

# Public Document Pack

## **JOHN WARD**

Director of Corporate Services

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A meeting of the **Cabinet** will be held in Committee Room 2 at East Pallant House on **Tuesday 2 October 2018 at 09:30**

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

## **AGENDA**

### **PRELIMINARY MATTERS**

#### **1 Chairman's Announcements**

The chairman will:

- make any specific announcements for this meeting and
- advise of any late items for consideration under agenda item 15 (a) or (b).

Apologies for absence will be taken at this point.

#### **2 Approval of Minutes (pages 1 to 24)**

The Cabinet is requested to approve as a correct record the minutes of its meeting on Tuesday 4 September 2018, a copy of which is circulated with this agenda.

#### **3 Declarations of Interests**

Members are requested to make any declarations of disclosable pecuniary, personal and/or prejudicial interests which they might have in respect of matters on the agenda for this meeting.

#### **4 Public Question Time**

In accordance with Chichester District Council's scheme for public question time and with reference to standing order 6 in part 4 A and section 5.6 in Part 5 of the Chichester District Council *Constitution*, the Cabinet will receive any questions which have been submitted by members of the public in writing by 12:00 on the previous working day. The total time allocated for public question time is 15 minutes subject to the chairman's discretion to extend that period.

## RECOMMENDATIONS TO THE COUNCIL

### 5 **Allocation of Affordable Housing Commuted Sums** (pages 25 to 27)

The Cabinet is requested to consider the agenda report and to make the recommendation to the Council set out below:

That the allocation of £165,000 commuted sum monies to Windsor and District Housing Association Ltd (Radian) to fund the delivery of eight additional affordable units at Flat Farm Hambrook be approved.

### 6 **Chichester BID Alteration Ballot** (pages 29 to 32)

The Cabinet is requested to consider the agenda report and to make the two resolutions and additionally the recommendation to the Council as set out below:

#### **A – RESOLUTIONS BY THE CABINET**

- (1) Following the request from Chichester BID that an Alteration Ballot be held, that the Ballot Holder (Chichester District Council's Chief Executive) be instructed to hold the ballot.
- (2) That having approved the request in (1), the change to the new administrative vehicle for the BID to operate as Chichester BID Limited in the Alteration Ballot be supported.

#### **B – RECOMMENDATION TO THE COUNCIL**

That following the approval in A (1) and (2) above, the Council delegates authority to the Deputy Leader to vote in accordance with Cabinet's decision in relation to the Alteration Ballot.

### 7 **Tower Street Chichester Public Conveniences Refurbishment** (pages 33 to 35)

The Cabinet is requested to consider the agenda report and its appendix in the agenda supplement and to make the resolution and additionally the recommendation to the Council as set out below:

#### **A – RESOLUTION BY THE CABINET**

That the PID for Tower Street Public Conveniences (appended to the agenda report) in order to refurbish the facilities, create a new disabled facility and resolve the drainage issues be approved.

#### **B – RECOMMENDATION TO THE COUNCIL**

That an additional budget allocation of £65,000 from Reserves to supplement the existing Asset Replacement Programme budget of £80,000 for the project be approved.

## KEY DECISIONS

### 8 **Approval of the Draft Infrastructure Business Plan 2019-2024 for Consultation with the City, Town and Parish Councils and Key Infrastructure Delivery Commissioners** (pages 37 to 40)

The Cabinet is requested to consider the agenda report and its four appendices in the agenda supplements\* and to make the resolution set out below:

That the draft Infrastructure Business Plan 2019-24 (appendix 1 to the agenda report) be approved for consultation with the city, town and parish councils, neighbouring local authorities including the South Downs National Park Authority and key infrastructure delivery commissioners) for a period of six weeks from 8 October to 19 November 2018.

\*[**Note** (1) The first appendix is in the second agenda supplement and is available for online viewing only but one hard copy will be placed in the Members Room at East Pallant House and (2) the second, third and fourth appendices are circulated in the main agenda supplement]

#### NOTE TO CHICHESTER DISTRICT COUNCIL MEMBERS

The draft Infrastructure Business Plan (IBP) for 2019-2020 was reported to the Development Plan and Infrastructure Panel on Thursday 13 September 2018.

