/N ational playing fields Associatio n	Bosham Parish Council, WSCC	CIL	BI/13/0028 4/FUL	4 Desir able	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Bosham
Bosham Parish	IBP/ 17	Green Infrastr	Public open space	Recreation space	Extend & improve green				Developer s/CDC	Bosham Parish	CIL		3 Polic	Not selected for IBP years	Bosham

Org Name	IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL S106 Other	Planning Ref	Priority Category	Project Status	Parish Area
Council		ucture			recreational spaces for sustainable living				CiL/PC CiL	Council, CDC			y High	2016-2021 as little planned development in this cycle.	
Boxgrove Parish Council	IBP/ 420	Transport		The Street near the community centre - SRTS improvements?	Improve crossing point on – high level of use by school children and concerns with visibility								4 Desirable		Boxgrove
Boxgrove Parish Council	IBP/ 419	Transport		Verge hardening - St Blaises Road and St Marys Road	Verge removal and parking bays installed in – to deal with high level of car parking on verges causing damage								4 Desirable		Boxgrove
Boxgrove Parish Council	IBP/ 649	Transport	Local road network	Traffic calming at Halnaker crossroads.	Identified in the Neighbourhood Plan.					WSCC	CIL		4 Desirable	Parish may wish to consider funding from their CIL	Boxgrove
Chichester City Council	IBP/ 25	Transport	Cycle infrastructure	Improved Cycle Ways around City	To improve safe access for cyclists.	2019	Short term (2016-2023)		CIL/S106	WSCC & CDC	CIL		3 Policy High	City Council may wish to consider funding from their CIL	Chichester City
Chichester City Council	IBP/ 22	Transport	Pedestrian infrastructure	A complete resurfacing of the existing pedestrian precinct. Widening of the footpaths in key streets approaching the pedestrian area (e.g. North Street and South Street) to achieve improved public. A general improvement in the	Over 40 years old and very uneven, better HGV/pavement definition. Increased pedestrian flows anticipated from increased population. Refer to Public Realm and Accessibility Enhancement Strategy September 2005	2019	Short term (2016-2023)		CIL & S106	CDC, WSCC & City Centre BID.	CIL		4 Desirable	City Council may wish to consider funding from their CIL	Chichester City

Org Name	IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL S106 Other	Planning Ref	Priority Category	Project Status	Parish Area
				signage, streetscape, street furniture and green open spaces to improve the visitor experience to the City											
Chichester City Council	IBP/24	Transport	Pedestrian infrastructure	Provision for slow moving electric vehicles for the elderly.	Improve access for elderly people in City Centre.	2019	Short term (2016-2023)		CIL	WSCC & CDC/Commercial provider.	CIL		4 Desirable	City Council may wish to consider funding from their CIL	Chichester City
Chichester City Council	IBP/708	Transport	Pedestrian infrastructure	Bus shelters	Provision of additional Bus Shelters within the City to meet demand from local residents	2017	Short term 2016 - 2023)		CIL	City Council	CIL		4 Desirable	City Council may wish to consider funding from their CIL	Chichester City
Chidham and Hambrook Parish Council	IBP/603	Transport	Car parking	Improve residents' parking in the following areas: East side of Chidham Lane to the Meadow, both sides of Broad Road by Broad Meadow, outside Mansfield Cottages, bottom of Cot Lane	Improve parking					WSCC	CIL		4 Desirable		Chidham and Hambrook
Chidham and Hambrook Parish Council	IBP/604	Transport	Car parking	Identify areas for and provide unobtrusive parking for visitors , resurface layby opposite The Barleycorn						WSCC	CIL		4 Desirable		Chidham and Hambrook

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				for visitors' use											
Chidham and Hambrook Parish Council	IBP/600	Transport	Cycle infrastructure	Provision of dedicated cycle route the whole length of the Parish	Support the Chemroute campaign					WSCC	CIL		4 Desirable		Chidham and Hambrook
Chidham and Hambrook Parish Council	IBP/598	Transport	Local road network	Speed restrictions of 30mph on the peninsula and along the A259 through the Parish	Speed reduction					WSCC	CIL		4 Desirable		Chidham and Hambrook
Chidham and Hambrook Parish Council	IBP/599	Transport	Local road network	Reduce speed limit on the Bosham straight from 60mph to 50 mph	Speed reduction					WSCC	CIL		4 Desirable		Chidham and Hambrook
Chidham and Hambrook Parish Council	IBP/508	Transport	Pedestrian infrastructure	School Safety Zone and Safer Routes to School Scheme - Chidham Parochial Primary School, Chidham Lane	Pedestrian Safety						Other		4 Desirable		Chidham and Hambrook
Chidham and Hambrook Parish Council	IBP/602	Transport	Pedestrian infrastructure	Provision of pavement on West side of Broad Road from Post Office to Children's Play Area	Safety					WSCC	CIL		4 Desirable		Chidham and Hambrook
Chidham and Hambrook Parish Council	IBP/601	Transport	Pedestrian infrastructure	Resurface /improve walking and pavement routes : Chidham Lane, Broad Road , Main Road from	improve walking and pavement route					WSCC	CIL		4 Desirable		Chidham and Hambrook

Org Name	IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL S106 Other	Planning Ref	Priority Category	Project Status	Parish Area
				Chidham Lane to Cot Lane and Drift Lane to Broad Road											
Chidham and Hambrook Parish Council	IBP/ 620	Transport	Public transport	Improve bus services in the Parish						Parish Council	CIL		4 Desirable		Chidham and Hambrook
Chidham and Hambrook Parish Council	IBP/ 605	Education	Primary, Secondary, sixth form and special educational needs	Work to sustain Chidham Parochial Primary School to accommodate expanding capacity	Support the school to keep the admission numbers manageable and increase the percentage attending from catchment					WSCC	CIL		4 Desirable		Chidham and Hambrook
Chidham and Hambrook Parish Council	IBP/ 607	Health	Community healthcare, primary care facilities & improvements	Actively pursue the case for a walk-in / satellite surgery / health facility/ pharmacy						Parish Council	CIL		4 Desirable		Chidham and Hambrook
Chidham and Hambrook Parish Council	IBP/ 611	Social Infrastructure	Community facilities	Maximum refurbishment of the Village Hall						Parish Council	CIL		4 Desirable		Chidham and Hambrook
Chidham and Hambrook Parish Council	IBP/ 612	Social Infrastructure	Community facilities	Create a Community Recreation Centre with outdoor facilities for all ages						Parish Council	CIL		4 Desirable		Chidham and Hambrook
Chidham and Hambrook Parish Council	IBP/ 699	Social Infrastructure	Streetscene and built environment	Reduce light pollution where possible (Maybush Copse)	For the amenity of residents and visitors.					Chidham and Hambrook PC	CIL		4 Desirable		Chidham and Hambrook
Chidham and Hambrook Parish Council	IBP/ 616	Social Infrastructure	Streetscene and built environment	Improve signage to Parish amenities						Parish Council	CIL		4 Desirable		Chidham and Hambrook

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Chidham and Hambrook Parish Council	IBP/ 617	Green Infrastructure	Landscaping , planting and woodland creation and public rights of way	Restore all deficient rights of way and their signage						WSCC	CIL		4 Desirable		Chidham and Hambrook
Chidham and Hambrook Parish Council	IBP/ 614	Green Infrastructure	Public open space	The Dell (Chidham Lane) to be maintained to a satisfactory level						Parish Council	CIL		4 Desirable		Chidham and Hambrook
Chidham and Hambrook Parish Council	IBP/ 625	Utility Services	Utility services	Provide mains gas to all areas of the Parish						Utility companies			4 Desirable		Chidham and Hambrook
Chidham and Hambrook Parish Council	IBP/ 624	Utility Services	Utility services	Install WiFi to the Village Hall						Parish Council	CIL		4 Desirable		Chidham and Hambrook
Chidham and Hambrook Parish Council	IBP/ 623	Utility Services	Utility services	Improve Broadband provision throughout the Parish						Utility companies	CIL		4 Desirable		Chidham and Hambrook
Chidham and Hambrook Parish Council	IBP/ 628	Utility Services	Utility services	Press for satisfactory waste water disposal in the Parish						Utility companies	CIL		4 Desirable		Chidham and Hambrook
Chidham and Hambrook Parish Council	IBP/ 627	Utility Services	Utility services	Extend mains drainage to all areas						Utility companies	CIL		4 Desirable		Chidham and Hambrook
Chidham and Hambrook Parish Council	IBP/ 626	Utility Services	Utility services	Improve continuity of mains electricity						Utility companies	CIL		4 Desirable		Chidham and Hambrook
Donnington Parish Council	IBP/ 650	Transport	Cycle and pedestrian infrastructure	Canal towpath surface improvements between Canal Walk and Waterside Drive and	Necessary to ensure an adequate walking surface for the increasing numbers of pedestrians living and						CIL		4 Desirable	Parish may wish to consider funding from their CIL	Donnington

Org Name	IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL S106 Other	Planning Ref	Priority Category	Project Status	Parish Area
				the underpass.	commenting through Donnington.										
Donnington Parish Council	IBP/42	Transport	Cycle infrastructure	Cycle network	Extend through Parish	On-going	Short term (2016-2023)				CIL		3 Policy High	Parish may wish to consider funding from their CIL	Donnington
Donnington Parish Council	IBP/36	Transport	Local road network	Air quality monitor in Donnington	To record levels of air pollution in the Parish to better understand the potential impact of additional vehicles on the health of residents.						CIL		4 Desirable	Parish may wish to consider funding from their CIL	Donnington
Donnington Parish Council	IBP/38	Health	Community healthcare, primary care facilities & improvements	Medical Centre including pharmacy	There is no surgery or pharmacy in Donnington and residents must travel into the City for these services. A surgery in Donnington could also service the increasing population on the Manhood Peninsula and free up spaces in City surgeries where increased p						CIL		4 Desirable	Parish may wish to consider funding from their CIL	Donnington
Donnington Parish Council	IBP/43	Social Infrastructure	Community facilities	Village Hall extension	Improved community use	On approval of planning permission	Short term (2016-2023)				S106		4 Desirable	Parish may wish to consider funding from their CIL	Donnington
Donnington Parish Council	IBP/35	Social Infrastructure	Community facilities	Improvements and additional equipment for village hall	The hall is over subscribed and needs more rooms/spaces. Additional equipment would open the hall up to wider use amongst the						CIL		4 Desirable	Parish may wish to consider funding from their CIL	Donnington

Org Name	IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL S106 Other	Planning Ref	Priority Category	Project Status	Parish Area
					community e.g. families/young people.										
Donnington Parish Council	IBP/33	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	Additional equipment for playing fields	New housing has brought families to the area. Older children are not as well catered for by existing facilities						CIL		4 Desirable	Parish may wish to consider funding from their CIL	Donnington
Donnington Parish Council	IBP/34	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	Additional signage for playing field	Encourage more visitors to existing facilities						Other		4 Desirable	Parish may wish to consider funding from their CIL	Donnington
Earnley Parish Council	IBP/685	Transport	Local road network	Village Gateways	To reduce speeding through parish and in particular in the 2 conservation areas as per recommended in Conservation Area Appraisal.	2016-2021	Short term (2016-2023)	£5,000	CIL	Earnley Parish Council	CIL		4 Desirable		Earnley
Earnley Parish Council	IBP/684	Social Infrastructure	Community facilities	Village meeting room and office space.	Following the loss of Earnley Concourse there is no community meeting facilities.	2016-2021	Short term (2016-2023)	£100,000	CIL/New Homes Bonus and precept	Earnley Parish Council	CIL		4 Desirable		Earnley
Earnley Parish Council	IBP/686	Green Infrastructure	Public open space	Village Green	To provide central focal point for the Parish to enable community events.	2016-2021	Short term (2016-2023)	£10,000	CIL, New Homes Bonus & precept	Earnley Parish Council	CIL		4 Desirable		Earnley
East Wittering & Bracklesham Parish Council	IBP/44	Transport	Car parking	Increase parking in East Wittering & Bracklesham	Insufficient provision means parking is a major issue for the smaller shopping centre in Bracklesham and the larger centre in East Wittering. Plus the area is a significant tourist destination making parking								4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	East Wittering and Bracklesham

Org Name	IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL S106 Other	Planning Ref	Priority Category	Project Status	Parish Area
					more difficult during April-September.										
East Wittering & Bracklesham Parish Council	IBP/45	Transport	Public transport	Extend bus service to include later evenings.	Residents without cars (including young people) cannot access the services or employment - in particular shift workers, entertainment and leisure facilities - which are in Chichester during the evening as the bus stops its service fairly early.								4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	East Wittering and Bracklesham
East Wittering & Bracklesham Parish Council	IBP/47	Education	Youth provision	Improve Youth Club facilities.	WSCC has failed to provide an acceptable lease for the existing youth club facilities. Therefore club now has no premises and is looking for alternatives.								4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	East Wittering and Bracklesham
East Wittering & Bracklesham Parish Council	IBP/46	Health	Community healthcare, primary care facilities & improvements	Satellite doctors surgery in Bracklesham.	More housing is being built in Bracklesham than East Wittering and the elderly and infirm would have easier access to medical facilities if there was provision in Bracklesham. East Wittering is a bus or car ride away for this sector of the community								4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	East Wittering and Bracklesham
East Wittering &	IBP/52	Social Infrastructure	Streetscene and built environment	The street scene and layout of									4 Desirable	Not selected for IBP years 2016-2021	East Wittering and

Org Name	IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL S106 Other	Planning Ref	Priority Category	Project Status	Parish Area
Bracklesham Parish Council				both East Wittering and Bracklesham needs improvement										as little planned development in this cycle.	Bracklesham
East Wittering & Bracklesham Parish Council	IBP/53	Social Infrastructure	Streetscene and built environment	In E. Wittering the steps and handrails, retaining wall and pathways need refurbishing.	These are old, rusty and poorly maintained. The retraining wall is cracked and leaning over towards the road. The street scene is in need of work. This appearance is detrimental to our visitor experience.								4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	East Wittering and Bracklesham
East Wittering & Bracklesham Parish Council	IBP/54	Social Infrastructure	Streetscene and built environment	The seafront at both E. Wittering and Bracklesham need enhancing	To improve visitor experience.								4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	East Wittering and Bracklesham
East Wittering & Bracklesham Parish Council	IBP/50	Utility Services	Utility services	Sewage system improvements.	To support new development and ensure that the risk of flooding to existing properties is not unacceptably increased.								4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	East Wittering and Bracklesham
East Wittering & Bracklesham Parish Council	IBP/51	Utility Services	Utility services	Mobile phone coverage improvement	The villages are poorly served by most service providers.								4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	East Wittering and Bracklesham
Fishbourne Parish Council	IBP/70	Transport	Cycle and pedestrian infrastructure	Safety issue: Lighting along Emperor Way	Used a lot in the dark so low level lighting would decrease risk of attack	Delay until decision is reached by SAS on building site to		Depends on extent left unlit	CIL	SAS	CIL		4 Desirable	Parish may wish to consider funding from their CIL	Fishbourne

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						raise essential income.									
Fishbourne Parish Council	IBP/58	Transport	Local road network	Vehicle-activated speed sign Salthill road northern parish boundary	Safety issue: traffic volume greatly increased by new building in the area and by vehicles avoiding Fishbourne Roundabout. High priority in FNP	2016-17 programme	Short term (2016-2023)	£11,000 (?)	CIL	Fishbourne Parish Council, Highways	CIL		4 Desirable	Parish may wish to consider funding from their CIL	Fishbourne
Fishbourne Parish Council	IBP/56	Transport	Local road network	Road colouring and 30 mph roundels at village entrances	To impact on driver behaviour. High priority in FNP	By December 2015	Short term (2016-2023)	£6,000 estimate	As above	WSCC Highways	CIL		4 Desirable	Parish may wish to consider funding from their CIL	Fishbourne
Fishbourne Parish Council	IBP/68	Transport	Pedestrian infrastructure	Footpath southwards from Fishbourne Centre parallel with Blackboy Lane. There is a need for a bridge over the ditch.	To provide safer access to Pre-school, Children's Play Area and Fishbourne Centre	By September 2016	Short term (2016-2023)	£10,000 (approx)	NHB (?)	FPFA via FPC	CIL		4 Desirable	Parish may wish to consider funding from their CIL	Fishbourne
Fishbourne Parish Council	IBP/69	Transport	Pedestrian infrastructure	Safety issue: Lighting of footpath southwards from Fishbourne Centre parallel with Blackboy Lane	Importance of protecting the young	September 2016	Short term (2016-2023)		WSCC (?)	Fishbourne Parish Council	CIL		4 Desirable	Parish may wish to consider funding from their CIL	Fishbourne
Fishbourne Parish Council	IBP/57	Transport	Public transport	Bus shelters throughout the village	Fishbourne Neighbourhood Plan Priority	By end 2015	Short term (2016-2023)	£5,000	Possible % grant from WSCC + sec.106?	Fishbourne Parish Council	Other	FB/09/024 31/OUT	4 Desirable	Parish may wish to consider funding from their CIL	Fishbourne
Fishbourne Parish Council	IBP/60	Health	Community healthcare, primary care facilities &	Provision of medical facilities even if just	Priority in previous village plans and in FNP but no	Unlikely			?		CIL		4 Desirable	Parish may wish to consider funding from	Fishbourne

Org Name	IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL S106 Other	Planning Ref	Priority Category	Project Status	Parish Area
			improvements	nurse-led clinic	interest from local doctors' surgeries									their CIL	
Fishbourne Parish Council	IBP/66	Social Infrastructure	Community facilities	Seating around village and for parents at the Children's Play area	Fishbourne Neighbourhood Plan Priority. Important for adults to be able to observe while giving children increasing independence	By December 2015	Short term (2016-2023)	£1,000 for purchase, land clearance & installation	Group application to LAC	FPFA	CIL		4 Desirable	Parish may wish to consider funding from their CIL	Fishbourne
Fishbourne Parish Council	IBP/65	Green Infrastructure	Allotments	Allotments	Very low ranking. No suitable site available	No action at least in short term. Possibility of some land for Community use owned by WSCC but with no access as yet)		Certainly nil in the short term	-		CIL		4 Desirable	Parish may wish to consider funding from their CIL	Fishbourne
Kirdford Parish Council	IBP/80	Transport	Cycle and pedestrian infrastructure	Improve local footpaths, cycle tracks and equestrian ways	Parish-wide	2015-2029	Short term (2016-2023)				CIL		4 Desirable	Parish may wish to consider funding from their CIL	Kirdford
Kirdford Parish Council	IBP/76	Transport	Local road network	Highway alterations	Cornwood to enable development for young/elderly housing	2015-2021, sequential with GI projects	Short term (2016-2023)				CIL		4 Desirable	Parish may wish to consider funding from their CIL	Kirdford
Kirdford Parish Council	IBP/77	Transport	Local road network	Highway alterations, parking provision and landscaping	Townfield/Cornwood	2015-2020	Short term (2016-2023)				CIL		4 Desirable	Parish may wish to consider funding from their CIL	Kirdford
Kirdford Parish Council	IBP/79	Transport	Pedestrian infrastructure	New footpaths & Community Amenity Space	Development Site North of Village	2015-2029	Short term (2016-2023)				CIL		4 Desirable	Parish may wish to consider funding from their CIL	Kirdford

Org Name	IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL S106 Other	Planning Ref	Priority Category	Project Status	Parish Area
)								
Kirdford Parish Council	IBP/ 75	Transport	Public transport	Bus on demand		2015	Short term (2016-2023)				CIL		4 Desirable	Parish may wish to consider funding from their CIL	Kirdford
Kirdford Parish Council	IBP/ 78	Education	Primary, Secondary, sixth form and special educational needs	Provision of additional Primary School Places	Cross Plan area (north parishes)	2015	Short term (2016-2023)				CIL		2 Essential	Consider selecting if match funding is identified as this project supports the growth of the area provided it is for genuine community use.	Kirdford
Kirdford Parish Council	IBP/ 83	Social Infrastructure	Community facilities	Community Stores - Extension to Building and Parking	To increase cafe area and storage provision and enhancing the external picnic area and parking	2015-2018	Short term (2016-2023)				CIL		4 Desirable	Parish may wish to consider funding from their CIL	Kirdford
Kirdford Parish Council	IBP/ 85	Green Infrastructure	Allotments	Community allotments and/or farm with orchard and appropriate storage facilities and parking	On site east of Bramley Close.	2017-2018 3-5 years	Short term (2016-2023)				CIL		4 Desirable	Parish may wish to consider funding from their CIL	Kirdford
Kirdford Parish Council	IBP/ 86	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	Play area off School Court		2016-2017 2-4 years	Short term (2016-2023)			Parish/HAS	CIL		4 Desirable	Parish may wish to consider funding from their CIL	Kirdford
Kirdford Parish Council	IBP/ 87	Green Infrastructure	Public open space	Village Green - Butts Common		2016-2017 2-5 years	Short term (2016-2023)			Parish	CIL		4 Desirable	Parish may wish to consider funding from their CIL	Kirdford
Kirdford Parish Council	IBP/ 81	Green Infrastructure	Public open space	New Road, Parking area and	Butts Common	2015-2020	Short term (201				CIL		4 Desirable	Parish may wish to consider	Kirdford

Org Name	IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL S106 Other	Planning Ref	Priority Category	Project Status	Parish Area
				SUDS pond and play area			6-2023)							funding from their CIL	
Lavant Parish Council	IBP/89	Transport	Local road network	Important traffic calming measures within the village	Continuing problems with fast traffic and complaints from residents	As soon as possible	Short term (2016-2023)	As yet unknown	As yet unknown	Lavant Parish Council	CIL		4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Lavant
Lavant Parish Council	IBP/585	Transport	Pedestrian infrastructure	Footpath maintenance							CIL		4 Desirable	Parish may wish to consider funding from their CIL	Lavant
Lavant Parish Council	IBP/643	Transport	Pedestrian infrastructure	Either extension to pavement so children can get to and from school or provision of layby and pavement to enable children to get to and from school or a car park for parents to drop off and pick up children from school.	Improved safety at Lavant Primary School. (Parents have to park on road and walk children to school, there is no pavement beyond the allotments)		Short term (2016-2023)			WSCC	CIL		4 Desirable	Parish may wish to consider funding from their CIL	Lavant
Lavant Parish Council	IBP/644	Education	Early years and childcare	Provision of pre-school			Short term (2016-2023)				CIL		4 Desirable	Parish may wish to consider funding from their CIL	Lavant
Lavant Parish Council	IBP/584	Education	Early years and childcare	A pre-school							CIL		4 Desirable	Parish may wish to consider funding from their CIL	Lavant
Lavant Parish Council	IBP/88	Education	Primary, Secondary, sixth form and special educational needs	Expansion of local primary school with associated parking	More school places are required			As yet unknown	As yet unknown	Primary school/parish council	CIL			Not selected for IBP years 2016-2021 as little planned development in this cycle.	Lavant

Org Name	IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL S106 Other	Planning Ref	Priority Category	Project Status	Parish Area
Lavant Parish Council	IBP/ 648	Social Infrastructure	Community facilities	A new community hub/shop within St Nicholas Church.	It has been identified in the Neighbourhood Plan as a possible place for this.					Parish Council	CIL		4 Desirable	Parish may wish to consider funding from their CIL	Lavant
Lavant Parish Council	IBP/ 645	Social Infrastructure	Community facilities	Provision of storage of equipment to undertake community projects such as path maintenance and construction.	Volunteers have equipment but nowhere to store it.					Parish Council	CIL		4 Desirable	Parish may wish to consider funding from their CIL	Lavant
Lavant Parish Council	IBP/ 646	Social Infrastructure	Community facilities	Provision of youth shelter	Nowhere for youth to meet					Parish Council	CIL		4 Desirable	Parish may wish to consider funding from their CIL	Lavant
Lavant Parish Council	IBP/ 595	Green Infrastructure	Flood and coastal erosion risk management	Maintenance of ditches	To keep ditches clear to prevent flooding.					Lavant Parish Council	CIL		4 Desirable		Lavant
Lavant Parish Council	IBP/ 647	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	A new play area	Existing area the equipment is dilapidated.					Parish Council	CIL		4 Desirable	Parish may wish to consider funding from their CIL	Lavant
Lavant Parish Council	IBP/ 594	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	Maintenance of playgrounds	Health and safety and to increase use.					Lavant Parish Council	CIL		4 Desirable		Lavant
Loxwood Parish Council	IBP/ 317	Transport	Car parking	To increase car park capacity (Loxwood)	Increased numbers using North Hall put pressure on parking. This could be alleviated by introducing car park to south of entrance drive.	2017-2018	Short term (2016-2023)	£12,000		North Hall Trustees	CIL	LX/13/020 25/FUL	4 Desirable		Loxwood
Loxwood	IBP/	Transport	Pedestrian	Pedestrian	Increase footfall	2017-	Short	£200,000	Communit	Loxwood	CIL		4		

Org Name	IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL S106 Other	Planning Ref	Priority Category	Project Status	Parish Area
Parish Council	696	ort	infrastructure	crossing B2133 Loxwood Nursery site	across the road in particular children crossing from new development to get to school and in the other direction and in the other direction, residents crossing to the new village stores.	2019	term (2016-2023)		y Highways Funding	Parish Council			Desirable		
Loxwood Parish Council	IBP/697	Transport	Transport	VAS poles	The NP commits to traffic coalmining along the B2133. VAS are to be purchased and they require supporting poles.	2017-2018	Short term (2016-2023)	£1,500		Loxwood PC	CIL		4 Desirable		Loxwood
Loxwood Parish Council	IBP/571	Transport	Transport	To improve vehicular access to North Hall	The entrance is on the inside of a bend in the B2133 with difficult access. A wider, well signed drive with enhanced sight-lines is required.	2017-2018	Short term (2016-2023)	10,000		North Hall Trustees	CIL		4 Desirable		Loxwood
Loxwood Parish Council	IBP/573	Social Infrastructure	Community facilities	Extension to storage facility.	An increasing number of North Hall regular (weekly) users have used all of the available storage space. Various options to increase space are being considered.	2015/2016	Short term (2016-2023)	£40,000		North Hall Trustees	CIL		4 Desirable		Loxwood
Loxwood Parish Council	IBP/664	Social Infrastructure	Community facilities	Provision of integrated PA and AV system	There are now many activities requiring PA and AV facilities. Installation of an integrated system would be safer, more convenient and permit the	2017	Short term (2016-2023)	£9000		Parish Council	?				Loxwood

Org Name	IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL S106 Other	Planning Ref	Priority Category	Project Status	Parish Area
					establishment of a much wanted local film society.										
Loxwood Parish Council	IBP/ 572	Social Infrastructure	Community facilities	Enlargement of men's toilet in North Hall	Increased numbers using North Hall puts the men's toilet under pressure. Removal of redundant water heater and addition of two more urinals would solve the problem.	2017-2018	Short term (2016-2023)	£4,000		North Hall Trustees	CIL		4 Desirable		Loxwood
Loxwood Parish Council	IBP/ 698	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	Resurfacing of North Hall playground	The playground surface is messed grass and has suffered from subsidence and areas of erosion.	2018-2019	Short term (2016-2023)	£53,000		Loxwood Parish Council	CIL		4 Desirable		Loxwood
Lynchmere Parish Council	IBP/ 569	Social Infrastructure	Community facilities	Renovations to St. Michael's Hall & Hardman Hoyle Memorial Hall Linchmere Road	Increase in community activity groups more community space for local use required.	When funds available (within next 12-18 months)	Short term (2016-2023)	£60,000	Community fundraising & grants.	Parish Council	Other		4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Lynchmere
Lynchmere Parish Council	IBP/ 568	Social Infrastructure	Community facilities	Purchase of St. Michael's Hall, Linchmere Road	Hall being sold and is needed to supplement lack of community facilities for numerous local groups/activities	Within the next 6 months	Short term (2016-2023)	£50,000	£50,000 from Parish Council, or from community fundraising.	Parish Council	Other		4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Lynchmere
Lynchmere Parish Council	IBP/ 567	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	Rebuilding of Camelsdale pavilion,	Existing pavilion is outdated, newer larger facilities are needed to meet modern requirements and accommodate the hugely increased community, & sport based use.	Over the next 24 months	Short term (2016-2023)	£180,000 (ex vat)	£30,000 from New Homes Bonus ((CDC). £35,000 from Parish Council reserves. Remaining £115,000 hoped to	Parish Council	Other		4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Lynchmere

Org Name	IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL S106 Other	Planning Ref	Priority Category	Project Status	Parish Area
									come from sport & lottery grants						
North Mundham Parish Council	IBP/ 91	Transport	Cycle and pedestrian infrastructure	Footpath/cycleway along B2166 from Runcton to farm shop – and perhaps onwards to parish boundary to link with footpaths/cycleways from Bognor and Pagham	Would enable local residents to avoid using a car for short journeys, and would facilitate sustainable transport links (cycleways) between Bognor, Pagham and Chichester. PC could carry out work under licence. PC to manage scheme within Parish boundary.	Needed now, but should integrate with development of other transport links	Short term (2016-2023)	£110,000 for portion between Runcton and farm shop	S106, CIL and other sources supporting sustainable transport	WSCC Highways	CIL		2 Essential	Not selected for IBP years 2016-2021 as little planned development in this cycle.	North Mundham
North Mundham Parish Council	IBP/ 92	Transport	Pedestrian infrastructure	Footpath from affordable housing (Canal Mead) to junction of Church Road and B2166.	Provides safe access for local residents and will encourage use of public transport and integration with the rest of the local community. Footpath route exists, but surfacing will make it accessible to elderly and disabled		Short term (2016-2023)	£10,000 (estimate) to provide hard weatherproof surface and access steps at western end	Work in kind donation received from developer. Initial clearance of route housing. Needs CIL, S106 funding to complete or NHB?	WSCC footpaths, or Parish Council	CIL		2 Essential	Not selected for IBP years 2016-2021 as little planned development in this cycle.	North Mundham
North Mundham Parish Council	IBP/ 95	Green Infrastructure	Biodiversity measures	Develop route of disused canal as green infrastructure and wildlife haven to encourage biodiversity	Improves landscape and provides environmental benefits for local population	Site available now	Short term (2016-2023)	Variable – can be funded on progressive basis as work proceeds	CIL, New Homes Bonus, local self-help	North Mundham Parish Council	CIL		3 Policy High	Not selected for IBP years 2016-2021 as little planned development in this cycle.	North Mundham
North Mundham Parish Council	IBP/ 94	Green Infrastructure	Playing fields, sports pitches, related build	Safe surface for Children's Play Area	Provides health and leisure benefits for local community.	Site available now	Short term (2016-	£10,000	CIL or New Homes Bonus	Playing Fields Trust	CIL		4 Desirable	Not selected for IBP years 2016-2021 as little	North Mundham

Org Name	IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL S106 Other	Planning Ref	Priority Category	Project Status	Parish Area
			and children's play areas		Mitigates safety and upkeep problems of present mix of grass and resilient surfacing		2023)							planned development in this cycle.	
North Mundham Parish Council	IBP/ 93	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	Outdoor gym/exercise equipment – to be sited on playing fields	Provides health and leisure benefits for local community. No comparable facility exists in the parish	Site could be made available in short term	Short term (2016-2023)	£20,000 - £30,000 (estimate)	New Homes Bonus	North Mundham Parish Council or Playing Fields Trust	CIL		4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	North Mundham
Oving Parish Council	IBP/ 634	Transport	Pedestrian infrastructure	Footpaths, bridle paths and local roads	Maintenance no longer carried out by WSCC.						CIL				Oving
Oving Parish Council	IBP/ 633	Transport	Public transport	Public bus improvements and provision of minibus to access city.							S106	O/11/0528 3/OUT			Oving
Oving Parish Council	IBP/ 631	Education	Early years and childcare	Pre-school facilities			Short term (2016-2023)				S106	O/11/0528 3/OUT	4 Desirable		Oving
Oving Parish Council	IBP/ 99	Education	Primary, Secondary, sixth form and special educational needs	Schools/colleges	Essential	ASAP	Short term (2016-2023)	Unknown	County & Government	Government	CIL		4 Desirable	Details of project insufficient	Oving
Oving Parish Council	IBP/ 98	Health	Community healthcare, primary care facilities & improvements	Hospital & doctors surgeries	Essential	Now	Short term (2016-2023)	Unknown	County funds	NHS	CIL		4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Oving
Oving Parish Council	IBP/ 632	Social Infrastructure	Community facilities	Indoor and outdoor sports/recreation facilities.	Essential to meet demand from planned developments.						S106	O/11/0528 3/OUT			Oving
Oving Parish Council	IBP/ 101	Social Infrastructure	Community facilities	Community Facilities	Essential	Ongoing	Short term (2016-2023)	Unknown	Parish & City Councils (CIL)	Many	CIL		4 Desirable	Not selected for IBP years 2016-2021 as little planned	Oving

Org Name	IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL S106 Other	Planning Ref	Priority Category	Project Status	Parish Area
)							development in this cycle.	
Oving Parish Council	IBP/100	Green Infrastructure	Flood and coastal erosion risk management	Flood control	Essential	ASAP	Short term (2016-2023)	Unknown	County, Govt, Utility Companies	Environment Agency	CIL		3 Policy High	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Oving
Oving Parish Council	IBP/97	Utility Services	Utility services	Sewerage (pipes) waste water treatment (Tangmere WWTW)	Essential to need demand from planned developments	ASAP	Short term (2016-2023)	Unknown	Southern Water	Southern Water	Other		1 Critical	Committed	Oving
Oving Parish Council	IBP/96	Utility Services	Utility services	Chichester Bypass Improvements	Critical to all CDC developments	2018 - 2019	Short term (2016-2023)	£90 million	Government	Highways England	S106		1 Critical	Committed	Oving
Selsey Town Council	IBP/104	Transport	Cycle infrastructure	B2145 Improvements – Commuting cycle path to Chichester/Pagham (Selsey to Chichester following route off B2145 but off road)	Only transport link to Town (to introduce a safer environment for cyclists)	2015	Short term (2016-2023)	300,000 (£200,000 per kilometre)	(Grants as and when available)	STC/WSCC (WSCC & Sustrans)	CIL		3 Policy High	Consider selecting if match funding is identified as this project supports the growth of the area provided it is for genuine community use.	Selsey
Selsey Town Council	IBP/103	Transport	Local road network	B2145 Improvements – Ferry Bend improvements	Only transport link to Town (to improve traffic flow)	2015	Short term (2016-2023)			STC/WSCC (WSCC & Developer)	CIL		3 Policy High	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Selsey
Selsey Town Council	IBP/102	Transport	Local road network	B2145 Improvements – Bus and Tractor Pull off points	Only transport link to Town (to improve traffic flow)	2015	Short term (2016-2023)			Selsey Town Council, WSCC	CIL		4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Selsey
Selsey Town Council	IBP/106	Transport	Smarter Choices and promote sustainable	Community car club	To assist with access to Chichester based services.			£100,000		Selsey Town Council	CIL		3 Policy High	Not selected for IBP years 2016-2021 as little	Selsey

Org Name	IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL S106 Other	Planning Ref	Priority Category	Project Status	Parish Area
			modes of transport											planned development in this cycle.	
Selsey Town Council	IBP/121	Education	Primary, Secondary, sixth form and special educational needs	Provision of post-16 education	Lack of current facility and distance to nearest option.					STC, WSCC, Chichester College, Academy			4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Selsey
Selsey Town Council	IBP/109	Social Infrastructure	Community facilities	Development of Community Arts Centre	Helps define Selsey as an art/craft location. To be linked to the potential development of an out of town supermarket or with the museum.					Arts Dream	CIL		4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Selsey
Selsey Town Council	IBP/115	Social Infrastructure	Community facilities	Extension to Selsey Centre	Space required to support additional user groups.				Cost unknown, grant funding, local fundraising .	Selsey Town Council	CIL		4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Selsey
Selsey Town Council	IBP/107	Social Infrastructure	Community facilities	Cinema/Theatre refurbishment	Lack of current facility and distance to nearest option			£300,000 match funding available	Private Operator (Grants as and when available)	Sports Dream (Private Operator and Community)	CIL		4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Selsey
Selsey Town Council	IBP/116	Social Infrastructure	Community facilities	Soft play area/indoor play area for children	Local demand and nearest facility is 20 miles away and is not accessible by public transport					Selsey Town Council	CIL		4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Selsey
Selsey Town Council	IBP/105	Social Infrastructure	Streetscene and built environment	Layout changes to Selsey High Street to provide on street parking and more pedestrian space (round town one-way scheme or	Enhance public realm to support High Street shops and encourage use of local amenities.					Selsey Town Council, WSCC	CIL		4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Selsey

Org Name	IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL S106 Other	Planning Ref	Priority Category	Project Status	Parish Area
				pedestrianisation)											
Selsey Town Council	IBP/108	Social Infrastructure	Streetscene and built environment	Development of a Town Square	Creation of a central community space as nothing currently in place. Enhance public realm to support High Street shops and to encourage use of local amenities.					Selsey Town Council, WSCC	CIL		4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Selsey
Selsey Town Council	IBP/111	Social Infrastructure	Streetscene and built environment	Public space enhancements at East Beach shops	Identified in CDC's study of 2007 as a need of regeneration					Selsey Town Council	CIL		4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Selsey
Selsey Town Council	IBP/117	Social Infrastructure	Streetscene and built environment	Public Realm Enhancements – East Beach Shops	In alignment with the East Beach Masterplan by CDC			£100,000			CIL		4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Selsey
Selsey Town Council	IBP/132	Green Infrastructure	Landscaping, planting and woodland creation and public rights of way	Access improvements to and establishment of coastal path with way finding	National policy to create a coastal path. To enhance visitor attraction and tourism product and foster better links with the sea.					Selsey Town Council, CDC, WSCC	CIL		3 Policy High	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Selsey
Selsey Town Council	IBP/110	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	Public space enhancements at East Beach green (in addition to skate park, better play facilities, all weather sports courts)	To enhance visitor attraction and tourism product and foster better links with the sea.					Selsey Town Council, CDC	CIL		4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Selsey
Selsey Town Council	IBP/587	Economic	Employment/Economic	Selsey Haven	Coastal defence; security, safety	2017	Short term (201		DEFRA, European and	CDC	CIL		3 Policy		Selsey

Org Name	IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL S106 Other	Planning Ref	Prior ity Category	Project Status	Parish Area
					and sustainability of the fishing industry; tourism; economy.		6-2023)		Marine Fisheries Fund, LEADER, Coast to Capital, LEP				High		
Sidlesham Parish Council	IBP/134	Transport	Cycle and pedestrian infrastructure	Provision of green corridor habitat and walking /cycling routes extending from Pagham Harbour as part of GLAM	Need to spread visitor pressure away from over concentration on Pagham Harbour and provide non car borne access routes into area. Provision of wildlife corridors to link habitat areas	Initial implementation mid 2015 and ongoing	Short term (2016-2023)	Linked to drainage and other infrastructure work Est. £30k	Through MPP and possible MWHG. Natural England	Possibly MWHG and MPP and PC	CIL		3 Policy High	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Sidlesham
Sidlesham Parish Council	IBP/139	Transport	Cycle infrastructure	Commuter cycle path Selsey to Chichester and as tourist / recreational asset	Need for safe / segregated route for commuters and other users	Feasibility Mid 2015 and ongoing	Short term (2016-2023)	£500k	Possible Sport England /Big Lottery WSCC /CDC and others	Joint project group	Other		3 Policy High	Consider selecting if match funding is identified as this project supports the growth of the area provided it is for genuine community use.	Sidlesham
Sidlesham Parish Council	IBP/136	Transport	Local road network	B2145 within Sidlesham-environmental improvement programme	Deterioration of roadside environment and general disfigurement of landscape. Lack of ownership responsibility for public realm	Possible start late 2015 ongoing	Short term (2016-2023)	Est. £20k	WSCC other grants and possible use of S106 and business contribution	Sidlesham Parish Council	Other		4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Sidlesham
Sidlesham Parish Council	IBP/133	Social Infrastructure	Built sport and leisure facilities	Refurbishment and possible future extension of community sports building	Current building dilapidated state and risk of loss to community	Late 2015 – through 2016/17	Short term (2016-2023)	Phase 1 £100k Phase 2 £50 k	Football Foundation, Football Association, Sport England, CDC& WSCC	Sidlesham FC	CIL		4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Sidlesham
Sidlesham Parish Council	IBP/137	Social Infrastructure	Community facilities	Contingency plan for public building	Possible loss of existing church hall at end of lease. Possible	Contingency scoping and	Short term (2016-	Study In house minimal cost.	Big Lottery Community Buildings CDC	Sidlesham Parish Council and others	Other		4 Desirable	Not selected for IBP years 2016-2021 as little	Sidlesham

Org Name	IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL S106 Other	Planning Ref	Priority Category	Project Status	Parish Area
				(hall)	failure of proposals to refurbish fully community sports building .Need for contingency approach in order that parish is not left without a usable building	initial analysis study mid 2016	2023)	Adapted structure cost range £200-300k New building assuming no land cost in range £500k-£800k	/WSCC Numerous other funding sources					planned development in this cycle.	
Sidlesham Parish Council	IBP/135	Green Infrastructure	Flood and coastal erosion risk management	Phase 3 of Sidlesham Flood and Land Drainage Group (SFLDG) emergent forward plan	Continued risk of flooding from ground water and sea and Rife	Start late 2015 ongoing	Short term (2016-2023)	Initial phase £20-30k		SFLDG and WSCC as Lead Flood and Land Drainage Auth.National Flood forum	CIL		3 Policy High		Sidlesham
Sidlesham Parish Council	IBP/138	Green Infrastructure	Landscaping , planting and woodland creation and public rights of way	Structural Tree Planting to reduce water table and provide biomass from coppice	Need to control ground water levels / need to provide renewable energy sources to combat Global Warming	Depend s on possible support-if supported within next five year period and then ongoing	Short term (2016-2023)	£20 -30K for tree planting and fencing assuming no land cost	LEADER and others	Possible lead MWHG	Other		4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Sidlesham
Southbourne Parish Council	IBP/521	Transport		Parking - Double yellow lines at the junctions of Lumley Road/Main Road, Lumley Road/Pagham Close and Pagham Close/Sadlers Walk - request from resident TRO							CIL		4 Desirable	Parish may wish to consider funding from their CIL	Southbourne

Org Name	IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL S106 Other	Planning Ref	Priority Category	Project Status	Parish Area
Southbourne Parish Council	IBP/694	Transport	Car parking	Improvements to the car park at Prinsted.	Road safety and to increase the usage of the carpark whilst reducing maintenance costs.						CIL		4 Desirable		Southbourne
Southbourne Parish Council	IBP/691	Transport	Cycle and pedestrian infrastructure	Access to the southside of the Railway station	From a safety aspect, to help keep children off the main roads and encourage people to cycle and creates to future footbridge.						CIL		4 Desirable		Southbourne
Southbourne Parish Council	IBP/662	Transport	Local road network	New relief road	Need identified in Neighbourhood Plan to relieve pressure on Stein Road from increasing traffic and new developments						S106	SB/15/025 05/OUT	3 Policy High	Committed	Southbourne
Southbourne Parish Council	IBP/663	Transport	Pedestrian infrastructure	New footbridge over railway line	Identified in Neighbourhood Plan for Green Ring						CIL		4 Desirable	Parish may wish to consider funding from their CIL	Southbourne
Southbourne Parish Council	IBP/693	Social Infrastructure	Community facilities	Improvements to the Southbourne Village Hall	Existing facilities within the Village Hall are very basic, eg. more storage is required.						CIL		4 Desirable		Southbourne
Southbourne Parish Council	IBP/700	Social Infrastructure	Community facilities	Update/refurbish the Sea Scout Hut, Prinsted Lane	It is well used (they have a long waiting list to join)										Southbourne
Southbourne Parish Council	IBP/692	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	Improvements to the recreation ground and pavilion	The current facility is barely fit for purpose.								4 Desirable		Southbourne
Tangmere Parish Council	IBP/145	Transport	Car parking	Improve safety and increase car parking	A detailed study needs to be commissioned and action						CIL		4 Desirable	Parish may wish to consider funding from	Tangmere

Org Name	IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL S106 Other	Planning Ref	Priority Category	Project Status	Parish Area
				around the One Stop Shop.	taken. Proposal supported by a large number of residents. In addition, since the completion of the Perrymead development a further parking									their CIL	
Tangmere Parish Council	IBP/150	Transport	Car parking	Village Centre Car Park	Tarmac. Current surface is worn and floods in heavy rain. Area requires drainage and a tarmac surface installed with marked out parking spaces to make best use of area available and facilitate mobility impaired access.			£70,000.00	S106/NHB	Tangmere Parish Council	S106		2 Essential	Committed	Tangmere
Tangmere Parish Council	IBP/141	Transport	Car parking	New Car parking for St. Andrew's Church	Current parking congestion on Church Lane during services/events will be exacerbated as village expands.				St Andrews Church	St Andrews Church	CIL		4 Desirable	Parish may wish to consider funding from their CIL	Tangmere
Tangmere Parish Council	IBP/148	Transport	Cycle infrastructure	Cycle routes	Cycle routes and pathways - improve cycle routes through village to encourage use of sustainable transport and physical activity. A PROW Cycle route around Tangmere Airfield Perimeter included in WSCC Infrastructure delivery plan (Jan 2012)				Existing S106 - TAD funds	WSCC and Tangmere Parish Council	S106	TG/14/007 97/FUL; TG/11/040 58/FUL	2 Essential	Consider selecting if match funding is identified as this project supports the growth of the area provided it is for genuine community use.	Tangmere

Org Name	IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL S106 Other	Planning Ref	Priority Category	Project Status	Parish Area
Tangmere Parish Council	IBP/140	Transport	Local road network	Traffic Calming on Meadow Way and Malcolm Road						WSCC and Tangmere Parish Council	S106		2 Essential	Committed	Tangmere
Tangmere Parish Council	IBP/160	Transport	Local road network	Traffic calming on Tangmere Road	This road is subject to "rat running" and high vehicle speeds which require inhibiting measures. Would also make road more attractive for walking and cycling.						S106		2 Essential	Committed	Tangmere
Tangmere Parish Council	IBP/638	Transport	Pedestrian infrastructure	Link(s) between Marsh Lane PROW 292 and WSCC solar farm perimeter permissive path.	To improve connectivity between existing recreational paths along existing desire lines.					WSCC and Tangmere Parish Council.			4 Desirable		Tangmere
Tangmere Parish Council	IBP/154	Transport	Pedestrian infrastructure	Pedestrian crossing(s)	Parish Council hopes to install a crossing at the junction of Malcolm Road with Tangmere Road.					WSCC and Tangmere PC	S106	TG/11/040 58/FUL; TG/14/007 97/FUL	3 Policy High	Parish may wish to consider funding from their CIL	Tangmere
Tangmere Parish Council	IBP/636	Transport	Pedestrian infrastructure	Improvements to Chestnut Walk - St Andrews Church footway E73/FP282	To enable limited mobility users access along route.				Hanger site, TAD, S106 or SDL S106 and NHB.	WSCC, Tangmere Parish Council and St Andrews Church			4 Desirable		Tangmere
Tangmere Parish Council	IBP/637	Transport	Pedestrian infrastructure	Marsh Lane PROW 292 - upgrade surface to replace current water logged/mud sections	To enable year round foot/cycle access between Tangmere/Barnham areas and recreational use for expanding populations.				SDL, Hanger, Meadow Way, S106 and NHB	WSCC and Tangmere Parish Council.	S106		4 Desirable		Tangmere
Tangmere Parish Council	IBP/155	Transport	Public transport	Bus shelter(s)	To serve City Fields business park and			£4,500.00	S106 TAD/NHB	Tangmere Parish Council	CIL		4 Desirable	Parish may wish to consider	Tangmere