The Cabinet at this meeting is being recommended to approve the draft IBP for stakeholder consultation during October and November 2018.

Since the draft IBP will not be considered by the Council before the consultation, Chichester District Council members are requested to raise any issues they wish to be considered in writing in advance of this Cabinet meeting.

The Leader of the Council will also allow members to raise any questions they may have at this Cabinet meeting.

The Council will be asked to approve the final IBP in the usual way in March 2019.

### 9 **Award of Contract for Cleaning of Operational Buildings** (pages 41 to 45)

The Cabinet is requested to consider the agenda report and its appendix (which is confidential exempt\* material and is printed on salmon-coloured paper for members and officers only) and to make the resolutions set out below:

(1) That the contract for the cleaning of operational buildings for the period 1 January 2019 to 31 December 2021 be awarded to Supplier J, the details of which are set out in the exempt appendix to the agenda report.

(2) That authority be delegated to the Director of Corporate Services to:

(1) make any minor contractual changes during the contract term.

- (2) extend the contract by mutual agreement for up to two years should the contract remain economically advantageous and the supplier perform satisfactorily.

\*[Note Paragraph 3 (information relating to the financial or business affairs of any particular person (including the authority holding that information)) of Part I of Schedule 12A to the Local Government Act 1972]

**10 Council Tax Review of Locally Defined Discounts and Premia (pages 47 to 51)**

The Cabinet is requested to consider the agenda report and its appendix and to make the resolutions set out below:

- (1) That the council tax discounts proposed in the appendix to the agenda report be applied for the 2019-2020 financial year.
- (2) Provided that the Rating (Property in Common Occupation) and Council Tax (Empty Dwellings) Bill 2017-2019 is passed, that the council tax empty homes premium be set at 100% for the 2019-2020 financial year.

**11 Housing Benefit and Council Tax Reduction Risk Based Verification Policy 2019-2020 (pages 53 to 55)**

The Cabinet is requested to consider the agenda report and its appendix in the agenda supplement and to make the resolutions set out below:

- (1) That the Risk Based Verification (RBV) Policy for 2019 to 2020 be approved for the purpose of assessing claims for Housing Benefit and Council Tax Reduction.
- (2) That delegated powers be granted to the Director of Residents Services to approve future amendments to the RBV Policy in consultation with the Section 151 Officer.

**12 Southern Gateway Regeneration (pages 57 to 61)**

The Cabinet is requested to consider the agenda report and its two appendices in the agenda supplement and to make the resolutions set out below:

- (1) That the Development Brief in appendix 1 to the agenda report be approved.
- (2) That the revised PID and timescales contained therein in appendix 2 to the agenda report be approved.
- (3) That a procurement process governed by the Public Contracts Regulations 2015 via the Official Journal of the Economic Union (OJEU) to secure a development partner be approved.
- (4) That the Deputy Chief Executive, after consultation with the Leader of the Council, be delegated to conduct the procurement, select bidders with suitable financial standing and experience, invite tenders and take all steps

up to but not including selection of preferred bidder

- (5) That the Deputy Chief Executive, after consultation with the Leader of the Council and Cabinet Member for Growth and Place, be authorised to make any non-material changes to the Development Brief and finalise the OJEU procurement documentation.

[**Note** There is a background paper which is confidential exempt material (Paragraphs 3 (information relating to the financial or business affairs of any particular person (including the authority holding that information) and/or 5 (information in respect of which a claim to legal professional privilege could be maintained in legal proceedings) and/or 6 (information which reveals that the authority proposes – (a) to give under any enactment a notice under or by virtue of which requirements are imposed on a person or (b) to make an order or direction under any enactment)) and this is published in the third agenda supplement for online viewing only by members and officers]

### **OTHER DECISIONS**

**13 North Street Car Park Midhurst Resurfacing** (pages 63 to 64)

The Cabinet is requested to consider the agenda report and to make the following resolution:

That the release of £55,000 from reserves to resurface and re-line the Midhurst North Street car park be approved.

**14 Reducing Single Use Plastics** (pages 65 to 67)

The Cabinet is requested to consider the agenda report and its appendix in the agenda supplement and to make the resolution set out below:

That the Single Use Plastics Action Plan in the appendix to the agenda report be approved.

### **FINAL MATTERS**

**15 Late Items**

- (a) Items added to the agenda papers and made available for public inspection
- (b) Items which the chairman has agreed should be taken as matters of urgency by reason of special circumstances to be reported at the meeting

**16 Exclusion of the Press and Public**

The Cabinet is asked in respect of agenda items 17 (Development of Land at Barnfield Drive Chichester) and 18 (Southern Gateway Regeneration) to make a resolution that the public including the press should be excluded from the meeting on the following grounds of exemption in Schedule 12A to the Local Government Act 1972 namely Paragraphs 3 (information relating to the financial or business

affairs of any particular person (including the authority holding that information)), 5 (information in respect of which a claim to legal professional privilege could be maintained in legal proceedings) and 6 (information which reveals that the authority proposes – (a) to give under any enactment a notice under or by virtue of which requirements are imposed on a person or (b) to make an order or direction under any enactment) and because, in all the circumstances of the case, the public interest in maintaining the exemption of that information outweighs the public interest in disclosing the information.

[**Note** If the Cabinet wishes to discuss the confidential exempt appendix to agenda item 9 (Award of Contract for Cleaning Operational Building) it will need first to pass a resolution to exclude the press and the public from the meeting on the following ground of exemption in Schedule 12A to the Local Government Act 1972 namely Paragraph 3 (information relating to the financial or business affairs of any particular person (including the authority holding that information)) and because, in all the circumstances of the case, the public interest in maintaining the exemption of that information outweighs the public interest in disclosing the information]

**17 Development of Land at Barnfield Drive Chichester (pages 69 to 72)**

The Cabinet is requested to consider the agenda report, which is confidential exempt\* material with a restricted circulation to Chichester District Council members and relevant officers only (printed on salmon-coloured paper), and to make the following resolution:

That authority be delegated to the Director of Growth and Place to renegotiate the ground rent arrangements with the developer provided that there is no overall adverse impact on Chichester District Council's anticipated income from the development, the outcome of which will be reported to a subsequent meeting of the Cabinet.

\*[**Note** The ground for excluding the public and press during this item is that it is likely that there would be a disclosure to them of 'exempt information' of the description specified in Paragraph 3 (information relating to the financial or business affairs of any particular person (including the authority holding that information)) of Part I of Schedule 12A to the Local Government Act 1972]

**18 Southern Gateway Regeneration (pages 73 to 78)**

The Cabinet is requested to consider the agenda report and its four appendices in the agenda supplement, which are confidential exempt\* material with a restricted circulation to Chichester District Council members and relevant officers only (printed on salmon-coloured paper), and to make the following resolutions:

- (1) That the Council entering into a Collaboration Agreement with Homes England (HE) and West Sussex County Council, on the terms set out in appendix 1 to the agenda report be approved.
- (2) That the Deputy Chief Executive, after consultation with the Leader of the Council, be authorised to make any non-material changes to the Collaboration Agreement.

- (3) That the Risk Register and any further mitigation that is required (appendix 2 to the agenda report) be noted.
- (4) To the purchase of the freehold interest in the land identified in paragraph 6.3.4.2 (shown on drawing no 5586 appendix 3 to the agenda report) be authorised, using LEP funding, for the purposes of relocating one of the non-conforming uses out of the Masterplan area based on the Heads of Terms set out in appendix 4 to the agenda report.
- (5) That land as detailed in paragraph 6.3.4.1 of the agenda report be reserved sufficient to accommodate the relocation needs of Royal Mail and that a separate report be brought to the Cabinet to approve the refurbishment/redevelopment of the land in due course.