Org Name	IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL S106 Other	Planning Ref	Priority Category	Project Status	Parish Area
					Blenheim park housing development. Site at Hawker Close bus stop. Cover and seating improvements required at other shelters									funding from their CIL	
Tangmere Parish Council	IBP/161	Social Infrastructure	Built sport and leisure facilities	Sports Hall(s)	Sports Centre - To provide a multiple sports facility for the enlarged village to be located in the centre of any new large development within the parish.			£500,000.00	SDL/Hanger/Meadow Way S106 and NHB	Tangmere Parish Council and Developers	CIL	TG/12/01739/OUT; TG/14/00797/FUL	3 Policy High	Consider selecting if match funding is identified as this project supports the growth of the area provided it is for genuine community use.	Tangmere
Tangmere Parish Council	IBP/153	Social Infrastructure	Community facilities	Community Centre	New large community centre is now required to cater for the various groups and clubs within the village, which the existing Village Centre cannot accommodate any more due to it being so well used. The Village Centre is limited in size for the population			£500,000.00	SDL/Hanger/Meadow Way S106 and NHB.	Tangmere Parish Council and Developer	S106	TG/12/01739/OUT; TG/14/00797/FUL	2 Essential	Committed	Tangmere
Tangmere Parish Council	IBP/144	Social Infrastructure	Community facilities	Extension to St Andrew's Churchyard for burial space	Required to cater for long term need arising from expanded population.				SDL S106	St Andrews Church	S106		4 Desirable	Parish may wish to consider funding from their CIL	Tangmere
Tangmere Parish Council	IBP/143	Social Infrastructure	Community facilities	Improvements to existing Community Facilities	Small scale improvements to facilities within Village Centre to improve utility of building for users.				S106 and New Homes Bonus	Tangmere Parish Council and Developers	S106	TG/07/04577/FUL; TG/12/01739/OUT, TG/14/00797/FUL, TG/11/040	4 Desirable	Parish may wish to consider funding from their CIL	Tangmere

Org Name	IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL S106 Other	Planning Ref	Priority Category	Project Status	Parish Area
												58/FUL			
Tangmere Parish Council	IBP/162	Social Infrastructure	Community facilities	Scout Hut/Church Hall (St Andrews)	To provide a scout hut for the 2nd Tangmere Scout group that has grown in numbers since it was established seven years ago. The group currently uses the local school's hall to hold its Beavers, Cub and Scouts session.				SDL S106, Scouts and St Andrews Church	St Andrews Church and Scouts	S106		4 Desirable	Parish may wish to consider funding from their CIL	Tangmere
Tangmere Parish Council	IBP/149	Social Infrastructure	Community facilities	Tangmere Aviation Museum/Heritage Centre	Expand museum inline with Neighbourhood Plan policies which envisage extension into existing allotments which will relocate to SDL				Tangmere Aviation Museum/G grants	Tangmere Aviation Museum			4 Desirable	Parish may wish to consider funding from their CIL	Tangmere
Tangmere Parish Council	IBP/147	Green Infrastructure	Allotments	Improvements to existing allotments	Additional equipment required to upgrade facilities - water troughs, composting bins, in need of some new sturdy fencing (this is a large scale project) access to toilets.			£5,000.00	New Homes Bonus	Tangmere Parish Council	S106		4 Desirable	Parish may wish to consider funding from their CIL	Tangmere
Tangmere Parish Council	IBP/159	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	Outdoor recreation area	Overall provision of equipped and unequipped play space within village well below Fields in Trust and CDC Infrastructure SPG standards. No provision East of Meadow Way and Play equipment in						CIL		3 Policy High	Parish may wish to consider funding from their CIL	Tangmere

Org Name	IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL S106 Other	Planning Ref	Priority Category	Project Status	Parish Area
					Cheshire Crescent (in SW corner site) removed by RP needs replace										
Tangmere Parish Council	IBP/152	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	Current changing/Sports Pavilion	Changing rooms are currently very tired and need modernisation. This is to meet current day requirements and standards and multi use availability. New showers and tiled areas required plus replacement of wash basins and installation of hot water supply.			£20,000.00	Hanger/Meadow Way S106 and NHB	Tangmere Parish Council	CIL		4 Desirable		Tangmere
Tangmere Parish Council	IBP/157	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	Football and cricket sports pitch areas - Verti-drain/sand backfill and new drains.	Malcolm Rd Recreation Field - Current poor land drainage (no renewal of land drainage known of since RAF ceased maintenance in late 1960's) leads to greater frequency of match cancellations, due to ground conditions.			£10,000 - Verti-drain sandfill. Land drains to be confirmed.	S106 (Hanger/Meadow Way sport S106)	Tangmere Parish Council	S106	TG/12/01739/OUT; TG/14/00797/FUL	4 Desirable		Tangmere
Tangmere Parish Council	IBP/639	Green Infrastructure	Public open space	Hedge around Malcolm Road recreation ground.	To improve biodiversity connectivity and bolster unauthorised vehicular access preventative measures.			£2500	NHB, CIL	Tangmere Parish Council	CIL		4 Desirable		Tangmere
Tangmere Parish Council	IBP/592	Green Infrastructure	Public open space	Tangmere SDL specific green infrastructure (all types)	Local Plan policy 18, Tangmere Neighbourhood Plan, policies 2 and 8.				SDL S106	Developers	S106		3 Policy High		Tangmere

Org Name	IBP Id	Catego ry	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL S106 Other	Planning Ref	Prior ity Cate gory	Project Status	Parish Area
					Separates out projects specific to this SDL.										
Tangmere Parish Council	IBP/ 142	Green Infrastr ucture	Public open space	Land to be made available for community groups to develop for suitable purposes	To expand community orchard and/or community garden provision.						S106		4 Desir able	Details of project insufficient	Tangme re
Tangmere Parish Council	IBP/ 635	Green Infrastr ucture	Public open space	Upgrade fencing along southern edge of Churchwood Drive open space to metal (similar to Spitfire Court open space).	Current wooden fencing in need of frequent repair and degrades street scene. Link to IBP/244 (cycle access)				S106 (H block open space)	Parish Council	S106	TG/11/040 58/FUL	4 Desir able		Tangme re
Tangmere Parish Council	IBP/ 158	Utility Service s	Utility services	Broadband coverage	Requires provision of infrastructure to support superfast standards.					Developers /Telecom providers				Details of project insufficient	Tangme re
Westbour ne Parish Council	IBP/ 640	Transp ort	Car parking	A car park that can be used by residents/vi sitors	To ease congestion on the roads, help shoppers use the local facilities.										Westbou rne
Westbour ne Parish Council	IBP/ 558	Transp ort	Local road network	Street lighting, some need replacing									4 Desir able	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Westbou rne
Westbour ne Parish Council	IBP/ 556	Social Infrastr ucture	Community facilities	Two more picnic benches required at Monks Hill due to success of those already installed.				£700		Westbourn e Parish Council	Other		4 Desir able	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Westbou rne

Org Name	IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL S106 Other	Planning Ref	Priority Category	Project Status	Parish Area
Westbourne Parish Council	IBP/555	Social Infrastructure	Community facilities	The Cub Scout Hall needs a good face-lift.	It is a WW2 army building with agricultural asbestos in the roof. The hut is used by the scouts and by other community groups/events.								4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Westbourne
Westbourne Parish Council	IBP/557	Social Infrastructure	Community facilities	Public seats around the parish could do with replacing. On the corner of East Street, the Parish Council is having to get rid of two.									4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Westbourne
Westbourne Parish Council	IBP/559	Social Infrastructure	Community facilities	The Meeting Place - The hall would benefit from refurbishment to make it a better more sophisticated community facility.									4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Westbourne
Westbourne Parish Council	IBP/563	Social Infrastructure	Community facilities	Development of a parish hall.	Westbourne doesn't have a parish hall and is very reliant on the facilities provided by the Baptist Church and St Johns Church.						CIL		4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Westbourne
Westbourne Parish Council	IBP/565	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	The play equipment at Monks Hill needs replacing.	The play equipment is approaching the end of its sell-by-date								4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Westbourne
Westbourne Parish Council	IBP/554	Public and Comm	Cemetery	Development of the cemetery's	The existing cemetery will be full in 2-5 years.	Needs to be used in	Short term (201				CIL		2 Essential	Not selected for IBP years 2016-2021	Westbourne

Org Name	IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL S106 Other	Planning Ref	Priority Category	Project Status	Parish Area
		unity Services		new 2 acre field to make it suitable for burials. Includes plot structure and layout of pathways.	A new field has been purchased and needs to be made ready	2-5 years.	6-2023)							as little planned development in this cycle.	
Westham pnett Parish Council	IBP/176	Transport	Car parking	Stane Street parking	Parking restricts traffic flow and ped' road crossing	As soon as possible	Short term (2016-2023)		Highways		CIL		4 Desirable	Parish may wish to consider funding from their CIL	Westham pnett
Westham pnett Parish Council	IBP/174	Transport	Cycle infrastructure	Cycle Paths into Chichester	Lack of provision	As soon as possible	Short term (2016-2023)		Highways		CIL		2 Essential	Consider selecting if match funding is identified as this project supports the growth of the area provided it is for genuine community use.	Westham pnett
Westham pnett Parish Council	IBP/168	Transport	Local road network	Speed cameras to Madgwick Lane	Excessive speed between RaB and Barns	As soon as possible	Short term (2016-2023)		Highways		CIL		4 Desirable	Parish may wish to consider funding from their CIL	Westham pnett
Westham pnett Parish Council	IBP/175	Transport	Local road network	Madgwick Lane Traffic calming	Excessive speeding between RaB and Barns	As soon as possible	Short term (2016-2023)		Highways		CIL		4 Desirable	Parish may wish to consider funding from their CIL	Westham pnett
Westham pnett Parish Council	IBP/169	Transport	Pedestrian infrastructure	Pavements to Madgwick Lane	Pedestrian hazards road crossing	As soon as possible	Short term (2016-2023)		Highways		CIL		4 Desirable	Parish may wish to consider funding from their CIL	Westham pnett
Westham pnett Parish Council	IBP/167	Transport	Pedestrian infrastructure	Street lighting to Madgwick Lane	Lack of provision	As soon as possible	Short term (2016-2023)		Highways		CIL		4 Desirable	Parish may wish to consider funding from their CIL	Westham pnett

Org Name	IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL S106 Other	Planning Ref	Priority Category	Project Status	Parish Area
Westham pnett Parish Council	IBP/177	Transport	Transport - A27	Acoustic fencing to the A27	Sound pollution from traffic	As soon as possible	Short term (2016-2023)		Highways		CIL		4 Desirable	Parish may wish to consider funding from their CIL	Westham pnett
Westham pnett Parish Council	IBP/163	Education	Preschool and Primary school	New Primary School and Preschool	Double existing population	In readiness for proposed housing developments	Short term (2016-2023)		Education		CIL		4 Desirable	Parish may wish to consider funding from their CIL	Westham pnett
Westham pnett Parish Council	IBP/166	Health	Community healthcare, primary care facilities & improvements	New GP surgery and dispensary	Doubling population	As soon as possible	Short term (2016-2023)		National Health		CIL		4 Desirable	Parish may wish to consider funding from their CIL	Westham pnett
Westham pnett Parish Council	IBP/171	Social Infrastructure	Community facilities	Parish Hall	Westham pnett currently has no community buildings and has long aspired to develop one at a number of locations.	Timeline is dependent on the phasing of two different development sites – Madgewick Lane strategic site, and Maudlin Nurseries	Short term (2016-2023)	£1,500,000 (Scale of building still to be determined based on complexity of bringing)	S106 (historic receipt). S106 to be secured. New Homes Bonus	To be delivered by developer in partnership with Westham pnett PC	S106	WH/04/03 947/OUT; WH/15/03 524/OUTEIA	2 Essential	Committed	Westham pnett
Westham pnett Parish Council	IBP/687	Green Infrastructure	Allotments	Allotment site	Would like one.		Medium to long term (2023-2029)			Westham pnett Parish Council	CIL		4 Desirable		Westham pnett
Westham pnett Parish Council	IBP/178	Green Infrastructure	Flood and coastal erosion risk management	Sewage system improvements	To support new development and ensure that the risk of flooding to existing properties is not unacceptably increased.	As soon as possible	Short term (2016-2023)		Developer		Other		1 Critical	Committed	Westham pnett

Org Name	IBP Id	Catego ry	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL S106 Other	Planning Ref	Prior ity Cate gory	Project Status	Parish Area
Westham pnett Parish Council	IBP/ 164	Green Infrastr ucture	Flood and coastal erosion risk management	Ditch clearance	No current provision other than volunteers	As soon as possible	Short term (201 6-2023)		CDC		CIL		4 Desir able	Parish may wish to consider funding from their CIL	Westha mpnett
Westham pnett Parish Council	IBP/ 179	Green Infrastr ucture	Flood and coastal erosion risk management	New Surface water measures	To support new development and ensure that the risk of flooding to existing properties is not acceptably increased.	As soon as possible	Short term (201 6-2023)		Developer		CIL		3 Polic y High	Parish may wish to consider funding from their CIL	Westha mpnett
Westham pnett Parish Council	IBP/ 170	Green Infrastr ucture	Playing fields, sports pitches, related build and children's play areas	Outside sports facilities Football, Cricket, changing rooms	Mitigation for Westhampnett SDL	As soon as possible	Short term (201 6-2023)		Sport England CDC		S106		2 Esse ntial	Committed	Westha mpnett
Westham pnett Parish Council	IBP/ 172	Green Infrastr ucture	Playing fields, sports pitches, related build and children's play areas	MUGA outside play area	Mitigation for Westhampnett SDL	ASAP	Short term (201 6-2023)		Sport England		S106		2 Esse ntial	Committed	Westha mpnett
Wisborou gh Green Parish Council	IBP/ 226	Transp ort	Local road network	Provision of laybys in Durbans Road	Increase safe parking areas around the Green and also for use by the School	2016-2021	Short term (201 6-2023)		CIL and other	Wisboroug h Green Parish Council	CIL		4 Desir able	Parish may wish to consider funding from their CIL	Wisboro ugh Green
Wisborou gh Green Parish Council	IBP/ 229	Transp ort	Local road network	Lengthening double yellow lines outside the Cricketers Arms	Village Centre - to improve safety at the junction.	2016-2017	Short term (201 6-2023)		CIL and other	Wisboroug h Green Parish Council	CIL		4 Desir able	Parish may wish to consider funding from their CIL	Wisboro ugh Green
Wisborou gh Green Parish Council	IBP/ 227	Transp ort	Local road network	School Safety Zone - Wisborough Green Primary School	Create drop off area in School Road to improve safety and improve on site parking at school.	2016-2021	Short term (201 6-2023)		CIL and other	Wisboroug h Green Parish Council	CIL		4 Desir able	28/11/16 - CDC has made provision of £55,000 for North East Parishes.	Wisboro ugh Green
Wisborou gh Green Parish Council	IBP/ 690	Transp ort	Local road network	Built out in Durbans Road	Reduce speed through centre of village (linked with new Winterfold	2016-2021	Short term (201 6-2023)		CIL and other	Wisboroug h Green Parish Council	CIL		4 Desir able	Parish may wish to consider funding from CIL	Wisboro ugh Green

Org Name	IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL S106 Other	Planning Ref	Priority Category	Project Status	Parish Area
					development))								
Wisborough Green Parish Council	IBP/689	Transport	Local road network	Highway alterations	Village centre - to improve safety and to reduce speed at the junction.	2016-2021	Short term (2016-2023)		CIL and other	Wisborough Green	CIL		4 Desirable	Parish may wish to consider funding from CIL	Wisborough Green
Wisborough Green Parish Council	IBP/224	Transport	Local road network	Traffic calming throughout the village	Wisborough Green are currently developing a Traffic Management Plan - new issues may come through as a result and older issues may be removed in place						CIL		4 Desirable	Parish may wish to consider funding from their CIL	Wisborough Green
Wisborough Green Parish Council	IBP/228	Transport	Local road network	Creating a buffer zone before the 30mph zone on A272 west side of village	Reduce speed on A272 - road and pedestrian safety.	2016-2021	Short term (2016-2023)		CIL and other	Wisborough Green Parish Council	CIL		4 Desirable	Parish may wish to consider funding from their CIL	Wisborough Green
Wisborough Green Parish Council	IBP/588	Social Infrastructure	Community facilities	Improvements to the Village Hall.	Current building needs modernisation, improved accessibility for all and storage.	within next 5 years	Short term (2016-2023)	£500,000	CIL/S106	Village Hall Management Committee and Parish Council	CIL	WR/14/00748/OUT	4 Desirable	Parish may wish to consider funding from their CIL	Wisborough Green
Wisborough Green Parish Council	IBP/589	Social Infrastructure	Community facilities	Improvements to public toilets	Modernisation and DDA compliance.						CIL		4 Desirable	Parish may wish to consider funding from their CIL	Wisborough Green
Wisborough Green Parish Council	IBP/688	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	Trim trail exercise path and associated wild flower meadow	Reduce pressure on the Village Green and creation of new public open space.				CIL and other	Wisborough Green Parish Council	CIL		4 Desirable	Parish may wish to consider funding from CIL	Wisborough Green
Wisborough Green Parish Council	IBP/590	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	Village Green drainage	To reduce water logging to improve surface for sports and community use.			£65,000			CIL		4 Desirable	Parish may wish to consider funding from their CIL	Wisborough Green

Chichester District Council projects

Org Name	IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL S106 Other	Planning Ref	Priority Category	Project Status	Parish Area
Chichester District Council	IBP/319	Transport	Cycle and pedestrian infrastructure	Improve local footpaths, cycle tracks & equestrian ways (Kirdford)	Parish-wide	2015 - 2029	Short term (2016 - 2023)				CIL		4 Desirable	Parish may wish to consider funding from their CIL	Kirdford
Chichester District Council	IBP/199	Transport	Local road network	Boxgrove - Improvements to pedestrian safety and reducing traffic speeds in Boxgrove, whilst protecting the special character of the conservation area						Boxgrove Parish Council, CDC & WSCC	CIL		4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Boxgrove
Chichester District Council	IBP/211	Transport	Local road network	Fishbourne - Traffic Calming Measures	Reduce traffic speeds and improve the environment and enhance conservation area character – including settings of listed buildings					Fishbourne Parish Council, CDC, WSCC	CIL		4 Desirable	Parish may wish to consider funding from their CIL	Fishbourne
Chichester District Council	IBP/213	Transport	Local road network	Halnaker - Improvements to pedestrian safety and reducing traffic speeds in Halnaker, particularly along the A286, whilst protecting the special	Conservation and enhancement of historic environment					Boxgrove Parish Council, CDC, WSCC	CIL		4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Halnaker

Org Name	IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL S106 Other	Planning Ref	Priority Category	Project Status	Parish Area
				character of the conservation area											
Chichester District Council	IBP/210	Transport	Pedestrian infrastructure	Fishbourne - Improve pavements	Improve pedestrian safety and also enhance the historic environment. Boost local economy. Will also improve capacity to accommodate growth					WSCC, Fishbourne Parish Council	CIL		4 Desirable	Parish may wish to consider funding from their CIL	Fishbourne
Chichester District Council	IBP/206	Transport	Public transport	Chichester - Southern Gateway Area should be properly masterplanned to include the provision of a bus/rail interchange and proposed improvements to traffic and pedestrian circulation (Cross reference IBP/351)	Improve the environment and enhance conservation area character – including settings of listed buildings. Improve access to City Centre. Would help the city accommodate impact of growth around the periphery.						CIL		4 Desirable	Reserved for next phasing period	Chichester
Chichester District Council	IBP/190	Social Infrastructure	Community facilities	West of Chichester – Temporary community facilities	Experience of large developments with protracted build out demonstrates the need for early delivery of community space, temporary provision of same, or “meanwhile” use of other designated	Before first 100 units	Short term (2016 - 2023)	Unknown	Provided by Developer under S106	Developer, will require a community lead either Chichester City Council, or other nominated or new group	S106		2 Essential	Committed	Chichester

Org Name	IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL S106 Other	Planning Ref	Priority Category	Project Status	Parish Area
					space, to facilitate early development of community										
Chichester District Council	IBP/193	Social Infrastructure	Community facilities	Donnington Church Hall – extension	Existing building can no longer cope with the level of demand given local population growth. Devised a side extension that would provide additional meeting space, dedicated youth area	Subject to planning permission project likely to commence 2016	Short term (2016 - 2023)	£250-300k	Local fundraising and private donations, S106, NHB or grants?	Donnington PCC through Management Committee (although are identifying some capacity issues or lack of relevant experience to project manage)	S106	D/07/04732/FUL, D/11/01198/FUL; D/12/04410/FUL	4 Desirable	Committed	Donnington
Chichester District Council	IBP/321	Social Infrastructure	Community facilities	Village Social & Recreation Hub (Kirdford)	On land south east of Townfield	2015 - 2025	Short term (2016 - 2023)				CIL		4 Desirable	Parish may wish to consider funding from their CIL	Kirdford
Chichester District Council	IBP/189	Social Infrastructure	Community facilities	Shopwhyke – Temporary community Facilities	Experience of large developments with protracted build out demonstrates the need for early delivery of community space, temporary provision of same, or “meanwhile” use of other designated space, to facilitate early development of community	Before first 100 units	Short term (2016 - 2023)	Unknown	Provide by Developer under S106	Developer, will require a community lead either Oving PC, or other nominated or new group	S106	O/11/05283/OUT	2 Essential	Committed	Oving
Chichester District Council	IBP/314	Social Infrastructure	Community facilities	Soft play area/indoor play area for children (Selsey)	Nearest facility is 20 miles away and is not accessible by public transport						CIL		4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Selsey
Chichester	IBP/	Social	Community	Extension	Required for						S106	SY/14/02	4	Committed	Selsey

Org Name	IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL S106 Other	Planning Ref	Priority Category	Project Status	Parish Area
r District Council	313	Infrastructure	facilities	to Selsey Centre	storage and additional, regularly requested facilities							186/OUT EIA; SY/15/00 490/FUL	Desirable		
Chichester District Council	IBP/192	Social Infrastructure	Community facilities	Southbourne – replacement of Age Concern Building (multi-use community building)	Existing building is beyond its useful life and needs redevelopment to meet the needs of the growing community (identified within NP)	Linked to the phasing of permitted sites around Southbourne, but the next five years will require the resolution of land tenure, development of a formal scheme for redevelopment etc.	Medium to long term (2023 - 2029)	£500k broad estimate (assuming tenure of land secured without purchase)	Contributions to be sought from a number of Southbourne permissions	Age Concern Southbourne, hopefully with the support of the PC and NP group.	CIL	SB/14/02 800/OUT	4 Desirable	Consider selecting if match funding is identified as this project supports the growth of the area provided it is for genuine community use.	Southbourne
Chichester District Council	IBP/204	Social Infrastructure	Streetscene and built environment	St Martin's Street/ Crooked S Twitten, Chichester This is a popular	Improve the environment and enhance conservation area character – including settings of listed					CDC, WSCC	CIL		4 Desirable	City Council may wish to consider funding from their CIL	Chichester

Org Name	IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL S106 Other	Planning Ref	Priority Category	Project Status	Parish Area
				pedestrian route currently poorly maintained and detailed. Area should be redesigned to include the provision of new paving and new street furniture, as well as a new retail unit.	buildings. May also improve capacity to meet growth. Improved visitor experience and economic benefits for City Centre.										
Chichester District Council	IBP/207	Social Infrastructure	Streetscene and built environment	Chichester - Preservation and maintenance of traditional stone flagged streets, which must be protected. To ensure that all of these surfaces are protected and repaired as necessary, using traditional techniques and materials.	Conservation and enhancement of historic environment. Refer to Public Realm and Accessibility Enhancement Strategy September 2005.						CIL		4 Desirable	City Council may wish to consider funding from their CIL	Chichester
Chichester District Council	IBP/208	Social Infrastructure	Streetscene and built environment	Chichester - Re-introduction of natural stone paving within the	Conservation and enhancement of historic environment. Refer to Public Realm and						CIL		4 Desirable	City Council may wish to consider funding from their CIL	Chichester

Org Name	IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL S106 Other	Planning Ref	Priority Category	Project Status	Parish Area
				City centre, particularly for The Pallants, Westgate, Northgate, Southgate and Eastgate Square, as funds permit.	Accessibility Enhancement Strategy September 2005.										
Chichester District Council	IBP/ 214	Social Infrastructure	Streetscene and built environment	Halnaker - Improvements to area of green space to the south west of Rose Cottage	Conservation and enhancement of historic environment					Boxgrove Parish Council, WSCC	CIL		4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Halnaker
Chichester District Council	IBP/ 259	Social Infrastructure	Streetscene and built environment	Halnaker - General Public Realm improvements to include adoption of a common palette of products and materials for a consistent design of street furniture including public seats, litter bins, street lights, and street name plates	Conservation and enhancement of historic environment					District Council in collaboration with the relevant Parish Councils and West Sussex County Council.	CIL		4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Halnaker
Chichester District Council	IBP/ 309	Social Infrastructure	Streetscene and built environment	Public space enhancements by East Beach green (in addition to	In alignment with the East Beach Masterplan by CDC						CIL		4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Selsey

Org Name	IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL S106 Other	Planning Ref	Priority Category	Project Status	Parish Area
				skate park, better play facilities, all weather sports courts) (Selsey)											
Chichester District Council	IBP/196	Green Infrastructure	Biodiversity measures	Brandy Hole Copse – restoration and enhancement works at Brandy Hole local Nature Reserve	NPPF policy 117. As above. Policy 15. West of Chichester Strategic Development Site (draft Local Plan)	2017 - 2018	Short term (2016 - 2023)	£10,000	CIL	CDC, BHC Management Board	CIL		3 Policy High	Consider selecting if match funding is identified as this project supports the growth of the area provided it is for genuine community use.	Chichester
Chichester District Council	IBP/194	Green Infrastructure	Biodiversity measures	Enhancements to the Lavant Biodiversity Opportunity Area – enhancements to the stretch of the Lavant, north of the Westhampnett strategic development site, connecting to the SDNP.	To comply with NPPF 109, 114 and 117 and Draft Local Plan Policy 49: Biodiversity	2016 - 2020	Short term (2016 - 2023)	50,000	Cost unknown, grant funding, local fundraising.	EA, CDC, Goodwood Estates (Landowner), Sussex Wildlife Trust, Contractor, SDNPA, Southern Water.	CIL		3 Policy High		Lavant and Westhampnett
Chichester District Council	IBP/197	Green Infrastructure	Biodiversity measures	FLOW Project (Fixing and Linking Our Wetlands) – improving and enhancing the wetlands habitat on the Manhood Peninsula	Lawton Report and Natural Environment White Paper (2011) We must: • improve the quality of current wildlife sites by better habitat management; • increase the size of existing wildlife sites; • enhance connections	2016 – 2021	Short term (2016 - 2023)	£465,500	Heritage Lottery Funding (tbc - deadline October 2016)	MWHG and FLOW Project Board (including CDC)	Other		3 Policy High	Consider selecting if match funding is identified as this project supports the growth of the area provided it is for genuine community use.	Manhood Peninsula

Org Name	IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL S106 Other	Planning Ref	Priority Category	Project Status	Parish Area
					between sites, either through physical c										
Chichester District Council	IBP/289	Green Infrastructure	Flood and coastal erosion risk management	Local Drainage - Crooked Lane, Birdham Surface Water Drainage Improvements	West Sussex Local Flood Risk Management Strategy 2015	2015 - 2020	Short term (2016 - 2023)	£100k	FDGIA/WS CC	WSCC	CIL		3 Policy High	Not selected for CIL funding because this project does not support the growth of the area.	Birdham
Chichester District Council	IBP/288	Green Infrastructure	Flood and coastal erosion risk management	Local Drainage - Local watercourse network improvements identified on the West Sussex Local Flood Risk Management Priority List.	Local Flood Risk Management West Sussex Local Flood Risk Management Strategy 2015	2015 - 2025	Short term (2016 - 2023)	£250k	WSCC	PC, CDC & WSCC	Other		3 Policy High	Selected	District wide
Chichester District Council	IBP/291	Green Infrastructure	Flood and coastal erosion risk management	Local Drainage - The Avenue, Hambrook Watercourse re-construction	West Sussex Local Flood Risk Management Strategy 2015	2015 - 2020	Short term (2016 - 2023)	£10k	None	CDC, WSCC	CIL		3 Policy High	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Hambrook
Chichester District Council	IBP/290	Green Infrastructure	Flood and coastal erosion risk management	Coast Protection - Selsey – Wittering Beach Management 2016-2021	Policy 10 of Draft Local Plan "Mitigating and adapting to climate change"	2015 - 2020	Short term (2016 - 2023)	£1,000,000	FDGIA est. £750k CDC est. £250k	CDC	CIL		3 Policy High	Select for CIL funding if the majority of money is match funded. This project can demonstrate it can assist the growth of the area.	Selsey
Chichester District Council	IBP/287	Green Infrastructure	Flood and coastal erosion risk management	Coast Protection - Selsey East Beach – Raising of the Sea	Policy 10 of Draft Local Plan "Mitigating and adapting to climate change"	2020 – 2025	Medium to long term (2023 -)	£5m	FDGIA, a contribution likely to be required (shortfall)	CDC	CIL		3 Policy High	Consider selecting if match funding is identified as this project supports the	Selsey

Org Name	IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL S106 Other	Planning Ref	Priority Category	Project Status	Parish Area
				Wall			2029)							growth of the area provided it is for genuine community use.	
Chichester District Council	IBP/293	Green Infrastructure	Flood and coastal erosion risk management	Local land Drainage - East Beach Sea Outfall	Policy 10 of Draft Local Plan "Mitigating and adapting to climate change" West Sussex Local Flood Risk Management Strategy 2015	2015 - 2025	Short term (2016 - 2023)	£250k	FDGIA / LA contributions	CDC	CIL		3 Policy High	Select for CIL funding if the majority of money is match funded. This project can demonstrate it can assist the growth of the area.	Selsey
Chichester District Council	IBP/315	Green Infrastructure	Flood and coastal erosion risk management	Access improvements to and establishment of coastal path with way finding (Manhood Peninsular)	Development of a good path round the whole peninsula with facilities at various locations around it.						CIL		3 Policy High	Consider selecting if match funding is identified as this project supports the growth of the area provided it is for genuine community use.	Selsey
Chichester District Council	IBP/570	Green Infrastructure	Flood and coastal erosion risk management	Coast Protection - Selsey – Wittering Beach Management 2021-2026	Policy 10 of Draft Local Plan "Mitigating and adapting to climate change"	2020 - 2025	Medium to long term (2023 - 2029)	£1,000,000	FDGIA est. £750k CDC est. £250k	CDC	CIL		3 Policy High	Reserved for next phasing period	Selsey
Chichester District Council	IBP/318	Green Infrastructure	Landscaping, planting and woodland creation and public rights of way	New footpaths & Community Amenity Space (Kirdford)	Development Site North of Village	2015 - 2029	Short term (2016 - 2023)				CIL		4 Desirable	Parish may wish to consider funding from their CIL	Kirdford
Chichester District Council	IBP/308	Green Infrastructure	Landscaping, planting and woodland creation and public rights of way	Amenity tree planting Harbour SPA Solent Disturbance & mitigation Project	Improvement of street scene, increased biodiversity, contribution to improved air quality. SPNP Pre-Sub Plan	2014 - 2029	Short term (2016 - 2023)	£? From Developer contributions, WSCC, CDC	Parish Council		S106		2 Essential	Committed	Southbourne

Org Name	IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL S106 Other	Planning Ref	Priority Category	Project Status	Parish Area
					Proposal 2										
Chichester District Council	IBP/302	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	Resite football club (Bosham)	Shared use of recreation ground public/school/FC unsatisfactory & prohibitive to promotion/advancement	2020	Short term (2016 - 2023)	£500k	Parish Council		CIL		4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Bosham
Chichester District Council	IBP/303	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	New Sports pitch (Bosham)	Improve public spaces and allow football to meet safety standards	2020	Short term (2016 - 2023)	£100k From WSCC	Parish/WS CC		CIL		4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Bosham
Chichester District Council	IBP/324	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	Improvements to sports pavilion (Boxgrove)	Existing cricket pavilion in need of improvements to meet the requirements for the teams using Boxgrove cricket pitch.						CIL		4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Boxgrove
Chichester District Council	IBP/325	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	Watersports Centre at Bracklesham Bay (East Wittering and Bracklesham)	Provision of storage, showers and teaching space for watersports at Bracklesham Bay						CIL		4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Bracklesham Bay
Chichester District Council	IBP/326	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	Outdoor Gym (East Wittering and Bracklesham)	Provision of outdoor gym equipment and exercise circuit at Beech Avenue, Bracklesham Bay						CIL		4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Bracklesham Bay
Chichester District Council	IBP/299	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	Permanent indoor tennis courts (Chichester)	Currently the club have a temporary dome structure covering some of their outdoor courts during the winter months. This structure is coming to the				Lawn Tennis Association, Club funds, CDC grant	Chichester Racquet and Fitness Club	CIL		3 Policy High	Consider selecting if match funding is identified as this project supports the growth of the area provided it is for genuine	Chichester

Org Name	IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL S106 Other	Planning Ref	Priority Category	Project Status	Parish Area
					end of its life and a permanent solution is sought.									community use.	
Chichester District Council	IBP/294	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	Development of a new cricket pavilion for Chichester Priory Park Cricket Club	Existing facility does not meet requirements of ECB			£350k	Sport England Grants, Club fundraising	CDC	CIL		3 Policy High	Consider selecting if match funding is identified as this project supports the growth of the area provided it is for genuine community use.	Chichester
Chichester District Council	IBP/301	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	Store and toilet facility at New Park Road (Chichester)	Provision of a small built facility to serve the mini and junior pitch provision at New Park Road			£100k?	S106, CDC Capital		CIL		4 Desirable	City Council may wish to consider funding from their CIL	Chichester
Chichester District Council	IBP/300	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	Improved sports pitches and pavilion at the Southern end of Oaklands Park.	Currently the pitches at the southern end of Oaklands Park suffer during wet periods as the pitches become unusable. The gradient of the pitches also makes them undesirable. A cut and fill and drainage scheme could assist to provide additional pitches			£200k?	S106, Football Foundation, ECB		CIL		3 Policy High	Consider selecting if match funding is identified as this project supports the growth of the area provided it is for genuine community use.	Chichester
Chichester District Council	IBP/296	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	Development of new clubhouse for Chichester Bowmen to incorporate an indoor shooting range	Existing facility is storage and clubhouse. Does not meet DDA requirement and club have a number of disabled participants. An			£150k	Sport England Grants/Loans, Club reserves, CDC grant	Chichester Bowmen	CIL		4 Desirable	City Council may wish to consider funding from their CIL	Chichester

Org Name	IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL S106 Other	Planning Ref	Priority Category	Project Status	Parish Area
				(Chichester)	indoor range would allow them to shoot indoors during the winter without the need to hire other facilities which cost the club.										
Chichester District Council	IBP/297	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	3G football pitches at Chichester City United FC (Chichester)	Clubs single pitch currently cannot accommodate all of the training and match requirements for the club. Club are looking to develop 3G full size and/or small sided pitches to enable club to cater for all teams including senior, youth and ladies.				Football Foundation, CDC grant, Club funds	Chichester City United FC	CIL		3 Policy High	Consider selecting if match funding is identified as this project supports the growth of the area provided it is for genuine community use.	Chichester
Chichester District Council	IBP/298	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	Completion of 400m running track at University of Chichester.	Currently a sprint strip exists at the University of Chichester but the aspirations of the University and the Chichester Runners and Athletics Club is to complete the track to provide a 400m running track with associated jump and throw facilities.			£1.365m	University of Chichester, CR&AC, CIL, NHB, Sport England	University of Chichester/CR&AC	CIL		3 Policy High	Consider selecting if match funding is identified as this project supports the growth of the area provided it is for genuine community use.	Chichester
Chichester District Council	IBP/295	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	Development of water based Artificial Grass Pitch for hockey and associated pavilion/clu	Chichester Priory Park Hockey Club have progressed well in league competition but they require improved facilities to meet			£1.3m	CPPHC Club Fundraising, England Hockey, Sport England, CIL	CPPHC	CIL		3 Policy High	Consider selecting if match funding is identified as this project supports the growth of the area provided it is for	Chichester

Org Name	IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL S106 Other	Planning Ref	Priority Category	Project Status	Parish Area
				bhouse	league requirements. Current clubhouse facilities are shared with the Cricket Club in Priory Park.									genuine community use.	
Chichester District Council	IBP/114	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	Football and Cricket clubhouse	Local community requirements for better facilities			£400,000 match funding available		Sports Dream	CIL		4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Selsey
Chichester District Council	IBP/113	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	Development of better facilities at East Beach (showers, changing, restaurant/café, water sports)	Dependent upon securing tenure of land from CDC, economic priority as would create a number of local jobs. Enhancements in alignment with the East Beach Masterplan by CDC. To enhance visitor attraction and tourism product and foster better links.					Selsey Town Council, CDC	CIL		4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Selsey
Chichester District Council	IBP/305	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	Provision of Artificial Grass Pitch/MUG A (Southbourne) (links with 304 & 306)	CDC Open Space, Sport & Recreation Facilities Study 2013-2029. SPNP Pre-Sub Plan Policy 8 and Proposal 2	2014 - 2029	Short term (2016 - 2023)	£700k - £1m From WSCC, Developer contributions, Sport England, Bourne Community College	Bourne Community College, WSCC, Developer contributions and Sport England		CIL		4 Desirable	Consider selecting if match funding is identified as this project supports the growth of the area provided it is for genuine community use.	Southbourne
Chichester District Council	IBP/306	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	Youth skate park (Southbourne) (links with 304 & 305)	SPNP Pre-Sub Plan Proposal 2	2014 - 2029	Short term (2016 - 2023)	£80k - £120k From WSCC, Developer contributions, Parish Council	WSCC, Developer contributions and Parish Council		CIL		4 Desirable	Consider selecting if match funding is identified as this project supports the growth of the area provided	Southbourne

Org Name	IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL S106 Other	Planning Ref	Priority Category	Project Status	Parish Area
														it is for genuine community use.	
Chichester District Council	IBP/304	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	Provision of Youth facilities (Southbourne) (links with 305 & 306)	CDC Open Space, Sport & Recreation Facilities Study 2013-2029. SPNP Pre-Sub Plan Proposal 2	2014 - 2029	Short term (2016 - 2023)	£? From WSCC, Developer contributions	WSCC and developer contributions		CIL		4 Desirable	Consider selecting if match funding is identified as this project supports the growth of the area provided it is for genuine community use.	Southbourne
Chichester District Council	IBP/323	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	Reserve football and cricket pitches	Reduce pressure on the village green.			£150,000	CIL and other	Sports Association/ Parish Council	CIL		4 Desirable	Parish may wish to consider funding from their CIL	Wisborough Green
Chichester District Council	IBP/322	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	Improvements or rebuild of Sports Association Pavilion to create community sports facility	Community social and health improvements Current sports pavilion inadequate – needs updating	2016 - 2021	Short term (2016 - 2023)	£500,000	CIL and other	Sports Association/ Parish Council	CIL		4 Desirable	Parish may wish to consider funding from their CIL	Wisborough Green
Chichester District Council	IBP/320	Green Infrastructure	Public open space	New Road, Parking area and SUDS pond and play area (Kirdford)	Butts Common	2015 - 2020	Short term (2016 - 2023)				CIL		4 Desirable	Parish may wish to consider funding from their CIL	Kirdford
Chichester District Council	IBP/307	Green Infrastructure	Public open space	Establishment and maintenance of an accessible Green Ring around the village of Southbourne, providing a variety of green	NPPF Section 8 Promoting Healthy Communities, CDC Open Space, Sport & Recreation Facilities Study 2013-2029. SPNP Pre-Sub Plan Policies 2,3,7,8 and 9	2014 - 2029	Short term (2016 - 2023)	£? From Developer contributions, Sport England, Sustrans, WSCC	Cost unknown, Sport England, Sustrans, WSCC, Parish Council		CIL		3 Policy High	Consider selecting if match funding is identified as this project supports the growth of the area provided it is for genuine community use.	Southbourne

Org Name	IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL S106 Other	Planning Ref	Priority Category	Project Status	Parish Area
				infrastructure assets, including informal open space, allotments, a playing field, a footpath/cycleway network, children's play areas	and proposal 2. Provision of alternative informal recreation/leisure facilities										
Chichester District Council	IBP/212	Utility Services	Utility services	Fishbourne - Relocating overhead services underground	Improve the environment and enhance conservation area character – including settings of listed buildings. May also improve capacity to meet growth					Utility Companies	CIL		4 Desirable	Parish may wish to consider funding from their CIL	Fishbourne

West Sussex County Council Projects

Org Name	IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL S106 Other	Planning Ref	Priority Category	Project Status	Parish Area
West Sussex County Council	IBP/668	Transport	Cycle and pedestrian infrastructure	Green Links across the Manhood. (GLaM project). Public bridleway connection between bridleways 192_1 and 2792 across Vinnetrow Road. A user controlled crossing of Vinnetrow Road is	Existing local horse riders are deterred from using bridleways due to high volume of traffic on Vinnetrow Road. Links can be created to benefit cyclists travelling to/from Chichester, also employees of local businesses who are known to	2022 onwards	Medium to long term (2023-2029)	£250,000		WSCC	CIL		4 Desirable		

Org Name	IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL S106 Other	Planning Ref	Priority Category	Project Status	Parish Area
				possible but likely will be determined by Highways England review of A27 and associated local network	walk to work										
West Sussex County Council	IBP/674	Transport	Cycle and pedestrian infrastructure	Provision of cycle and equestrian link between Keynor Lane and Highleigh along public footpath 64	An ambition of WSLAF. Will enhance the local off-road network for cyclists and equestrian to and from Medmerry, so adding value to those works, supporting the local tourist economy and encouraging sustainable access	2022 onwards	Medium to long term (2023-2029)	£50,000		WSCC	CIL		4 Desirable		
West Sussex County Council	IBP/676	Transport	Cycle and pedestrian infrastructure	Improve links between the communities of Hambrook and Woodmancote by upgrading FP251 to bridleway	Upgrading FP251 to bridleway would provide cyclists and equestrians a safer alternative to the local road network and safer access to and from the South Downs National Park. WSLAF ambition.	2017-2022	Short term (2016-2023)	£120,000			CIL		4 Desirable		
West Sussex County Council	IBP/678	Transport	Cycle and pedestrian infrastructure	Improve the surface of the Chichester Canal towpath for walkers and cyclists	The canal towpath is a popular route for access to/from Chichester for walkers and cyclists. It is also designated part of NCN2. The pressure	2017-2022	Short term (2016-2023)	£170,000		WSCC	CIL		4 Desirable		

Org Name	IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL S106 Other	Planning Ref	Priority Category	Project Status	Parish Area
					on the surface has increased greatly from extra use and needs improvement.										
West Sussex County Council	IBP/669	Transport	Cycle and pedestrian infrastructure	Provision of public bridleway from B2145 along public footpath 190 to new A27 foot and cycle bridge	Will provide NMUs with greater connectivity in local network. Route will also allow horse riders access to bridleways east of B2145 which are currently inaccessible	2017-2022	Short term (2016-2023)	£100,000		WSCC	CIL		4 Desirable		
West Sussex County Council	IBP/675	Transport	Cycle and pedestrian infrastructure	Provision of bridleway link between South Mundham and Birdham, possibly along existing public footpaths	Whilst a number of routes for cyclists have been created/being created, these are north-south. There needs to be an east - west link. This could possibly be achieved along FPs 44, 86, 85, 82	2022 onwards	Medium to long term (2023-2029)	£400,000		WSCC	CIL		4 Desirable		Birdham and Mundham
West Sussex County Council	IBP/345	Transport	Cycle and pedestrian infrastructure	Foot / cycle bridge across the A27 south of Portfield Roundabout	Shopwyke mitigation	2015 - 2020	Short term (2016-2023)	Directly providing	S106	Developer	S106	O/11/05283/OUT	1 Critical	Committed	Chichester
West Sussex County Council	IBP/544	Transport	Cycle and pedestrian infrastructure	Hunston Road cycle scheme - shared use pedestrian/cycle path to link the proposed Highways England footbridge at Whyke roundabout with the south of the A27	New Free School being developed HN/15/03498/FUL on Hunston Road. This project will provide an important sustainable link across the A27 to the School and for development south of the A27 into the	2018-2023	Short term (2016-2023)			WSCC	S106	HN/15/03489/FUL	3 Policy High	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Hunston and North Mundham

Org Name	IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL S106 Other	Planning Ref	Priority Category	Project Status	Parish Area
					City.										
West Sussex County Council	IBP/376	Transport	Cycle and pedestrian infrastructure	Green links across the Manhood. (GLaM project). Pagham to Medmerry Trail - provision of public footpath and permissive cycle route to B2145 to access track that circles the new Environmental Agency tidal bund.	The creation of such a route will enhance the visitor attraction of the local area by making the area more accessible, contributing to tourism and visitor numbers, enhancing the local economy.	Phase 1 - 2017-2018	Short term (2016-2023)	£200,000	WSCC Integrated Works Programme 2017/18 & S106	WSCC and RSPB	S106		3 Policy High	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Manhood
West Sussex County Council	IBP/347	Transport	Cycle and pedestrian infrastructure	Shared footway / cycleway along south side of A27 to new access to Shopwyke site	Shopwyke mitigation	2015 - 2020	Short term (2016-2023)	Directly providing	S106	Developer	S106	O/11/05283/OUT	2 Essential	Committed	Oving
West Sussex County Council	IBP/346	Transport	Cycle and pedestrian infrastructure	Foot / cycle bridge across the A27 to Coach Road	Shopwyke mitigation	2015 - 2020	Short term (2016-2023)	Directly providing	S106	Developer	S106	O/11/05283/OUT	1 Critical	Committed	Oving, Westhampton
West Sussex County Council	IBP/667	Transport	Cycle and pedestrian infrastructure	Green Links across the Manhood. (GLaM project). North Selsey to Medmerry Trail - provision of public bridleway route from Paddock Lane, along	Part of route already agreed via planning consent to be dedicated bridleway. Remainder of route is already public footpath and needs uplifting to bridleway status.	2017-2022	Short term (2016-2023)	£100,000		WSCC	CIL		4 Desirable		Selsey

Org Name	IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL S106 Other	Planning Ref	Priority Category	Project Status	Parish Area
				Golf Links Lane to access track that circles the new Environment Agency tidal bund											
West Sussex County Council	IBP/666	Transport	Cycle and pedestrian infrastructure	Green links across the Manhood (GLaM project) Bracklesham to Medmerry trail - provision of public bridleway route between B2198 and access track that circles the new Environment Agency tidal bund.	Development already consented on land north-east of Beech Avenue. Use of Clappers Lane for access to/from Medmerry is not attractive due to lane being narrow and carrying increasing vehicle traffic volume.	2017-2022	Short term (2016-2023)	£190,000		WSCC	CIL		4 Desirable		Selsey, Bracklesham and East Wittering
West Sussex County Council	IBP/670	Transport	Cycle infrastructure	Provision of cycle route between Whitehouse Farm development (west of Chichester) and Salthill Road	Provide a largely off-road cycle link between Chichester and entry to the South Downs National Park east of A286. A known ambition of SDNPA, who may be able to find funding to develop and deliver	2017-2022	Short term (2016-2023)	£65,000		WSCC	CIL		4 Desirable		
West Sussex County Council	IBP/360	Transport	Cycle infrastructure	Summersdale cycle route	Chichester City Transport Strategy – to reduce short car trips to and from the city centre	2020 +	Medium to long term (2023-2029)	£230,000	CIL	WSCC	CIL		3 Policy High	Consider selecting if match funding is identified as this project supports the growth of the area provided	Chichester