\*[**Note** The ground for excluding the public and press during this item is that it is likely that there would be a disclosure to them of 'exempt information' of the description specified in Paragraphs 3 (information relating to the financial or business affairs of any particular person (including the authority holding that information)), 5 (information in respect of which a claim to legal professional privilege could be maintained in legal proceedings) and 6 (information which reveals that the authority proposes – (a) to give under any enactment a notice under or by virtue of which requirements are imposed on a person or (b) to make an order or direction under any enactment) of Part I of Schedule 12A to the Local Government Act 1972]

#### **NOTES**

- (1) The press and public may be excluded from the meeting during any item of business wherever it is likely that there would be disclosure of 'exempt information' as defined in section 100A of and Schedule 12A to the Local Government Act 1972.
- (2) The press and public may view the report appendices which are not included with their copy of the agenda on the Council's website at [Chichester District Council - Minutes, agendas and reports](#) unless they contain exempt information.
- (3) Subject to the provisions allowing the exclusion of the press and public, the photographing, filming or recording of this meeting from the public seating area is permitted. To assist with the management of the meeting, anyone wishing to do this is asked to inform the chairman of the meeting of their intentions before the meeting starts. The use of mobile devices for access to social media is permitted, but these should be switched to silent for the duration of the meeting. Those undertaking such activities must do so discreetly and not disrupt the meeting, for example by oral commentary, excessive noise, distracting movement or flash photography. Filming of children, vulnerable adults or members of the audience who object should be avoided. [Standing Order 11.3 of Chichester District Council's *Constitution*]
- (4) A key decision means an executive decision which is likely to:
  - result in the Council incurring expenditure which is, or the making of savings which are, significant having regard to the Council's budget for the service or

function to which the decision relates or

- be significant in terms of its effect on communities living or working in an area comprising one or more wards in the Council's area or
- incur expenditure, generate income, or produce savings greater than £100,000

#### **NON-CABINET MEMBER COUNCILLORS SPEAKING AT THE CABINET**

Standing Order 22.3 Chichester District Council's *Constitution* provides that members of the Council may, with the chairman's consent, speak at a committee meeting of which they are not a member, or temporarily sit and speak at the Committee table on a particular item but shall then return to the public seating area.

The Leader of the Council intends to apply this standing order at Cabinet meetings by requesting that members should *normally* seek his consent in writing by email in advance of the meeting. They should do this by noon on the day before the meeting, outlining the substance of the matter that they wish to raise. The word *normally* is emphasised because there may be unforeseen circumstances where a member can assist the conduct of business by his or her contribution and where he would therefore retain his discretion to allow the contribution without notice.





Minutes of the meeting of the **Cabinet** held in Committee Room 2 at East Pallant House East Pallant Chichester on Tuesday 4 September 2018 at 09:30

**Members Present** Mr A Dignum (Chairman), Mrs E Lintill (Vice-Chairman), Mr R Barrow, Mr J Connor, Mrs J Kilby, Mrs S Taylor and Mr P Wilding

**Members Absent**

**Officers Present** Mr M Allgrove (Divisional Manager for Planning Policy), Mr S Ballard (Senior Environmental Protection Officer), Mr N Bennett (Divisional Manager for Democratic Services), Mrs H Belenger (Divisional Manager for Financial Services), Ms P Bushby (Divisional Manager for Communities), Mrs J Dodsworth (Director of Residents' Services), Mrs T Flitcroft (Principal Planning Officer (Local Planning)), Mr A Frost (Director of Planning and Environment), Mrs L Grange (Divisional Manager for Housing), Mr D Henly (Senior Engineer (Coast and Water Management)), Mrs J Hotchkiss (Director of Growth and Place), Mr D Hyland (Community and Partnerships Support Manager), Mrs V McKay (Divisional Manager for Growth), Mr P E Over (Executive Director), Mrs D Shepherd (Chief Executive), Mr G Thrusell (Legal and Democratic Services Officer) and Mr J Ward (Director of Corporate Services)

## 559 **Chairman's Announcements**

Mr Dignum greeted the members of the public and Chichester District Council (CDC) members and officers and the two press representatives who were present for this meeting.

He summarised the emergency evacuation procedure.

There were no apologies for absence and all members of the Cabinet were present.

There were no late items for consideration.

He advised that agenda item 6 (Development Site – The Grange Midhurst) would be taken at the end of the meeting after agenda item 14 (2017-2018 Treasury Management Out-turn). This was in case any of the four CDC non-Cabinet members

who would be speaking during that item wished to refer to the confidential exempt appendix 2, in which case the need to exclude and then re-admit the press and the public could be avoided.