Org Name	IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL S106 Other	Planning Ref	Priority Category	Project Status	Parish Area
														it is for genuine community use.	
West Sussex County Council	IBP/ 658	Transport	Cycle infrastructure	City Centre cycle parking.	To increase cycling for the short trips to the City Centre.	2021	Short term (2016-2023)	£250,000		WSCC	CIL		2 Essential		Chichester
West Sussex County Council	IBP/ 368	Transport	Cycle infrastructure	Parklands cycle route	Mitigation - to reduce car trips from SDLs to city centre	2020 +	Medium to long term (2023-2029)	£440,000	S106	Developer	S106		2 Essential	Committed	Chichester
West Sussex County Council	IBP/ 540	Transport	Cycle infrastructure	Oving cycle route	Shopwyke mitigation				S106	Developer	S106	O/11/05283/OUT	2 Essential	Committed	Chichester & Oving
West Sussex County Council	IBP/ 358	Transport	Cycle infrastructure	Gap-filling to complete the Chichester Cycle Network: Whyke, Stockbridge, Summersdale, City Centre, south-west of the City Centre, east of the City Centre.	Chichester City Transport Strategy – to reduce short car trips to and from the city centre	2020 +	Medium to long term (2023-2029)	£500,000	CIL	WSCC	CIL		3 Policy High	Consider selecting if match funding is identified as this project supports the growth of the area provided it is for genuine community use.	Chichester
West Sussex County Council	IBP/ 367	Transport	Cycle infrastructure	St Paul's cycle route	Mitigation - to reduce car trips from SDLs to city centre	2020 +	Medium to long term (2023-2029)	£140,000	S106	Developer	S106		2 Essential	Committed	Chichester
West Sussex County Council	IBP/ 341	Transport	Cycle infrastructure	Graylingwell cycle route 2 along north side of Westhampnett Road (opp St James' Road to connect with existing footpath rear of Story Road)	Graylingwell mitigation	2015 - 2020	Short term (2016-2023)	Directly providing	S106	Developer	S106	CC/08/03533/OUT	2 Essential	Committed	Chichester

Org Name	IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL S106 Other	Planning Ref	Priority Category	Project Status	Parish Area
West Sussex County Council	IBP/340	Transport	Cycle infrastructure	Graylingwell cycle route 1 Wellington Road – Oaklands Way	Graylingwell mitigation	2015 - 2020	Short term (2016-2023)	Directly providing	S106	Developer	S106	CC/08/03 533/OUT	2 Essential	Committed	Chichester
West Sussex County Council	IBP/359	Transport	Cycle infrastructure	Portfield cycle route	Chichester City Transport Strategy – to reduce short car trips to and from the city centre	2020 +	Medium to long term (2023-2029)	£120,000	CIL	WSCC	CIL		2 Essential	Consider selecting if match funding is identified as this project supports the growth of the area provided it is for genuine community use.	Chichester
West Sussex County Council	IBP/364	Transport	Cycle infrastructure	Chichester - Tangmere cycle route	Mitigation - to reduce car trips from SDLs to city centre	2020 +	Medium to long term (2023-2029)	£630,000	S106	Developer	S106	TG/07/04 577/FUL; TG/11/04 058/FUL, TG/12/01 1739/OUT, TG/14/00 797/FUL	2 Essential	Committed	Chichester - Tangmere
West Sussex County Council	IBP/671	Transport	Cycle infrastructure	Provision of cycle route between Summersdale and East Lavant	Provide a largely off-road cycle link between Chichester and entry to the South Downs National Park east of A286. A known ambition of SDNPA, who may be able to find funding to develop and deliver.	2022 onwards	Medium to long term (2023-2029)	£150,000		WSCC	CIL		4 Desirable		Chichester and Lavant
West Sussex County Council	IBP/374	Transport	Cycle infrastructure	Hunston Road cycle scheme – still investigating							CIL		4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Manhood
West Sussex County Council	IBP/362	Transport	Cycle infrastructure	Selsey – Witterings cycle route	To reduce short car trips on Manhood	2020 +	Medium to long term (2023-2029)	£200,000	CIL	WSCC	CIL		3 Policy High	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Manhood Peninsula

Org Name	IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL S106 Other	Planning Ref	Priority Category	Project Status	Parish Area
West Sussex County Council	IBP/361	Transport	Cycle infrastructure	Chichester – Selsey cycle route	Chichester City Transport Strategy – to reduce short car trips to and from the city centre	2020 +	Medium to long term (2023-2029)	TBC	CIL	WSCC	CIL		2 Essential	Selected	Manhood Peninsula
West Sussex County Council	IBP/356	Transport	Local road network	Variable Message Signing (VMS)	Chichester City Transport Strategy – to reduce traffic congestion	2020 +	Medium to long term (2023-2029)	£8,000	CIL	WSCC	CIL		3 Policy High	Reserved for next phasing period	Chichester
West Sussex County Council	IBP/366	Transport	Local road network	North / south link road and improvements to nearby roads connecting with southern access to West of Chichester SDL	Mitigation for West of Chichester SDL	2020 +	Medium to long term (2023-2029)	TBC	S106	Developer	S106		2 Essential	Committed	Chichester
West Sussex County Council	IBP/343	Transport	Local road network	Westhampnett Road / Portfield Way (nr Sainsbury's) junction improvement	Graylingwell mitigation	2015 - 2020	Short term (2016-2023)	Directly providing	S106	Developer	S106	CC/08/03 533/OUT	2 Essential	Committed	Chichester
West Sussex County Council	IBP/344	Transport	Local road network	Kingsmead Avenue / Palmers Field Avenue traffic management	Graylingwell mitigation	2015 - 2020	Short term (2016-2023)	Directly providing	S106	Developer	S106	CC/08/03 533/OUT	2 Essential	Committed	Chichester
West Sussex County Council	IBP/371	Transport	Local road network	Cathedral Way / Via Ravenna junction improvement	Mitigation for West of Chichester SDL	2020 +	Medium to long term (2023-2029)	£170,000	S106	Developer	S106		2 Essential	Committed	Chichester
West Sussex County Council	IBP/353	Transport	Local road network	Westhampnett Road/ St Pancras/ Spitalfield Lane/ St James Road	Chichester City Transport Strategy – to reduce traffic congestion and improve safety at key junctions	2019-2020	Short term (2016-2023)	£1.8m - £2.1m	CIL & other	WSCC / CDC	CIL		2 Essential		Chichester

Org Name	IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL S106 Other	Planning Ref	Priority Category	Project Status	Parish Area
				double mini roundabouts junction improvement. To include improvements to sustainable transport facilities along Westhampnett Road.											
West Sussex County Council	IBP/ 369	Transport	Local road network	Sherborne Road traffic calming	Mitigation for West of Chichester SDL	2020 +	Medium to long term (2023-2029)	TBC	S106	Developer	S106		2 Essential	Committed	Chichester
West Sussex County Council	IBP/ 370	Transport	Local road network	Sherborne Road / St Paul's Road junction improvement	Mitigation for West of Chichester SDL	2020 +	Medium to long term (2023-2029)	£540,000	S106	Developer	S106		2 Essential	Committed	Chichester
West Sussex County Council	IBP/ 357	Transport	Local road network	Southgate Gyratory junction improvement	Chichester City Transport Strategy – to reduce traffic congestion and improve safety at key junctions	2020 +	Medium to long term (2023-2029)	£200,000	CIL	WSCC	CIL		2 Essential	Reserved for next phasing period	Chichester
West Sussex County Council	IBP/ 538	Transport	Local road network	Oving Road crossroads closure	Shopwyke mitigation				S106	Developer	S106	O/11/05283/OUT	2 Essential	Committed	Chichester
West Sussex County Council	IBP/ 352	Transport	Local road network	Northgate Gyratory junction improvement	Chichester City Transport Strategy – to reduce traffic congestion and improve safety at key junctions	2020 +	Medium to long term (2023-2029)	£986,000 - £1.6m	CIL	WSCC / CDC	CIL		2 Essential	Reserved for next phasing period	Chichester
West Sussex County Council	IBP/ 372	Transport	Local road network	Air Quality Action Plan measures – still investigating										Details of project insufficient	District wide
West Sussex County Council	IBP/ 349	Transport	Local road network	A286 Birdham Road /	Chichester City Transport Strategy – to	2015 - 2020	Short term (2016-	£150,000	S106	WSCC / Developer	CIL		2 Essential	Committed	Donnington

Org Name	IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL S106 Other	Planning Ref	Priority Category	Project Status	Parish Area
Council				B2201 (Selsey Tram Roundabout) junction improvement	reduce traffic congestion and improve safety at key junctions		2023)								
West Sussex County Council	IBP/ 363	Transport	Local road network	B2145 / B2166 junction improvement	Chichester City Transport Strategy – to reduce traffic congestion and improve safety at key junctions	2020 +	Medium to long term (2023-2029)	£100,000	CIL	WSCC / Developer	CIL		2 Essential	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Hunston
West Sussex County Council	IBP/ 348	Transport	Local road network	Shopwyke Road diversion	Shopwyke mitigation	2015 - 2020	Short term (2016-2023)	Directly providing	S106	Developer	S106	O/11/05283/OUT	2 Essential	Committed	Oving
West Sussex County Council	IBP/ 365	Transport	Local road network	Road link between A27 / A285 junction and Tangmere Road	Mitigation for Tangmere SDL	2020 +	Medium to long term (2023-2029)		S106	Developer	S106		2 Essential	Committed	Tangmere
West Sussex County Council	IBP/ 673	Transport	Pedestrian infrastructure	Provision of public bridleway along public footpaths 75 and 3662	An ambition of GLAM and WSLAF. Will support cycle connectivity of seasonal visitors particularly to and from Medmerry, so supporting local economy	2022 onwards	Medium to long term (2023-2029)	£60,000		WSCC	CIL		4 Desirable		
West Sussex County Council	IBP/ 672	Transport	Pedestrian infrastructure	Provision of footpath linking East Bracklesham Drive to beach (opposite FP4)	Secure a new public access to beach, which otherwise is only lawfully accessible from the car park at southern point of B2198. An ambition West Sussex Local Access Forum (WSLAF)	2017-2022	Short term (2016-2023)	£10,000		WSCC	CIL		4 Desirable		
West Sussex County Council	IBP/ 342	Transport	Pedestrian infrastructure	Toucan crossing on Oaklands Way	Graylingwell mitigation	2015 - 2020	Short term (2016-2023)	Directly providing	S106	Developer	S106	CC/08/03533/OUT	2 Essential	Committed	Chichester

Org Name	IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL S106 Other	Planning Ref	Priority Category	Project Status	Parish Area
West Sussex County Council	IBP/351	Transport	Public transport	Chichester bus / rail interchange improvements (Cross reference IBP/206)	Chichester City Transport Strategy – to improve sustainable transport mode share	2020 + Dependent on nearby redevelopment opportunities	Medium to long term (2023-2029)	TBC	CIL	WSCC / CDC/ Stagecoach / Network Rail	CIL		2 Essential	Reserved for next phasing period	Chichester
West Sussex County Council	IBP/354	Transport	Public transport	Bus lane along A259 approaching Bognor Road Roundabout	Chichester City Transport Strategy – to reduce short car trips to and from the city centre	2020 +	Medium to long term (2023-2029)	£1.2m	CIL	WSCC / CDC/ bus operators	CIL		3 Policy High	Reserved for next phasing period	Chichester
West Sussex County Council	IBP/542	Transport	Public transport	Regular bus services between west of Chichester SDL and the City centre.	Mitigation for West of Chichester SDL				S106	Developer	S106		2 Essential	Committed	Chichester
West Sussex County Council	IBP/539	Transport	Public transport	Extension/diversion of number 55 bus route	Shopwyke mitigation	2015 - 2020	Short term (2016-2023)		S106	Developer	S106	O/11/052 83/OUT	2 Essential	Committed	Chichester
West Sussex County Council	IBP/541	Transport	Public transport	Direct and frequent bus services between Tangmere and Chichester City.	Mitigation for Tangmere SDL				S106	Developer	S106		2 Essential	Committed	Tangmere
West Sussex County Council	IBP/543	Transport	Public transport	Regular bus services between Westhampnett SDL and the City centre.	Mitigation for Westhampnett SDL				S106	Developer	S106		2 Essential	Committed	Westhampnett
West Sussex County Council	IBP/355	Transport	Smarter Choices and promote sustainable modes of transport	RTPI screens at key locations	Chichester City Transport Strategy – to reduce short car trips to and from the city centre	2020 +	Short term (2016-2023)	£120,000 (12 screens)		WSCC	CIL		3 Policy High	Consider selecting if match funding is identified as this project supports the growth of the	Chichester

Org Name	IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL S106 Other	Planning Ref	Priority Category	Project Status	Parish Area
														area provided it is for genuine community use.	
West Sussex County Council	IBP/ 681	Transport	Smarter Choices and promote sustainable modes of transport	Smarter choices Bike It project	To increase sustainable travel choice and modal shift for the journey to school and linked to primary school programme and priorities identified through school travel planning (link to Safer Routes to School)	2021-2022	Short term (2016-2023)	£80,000		Developers / WSCC / CDC	S106		2 Essential		Chichester
West Sussex County Council	IBP/ 682	Transport	Smarter Choices and promote sustainable modes of transport	Smarter choices Bike It project	To increase sustainable travel choice and modal shift for the journey to school and linked to primary school programme and priorities identified through school travel planning (link to Safer Routes to School)	2022-2023	Short term (2016-2023)	£80,000		Developers / WSCC / CDC	S106		2 Essential		Chichester
West Sussex County Council	IBP/ 679	Transport	Smarter Choices and promote sustainable modes of transport	Smarter choices Bike It project	To increase sustainable travel choice and modal shift for the journey to school and linked to primary school programme and priorities identified through school travel planning (link to Safer Routes to School)	2019-2020	Short term (2016-2023)	£75,000		Developers / WSCC / CDC	S106		2 Essential		District wide
West Sussex	IBP/ 350	Transport	Smarter Choices	Smarter choices	To increase sustainable	2018-2019	Short term	£60,000		Developers / WSCC /	S106		2 Essential	Select for CIL funding if the	District wide

Org Name	IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL S106 Other	Planning Ref	Priority Category	Project Status	Parish Area
County Council			and promote sustainable modes of transport	Bike It project	travel choice and modal shift for the journey to school and linked to primary school programme and priorities identified through school travel planning (link to Safer Routes to School)		(2016-2023)			CDC			ntial	majority of money is match funded. This project can demonstrate it can assist the growth of the area.	
West Sussex County Council	IBP/ 680	Transport	Smarter Choices and promote sustainable modes of transport	Smarter choices Bike It project	To increase sustainable travel choice and modal shift for the journey to school and linked to primary school programme and priorities identified through school travel planning (link to Safer Routes to School)	2020-2021	Short term (2016-2023)	£75,000		Developers / WSCC / CDC	S106		2 Essential		District wide
West Sussex County Council	IBP/ 659	Transport	Transport	School access improvements - Manhood. Drop off/pick up arrangements at expanded schools.	To increase sustainable travel choice and modal shift for the journey to and from school.	2022-2023	Short term (2016-2023)	£50,000		WSCC	CIL		2 Essential		Birdham, Earningley, East Wittering and Bracklesham, Selsey and West Wittering
West Sussex County Council	IBP/ 660	Transport	Transport	School access improvements - Bourne. Drop off/pick up arrangements at expanded schools.	To increase sustainable travel choice and modal shift for the journey to and from school.	2021-2022	Short term (2016-2023)	£50,000		WSCC	CIL		2 Essential		Bosham, Chidham and Hambrook, Southbourne and Westbourne
West Sussex	IBP/ 656	Transport	Transport	Sustainable Transport	To increase sustainable	2019	Short term	£500,000		WSCC	CIL		2 Essential		Chichester

Org Name	IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL S106 Other	Planning Ref	Priority Category	Project Status	Parish Area
County Council				Corridor - City Centre to Portfield and improvements to sustainable transport facilities on Oving Road corridor.	transport mode share. Considering improvements to road space allocation.		(2016-2023)						ntial		
West Sussex County Council	IBP/ 655	Transport	Transport	Following recent Road Space Audit, area-wide parking management required in West Chichester.	To better manage demand for parking and network management aspirations (ie sustainable mode priority) for key routes in the area).		Short term (2016-2023)	250,000		WSCC	CIL		2 Essential		Chichester
West Sussex County Council	IBP/ 654	Transport	Transport	Following recent Road Space Audit, area-wide parking management required in North East Chichester.	To better manage demand for parking and network management aspirations (ie sustainable mode priority) for key routes in the area).		Short term (2016-2023)	250,000		WSCC	CIL		2 Essential		Chichester
West Sussex County Council	IBP/ 657	Transport	Transport	School access improvements - Chichester. Drop off/pick up arrangements at expanded schools.	To increase sustainable travel choice and modal shift for the journey to and from school.	2019-2020	Short term (2016-2023)	£50,000		WSCC	CIL		2 Essential		Chichester
West Sussex County Council	IBP/ 665	Transport	Transport	Following recent Road Space Audit, area-wide parking management in Chichester City.	To better manage demand for parking and network management aspirations (ie sustainable mode priority) for key routes in		Short term (2016-2023)			WSCC	CIL		2 Essential		Chichester City

Org Name	IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL S106 Other	Planning Ref	Priority Category	Project Status	Parish Area
					the area).										
West Sussex County Council	IBP/661	Transport	Transport	School access improvements - North of the District. Drop off/pick up arrangements at expanded schools.	To increase sustainable travel choice and modal shift for the journey to and from school.	2019	Short term (2016-2023)	£50,000		WSCC	CIL		2 Essential		Kirdford, Lynchmere, Loxwood, Plaistow, Ifold and Wisborough Green
West Sussex County Council	IBP/339	Transport	Transport - A27	A27 improvements to six junctions: Fishbourne (£2.5m), Stockbridge (£3.8m), Whyke (£3.2m), Bognor Road (£1.8m), Portfield (£891,360) and Oving Road (£660,960).	To mitigate the area-wide impacts of Local Plan housing and employment growth.	2015 – 2020 Dependent on preparation of major scheme, which may replace these improvements; currently undertaking work to establish contributions methodology.	Short term (2016-2023)	£12.8m	S278 developers, WSCC and Highways England.	Highways England	S278		1 Critical	Committed	East West Corridor
West Sussex County Council	IBP/593	Education	Preschool and Primary school	For the west of Chichester SDL 40 new nursery places to be	Require new nursery classroom as the number of nursery places is dependent					WSCC	CIL		2 Essential		Chichester

Org Name	IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL S106 Other	Planning Ref	Priority Category	Project Status	Parish Area
				provided as part of new primary school.	upon national requirements introduced through the Child Care Bill.										
West Sussex County Council	IBP/332	Education	Primary, Secondary, sixth form and special educational needs	Expansion of existing primary schools across the Manhood locality in excess of 1/2 Form Entry	To meet statutory duty to ensure sufficient supply of school places for pupils arising from new development (mitigation)	2022-2023	Short term (2016-2023)	£3 million for half form entry Subject to feasibility & site assessment	Basic Needs Grant will need to be secured to reduce the funding required from CIL.	WSCC / academy provider	CIL		2 Essential	Select for CIL match funding as the WSCC has a statutory duty to provide school places, subject to match funding.	Birdham, Earningley, East Wittering and Bracklesham, Selsey and West Wittering
West Sussex County Council	IBP/331	Education	Primary, Secondary, sixth form and special educational needs	Expansion of existing primary schools across the Bourne locality in excess of 1/2 Form Entry	To meet statutory duty to ensure sufficient supply of school places for pupils arising from new development (mitigation)	2021-2022	Short term (2016-2023)	£3 million for half form entry Subject to feasibility & site assessment	Basic Needs Grant will need to be secured to reduce the funding required from CIL.	WSCC / academy provider	CIL		2 Essential	Select for CIL match funding as the WSCC has a statutory duty to provide school places, subject to match funding.	Bosham, Chidham and Hambrook, Southbourne and Westbourne
West Sussex County Council	IBP/330	Education	Primary, Secondary, sixth form and special educational needs	Expansion of existing primary school(s) across the Chichester locality by up to 1/2 Form Entry	To meet statutory duty to ensure sufficient supply of school places for pupils arising from new development (mitigation)	2019-2020	Short term (2016-2023)	£3 million for half form entry Subject to feasibility & site assessment	Basic Needs Grant will need to be secured to reduce the funding required from CIL.	WSCC / academy provider	CIL	SB/14/02 800/OUT	2 Essential	Select for CIL match funding as the WSCC has a statutory duty to provide school places, subject to match funding.	Boxgrove, Chichester, Donnington, Fishbourne, Hunston and North Mundham
West Sussex County Council	IBP/327	Education	Primary, Secondary, sixth form and special educational needs	School site and provision of a new primary school for the West of Chichester SDL; 1 Form Entry initially but the site should be	To meet statutory duty to ensure sufficient supply of school places for pupils arising from new development (mitigation)	Temporary accommodation to be provided for 2021. Access to	Short term (2016-2023)	£5.4 - £6m (1Form Entry) £9.5- £10.6m (2Form Entry)	S106 &WSCC (including Basic Need Grant)	WSCC / academy provider	S106		2 Essential	Committed	Chichester

Org Name	IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL S106 Other	Planning Ref	Priority Category	Project Status	Parish Area
				expandable to 2Form Entry to accommodate the latter phases of development		clear & unencumbered site for 2024/25 opening.									
West Sussex County Council	IBP/329	Education	Primary, Secondary, sixth form and special educational needs	Site for a 1 Form Entry primary school expandable to 2Form Entry with contributions towards a new 1Form Entry primary school from Graylingwell site	To meet statutory duty to ensure sufficient supply of school places for pupils arising from new development (mitigation)	2018	Short term (2016-2023)	£5.4 - £6m (1Form Entry) £9.5-£10.6m (2Form Entry)	S106 & Basic Need Grant	WSCC / academy provider	S106		2 Essential	Committed	Chichester
West Sussex County Council	IBP/334	Education	Primary, Secondary, sixth form and special educational needs	New 6Form Entry secondary school may be required within the Plan period or expansion of existing provision	To meet statutory duty to ensure sufficient supply of school places for pupils arising from new development (mitigation). Dependent upon occupancy of existing schools and timing of proposed future development; also dependent on development in Arun.	Subject to further assessments including existing school capacity and cross-boundary considerations	Medium to long term (2023-2029)	£27 - £30.6m	CIL & WSCC (including Basic Need Grant)	WSCC / academy provider	CIL		2 Essential	Reserved for next phasing period	District wide
West Sussex County Council	IBP/333	Education	Primary, Secondary, sixth form and special educational	Further expansion of existing primary schools	To meet statutory duty to ensure sufficient supply of school places	Remainder of half form	Medium to long term (2023-	£3 million for half form entry	CIL & WSCC (including Basic Need Grant)	WSCC / academy provider	CIL		2 Essential	Reserved for next phasing period	Kirdford, Lynchmere, Loxwood,

Org Name	IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL S106 Other	Planning Ref	Priority Category	Project Status	Parish Area
			needs	across the Billingshurst locality by up to 1/2 Form Entry. Wisborough Green primary school will be expanded by 5 places per year of age in September 2017. It is planned for Loxwood primary school to be expanded by 5 places per year of age in September 2018. Further places may be needed at Rudgwick primary school in 2019-2020	for pupils arising from new development (mitigation)	entry expansion	2029)	Subject to feasibility & site assessment							Plaistow, Ifold and Wisborough Green
West Sussex County Council	IBP/536	Education	Primary, Secondary, sixth form and special educational needs	Expansion of existing primary school provision by 5 places per year of age in the Billingshurst locality falling within Chichester District.	To meet statutory duty to ensure sufficient supply of school places for pupils arising from new development (mitigation)	Expansion of primary education provision by 32 places in the Billingshurst locality	Short term (2016-2023)	£200,000	Basic Needs Grant will need to be secured to reduce the funding required from CIL.	WSCC / academy provider	CIL		2 Essential	Select for CIL match funding as the WSCC has a statutory duty to provide school places, subject to match funding.	Kirdford, Lynchemere, Loxwood, Plaistow, Ifold and Wisborough Green
West Sussex County	IBP/328	Education	Primary, Secondary, sixth form	School site and provision of	To meet statutory duty to ensure	Temporary accommodation	Short term (2016-	£5.4 - £6m (1Form	S106 &WSCC (including	WSCC / academy provider	S106		2 Essential	Committed	Tangmere

Org Name	IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL S106 Other	Planning Ref	Priority Category	Project Status	Parish Area
Council			and special educational needs	a new 1Form Entry primary school for the Tangmere SDL; the site should be expandable to 2Form Entry	sufficient supply of school places for pupils arising from new development (mitigation)	mmodation to be provided for 2023. Access to clear & unencumbered site for 2026/27 opening.	2023)	Entry) £9.5-£10,6m (2Form Entry)	Basic Need Grant)						
West Sussex County Council	IBP/335	Social Infrastructure	Libraries	Library provision as part of a new community centre or school for the West of Chichester SDL; to include shelving and a self-service terminal	Development is likely to create additional demand on the service (50% of population of West Sussex are members of library service)	Dependent on phasing of community centre or school	Medium to long term (2023-2029)	£75,000 - £100,000	CIL	WSCC & developer	CIL		3 Policy High	Reserved for next phasing period	East West Corridor (west)
West Sussex County Council	IBP/336	Social Infrastructure	Libraries	Library provision as part of a new community centre for the Tangmere SDL; to include shelving and a self-service terminal	Development is likely to create additional demand on the service (50% of population of West Sussex are members of library service)	Dependent on phasing of community centre	Medium to long term (2023-2029)	£75,000 - £100,000	CIL	WSCC & developer	CIL		3 Policy High	Reserved for next phasing period	Tangmere

Infrastructure Commissioners Projects

Org Name	IBP Id	Category	ProjectType	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL S106 Other	Plan App Comment	Priority Category	Project Status	Parish Area
BT Openreach	IBP/580	Utility Services	Utility services	Broadband roll out to 13,452 premises (100% of premises) of these 9,429 (70%) connected to enable superfast fibre broadband connection. 2,372 (17.6%) connected to enable basic (between 2 and 24Mbps) fibre broadband connection. 726 premises (5.4%) built by commercial roll out or other county (cross border)	Improve business and social communication.	2016	Short term (2016-2023)		Public and commercial funding	Openreach/WSCC	Other		3 Policy High	Committed	District Wide

Org Name	IBP Id	Category	ProjectType	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL S106 Other	Plan App Comment	Priority Category	Project Status	Parish Area
Coastal West Sussex Clinical Commissioning Group	IBP/ 398	Health	Community healthcare, primary care facilities & improvements	NHS Medical Centre West of Chichester SDL	To amalgamate Chichester practices to cover 20 years ahead and to accommodate new residents/patients from planned developments	In line with phase 1 of site development	Short term (2016-2023)	3,300,000	£3,300,000 total NHS sources/LIFT/ third party development (£2m expected to be funded by LIFT)	Coastal West Sussex Clinical Commissioning Group	CIL		2 Essential	Select for CIL funding if the majority of money is match funded. This project can demonstrate it can assist the growth of the area.	East West Corridor
Environment Agency	IBP/ 396	Green Infrastructure	Flood and coastal erosion risk management	Bosham Harbour new inland defences.	73 households moved out of any one of the four flood probability categories to a lower one and moved out of the very significant or significant flood probability categories	Indicative funding - 2023-2024 £50,000 and 2024-2025 £150,000 2025-2026 £260,000	Medium to long term (2023-2029)	460,000	FCRM GiA/Contributions	Environment Agency	CIL		3 Policy High	Selected	Bosham
Network Rail	IBP/ 629	Transport	Public transport	Construction of chord to enable trains to run directly between Bognor Regis and Chichester, rather than via an interchange at Barnham.	To reduce congestion on the roads between Bognor and Chichester, although an additional train would lead to the barriers being down for longer.	2029	Medium to long term (2023-2029)			Network Rail					Chichester
RSPB	IBP/ 586	Green Infrastructure	Biodiversity measures	New visitor centre at Pagham Harbour Local Nature Reserve	This project will contribute to achieving the first objective of Policy 22 and objective 3.27 of the Local Plan.	2021-2029	Medium to long term (2023-2029)		to be confirmed	RSPB	Other		3 Policy High		Sidlesham

Org Name	IBP Id	Category	ProjectType	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL S106 Other	Plan App Comment	Priority Category	Project Status	Parish Area
Southern Water	IBP/ 397	Utility Services	Utility services	Upgrade to Tangmere Wastewater treatment Works (WWTW)	Essential for enabling level of growth in new Local Plan	2017	Short term (2016-2023)		Investment by Southern Water	Southern Water	Other		1 Critical	Committed	Tangmere
Sussex Police	IBP/ 707	Public services	Police and emergency services	Mobile ANPR camera to be fitted into fleet vehicle	New housing will place an increased demand upon the existing level of policing. In the absence of developer contributions towards additional infrastructure, Sussex Police would be unable to retain the high level of policing that is currently delivered.	2017-2019	Short term (2016-2023)	£14,000		Sussex Police	CIL		3 Policy High		District wide
Sussex Police	IBP/ 705	Public services	Police and emergency services	2 additional vehicles to increase Chichester fleet capacity	New housing will place an increased demand upon the existing level of policing. In the absence of developer contributions towards additional infrastructure, Sussex Police would be unable to retain the high level of policing that is currently delivered.	2017-2019	Short term (2016-2023)	£63,360		Sussex Police	CIL		3 Policy High		District wide

Org Name	IBP Id	Category	ProjectType	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL S106 Other	Plan App Comment	Priority Category	Project Status	Parish Area
Sussex Police	IBP/ 706	Public services	Police and emergency services	Fixed site ANPR (with no infrastructure in place)	New housing will place an increased demand upon the existing level of policing. In the absence of developer contributions towards additional infrastructure, Sussex Police would be unable to retain the high level of policing that is currently delivered.	2017-2019	Short term (2016-2023)	£24,000		Sussex Police	CIL		3 Policy High		District wide
University of Chichester	IBP/ 388	Transport	Car parking	Multi level Car Park	Replacement of surface level car parking in the north of the campus with a multi-level car park – the number of car spaces not increasing			tbc	University to fund	University	Other			University to fund	Chichester
University of Chichester	IBP/ 383	Transport	Cycle and pedestrian infrastructure	Cycle route/Footway with lighting to the centre of the Campus				ca £0.1m	University to fund part with Local Authority CIL	University	CIL		3 Policy High	University to fund	Chichester
University of Chichester	IBP/ 386	Transport	Cycle and pedestrian infrastructure	Cycle route/Footway with lighting extension from the University central area to Graylingwell North				ca £0.1m	University to fund part with Local Authority CIL	University	CIL		3 Policy High	Consider selecting if match funding is identified as this project supports the growth of the area provided it is for genuine community use.	Chichester
University of Chichester	IBP/ 387	Transport	Local road network	College Lane Traffic Calming/Change - One Way access and Public Realm				ca £300k	No funding by University defined	WSCC	S106		2 Essential	Committed	Chichester

Org Name	IBP Id	Category	ProjectType	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL S106 Other	Plan App Comment	Priority Category	Project Status	Parish Area
				works to College Lane and Spitalfield Lane											
University of Chichester	IBP/ 385	Transport	Local road network	Eastern Access Road				provided by HCA/Linden LLP	Assumed to be funded by HCA and Linden LLP as a part of planning consent and S106	HCA and Linden LLP	S106		2 Essential	Committed	Chichester
University of Chichester	IBP/ 384	Transport	Local road network	New Internal Campus Road and Link to Eastern Access Road				ca £0.5m	University to fund but there is a significant funding gap	University	Other			University to fund	Chichester
University of Chichester	IBP/ 382	Education	Further education and higher education	Other Academic and Support facilities - Learning Resource Extension, Sports Building, Gymnasium, Students Union building extension	To support enhancement of the academic accommodation and student expansion			Not known at present	No detail as yet	University	Other			University to fund	Chichester
University of Chichester	IBP/ 381	Education	Further education and higher education	On campus expansion of Fine Art building including possible artists' studios	Student growth/studio space. Could link with, substitute other existing or planned arts provision	Dependent on funding		Not known as yet University land and maintenance contribution at nil cost	No detail as yet	University and possible local authority, private contribution	Other			University to fund	Chichester
University of Chichester	IBP/ 377	Education	Further education and higher education	Academic Teaching Building	To support academic accommodation and student expansion	2017-2018	Short term (2016-2023)	ca £5.9m	University funded	University	Other			University to fund	Chichester

Org Name	IBP Id	Category	ProjectType	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL S106 Other	Plan App Comment	Priority Category	Project Status	Parish Area
University of Chichester	IBP/ 378	Education	Further education and higher education	Music Teaching Building	To support enhancement of the academic accommodation and student expansion	2016-2017	Short term (2016-2023)	ca £3.5m	University funded	University	Other			University to fund	Chichester
University of Chichester	IBP/ 380	Social Infrastructure	Community facilities	Concert Hall - On Campus high quality Concert Hall for a Music Conservatoire and for Community Use	This is a project of local and regional significance strengthening the University's Conservatoire Music offer and enabling the community to have a bespoke concert hall to host an orchestra and have an audience capacity of ca 800 It also offers opportunity	Dependent on funding		ca £5m. plus University land and maintenance contribution at nil cost	No commitments as yet but very clear there will be a major funding gap.	University with local authority, lottery, Arts Council for England and private donor partners	CIL		4 Desirable	Consider selecting if match funding is identified as this project supports the growth of the area provided it is for genuine community use.	Chichester
University of Chichester	IBP/ 389	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	Completion of running track/with internal all weather football pitch	To provide enhanced sports facilities to maintain the competitiveness of sport/PE as one of the University's core academic subject areas and to provide a unique community facility for the City and possibly for schools. The all weather pitch could be used	subject to funding package being secured		ca £1m University land and maintenance contribution at nil cost	University and gap funding with local authority/Lottery/other	University	CIL		4 Desirable	Consider selecting if match funding is identified as this project supports the growth of the area provided it is for genuine community use.	Chichester

Org Name	IBP Id	Category	ProjectType	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL S106 Other	Plan App Comment	Priority Category	Project Status	Parish Area
University of Chichester	IBP/ 390	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	Training/Changing Facilities	To provide enhanced sports facilities to maintain the competitiveness of sport/PE as one of the University's core academic subject areas and to provide a unique community facility for the City and possibly for schools	subject to funding package being secured		ca £1.5m University land and maintenance contribution at nil cost	University and gap funding with local authority/Lottery/other	University	CIL		4 Desirable	Consider selecting if match funding is identified as this project supports the growth of the area provided it is for genuine community use.	Chichester
University of Chichester	IBP/ 392	Utility Services	Utility services	Carbon/Renewables Combined Heat and Power project	A scoping pre-feasibility study is currently being completed with a view to developing a CHP project on campus. It may be developed and benefit other major users such as the NHS St Richard's and the Councils	tbc		Not yet established	University, local authorities, NHS St Richard's, utility companies and private sector	Partnership and University	Other			University to fund	Chichester
University of Chichester	IBP/ 391	Utility Services	Utility services	Water, drainage and power to support the above developments	A range of utility service improvements are likely to be required as a part of the above covering water, drainage and power.	2017-2018 and beyond	Short term (2016-2023)	Not known as yet The cost and allocation of costs to the University, private partners and utility companies is still to be determined	University, utility companies and private	University	Other			University to fund	Chichester
University of Chichester	IBP/ 379	Housing	Student accommodation	Student Residential - Redevelopment of Havenstoke (252 new units) and redevelopment of	Meeting current and forecast need for on-campus accommodation	2017/2018	Short term (2016-2023)	ca £15m	University/private funded	University	Other			University to fund	Chichester

Org Name	IBP Id	Category	ProjectType	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL S106 Other	Plan App Comment	Priority Category	Project Status	Parish Area
				Hammond (77 new units)											

Appendix B

CIL Applicable Housing trajectory

Projected phasing of additional proposed housing sites of 6 or more dwellings

	Projected housing development (dwellings per year)							
	2017-18	2018-19	2019-20	2020-21	2021-22	Total 2017-2022	Total 2022-2029	Total 2017-2029
East-West Corridor								
Bosham	0	0	0	0	0	0	50	50
Boxgrove	0	0	22	0	0	22	0	22
Chichester city								
- <i>West of Chichester</i>	0	0	0	75	100	175	1,075	1,250
- <i>Westhampnett/NEC (part)</i>	0	0	0	0	0	0	200	200
- <i>Other identified sites</i>	0	0	0	0	21	21	0	21
Chichester city total	0	0	0	75	121	196	1,275	1,471
Chidham & Hambrook	0	0	0	0	0	0	0	0
Fishbourne	0	0	0	0	0	0	15	15
Funtington (part)	0	0	0	0	0	0	0	0
Lavant (part)	0	0	0	0	0	0	0	0
Oving (inc Shopwyke SDL)	0	0	0	0	0	0	85	85
Southbourne								
- <i>Southbourne village</i>	0	0	30	40	40	110	15	125
- <i>Elsewhere in parish</i>	0	0	25	25	0	50	0	50
Southbourne total	0	0	55	65	40	160	15	175
Tangmere (including SDL)								
- <i>Tangmere SDL</i>	0	0	0	0	75	75	925	1,000
- <i>Non-strategic NP sites</i>	0	0	0	0	0	0	42	42
Tangmere total	0	0	0	0	75	75	967	1,042
West Thorney	0	0	0	0	0	0	0	0
Westbourne	0	0	0	0	0	0	12	12
Westhampnett (part of SDL) ⁴	0	0	40	65	65	170	130	300
Sub-total	0	0	117	205	301	623	2,549	3,172
Manhood Peninsula								
ApplDRAM	0	0	0	0	0	0	0	0

Birdham	0	0	0	0	0	0	0	0
Donnington	0	16	21	0	0	37	0	37
Earnley	0	0	0	0	0	0	0	0
East Wittering & Bracklesham	0	0	40	40	30	110	0	110
Hunston	0	0	0	0	0	0	7	7
North Mundham	0	0	0	0	0	0	0	0
Selsey	0	0	0	0	0	0	0	0
Sidlesham	0	0	0	0	0	0	0	0
West Itchenor	0	0	0	0	0	0	0	0
West Wittering	0	0	0	0	0	0	0	0
Sub-total	0	16	61	40	30	147	7	154
Plan Area (North)								
Lynchmere	0	0	0	0	0	0	10	10
Kirdford	0	0	23	0	0	23	37	60
Loxwood	0	25	18	0	0	43	17	60
Plaistow & Ifold	0	0	0	0	0	0	10	10
Wisborough Green	0	0	22	11	0	33	0	33
Sub-total	0	25	63	11	0	99	74	173
TOTAL	0	41	241	256	331	869	2,630	3,499

Table 4. Housing Trajectory showing potential CIL revenue from planned housing in Chichester Local Plan period to 2029

CIL revenue by parish - Comparison 2015 to 2016

Parish ¹	Identified housing potential (Dec 2015)	Identified housing potential (Nov 2016)	Potential CIL revenue (Dec 2015)	Potential CIL revenue (Nov 2016)	Change in figures 2015-2016
East-West Corridor					
Bosham	50	50	£378,000	£378,000	£0
Boxgrove	25	22	£189,000	£166,320	-£22,680
Chichester city					
- West of Chichester	1,250	1,250	£9,450,000	£9,450,000	£0
- Westhampnett/NEC (part)	200	200	£1,512,000	£1,512,000	£0
- Chichester City North	160	0	£1,209,600	£0	-£1,209,600
- Other identified sites	21	21	£158,760	£158,760	£0
- Chichester parish housing	201	0	£1,519,560	£0	-£1,519,560
Chichester city total	1,832	1,471	£13,849,920	£11,120,760	-£2,729,160

Chidham & Hambrook	0	0	£0		
Fishbourne	40	15	£302,400	£113,400	-£189,000
Funtington (part)	0	0	£0	£0	£0
Lavant (part)	0	0	£0	£0	£0
Oving (inc Shopwyke SDL)	0	85	£0	£642,600	£642,600
Southbourne					
- <i>Southbourne village</i>	55	125	£415,800	£945,000	£529,200
- <i>Elsewhere in parish</i>	50	50	£378,000	£378,000	£0
Southbourne total	105	175	793,800	1,323,000	529,200
Tangmere (including SDL)					
- <i>Tangmere SDL</i>	1,000	1,000	£7,560,000	£7,560,000	£0
- <i>Non-strategic NP sites</i>	42	42	£317,520	£317,520	£0
Tangmere total	1,042	1,042	£7,877,520	£7,877,520	£0
West Thorney	0	0	£0	£0	£0
Westbourne	25	12	£189,000	£129,600	-£59,400
Westhampnett (part of SDL)	300	300	£2,268,000	£2,268,000	£0
Sub-total	3,419	3,172	£25,847,640	£24,019,200	-£1,828,440
Manhood Peninsula					
Appledram	0	0	£0	£0	£0
Birdham	0	0	£0	£0	£0
Donnington	16	21	£120,960	£279,720	£158,760
Earnley	0	0	£0	£0	£0
East Wittering & Bracklesham	130	110	£982,800	£831,600	-£151,200
Hunston	7	7	£75,600	£75,600	£0
North Mundham	0	0	£0	£0	£0
Selsey	0	0	£0	£0	£0
Sidlesham	0	0	£0	£0	£0
West Itchenor	0	0	£0	£0	£0
West Wittering	0	0	£0	£0	£0
Sub-total	153	138	£1,179,360	£1,186,920	£7,560
Plan Area (North)					
Lynchmere	10	10	£180,000	£126,000	-£54,000
Kirdford	60	60	£756,000	£756,000	£0
Loxwood	43	60	£541,800	£756,000	£214,200
Plaistow & Ifold	10	10	£180,000	£126,000	-£54,000
Wisborough Green	33	33	£415,800	£415,800	£0
Sub-total	156	173	£2,073,600	£2,179,800	£106,200

TOTAL	3,728	3,483	£29,100,600	£27,385,920	-£1,714,680
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Table 5: Potential parish level CIL receipts assuming adopted neighbourhood plans (25% of CIL receipts)

	Neighbourhood plan ¹	Projected additional CIL receipts							
		2017-18	2018-19	2019-20	2020-21	2021-22	Total 2017-2022	Total 2022-2029	Total 2017-2029
East-West Corridor									
Bosham	Yes	£0	£0	£0	£0	£0	£0	£94,500	£94,500
Boxgrove	No	£0	£0	£24,948	£0	£0	£24,948	£0	£24,948
Chichester city									
- <i>West of Chichester</i>	No	£0	£0	£0	£85,050	£113,400	£198,450	£1,219,050	£1,417,500
- <i>Westhampnett/NEC (part)</i>	No	£0	£0	£0	£0	£0	£0	£226,800	£226,800
- <i>Other identified sites</i>	No	£0	£0	£0	£0	£23,814	£23,814	£0	£23,814
Chichester city total		£0	£0	£0	£85,050	£137,214	£222,264	£1,445,850	£1,668,114
Chidham & Hambrook	Yes	£0	£0	£0	£0	£0	£0	£0	£0
Fishbourne	Yes	£0	£0	£0	£0	£0	£0	£28,350	£28,350
Funtington (part)	No	£0	£0	£0	£0	£0	£0	£0	£0
Lavant (part)	No	£0	£0	£0	£0	£0	£0	£0	£0
Oving (inc Shopwyke SDL)	No	£0	£0	£0	£0	£0	£0	£96,390	£96,390
Southbourne									
- <i>Southbourne village</i>	Yes	£0	£0	£56,700	£75,600	£75,600	£207,900	£28,350	£236,250
- <i>Elsewhere in parish</i>	Yes	£0	£0	£47,250	£47,250	£0	£94,500	£0	£94,500
Southbourne total		£0	£0	£103,950	£122,850	£75,600	£302,400	£28,350	£330,750
Tangmere (including SDL)									
- <i>Tangmere SDL</i>	Yes	£0	£0	£0	£0	£141,750	£141,750	£1,748,250	£1,890,000
- <i>Non-strategic NP sites</i>	Yes	£0	£0	£0	£0	£0	£0	£79,380	£79,380
Tangmere total		£0	£0	£0	£0	£141,750	£141,750	£1,827,630	£1,969,380
West Thorney		£0	£0	£0	£0	£0	£0	£0	£0
Westbourne	Yes	£0	£0	£0	£0	£0	£0	£32,400	£32,400
Westhampnett (part of SDL) ²	No	£0	£0	£45,360	£73,710	£73,710	£192,780	£147,420	£340,200
E-W Corridor sub-total		£0	£0	£174,258	£281,610	£428,274	£884,142	£3,700,890	£4,585,032
Manhood Peninsula									
Appledram	No	£0	£0	£0	£0	£0	£0	£0	£0
Birdham	Yes	£0	£0	£0	£0	£0	£0	£0	£0

Donnington	No	£0	£18,144	£23,814	£0	£0	£41,958	£0	£41,958
Earnley	No	£0	£0	£0	£0	£0	£0	£0	£0
East Wittering & Bracklesham	No	£0	£0	£45,360	£45,360	£34,020	£124,740	£0	£124,740
Hunston	No	£0	£0	£0	£0	£0	£0	£11,340	£11,340
North Mundham	No	£0	£0	£0	£0	£0	£0	£0	£0
Selsey	Yes	£0	£0	£0	£0	£0	£0	£0	£0
Sidlesham	No	£0	£0	£0	£0	£0	£0	£0	£0
West Itchenor	No	£0	£0	£0	£0	£0	£0	£0	£0
West Wittering	No	£0	£0	£0	£0	£0	£0	£0	£0
Manhood Pen sub-total		£0	£18,144	£69,174	£45,360	£34,020	£166,698	£11,340	£178,038
Plan Area (North)									
Lynchmere	No	£0	£0	£0	£0	£0	£0	£18,900	£18,900
Kirdford	Yes	£0	£0	£72,450	£0	£0	£72,450	£116,550	£189,000
Loxwood	Yes	£0	£78,750	£56,700	£0	£0	£135,450	£53,550	£189,000
Plaistow & Ifold	No	£0	£0	£0	£0	£0	£0	£18,900	£18,900
Wisborough Green	Yes	£0	£0	£69,300	£34,650	£0	£103,950	£0	£103,950
Plan Area (N) sub-total		£0	£78,750	£198,450	£34,650	£0	£311,850	£207,900	£519,750
PLAN AREA TOTAL		£0	£96,894	£441,882	£361,620	£462,294	£1,362,690	£3,920,130	£5,282,820
Notes:									
¹ Identifies parishes where there is a made Neighbourhood Plan already in place, or a draft Neighbourhood Plan at an advanced stage of preparation that is expected to be made before the projected date for CIL receipts. Parishes that have made a Neighbourhood Plan receive 25% of total CIL receipts from new development in their area, whereas parishes with no Neighbourhood Plan receive 15% of CIL receipts (capped at £100 per existing Council tax dwelling each year).									
² Annual CIL receipts for Westhampnett Parish will potentially be capped at £100 per existing Council tax dwelling (currently £33,300 per year) unless a Neighbourhood Plan is made before the projected date for CIL receipts.									