[**Note** Hereinafter in these minutes CDC denotes Chichester District Council]

[**Note** Minute paras 560 to 574 below summarise the Cabinet's discussion of and decision on agenda items 2 to 14 inclusive but for full details of the items\* considered in public session please refer to the audio recording facility via this link:

<http://chichester.moderngov.co.uk/ieListDocuments.aspx?CId=135&MIId=979&Ver=4>]

\*[**Note** There is for technical reasons no audio recording of the first eight minutes of the meeting or of the entirety of agenda item 14]

#### 560 **Approval of Minutes**

The Cabinet received the minutes of its meeting on Tuesday 3 July 2018, which had been circulated with the agenda.

There were no proposed changes to the minutes.

##### *Decision*

The Cabinet voted unanimously on a show of hands to approve the aforesaid minutes without making any amendments.

##### **RESOLVED**

That the minutes of the Cabinet's meeting on Tuesday 3 July 2018 be approved.

#### 561 **Declarations of Interests**

No declarations of interests were made at this meeting.

#### 562 **Public Question Time**

Four public questions had been submitted for this meeting, details of which appear below.

The text of the questions had been circulated to CDC members, the public and the press immediately prior to the start of this meeting. Mr Dignum invited each person or his or her representative (if present) in turn to come to the designated microphone in order to read out the question (but not the preamble) before he provided an oral response.

The questions (with the date of submission shown within [ ] at the end of the text), any supplementary questions and the answers given by Mr Dignum were as follows.

*(1) Margaret Guest – Midhurst Town Council Member*

Mrs Guest read out her question with some additional commentary but without the full preamble. The full text of the question appears below:

'I am expressing my objection, as a local Midhurst Town Councillor, to the proposed planning request for a Care Home on the former Grange site in Midhurst.

Councillors will be well aware of the South Downs National Park Local Plan which is currently coming to the end of the consultation period. This clearly states *"The South Downs Local Plan puts our nationally important landscapes first and will ensure they sit at the heart of every planning decision we make," says Margaret Paren, Chair of the National Park Authority. "Putting the landscape first means making sure we get the right growth in the right places. This will both protect our landscapes and allow our communities to flourish, providing better places to live and work for the 112,000 people who call the South Downs National Park home."*

I believe that what Midhurst requires to allow it to flourish is a better retail offer, while sustaining existing business; more local opportunities for employment; and more properly affordable housing together with good quality social housing. These objectives are also well understood and supported by the Midhurst Vision, which in turn are confirmed by Chichester District Council, as a leading partner of our Vision.

The proposed Care Home development does not, in my view, meet the requirements of the SDNP Local Plan or the aspirations of the Midhurst Vision.

1) It will not provide economic growth locally as supplies will most likely be sourced from central suppliers (catering, medical supplies and equipment etc); staff will have to come from out of area - there is already a major issue of supply of care staff around Midhurst (i.e. for care at home, care home staff and nursing staff as evidenced by the closure of the Midhurst Community Hospital).

2) Midhurst already has a number of good quality "high end" Care Homes. The demand and lack of supply for Care Home places are for those people, particularly those with dementia, requiring Council- funded places. I think it most unlikely that the current Care Home planning proposal will meet these local demands and needs.

3) The proposed site for the Care Home, at the edge of a large car park, is unsuitable in my view both for the local townscape and for future residents of any care home. Older vulnerable people with limited mobility, and particularly those with dementia, require bright natural light, open planning, plenty of space and a pleasant and relaxing outlook. The proposed site cannot offer this.

In conclusion the proposal does not offer the "right growth in the right place", "protect the landscape" for either townspeople or for future care home residents; allow for either community to flourish; or likely to provide for a better place for either community to live and work and therefore should be rejected.

The above views also reflect those of many in the community who have kindly given their time to express their concerns to me.

My question is as follows:

Does the Cabinet consider the proposed recommendation, regarding the development of a Care Home on the former Grange site, to be in the best interests of Midhurst residents and that it is a recommendation that is likely to secure the health and well-being of future residents of the proposed Care Home?’