Table 7. Potential total CIL receipts from additional proposed housing sites of 6 or more dwellings										
Assumed average dwelling size (internal floor area) = 90 sq.m 30% affordable housing (CIL exempt) is assumed for developments of 6+ dwellings in designated rural parishes and for 11+ dwellings elsewhere CIL contribution per dwelling - South of Plan area £10,800 - North of Plan area £18,000										
	CIL rate	% AH	Projected additional CIL receipts							
			2017-18	2018-19	2019-20	2020-21	2021-22	Total 2017-2022	Total 2022-2029	Total 2017-2029
East-West Corridor										
Bosham	£10,800	30%	£0	£0	£0	£0	£0	£0	£378,000	£378,000
Boxgrove	£10,800	30%	£0	£0	£166,320	£0	£0	£166,320	£0	£166,320
Chichester city										
- <i>West of Chichester</i>	£10,800	30%	£0	£0	£0	£567,000	£756,000	£1,323,000	£8,127,000	£9,450,000
- <i>Westhampnett/NEC (part)</i>	£10,800	30%	£0	£0	£0	£0	£0	£0	£1,512,000	£1,512,000
- <i>Other identified sites</i>	£10,800	30%	£0	£0	£0	£0	£158,760	£158,760	£0	£158,760
Chichester city total			£0	£0	£0	£567,000	£914,760	£1,481,760	£9,639,000	£11,120,760
Chidham & Hambrook	£10,800	30%	£0	£0	£0	£0	£0	£0	£0	£0
Fishbourne	£10,800	30%	£0	£0	£0	£0	£0	£0	£113,400	£113,400
Funtington (part)	£10,800	30%	£0	£0	£0	£0	£0	£0	£0	£0
Lavant (part)	£10,800	30%	£0	£0	£0	£0	£0	£0	£0	£0
Oving (inc Shopwyke SDL)	£10,800	30%	£0	£0	£0	£0	£0	£0	£642,600	£642,600
Southbourne										
- <i>Southbourne village</i>	£10,800	30%	£0	£0	£226,800	£302,400	£302,400	£831,600	£113,400	£945,000
- <i>Elsewhere in parish</i>	£10,800	30%	£0	£0	£189,000	£189,000	£0	£378,000	£0	£378,000
Southbourne total			£0	£0	£415,800	£491,400	£302,400	£1,209,600	£113,400	£1,323,000
Tangmere (including SDL)										
- <i>Tangmere SDL</i>	£10,800	30%	£0	£0	£0	£0	£567,000	£567,000	£6,993,000	£7,560,000
- <i>Non-strategic NP sites</i>	£10,800	30%	£0	£0	£0	£0	£0	£0	£317,520	£317,520
Tangmere total			£0	£0	£0	£0	£567,000	£567,000	£7,310,520	£7,877,520
West Thorney	£10,800	30%	£0	£0	£0	£0	£0	£0	£0	£0
Westbourne	£10,800	0%	£0	£0	£0	£0	£0	£0	£129,600	£129,600
Westhampnett (part of SDL)	£10,800	30%	£0	£0	£302,400	£491,400	£491,400	£1,285,200	£982,800	£2,268,000
E-W Corridor sub-total			£0	£0	£884,520	£1,549,800	£2,275,560	£4,709,880	£19,309,320	£24,019,200
Manhood Peninsula										

Appledram	£10,800	30%	£0	£0	£0	£0	£0	£0	£0	£0
Birdham	£10,800	30%	£0	£0	£0	£0	£0	£0	£0	£0
Donnington	£10,800	30%	£0	£120,960	£158,760	£0	£0	£279,720	£0	£279,720
Earnley	£10,800	30%	£0	£0	£0	£0	£0	£0	£0	£0
East Wittering & Bracklesham	£10,800	30%	£0	£0	£302,400	£302,400	£226,800	£831,600	£0	£831,600
Hunston	£10,800	0%	£0	£0	£0	£0	£0	£0	£75,600	£75,600
North Mundham	£10,800	30%	£0	£0	£0	£0	£0	£0	£0	£0
Selsey	£10,800	30%	£0	£0	£0	£0	£0	£0	£0	£0
Sidlesham	£10,800	30%	£0	£0	£0	£0	£0	£0	£0	£0
West Itchenor	£10,800	30%	£0	£0	£0	£0	£0	£0	£0	£0
West Wittering	£10,800	30%	£0	£0	£0	£0	£0	£0	£0	£0
Manhood Pen sub-total			£0	£120,960	£461,160	£302,400	£226,800	£1,111,320	£75,600	£1,186,920
Plan Area (North)										
Lynchmere	£18,000	30%	£0	£0	£0	£0	£0	£0	£126,000	£126,000
Kirdford	£18,000	30%	£0	£0	£289,800	£0	£0	£289,800	£466,200	£756,000
Loxwood	£18,000	30%	£0	£315,000	£226,800	£0	£0	£541,800	£214,200	£756,000
Plaistow & Ifold	£18,000	30%	£0	£0	£0	£0	£0	£0	£126,000	£126,000
Wisborough Green	£18,000	30%	£0	£0	£277,200	£138,600	£0	£415,800	£0	£415,800
Plan Area (N) sub-total			£0	£315,000	£793,800	£138,600	£0	£1,247,400	£932,400	£2,179,800
PLAN AREA TOTAL			£0	£435,960	£2,139,480	£1,990,800	£2,502,360	£7,068,600	£20,317,320	£27,385,920

CIL Infrastructure Prioritisation

This section sets out the approach to prioritise projects to be funded via CIL. It draws upon the evidence base and Regulation 123 list that supported adoption of the CIL Charging Schedule. The approach taken within the IBP is reviewed and updated on an annual basis, to ensure appropriate categorisation of projects against the development trajectory.

The Need to Prioritise Infrastructure

Chichester District Council recognises that the ability to fund required infrastructure is based upon the anticipated CIL cash flow. It is unlikely that CIL receipts will be sufficient to fund all infrastructure required within the plan area. It is therefore necessary to prioritise the infrastructure projects in most need of CIL funding, and to begin to identify and understand the requirements for additional funding towards particular projects.

This IBP represents the outcome of a considered approach to delivery that will effectively manage the demand and call on resources. In addition to agreement between stakeholders that have informed this IBP, it is critical that delivery partners recognise the importance of this plan and play their part in ensuring that the infrastructure for which they are responsible is delivered on time.

The document aligns infrastructure requirements with the most up to date housing trajectory and anticipated CIL receipts. At all stages the relationship between plan-wide, area based, and City, Town, and Parish Council projects will be critical and may need coordination.

The role of CIL in providing mitigating infrastructure as well as supporting viability of key development sites is recognised and therefore the strategic direction of prioritised spend is central to the IBP process.

The Approach towards Infrastructure Prioritisation

Establishing a detailed understanding of infrastructure delivery is multi-faceted and requires consideration of a number of inter-dependent factors:

- *The Development Trajectory*
- *Prioritisation of Infrastructure Projects*
- *Phasing of infrastructure*

The Development Trajectory

Infrastructure delivery is aligned to growth and necessary to mitigate the impacts arising from development. It is imperative that the phasing of infrastructure represents current development agreements and anticipated trajectories moving forward.

The Local Plan sets the strategic spatial planning framework for the Chichester plan area, detailing a development strategy up to 2029 and the local context for considering the long-term social, economic, environmental and resource impacts of development.

Policy 4 of the Local Plan sets out a target of 7,388 homes to be built from 2012 to 2029. This IBP is informed by the detailed development trajectories that are anticipated to deliver this growth and will need to remain reviewed in accordance with future agreements and trajectories. The Monitoring Framework implemented by CDC will be central to this process and ensure achieved and anticipated growth directly informs the IBP.

Prioritisation of Infrastructure Projects

Following the identification of all currently identified Infrastructure Projects (for the whole plan period set out in Appendix A and for the first five years in Section 3) the IBP seeks to align each project a level of priority. This will distinguish those projects critical to enabling development and mitigating infrastructure compared to those that are important to deliver good place making principles, but would be appropriate to deliver at a later date.

Table 1: Infrastructure Prioritisation Categories

Category	Definition
Critical Infrastructure	Infrastructure that must happen to enable growth, i.e. it is a prerequisite to unlock any future works without which development cannot proceed. These infrastructure items are 'blockers' or 'showstoppers', they are most common in relation to transport and utilities infrastructure and are usually linked to triggers controlling the commencement of development activity. It also includes Services that are required to facilitate growth or be delivered in advance of residential/commercial development, i.e. connection to the potable and wastewater network.
Essential Infrastructure	Infrastructure that is considered necessary in order to mitigate impacts arising from the operation of the development. These are projects which are usually identified as required mitigation in EIA/SEA/HRA/TIA testing to make the proposed development acceptable in planning terms and are directly related to the proposed development. These items are most common in relation to trips and population generated by the development (including school places, health requirements and public transport (service Projects), and are usually linked to triggers controlling the occupation of development sites.
Policy High Priority Infrastructure	Infrastructure that is required to support wider strategic or site specific objectives which are set out in planning policy or subject to a statutory duty, but would not necessarily prevent development from occurring. This type of infrastructure has a less direct relationship with additional population creating additional need, and is more influenced by whether a person chooses to use this facility or service (including use of community facilities and libraries and use of sports facilities).
Desirable Infrastructure	Infrastructure that is required for sustainable growth but is unlikely to prevent development in the short to medium term. This is often aligned to placemaking objectives without being essential for development to come forward.

Within the categories outlined above, further refinement could be used in order to evaluate and compare projects within each category which would influence the priorities. These could include factors such as:

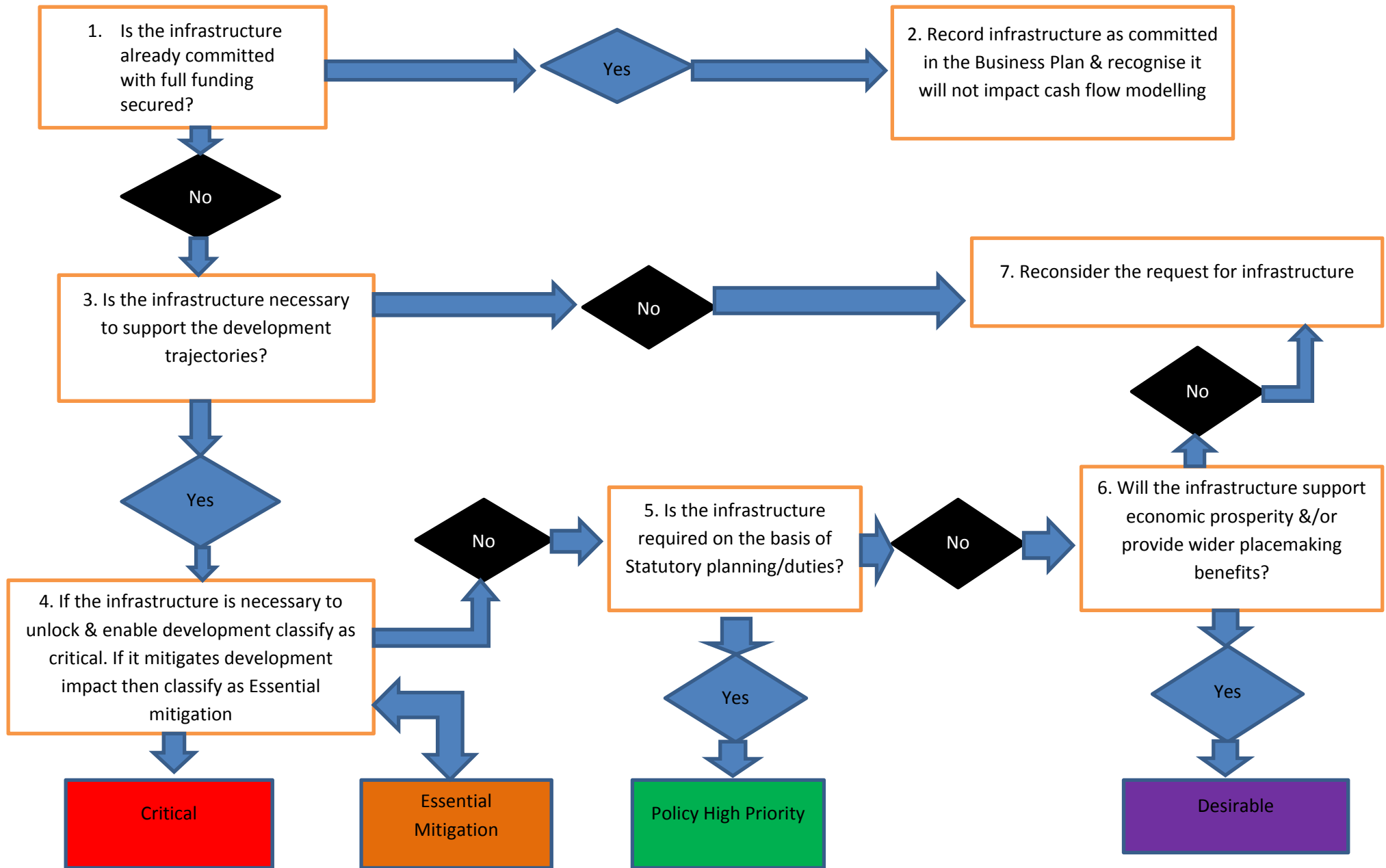
- Whether neighbouring parishes are prepared to act as a cluster and pool their CIL monies to fund infrastructure projects of mutual benefit to them
- Value for money (or return on investment)
- Number of jobs created
- Number of homes provided
- Deliverability and sustainability (whether the project is “ready to go”)
- Risk
- Other Identified funding sources to contribute towards CIL projects
- Existing infrastructure capacity.
- Direct links to the Local Plan Vision /policies (key outcomes for growth)
- Alignment with delivery partners plans/programmes
- Whether the project could be delivered another way/or through another source of funding
- Whether the project will lead to efficiencies.
- Evidence of need

The final element that supports the prioritisation of infrastructure is to ensure an appreciation of the necessary phasing of infrastructure requirements. It is this stage that is central to the Infrastructure Business Plan as it represents the primary evidence base for anticipating cash-flow from infrastructure spending against the receipt of CIL Payments.

The infrastructure prioritisation process is illustrated in the diagram below:

Infrastructure Prioritisation Process

Note: At all stages consideration must be given towards funding sources/options



Implementation, Monitoring & Governance

Introduction

A clear framework and shared understanding of infrastructure priorities between delivery partners will be required to effectively implement and monitor spend and receipt of CIL monies. The IBP sets out the relationship between the development trajectory and infrastructure provision to provide a pro-active approach in mitigating the pressures arising from growth. The IBP seeks to identify the funding gap that exists and the requirement to identify additional funding sources as well as consideration of alternative options for delivery and implementation.

The IBP is a 'living' document and will be consistently reviewed in order to respond to emerging development proposals and growth requirements. As noted previously the IBP does not therefore represent an exhaustive list of defined projects but is a reflection of the current understanding that is expected to be refined with additional projects or amendments that reflect alternative approaches to project delivery under future IBPs.

The community at large, the development industry and infrastructure delivery commissioners will benefit from greater certainty about what infrastructure will be provided and its timing.

CIL Governance

Implementation of the IBP and effective allocation of CIL receipts requires a clear governance structure to facilitate effective delivery and monitoring. The IBP Joint Member Liaison group was established on 2 June 2015 by CDC Cabinet. Its purpose is to consider and endorse the draft Chichester Infrastructure Business Plan (IBP) on an annual basis.

The IBP identifies funding sources and responsible delivery agencies in order to support the development growth identified in the Local Plan to 2029. The IBP is drafted by a joint CDC/WSCC officer working group. The Joint Member Liaison Group considers the draft for stakeholder consultation and then recommends the final version in the light of that consultation.

Membership is open to elected members of WSCC and CDC. It was agreed that the joint member liaison Group would not be a formal decision-making joint committee and so it would not be necessary that the two councils should have equality of representation. It would be for each Council to determine its mix of executive and non-executive members without being so large as to be unwieldy. Chichester has appointed the Leader of the Council the Cabinet Member for Housing and Planning and a member from the Development Plan and Infrastructure Panel. WSCC has appointed two of its members from Chichester District, one of whom is the leader of the Council.

The member liaison group will meet each September to consider and endorse the draft IBP for consultation with stakeholders, including developers, infrastructure providers and parish councils. It would then meet again in December to make any amendments resulting from the consultation.

CIL Regulation 59C states that a local council (Town, City, Parish Council) must use CIL receipts passed onto it in accordance with regulation 59A or 59B to support the development of the local council's area, or any part of that are, by funding – (a) the provision,

improvement, replacement, operation or maintenance of infrastructure; or (b) anything else that is concerned with addressing the demands that development places on an area.

The City, Town and Parish Councils should note that if they have not spent the CIL allocations made to them within five years of receipt the District Council will ask for the monies back (see CIL Regulation 59E(10) for details). The exception to this is where a City, Town or Parish Council has identified 'up front' the need to fund an infrastructure project, where the CIL contributions accrued within the five year period are insufficient to fund the project, but it can be demonstrated that there is a realistic prospect of the project being delivered during the timeframe of the Local Plan.

If the City, Town or Parish Council does not feel that it has the necessary experience to manage their proportion of the CIL spend, it is imperative that they indicate this to the District Council at the earliest opportunity. In this is the case, the District Council would reserve the option to make a charge for managing the CIL on their behalf.

Final decisions on the allocation of CIL would then be made by CDC Full Council on the recommendation of Cabinet, in accordance with the endorsed IBP and as part of the process of preparing and approving the Council's own revenue budget and capital programme.

The Council's capital programme would include the District Council's own infrastructure provision and planned payments of CIL towards the infrastructure of other Infrastructure Delivery Commissioners. It would not include infrastructure of other providers fully funded from other sources such as S106. It would be for Infrastructure Delivery Commissioners to manage cash flow for their infrastructure provision, including before CIL is paid over.

If the need arises for major changes to the IBP to be made outside the decision-making cycle, the Joint Member Liaison Group will be consulted and CDC's normal decision making procedure can be followed

Monitoring

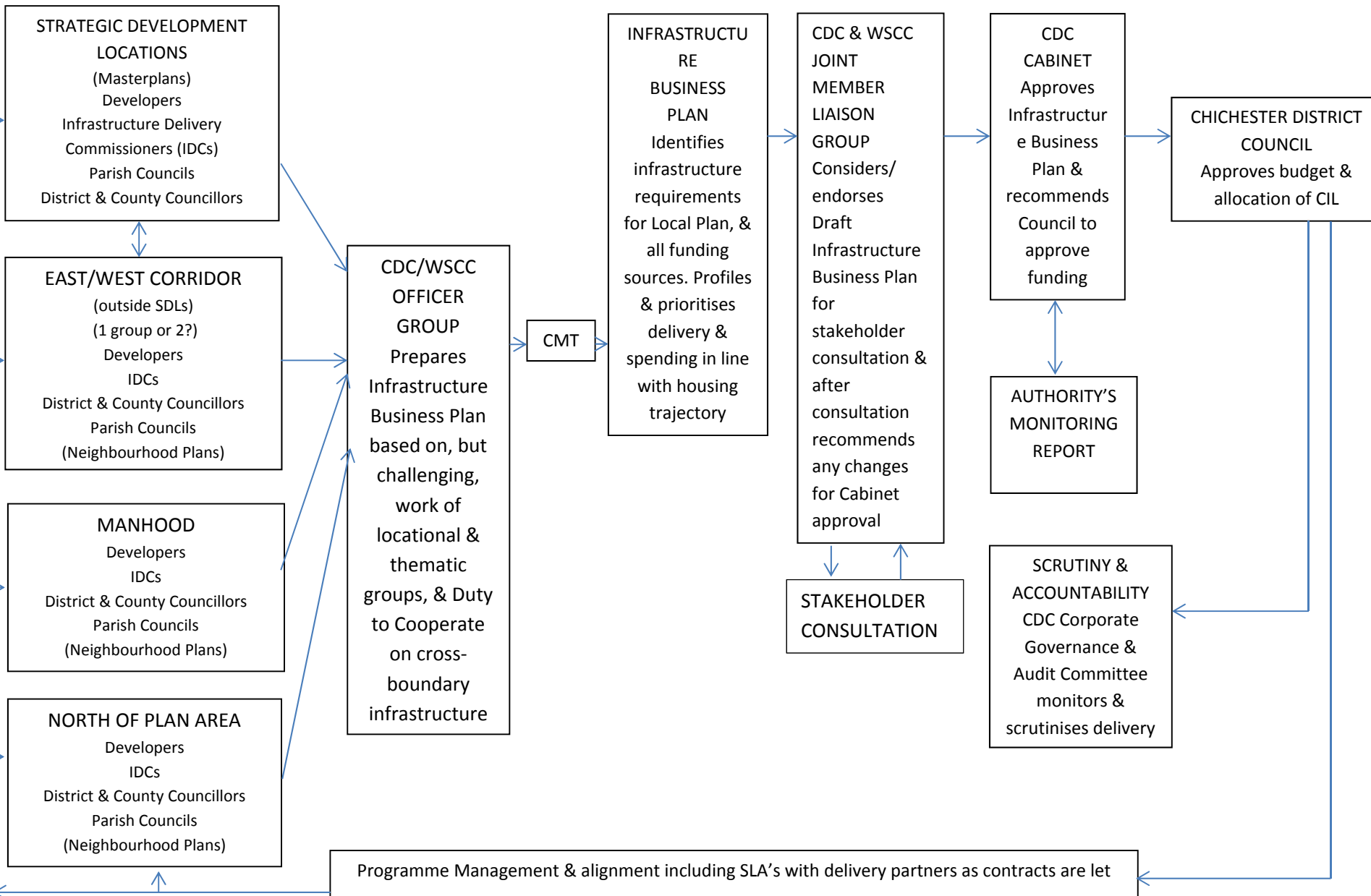
The IBP will be monitored through the Authority's Local Plan Monitoring Report, published annually in December. This will include a record of payments through S106 and CIL, as well as tracking development. The IBP will also be subject to scrutiny from the Corporate Governance and Audit Committee.

The Governance structure, process and timeline for the production of the first IBP is set out in the diagram below.

LOCATIONAL GROUPS – Identify, plan, prioritise & sequence infrastructure within locational groupings

THEMATIC GROUPS

Review evidence from a wide range of sources on masterplans & Capital programmes) & update information in the IDP & provide evidence for the evaluation methodology
Transport, Education, Health, Social Infrastructure, Green Infrastructure, Emergency Services, Utilities



APRIL – JUNE

JULY

SEPT 2015

OCT/DEC

FEB

MARCH

Appendix D Funding Source Review

This appendix examines the types of additional funding which could be accessed alongside the CIL confirmed income projections in order to help meet the outstanding costs identified in paragraph 6.4. This section examines:

- The main organisations with access to funding;
- Funding access through the LEP (The Coast to Capital Local Enterprise Partnership);
- Other sources of funding relevant to key themes of project identified in paragraph 3.6 (Transport, Utilities and Education); and
- Potential future funding sources.

Main organisations with access to funding

Chichester District Council

The main services provided by the District Council include:

- Environmental health
- Housing
- Leisure and recreation
- Planning applications
- Waste collection

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The Council's Corporate Plan is a strategic document that sets out the Council's Themes and Aims and provides a basis for us to plan our work. It does not cover everything that we do or all the services that we provide, but seeks to focus on those issues that matter most to people, national priorities set by the Government and local challenges arising from the social, economic and environmental context of the district.

The themes are as follows:

- Improve the provision of and access to suitable housing
- Support our communities
- Manage our built and natural environments
- Improve and support the local economy

West Sussex County Council

West Sussex County Council (WSCC) is responsible for providing many key local services. Each year the council manages public money in the provision of these services including schools, social services, Fire & rescue, the local highway network, libraries and the public records office, trading standards, transport planning and waste management.

WSCC is the local highway authority responsible for delivering the majority of the transport-related infrastructure to support the Local Plan proposals.

The County Council is seeking revenue funding from its capital programme to undertake feasibility work to progress the development of a Chichester Area Transport Package (subject to cabinet member approval).

The Coast to Capital Local Enterprise Partnership

The Coast to Capital LEP's vision for its region is a high performing economy with a global outlook, where knowledge and creativity drives growth and prosperity for all. Its strategic approach is to:

- Create and maintain the right conditions for enterprise and high growth entrepreneurship to flourish;
- Ensure all young people emerging from each phase of education are ambitious and equipped with or seeking entrepreneurial skills;
- Make Coast to Capital an attractive location to start and grow a business;
- Promote social enterprises as effective forms of business for a wider group of potential entrepreneurs than has previously been considered; Ensure there is a healthy enterprise and dynamic entrepreneurial activity across our region;
- Add extra momentum to our economy by supporting those sectors and businesses which are capable of growing most quickly.

Funding accessed through the LEP

Growth Deal

Coast to Capital LEP has signed a Growth Deal with central government that will see the start of a six year investment programme in jobs, infrastructure and transport. The deal is worth £202 million over six years, starting with investment of £38m of new funding in 2015/16 and it will deliver by 2021 14,000 jobs, 5,000 new homes and 190,000 sqm of employment space.

As a whole, during the period starting in 2015, the Coast to Capital region will benefit from:

- **Wood Fuel initiative with the Forestry Commission** – Sustainable use of primary natural resource to produce wood fuel as a renewable energy source and local building materials. Up to £0.8m.

- **Digital Growth** – to provide key business locations with the digital connections needed to compete internationally and to pioneer new mobile 5G technology research with neighbouring LEPs. Support to small firms to get e-commerce skills and complete the superfast broadband roll-out. Up to £3.4m.
- **Advanced Engineering Centre** – a collaboration between the University of Brighton and Ricardo in a new Centre of excellence to deliver leading automotive and environmental engineering training and research. Ricardo is a global strategic, technical and environmental engineering firm based in Shoreham. Up to £7m.
- **Flood Defences Newhaven and Shoreham** - In Newhaven, this will open up major brownfield sites for housing and employment land plus new harbour facilities. In Shoreham, the flood defences and transport access improvements will allow land to be used for housing and businesses. £1.5m in Newhaven and £9.5m in Shoreham.
- **Bognor Regis A29 re-alignment** between the new Bognor Regis Relief Road and the A27 which will bridge the West Coastway railway line, avoiding congestion points and current delay points at a level crossing. It will include 4 to 5 new junctions, plus cycle and pedestrian facilities. The realignment will allow new development of business and employment opportunities in Bognor Regis. Up to £13m.
- **Circus Street, central Brighton** - a city centre mixed use regeneration project of a site to deliver new homes, office building, student accommodation, a library and academic buildings. Up to £2.7m.
- **Preston Barracks Central Research Laboratory** - a joint venture between University of Brighton, Cathedral and Brighton Council to create a new innovation hub to commercialise academic research and incubate high growth businesses, with new housing. £7.7m
- **City College Brighton and Hove and Chichester College** - Refurbishment of dilapidated buildings and facilities to allow an increase in trainees, apprentices, disabled learners and new links to local businesses. £11m in 2015/16 with a further round for new projects of £10m in 2016/17.
- **Sustainable Transport Packages** – a range of projects will tackle congestion and improve sustainable transport in local areas across the Coast to Capital region. This will enable improvements to walking and cycling links; improvements to junctions and traffic management systems to ease traffic flow and reduce congestion and improvements to public transport, such as bus and taxi priority measures and better Interchanges. £31.7m.
- **Crawley Area Transport Package** - Includes junction improvements, bus priority schemes, modal interchange and improvements to walking and cycling. £18m.
- **Resilience Schemes** - Intelligent Transport System traffic management, strategic road maintenance and flood and critical incident alleviation, mainly in East Surrey. £30.9m.

Growing Places Fund

Coast to Capital has a portfolio of projects funded by the Growing Places Fund that will create or unlock job creation. The Growing Places Fund is designed to be a revolving fund, so the process of receiving and evaluating projects will be an ongoing one.

Criteria

The Coast to Capital Board has considered the Government's requirements and has developed a process and criteria that will allow for transparent and objective decision making.

Firstly, all potential investments in sites and infrastructure must meet essential criteria.

The project must be:

- Able to contribute to Coast to Capital's strategic goals for employment growth in the Coast to Capital area and move particularly in the creation of jobs
- Unable to go ahead without the investment from other funding sources.
- Ready to commence quickly
- Able to repay with a clear mechanism
- In need of £250,000 or more (special consideration may be given to smaller broadband projects)
- Covers multi industry sectors

Other sources of funding

Transport

The Government Spending Review announcement in October 2013 listed the A27 Chichester Improvement Scheme for potential construction. Highways England is proposing a package of improvements for a section of the A27 near Chichester. There are currently five roundabouts and one traffic controlled junction along this section. Congestion regularly occurs at these locations and will worsen unless traffic is managed more effectively. Current activities include traffic flow modelling, environment survey and possible route analysis.

Highways England is undertaking public consultation which will close in September 2016. The preferred route is expected to be announced by the Minister for Roads at the end 2016, with a view to starting construction in 2019, with completion in 2021-2023 (depending on which option is selected).

On this part of the A27 local commuter traffic competes with the through traffic and because of these conflicts, congestion occurs regularly. The congestion is particularly disruptive as it affects the flow of public transport into the city. This data is currently being reviewed to take account of any changing traffic patterns.

In July 1998, the Transport White Paper 'A New Deal for Trunk Roads in England' initiated several comprehensive studies to improve transportation in various regions of England. The study carried out for the South East region of England was called the South Coast Multi Modal Study (SoCoMMS). In September 2002, the Study recommended a range of transport improvements.

For the Chichester Bypass section, the Study recommended the provision of two - level junctions and/or junction closures, in association with a range of complementary measures including improvements to public transport. In 2003, the Secretary of State for Transport rejected all the proposed improvements identified for the bypass at that time by the study. As a result, he asked Highways England to work with the Local Authorities and Statutory Environmental Bodies to develop less environmentally damaging options that addressed local issues and included public transport solutions where considered appropriate.

This scheme is subject to formal approval and statutory procedures, so it remains very much in the planning stage at present. More information will be available when approval is given to proceed. It is likely that any proposed construction would be implemented in stages to minimise disruption and developed in conjunction with any local transport improvements where identified with the Local Authorities.

The package of improvements aims to:

- Reduce congestion
- Improve road safety
- Respect the environment
- Improve journey time reliability
- Improve access to and from Chichester, the Manhood Peninsula and Bognor Regis
- Take into account transport pressures resulting from future development.
- Encourage regeneration of the south coast including Bognor Regis and the Manhood Peninsula. Congestion on the A27 has been identified as an obstacle to business growth.

Highways England also has plans to make the section of the A27 through Chichester into an Expressway by 2040. Expressways are A-roads that can be relied upon to be as well-designed as motorways and which are able to offer the same standard of journey to users. At a minimum, this means:

- Largely or entirely dual carriageway roads that are safe, well-built and resilient to delay;
- Junctions which are largely or entirely grade separated, so traffic on the main road can pass over or under roundabouts without stopping;
- Modern safety measures and construction standards;
- Technology to manage traffic and provide better information to drivers.

This means an Expressway will be able to provide a high-quality journey to its users. Most Expressways should be able to offer a mile a minute journeys throughout the day, particularly outside of urban areas. Safety levels should match the highest standards of the network and, for many parts of the country, an Expressway will be able to provide a motorway-quality journey for drivers.

While this standard is already met at many points on the network, certain routes that may justify Expressway status are inconsistent, repeatedly switching from dual to single carriageway and back again, or suffering serious congestion at a particular roundabout. Highways England will prioritise fixing these problems to provide better journeys.

Highways England recognises that serving the needs of the motorist does not come at the expense of others. Instead, the network should account for the needs of walkers and cyclists, and not act as a deterrent to active travel options. The network must be easier to get over, under or around to ensure that roads do not divide communities, and that the associated health and wellbeing benefits of walking and cycling are felt as widely as possible.

Highways England will also embrace new technology and aim to communicate through smart phones and in-car technology. This will increase the quality, and speed up the flow of information. Control will be returned to drivers, with personalised, predictive travel information helping plan alternative routes to avoid roadworks or unexpected disruption, leading to improved journeys at a more reliable speed.

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Highways England has created a series of ring-fenced funds, worth £900 m up to 2020/21 to address a range of specific issues over and above the traditional focus of road investment. These five funds allow for actions beyond business as usual and will help the Company invest in retrofitting measures to improve the existing road network as well as maximising the opportunities offered by new road schemes to deliver additional improvements at the same time. The funds are:

- Environment (£300m to mitigate noise, low carbon road transport, improve water quality & resilience to flooding, landscaping & work to halt the loss of biodiversity)
- Cycling, safety and Integration (£250m segregated cycleways alongside trunk roads & safer junctions & crossings).
- Innovation (£150m for the development of new technologies)
- Air Quality (£100m to target improvements in air quality)
- Growth and Housing (£100m to provide leverage and flexibility for the Company to engage in progressing schemes on the SRN required to unlock strategic growth. It is a supplement – not substitute for developer contributions and other existing sources of funding. The fund will normally only be applicable to investment on the SRN that: Unlocks major housing development (for example, in the order of 5,000 new homes or more); or key economic growth; and Involves multiple developers; and Is funded – at least in part by developer contributions.

Utilities

The funding for utilities at a strategic level is usually paid for by the respective utilities company through their asset management plans (AMPs). All incumbent utility undertakers are obliged to submit draft AMPs to their Regulator, identifying the capital investment that the

undertaker wants to commit to over the next 5 or 10 years. The investment for these works is sourced from the company's revenue (customer charges) and covers expansion or enhancement of the strategic utility network against projected growth in demand. The draft AMPs are reviewed and approved by the regulating authorities that protect the interests of the customers. The review of these business plans is called the Periodic Review.

The growth projections used and demand for the utility service must be 'non-speculative', so the companies make their own assessments for justification of proposal purposes. Essential works have priority over works that it is possible to defer and frequently not all proposed works are agreed by the respective regulator. Upon agreement with the respective regulator the utility companies produce final AMPs, which typically include the following strategic elements:

- Electricity: Grid sub-stations
- Gas: Reinforcement to the high/intermediate mains
- Water Resource: New abstraction points and water treatment works
- Waste Water: New or upgrade works to waste water treatment works

Connection of developments to the non-strategic mains is not included in AMP's and these are funded in full or in part by the Developer, depending upon the business case of the utility provider. In some cases utilities may also refuse to cover all the costs associated with some strategic infrastructure if they are deemed to be excessive. Strategic utility upgrade projects can take several years, or even more than a decade, to plan, design and implement, whereas the planning process for development can be much quicker.

In planning their AMPs the utility companies will want assurance that the predicted additional demand will become a reality. Otherwise, they may find they are committed to infrastructure costs for potential demand that may not materialise, or alternatively situations where they provide significant up-front infrastructure that could then be used by another supplier. Companies are also not able to provide significant infrastructure in advance of any development, as they have a duty to maintain and improve services for their existing customers.

Reinforcement works associated with standard, developer-led developments would be programmed in following receipt of planning permission. However, for larger scale developments this programme may not be possible. For example, a new grid connection could take 5-10 years to implement, while a new primary sub-station could take 3-5 years. As planning permission is only valid for a period of 3 years, it would not be possible to carry out these significant infrastructure improvements within the timescales provided. Additionally, as the onus would be on the developer to fund the necessary infrastructure, many developers may not be willing to be the first to apply for planning permission.

There are mechanisms that can be used to fund new infrastructure in the absence of a lead developer willing to make the first planning application. One option is through a site-specific infrastructure capacity charge. In this case a utility provider would fund the upfront

infrastructure and each subsequent planning application in the area would be subject to a capacity charge, allowing the provider to claw back some of the initial outlay.

Where there is a capacity constraint and no improvements are programmed by the utility company, the Local Planning Authority should require the developer to provide for appropriate improvements which must be completed prior to occupation of the development. Such improvements should be secured through phasing or by the use of Grampian style conditions attached to planning permission.

Education

Local Authorities are under a statutory duty to secure sufficient education provision within their areas and to promote higher standards of attainment. In its strategic role as commissioner of school places, the County Council must respond to changes in demand over time by increasing or removing capacity.

Funding for new school places comes through Basic Need grant to LAs to use at any maintained school, including academies and free schools. There is a separate funding stream from EFA for newly approved free schools.

Bids for new DfE funded free schools, where a basic need is identified, can be made via the new schools network. Ideally, LAs should secure both land and a sponsor first.

In 2011, the DfE introduced legislation, where a LA thinks there is a need for a new school in its area it must seek proposals to establish an academy/free school.

This section focuses on the Academy and Free school routes to capital finance to support expansion of facilities or new build facilities to support the population growth implications of the Local Plan.

Academies are publicly-funded independent schools. Academies benefit from greater freedoms to innovate and raise standards. These include:

- Freedom from local authority control;
- The ability to set their own pay and conditions for staff;
- Freedoms around the delivery of the curriculum; and
- The ability to change the lengths of terms and school days.

Academies are funded by the Education Funding Agency (EFA) on an academic year basis. The EFA is the funding body for capital as well as revenue funding for Academies. Academies receive the same level of per-pupil funding as they would receive from the local authority as a maintained school, plus additions to cover the services that are no longer provided for them by the local authority.

In December 2011 the Secretary of State announced four capital funds for which academies will be eligible: devolved formula capital, the academies Capital Maintenance Fund, the 16-19 Demographic Growth Capital Fund and basic need funding. Two of these are highlighted below.

The Academies Capital Maintenance Fund (ACMF) is currently being used to cover two types of projects – either tackling building condition issues or expanding provision. As well as having a case for expansion, academies applying to the ACMF need to have up to two appropriate, cost effective and deliverable capital projects scoped to address the identified issues. Evidence submitted should be proportionate to the scale of the project. Given the likely demand for such funds, academies will need to demonstrate that not only do they have robust forecasts for demand for places, but that the proposed project provides additional facilities in a cost effective manner. Typically funds are available for two years reflecting building projects which can be delivered for an increased intake in these years. Given the tight timescales for spending the available funding, the EFA will prioritise projects that are ready to proceed immediately i.e. projects which have designs complete, ready to submit planning application or planning approved.

Key data required in an ACMF submission includes:

- A track record of success
- Historical demand for places at the academy (or its predecessor school pre-conversion) – judged by the number of first and second preference applications and/or staying on rates post-16
- Local demographic data to indicate how recent population shifts / growth have influenced demand for places at the academy
- Evidence of the current capacity of the academy (net capacity or current capacity based on planned admission number).
- Utilisation rates and relevant details of adjustments made to the curriculum and innovative timetabling approaches to maximise the usage of the current accommodation
- An options appraisal to justify the case for the scale and the type of additional facilities required at the academy as it grows to demonstrate the project proposed delivers the most cost effective approach to the expansion required.

There will be a need to make the case for expansion for both meeting current demand for places and demographic growth in pupil numbers from planned housing developments in coming years and leveraging in other sources of funding. For example, ACMF can be used to “top up” Basic Need funding provided by local authorities to ensure the prompt provision of places at popular and successful academies. Projects addressing demographic growth that are unable to lever in other sources of funding will not score as well as those that do.

The 16-19 Demographic Growth Capital Fund addresses the need for new learner places arising from increases in the local population of young people aged 16 to 19, including new places needed for local provision for learners with learning disabilities and/or difficulties. Academies, sixth-form colleges and local authority maintained schools are eligible to benefit from the funding.

Free Schools are all-ability state-funded schools set up in response to what local people say they want and need in order to improve education for children in their community. Funding agreements will be set up directly with the Secretary of State. Free school proposals will have to go through stages to ensure suitability, including a full business plan with the setting out of the school's financial viability. Organisations seeking to set up a free school are required to submit business plans to the 'New Schools Network' who work with the DfE to screen new proposals. There is a current lack of information on the process for capital funding to support the expansion of Free School premises as a result of increased popularity or demographic requirements. FAQs published on the ACMF indicate that Free Schools, Studio Schools and UTCs have received capital allocations from DfE/EFA based on an understanding of their building requirements and are therefore unlikely to be awarded additional funds through the ACMF. A review of Free School model funding agreements seems to suggest that Earmarked Annual Grant ("EAG") could be paid by the Secretary of State to the Academy Trust in respect of either Recurrent or Capital Expenditure for such specific purposes as may from time to time be agreed with the Secretary of State.

Targeted Basic Need Programme

On 18 July 2013, the Minister of State for Schools announced details of capital funding of around £820m that will provide new, high quality school places in locations that need more school places. The programme will offer additional support to those local authorities experiencing the greatest pressure on places and will help them to prepare for further rises in pupil numbers. The programme will deliver new academies and Free Schools, as well as enabling investment to expand existing good and outstanding schools to fund the provision of new, high quality school places in the areas that need it most.

As part of this programme, LAs in England can bid for funding to:

1. Build high quality new schools on their own sites. These must be established as an Academy or Free School via the Academy Presumption arrangements; and
2. Permanently expand existing good and outstanding Academies and maintained schools.

The local authority needs to ensure that it can deliver the additional pupil places within the timescale and budget available. To support this, the Department of Education will be seeking information that the proposed land/site is suitable. This will include information regarding the land/site condition, size, ownership and planning considerations which will help establish its suitability. As the funding is fixed, the site would also ideally be cleared of any existing structures that are not needed as part of the new build school.

Local authorities have to demonstrate evidence of basic need and set out the wider strategic context in terms of why the proposed provision cannot be funded from within existing allocations. Local authorities also have to demonstrate that they can deliver the new schools and classrooms to time. As such, the land or site should already be in Local authority ownership (or that of a close partner organisation). If the Local authority has to go through a process to identify and purchase/lease a suitable site then this makes the delivery of additional school places unlikely within the available timetable. If a site is identified and purchase can be achieved quickly, then this will be considered. The provision of a suitable site or land will be a contribution to the project by the Local authority and DfE will not provide funding for this.

The funding will cover building and site costs. The funding will also cover abnormals, professional fees, fixtures, fittings and equipment (FF&E), ICT infrastructure, ICT hardware and technical adviser fees (including project management costs). Further funding will not be provided to cover additional S106 or S278 requirements.

The new programme involves two separate stages of competition. In the first, councils will compete to win funding, by demonstrating the scale of their places crisis. They will then be required to run a competitive process to choose the provider of the new schools.

As at July 2015, WSCC has allocated its current 16-19 Demographic Growth Fund and Targeted Basic Need allocations. Unless the DfE allocates further funds under these headings it will not be possible to link them to Chichester. There are no other sources of funding available.

Potential future funding sources

The development of off-site infrastructure, which was always the most challenging to argue an economic case for even in a strong property market, needs to be positioned in terms of wider (and more innovative) funding mechanisms that are being developed by the public and private sectors. The market is in an economy where development investment finance is less freely available and risk is under greater scrutiny. This is coupled with an austerity budget position in the public sector resulting in lower availability of funding to support similar projects.

Local authorities need to look across their full range of funding streams when considering delivery and prioritisation of infrastructure requirements. The flexibility to mix funding sources at a local level enables local authorities to be more efficient in delivering outcomes. Funding sources change over time with emerging priorities and changes in regime either at local, regional or national level. In addition, other partners and stakeholders may be able to play a part.

The following options reflect current possibilities for funding. They reflect a wide range of options based on the proposed uses coming forward through the Local Plan, intelligence and experience of the developer/ financier community and existing and emerging sources of public sector funding.

Our analysis has focused on three categories:

- Cash and Funds – funding from sources of ‘investment capital’, including grant funding and commercial finance, potentially delivered through a joint venture mechanism;
- Assets – funding sources that arise from capturing an increase in land value; and
- Fiscal – funding that comes from the application of main stream fiscal tools (e.g. business rates).

Cash and Funds

Prudential Borrowing (Public Works Loan Board or 'PWLB')

This is the main direct funding source for local authorities and is still perceived as a cheap form of financing. It is also arguably an efficient option to implement as the obligations fall predominantly on the local authority to ensure it has properly assessed affordability. Under the PWLB option, CDC or WSCC would have to assess its own level of borrowing commitment at the time the capital is needed.

Effectively, the District/County would have to assess the level of income it would generate against repayments it has to make, or whether wider County resources will be required. It has the benefit of being a relatively reliable source of finance, not being subject to commercial market appraisals in the way that a bank financed project would be. However, it does place CDC or WSCC in a position of risk in terms of repaying the whole value of infrastructure from resources, if revenue or value through the schemes to come forward cannot be captured. CDC or WSCC would need to determine whether PWLB is appropriate in terms of any existing or intended facilities if this was to be used for infrastructure.

Regional Growth Fund (RGF)

This is a £1.4bn discretionary fund set up by the Government to stimulate projects that create long term employment opportunities and growth in the economy. To secure monies from the RGF there has to be evidence of a strong link to job creation and inward investment, on the basis it is the catalytic investment that allows new businesses to develop or existing businesses to expand. In any event RGF is not expected to extend beyond 2014 and is likely to be replaced by the LEP single pot funding announced in the Autumn statement.

Get Britain Building (GBB)

The £570m Get Britain Building programme was announced as part of the Government's Housing Strategy for England in November 2011, and aims to unlock locally-backed stalled sites with planning permission and deliver up to 16,000 new homes. A recoverable investment, the programme is intended to address difficulties in accessing development finance faced by some housebuilders, and to help bring forward marginal sites by sharing risk. The intention is that the Government will ultimately recover its funding - this is not a grant scheme. The programme was open to private sector organisations that control land and can develop at least 25 homes on the stalled site by December 2014.

Assets

The increase in land value has been a mainstay of economic development financing over the last ten years. Utilising a range of tools, such as development agreements, local asset backed vehicles or other joint ventures, local authorities have been able to secure large amounts of infrastructure from improvements to land values. This has needed to be combined with careful use of planning consents and S106 agreements, but with the restrictions on pooling of S106 contributions moving forward then the ability to use this option may narrow.

The rewards or benefits of a Local Asset Backed Vehicle in certain circumstances outweigh the costs. It should not be forgotten that the financial implications of setting up a Local Asset Backed Vehicle (LABV) are significant. Procurement, preparing and agreeing legal documentation, to include specialist property and financial advice require significant Officer and external advisor time. Experiences elsewhere show these costs could easily be around £250,000-£300,000, possibly more. Once in place, on-going management and due diligence needs to be considered, along with post procurement advice and support to the authority. If such costs were sought to be recovered through the vehicle it would in effect become a reduction of the land costs. Benefits are based very much on the attractiveness of the portfolio, end value or lot size and ability and quantum of total profit likely to be generated.

Fiscal

Business rate retention and Tax Increment Financing

The Local Government Finance Bill

Business rate retention and Tax Increment Financing represent a real opportunity to bridge the infrastructure funding gap. It requires the enactment of legislation currently before parliament, but which should be on the statute books before March 2013. The Local Government Finance Bill was introduced on 19 December 2011. The Bill would introduce local retention of business rates, as well as powers for the Secretary of State to introduce Tax Increment Financing to allow councils to borrow against future increases in income. The Bill proposes that local authorities will be able to retain a proportion of future nondomestic rates (business rates) growth, subject to various checks and balances. This is called the Business Rates Retention Scheme (BRRS). A proportion of the business rates collected by billing authorities will be paid into a central pool (the central share) with the remaining proportion retained by the authority (the local share). Proportions dictating the local and national share will be set by the Secretary of State. The BRRS will be funded from the local share.

A baseline level with top ups and tariffs to create a fair starting point for all

Government will establish a baseline, which could be based on next year's Formula Grant allocations, for each council in the first year of the scheme (2013-14) so no council is worse off at the outset. Councils that collect more than that baseline would pay an individually set tariff to Government, while those below it would get an individually set top up grant from Government.

An authority whose local business rates baseline exceeds its baseline funding level will pay a tariff to government. An authority whose local business rates baseline is smaller than their local funding baseline will receive a top-up from government.

Key elements of the scheme include:

- **An incentive so all councils can grow:** Tariffs and top up grants would remain fixed during future years meaning councils would retain any business rate growth it generates.
- **The levy to recoup disproportionate gain:** Government will create a levy to recoup a share of any disproportionate financial gain. This will vary according to each individual council's own circumstances and would be used to manage significant unforeseen falls in a council's business rates income.

- **The reset button to ensure stability:** This will allow the Government to adjust top ups and tariffs to balance out changes in local circumstance. For there to be a genuine incentive effect, the reset period has to be long one. As the levels of baseline, tariff and top-ups are not yet known it cannot be established whether this will produce significant funding for the infrastructure required, but HDC should monitor the proposals in readiness for implementation.

Tax Increment Financing (TIF)

Tax Increment Financing allows local authorities to capture the value of uplifts in local taxes (business rates) that occur as a result of infrastructure investment. Tax Increment Financing allows that uplift to take place by borrowing against the value of the future uplift to deliver the necessary infrastructure.

Local retention of business rates will remove the most important barrier to Tax Increment Financing schemes, namely that local authorities are currently not permitted to retain any of their business rates and therefore could not borrow against any predicted increase in their business rates. Borrowing for Tax Increment Financing schemes would therefore fall under the prudential system, allowing local authorities to borrow for capital projects against future predicted increases in business rates growth, provided that they can afford to service the borrowing costs out of revenue resources. However, such borrowing can only take place if local authorities and developers have a degree of certainty about the future tax revenue streams and whether there are sufficient guarantees that they will be retained within the authority.

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The Local Government Finance Bill includes two options for TIF. Option one would see local authorities within the existing prudential borrowing rules, able to borrow against their income within the business rate retention scheme. Option two would allow a limited number of Tax Increment Financing schemes to be permitted in which the business rates growth would not be subject to the levy or reset for a defined period of time.

Option 1

In the rates retention system as described above, after the setting of either the tariffs and top up in year one, any additional business rates growth would sit in the defined area in which it is generated, but be subject to a levy to recoup a share of disproportionate benefit. Under this option, Government would not design in any special treatment of the revenues in the Tax Increment Financing area. This would mean that any growth in business rates within the area would be subject to the levy and would be taken into account in any reset of top ups and tariffs. Local authorities would be free to borrow against all their retained business rate revenues including anticipated growth, subject to the normal operation of the prudential borrowing system. Local authorities would have certainty about how the levy is applied to recoup a share of disproportionate benefit and would be able to plan borrowing and Tax Increment Financing projects on this basis.

Option 2

Under this option, which would be implemented in addition to option 1, additional business rates growth (resulting from the Tax Increment Financing project) within a defined area would be retained for a defined period of time. During this period, it would not be

subject to the levy and would be disregarded in any reassessment of top ups and tariffs. This approach offers the benefit of a guarantee that business rates growth in a defined area could be used to service debt and would not be at risk of reduction from the levy and resets. However, since the business rate growth in the area would be protected from the levy and from resets, there would be less money in the levy pot to manage significant volatilities and potentially a smaller proportion of resources would be available for re-balancing at any reset. With no controls over numbers of Tax Increment Financing schemes, this effect could be substantial. As a result, this approach would require government control or approval in order to limit the number of schemes coming forward and maintain resources available for re-balancing at any reset. This could be done through a central government competition or bidding process.

PF2

On the 5th December 2013, the Government concluded its review of PFI and published full details of a new approach to public private partnerships, PF2. The key reforms are as follows:

- **Public sector equity** - The public sector will take an equity stake in projects and have a seat on the boards of project companies, ensuring taxpayers receive a share of the profits generated by the deal.
- **Encouraging more investors with long-term investment horizons** - The use of funding competitions will be introduced to encourage institutional investors such as, Pension Funds to compete to take equity in a PF2 project after the design stage. This is significant in terms of risk as Pension Funds are unlikely to invest in projects that are insufficiently developed.
- **Greater transparency** - Companies will have to disclose actual and forecast annual profits from deals. The new PF2 structure will curb gains to be made from refinancing and unutilised funds in lifecycle reserves.
- **More efficient delivery** - An 18-month limit on procurement will be introduced. Failure to meet this limit will see the respective public sector body lose funding.
- **Future debt finance** - the tender process will require bidders to develop a long-term financing solution where bank debt does not provide the majority of the financing requirement. Institutional investment will, therefore, become an important source of finance for PF2.

Summary

The results of this analysis have highlighted three types of additional funding source:

- Existing funding sources which are currently open for bidding or could be influenced through actions of the joint IBP liaison group;
- Identified future funding sources which have a clear timeframe within which bidding rounds will be open or a clear timeframe to deliver finances which could be used to support infrastructure provision; and
- Potential future funding sources which do not have a clear timeframe within which bidding rounds will operate, are subject to broader considerations (e.g. Government decisions), or require further investigation.

Future reviews of the IBP will need to update this analysis and the members of the joint IBP liaison group could identify and bid into other funding streams (as appropriate).

Potential funding sources along with potential sources of revenue for the repayment of capital loans

Potential sources of capital funds for infrastructure to deliver the Chichester Local Plan : Key Policies

Type	Source	Comments	Repayment Required
Local Authority Grant	WSCC Chichester DC	Annual Government Capital Allocations to Local Authorities, not usually repaid e.g. LTP Integrated block.	Yes, although local government financial settlement makes provision for this debt repayment
Council's Capital	WSCC Chichester DC	Own capital on account or from future asset sales	Council's decision
Prudential borrowing	Public Works Loan Board		Yes
Private Capital	Banks	Indirect lending (Debt finance)	Yes
Private Capital	Private Capital Funds	Channelled through a third party	Yes
Private Capital	Institutional Investors	Pension Funds	Yes
Private Capital	Developer	Capital receipts to the Council from the sale of Council owned development land	No, unless required by Council Policy
Dft Grant Funding	Central Government		Yes, as for Local Authority Grant above.
LEP	Coast to Capital LEP	Capital funding to be repaid in future	Yes
Other competitive central government funding pots such as the Local Investment Fund	Central Government	Generally there is a new targeted fund	Possibly (depends on the specific terms & conditions)

Potential Sources of revenue for repayment of capital

Type	Mechanism	Debtor
Planning Obligations	S106	Private Sector Developers
Tax Incremental Funding (TIF)	% of Future Business Rates in designated areas	Private Sector Businesses
Enterprise Zones	retained business rates to encourage more business to locate/relocate	Private Sector Businesses
New Homes Bonus	Direct grant paid to Local	Central Government (CLG)

Council Tax	Authorities for delivery of new homes	Council tax payers
LTP Capital Funding	Agreed additional annual charge added to Council Tax	WSCC
Local Business Rates Retained (LBRR)	Annual proportion set aside to fund capital repayment	Private Sector Businesses
	Increase in tax base stimulated by new infrastructure	

Appendix E Project Pro-forma

Infrastructure categories

Below are the categories to be used in the IDP:

- Transport
- Education
- Health
- Social infrastructure (e.g. community facilities, sports & leisure)
- Green infrastructure
- Public and community services
- Utility services

Table to be produced for each infrastructure delivery commissioner:

The information provided will inform future versions of the IDP, and will feed into the production of a five year rolling Infrastructure Business Plan.

Infrastructure Category (from above list)	Scheme (description)	Justification/ rationale	Phasing (when)	Total estimated infrastructure cost	Sources of funding, showing amounts from each source & any shortfalls	Delivery lead (who/how)

Appendix F Regulation 123 list

Infrastructure Projects to be funded at least in part by the CIL (provision, improvement, replacement, operation or maintenance)	Exclusions (to be secured through planning obligations S106/S278)
Transport <ol style="list-style-type: none"> 1. Improvements to the local road network other than site-specific mitigation requirements 2. Measures in connection with 'smarter choices' to secure changed travel behaviours and promote the use of more sustainable modes of transport other than site-specific requirements 3. Provision of public transport infrastructure other than site-specific requirements 4. Provision of pedestrian infrastructure other than site-specific requirements 5. Provision of cycle infrastructure other than site-specific requirements 	Transport <ol style="list-style-type: none"> 1. Strategic Road Network improvements to the A27 Chichester Bypass junctions in order to relieve congestion. <p>Provision of the following cycle routes:</p> <ol style="list-style-type: none"> 2. St Paul's cycle route, and Parklands cycle route in conjunction with the West of Chichester Strategic Development Location; 3. Oving cycle route in conjunction with the Shopwyke Strategic Development Location; 4. Chichester - Tangmere cycle route in conjunction with the Tangmere Strategic Development Location; 5. Improvements to Sherborne Road and St. Paul's Road and junction in conjunction with the West of Chichester Strategic Development Location. 6. Provision of new road access and improvements to nearby roads connecting with southern access in conjunction with the West of Chichester Strategic Development Location. 7. Junction improvements to Cathedral Way/Via Ravenna in conjunction with the West of Chichester Strategic Development Location. 8. Provision of 2 new foot/cycle bridges across the A27 in conjunction with Shopwyke Lakes SDL. 9. Changes to Oving crossroad in conjunction with the Shopwyke Lakes SDL. 10. Provision of bus routes through the SDL's.
Education	Education

<ol style="list-style-type: none"> 1. Provision for which the local education authority has a statutory responsibility (primary schools, secondary schools, and sixth form and special educational needs) with the exception of primary school provision on the Strategic development Locations at West of Chichester and Tangmere. 2. Early Years and Childcare provision 3. Youth provision 	Provision of new primary schools to be provided in conjunction with the development of the Strategic Development Locations at: <ol style="list-style-type: none"> 1. West of Chichester, and 2. Tangmere.
Health <ol style="list-style-type: none"> 1. Community Healthcare/Primary Care facilities/improvements 	
Social Infrastructure <ol style="list-style-type: none"> 1. Community facilities other than site-specific requirements. 2. Built Sport and Leisure Facilities other than site-specific requirements. 3. General improvements to streetscene and built Environment 4. Libraries 	Social Infrastructure <ol style="list-style-type: none"> 1. Provision necessary to make the development acceptable in planning terms.
Green Infrastructure <ol style="list-style-type: none"> 1. Green Infrastructure (including landscaping, planting and woodland creation and improvements and upgrades and additions to the Public Rights of Way Network) other than site-specific requirements 2. Public Open Space other than site-specific requirements 3. Playing Fields, Sports Pitches and related built facilities, and children's play areas other than site-specific requirements 4. Flood and Coastal Erosion Risk Management Infrastructure, other than site-specific requirements 5. Biodiversity measures/initiatives other than site-specific requirements 6. Provision of allotments other than site-specific requirements. 	Green Infrastructure <ol style="list-style-type: none"> 1. Provision necessary to make the development acceptable in planning terms.
	Habitat Regulations Assessment Mitigation <ol style="list-style-type: none"> 1. Provision of infrastructure or other mitigation measures necessary to make the development acceptable in planning terms 2. Financial contribution towards management of Natura 2000 sites.
Public Services <ol style="list-style-type: none"> 1. Police and emergency services (fire and rescue and ambulance) facilities other than site specific measures. 	Public Services <ol style="list-style-type: none"> 1. Provision necessary to make the development acceptable in planning terms, for example CCTV or fire hydrants, required specifically as a result of a new development
	Affordable housing provision and contributions

Appendix G - IBP Glossary

Basic Needs Grant - This is a Department for Education grant given as a financial contribution to local authorities' to assist with the costs of delivering school places.

EIA - Environmental Impact Assessment. It is a statutory procedure to be followed for certain types of project to ensure that decisions are made in full knowledge of any likely significant effects on the environment.

FDGiA - Flood Defence Grant in Aid. It is an Environment Agency grant which risk management authorities can apply for in order to carry out flood and coastal erosion risk management. This does not have to be applied for in order to carry out emergency coastal protection works.

LIFT - Local Improvement Finance Trust. A local LIFT company builds and refurbishes primary care premises, which it owns. It rents accommodation to Primary Care Trusts and GPs (as well as other parties such as chemists, optician and dentists) on a lease basis. At local level, a LIFT company is a public private partnership (PPP). It is set up as a limited company with the local NHS (potentially including individual practitioners), Community Health Partnerships (CHP) and the private sector as shareholders. CHP is a limited company wholly owned by the Department of Health. CHP invests money in LIFT and also helps attract additional private funding. As a shareholder, the local NHS is best placed to direct investment to the areas of greatest need.

SEA - Strategic Environmental Assessment. It is a statutory procedure (set out in the Environmental Assessment of Plans and Programmes Regulations 2004) which requires the formal environmental assessment of certain plans and programmes which are likely to have significant effects on the environment.

TIA - Traffic Impact Assessments. These are undertaken by transport engineers and planners to assess the possible effects of a project on the traffic system to ensure that congestion would not arise in the immediate area as a result of a given proposal.

Equality Impact Assessment – Litter and Fly Tip Action Plan

31 July 17

Author/editor/assessor	Alison Stevens
Partners/decision makers/implementers, etc.	Legal Services, Members/Officer Litter and Fly Tip Working Group, consultation involving public, parish councils, large land owners etc
Start date	August 2017
End date	31 December 2020
Relevance	<p>To reduce litter and fly tipping, public and businesses will have to take positive action concerning their actions/behaviour with regard to the disposal of their waste.</p> <p>Age Children under 16 are exempt from FPN although the law remain, as children should not litter. Where children are observed littering, details may be obtained and their parents/guardian written to.</p> <p>Disability There are no circumstances where disability would have an impact on deliberate littering or fly tipping. Accidentally littering, whether the person is disabled or not, would not result in the issue of an FPN.</p> <p>No other protected characteristics are affected by the littering or fly tipping controls.</p>
Policy Aims	Reduce littering and fly tipping.
Available evidence	Revenue budget spend
Evidence gaps	Other potential impacts will be identified during the delivery of the action plan and may be incorporated at the annual review.
Involvement and consultation	<p>The member/officer group reviewed the National Litter Strategy when devising the Litter and Fly Tip Action Plan.</p> <p>A Cabinet/CMT consultation exercise was carried out in July 2017 and a presentation to July 2017 Full Council undertake to canvas members and senior managers views and concerns.</p>
What is the actual/likely impact?	Individuals who litter or fly tip may be subject to formal action, including FPNs and prosecution where there is the evidence.
Address the impact	
Monitoring and review	<p>Monitoring will be way of review of budgets for clearing litter and fly tips.</p> <p>Individual cases are assessed on their merits for example a</p>

	FPN was waived
Action Plan	Staff receive equalities training and are familiar with delivering these controls. Monitor on a case by cases basis.
Decision making and quality control	Cabinet and Chief Executive Officer, in terms of participating in the Litter Enforcement Trial.



93% of Chichester residents concerned about litter

No cost solution with any surplus returned to the public purse

Chichester District Council

1 Subject: No Cost Litter Enforcement Service Trial

All Councils are under pressure to meet increasing community demands with fewer resources. Yet often the simplest low-level partnering solutions can produce some of the quickest most effective solutions.

We recognise that one of Chichester District Council's top five priorities includes maintaining clean, pleasant and safe public places. East Hampshire District Council has a similar priority and ambition.

Chichester District Council has set ambitious targets to maintain clean, pleasant and safe public places, removing 90% of fly-tips within three working days and graffiti within five working days. The council schedules litter picking of 259 km of footpaths per year, 103 laybys every week, 15,576 km of highways per year, rural areas four times per year, urban areas daily to weekly and residential areas as necessary.

In Chichester District Council's Domestic Waste and Recycling Survey, 93% of respondents were concerned about litter. With 58.2% of respondents supporting the increased use of fixed penalty notices, but only 13.7% wanted an increase in spend to improve street cleanliness.

2 The Challenge

The challenge for both councils is, "How do we improve and maintain clean, pleasant and safe public places without increasing the cost?"

3 No Cost Service

Aimed at providing a "no cost" service to the council, returning any surplus back to the public purse, not into the pockets of shareholders, East Hampshire District Council has been running a litter enforcement trial.

The trial has been running successfully now for six months. During this period, we have learnt that as community behaviours change for the better, we need to expand the reach of the trial for it to be able to deliver the desired results.

At no cost to Chichester District Council, the council is invited to join this low risk litter enforcement service trial.

4 Benefits

The benefits of joining the trial include:

- No cost to Chichester District Council
- Low risk approach
- Tangible evidence of delivery on council priorities
- A cleaner and more pleasant environment for communities
- Potential for a low level of sustainable income
- No cost or time spent on procurement

- Jointly agreed trial success criteria
- Transparent approach
- Public sector values and ethos

5 Easy to Join

Joining the trial is quick, simple and carries no cost. Utilising the Discharge of Functions by Other Authorities powers granted under Section 101 of the Local Government Act 1997. For convenience purposes, we can provide a draft "Discharge of Functions" letter.

It is proposed that the trial would run for a further twelve months, to September 2017 after which, working together and based on the results of the trial, the Councils could decide how they wish to proceed.

6 End-to-End Service Delivery

Delivered by fully trained staff with the latest technology

Using an experienced and fully qualified team, the trial service is delivered through EH Commercial Services Ltd, an EHDC wholly owned Teckal trading company.

Chichester District Council will have a direct line of communication with Operations Manager, Michelle Green.

Working together with Michelle, Chichester District Council will maintain oversight of all operations. The team will use shared intelligence to inform geographical targeting and schedule patrols across the week.

Ex-police trainers have trained all of the operatives. Training includes, evidence gathering, interview techniques and legislation including PACE.

The team has an average 87% payment rate and a 99% success rate for prosecutions. Income from the fixed penalty notices (FPN's) funds the trial.

Recognising that court prosecutions may be of interest to the media and therefore councillors, the decision to prosecute will remain with Chichester District Council. This is a small number of cases and the cost of prosecution is covered by claiming costs from the court. However, in the unlikely event that numbers of prosecutions rise significantly, the cost may need to be covered by Chichester District Council. In these rare cases, costs will be discussed on a case by case basis and the decision to proceed will remain with Chichester District Council.

Working together, with oversight and direct communications to operations

Using the latest handheld technology and body worn cameras, with system driven escalation process, reminders and reports, the team will provide an end-to-end Fixed Penalty Notice (FPN) service for litter enforcement to include:

- Overt and plain clothed, street patrols
- Issuance of Fixed Penalty Notice
- Complaints management
- Payment collection
- Prosecution of non-payment (as directed)

*Transparency and
control through weekly
reporting*

The Operations Manager, Michelle Green, will provide a weekly report detailing:

- Hours patrolled
- Geographical areas
- Number of FPN's issued
- Trends
- Cases taken to court
- Complaints

Summary

*Joining is quick and
simple*

All councils are under pressure to deliver with fewer resources. The Litter Enforcement trial offers a no cost, low risk opportunity for Chichester District Council to try a new way of working and deliver a strategic priority for its community. Well-equipped, experienced professionals will deliver the service, with council oversight maintained through transparency, working together, direct communications and weekly reporting. Joining is quick and simple and after 12 months, the Council will be able to review its approach.

Next Steps – email or phone

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SELSEY CONSERVATION AREA

CHARACTER APPRAISAL AND MANAGEMENT PROPOSALS

September 2017

Annotated version

Deleted text shown struck through - ~~text~~

New text shown in red - **text**

Post consultation changes - **text**

SELSEY CONSERVATION AREA CHARACTER APPRAISAL AND MANAGEMENT PROPOSALS

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Reviewed by Chichester District Council - September 2017

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1 INTRODUCTION

Selsey is a small village on the southern end of the Manhood Peninsula, located slightly inland to protect it from the more extreme weather along the English Channel. The conservation area encompasses the historic High Street, with the highest concentration of listed buildings, including the parish church of St Peter's, to the north. Picturesque thatched and peg-tiled cottages, and the use of local Mixen stone, flint, and red brick give this area its special character. To the south is more mixed development, with fewer listed properties interspersed with Inter-War shops and other commercial premises. Outside the conservation area are large 20th century housing estates and caravan parks, creating a buffer between the historic core of the settlement and the sea.

The original Character Appraisal was produced for Chichester District Council by the Conservation Studio following consultation with the local community the document has been reviewed by Chichester District Council and further consultation undertaken. Local authorities are required by law to preserve or enhance their conservation areas and part of that process is the production of a character appraisal to explain what is important about the area.

Part 1 of this document therefore attempts to define the key elements that contribute to the special historic and architectural character of the Selsey Conservation Area, and identifies negative features (the issues) which might be improved. Part 2, the Management Proposals, sets out a programme for further work, based on the issues identified in Part 1. This process involves a thorough review of the existing conservation area boundary and provides a number of suggestions for change.

1.2 SUMMARY OF SIGNIFICANCE

The Selsey Conservation Area is a linear area focused on Selsey Town centre and lies along the High Street between its junctions with Church Road and The Bridle Way. It is notable for its collection of 17th, 18th and 19th century buildings, many of which are listed, which lie along either side of street. It is characterised by fairly densely developed frontages, interrupted by a number of yard areas many containing surviving subsidiary former agricultural buildings, such as barns and outbuildings reflecting former agricultural uses. Overall there is a pleasing mix of domestically scaled houses and cottages, enclosing the views along the street and of St Peter's Church spire to the north, some garden areas are enclosed by high walls.

The highest concentration of listed buildings is along the northern end of the street, between the junction with Church Road and Malthouse Road. Here the historic form of development, shown on the 1875 map is still evident with traditional buildings constructed from locally sourced materials sitting close to or on the back of the pavement. The northern section is primarily residential with the two churches (the Methodist Church and St Peter's), and the Medmerry Primary School. To the south, the road begins to open up into the main commercial part of the High Street containing a mix of retail and commercial premises with a few

residential properties. The shops are predominantly small independent and family businesses which also contribute to the area's special character. There are two inns facing each other - The Neptune and The Crown, both in listed buildings Selsey Hall, dating to the 1920s, is now used for offices and warehousing.

Amongst the well-known former residents of Selsey was the astronomer Patrick Moore who articulated the town's unique qualities in his preface to France Mee's book on the History of Selsey:-

"Many people – certainly all sailors – have heard of Selsey Bill, but how many people know much about the village itself? It is somewhat off the beaten track. There is only one road down to it from Chichester so that no-one can drive through it from place A to place B – a fact which is a source of considerable satisfaction to those that live there. It is not large; it is not a village of what is often termed 'outstanding natural beauty'; and its sands are not to be compared with those of Bognor which, despite the somewhat unflattering remarks by King George V, has the best beach on the south coast.

Yet Selsey has a unique charm. There is something about the 'atmosphere' which cannot be duplicated elsewhere. It is a friendly place with a long history; records of it go back far into the past, and in every sphere it can provide a great deal of interest. Today it is a village which is very much alive, and very well aware of its traditions. Not for many years has it been the subject of a detailed study. ... I hope you will appreciate that Selsey is something very much more than just another Sussex village"

Patrick Moore –A History of Selsey. Chichester, Sussex: Mee, Frances (1988). Philimore

It is the areas unique history and character that helps to distinguish Selsey from other coastal towns and villages that has been identified as being desirable to preserve or enhance. The difference in Character between the north and southern parts of the High Street is reflected in this appraisal document, which has divided the area into two separate character areas, both of which are described in more detail below.

The Character Appraisal concludes that the most significant features of the Selsey Conservation Area are:

- A linear conservation area based on the High Street;
- The street is straight with a few gentle bends creating attractive views;
- A high concentration of listed cottages and houses in the northern part, which also retains a number of former barns and agricultural stores;
- More commercial uses and a local shopping centre in the south;
- Two listed churches: St Peter's Church, dating to 1865, and the Methodist Church, dating to 1867;
- 18th century inns face each other: The Neptune and the Crown Public houses, both listed grade II;
- Former Selsey Hall, a 1920s building with a well detailed front elevation facing the High Street;

- An Arts and Crafts village school building with front and side gardens planted with a “seaside” theme;
- Thatched, slated or handmade clay tiled roofs; Mixen stone, sandstone and red brick for the walls; beach flints (either whole or knapped) and galletting (flint chips) to the mortar joints;
- Sandstone or beach flint boundary walls make a major impact, sometimes containing pretty cottage gardens.



High Street (North)



The Management Proposals make the following recommendations:

1 POOR QUALITY ALTERATIONS TO LISTED BUILDINGS

- ~~The District Council should consider establishing an historic buildings grant scheme to help owners of listed buildings reinstate the correct windows, doors or other details;~~
- ~~The District Council should continue to publish guidance for owners of listed buildings, in addition to Local Plan policies, which will help owners achieve higher standards when altering or extending their properties;~~
- ~~No. 43 High Street is a Building at Risk and the District Council should ensure that repairs are carried out immediately, possibly by using their statutory powers;~~
- ~~The District Council should encourage the owners of The Crown Inn to provide a garden in front of their building, and also carry out improvements to the pub signage and windows.~~



The Crown, High Street



Non-Traditional Windows

2. NEGATIVE SITES OR BUILDINGS

2.1 SELSEY CAR SALES

The District Council should encourage the owners of the Selsey Car Sales site to improve the appearance of the buildings and front yard, and if an opportunity of redeveloping the whole site occurs should ensure that only the highest quality new development is provide.

2.2 BUILDER'S YARD NOS. 48-54 HIGH STREET

The District Council should encourage the owners of the builder's yard to improve the appearance of their premises, including the possible reroofing of the barn using handmade clay tiles.

2.3 CAR PARK TO NORTH OF SELSEY METHODIST CHURCH

The District Council should encourage the owners of the car park to improve the appearance of the area with some sensitive boundary treatment, and incorporation of soft landscaping where possible.

2.4 STORAGE DEPOT AND YARD, 94-96 HIGH STREET (SELSEY CAR SALES)

The District Council should encourage an appropriate redevelopment if an opportunity occurs and should ensure that it is of the highest quality to complement the character of the High Street and preserves the historic wall within the site.

2.5 SELSEY EMPORIUM, 81-83 HIGH STREET AND YARD AREA OFF LEWIS ROAD

The District Council should, if the opportunity arises, encourage an appropriate redevelopment of the site in a way that complements the character of the High Street.

2.6 MEDMERRY COURT, 93-95 HIGH STREET

The District Council should encourage the owners of Medmerry Court to improve the appearance of the buildings and paved area to the front.

2.7 BUILDERS YARD, EAST STREET

The District Council should encourage the owners the builders yard in East Street to improve the appearance of the buildings and front yard, and if an opportunity of redeveloping the whole site occurs, should ensure that only the highest quality new development is provided.

2.8 123 HIGH STREET

The District Council should encourage the owners of 123 High Street to improve the appearance of the buildings and paved area to the front. The possibility of relocating the telecommunications box located at the front of the building should be explored.

2.9 153-157 HIGH STREET

The District Council should encourage the owners of 153 – 157 High Street to improve the appearance of the buildings and the area in front through a rationalisation of signage and improved landscaping of the area to the north of 155, in front of 153 High Street.

2.310 NEGATIVE SITES IN GENERAL

The District Council should encourage the sensitive redevelopment of all of the buildings or sites marked as negative on the Townscape Appraisal map.

New development generally should adhere to the Good Practice Guidance included at Appendix 3.



Storage Depot and Yard at 94-96 High Street



Selsey car Sales, 17-19 High Street

3. GENERAL IMPROVEMENTS

3.1 MODERN ROADS

The District Council should ensure that no further openings are made in the historic street frontage and that the historic form of development is preserved and where possible, enhanced.

3.2 PUBLIC SEATING CHURCHYARD FRONTAGE

The District Council could help the Town Council improve the site next adjacent to the churchyard, perhaps with better quality seating landscaping and litter bin.

3.3 TELEPHONE WIRES

The County Council and the District Council could consider a scheme in association with British Telecom to underground all of the telephone wires within the conservation area.

3.4 SHOPFRONTS

The District Council should ensure a wide distribution of the Shop Front and Advertising Design Guidance note which was updated and republished in June 2010 March 2005, to encourage better quality design and more appropriate lighting. A recent grant scheme for shopfronts has improved the quality of a number of the shopfronts.

3.5 FRONT BOUNDARIES

The District Council could consider the imposition of an Article 4.1 Direction to prevent further losses. Any applications for change should be measured against the Good Practice Guidance included at Appendix 3.

3.6 UNOCCUPIED BUILDINGS

The District Council will monitor the condition of unoccupied building such as the former Nat West Bank and encourage new owners/occupiers to bring them into viable uses and restore them in a sympathetic manner.

4 POSITIVE BUILDINGS

*Applications for changes to all any of the “Positive” buildings in the conservation area, as identified on the Townscape Appraisal map, will be assessed in the light of the Good Practice Guidance enclosed at Appendix 3. **Proposals for demolition will be resisted unless there is clear and convincing evidence of public benefits to outweigh the harm of their loss.***



Seating area by Churchyard



Positive building in High Street

5. CONSERVATION AREA BOUNDARY REVIEW

- (i) *Amend the boundary to the rear of nos. 126-54 High Street to follow existing property boundaries include the whole of the churchyard to St Peter's Church;*
- (ii) *Delete the Selsey Business Centre, a recent development of no architectural merit Amend the boundary to include the whole of the Selsey car Sales site including the hardstanding to the rear of the building*
- (iii) *Delete Poplar Mews, a modern development of no special merit. Amend the boundary to include the gardens to 1 and 2 Poplar Mews;*
- (iv) *Amend the boundary to the rear of 31-37 High Street to include the whole curtilages and associated buildings and structures;*
- ~~(v) Amend the boundary to include the Library and Medmerry Primary School and playground in School Lane~~
- ~~(vi) Amend the boundary to include the yard area to the rear of Selsey Emporium accessed off Lewis Road~~
- (vii) *Amend the boundary to include the whole of the curtilages to 103 (Selsey Hall) High Street and the Crown Public House*
- (viii) *Amend the boundary to include No 156 High Street;*
- ~~(ix) Amend the boundary to include 159-165 High Street Selsey~~
- ~~(x) Amend the boundary to include the former public conveniences and surrounding open space.~~
- (xi) *Amend the boundary to exclude Nos 64-70 St Peter's Crescent, Selsey*

These proposed changes are all shown on the Townscape Analysis map.

2. LOCATION AND LANDSCAPE SETTING

2.1 LOCATION AND USES

Selsey is located on the southernmost tip of the Manhood Peninsula, some 10 kilometres south of the city of Chichester. The settlement lies slightly inland from Selsey Bill and the south-west and south-east facing beaches, which look out over the English Channel.

The ~~village centres on the~~ conservation area ~~is focused on the Town centre~~ and is divided into two character areas. To the north, represented by Character Area 1, the properties are mainly in residential use apart from the two churches (the Methodist Church and St Peter's), and the Medmerry Primary School. Behind the school, ~~but outside the conservation area,~~ is the public library and ~~beyond the library, outside the conservation area, is~~ the local comprehensive school, the ~~Selsey Academy~~ Manhood Community College, both of which are accessed via School Lane. The Council's ~~Selsey Area Office~~ Services Centre (no. 53 High Street) and the adjoining village hall ~~are currently being~~ ~~have recently been~~ refurbished to provide improved facilities. A brick building on the east side ~~at No 31 High Street~~ provides accommodation for the Selsey branch of the Royal British Legion, and on the west side of the road, ~~almost next to the~~ ~~south of the~~ Methodist Church, an estate agent operates from a modest cottage with a large ground floor bay window facing the street.

The southern section of the conservation area (Character Area 2) contains a mix of commercial premises and a few residential properties. There are ~~three~~ ~~two~~ supermarkets in Selsey - a large Budgens on a backland site on the west side of the High Street - and a ~~Somerfield and a Co-op~~ (again on a backland site) on the east side. Otherwise the shops are mainly local ~~family independent~~ businesses, ~~many family-run~~, such as the two butchers and the hairdressers. The main national banks are also represented, and there are two inns facing each other - The Neptune and The Crown, both in listed buildings. ~~St Wilfred's Walk has been demolished and the site is currently (June 2006) being developed.~~ Selsey Hall, dating to the 1920s, is now used for offices and warehousing. Many of the commercial buildings were added in the 1920s and 1930s when the area was developed for holiday makers who stayed in the nearby chalets and caravan parks.

2.2 TOPOGRAPHY

The Manhood Peninsula is a very flat area, as shown by the well spaced contours on modern maps, enclosed by sea or river estuary on three sides. Selsey developed on a small raised island, barely five metres above sea level, which was separated from the mainland by the Ham Marshes – a feature clearly shown on the 1778 map. In last few centuries this land has been drained and is now used for agriculture, although the surviving ponds and deep ditches (called rifes) confirm the low lying, boggy nature of the land.

2.3 RELATIONSHIP OF THE CONSERVATION AREA TO ITS SURROUNDINGS

The Selsey Conservation Area is surrounded by mainly inter-war and post-war development, cutting off the centre of the village from the sea to the west, south and east, although it is less than a kilometre away. To the north, the only main road (the B2145) connects Selsey to Norton and on to Sidlesham, passing by the edge of the Pagham Harbour Nature Reserve. To the north-west are caravan parks and open farmland, without any direct road links to Bracklesham and the Witterings.

Footpaths lead northwards and westwards across open fields and the Ham Marshes to Sidlesham, Earnley and Bracklesham.

2.4 GEOLOGY

Selsey Bill has been subject to continuous erosion by the sea, a process which is continuing and which provides some interesting exposure of the underlying geology. Beneath the southern part of the Selsey Bill, the underlying geology is formed by the Bracklesham Beds, dating to the Eocene period and composed of richly fossiliferous sands which are exposed at low tide between Selsey Bill and East Head at the entrance to Chichester Harbour. Scattered along the beaches of the Selsey Bill are blocks of pale brown or grey stone, known as septaria. There is also Mixen stone, once excavated from an offshore reef nearby, and used for boundary walls and for some of the historic buildings in the conservation area. Otherwise the local soil is made up from rich alluvial deposits which provide suitable conditions for grazing and growing crops.

2.5 BIODIVERSITY

Selsey lies close to Pagham Harbour, which was designated as a Local Nature Reserve in 1964 and is under the management of West Sussex County Council. Most of it is also designated as a Site of Special Scientific Interest for its nationally important plant and animal communities. Furthermore, it is recognised as a Special Protection Area and a Natura 2000 site by the European Commission. It is also one of the 114 “Ramsar Sites” in Great Britain – these are sites recognised as wetlands of international importance by a convention of conservationists held at Ramsar, Iran in 1971. The Reserve is, therefore, of very high status as a nature conservation site, and is especially notable for its many species of wild birds which feed on the small invertebrates hidden in the reed beds, mudflats and salt marshes.



Mixen stone with flint galletting

3. HISTORIC DEVELOPMENT AND ARCHAEOLOGY

3.1 HISTORIC DEVELOPMENT

A Roman road that runs south from Chichester has been traced as far as Street End, south of Sidlesham, but it almost certainly headed for a seaport, somewhere south of Selsey Bill, now lost to coastal erosion.

The name Selsey is derived from the Anglo-Saxon *Seolesige* ~~se/s-ey or seals-ey~~, meaning literally **seal** island ~~of the seal~~. The name refers to the practice of seal hunting in the area and a settlement. The place was first recorded by Bede in his account of the conversion of the South Saxons to Christianity by St Wilfrid. In AD 683 Caedwalla, King of the Saxons, granted land to Wilfred (c.A D 630-709), who was the exiled Bishop of York. He built a monastery at Church Norton (on the site of what is now Norton Priory), which became **remained** the centre of the new diocese in the 8th century. ~~until it was replaced by Chichester Cathedral in 1087 following the Norman conquest.~~

~~Following the Norman Conquest, the English church underwent a radical reorganisation and, in 1075, the see (the bishop's seat) was transferred from Selsey to Chichester. The Domesday Survey of 1086 revealed that Selsey was owned by the bishops of Chichester, then assessed as one of the poorest bishoprics in England with an estimated value of just over £125 a year.~~

Although Selsey remained in the ownership of the Bishop of Chichester it was never again such an important religious centre, the principal activities from then on being agriculture and fishing. From the 11th century onwards, Selsey therefore became far less important as a religious centre and agriculture became the principal activity. A terrier of the bishop's manors, completed in 1327, show that the three field system of cultivation was in use. Pagham Harbour continued as a busy landing place, part of which was referred to as *Wythering* or *New Haven*. An attempt by Bishop Stephen of Chichester, in 1287, to found a new town and port called "Wardour" on the harbour edge was a failure, and it is likely that during this period the causeway was built to provide access across the head of the estuary.

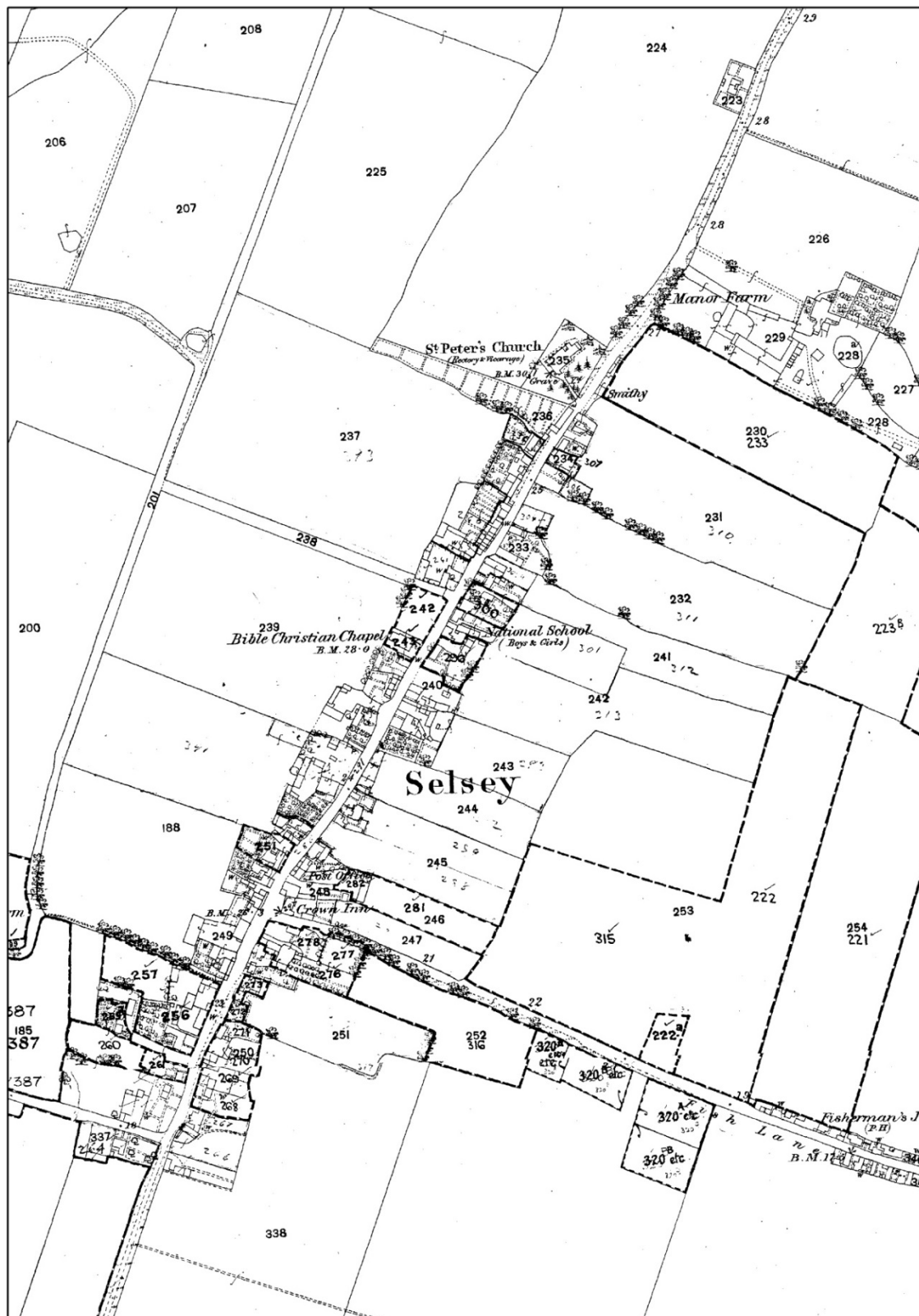
Selsey Manor, located to the north of St Peter's Church, remained in the hands of the bishops until 1561 when Queen Elizabeth compelled the then bishop, William Barlow, to surrender a number of manors, then valued at around £53 a year, in exchange for various rectories and tithes. In 1635, Bishop Richard Montague made an unsuccessful attempt to recover the manor. In 1601, the manor was granted to Queen Anne, wife of James I, and then, in 1619, to trustees for Prince Charles. In 1628, after his accession, it was assigned with much other property to the City of London in return for loans made by them to the king. Eventually the manor was purchased by Sir William Morley in 1635, passing in 1700 to William Elson. Eventually the manor fell into the hands of Sir James Peachey, created Baron Selsey in 1794. By the mid-19th century, the baronetcy and peerage had become extinct and, after a number of different owners, the property ended up in the hands of W A Thorton, who was lord of the manor in 1940.

St Wilfred's Chapel was built at Church Norton in the 13th century and this remained the parish church until the late 19th century. **It was built within a Norman ringwork, part of which survives as a large mound and is a Scheduled Monument.** Close by, a large mound commands views over the entrance to Pagham Harbour and the surrounding ditch **The site** has revealed evidence of Iron Age, Roman and Saxon occupation, **and is almost certainly the site of Wilfrid's monastery.** In the 16th century, it appears to have been enlarged, possibly in response to the threat of the Spanish Armada. In 1864, the church was demolished, apart from the chancel **nave was demolished**, and **the masonry was used to build** a new church (St Peter's) built at the northern end of what is now the High Street, close to Manor Farm. The new church incorporated **three bays of the late 12th century arcades of the original building and also re-used other building materials.** It also retained the early Norman (c.1100) Purbeck marble font, an expensive stone that is used for the pillars of Chichester Cathedral.



Selsey Church, after Grimm, Circa 1790

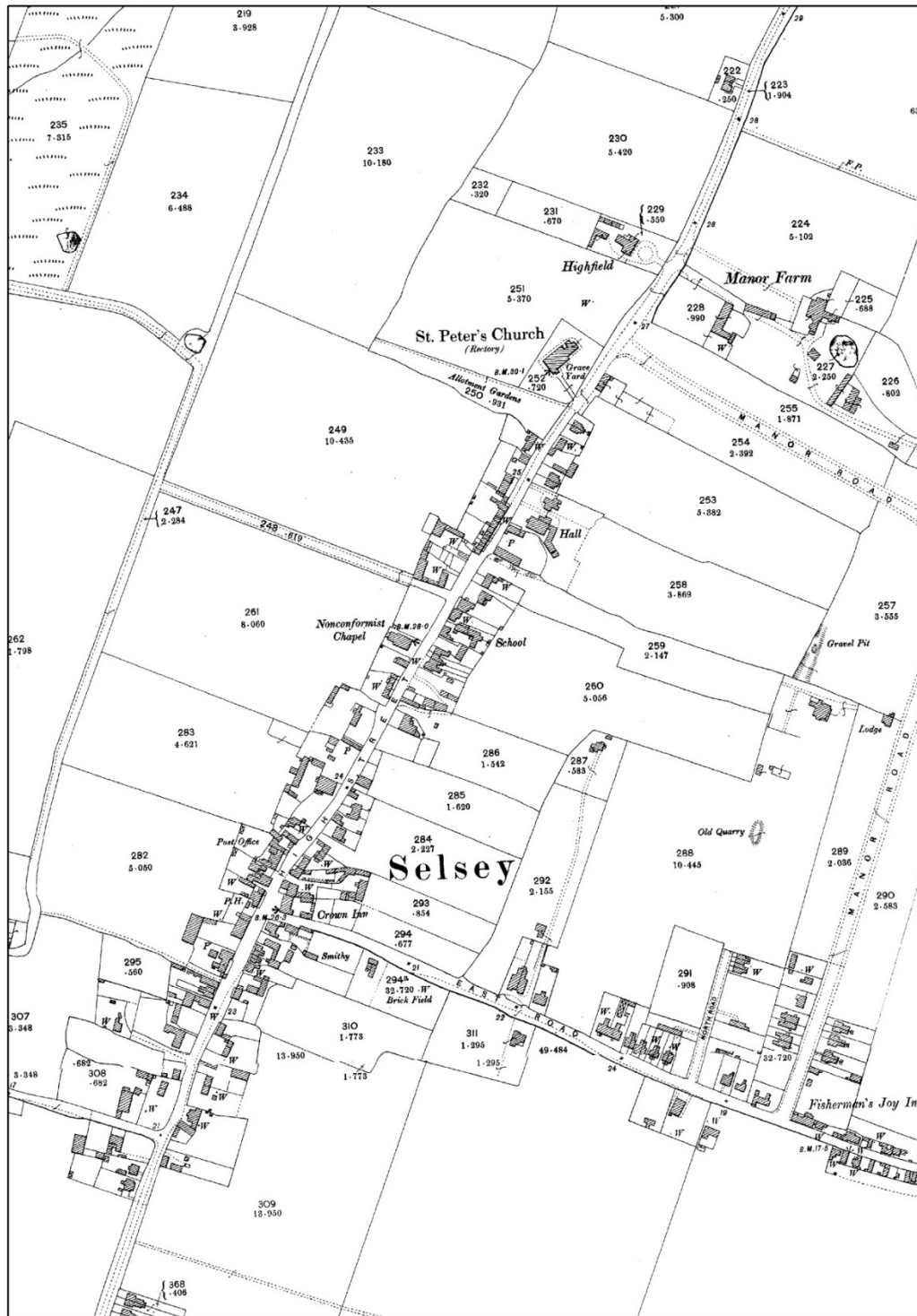
The Enclosure Acts of 1819 allowed the enclosure of land around Selsey into large, rectangular fields. A new road was laid out (Hillfield Road – now the High Street), connecting the southern end of the High Street with the sea. During the 19th century, Selsey expanded as the area developed as a seaside resort, helped by the coming of the railways in the 1840s. In 1867, a Bible Christian Church (now Methodist) was built in the High Street to serve the expanding population. The 1875 map shows the village surrounded by post-enclosure regimented fields, with closely-knit farmsteads, houses, and cottages lining what is now the High Street, and terminating in the north by St Peter's Church and Manor Farm. Of special interest is the location in the High Street of the home of Colin Pullinger (1814-1894), inventor of the humane mass produced mouse trap, who lived in a house which has now been replaced by the village hall (no. 55). This is recorded in a plaque put up on the front wall of the hall as part of the Selsey Heritage Trail.



1875 Ordnance Survey

In 1897, Selsey was connected to Chichester by a light railway, known as the Hundred of Manhood and Selsey Tramway, whose title was changed to West Sussex Railway in 1924. There were eleven stations and the trains continued to

operate, in a somewhat erratic fashion, until 1935, when the line closed due to competition from buses and cars. This probably helped in the development of the Selsey beyond the confines of the High Street, as the 1911 map shows small groups of cottages and houses already built between the village and the seashore.



1911 Ordnance Survey

In 1935, the Land Settlement Association bought land close to Sidlesham and Almodington for unemployed men from the “special” areas of Northumberland, Durham and South Wales. Some 130 holdings, each of four to five acres with a house and such useful buildings as greenhouses and piggeries, were established. Today these have largely become commercial nurseries, notable for their huge glass houses.

During the 1920s and 1930s, many of the seaside villages along the Sussex coast became popular holiday destinations, and Selsey and the neighbouring villages developed a strong tourist trade. Caravan sites and new buildings followed, and a number of commercial properties were added to the southern end of the High Street, destroying the rural qualities of the original village, although providing much needed local facilities. More mainly residential buildings were added in the 1960s and 1970s when the old village of Selsey was almost completely surrounded by new houses.