[Monday 3 September 2018]

*Response by Tony Dignum - Leader of the Council*

‘The disposal of land by the Council must accord with section 123 of the Local Government Act 1972, whereby “a Council shall not dispose of land ...for a consideration less than the best.” The recommendation proposed to the Cabinet is considered by officers to reflect such best value. It is not for officers to suggest what individual residents may view as the ‘best interest’ as that is a subjective issue and not one that forms part of the land disposal process.’

*Supplementary Question – Margaret Guest – Midhurst Town Council*

Mrs Guest asked if the Cabinet really thought that her evidence as to the absence of a need for further care home provision in Midhurst was based on feelings rather than facts.

*Response by Tony Dignum - Leader of the Council*

‘It was a matter for private enterprise to assess the state of the market and the viability of the proposal to introduce another care home in the town.’

*(2) Harvey Tordoff – The Midhurst Society*

Mr Tordoff was unable to attend the meeting. Mr Dignum invited Mr Morley (Midhurst) to read out Mr Tordoff’s questions without the preamble or postscript. The full text of the questions appears below:

‘On behalf of The Midhurst Society I am expressing our concern that Chichester DC is considering accepting an offer to build a Care Home on the derelict site adjacent to The Grange Centre in Midhurst. I would be grateful if you could read out these comments at the Cabinet meeting on 4 September 2018.

Recent activity on social media has indicated there is strong resistance to the idea of a care home on this site. There are several care homes in and around Midhurst, and there can be no justification for using this prime location for yet another. On our own Facebook page we have seen an incredible amount of support for the idea of a swimming pool: 2,500 views; 21 shares; 162 likes; 97 comments. There have been no adverse reactions. Looking at rising national levels of obesity a swimming pool would appear to be an excellent idea and one which would complement the existing facilities in The Grange Centre.

It is admirable that CDC is seeking to maximise the financial returns for the ultimate benefit of the taxpayer, but that should not involve providing something that is not wanted or needed. I would suggest that the remit of any local authority is to provide the best services affordable that provide the best overall benefit.

I understood that in the SDNP Local Plan the site had been identified as suitable for retail development. There is no mention of a care home. I appreciate that in the current economic climate there is little appetite from retailers to invest in new developments, but if the Local Plan is to be disregarded it is important that all options are considered.

I would like to ask the following questions:

1. What statistical evidence is there to justify a care home?
2. What research has been conducted into examining alternative uses for the site if the Local Plan is to be ignored?
3. In what way is CDC financially involved in this site?
4. In what circumstances would CDC allow Midhurst to arrange redevelopment of this site?

And I would like to suggest the following course of action:

1. All decisions on the future of the site are deferred.
2. The views of the people of Midhurst are sought on alternative uses, including but not restricted to a swimming pool.
3. Midhurst Town Council and/or The Midhurst Society or similar organisation should put forward proposals based on the opinions expressed by the people.
4. Any proposals put forward should include financing options to the extent that CDC is unable or unwilling to provide funding.'

[Monday 3 September 2018]

*Response by Tony Dignum - Leader of the Council*

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- i. The offer made by the preferred bidder will have taken account of the needs and demand for a care home in this location; in cases such as this where the site is openly marketed for a non-specified use, it is not part of the Council's land disposal process to carry out research into potential uses for a site.
- ii. The SDNPA Local Plan is not yet a formally adopted document. Matters relating to planning are for the preferred bidder to make

- their own enquiries and this is separate to the land disposal process.
- iii. CDC is the freehold owner of the site and as such will receive the capital receipt on completion of a disposal.
  - iv. The site has been widely and openly marketed since Spring 2017; during that time any interested party was able to make enquiries about a proposed purchase of the site; it is for Cabinet to now discuss the report prepared by officers and decide whether to agree the recommendations made in that report.'

In the absence of Mr Tordoff, Mr Morley declined to ask a supplementary question.

*(3) Ian Buchanan*

Mr Buchannan read out his question but without the full preamble. The full text of the question appears below:

***“The overwhelming majority (90% of 560) of Midhurst residents who voted in the recent poll object to the sale of the Grange Centre site owned by Chichester District Council to a care home company.***

The approval in principle by the Cabinet of the offer submitted by the preferred bidder appears to rely, apart from the highest price offered, to the report from the Economic Development Team. **However I must ask you the question as to how this evidence was gathered and whether it is merely anecdotal?**

Economic Development Team Feedback:

1. The development will provide jobs for local people who will not need to travel out of Midhurst.

*The local Care Home Agency is already struggling to supply sufficient carers within Midhurst for the present demand - please see constant staff adverts.*

2. It is possible that wider benefits will be felt by local businesses and shops as these employees may choose to shop locally.