Historic Photographs of Selsey



Selsey High Street and Bible Christian Chapel



High Street, Selsey



High Street, Selsey



High Street, Selsey

3.2 SURVIVING HISTORIC FEATURES

The following are the most significant surviving historic features:

- Long straight High Street terminating in St Peter's Church;
- A rich mix of 17th, 18th and 19th century buildings, many of them listed;
- Two churches (St Peter's and the Methodist), both listed grade II.

3.3 ARCHAEOLOGY

Because of its particularly rich natural resources, the West Sussex coastal plain has been exploited continuously since hominids first arrived in Britain c.500,000 years ago. The older, Palaeolithic deposits would not normally survive close enough to the surface to be relevant, but ~~later prehistoric deposits, from the Mesolithic to the Early Saxon, and most particularly Bronze Age to Roman, should be expected to survive at plough depth~~ investigations ahead of the Medmerry Managed Retreat established that highly significant later prehistoric, Roman and medieval deposits are likely to survive at plough depth, especially beside former water-courses and tidal inlets.

The Selsey Bill as a whole is an area of very high archaeological potential and importance. The area has suffered from varying degrees of coastal erosion and deposition, resulting in a very large quantity of late Iron Age high status material being washed out of the sea-cliffs onto the beaches and interpreted (by some) as evidence of the site of an *oppidum*, a pre-Roman settlement which was then taken over and inhabited by the Romans. Other archaeological features include the Roman road from Chichester to Selsey and there is evidence for a Roman villa near the site of Selsey lifeboat station. A Roman vase and ancient British pottery were found in 1909 at Park View, slightly to the north of the Selsey Conservation Area on the road to Church Norton. The grant of land to Wilfred in the 7th century AD also suggests that the area was an important pre-Christian royal centre, and the former monastic site and Norman ringwork at Church Norton is considered to be nationally important.



4. SPATIAL ANALYSIS

4.1 CHARACTER AREAS

The Selsey Conservation Area lies along the High Street between its junctions with Church Road and The Bridle Way. It is notable for its collection of 17th, 18th and 19th century buildings, many of which are listed, which lie along either side of street. The highest concentration is along the northern end of the street, between the junction with Church Road and Malthouse Road. This forms Character Area 1. Between Malthouse Road and The Bridle Way is Character Area 2, which has fewer historic buildings and has been more affected by 20th century development.

Character Area 1: Church Road to Malthouse Road

Here the historic form of development, shown on the 1875 map is still evident with the survival of a number of subsidiary buildings, such as barns and outbuildings. This has provided a densely developed frontage, with gardens being largely hidden by buildings or high walls. Overall there is a pleasing mix of domestically scaled houses and cottages, enclosing the views along the street apart from towards the north, where they focus on St Peter's Church spire. The listed buildings can be either detached or in terrace form, but they all sit close to or on the back of the pavement (nos. 43 and 59), creating a pinch point outside The Old Malthouse (no.33) and again outside no. 65, where the road begins to open up southwards.

Area 1: Key characteristics:

- Attractive graveyard and War Memorial facing the High Street;
- A high number of listed buildings, both detached and in terraces;
- Arts and Crafts village school building with front and side gardens planted with a "seaside" theme;
- Pretty cottage gardens in front of nos. 16-22;
- Thatched, slated or handmade clay tiled roofs; sandstone and red brick for

- the walls; beach flints and galletting (flint chips) to the mortar joints;
- Sandstone or beach flint boundary walls make a major **positive** impact.



View northwards to Church Spire



Restored Sessions House



Beach flint walls

Character Area 2: Malthouse Road to ~~The Bridle Way~~ **Brampton Close**

Further south lies Character Area 2, which starts at the junction of Malthouse Road and finishes **at Brampton Close** next to ~~The Bridle Way~~. This is **slightly** less cohesive due to the lower number of good quality historic buildings and the prevalence of 1920s and 1930s commercial buildings of limited special interest. Most of the buildings sit on the back of the pavement without any front gardens, the pretty garden to the front of no. 154 High Street being one of the exceptions. The 1920s and 1930s buildings are mainly two storey, and some face the road and others have gables which punctuate the rooflines looking along the street. Designed in a paired-down Sussex vernacular style, they are larger than the more historic buildings around them. Ground floor shopfronts of a variety of designs can be seen in most of these buildings. Budgens car park and a public car park off East Street provides convenient parking for the shopping area. Much of the paving has been renewed unobtrusively using small concrete slabs and wire cut clay paviors. Several **A number of** “negative” sites or buildings require attention **including 132-138 High Street, 127-131 High Street, the former garage at 94 High Street, Selsey Press at 84 High Street and the Fire Station at 80 High Street.**

Area 2: Key characteristics:

- Local shopping area with a variety of shops;
- Straight street with gentle bend in middle, wider than the northern section of the High Street;
- Best concentration of historic buildings around The Neptune and the Crown Inns, both listed buildings;
- Former Selsey Hall, a 1920s building with a well detailed front elevation facing the High Street;
- Nicely detailed Georgian doorcase to no. 99 High Street;

- Pretty cottage gardens in front of nos. 113 and 154;
- Fewer reminders of the area's agricultural past than Character Area 1 - just one converted barn (nos. 75-79 High Street);
- Historic buildings - use of hand made or machine made clay tiles for most of the roofs; use of beach flints for walls;
- Assorted inter-war development with some features of merit, such as the Tudorbethan gables facing the street;
- Some reasonable quality paving using granite setts, concrete slabs and clay paviors;
- York stone paving (probably not **all** historic) outside no. 97 High Street (Barclays Bank) **and 99-101 High Street.**



Variety of Shops



York stone paving



Former Selsey Hall

4.2 PLAN FORM, BUILDING TYPES AND BOUNDARIES

Plan form

The Selsey Conservation Area is linear in form, stretching along a substantial section of the historic High Street. Generally, the width of the conservation area is defined by the depth of the individual properties and their gardens along either side. Various roads lead off, sometimes connecting to the post-war housing estates that now surround the historic core of the village. The width of these more modern roads contrasts with the tighter, more constrained form of historic development. This is particularly obvious at the junctions of Wellington Gardens and Malthouse Road with the High Street.

The northern section of the conservation area retains the largest number of historic buildings, usually set back from the road with attractive gardens, although there is one very prominent terrace on the west side which sits on the back of the pavement. Most of the gardens are small, although the occasional garden is more spacious, such as the garden behind no. 20 High Street. Fortunately this limitation in size means that there is no real likelihood of backland development apart from the limited enabling development linked to the restoration of Sessions House on the west side of the High Street. Some buildings, such as no. 21, sit right onto the back of the pavement, creating pinch points.

To the south, the buildings are more varied, with several **a number of** sites

displaying negative characteristics due to poor quality buildings or badly detailed open spaces. Of special mention is the loss of front boundaries, the erosion of the domestic scale which is so noticeable in the northern part of the conservation area, and the provision of modern, bulky buildings of no architectural merit, such as **and some more poorly designed and detailed buildings failing to reflect the character and grain of the conservation areas and the now redundant former garage site**. The more tightly-knit form of development reappears towards the southern edge of the conservation area, although **some of** the buildings themselves are largely of no **limited** special interest.

The northern section of the conservation area retains the largest number of historic buildings, usually set back from the road with attractive gardens, although there is one very prominent terrace on the west side which sits on the back of the pavement. Most of the gardens are small, although the occasional garden is more spacious, such as the garden behind no. 20 High Street. Fortunately this limitation in size means that there is no real likelihood of backland development. Some buildings, such as no. 21, sit right onto the back of the pavement, creating pinch-points.



Junction of Wellington Gardens and High Street



Barn at the back of builders merchants



No 21 High Street on left



No 113 High Street

Building types

Most of the buildings to the north are modest, listed two storey family houses which can be terraced, detached, or semi-detached. There are some remnants of former agricultural uses, well displayed by the footprint of the buildings on the 1875 map, which shows barns and outbuildings to either side of the street. Examples include the granary at no. 20 High Street and the barns behind no. 54 High Street (the builders' merchants).

To the south are mainly 1920s and 1930s commercial buildings, with a few historic cottages and two more substantial historic inns. No. 150 (formerly Nat West Bank) has a pleasant 1920s neo-classical façade, picked out in cream coloured faience, typical of its period. Appropriately, these commercial premises tend to sit on the back of the pavement, without any front gardens, which makes the two gardens to nos. 113 and 154 High Street (both listed cottages) even more valuable.

Boundaries

Boundaries are usually defined by stone walls of very varying heights, some of which, such as the wall outside Stone Barn (no. 37) are very important in views along the street. The standard height is around one metre, but there are several particularly taller (toward three metres) walls of nearer 3 metres in height. The stone is usually the local Mixen stone, generally roughly cut into rectangular blocks about 150 mm deep and 200 mm long. There are also many flint walls of varying heights, the flints being used whole rather than knapped. A long, very dominant wall runs northwards from no. 33 High Street, nicely detailed with rows of whole flints tied together by red brick columns and string courses. However, most of the walls are far less regimented, often consisting of rubble Mixen stone and beach flints loosely held together by lime mortar, which is also used to create a roughly curved coping, representing a particularly distinctive feature of the area.

Outside Sessions House, no. 22 the front garden is defined by a low wall, with a grass verge in front of it protected by a low post and chain link fence, which suits the village character of this part of the conservation area. By contrast, a high, modern red brick wall in front of Glynn House is not particularly attractive, and a modern boarded fence between no. 295 High Street and the Poplar Mews development and the low picket fence between No 29 and 31 (Royal British Legion) High Street is also a discordant features. The entrance in the front wall to no. 154 has been defined by a brick doorway with a rather heavy, slightly curved pediment.



Wall next to The Whyte Triangle outside St Peter's The High Street curves gently

2.1 OPEN SPACES, TREES AND VIEWS

Open spaces

There are no formal open spaces in Selsey, the whole conservation area being formed simply by a long, gently curving road. The churchyard, at the northern edge of the conservation area, is the only public open space, and is surrounded by mature trees on all sides apart from a small section of its boundary where it faces the High Street. The old gravestones, the grass and the trees create a pleasant environment, where visitors are encouraged to sit by the provision of public seating. A very small triangular corner of land, facing the junction of St Peter's Crescent and the High Street, is the only other space in the conservation area where public seating can be found. A space in front of The Crown Inn is unfortunately used for car parking, but could far more advantageously be used as a garden or as an outdoor sitting area for the public house. There is a large car park outside Budgen's Supermarket, and a smaller public car park off East Street **adjacent to the conservation area.**

Trees

There are very few mature trees within the conservation area because of the built-up nature of the village centre. A cypress in the front garden of no. 154 is important in views along the street, and another large tree to the south of the Post Office is also notable, although on a backland site. Otherwise the only trees of any special merit are the group which surround the churchyard. **There are also an important group of Sycamores around the former Public Conveniences in East Street, a number of which are protected by Tree Preservation Orders (TPOs).**

Views

Because of the flat topography, and the enclosed nature of the Town, there are no views out of the conservation area. The only notable views are along the long High Street, terminating where the road bends slightly, and along East Street. St Peter's Church spire is very important in views along the northern section of the High Street.

Views are similarly constrained at the entrances into the conservation area from the north and south because although the High Street appears almost straight, the gentle bends, high walls and closely packed buildings (in places) prevent long views being available along the road. Despite the close proximity to the sea, there is no sense of this relationship apart from the many shops which sell various beach-related products.

5. DEFINITION OF THE SPECIAL INTEREST OF THE CONSERVATION AREA

5.1 LISTED BUILDINGS

Despite being a relatively small conservation area, Selsey is notable for its listed buildings, most of which are located within the northern section of the High Street in Character Area 1. Overall there are 41 listed buildings, all listed grade II. Apart from two churches, they are mainly small houses or cottages, with a modest domestic scale, although two are more substantial properties which are currently used as public houses (The Crown and The Neptune). Of note is the variety of built form – terraces, detached houses (either facing or at right angles to the street), and semi-detached, and the wide variety of traditional materials, particularly thatch, handmade clay tiles, Mixen stone, flints and red brick, all of which provide variety but a pleasant cohesiveness.

Character Area 1

The largest and most important listed building is **St Peter's Church** at the northern end of the conservation area. It was built in 1865, using sections of stonework which had been rescued when the medieval church at Church Norton was partially demolished. In the 13th century English style, it was designed by J P St Aubyn and has a small single bell-turret and a small spire, which is a focal point along the street.

To the south of the church, there is a high concentration of listed buildings as far as the junction with Malthouse Road. On the west side of the High Street are several paired or just detached houses (**nos. 16/18, 20 and 22**), notable for their use of thatch, with Mixen stone and flint walls punctuated by red brick dressings which define the door and window openings. Unusually nos. 16 and 18 are roofed in natural slate. These buildings date from the 18th century or earlier, the position of no. 20, at right angles to the road, suggesting at least a 17th century date. Low eaves, casement windows, steeply pitched roofs, and the survival of former agricultural buildings (such as the former barns next to no. 20 and no. 24) give this group a special identity. **No. 22 (The Sessions House)** was sadly burnt almost to the ground **as a result of a devastating fire** in July 2006. **The building has now been sensitively restored funded from an enabling development on land to the rear of the building.**

Beyond, and in a continuous terrace, nos. **26-44 High Street** all date to the late 18th or early 19th century and are built from flint or sandstone, cut into rectangular blocks, with red brick dressings. A low flint wall protects them from the busy road. Casement windows lie below steeply pitched roofs covered in handmade clay tiles, although nos. 26 and 28 are slightly more prestigious with a dentil brick eaves cornice, sash windows and the remains of original Georgian door surrounds. No. 26, which steps forward from no. 24, also retains two former shopfronts.

Forming part of builders' yard, **Hollyhocks (no. 54)** is a 17th century thatched cottage, fortunately retaining its pretty front garden. The very low thatched roof with its two eyebrow windows is a special feature. It must once have been a small farmhouse for, at the rear, are two flint barns (one of which is listed) which now form part of the present-day use.

Finally, at the southern end of Character Area 1, the **Methodist Church** was built as the Bible Christian Church in 1867, in rather severe 13th century Gothic style.

The east front is faced with squared knapped flints and the south front with coursed stone rubble. Both have white brick dressings and quoins.

Returning to the northern end of Character Area 1, on the eastern side are only eight listed buildings, but these are interesting for being so diverse in age, style and materials. Close to St Peter's Church, **no. 21 and its adjoining outbuilding** are two tiny 17th century thatched buildings, which are significant in views along the High Street as the outbuilding steps forward and lies right on the back of the pavement. The cottage has low eaves with casement windows and a boarded lean-to extension to one side.

Further south, **The Old Malthouse (no. 33)** is a substantial flint and brick building which appears to have been converted into housing in the 1930s, when it was also sensitively extended and altered in the Sussex vernacular style. Despite these changes, it is listed grade II for its picturesque appearance and for its contribution to the street scene. Next door, a pretty century thatched cottage (no. 35) is dated 1760, but looks earlier. It is built using Mixen stone and beach flints with red brick dressings to the front door and windows. The thatch is showing signs of decay.

Further south, **The Whyte House** and its adjoining stable are both listed grade II. Dating to the 18th century, the main building is stuccoed with a symmetrical two storey elevation facing the street, decorated by original sash windows, a central front door and doorcase, and a modillion brick eaves cornice. This building is important in views along the street and from School Lane.

No. 43 is a simple red brick, two windows wide cottage set right on the back of the pavement. Dating to c.1800, it has modillion brick eaves cornice, a peg tiled roof and a prominent central chimney stack. ~~It is currently (July 2006) vacant and in urgent need of repairs.~~ **No. 65 (Ivy Lodge)** is of a similar date but sits at right angles to the road, providing a view of its side gable, built of sandstone with red brick dressings and a red brick chimney stack. The modern casement windows, with top hung lights, are regrettable.

Finally, Character Area 1 finishes with **Glynn House**, a substantial 18th century house, prominently situated on the corner with Malthouse Road and now divided into three residential units. The best feature is its Georgian doorcase facing the High Street, the worst features are the modern brick boundary wall which follows a recent realignment of the front and side boundary to provide improved sight lines from the side road, and the subsequent lack of a garden setting.



The Neptune Public House



Nos 24-28 High Street



Sessions House, following restoration



The Old Malthouse



No 35 High Street



The Whyte House



Ivy Lodge, No 65 High Street



Glyn House

Character Area 2

There are only ten listed buildings in this area, mostly on the eastern side. The largest are the two public houses which face each other across the High Street. On the west side, The Neptune (no. 120) dates to the 18th century and is notable for its stone and brick symmetrical façade, three windows wide, and its steeply pitched tiled roof. On the east side, The Crown is also 18th century, but its brick façade has been painted cream and the doorways and sashes are mid-Victorian. A modern curved bay window is out of character. The rear elevation of the building, visible from East Street, has a pleasing assortment of outbuildings with slate, pantiled or peg tiled roofs.

To the north of The Crown, no. 87 is a small red brick cottage, very similar to no. 43 in Character Area 1. It sits awkwardly in inter-war development. Nos. 97 and 99 are slightly more prestigious Georgian red brick houses now used as a bank and a shop. No. 99 appears to have been rebuilt behind the front façade. South of the pub, nos. 109 and 111 are a pair of early 19th century stuccoed houses with ground floor extensions, used as shops. On the return, no. 2 East Street ~~has~~ an attractive traditional shopfront (~~Hugh Gunning Racing~~). Margin light sash windows also add to the building's interest, although the concrete roof tiles detract.

Next door, no. 113 (~~The Cottage~~) is another stone and flint thatched cottage with low eaves and casement windows. The building sits back from the street, with a small rather overgrown front garden.

On the west side of the street, a similar though larger cottage no. 154 ~~High Street~~ (Selsey Cottage) has sandstone blocks to the side elevations and blue and red brick to the front. Sweeping, low eaves, and a deep thatched roof, add to the building's many charms. Like no. 113, it has a front garden, but this is larger, better planted and has a prominent Cyprus tree.

The only other listed building on the west side of the High Street is no. 102 (~~Tadds Cottage Octopussy~~), also somewhat isolated within inter-war development. It is of two builds – the rear 18th century section, which faces the street and from which it is set back behind a small yard, is built from uncoursed rubble stone with sash

windows and a Georgian-style doorcase, all modern. In front, a small 19th century extension has been added, also in stone, with modern casements windows and small curved bay to the ground floor. A steeply pitched clay tiled roof add interest with a hip over the front extension.



No 87 High Street



No 2 East Street



Selsey Cottage



No 102 High Street

5.2 POSITIVE BUILDINGS

There are a number of key unlisted buildings within the Selsey Conservation Area which make a *positive* contribution to the character and appearance of the conservation area. They are mainly 19th or 20th century and, with the listed buildings described above, form an important part of the special architectural and historic interest of the area. They vary from the mid-19th century houses (nos. 23 and 25) at the northern end of the High Street, to the inter-war banks at the southern.

These buildings have been identified during the survey, **in accordance with the National Planning Practice Guidance that recommends that appraisals should consider features that make a positive or negative contribution to the significance of the conservation area, and they** process and, as recommended in PPG15, are recorded on the Townscape Appraisal map **and include:-**

Character Area 1

- *Wall between 18 High Street and Stable Cottage*
- *17 and 19 High Street*
- *23 and 25 High Street*
- *Boundary Wall in front of 23 and 25 High Street*
- *Historic wall within Landerry Industrial Estate, behind 42 High Street*
- *29 High Street*
- *Barn at 46 High Street*
- *Original frontage building to Medmerry Primary School on the corner of High Street and School Lane*
- *39 and 41 High Street*
- *47-53 (odds) High Street.*
- *Selsey Parish Hall*
- *68 and 70 High Street*



Character Area 2

- *Historic wall to north and south of the Fire Station*
- *Historic Walls at former petrol station*
- *Selsey Hall*
- *Historic wall on south side of East Street and to side of Thrupenny Bit Cottage*
- *Historic Wall between 111 and 113 High Street*
- *Historic Wall between 113 and 115 High Street*
- *Wall to rear of 113 High Street*
- *115-121 High Street*
- *Building to rear of the Neptune Pub 120 High Street*
- *Boundary wall between the Neptune Public house and 122 High Street*
- *122 High Street*
- *Clock House, 128 High Street*
- *Wall between 139 and 141 High Street*
- *142 – 148 High Street*
- *150 High Street*
- *151 High Street*
- *Boundary Wall at Homestead, 154 High Street*
- *156 High Street*

- 165 High Street

As with listed buildings, the loss of a building, or other element, that makes a positive contribution to the significance of a conservation area, will be treated as harmful to the character of the conservation area. ~~there is a general presumption in favour of their retention.~~ Any application for the demolition of a positive building will therefore need to be accompanied by a ~~reasoned~~ a clear and convincing justification for the loss of the building and evidence that substantial public benefits would be achieved as to why the building cannot be retained, similar to that required for a listed building. The owner must also have made positive efforts to market the building, or to find a suitable new use, before an application can be determined.

5.3 BUILDING MATERIALS AND COLOURS

The conservation area is notable for the varied building materials which are used for the historic buildings: thatch, handmade clay tiles or natural Welsh slate for the roofs; local beach flint and sandstone (Mixen or Sussex) for the walls, often used with the local red brick; and timber doors and windows. There are no obvious examples of timber-framed structures, such as can be found in nearby Sidlesham, possibly because the marine environment is too extreme.

All of these are sourced locally, apart from the Welsh slate, which became fashionable after the coming of the railways in the 1840s. Flint is especially important, used either whole or knapped to form a straight surface.

A good example is on the Methodist Church where knapped flints are used with yellow brick, again made locally. On some buildings, such as no. 40a High Street, chips of flint (galletting) are used to strengthen and decorate the mortar joints. Beach flints, rounded and bulbous, are another popular material which is used with local stone rubble to form boundary walls and house walls.

Sandstone features heavily, usually cut into rectangular blocks. Some of this is Mixen stone, once excavated from an offshore reef at Selsey, and a good example of a variety of uses of this material can be seen on the terrace (nos. 22-44 High Street). Otherwise, local clay has provided the raw material for bricks, clay roof tiles, and chimney pots. To summarise:

Roofing:

- Thatch, once long straw, but now combed wheat reed, with raised decorative ridges;
- Handmade clay peg tiles (steep pitches above 40 degrees) – made locally;
- Grey slate (shallower pitches) – imported from Wales or the West Country.

Walling:

- Sandstone blocks usually about 200 mm x 150 mm, set in lime mortar, sometimes with flint or stone galletting, e.g. some of nos. 22-44 High Street;
- Red brick, often enlivened by the use of blue brick headers to create a chequer pattern, e.g. no. 154 High Street;

- Whole beach pebbles or cobbles, set in lime mortar, with red or yellow brick dressings, e.g. no. 36 High Street;
- White or colour washed stucco, e.g. nos. 109-111 High Street.

Windows (all timber and usually painted white):

- Timber sashes eight over eight for the pre-1850 windows, two over two thereafter;
- Side opening casement with six or eight lights.

Front doors (all timber and painted):

- Six panelled either with raised and fielded panels or flush panels;
- Four panelled with flush beaded panels;
- Well detailed Georgian door cases, such as The White House (no. 37) and nos. 24-28.

Colours in the conservation area are therefore very varied, with a reddish brown predominating due to the wide use of clay roof tiles and brick. Some of the houses, such as no. 154, have red and blue bricks used together to create an attractive chequer pattern.

Stone can be either mid-brown (Mixer sandstone) or a lighter brown, suggesting Sussex sandstone which can be found further inland from Selsey. The flint beach cobbles are also mid-brown with silvery-white lime mortar, or where they have been knapped (divided into small pieces) they are silvery grey/black. The occasional building is painted white, but certainly in the northern part of the conservation area the reddish browns of the clay tiles, and the warm red brick, mix attractively with the brown sandstones. Windows are usually painted white, with a variety of colours for the front doors.

For the unlisted 20th century buildings, mostly in Character Area 2, a greater variety of colours can be found with different coloured bricks and various shopfronts with different coloured signage. This produces a less cohesive townscape which contrasts with the more coherent historic frontages in the northern area.

5.4 PUBLIC REALM

There are few, if any, examples of historic paving materials in the conservation area. The only example of traditional paving (York stone) can be seen on private land outside no. 97 (Barclays Bank) and 99 High Street. Parts of the southern end of the conservation area have been subject to various recent improvements to the paving, using a pallet of materials including granite setts, wire cut brick paviors and concrete slabs. The overall effect is functional and tidy, rather than beautiful. Kerbs are generally concrete, although a few traditional heavy cast iron street drain covers remain.

By contrast, the street lighting is provided by ~~modern 1930s concrete~~ **blue steel** light standards, topped by ~~blue~~ **white** fittings. These were installed by West Sussex County Council **2014/5** in 2005 but have not been particularly well-received. Litter bins are black plastic, modern and innocuous. Two concrete seats next to St Peter's Church have wooden rails and may also date to the 1930s. **There are also some modern plastic bollards on the corner of the High Street and School Lane in front of Hollyhocks, 54 High Street a Grade II Listed Building.**

Overhead telephone wires are a regrettable feature of the whole conservation area.

6. ISSUES

6.1 NEGATIVE FEATURES

Selsey is a small historic village, now somewhat swamped by inter-war and post-war development. However the High Street retains a high concentration of listed buildings, ~~although these are largely found~~ **mostly within** the residential area to the north. To the south, the provision of commercial premises in the last 75 years or so has resulted in a loss of cohesive historic frontages and it is noticeable that there are **a number of** several "negative" sites or buildings within this part of the conservation area. In the summer months, the shops are reasonably busy with some additional trade from seasonal visitors, who make use of the **two** ~~three~~ supermarkets (Budgens **and** the Co-Op and ~~Somerfield~~) and a variety of national shops (such as Boots) and banks (Barclays, Nat West and Lloyds).

The following are the principal "negative" features:

Character Area 1: Negative features:

Buildings:

- ~~No. 43 High Street is a listed Building at Risk;~~
- Inappropriate modern windows, e.g. nos. 47-51 High Street; nos. 17-19 High Street;
- Top hung, modern casement windows in no. 65 High Street, no. 33 High Street and nos. 30/32 High Street (listed buildings);
- ~~Poor quality strip pointing on Glynn House;~~
- Lack of soft landscaping to the **parking area to the** rear of Glynn House;
- The modern red brick boundary wall to Glynn House, set back from road to improve sight lines;
- Corrugated asbestos roofing and poor quality stonework to the listed barn behind no. 54 High Street (Hollyhocks).
- **uPVC windows at 47-51 High Street**

Urban form:

- Unsightly car dealership (Selsey Car Sales) at junction with Church Road,

- marking the entrance to the conservation area;
- Poor quality landscaping to Car park to north of Selsey Methodist church punctuating the urban form;
- Tightly knitted urban form has been punched through by modern roads: Wellington Gardens, St Peter's Crescent and Poplar Mews;
- The loss of front boundaries to create parking areas;
- Overhead telephone lines;
- Wide entrance to Poplar Mews, and dominant paving;
- Unattractive builder's yard between nos. 48 and 54 High Street;
- ~~Concrete public benches and plastic litter bin outside St Peter's Church.~~

General:

- Busy traffic queuing at the traffic lights with Malthouse Road;
- The Landerry Industrial Estate and David Green Autos, located behind no. 54 and accessed from School Lane, generate additional traffic and the need for increased car parking.

Character Area 2: Negative features:

Buildings:

- ~~No. 123 High Street (formerly a listed building) has been demolished and rebuilt as flats to a much larger scale, with entrance doors facing the side-street;~~
- ~~Nos. 99 (a listed building) appears to have been rebuilt behind a front façade;~~
- ~~Temporary, garish signage on The Crown Inn;~~
- Plastic windows, e.g. nos. 93-95 High Street;
- ~~Derelict buildings — nos. 71-73 High Street;~~
- ~~Somerfield's Supermarket~~ The Selsey Emporium is a particular eyesore.
- Poor maintenance and poor treatment of front forecourt at Medmerry Court and oversized shopfront fascia
- Appearance of 123 High Street and paved area to the front
- The appearance of 153 – 157 High Street and landscaped area to the north of 155, in front of 153 High Street.
- uPVC windows at 74-76 High Street
- Boarded up former NatWest Bank at 150 High Street

Urban form:

- Contrast in terms of scale and architectural form between historic buildings and 20th century buildings;
- The loss of front boundaries to create parking areas;
- Overhead telephone wires;
- Inter-war and later development, much of no special merit, providing fragmented frontages.
- Unsightly storage depot and former petrol station, 96 High Street (Selsey Tyres and Batteries)
- Unsightly yard at rear of Medmerry Court off Lewis Road

- Unsightly builders yard in East Street

General:

- Busy traffic;
- Overhead telephone wires;
- CCTV on tall columns;
- Parked cars on pavement in front of The Crown Inn;
- Poor condition of some of the shopfronts, e.g. nos. 115-119 High Street.
- Poorly integrated and uncoordinated street furniture

6.2 CONSERVATION AREA BOUNDARY REVIEW

As part of the appraisal process, the existing conservation area boundary was inspected. It was found that the boundary sometimes cut across gardens and curtilages, and failed to follow legal boundaries. Additionally, ~~some modern development of no merit is included~~ some buildings adjacent to the conservation area have been re-assessed, including the Library, Medmerry Primary School and Knapp House, 156 High Street and are considered to have sufficient special interest to merit inclusion in the conservation area.

~~Three small~~ Ten changes to the existing boundary are therefore proposed, included in Part 2 Chapter 2 *Recommendations*, and shown on the Townscape Analysis map.

PART 2 SELSEY CONSERVATION AREA MANAGEMENT PROPOSALS

1 BACKGROUND

1.1 THE PURPOSE OF MANAGEMENT PROPOSALS

The designation of a conservation area is not an end in itself, as under Section 71(1) of the *Planning (Listed Buildings & Conservation Areas) Act 1990*, the District Council is required to periodically review its conservation areas and to publish proposals for their preservation and enhancement.

Part 1 of this document, the Character Appraisal, therefore assesses the character of the Selsey Conservation Area and identifies the positive features which make the conservation area special. Additionally, the character appraisal also notes the less attractive, negative features and these are listed in Chapter 6 “Issues”.

Part 2 of this document, the Management Proposals, presents proposals to achieve the preservation and enhancement of the conservation area’s special character, by providing a series of recommendations for future action based on the issues raised in Chapter 6.

This document reflects government guidance ~~as set out in *Planning Policy Guidance 15 ‘Planning and the Historic Environment’*, English Heritage guidance titled *Guidance on the management of conservation areas* (August 2005), Best Practice guidelines, and policies within the *Chichester District Council Local Plan – First Review* adopted in April 1999~~ **within the National Planning Policy Framework (NPPF) and the National Planning Practice Guide (NPPG) and is in conformity with Historic England good practice advice as set out in *Understanding Place: Conservation Area Designation, Appraisal and Management* (March 2011), Best Practice guidelines, and policies within the adopted *Chichester Local Plan: Key Policies 2014-2029*.**

It is recognised that the Selsey Conservation Area is not one where large scale development is likely to occur which could generate private funding for major improvements. All of the actions itemised in Chapter 2 *Recommendations* will therefore have to be financed by the District Council, the Town Council or West Sussex County Council, **possibly from CIL receipts** and it is accepted that, of necessity, they will need to be prioritised according to the availability of funds. The purpose of this document is to provide the District Council with a potential programme which could be implemented over a five year period, although it may not be possible to achieve all of the actions within this timescale.

~~1.2 OTHER INITIATIVES~~

~~With the support of West Sussex County Council and Selsey Town Council, Chichester District Council has established the Selsey High Street Vision Steering Group, an initiative which is also being supported by the South East England Development Agency (SEEDA) as part of its economic regeneration~~

strategy for Coastal West Sussex and the South East.

~~This group has developed a five year vision to improve Selsey High Street through initiatives such as traffic management, accessibility, public realm enhancements, the appropriate redevelopment of empty or negative sites, restoring and renovating particular shop frontages, encouraging a vibrant retail economy and looking at the heritage and culture of the town. This character appraisal and management proposals should therefore be seen as part of an overall package of improvements which the District Council and its partners will be considering over the next five year period.~~

2. RECOMMENDATIONS

The “Issues” identified in Chapter 6 of the Character Appraisal are:

2.1 POOR QUALITY ALTERATIONS TO LISTED BUILDINGS

A number of listed buildings have been adversely affected by the insertion of unsympathetic windows or doors and by the use of modern materials.

Recommendation RECOMMENDED ACTION 1:

~~The District Council should consider establishing an historic buildings grant scheme to help owners of listed buildings reinstate the correct windows, doors or other details;~~

~~The District Council should continue to publish guidance for owners of listed buildings, in addition to Local Plan policies, which will help owners achieve higher standards when altering or extending their properties;~~

~~No. 43 High Street is a Building at Risk and the District Council should ensure that repairs are carried out immediately, possibly by using their statutory powers;~~

~~The District Council should encourage the owners of The Crown Inn to provide a garden in front of their building, and also carry out improvements to the pub signage and windows.~~

The District Council secure reinstatement of appropriate windows and doors and improvements to other inappropriate alterations through the Listed Building Consent process when applications come forward.

2.2 NEGATIVE SITES OR BUILDINGS

2.2.1 Selsey Car Sales

Selsey Car Sales is an unattractive business premises on the junction of the High Street with Church Road, marking the entrance to the conservation area from the north.

Recommendation RECOMMENDED ACTION 2:

The District Council should encourage the owners of the Selsey Car Sales site to improve the appearance of the buildings and front yard, and if an opportunity of redeveloping the whole site occurs, should ensure that only the highest quality new development is provided.

2.2.2 Builder's yard nos. 48-54 High Street

The unattractive builder's yard between nos. 48 and 54 High Street is a regrettable feature, although it does provide a useful local facility. Additionally the listed barn to the rear of the site is roofed in corrugated sheeting.

Recommendation RECOMMENDED ACTION 3:

The District Council should encourage the owners of the builder's yard to improve the appearance of their premises, including the possible reroofing of the barn using handmade clay tiles.

2.2.3 Car Park To North Of Selsey Methodist Church

RECOMMENDED ACTION 4

The District Council should encourage the owners of the car park to improve the appearance of the area with some sensitive boundary treatment, and incorporation of soft landscaping where possible.

2.2.4 Storage Depot And Yard, 96 High Street (Selsey Batteries and Tyres)

RECOMMENDED ACTION 5

The District Council should encourage an appropriate redevelopment if an opportunity occurs and should ensure that it is of the highest quality to complement the character of the High Street and preserves the historic wall within the site.

2.2.5 Selsey Emporium, 81-83 High Street And Yard Area off Lewis Road

RECOMMENDED ACTION 6

The District Council should, if the opportunity arises, encourage an appropriate redevelopment of the site in a way that complements the character of the High Street.

2.2.6 Medmerry Court, 93-95 High Street

RECOMMENDED ACTION 7

The District Council should encourage the owners of Medmerry Court to improve the appearance of the buildings and paved area to the front.

2.2.7 Builders Yard, East Street

RECOMMENDED ACTION 8

The District Council should encourage the owners the builders yard at the rear of to improve the appearance of the buildings and front yard, and if an opportunity of redeveloping the whole site occurs, should ensure that only the highest quality new development is provide.

2.2.8 123 High Street

RECOMMENDED ACTION 9

The District Council should encourage the owners of 123 High Street to improve the appearance of the buildings and paved area to the front. The possibility of relocating the telecommunications box located at the front of the building should be explored.

2.2.9 153-157 High Street

RECOMMENDED ACTION 10

The District Council should encourage the owners of 153 – 157 High Street to improve the appearance of the buildings and the area in front through a rationalisation of signage and improved landscaping of the area to the north of 155, in front of 153 High Street.

2.2.10 Negative sites in general

A number of negative sites and buildings have been identified and are marked on the Townscape Appraisal map. All of these would benefit from sensitive redevelopment.

Recommendation: RECOMMENDED ACTION 11

The District Council should encourage the sensitive redevelopment of all of the buildings or sites marked as negative on the Townscape Appraisal map.

New development generally should adhere to the Good Practice Guidance included at Appendix 3.

2.3 MINOR ALTERATIONS TO UNLISTED BUILDINGS

A number of the unlisted positive historic buildings have been adversely affected by the replacement of traditional windows with inappropriately designed and detailed new windows and doors and by the use of modern materials. These changes are 'permitted development' which can be controlled by the Council through the imposition of an Article 4 Direction. This is usually used to control minor changes to unlisted family dwellings in conservation areas. It does not mean that development, such as changes to windows or doors, will necessarily be impossible. It does, however, mean that planning permission has to be sought and this allows for the merits of a proposal to be considered against the conservation interests.

Article 4 Directions are made under the General Permitted Development Order 1995 (as recently amended), and can be served by a local planning authority to remove permitted development rights where there is a real threat to a particular residential building or area due to unsuitable alterations or additions. An Article 4 Direction

is accompanied by a Schedule that specifies the various changes to family dwellings, which will now require planning permission. Usually, such Directions are used in conservation areas to protect unlisted houses in use as a family unit, rather than flats or bedsits where permitted development rights are limited.

Under an Article 4 Direction, planning permission can be required for the following, depending on the permitted development right removed:

HOUSE EXTENSIONS – Planning permission will be required for the enlargement, improvement or other alteration of a dwelling house including entrance porches, any part of which fronts a highway, private road or open space (this lowers the limit of ‘permitted development’ already imposed by conservation area designation).

PAINTING OF DWELLING HOUSES – Planning permission will be required for the painting of a dwelling house.

ROOFS – A planning application will be required for alterations to a roof slope which fronts a highway, private road or open space, including a change in the roof materials and the insertion of roof lights. Dormer windows already require planning permission under separate legislation.

CHIMNEYS – The removal of a chimney or its partial demolition will require planning permission.

SOLAR PANELS - Fixing of a solar panel on a roof fronting a highway or other public space can require planning permission.

REPLACEMENT WINDOWS AND DOORS – The replacement of existing windows and doors which front a highway, private road or open space will require planning consent – note that part L of the Building Regulations, requiring double glazing for new windows, does not apply in the conservation area (or listed buildings).

CREATION OF CAR PARKING IN FRONT GARDENS AND REMOVAL OR REPLACEMENT OF FRONT BOUNDARIES – The creation of a parking space in a front garden, and or the removal of a front boundary, such as a low stone wall, will require planning permission.

SATELLITE DISHES - The installation of a satellite dish on any building or structure within the curtilage of a family house in a Conservation Area will only be permitted development if certain conditions are met.

There are a number of ‘positive’ buildings and unlisted family dwellings in the proposed East Selsey Conservation Area which would benefit from these additional constraints. Whilst an Article 4 Direction cannot be retrospective, the serving of one would incrementally improve the character and appearance of the Conservation

Area. An Article 4 Direction can also be focused on groups of buildings, rather than the whole Conservation Area, such as locally listed buildings or positive buildings. Any Direction will require a photographic survey to record the present condition of the buildings concerned, and written guidance will need to be provided to householders.

RECOMMENDED ACTION 12:

The District Council will consider serving of Article 4 Directions on the East Selsey Conservation Area, to cover all unlisted dwelling houses.

2.4 2.2 GENERAL IMPROVEMENTS

2.4.1 Modern roads

The tightly knitted historic urban form has been punched through by a number of modern roads (Wellington Gardens, St Peter's Crescent, Malthouse Road and Poplar Mews).

RECOMMENDED ACTION 13 **Recommendation:**

The District Council should ensure that no further openings are made in the historic street frontage and that the historic form of development is preserved and, where possible, enhanced.

2.4.2 Public seating

The concrete public benches and the plastic litter bin outside St Peter's Church are not attractive fairly iconic inter-war features.

RECOMMENDED ACTION 14 **Recommendation:**

The District Council could help the Town Council improve the site next to the church, including restoring the seating and perhaps with better quality seating and litter bins.

2.4.3 Telephone wires

Telephone wires and dominant telegraph poles are a detrimental feature throughout the conservation area.

RECOMMENDED ACTION 15 **Recommendation:**

The County Council and the District Council could consider a scheme in association with British Telecom to underground all of the telephone wires within the conservation area.

2.4.4 Shopfronts

Many of the shopfronts are modern and poorly designed. Signage can be garish and discordant.

RECOMMENDED ACTION 16 Recommendation:

The District Council should ensure a wide distribution of the Shop Front Guidance leaflet, which was updated and republished in ~~2010~~ March 2005, to encourage better quality design and more appropriate lighting.

2.4.5 Front boundaries

Several of the properties in the conservation area have lost their front gardens and front boundaries to create parking spaces.

RECOMMENDED ACTION 17 Recommendation:

The District Council could consider the imposition of an Article 4.1 Direction to prevent further losses. Any applications for change should be measured against the Good Practice Guidance included at Appendix 3.

2.5 POSITIVE BUILDINGS

There are a number of good quality, unlisted buildings in the Selsey Conservation Area that make a positive contribution to the character and appearance of the conservation area. These are all marked on the Townscape Appraisal map.

RECOMMENDED ACTION 18 Recommendation:

Applications for changes ~~s~~ to all of the “Positive” buildings in the conservation area, as identified on the Townscape Appraisal map, will be assessed in the light of the Good Practice Guidance enclosed at Appendix 3.

2.6 CONSERVATION AREA BOUNDARY REVIEW

As part of the appraisal process, the existing conservation area boundary was inspected. It was found that the boundary often cut across gardens, and failed to follow legal boundaries. Additionally, some modern development of no merit is currently included.

~~Three small~~ **Ten** changes to the existing boundary are therefore proposed as follows:

Recommendation:

*(i) Amend the boundary to ~~the rear of nos. 126-54 High Street to follow existing property boundaries~~ **include the whole of the churchyard to St Peter's Church;***

Reason: to rationalise the boundary to follow property boundaries

(ii) ~~Delete the Selsey Business Centre, a recent development of no~~

~~architectural merit~~ Amend the boundary to include the whole of the Selsey car Sales site including the hardstanding to the rear of the building

Reason: to rationalise the boundary to follow property boundaries

~~(iii) Delete Poplar Mews, a modern development of no special merit.~~
Amend the boundary to include the gardens to 1 and 2 Poplar Mews;

Reason: to rationalise the boundary to follow property boundaries

~~(iv) Amend the boundary to the rear of 31-37 High Street to include the whole curtilages and associated buildings and structures;~~

Reason: to rationalise the boundary to follow property boundaries

~~(v) Amend the boundary to include the Library and Medmerry Primary School and playground in School Lane~~

Reason: to include the library which is a modern building of architectural interest in terms of its plan and roof form and rationalise the boundary to include the whole of the school site

~~(vi) Amend the boundary to include the yard area to the rear of Selsey Emporium accessed off Lewis Road~~

Reason: to rationalise the boundary to follow property boundaries

~~(vii) Amend the boundary to include the whole of the curtilages to 103 (Selsey Hall) High Street and the Crown Public House~~

Reason: to rationalise the boundary to follow property boundaries

~~(viii) Amend the boundary to include No 156 High Street;~~

Reason: The building is historic and of architectural and historic interest and has been identified as a positive building.

~~(ix) Amend the boundary to include 159-165 High Street Selsey; and~~

Reason: 165 High Street is historic and of architectural and historic interest and has been identified as a positive building. It is proposed to extend the boundary to include this building which will involve including Nos 159-163 which are acknowledged to be of lesser significance.

~~(x) Amend the boundary to exclude Nos 64 – 70 St Peter's Crescent~~

Reason: The buildings are relatively modern and form part of the development to the West along St Peter's Crescent. Their character relates to that development and not the conservation area'

These proposed changes are all shown on the Townscape Analysis map.

3. MONITORING AND REVIEW

As recommended by ~~Historic England~~ English Heritage, this document should be reviewed ~~periodically every five years~~ from the date of its formal adoption by Chichester District Council. It will need to be assessed in the light of the ~~emerging Local Development Framework~~ changes to Local Plan and government policy generally. A review should include the following:

- A survey of the conservation area including a full photographic survey to aid possible enforcement action;
- An assessment of whether the various recommendations detailed in this document have been acted upon, and how successful this has been;
- The identification of any new issues which need to be addressed, requiring further actions or enhancements;
- The production of a short report detailing the findings of the survey and any necessary action;
- Publicity and advertising.

It is possible that this review could be carried out by the local community under the guidance of a heritage consultant or the District Council. This would enable the local community to become more involved with the process and would raise public consciousness of the issues, including the problems associated with enforcement.

4 CONTACT DETAILS

For queries on planning matters or general conservation advice, you are encouraged to consult the District Council's planning officers who will be pleased to assist.

With respect to conservation and historic environment advice please contact the Conservation and Design team.

Telephone: 01243 785166

E-mail: Conservationanddesign@chichester.gov.uk

Or write to:

The Conservation and Design Team
Chichester District Council
East Pallant House,
East Pallant Chichester
West Sussex
PO19 1TY.

NATIONAL PLANNING POLICY AND GUIDANCE

Central government advice policy on the control of conservation areas, and historic buildings and archaeology are set out in Planning Policy Statement (PPS) 5 is contained in the National Planning Policy Framework (NPPF), published in March 2012. Additional guidance about conservation area control including the production of management proposals, has recently (March 2011) been produced by English Heritage advice is provided in the accompanying Historic England document Understanding Place: Conservation Area Designation, Appraisal and Management (March 2011) which sets out ways to manage change in a way that conserves and enhances historic areas through conservation area designation, appraisal and management.

Further government advice, providing local authorities with the power to reject any development that does not positively contribute to the improvement and regeneration of its setting, is set out in the National Planning Practice Guide (NPPG). Improving standards of design and sustainability are at the heart of the NPPF and NPPG.

ADOPTED CHICHESTER LOCAL PLAN CONSERVATION: KEY POLICIES 2014-2029

There are several relevant policies in the Chichester District Council Local Plan – First Review adopted in April 1999. Chapter 2 Environmental Strategy contains a description of the Council's aims and objectives relating to historic buildings and conservation areas. The policies relating to these specialist topics are set out in a separate section under Built Environment: policies BE4 and BE5 (historic buildings) and BE6 (conservation areas).

The Local Plan contains several relevant policies. Chapter 2, the Characteristics of the Plan Areas identifies the rich and varied natural, historic and built environment as important aspect of the areas environmental characteristics. Chapter 3 The Vision and Objectives sets out a Vision for the sort of place the plan area should be by 2029 and sets out a series of Objectives for realising this vision including conserving and enhancing the distinctive character, quality and importance of the historic environment. The policies relating to the historic environment are set out in Chapter 19, The Environment and the relevant policy id Policy 47 – Heritage and Design and associated supporting text.

The Selsey Conservation Area was designated on 21 July 1975. The Local Plan insert map which is relevant is no. 3. This confirms the following designations:

- A conservation area is based on the High Street from the junction of Church Road to the junction with The Bridle Way;
- Outside the conservation area, to the northwest, there is a "Strategic Gap" of open green space between Selsey and Earnley;
- There are no other designations within the immediate vicinity.

LOCAL DEVELOPMENT FRAMEWORK

In due course the Local Plan will be replaced by the Local Development Framework. Meanwhile, the Local Development Scheme currently saves the Local Plan conservation policies prior to adoption of a Core Strategy which will contain replacement policies to protect historic buildings and conservation areas.

APPENDIX 2 COMMUNITY INVOLVEMENT

The ~~is review of the~~ Character Appraisal, with its Management Proposals, has been prepared ~~in close partnership with~~ by Chichester District Council ~~following a walkabout in the area with the Parish Council~~. Public consultation commenced with a public exhibition at the District Council's ~~Selsey~~ Area Office in Selsey on the ~~1st and 2nd April 2016~~, and the document was also put on the Council's website for ~~six~~ four weeks until the ~~13th May 2016~~ with a questionnaire encouraging responses. Following the analysis of these comments, the final document was drafted.

[This document has been approved by Chichester District Council for development control purposes on the ~~7th June 2016~~ and will be a material consideration when making decisions about applications for development within, or on the edges of, the Selsey Conservation Area] (subject to the outcome of the consultation exercise).

The document will also inform other agencies and individuals whose activities impact on the fabric of the Selsey Conservation Area, such as West Sussex County Council, Selsey Town Council, local traders and householders.

APPENDIX 3 GOOD PRACTICE GUIDANCE

CONTENTS:

1. ~~THE IMPLICATIONS OF~~ CONSERVATION AREA DESIGNATION
2. THE REQUIREMENTS FOR PLANNING PERMISSION IN A CONSERVATION AREA
3. ARTICLE 4 DIRECTIONS
4. NEW DEVELOPMENT
5. LISTED BUILDINGS
6. POSITIVE BUILDINGS
7. ROOFS
8. FRONT BOUNDARIES AND DRIVEWAYS
9. TREES
10. SATELLITE DISHES

1 ~~THE IMPLICATIONS OF~~ CONSERVATION AREA DESIGNATION

Designation as a conservation area brings a number of specific statutory provisions aimed at assisting the "preservation and enhancement" of the area. These are as follows:

- The District Council is under a general ~~statutory~~ duty to ~~review designations 'from time to time' and~~ ensure the preservation and enhancement of the conservation area, and has a particular duty to prepare proposals (such as conservation area appraisals or grant schemes) to that end;

- There is a particular duty to prepare proposals (such as conservation area appraisals, grant schemes or enhancement proposals) to that end;
- In the exercise of any powers under the Planning Acts, with respect to any buildings or other land in a conservation area, special attention must be paid to the desirability of preserving or enhancing the character or appearance of that area;
- Extra publicity is given to planning applications affecting conservation areas and the District Council must take into consideration the desirability of preserving and enhancing the character of the conservation when determining such applications. - this is usually achieved through the use of advertising in the local newspaper;
- ~~Conservation Area Consent~~ **Planning Permission** is required for the demolition of any unlisted building in a conservation area, **subject to minor exceptions**, and the local authority or the Secretary of State may take enforcement action or institute a criminal prosecution if consent is not obtained. This means that **proposals involving demolition of any of the** all positive buildings within the conservation area (as annotated on the Townscape Appraisal map) will **resisted** ~~automatically be preserved~~ unless a very good case for demolition can be made, **including evidence that the demolition is necessary to achieve substantial public benefits, that outweigh the harm to the conservation area resulting from their loss.**
- Written notice must be given to the District Council before works are carried out on any tree in the area, **subject to minor exceptions**;
- The display of advertisements may be somewhat more restricted than elsewhere;
- The District Council or the Secretary of State may be able to take steps to ensure that a building in a conservation area is kept in good repair (similar to the powers which protect listed buildings) **through the use of Urgent Works Notices and Amenity Notices**;
- **The energy conservation expectations of the Building Regulations (Part L) do not necessarily apply to buildings within a conservation area**;
- ~~Limited financial assistance may be available for the upkeep of a building in the conservation area through grant schemes with English Heritage or the Heritage Lottery Fund, (though these are usually targeted to areas of economic deprivation).~~

2 THE REQUIREMENTS FOR PLANNING PERMISSION IN A CONSERVATION AREA

In a conservation area, certain works to family houses within the designated area, which are normally considered to be “permitted development”, will require planning approval from the District Council. The overall effect of these additional controls is that the amount of building works which can be carried out to a family house or within its grounds, without a planning application, is substantially smaller in a conservation area than elsewhere.

These are:

- Planning permission is needed for extensions to family houses in conservation areas. ~~where they add more than 10% or 50 cubic metres in volume to the property (whichever is greater). This is a slightly smaller amount than the usual requirement for planning permission, which is limited to 15% or 70 cubic metres, except for terraced houses, which are also limited to 10% or 50 cubic metres, wherever they are located~~ **Therefore, if you are considering carrying out any work, please contact the District Council;**
- Planning permission is needed for external cladding to family houses in conservation areas, using stone, artificial stone, timber, plastic or tiles. ~~However, cement and pebble dashing is still permitted development following a court case in 1995;~~
- Planning permission is needed for any alteration to the roof of a family house resulting in a material alteration to its shape, most notably the addition of dormer windows;
- Planning permission is needed for the erection of any structure within the curtilage of a family house whose cubic capacity exceeds 10 cubic metres. This is especially important for sheds, garages, and other outbuildings in gardens within conservation areas.
- Planning permission is needed for the installation of chimneys, flues and soil and vent pipes on the principal or a side elevation that front a highway

Recent changes to the General Permitted Development Order may have provided some changes to the constraints mentioned above, so it is always wise to check with the Council first before commencing any work.

It is worth noting that where a building is statutorily listed, different legislation applies, as most internal and external alterations which affect the special architectural or historic interest of the building require Listed Building Consent. Furthermore, commercial properties, such as shops and public houses, and houses which are in multiple occupation (flats or bedsits) have far fewer permitted development rights and, therefore, planning permission is already required for many alterations to these buildings.

3. ARTICLE 4 DIRECTIONS

Designation as a conservation area means that the District Council can consider whether serving an Article 4 Direction is appropriate, by withdrawing permitted development rights for unlisted dwellings (not flats or bedsits which are controlled separately). This could affect all of the “positive” dwellings where unsympathetic change would be most detrimental. The changes that are commonly controlled by an Article 4 Direction are:

- The enlargement, improvement or other alteration of a dwelling (this includes new windows and doors);
- Alterations to the roof (such as changing the roof material);
- The construction of a porch;
- The provision of a building or enclosure, such as a swimming pool;
- The construction of a hardstanding and the creation of a new means of access;

- The painting of external walls; and
- Solar panels.

The District Council ~~can consider~~ **is recommending as Recommended Action 12 of the Conservation Area Management proposals above, the** serving of an Article 4 (2) Direction, ~~which does not require an application to the Secretary of State,~~ although thorough public consultation **will be undertaken** ~~is needed~~. In many of the conservation areas in the District, **where** Article 4 Directions **have been made** ~~would help~~ **theses have helped** to protect the historic character of the area and the District Council will consider their use ~~as and when resources are available~~ **when reviewing conservation areas**.

4 NEW DEVELOPMENT

All applications for new development within Chichester's conservation areas are considered in the light of policies contained within the adopted Local Plan and central government guidance. For conservation areas, it is especially important to maintain the historic form of development, such as buildings lines, plot ratios and building form and uses. There is a general presumption that all listed buildings, and buildings marked as "positive" on the Townscape Appraisal maps, will be retained, and their setting protected. There is also a presumption that existing open spaces, especially those which are defined within the Character Appraisal for each conservation area, will be protected. Gardens, fields and other landscape features all make a vital contribution to the conservation area's "special character or appearance" and should therefore be retained.

Where new buildings are to be allowed, their design should be carefully considered in terms of their context, so that they fit in with their surroundings in terms of scale, density, massing and bulk. Over dominant, cramped development is usually inappropriate in a conservation area.

~~For Sidlesham Quay, Sidlesham Church and West Wittering, new development should follow also the guidance contained within the Village Design Statements.~~

5. LISTED BUILDINGS

Listed Building Consent is required from the District Council for all alterations or extensions which affect the character of the listed building. The interior, as well as the exterior, of the building is covered by the listing, so changes to such features as fitted cupboards, panelling, staircases and even floorboards all require Consent. The listing description is merely a tool for identification so the exclusion of any particular feature does not mean that it is not "listed". It is a criminal offence to alter a listed building without having first obtained Consent, so owners should always check first with the District Council before commencing work.

6. POSITIVE BUILDINGS

As part of the appraisal process, and as recommended **in the National Planning**

Practice Guide (NPPG) by English Heritage and in PPG 15, “Positive” buildings have been identified and are marked on the Townscape Appraisal maps for each conservation area. Generally, these are individual or groups of buildings which retain all or a high proportion of their original architectural detailing and which add interest and vitality to the appearance of the conservation area. Most of them date to the 19th century, but some are early 20th century. Where they have been too heavily altered, and restoration is not easily achievable, they are excluded.

As with listed buildings, there is a general presumption **against their loss** ~~in favour of their retention~~. Any application for the demolition of a positive building will therefore need to be accompanied by a reasoned justification ~~as to why the building cannot be retained~~ **demonstrating that demolition is necessary to achieve substantial public benefits**, similar to that required for a listed building. The owner must also have made positive efforts to market the building, or to find a suitable new use, before an application can be determined. The District Council may also, as resources permit, consider serving an Article 4 (2) Direction on the positive buildings which are dwellings (not flats or bedsits), to control unsympathetic alterations such as the installation of uPVC windows.

7. ROOFS

In all of Chichester’s conservation areas, but most particularly in the more urban areas, roofs play an important part in contributing to the area’s special character. Their pitch, shape and materials are all important and should not be compromised by the insertion of over-dominant rooflights or dormers. The loss of chimney stacks and chimney pots will be resisted by the District Council, particularly on listed and positive buildings within the conservation area.

Thatch, handmade clay tiles and natural slate are the traditional materials for roofs within the conservation areas. For thatched roofs, the District Council will continue to encourage the use of long straw thatch and traditional details. Historically, long straw would have been sourced from local farmers as a waste product from grain production, and roughly shaped before fixing, often over the top of old thatch. This gave the buildings a characteristically shaggy outline, which the modern “combed wheat reed” roofs tend to lack. Combed wheat reed is also straw, but it is a more processed material which, when fixed, produces a much flatter, thinner roof than long straw. It has also become usual for the ridges of thatched roofs to be repaired using *raised* ridges, with decorative swirls and crescents, rather than the much simpler, but historically more correct, *flush* ridge which continued the outside face of the main roof. The use of water reed results in an even greater change of character, as this material is laid in thinner layers, given a crisper, more angled outline, with raised ridges adding to the difference. Organic long straw is now being grown commercially in Kent, so it is possible to source the correct material.

Handmade clay tiles are another material which would have been made locally, but which can still be purchased from brick makers in West Sussex. They are notable for their curved shape, producing a softly undulating roof shape which machine-made tiles, which tend to be almost flat, cannot emulate. Their soft reddish-brown

colour is another important local feature. Ridges are created by rounded clay tiles, sometimes crested.

Natural slate was rare in West Sussex before the mid-19th century, but its use became almost ubiquitous after the 1840s when slate became more fashionable and also far more affordable, due to the coming of the railways. Welsh slate is preferable to imported slate as its colour is a better match for existing roofs and, because of tighter quality controls, it lasts much longer. Lead flashings, simply detailed (no curves or cut-outs), is traditional with slate.

Cast iron rainwater goods are required on listed buildings, but cast aluminium, which is cheaper and which almost replicates the sections of cast iron, is acceptable on non-listed buildings within the conservation area.

8. FRONT BOUNDARIES AND DRIVEWAYS

Where front gardens exist, and on-street parking is in short supply, there is often a demand for the creation of private parking spaces. In a conservation area, this can be to the detriment of the environment, involving as it does the removal of existing front boundaries and the creation of hardstandings, often using modern materials such as concrete or tarmac. For many of the conservation areas in the Chichester District, the front boundary walls, made from a variety of materials - brick, flint, sandstone or limestone - make an important contribution to the character and appearance of the area and they should be retained as far as possible.

Generally, the District Council therefore wishes to discourage private owners from carrying out such alterations. Permission will usually be required from the County Council for the creation of a new crossover onto a public highway, and for listed buildings, Listed Building Consent will be required for the demolition of any existing walls. For non listed buildings in a conservation area, ~~Conservation Area Consent~~ **Planning Permission** may also be required to demolish a front boundary wall, **depending on its height**. For the rural conservation areas, new driveways should be covered in a "soft" material, such as gravel or resin-bonded gravel, rather than tarmac or concrete blocks or slabs.

~~Where there is a real threat to the conservation area, the District Council can~~ **is proposing to** control the creation of hardstandings and the removal of more minor walls through the imposition of an Article 4 (2) Direction **as recommended in the Conservation Area management Proposals above**. ~~This can be allied to a Direction to control other unsympathetic changes, such as the installation of uPVC windows or front doors.~~

9. TREES

Within conservation areas, anyone intending lopping or felling a tree greater than 100 mm diameter at 1.5 metres above the ground, must give the Council six weeks written notice before starting the work. This provides the Council with an opportunity of assessing the tree to see if it makes a positive contribution to the character or appearance of the conservation area, in which case a Tree Preservation Order may be served. This protects the tree from felling or

inappropriate lopping. Fruit trees are no longer exempt, although slightly different constraints occur where the tree forms part of a managed forest or is in another agricultural use.

10. SATELLITE DISHES

The rules governing satellite dishes in conservation areas are significantly tighter than outside such areas. These state that the installation of a satellite antenna on any building or structure within the curtilage of a family house in a conservation area is only permitted development if the following conditions are met:

For building less than 15metres high

- No more than 2 antennas are installed on the property overall
- The dish does not exceed 100 cm in any dimension (not including any projecting feed element, reinforcing rim, mounting and brackets);
- Where two antennas are installed, one is not more than 100 centimetres in any linear dimension, and the other is not more than 60 centimetres in any linear dimension (not including any projecting feed element, reinforcing rim, mounting and brackets)
- The cubic capacity of each antenna is not more than 35 litres
- No part of it must exceed the highest part of the roof;
- If it is installed on a chimney it is not more than 60 centimetres in any linear dimension and does not stick out above the chimney;
- It is not on a wall or roof slope fronting a highway or footway;

For buildings exceeding 15 metres in height

- No more than 4 antennas are installed on the property overall
- The dish does not exceed 130 cm in any dimension (not including any projecting feed element, reinforcing rim, mounting and brackets)
- If it is installed on a chimney it is not more than 60 centimetres in any linear dimension and does not stick out above the chimney;
- No part of it must exceed the highest part of the roof by more than 300cm;
- It is not on a wall or roof slope fronting a highway or footway;

If you live in a flat these limits apply to the building as a whole and not to each separate flat.

If any of these do not apply, a specific planning application will be required, and it is unlikely that permission will be granted.

APPENDIX 4 LOCAL LISTING CRITERIA

1 THE PURPOSE OF A LOCAL LIST

Buildings that are listed nationally are protected by law. They tend to be buildings of higher quality and generally date from before 1840. The purpose of a Local List is to identify locally significant buildings and other features which may not be considered eligible for statutory listing.

2 THE EFFECT OF LOCAL LISTING

The protection of buildings or other features which are Locally Listed can be achieved through policies in the Local Plan, or in a Supplementary Planning Document in the emerging Local Plan for Chichester District. The identification of these special buildings or features is also best achieved through consultation with local communities, giving them 'ownership' of the Local List and helping to inform and enlighten local knowledge. Although there is no statutory protection for such buildings, local listing can be a material consideration to be taken into account in determining planning applications.

3 PRINCIPLES OF SELECTION

Locally listed buildings or structures are those which make a special contribution to the history, appearance, character, and cultural value of Chichester District. They include the following:

- Buildings which have qualities of age, style, materials and detailing;
- Buildings which relate to the industrial development of an area, including transport;
- Well detailed historic shopfronts;
- Groups of farm buildings where they retain their historic layout, materials and details;
- Examples of late 19th or 20th century social housing, including estate workers' cottages;
- Historic street furniture including seats, signage, post boxes, bollards, or street lighting;
- Historic structures such as horse troughs, pumps, or wells;
- Other features which have historical or cultural significance, perhaps by association with a famous person or event.

They should all survive in a clearly recognisable form, with their historic features and layouts still present. Some selection of the better examples of these buildings or structures will be necessary, so in some cases the most authentic and interesting of a group of buildings may be locally listed, rather than the whole group. It is likely that most of the entries will date from the mid-19th to the mid-20th Century, but recent buildings of outstanding quality could be considered.

APPENDIX 5 BIBLIOGRAPHY

- | | |
|-----------------|--|
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| Morgan, Roy | <i>Chichester: A Documentary History Victoria County History, vol.iii.</i> |

Plus various excellent leaflets about the Pagham Harbour Local Nature Reserve, available from the Visitor Centre in Selsey Road.



EAST OLD SELSEY CONSERVATION AREA

CHARACTER APPRAISAL AND MANAGEMENT PROPOSALS

Post-Consultation Draft

March August 2016

Post consultation changes

Deleted text shown struck through - ~~text~~

New text shown in red - **text**

~~EAST~~ OLD SELSEY CONSERVATION AREA CHARACTER APPRAISAL AND MANAGEMENT PROPOSALS

**This document has been written by Chichester
District Council**

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1 INTRODUCTION

1.1 WHY A CHARACTER APPRAISAL IS NEEDED

Local Authorities have a duty to from time to time review their area to identify areas that are of special architectural or historic interest the character or appearance of should be preserved or enhanced that should be designated as conservation areas and to periodically review those areas. The review of the Selsey Conservation Area has identified the area along the eastern end of East Street and Albion Road as having such special character and historic interest making it suitable for designation.

East ~~Old~~ Selsey covers an area that was the focus of a fishing community between the High Street to East Beach and the Lifeboat Station.

The conservation area encompasses the eastern end of East Street, and Albion Road, formerly known as Fish Lane, with a significant number of listed buildings and two historic pubs, one at each end of the proposed conservation area. Many characterful thatched, peg-tiled and slate roofed houses and cottages and the use of local Mixon stone, field and beach pebbles, and red brick give this area its special character. The low front boundary walls of stone or beach pebbles and brick with distinctively wavy formed tops capped with cement or broken flint chips are a particular feature of the area.

To the east is the distinctive Selsey Lifeboat Station with its distinctive boat house and launch ramp supported on piles and accessed via a pier. To the west is the upper end of East Street with a variety of houses, mainly semi-detached, detached or in short terraces.

This document has been produced by Chichester District Council in consultation with the local community. Part 1 of this document therefore attempts to define the key elements that contribute to the special historic and architectural character of the Selsey Conservation Area, and identifies negative features (the issues) which might be improved. Part 2, the Management Proposals, sets out a programme for further work, based on the issues identified in Part 1. This process involves a thorough review of the existing conservation area boundary and provides a number of suggestions for change.

1.2 SUMMARY OF ~~KEY CHARACTERISTICS~~ SIGNIFICANCE

The special significance of the Old Selsey Conservation Area derives from the area's historic association with the early fishing community of Selsey which extended along the former East Road and Fish Lane now East Street, and Albion Road, and which was the historic former 'fishermen's quarters' in Selsey. Architecturally the area has many historic and traditional buildings and structures, built of distinctive local materials, including beach pebbles and Mixon Stone, and associated special features such as the distinctive tide walls enclosing small front gardens. This architectural and historic significance combine to define the area's distinctive character comprising small cottages in tightly knit courtyard groups arranged in a linear development occupying narrow strips of land on either side of the road. Mapping suggests the development took place after enclosure of the open fields,

with the lack of land around the houses suggestive of a community that relied on its living from the sea, rather than the land. Further east into Albion Road, development is less tightly knit with larger houses but also narrow plots, suggesting similar reliance by occupiers on fishing. This very distinctive pattern of development also contributes to the areas special significance. The difference in Character between the Albion Road and East Street areas is reflected in this appraisal document, which has divided the area into two separate character areas, both of which are described in more detail below. Many of the historic buildings survive helping to define the area's special significance distinguishing it from the more modern 20th Century development of the surrounding residential areas.

The Conservation Area is mostly residential, with former shops and a chapel now converted in houses and it includes the visual contribution of the historic and traditional buildings, walls and open spaces, views, trees, and other fauna. The Fisherman's Joy and Lifeboat Public Houses, located at each end of the conservation area represent the main focal buildings.

The Character Appraisal concludes that the most significant features of the **East Old Selsey Conservation Area** are:

- A linear conservation area based on the eastern end of East Street and Albion Road, formerly Fish Lane;
- The street is in two relatively straight stretches linked by a small well treed open space;
- A number of listed cottages and villas and the listed Fisherman's Joy pub;
- 18/19th century inns located at each end of the proposed conservation area: The Fisherman's Joy, listed grade II, and the Lifeboat Inn
- Thatched, slate or handmade clay tiled roofs;
- Mixon stone, beach flints, sandstone and red brick for the walls;
- Beach flint, sandstone, and red brick boundary walls with there distinctive scalloped tops make a major impact, sometimes containing pretty cottage gardens.



East Street



Fisherman's Joy Public House

1.3 THE CONTROL OF CONSERVATION AREAS

Conservation areas are designated under the provisions of Section 69 of the Planning (Listed Buildings and Conservation Areas) Act 1990. A conservation area is defined as “an area of special architectural or historic interest the character or appearance of which it is desirable to preserve or enhance”.

Section 71 of the same Act requires local planning authorities to formulate and publish proposals for the preservation and enhancement of these conservation areas. Section 72 also specifies that, in making a decision on an application for development within a conservation area, special attention must be paid to the desirability of preserving or enhancing the character or appearance of that area.

Designation as a conservation area provides some protection to areas through additional planning controls particularly in respect of demolition of buildings, the size of extensions that can be built without planning permission and works to trees more information is contained in Appendix 3.

In response to these statutory requirements, this document defines and records the special architectural and historic interest of the **East Old Selsey** Conservation Area and identifies opportunities for enhancement. It is in conformity with Historic England good practice advice as set out in Understanding Place: Conservation Area Designation, Appraisal and Management (March 2011). Additional government policy regarding the designation of conservation areas is set out within the National Planning Policy Framework (NPPF). The National Planning Practice Guide (NPPG) provides advice on designation of conservation areas and states

“A conservation area appraisal can be used to help local planning authorities develop a management plan and appropriate policies for the Local Plan. A good appraisal will consider what features make a positive or negative contribution to the significance of the conservation area, thereby identifying opportunities for beneficial change or the need for planning protection”.

1.4 SUMMARY OF KEY RECOMMENDATIONS

The Management Proposals make the following recommendations:

- The District Council should continue to publish guidance for owners of listed buildings, in support of Local Plan policies, which will help owners achieve higher standards when altering or extending their properties;
- The District Council should encourage the owners of The Fisherman's Joy to improve the garden and car parking area to the side of their building, fronting East Street, and also carry out improvements to the pub signage and windows.
- An Article 4 Direction should be made to control minor alterations to buildings which cumulatively can diminish the special character of the conservation area.

2. LOCATION AND LANDSCAPE SETTING

2.1 LOCATION AND USES

Selsey is located on the southernmost tip of the Manhood Peninsula, some 10 kilometres south of the city of Chichester. The settlement lies slightly inland from Selsey Bill and the south-west and south-east facing beaches, which look out over the English Channel.

East Street and Albion Road links the village centre to the life-boat station and former Albion, now Lifeboat, Inn, through the former fishing quarter. The area is predominantly residential apart from the two pubs. Most of the older buildings comprise a mixture of larger symmetrical fronted villas and smaller cottages and are built of stone or beach-cobbles with brick dressings, some have been rendered in whole or part. Some of the roofs are thatched, others tiled and some shallower pitched roofs have slate.

The area would have been a bustling area with several fish shops. Near the Lifeboat Inn was the now demolished Fish Shop Farm, with a large stone built, thatched barn which has also been demolished.

The conservation area is divided into two character areas. To the north-west represented by Character Area 1, with mainly comprises smaller cottages orientated at right-angles to the street, some back-to-back, accessed from side yards on the south-side of the street, interspersed with a few later villas. By contrast, the north side of East Street has a number of detached villas with later infill development and some modern redevelopment of cottages with larger gardens. The road, in contrast with the High Street and Village Centre has more of the character of a rural lane with the low garden boundaries, enclosing small front gardens, up against the road edge with a pavement on one side only.

The south-east section of the conservation area, represented by Character Area 2 is characterised by larger mainly detached villas, many of which are listed, fronting onto the street set back from the road within larger plots. Many of the buildings have symmetrical fronts and are constructed for whole flints or small format local Mixon stone in combination with red brick. The front gardens are mainly enclosed with low beach pebble walls with distinctive wavy tops.

2.2 TOPOGRAPHY

The Manhood Peninsula is a very flat area, as shown by the well spaced contours on modern maps, enclosed by sea or river estuary on three sides. Selsey developed on a small raised island, barely five metres above sea level, which was separated from the mainland by the Ham Marshes – a feature clearly shown on the 1778 map. In last few centuries this land has been drained and is now used for agriculture, although the surviving ponds and deep ditches (called rifes) confirm the low lying, boggy nature of the land.

2.3 RELATIONSHIP OF THE CONSERVATION AREA TO ITS SURROUNDINGS

The East **Old** Selsey Conservation Area is surrounded to the north and south by mainly inter-war and post-war development. To the west linking the conservation area with the Town centre is East Street which is characterised by earlier late 19th/early 20th Century development. To the east of the conservation area is the coast with its sea wall and distinctive lifeboat station.

2.4 GEOLOGY

Selsey Bill has been subject to continuous erosion by the sea, a process which is continuing and which provides some interesting exposure of the underlying geology. Beneath the southern part of the Selsey Bill, the underlying geology is formed by the Bracklesham Beds, dating to the Eocene period and composed of richly fossiliferous sands which are exposed at low tide between Selsey Bill and East Head at the entrance to Chichester Harbour. Scattered along the beaches of the Selsey Bill are blocks of pale brown or grey stone, known as septaria. There is also Mixon stone, once excavated from an offshore reef nearby, and used in the construction of some of the historic buildings in the conservation area. Otherwise the local soil is made up from rich alluvial deposits which provide suitable conditions for grazing and growing crops.

Off shore a unique feature lies one mile off Selsey Bill: the Mixon Hole. This is a deep incision into submarine clay and plunges from a shallow shoal of sand down a precipitous wall of clay rock that runs East-West 6 metres below the surface, dropping 29 metres straight down to a gravelly seabed. It is at the entrance of a submerged river entrance.

2.5 BIODIVERSITY

Selsey lies close to Pagham Harbour, which was designated as a Local Nature Reserve in 1964 and is managed on behalf of West Sussex County Council by the Royal Society of Protection of Birds. Most of it is also designated as a Site of Special Scientific Interest for its nationally important plant and animal communities. Furthermore, it is recognised as a Special Protection Area and a Natura 2000 site by the European Commission. It is also one of the 114 “Ramsar Sites” in Great Britain – these are sites recognised as wetlands of international importance by a convention of conservationists held at Ramsar, Iran in 1971. The Reserve is, therefore, of very high status as a nature conservation site, and is especially notable for its many species of wild birds which feed on the small invertebrates hidden in the reed beds, mudflats and salt marshes.

To the south of the conservation area there is another Site of Special Scientific Interest a key Quaternary site designated for its geology and preservation of fossils within a sequence of freshwater and estuarine deposits of the Ipswichian Interglacial age.

To the west of Selsey at Medmerry is the new wetland area created as a result of the realignment of flood defences between Selsey and Bracklesham as part of a major sustainable flood risk management scheme. This has provided an opportunity to

create of new intertidal habitats, and new and re-aligned footpaths and is also managed, as a nature reserve, by the Royal Society of Protection of Birds.

3 HISTORIC DEVELOPMENT AND ARCHAEOLOGY

3.1 HISTORIC DEVELOPMENT

East Old Selsey represented extends over the site of a small fishing settlement on the coast to the east of the village of Selsey that owed its historical importance to its strategic position between the West Sussex Coastal Plain and the sea. It provided a reliable, sheltered harbour and was important for trade.

Selsey, originally separated from the mainland by tidal inlets, was an Island whose significance during the late Iron Age is indicated by the discovery of gold and silver coins eroded from the sea cliffs either side of the Bill in the early twentieth century, which possibly represent the site of a major tribal capital now lost to the sea. The name Selsey is derived from the Anglo Saxon Seolsige meaning literally 'Seal Island'. The place was first recorded by Bede in his account of the conversion of the South Saxons to Christianity by Wilfrid (later canonised as Saint Wilfrid), who was the exiled Bishop of York, who arrived circa 680 AD.

Evidence of Bronze Age fishing activity has been revealed in the excavations carried out in relation to the Medmerry coastal re-alignment project and fishing was important since St Wilfrid's time and who was instrumental in teaching local people the art of net fishing. Early methods of fishing included net fishing and shell collection and there was strict regulation of the fishmongers' trade. Selsey was particularly known for its cockles and lobsters.

Selsey became an important religious centre when Wilfrid first established his monastery and cathedral at Church Norton (on the site of what is now Norton Priory) on land granted by Caedwalla (c.A D 630-709), king of the Saxons in AD 683 which remained the centre of the new diocese until it was replaced by Chichester Cathedral in 1087 following the Norman conquest.

Selsey Abbey was the cathedral for the Sussex diocese until this was moved to nearby Chichester in 1075 following a radical reorganisation of the English Church after the Norman Conquest. Selsey is believed to have developed into a sizeable settlement but it suffered as a result of its position and was abandoned to the encroachment of the sea. Coastal erosion has left only a remnant of the ancient island and the harbour has been lost entirely.



1587 Map of Selsey (Armada Map)



Map 1778 Yeakell and Gardiner

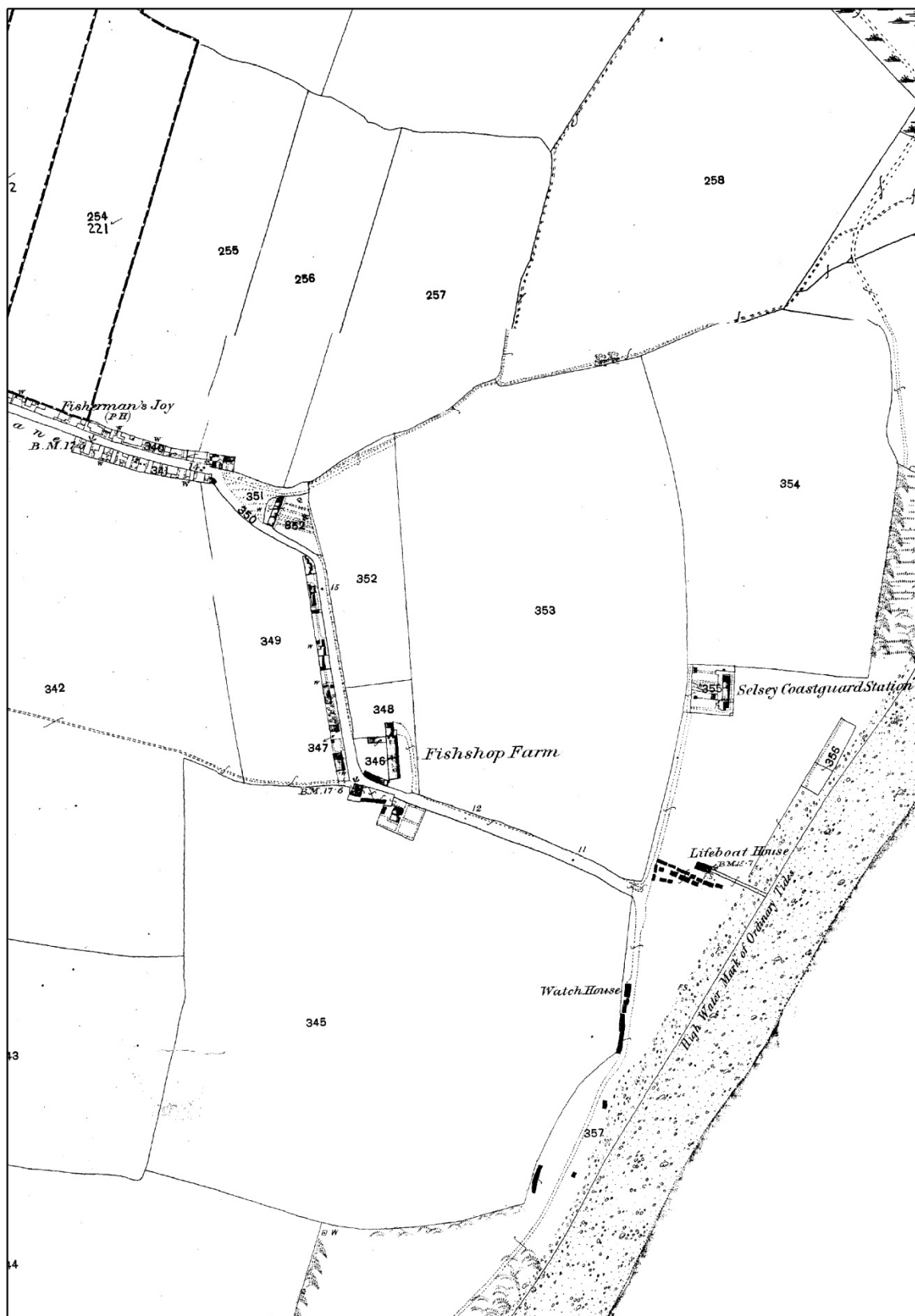
From the 11th century onwards, Selsey therefore became far less important as a religious centre and agriculture and fishing became the principal activities and East Selsey developed as a centre of a successful fishing industry and more recently became an important strategic location for the RNLI.

Following the Act of Enclosing Lands in the Parish of Selsey 1819 the common fields were enclosed and fixed areas were allocated to various tenants and the settled community began to develop along East Road and Fish Lane. The pattern of development along these roads is particularly distinctive with tightly knit small cottages on shallow plots with almost no garden areas, apart from some shared

courtyard spaces, suggestive of a community that relied on the sea rather than the land. The area was also notorious for smuggling and there are reminders of the prominent part that these activities have played throughout the area's history including Fishermans Walk, Fishers Cottage in Albion Road and Smugglers Cottage (108), East Street. The area developed into a bustling fishing village with an area of fish shops on the beach, comprising tarred huts, some thatched and others with just wooded boards as roofs, in which fishermen could keep their gear for which they would pay a rent. The area would have probably looked like a smaller scale version of the famous net shops in Hastings Old Town, with the beach in front covered in an array of different types and sizes of boats and fishing paraphernalia including tubs of tar, wicker basket "creels" (lobster pots), cork, rope, bits of wood and worn out anchors and would have presented an interesting site.

Before the introduction of the first lifeboat station in Selsey in 1861, large galley boats powered by 22 oarsmen operated out of Selsey and these would go to the aid of damaged and stranded boats. They continued to operate even after the lifeboat arrived and would go out to sea at the same time and bargain with the captain of the damaged or stranded vessel and agree a cost for piloting them to a safe harbour. In 1882 two galleys were recorded named Rescue and Friend. This became a profitable, although risky, way for fishermen to supplement their income. The service continued until 1930s when the Galley Cooperative was disbanded.

The twentieth Century saw Selsey developing into a popular retreat for the middle-classes including writers and musicians. Because of this a light railway, known as the Hundred of Manhood and Selsey Tramway, was opened in 1897 to provide an accessible link between Chichester and Selsey Town and extended a further mile to Selsey's East Beach to the north of the conservation area in 1908, with this final section falling out of use in 1914. The name was changed to West Sussex Railway in 1924 but it suffered from competition from buses and cars and fell into bankruptcy in the early 1930s. The trains continued to operate, in a somewhat erratic fashion until 1935 when the line finally closed. This probably contributed to the development of Selsey beyond the confines of the High Street, as the 1911 map shows small groups of cottages and houses already built between the village and the seashore.

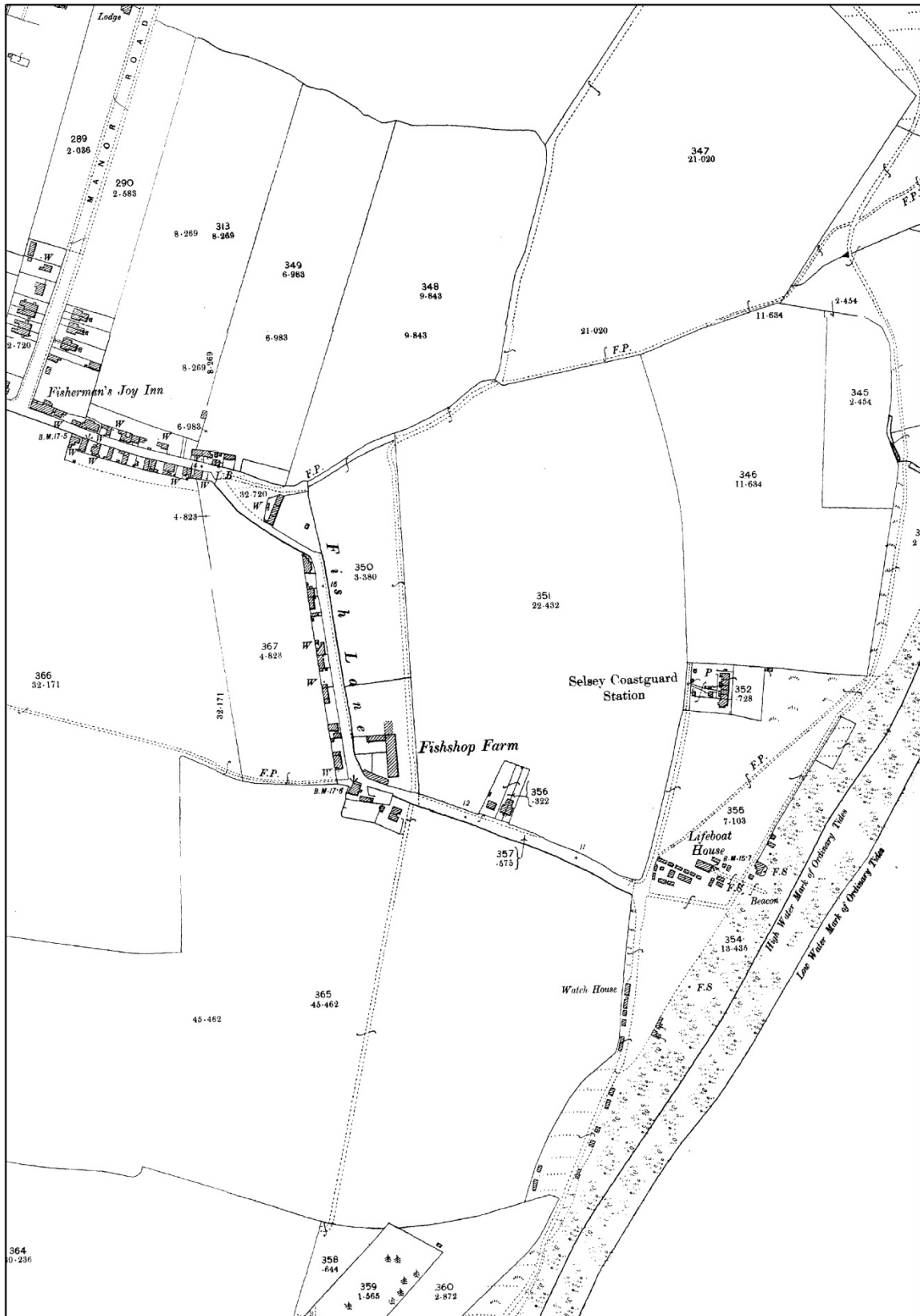


1875 Ordnance Survey

Fishing continued to be important for the local economy and the 1841 census showed 12 out of 20 men living in Fish lane were fishermen and a large proportion of the entire male population earned a living from the sea. The

Selsey's tourism industry boomed between the First and Second World War's with holidaymakers staying in the new holiday camps that continued well into the 1980's.

Over the years the population has increased steadily due to further housing developments, particularly in the 1960's, with many past holidaymakers relocating to the area seeking a better quality of life. In 1994 Selsey became a town.



1911 Ordnance Survey

East Selsey is now an important strategic location for the RNLI and continues to be the centre of a successful fishing industry supplying the famous Selsey Crab to restaurants nationwide. The area has a long association with the fishing industry and was the location of many fish shops. There are still active fisheries along the coast to the north between the conservation area and East Beach car park.

Further more detailed information on the History of Selsey is contained in the Selsey Conservation Area Character Appraisal and Management proposals.

3.2 SURVIVING HISTORIC FEATURES

The following are the most significant surviving historic features:

- The arrangement of cottages orientated at right-angles to the street, some back-to-back, accessed from side yards
- A rich mix of 17th, 18th and 19th century buildings, many of them listed;
- Two historic public houses (The Fisherman's Joy and the Lifeboat), one listed grade II.
- Distinctive front boundary walls mainly of beach flints

3.3 ARCHAEOLOGY

Because of its particularly rich natural resources, the West Sussex coastal plain has been exploited continuously since hominids first arrived in Britain c.500,000 years ago. The older, Palaeolithic deposits would not normally survive close enough to the surface to be relevant, but later prehistoric deposits, from the Mesolithic to the Early Saxon, and most particularly Bronze Age to Roman, should be expected to survive at plough depth. This has been proven to be the case through the extensive archaeological work carried out in relation to the re-alignment of flood defences at Medmerry which has revealed significant evidence of Bronze Age settlement and activity on the coastal plain.

The Selsey Bill as a whole is an area of very high archaeological potential and importance. The area has suffered from varying degrees of coastal erosion and deposition, resulting in a very large quantity of late Iron Age high status material being washed out of the sea-cliffs onto the beaches and interpreted (by some) as evidence of the site of an oppidum, a pre-Roman settlement which was then taken over and inhabited by the Romans.

Other archaeological features include the Roman road from Chichester to Selsey and adjacent to the conservation area to the north near the site of Selsey lifeboat station there is evidence for a Roman villa.

4 SPATIAL ANALYSIS

4.1 CHARACTER AREAS

The ~~East~~ **Old** Selsey Conservation Area lies along the East Street between its junction with Manor and Grafton Roads and where it meets the Albion Road and the length of Albion Road, along its south side, up to where it meets the sea wall. It is notable for its collection of 17th, 18th and 19th century buildings, many of which are listed, which lie along either side of street. The highest concentration is along Albion Road, between its junction with East Street and the Lifeboat Public House. This forms Character Area 2. Between Manor and Grafton Roads and the junction with Albion Road is Character Area 1, which although having fewer listed buildings has a number of historic buildings.

Character Area 1: East Street to Albion Road

Here the historic form of development, shown on the 1875 map is still evident with the survival of former fishermen's cottages and larger villas. Overall there is a pleasing mix of domestically scaled houses and cottages, enclosing the views along the street.

Area 1: Key characteristics

- Single street with pinch points creating interest in long views;
- Mainly residential uses, plus one pub;
- A high number of listed buildings, both detached and in terraces;
- Buildings located hard up to the back of pavement or behind small front gardens;
- Characterful former fishermen cottages, some back-to-back orientated at right angles to the street;
- Slated or handmade clay tiled roofs;
- Beach pebbles, sandstone, red brick and some render for the walls;
- Beach pebble and brick boundary walls make a major impact.

Character Area 2: Albion Road

Comprising mainly detached houses of varying sizes/footprints mostly set back from the pavement with small front gardens enclosed with low beach pebble boundary walls.

Area 2: Key characteristics:

- Straight street with gentle bend at each end small open space at western end
- A significant number of listed buildings on the west side of Albion Road
- Well proportioned villas set back from the pavement

- Slated, handmade clay tiled and thatched roofs;
- Beach pebbles, small format sandstone block, red brick and some render for the walls;
- Beach pebble and brick boundary walls make a major impact
- Pretty cottage gardens

4.2 PLAN FORM, BUILDING TYPES AND BOUNDARIES

Plan form

The ~~East~~ **Old** Selsey Conservation Area is linear in form, stretching along a substantial section of historic East Street and Albion Road. Generally, the width of the conservation area is defined by the depth of the individual properties and their gardens along either side. Various roads lead off, mostly connecting to the post-war housing developments that now surround the historic core of the village. The width of these more modern roads contrasts with the tighter, more constrained form of historic development. This is particularly obvious at the junctions of Cotland Road and Kingsway with Albion Road.

The southern section of the conservation area retains the most of historic buildings, usually set back from the road with small front gardens, although Pancroft, 20 Albion Road on the west side sits on the back of the pavement. Most of the individual plots are fairly shallow, this appears historic as historic maps show the building backing onto an undivided open space.

To the north, the buildings are more varied and more tightly knit with smaller cottages arranged back to back at right angles to the street accessed of courtyards.

Few sites display negative characteristics due to poor quality buildings or badly detailed open spaces.

Building types

Most of the buildings to the north of the conservation are more modest two storey cottages with some larger villas. These are arranged as cack-to-backs, detached, or semi-detached.

To the south are larger mainly detached or semi-detached family houses. Many are listed. There is a mix of pebble, small format stone and render elevations, many stone and buildings have distinctive vertical brick bands bonded into the stonework aligned with the window openings

Boundaries

The front boundaries are a significant feature of the area and are mostly defined by low beach pebble walls and are very important in views along the street. The standard height is around one metre, but with the tops sweeping down in front of doors and windows.

To the southern end of East street, the Road narrows before it runs into Albion Road, there are more modern high timber fences, enclosing the rear garden to 105 East Street and 2 Albion Road.

4.3 OPEN SPACES, TREES AND VIEWS

There are no formal open spaces in East Selsey apart from a small triangular area of land, in front of 99-105 (odd) East Street at the point where the road kinks to the south before joining Albion Road. This is the only publicly accessible open space in the conservation area and it has a couple of medium sized trees.

Both pubs have garden areas providing outdoor seating for customers. There is a parking area behind the Fisherman's Joy public house accessed off East Street.

Trees

There are a few mature trees within the conservation mainly within the gardens of the houses and also on the small open space in front of 99-105 East Street. There are also trees in the gardens of houses on the east side of Albion Road which contribute to the street scene. The trees on the green are important in views along the street. There is one protected tree a Hawthorn adjacent to the conservation area in the front garden of Maytree Cottage, Cotland Road. As Albion Road progresses south towards the sea there are fewer trees.

Views

Because of the flat topography, and the enclosed nature of the village, there are no views out of the conservation area until one reaches the sea front, even here views are restricted by the sea wall. The main views are along the East Street terminating at the small green in front of 99-105 East Street where the road bends slightly, and along Albion Road toward the Lighthouse pub. At the southern end of Albion Road.

5 DEFINITION OF THE SPECIAL INTEREST OF THE CONSERVATION AREA

A significant part of the character and appearance of the conservation area is provided by its buildings and associated features such as the distinctive tide walls. Many are considered to be of special local, regional and national importance and are given statutory protection, other have been identified as making a positive contribution to the character and townscape of the area.

5.1 LISTED BUILDINGS

Despite being a relatively small conservation area, East Old Selsey is notable for its listed buildings, which together with other characterful buildings along Albion Road and East Street define the very distinctive character of the conservation area. Overall there are 11 listed buildings, all listed grade II. Apart from the Fisherman's Joy public house they are mainly villas, small houses or cottages of a modest domestic scale. Of note is the variety of built form – terraces, detached houses (either facing or at right angles to the street), and semi-detached, and the wide variety of traditional materials, particularly thatch, handmade clay tiles, Mixon stone, flints and red brick, all of which provide variety but a pleasant cohesiveness.

Character Area 1

The most prominent building is the Grade II listed **Fisherman's Joy Inn, Nos 71 and 73 East Street**, on the corner with Manor Road. It is an early 19th Century Building with a late 19th/Early 20th Century addition fronting onto Manor Road. The building marks the entrance to the conservation area. The building is two storeys with a hipped tiled roof to the original building and hipped slate roof to the later addition. Windows are large vertically hung multi-paned sash windows with larger composite sash windows with side-lights to the later extensions. The external walls are rendered and painted.

77 East Street is a Grade II Listed early 19th Century, two-storey villa, fronting onto the street and set back behind a small paved garden area with a low, beach-pebble front boundary wall. It has a double-pitched tile roof with gabled ends and a central valley gutter parallel with the street. The original sash windows have been replaced with more recent timber sashes. It has a timber front door with a simply detailed timber door case with a small projecting lead-clad canopy over.

89 East Street, also Grade II Listed, is a late 18th or early 19th Century two storey detached villa built from stone cut into small square blocks, with red brick quoins and window dressings extending full-height as vertical bands. Large Georgian style multi-paned sash windows below an asymmetrical a double-pitched tile roof with gabled ends and a central valley gutter parallel with the street. The timber front door is relatively modern below a gable bracketed timber canopy. There is a recent single storey pitched roof side extension to the west.

Myrtle Cottage, 98 East Street is orientated at right-angles to the street, facing south onto a courtyard paved to provide parking. It is a rendered, late 18th/early 19th Century cottage with a more recent slate hipped roof and a front porch, it has vertical sliding windows with Georgian multi-paned sashes with slender glazing bars.

100 East Street is a small single storey thatched cottage with beach pebble walls with brick detailing painted white orientated at right angles to the street. There is a more recent timber framed and clad extension to the south also with a thatch roof.

Character Area 2

Fishers Cottage is a Grade II Listed late 18th or early 19th Century cottage and has a symmetrical composition with beach pebble elevations with red brick quoins, two flush horizontal courses, window dressings that extend as full-height vertical bands and eaves cornice. The windows are Georgian style sash windows with small panes. It has a local (Mixon) stone panel over central front door with a simple, early 20th Century timber framed gabled porch with herringbone brick infill panels to spandrels behind integral bench seats supported on brackets. Plain-tiled pitched roof which extends down to the rear as a catslide. There is a modern 20th Century single-storey side extension to north.

The front garden is enclosed by a low boundary wall of beach pebbles with brick gate piers. Swept copings of render inset with flint chippings.

Rose Cottage 18 Albion Road (1844) is an 18th Century Grade II listed cottage and has a painted render front and part side elevations and whole flints and brick detailing to rear. The building has a hipped thatched roof, casement windows and pediment shaped hood to door.

The front garden is enclosed by a low beach pebble boundary wall with swept copings and red brick gate piers.

Cambridge House, 10 Albion Road an early 19th Century villa more recently extended to the north and south to form a longer terrace. Built small stone square blocks with red brick quoins and window dressings extending full-height as vertical bands, a brick dentil course below the eaves with a gabled ended, tiled pitched roof extending the full length of the terrace. Two brick chimney stacks indicate the extent of the original villa. The windows are large more recent timber sashes and there is a low stone boundary wall with swept pebble copings.

No 6 (Fullick's Cottage) and No 8 (Lambourne's) Albion Road are an attached pair of early 19th Century Grade II Listed cottages. Built small stone square blocks with red brick quoins and window dressings extending full-height as vertical bands. No 6 has a brick dentil course below the eaves to a tiled, hipped roof. No 8 has projecting red brick course below the eaves to a pitched tile roof with hipped end extending down as a catslide, over a more recent extension, to the south and gable end to the north at the abutment to No 6. Windows are more recent larger paned double-hung timber windows, with cottage style casements to ground floor of the extension to No 8.

The front garden is enclosed by a low small format stone boundary wall red brick gate piers.

No 2 (The Corner House) and No 4 (Fern Cottage) Albion Road are a semi-detached pair of 19th Century Grade II listed cottages. Different in character from the other listed buildings within this character area having rendered walls and a shallow pitched, hipped slate roof. The windows were originally Georgian style timber sash windows divided into small panes, but those to the Corner House have been replaced with tall plane casements.

The front garden is enclosed by a low beach pebble boundary wall with swept copings and red brick gate piers with distinctive pointed stone capitals. The walls to Fern Cottage have been painted white.

5.2 POSITIVE BUILDINGS

There are a number of key unlisted buildings within the Selsey East Conservation Area which make a positive contribution to the character and appearance of the conservation area. They are mainly 19th century and, with the listed buildings described above, form an important part of the special architectural and historic interest of the area. They vary from the mid-19th century houses (nos. 23 and 25) at the northern end o

These buildings have been identified during the survey, in accordance with the National Planning Practice Guidance that recommends that appraisals should consider features that make a positive or negative contribution to the significance of the conservation area, and they are recorded on the Townscape Appraisal map. As with listed buildings, the loss of a building, or other element, that makes a positive contribution to the significance of a conservation area, will be treated as harmful to the character of the conservation area. Any application for the demolition of a positive building will therefore need to be accompanied by a clear and convincing justification for the loss of the building and evidence that substantial public benefits would be achieved, similar to that required for a listed building. The owner must also have made positive efforts to market the building, or to find a suitable new use, before an application can be determined.

Character Area 1

The majority of the old buildings are intrinsic to the character of the area. Positive buildings include **Shingle Cottage, 92 East Street**, a 19th century Villa with a shallow pitched slate roof, with one gable and one hipped end. It has a symmetrical front elevation with large sash windows. The walls are painted render and the building is set back slightly behind a low painted front boundary with metal infill railing between the piers. There is a central front door with a simple bracketed canopy.

94 and 96 East Street are a 19th Century semi-detached pair of cottages orientated at right angles to the street facing east onto a small courtyard. Originally a single detached building they are built of beach cobbles with brick dressings with modern replacement sash windows. It has average pitched slate roof with gabled ends. It has a gabled end set right up to the back of pavement and the original door opening has been infilled, probably at the time the building was sub-divided.

Richmond Villas, 102 and 104 East Street, are a 20th Century pair of Victorian style cottages, replacing one of the original fishermens cottages, that front onto the street. They are built of brown brick with red brick dressings with cant bay windows to the ground floor with large vertical windows above. The original timber sash windows have been replaced with modern windows; those to No 104 reflect the pattern of the original windows. The roof is fairly shallow pitched with gabled ends and modern concrete interlocking tiles and would possibly have originally been of slate. The building is set back from the pavement with attractive low boundaries, enclosing small semi-circular front garden spaces, around the bays. The doors are not original and No 102 has had a bracketed porch added.

Alexia Cottage, 106 and 108 East Street are a linked pair of detached mid to late 19th Century villas, No 106 orientated at right angles to the street facing west onto a small paved courtyard garden area enclosed by a rendered wall with gate piers on the street boundary. Both are rendered with shallow pitched hipped roofs, No 106 is slate and 108 is of interlocking concrete pantiles probably replacing the original slate finish. The west elevation to No 106 has been remodelled with modified window opening with modern windows. No 108 retains its original window openings to the street with timber sash windows. The front door to No 108 is into a porch set into the

gap between the two properties effectively linking them. Both properties are up against the back of pavement.

110 (Erith Cottage) and 112 (Little Thatched Cottage) East Street are a very significant pair of small 19th Century, back-to-back cottages, No 110 was possibly a former fish shop originally accessed from the street with the cottage entrance off the adjacent courtyard. They have beach pebble elevations with red brick quoins and window dressings that extend as full-height vertical bands and corbelled eaves course. No 112 has been painted white and has a clay-tiled pitched roof hipped at the party wall end and the other gabled originally extending down as a catslide to the rear. There is a large late 20th Century extension to the rear. Absorbing the catslide and the original front door onto the street has been partially bricked up and a window inserted. No 110 fronts onto a paved courtyard area and its elevations have been altered and windows replaced with modern composite casements. The street door possibly the entrance to the former shop has been infilled with beach cobble masonry. Both are hard up to the back of pavement.

Tidewall Cottage, 85 East Street, a small early 19th Century detached cottage that has been extended and altered. The elevations have been rendered and it has a plain clay tile double pitched and hipped roof with a off centre valley parallel to the street. The original windows have been replaced, but it retains its original form and has a prominent chimney. It is set back from the street standing within its own plot behind a beach pebble front boundary wall.

Elder Cottage, 97 East Street, is a small possibly early 19th Century detached cottage that has been extended and altered. The elevations have been rendered and it has a slate hipped roof with relatively modern red tile hips and decorative ridges. The original windows have been replaced with non-traditional modern casements, it has an attractive well stocked garden enclosed by a distinctive low cobbled walls with swept cobble copings.

101 – 103 East Street is a mid to late 19th Century terrace that closes East Street at its western end and encloses the small green area. They are built of mix of pebbles and sandstone blocks in alternating courses with red brick dressings around window openings. The original windows are metal “Crittall” casements and some have been replaced in timber. No 99/101 has been much altered and has a large wrap around extension and 105 is a later extension that has a large flat roof front extension that diminishes its character. The roof is a continuous tiled pitched roof with gabled ends. The extensions at each end have hipped and half-hipped ends. The significance of the terrace mainly derives from its relationship to the street and positive contribution to the local townscape of the conservation area.

The distinctive street boundaries to the properties are also positive structures

Character Area 2

14 Albion Road is a two-storey house constructed from small format dressed stone with stone arches over windows, tile cills and red brick dentil course to eaves. It has a cottage style door, ~~however the original windows have been replaced in uPVC.~~

The front garden is enclosed with a decorative boundary wall with alternate stone and pebble courses with render capping set with pebbles.

The Lifeboat Public House, Albion Road is built of red brick with burnt headers. Original timber sash windows replaced in uPVC. Plain tiled double-pitched hipped roof with central valley and a tall rendered chimney. White painted smooth render to north elevation.

It has a later 20th Century single store extension to south with shallow pitched slate hipped roof and a Beach pebble boundary wall enclosing a beer terrace with cement mortar coping.

28 to 30 Albion Road comprises a two storey 19th Century semi-detached pair of houses with painted roughcast render elevations, concrete interlocking tile gabled roof. The original cottages have been extended to the north and south. The original casements have been replaced with uPVC. The northern extension has a half gable dormer window and follows the detailing of the original building, whilst the extension to the south is modern with a large opening to provide a carriageway access through the building to the parking at the rear. It is not well detailed compared with the original building. It has beach pebble boundary walls with red-brick quoins and shaped copings.

5.3 BUILDING MATERIALS AND COLOURS

The conservation area is notable for the varied building materials which are used for the historic buildings: some thatch, handmade clay tiles or natural Welsh slate for the roofs; local beach flint and sandstone (Mixon or Sussex) for the walls, often used with the local red brick; and timber doors and windows. There are no obvious examples of timber-framed structures, such as can be found in some inland villages, possibly because the marine environment is too extreme.

All of these materials are sourced locally, apart from the Welsh slate, which became fashionable after the coming of the railways in the 1840s. Beach flints rounded and bulbous are very prevalent and especially important, mostly used whole with red brick and occasionally sandstone. Beach cobbles are also used with local stone to form boundary walls and house walls. Sandstone also features heavily, usually cut into relatively small square or rectangular blocks. Some of this is Mixon stone, once excavated from an offshore reef at Selsey. Otherwise, local clay has provided the raw material for bricks, clay roof tiles, and chimney pots. To summarise:

Roofing:

- Handmade clay peg tiles (steep pitches above 40 degrees) – made locally;
- Grey slate (shallower pitches) – imported from Wales or the West Country.
- Thatch, once long straw, but now combed wheat reed, with raised decorative ridges;

Walling:

- Whole beach pebbles or cobbles, set in lime mortar, with red or yellow brick dressings, e.g. 110 (Erith Cottage) and 112 (Little Thatched Cottage) East Street;
- Sandstone blocks usually about 200 mm x 150 mm, set in lime mortar, e.g. 14 Albion Road
- Red brick, occasionally enlivened by the use of blue brick headers to create a chequer pattern, e.g. no. The Lifeboat Public House, Albion Road
- White or colour washed stucco, e.g. No 2 (The Corner House) and No 4 (Fern Cottage) Albion Road

Windows:

- Predominantly timber sashes, earlier pre-1850 windows with small panes either six over six or eight over eight and later windows with larger panes mainly two over two;
- Side opening timber casements
- Metal "Crittall" casements usually with small panes or leaded lights.

Front doors (originally timber and painted):

- Cottage style ledged and braced
- Cottage style with glazed upper panels
- Six panelled either with raised and fielded panels or flush panels;
- Four panelled with flush beaded panels;
- Elegant Georgian door cases, such as Bantry Villa, 77 East Street.

Colours in the conservation area are therefore very varied, with greys, creams and browns and reddish brown predominating due to the wide use of natural pebbles, sandstone clay roof tiles and brick contrasting with brighter whites and pastel colours of the painted render and flatter, darker grey of the slate roofs.

Stone can be either mid-brown (Mixon sandstone) or a lighter brown, suggesting Sussex sandstone which can be found further inland from Selsey. The flint beach cobbles vary in colour from greys to light and darker browns with silvery-white lime or greyer mortar. Windows are usually painted white, with a variety of colours for the front doors

5.4 PUBLIC REALM

There are no examples of historic paving materials in the conservation area. The main roads are black tarmac, with the southern branch of East Street, where it meets

and divides at the green being an exposed aggregate concrete. Road marking include conservation style pale yellow double lines. The pavements predominantly concrete with exposed aggregate with concrete kerbs.

The overall effect is functional and tidy, rather than beautiful. Kerbs are generally modern slim profile concrete. There are the occasional modern plastic bollards such as at pinch points in the road, to protect boundary walls and also on the green at the southern end of East Street to prevent parking, these could be replaced with more appropriate designs if opportunities arise.

Street lighting is modern with blue painted steel comments with low glare, down lighter type fittings. Overhead telephone wires criss-cross the area, most with traditional timber telegraph poles but come modern aluminium replacements. They are a regrettable feature of the whole conservation area.

ISSUES

NEGATIVE SITES AND BUILDINGS

East **Old** Selsey is the surviving remnants of an historic fishing community now rather swamped by inter-war and post war housing development. However East Street and Albion Road retain a high concentration of listed and positive buildings. The area does however retain an overall cohesion giving it a strong local character. The main threat to this character is form inappropriate new developments and loss of original features, particularly front boundaries and windows.

The existing road is quite narrow in places and not designed for modern traffic including the buses which are routed down East Street and Albion Road, particularly when buses meet oncoming traffic.

The following are the principle “negative” features.

Character Area 1 negative features

- No 81 East Street and original front boundary wall were demolished and replaced with a modern, but traditional style, development to east of 77 East Street. The detailing of the development, with the half dormers and boxed in eaves and the design and realignment of the boundary wall does not contribute to the character of the area, with its consistent parapet, instead of the reflecting the typical detailing of the original wall and boundary walls typical of the area with curved copings sweeping down in front of windows.
- The Car Park and rear garden to Fisherman’s Joy Public House is rather barren and characterless with a broken up surface and would benefit from a redesign to create a more attractive parking area and beer garden for the pub.
- Loss of original windows and unsympathetic modern replacements
- Overhead telephone wires

Character Area 2 negative features

- The quality of some of the more recent infill developments such as **12A and 16 Albion Road** in terms of design, use of materials and detailing detracting from the character of other surrounding historic buildings
- Loss and/or replacement of the original locally distinctive front boundary walls
- Loss of original windows and unsympathetic modern replacements
- Re-roofing of historic buildings with non-traditional materials such as concrete tiles
- Overhead telephone wires

PART 2 ~~EAST~~ OLD SELSEY CONSERVATION MANAGEMENT PROPOSALS

1 BACKGROUND

1.1 THE PURPOSE OF MANAGEMENT PROPOSALS

The designation of a conservation area is not an end in itself, as under Section 71(1) of the Planning (Listed Buildings & Conservation Areas) Act 1990, the District Council is required to periodically review its conservation areas and to publish proposals for their preservation and enhancement.

Part 1 of this document, the Character Appraisal, therefore assesses the character of the East ~~Old~~ Selsey Conservation Area and identifies the positive features which make the conservation area special. Additionally, the character appraisal also notes the less attractive, negative features and these are listed in Section 6 “Issues”.

Part 2 of this document, the Management Proposals, presents proposals to achieve the preservation and enhancement of the conservation area’s special character, by providing a series of recommendations for future action based on the issues raised in Chapter 6.

This document reflects government guidance within the National Planning Policy Framework (NPPF) and the National Planning Practice Guide (NPPG) and is in conformity with Historic England good practice advice as set out in Understanding Place: Conservation Area Designation, Appraisal and Management (March 2011), Best Practice guidelines, and policies within the adopted Chichester Local Plan: Key Policies 2014-2029.

It is recognised that the Selsey Conservation Area is not one where large scale development is likely to occur which could generate private funding for major improvements. All of the actions itemised in Chapter 2 Recommendations will therefore have to be financed by the District Council, the Town Council or West Sussex County Council, possibly from CIL receipts and it is accepted that, of necessity, they will need to be prioritised according to the availability of funds. The

purpose of this document is to provide the District Council with a set of priorities that could be implemented over an eight year period, if funding is available. Therefore, it may not be possible to achieve all of the actions within this timescale.

2 LEGISLATIVE BACKGROUND

2.1 THE IMPLICATIONS OF CONSERVATION AREA DESIGNATION

Designation as a conservation area brings a number of specific statutory provisions aimed at assisting the “preservation and enhancement” of the area. These are as follows:

- The local authority is under a statutory duty to review designations ‘from time to time’ and to ensure the preservation and enhancement of the conservation area; There is a particular duty to prepare proposals (such as conservation area appraisals, grant schemes or enhancement proposals) to that end;
- In the exercise of any powers under the Planning Acts, with respect to any buildings or other land in a conservation area, special attention must be paid to the desirability of preserving or enhancing the character or appearance of that area;
- Extra publicity must be given to planning applications affecting conservation areas – this is usually achieved through the use of advertising in the local newspaper;
- Conservation Area Consent is required for the demolition of any unlisted building in a conservation area, subject to minor exceptions, and the local authority or the Secretary of State may take enforcement action or institute a criminal prosecution if consent is not obtained;
- Written notice must be given to the Council before works are carried out to any tree in the area, subject to minor exceptions;
- The display of advertisements may be more restricted than elsewhere;
- The Council or the Secretary of State may be able to take steps to ensure that a building in a conservation area is kept in good repair through the use of Urgent Works Notices and Amenity Notices;
- The energy conservation expectations of the Building Regulations (Part L) do not necessarily apply to buildings within a conservation area;
- Powers exist for local authorities, English Heritage or the Heritage Lottery Fund to provide financial grant schemes to assist with the upkeep of buildings in conservation areas, although funds are usually targeted to areas of economic deprivation.

2.2 THE CONTROL OF DEVELOPMENT AND CHANGE

The requirements for planning permission

Certain works to dwellings within a conservation area, which are normally considered to be ‘permitted development,’ will require planning approval from the District Council. The overall effect of these additional controls is that the amount of building

work which can be carried out to a family house or within its grounds without a planning application is substantially less in a conservation area than elsewhere.

These are:

- Extensions to buildings in conservation areas almost always require planning permission. Therefore, if you are considering carrying out any work, please contact the District Council;
- Planning permission is needed for external cladding to dwellings in conservation areas, for instance using stone, artificial stone, timber, plastic or tiles;
- Planning permission is needed for any alteration to the roof of a dwelling resulting in a material alteration to its shape, most notably the addition of dormer windows;
- Planning permission is needed for the erection of any structure within the curtilage of a dwelling in a conservation area if the cubic capacity exceeds 10 cubic metres. This is especially important for sheds, garages, and other outbuildings in gardens.

Recent changes to the General Permitted Development Order may have provided some changes to the constraints mentioned above, so it is always wise to check with the Council first before commencing any work.

Where a building is statutorily listed, different legislation applies, as all internal and external alterations which affect the special architectural or historic interest of the building require Listed Building Consent. Furthermore, commercial properties (such as shops and public houses), and houses which are in multiple occupation such as flats or bedsits have far fewer permitted development rights and therefore planning permission is already required for many alterations to these buildings.

2.3 NATIONAL POLICY AND GUIDANCE

Central government policy on conservation areas, historic buildings and archaeology is contained in the National Planning Policy Framework (NPPF), published in March 2012. Additional guidance is provided in the accompanying Historic England document *Understanding Place: Conservation Area Designation, Appraisal and Management* (March 2011) which sets out ways to manage change in a way that conserves and enhances historic areas through conservation area designation, appraisal and management.

Further government advice, providing local authorities with the power to reject any development that does not positively contribute to the improvement and regeneration of its setting, is set out in the National Planning Practice Guide (NPPG). Improving standards of design and sustainability are at the heart of the NPPF and NPPG.

2.4 ADOPTED CHICHESTER LOCAL PLAN: KEY POLICIES 2014-2029

The Local Plan contains several relevant policies. Chapter 2, the Characteristics of the Plan Areas identifies the rich and varied natural, historic and built environment as important aspect of the areas environmental characteristics. Chapter 3 *The Vision and Objectives* sets out a Vision for the sort of place the plan area should be by 2029 and sets out a series of Objectives for realising this vision including conserving and enhancing the distinctive character, quality and importance of the historic environment. The policies relating to the historic environment are set out in Chapter 19, The Environment and the relevant policy id Policy 47 – Heritage and Design and associated supporting text.

3 RECOMMENDED ACTIONS

East Selsey is a well preserved and characterful area and the houses within the area are mainly historic buildings and a number are listed. The greatest threats to the character of the area include loss of historic buildings to new development and incremental small scale changes gradually diminishing the area's special character. These management proposals set out a series of recommended actions to help preserve and enhance the character of the area.

3.1 CONSERVATION AREA DESIGNATION

The last review of Selsey was undertaken some time ago when the Selsey conservation area was appraised. Local authorities have a duty to review past designations from time to time to determine if any further parts of their area should be conservation areas.

As part of the review of the Selsey Conservation area the area of East Selsey focused on the eastern end of East Street and Albion Road was identified as an area that would be desirable to preserve or enhance and that should therefore be designated as a conservation area.

RECOMMENDED ACTION 1:

- That the area identified on the townscape appraisal map, comprising the fisherman's Joy Public House, 71 East Street and associated garden and car park, 75 – 105 odds East Street, 92 – 114 Evens East Street and 2-30 Albion Road and associated green space in front of 99-105 East Street be designated by Chichester District Council as the **East Old Selsey** Conservation Area

3.2 THE CONTROL OF MINOR ALTERATIONS TO THE UNLISTED HOUSES AND COTTAGES

A number of the unlisted positive historic buildings have been adversely affected by the replacement of traditional windows with inappropriately designed and detailed new windows and doors and by the use of modern materials. These changes are 'permitted development' which can be controlled by the Council through the imposition of an Article 4 Direction. This is usually used to control minor changes to unlisted family dwellings in conservation areas. It does not mean that development, such as changes to windows or doors, will necessarily be impossible. It does,

however, mean that planning permission has to be sought and this allows for the merits of a proposal to be considered against the conservation interests.

Article 4 Directions are made under the General Permitted Development Order 1995 (as recently amended), and can be served by a local planning authority to remove permitted development rights where there is a real threat to a particular residential building or area due to unsuitable alterations or additions. An Article 4 Direction is accompanied by a Schedule that specifies the various changes to family dwellings, which will now require planning permission. Usually, such Directions are used in conservation areas to protect unlisted houses in use as a family unit, rather than flats or bedsits where permitted development rights are limited.

Under an Article 4 Direction, planning permission can be required for the following, depending on the permitted development right removed:

HOUSE EXTENSIONS – Planning permission will be required for the enlargement, improvement or other alteration of a dwelling house including entrance porches, any part of which fronts a highway, private road or open space (this lowers the limit of ‘permitted development’ already imposed by conservation area designation).

PAINTING OF DWELLING HOUSES – Planning permission will be required for the painting of a dwelling house.

ROOFS – A planning application will be required for alterations to a roof slope which fronts a highway, private road or open space, including a change in the roof materials and the insertion of roof lights. Dormer windows already require planning permission under separate legislation.

CHIMNEYS – The removal of a chimney or its partial demolition will require planning permission.

SOLAR PANELS - Fixing of a solar panel on a roof fronting a highway or other public space can require planning permission.

REPLACEMENT WINDOWS AND DOORS – The replacement of existing windows and doors which front a highway, private road or open space will require planning consent – note that part L of the Building Regulations, requiring double glazing for new windows, does not apply in the conservation area (or listed buildings).

CREATION OF CAR PARKING IN FRONT GARDENS AND REMOVAL OR REPLACEMENT OF FRONT BOUNDARIES – The creation of a parking space in a front garden, and or the removal of a front boundary, such as a low stone wall, will require planning permission.

SATELLITE DISHES - The installation of a satellite dish on any building or structure within the curtilage of a family house in a Conservation Area will only be permitted development if certain conditions are met.

There are a number of ‘positive’ buildings and unlisted family dwellings in the proposed **East Old** Selsey Conservation Area which would benefit from these

additional constraints. Whilst an Article 4 Direction cannot be retrospective, the serving of one would incrementally improve the character and appearance of the Conservation Area. An Article 4 Direction can also be focused on groups of buildings, rather than the whole Conservation Area, such as locally listed buildings or positive buildings. Any Direction will require a photographic survey to record the present condition of the buildings concerned, and written guidance will need to be provided to householders.

RECOMMENDED ACTION 2:

- The District Council will consider serving of Article 4 Directions on the ~~East~~ **Old** Selsey Conservation Area, to cover all unlisted dwelling houses.

3.3 DEMOLITION OF POSITIVE BUILDINGS AND DEVELOPMENT WITHIN THE SETTING OF HERITAGE ASSETS

There are a number of good quality, unlisted buildings in the ~~East~~ **Old** Selsey Conservation Area that make a positive contribution to the character and appearance of the conservation area. These are all marked on the Townscape Appraisal map. Many unlisted positive buildings should be treated as undesignated heritage assets and proposals involving demolition or harm to heritage assets, or their settings should be resisted.

An historic building within the area, at 81 East Street, has been demolished and the site redeveloped with a small cul-de-sac of residential properties. This has somewhat altered the spatial grain in this part of the area, which was originally more spacious and vegetated. There have also been a number of the more recent developments that have failed to respect the character of the area and surrounding historic buildings.

RECOMMENDED ACTIONS 3, 4 5 and 6:

- The District Council should adopt the Conservation Area Appraisal and Management Proposals for ~~East~~ **Old** Selsey as a material consideration in the determining of planning applications.
- The District Council will strive to ensure that all new development follows the “Good Practice Guidance” and conserves or enhances the Conservation Area and the setting of heritage assets. The loss of positive buildings will be strongly resisted.
- Applications for demolition of positive buildings should be resisted unless there is clear and convincing evidence that there would be significant public benefits arising from the proposals.
- Applications for change to “Positive” buildings in the conservation area, as identified on the Townscape Appraisal map, and other undesignated heritage assets, identified as part of the planning process, and their settings will be assessed in light of the Good Practice Guidance enclosed at Appendix 3.

3.4 MAINTENANCE OF INCIDENTAL OPEN SPACES

The grass on the small village 'green' at the eastern end of East Street requires regular maintenance to enable a tidy appearance within the heart of the conservation Area.

RECOMMENDED ACTION 7:

- Explore opportunities for ongoing and future management of the incidental open spaces in consultation with the Parish Council, West Sussex County Council, and/or other landowners.

3.5 THE PROTECTION AND ENHANCEMENT OF THE STONE AND BEACH COBBLE FRONT BOUNDARY WALLS

During the survey work for the East Old Selsey Character Appraisal, the important contribution that the distinctive front boundary walls make to the character of the conservation area was recognised. Some properties have had their front boundaries removed or replaced. It is therefore important that these are preserved. The loss of original walls can be controlled by the District Council either under existing conservation area legislation (where the walls are over one metre in height facing the highway), or as part of the Article 4 Direction detailed above. The Council would also support the principle of reinstating lost boundary walls or replacing inappropriate walls with traditionally detailed walls where they would make a positive contribution to the special character of the conservation area.

RECOMMENDED ACTION 8:

- The District Council will continue to protect existing historic boundary walls from demolition through the imposition of an Article 4 Direction as detailed above and will encourage property owners to rebuild old walls where they have been lost, as well as the provision of new stone or beach pebble walls in appropriate places.

3.6 LOCAL LIST

The District Council has recently compiled a list of locally significant buildings in Chichester City. There are proposals to extend this to other areas in the District. 'Locally listed' buildings are buildings or other features of local significance which, although not statutorily listed, are nonetheless important to the history, appearance, character, and cultural value of the District. These significant buildings and structures are therefore considered as non-designated heritage assets and local listing is given some prominence in the recent National Planning Practice Guide (NPPG) as a positive way for the local planning authority to identify non-designated heritage assets against consistent criteria so as to improve the predictability of the potential for sustainable development. It is therefore recommended that the District Council should roll out its Local List across the District in order to give better recognition and, where necessary, control, of the historic environment in the whole District. The first step is to agree criteria for the selection of buildings and structures for the Local List, and proposed criteria are set out in Appendix 3. Buildings can then be added to the

list as circumstances allow, for instance through the conservation area appraisal process, or by a systematic survey of the whole District. Community involvement in the selection process will add weight to the list as a planning tool. It will also be necessary to acknowledge the Local List in planning policy and state the circumstances in which it will affect planning decisions. Details of the selection criteria are attached at Appendix 3.

Whilst a detailed survey has not been carried out as part of the appraisal process, a number of buildings have been identified which might qualify for local or even statutory listing.

- Shingle Cottage, 92 East Street.
- 94 and 96 East Street.
- Richmond Villas, 102 and 104 East Street
- Alexia Cottage, 106 and 108 East Street
- 110 (Erith Cottage) and 112 (Little Thatched Cottage) East Street
- Tidewall Cottage, 85 East Street,
- Elder Cottage, 97 East Street
- 101 – 103 East Street.
- 14 Albion Road.
- The Lifeboat Public House, Albion Road.
- 27 to 30 Albion Road

The District Council should continue to publish guidance for owners of historic buildings, in addition to Local Plan policies, which will help owners understand what works require consent and provide guidance on appropriate repairs and alteration to preserve the special character of the buildings and the conservation area.

RECOMMENDED ACTIONS 9 and 10:

- The District Council, in association with the Town Council, will consider drawing up a Local List for the ~~East~~ Old Selsey Conservation Area.
- The District Council will draw up guidance for the owners of listed buildings and other historic buildings to provide advice on appropriate alterations and repairs to achieve higher standards when altering or extending their properties.

3.7 OVERHEAD TELEPHONE WIRES

Telephone wires and dominant telegraph poles are a detrimental feature throughout the conservation area.

RECOMMENDED ACTIONS 11:

The County Council and the District Council could consider a scheme in association with British Telecom to underground all of the telephone wires within the conservation area

3.8 OPPORTUNITIES FOR ENHANCEMENT

The townscape Appraisal map identifies structures or areas within the Conservation Area that could benefit from 'enhancement' should the opportunity arise.

3.8.1 Car Park and rear garden to Fisherman's Joy Public House

The car park and rear garden is poorly maintained and represents an unattractive gap in the street scene.

RECOMMENDED ACTION 12:

- The District Council should encourage the owners of Fisherman's Joy to consider a holistic approach to the layout of the area comprising the garden and car park at the rear of their building, adjoining East Street and carry out improvements.

3.8.2 81-83a East Street

The design of the new development on the site of the former historic building at 81 East Street does not relate well to the architecture of the surrounding buildings and the new boundary looks overly harsh and dominant in the street scene.

RECOMMENDED ACTION 13:

- The District Council should encourage the owners of the 81-83A East Street to consider replacing their front boundary with a design that more closely reflects the existing boundaries that are a particular distinctive feature of the East Old Selsey area.

4. MONITORING AND REVIEW

As recommended by Historic England, this document should be reviewed regularly following formal adoption by Chichester District Council. It will need to be assessed in the light of policy and legislative changes. A review should include the following:

- A survey of the conservation area including a full photographic survey to aid possible enforcement action;
- An assessment of whether the various recommendations detailed in this document have been acted upon, and how successful this has been;
- The identification of any new issues which need to be addressed, requiring further actions or enhancements;
- A review of the conservation area boundary
- Updating the document in light of the findings and new recommendations, including any changes proposed to the conservation area boundary and

- re-consultation of the local community on the proposals
- Publicity and advertising.

It is possible that this review could be carried out by the local community under the guidance of a heritage consultant or the District Council. This would enable the local community to become more involved with the process and would raise public consciousness of the issues, including the problems associated with enforcement.

4 CONTACT DETAILS

For queries on planning matters you are encouraged to consult the District Council's planning service who will be pleased to assist.

With respect to conservation and historic environment advice please contact the Conservation and Design team.

Telephone 01243 785166

E-mail: Conservationanddesign@chichester.gov.uk

Or write to:

The Conservation and Design Team
Chichester District Council
East Pallant House
East Pallant
Chichester
West Sussex
PO19 1TY.

APPENDIX 1 COMMUNITY INVOLVEMENT

The review of the Character Appraisal, with its Management Proposals, has been prepared by Chichester District Council following a walkabout in the area with the Parish Council. Public consultation commenced with a public exhibition at the Selsey Area Office on the 1st and 2nd April 2016, and the document was also put on the Council's website for six weeks until the 13th May 2016 with a questionnaire encouraging responses. Following the analysis of these comments, the final document was drafted.

[This document has been approved by Chichester District Council for development control purposes on the 7th June 2016 and will be a material consideration when making decisions about applications for development within, or on the edges of, the Selsey Conservation Area] (subject to the outcome of the consultation exercise). The document will also inform other agencies and individuals whose activities impact on the fabric of the Selsey Conservation Area, such as West Sussex County Council, Selsey Town Council, local traders and householders.

APPENDIX 2 GOOD PRACTICE GUIDANCE

CONTENTS:

1. THE IMPLICATIONS OF CONSERVATION AREA DESIGNATION
2. THE REQUIREMENTS FOR PLANNING PERMISSION IN A CONSERVATION AREA
3. ARTICLE 4 DIRECTIONS
4. NEW DEVELOPMENT
5. LISTED BUILDINGS
6. POSITIVE BUILDINGS
7. ROOFS
8. FRONT BOUNDARIES AND DRIVEWAYS
9. TREES
10. SATELLITE DISHES

1 THE IMPLICATIONS OF CONSERVATION AREA DESIGNATION

Designation as a conservation area brings a number of specific statutory provisions aimed at assisting the “preservation and enhancement” of the area. These are as follows:

- The District Council is under a statutory duty to review designations ‘from time to time’ and ensure the preservation and enhancement of the conservation area, and has a particular duty to prepare proposals (such as conservation area appraisals or grant schemes) to that end;
- There is a particular duty to prepare proposals (such as conservation area appraisals, grant schemes or enhancement proposals) to that end;
- In the exercise of any powers under the Planning Acts, with respect to any buildings or other land in a conservation area, special attention must be paid to the desirability of preserving or enhancing the character or appearance of

that area;

- Extra publicity is given to planning applications affecting conservation areas - this is usually achieved through the use of advertising in the local newspaper;
- Planning Permission is required for the demolition of any unlisted building in a conservation area, subject to minor exceptions, and the local authority or the Secretary of State may take enforcement action or institute a criminal prosecution if consent is not obtained. This means that proposals involving demolition of any of the positive buildings within the conservation area (as annotated on the Townscape Appraisal map) will be resisted unless a very good case for demolition can be made, including evidence that the demolition is necessary to achieve substantial public benefits, that outweigh the harm to the conservation area resulting from their loss.
- Written notice must be given to the District Council before works are carried out on any tree in the area, subject to minor exceptions;
- The display of advertisements may be somewhat more restricted than elsewhere;
- The District Council or the Secretary of State may be able to take steps to ensure that a building in a conservation area is kept in good repair (similar to the powers which protect listed buildings) through the use of Urgent Works Notices and Amenity Notices;
- The energy conservation expectations of the Building Regulations (Part L) do not necessarily apply to buildings within a conservation area;

2 THE REQUIREMENTS FOR PLANNING PERMISSION IN A CONSERVATION AREA

In a conservation area, certain works to family houses within the designated area, which are normally considered to be “permitted development”, will require planning approval from the District Council. The overall effect of these additional controls is that the amount of building works which can be carried out to a family house or within its grounds, without a planning application, is substantially smaller in a conservation area than elsewhere.

These are:

- Planning permission is needed for extensions to family houses in conservation areas. Therefore, if you are considering carrying out any work, please contact the District Council;
- Planning permission is needed for external cladding to family houses in conservation areas, using stone, artificial stone, timber, plastic or tiles;
- Planning permission is needed for any alteration to the roof of a family house resulting in a material alteration to its shape, most notably the addition of dormer windows;
- Planning permission is needed for the erection of any structure within the curtilage of a family house whose cubic capacity exceeds 10 cubic metres. This is especially important for sheds, garages, and other outbuildings in

gardens within conservation areas.

- Planning permission is needed for the installation of chimneys, flues and soil and vent pipes on the principal or a side elevation that front a highway

Recent changes to the General Permitted Development Order may have provided some changes to the constraints mentioned above, so it is always wise to check with the Council first before commencing any work.

It is worth noting that where a building is statutorily listed, different legislation applies, as most internal and external alterations which affect the special architectural or historic interest of the building require Listed Building Consent. Furthermore, commercial properties, such as shops and public houses, and houses which are in multiple occupation (flats or bedsits) have far fewer permitted development rights and, therefore, planning permission is already required for many alterations to these buildings.

3. ARTICLE 4 DIRECTIONS

Designation as a conservation area means that the District Council can consider whether serving an Article 4 Direction is appropriate, by withdrawing permitted development rights for unlisted dwellings (not flats or bedsits which are controlled separately). This could affect all of the “positive” dwellings where unsympathetic change would be most detrimental. The changes that are commonly controlled by an Article 4 Direction are:

- The enlargement, improvement or other alteration of a dwelling (this includes new windows and doors);
- Alterations to the roof (such as changing the roof material);
- The construction of a porch;
- The provision of a building or enclosure, such as a swimming pool;
- The construction of a hardstanding and the creation of a new means of access;
- The painting of external walls; and
- Solar panels.

The District Council is recommending as Recommended Action 12 of the Conservation Area Management proposals above, the serving of an Article 4 Direction although thorough public consultation will be undertaken. In many of the conservation areas in the District, where Article 4 Directions have been made theses have helped to protect the historic character of the area and the District Council will consider their use when reviewing conservation areas.

4 NEW DEVELOPMENT

All applications for new development within Chichester’s conservation areas are considered in the light of policies contained within the adopted Local Plan and central government guidance. For conservation areas, it is especially important to maintain the historic form of development, such as buildings lines, plot ratios and building form and uses. There is a general presumption that all listed buildings, and buildings marked as “positive” on the Townscape Appraisal maps, will be retained, and their setting protected. There is also a presumption that existing open spaces, especially those which are defined within the Character Appraisal for each

conservation area, will be protected. Gardens, fields and other landscape features all make a vital contribution to the conservation area's "special character or appearance" and should therefore be retained.

Where new buildings are to be allowed, their design should be carefully considered in terms of their context, so that they fit in with their surroundings in terms of scale, density, massing and bulk. Over dominant, cramped development is usually inappropriate in a conservation area.

5. LISTED BUILDINGS

Listed Building Consent is required from the District Council for all alterations or extensions which affect the character of the listed building. The interior, as well as the exterior, of the building is covered by the listing, so changes to such features as fitted cupboards, panelling, staircases and even floorboards all require Consent. The listing description is merely a tool for identification so the exclusion of any particular feature does not mean that it is not "listed". It is a criminal offence to alter a listed building without having first obtained Consent, so owners should always check first with the District Council before commencing work.

6. POSITIVE BUILDINGS

As part of the appraisal process, and as recommended in the National Planning Practice Guide (NPPG), "Positive" buildings have been identified and are marked on the Townscape Appraisal maps for each conservation area. Generally, these are individual or groups of buildings which retain all or a high proportion of their original architectural detailing and which add interest and vitality to the appearance of the conservation area. Most of them date to the 19th century, but some are early 20th century.

Where they have been too heavily altered, and restoration is not easily achievable, they are excluded.

As with listed buildings, there is a general presumption against their loss. Any application for the demolition of a positive building will therefore need to be accompanied by a reasoned justification demonstrating that demolition is necessary to achieve substantial public benefits, similar to that required for a listed building. The owner must also have made positive efforts to market the building, or to find a suitable new use, before an application can be determined. The District Council may also, as resources permit, consider serving an Article 4 Direction on the positive buildings which are dwellings (not flats or bedsits), to control unsympathetic alterations such as the installation of uPVC windows.

7. ROOFS

In all of Chichester's conservation areas, but most particularly in the more urban areas, roofs play an important part in contributing to the area's special character. Their pitch, shape and materials are all important and should not be

compromised by the insertion of over-dominant rooflights or dormers. The loss of chimney stacks and chimney pots will be resisted by the District Council, particularly on listed and positive buildings within the conservation area.

Thatch, handmade clay tiles and natural slate are the traditional materials for roofs within the conservation areas. For thatched roofs, the District Council will continue to encourage the use of long straw thatch and traditional details. Historically, long straw would have been sourced from local farmers as a waste product from grain production, and roughly shaped before fixing, often over the top of old thatch. This gave the buildings a characteristically shaggy outline, which the modern “combed wheat reed” roofs tend to lack. Combed wheat reed is also straw, but it is a more processed material which, when fixed, produces a much flatter, thinner roof than long straw. It has also become usual for the ridges of thatched roofs to be repaired using *raised* ridges, with decorative swirls and crescents, rather than the much simpler, but historically more correct, *flush* ridge which continued the outside face of the main roof. The use of water reed results in an even greater change of character, as this material is laid in thinner layers, given a crisper, more angled outline, with raised ridges adding to the difference. Organic long straw is now being grown commercially in Kent, so it is possible to source the correct material.

Handmade clay tiles are another material which would have been made locally, but which can still be purchased from brick makers in West Sussex. They are notable for their curved shape, producing a softly undulating roof shape which machine-made tiles, which tend to be almost flat, cannot emulate. Their soft reddish-brown colour is another important local feature. Ridges are created by rounded clay tiles, sometimes crested.

Natural slate was rare in West Sussex before the mid-19th century, but its use became almost ubiquitous after the 1840s when slate became more fashionable and also far more affordable, due to the coming of the railways. Welsh slate is preferable to imported slate as its colour is a better match for existing roofs and, because of tighter quality controls, it lasts much longer. Lead flashings, simply detailed (no curves or cut-outs), is traditional with slate.

Cast iron rainwater goods are required on listed buildings, but cast aluminium, which is cheaper and which almost replicates the sections of cast iron, is acceptable on non-listed buildings within the conservation area.

8. FRONT BOUNDARIES AND DRIVEWAYS

Where front gardens exist, and on-street parking is in short supply, there is often a demand for the creation of private parking spaces. In a conservation area, this can be to the detriment of the environment, involving as it does the removal of existing front boundaries and the creation of hardstandings, often using modern materials such as concrete or tarmac. For many of the conservation areas in the Chichester District, the front boundary walls, made from a variety of materials - brick, flint, sandstone or limestone - make an important contribution to the character and appearance of the area and they should be retained as far as possible.

Generally, the District Council therefore wishes to discourage private owners from carrying out such alterations. Permission will usually be required from the County Council for the creation of a new crossover onto a public highway, and for listed buildings, Listed Building Consent will be required for the demolition of any existing walls. For non listed buildings in a conservation area, Planning Permission may also be required to demolish a front boundary wall, depending on its height. For the rural conservation areas, new driveways should be covered in a “soft” material, such as gravel or resin-bonded gravel, rather than tarmacadam or concrete blocks or slabs.

The District Council is proposing to control the creation of hardstandings and the removal of more minor walls through the imposition of an Article 4 Direction as recommended in the Conservation Area management Proposals above.

9. TREES

Within conservation areas, anyone intending lopping or felling a tree greater than 100 mm diameter at 1.5 metres above the ground, must give the Council six weeks written notice before starting the work. This provides the Council with an opportunity of assessing the tree to see if it makes a positive contribution to the character or appearance of the conservation area, in which case a Tree Preservation Order may be served. This protects the tree from felling or inappropriate lopping. Fruit trees are no longer exempt, although slightly different constraints occur where the tree forms part of a managed forest or is in another agricultural use.

10. SATELLITE DISHES

The rules governing satellite dishes in conservation areas are significantly tighter than outside such areas. These state that the installation of a satellite antenna on any building or structure within the curtilage of a family house in a conservation area is only permitted development if the following conditions are met:

For building less than 15metres high

- No more than 2 antennas are installed on the property overall
- The dish does not exceed 100 cm in any dimension (not including any projecting feed element, reinforcing rim, mounting and brackets);
- Where two antennas are installed, one is not more than 100 centimetres in any linear dimension, and the other is not more than 60 centimetres in any linear dimension (not including any projecting feed element, reinforcing rim, mounting and brackets)
- The cubic capacity of each antenna is not more than 35 litres
- No part of it must exceed the highest part of the roof;
- If it is installed on a chimney it is not more than 60 centimetres in any linear dimension and does not stick out above the chimney;
- It is not on a wall or roof slope fronting a highway or footway;

For buildings exceeding 15 metres in height

- No more than 4 antennas are installed on the property overall
- The dish does not exceed 130 cm in any dimension (not including any projecting feed element, reinforcing rim, mounting and brackets)
- If it is installed on a chimney it is not more than 60 centimetres in any linear dimension and does not stick out above the chimney;
- No part of it must exceed the highest part of the roof by more than 300cm;
- It is not on a wall or roof slope fronting a highway or footway;

If you live in a flat these limits apply to the building as a whole and not to each separate flat.

If any of these do not apply, a specific planning application will be required, and it is unlikely that permission will be granted.

APPENDIX 3 LOCAL LISTING CRITERIA

1 THE PURPOSE OF A LOCAL LIST

Buildings that are listed nationally are protected by law. They tend to be buildings of higher quality and generally date from before 1840. The purpose of a Local List is to identify locally significant buildings and other features which may not be considered eligible for statutory listing.

2 THE EFFECT OF LOCAL LISTING

The protection of buildings or other features which are Locally Listed can be achieved through policies in the Local Plan, or in a Supplementary Planning Document in the emerging Local Plan for Chichester District. The identification of these special buildings or features is also best achieved through consultation with local communities, giving them 'ownership' of the Local List and helping to inform and enlighten local knowledge. Although there is no statutory protection for such buildings, local listing can be a material consideration to be taken into account in determining planning applications.

3 PRINCIPLES OF SELECTION

Locally listed buildings or structures are those which make a special contribution to the history, appearance, character, and cultural value of Chichester District. They include the following:

- Buildings which have qualities of age, style, materials and detailing;
- Buildings which relate to the industrial development of an area, including transport;
- Well detailed historic shopfronts;

- Groups of farm buildings where they retain their historic layout, materials and details;
- Examples of late 19th or 20th century social housing, including estate workers' cottages;
- Historic street furniture including seats, signage, post boxes, bollards, or street lighting;
- Historic structures such as horse troughs, pumps, or wells;
- Other features which have historical or cultural significance, perhaps by association with a famous person or event.

They should all survive in a clearly recognisable form, with their historic features and layouts still present. Some selection of the better examples of these buildings or structures will be necessary, so in some cases the most authentic and interesting of a group of buildings may be locally listed, rather than the whole group. It is likely that most of the entries will date from the mid-19th to the mid-20th Century, but recent buildings of outstanding quality could be considered.

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	<i>Documentary</i>
	<i>History Victoria</i>
	<i>County History,</i>
	<i>vol.iii.</i>

Plus various excellent leaflets about the Pagham Harbour Local Nature Reserve, available from the Visitor Centre in Selsey Road.

By virtue of paragraph(s) 3 of Part 1 of Schedule 12A
of the Local Government Act 1972.

Document is Restricted