*Presumably if these employees are already living in Midhurst they will be shopping locally anyway. No additional benefit to Midhurst.*

3. Benefit to local shops selling products which visitors to the care home may wish to purchase when visiting.

*From personal experience visitors to care homes tend to drive to the site and leave immediately afterwards.*

4. Many care homes also encourage visits to the home by hairdressers, chiropodists etc. *Apart from charity shops, the second most common category of retailer in Midhurst is the eight hairdressing salons. The occasional visit to the care*

*home by one of these professionals is not exactly going to add to the economy of Midhurst.*

*The one business benefit not mentioned by the economic development team would be the increased business for the local funeral director.*

5. Returning the site to the market will entail additional officer time. Also there is a possible risk of prospective purchasers believing there are issues with the site which are causing the delay in disposal.

*I believe this additional officer time will be well spent. The second sentence is conjecture.*

Most care homes now utilise outside caterers such as Compass and Wiltshire Farm Foods for the provision of meals for residents rather than employing a brigade in their own kitchens. However there could be a requirement for one or two local cleaners. In short the economic benefit of this development to the economy of Midhurst is extremely minimal.

This town already has an imbalance in its age demographics with its elderly and retired residents making up a large proportion. There are further retirement flats to be built on the entrance site to the Budgens supermarket. Further accommodation for non-active citizens runs the risk of exacerbating the viability of the town centre businesses that remain.

The site by The Grange is a precious piece of land which can make or break this town. The democratic view is that we should be thinking of the future, and not short term financial considerations. Almost any development other than a care home or retirement flats is preferable for the future well-being of Midhurst. The council has looked after its finances well. It can afford to take a longer and more pragmatic stance on this occasion.'

[Monday 3 September 2018]

*Response by Tony Dignum - Leader of the Council*

'The input to the Cabinet report from the Economic Development Team (as with comments made from other service areas) is intended to help inform the recommendation, rather than be the basis on which the recommendation is made. In this case, the comments made by the Economic Development Team were based on the officers' knowledge of the Midhurst area with other comments qualified as 'possible' or 'likely', indicating these are not definitive statements but views on what wider benefits might be seen.'

Mr Buchanan did not have a supplementary question.

*(4) Carol Lintoff – Midhurst Town Council Member*

Mrs Lintoff was unable to attend the meeting and so Mrs Guest (who was also a member of Midhurst Town Council) asked her question on her behalf without the preamble. The full text of the question appears below:

'I am unable to appear in person at the Cabinet's meeting on Tuesday 4 September 2018 due to work commitments but I wish members to be made aware of my thoughts and comments regarding the officers' recommendation of a preferred bid for the sale of land at The Grange Midhurst. I am happy for my comments to be read out on my behalf.

I really feel very strongly about the use of this prime site in central Midhurst. I understand this land has to be sold to recompense CDC for the building of our new Grange Centre and I note that one of the 13 bids is from a food store. In my opinion this is the bid the officers should be actively pursuing and recommending to the Cabinet. Unfortunately there appears to be an element of contempt about the way in which CDC officers are looking at this in that they are not taking any account of what is best for the community for this prime location, instead focusing on achieving the 'highest bid' regardless of the impact to our town.

Point 2.3 states that one of the offers is for a food store, in my opinion for the economy of the town to prosper Cabinet should ask the Officers to pursue this bid or hold out for another retail bid in the future. The value of the land is not likely to decrease after all. The report states that non-residential is the Cabinet's preferred use of the site but in effect a care home is indeed 'residential'.

The medical infrastructure of Midhurst cannot sustain more elderly accommodation, whether independent accommodation or a care home, ambulance response times are dreadful and the surgery is full to capacity. Retirement homes are due to be built across the road on the Dundee House site (formerly Fraser Nash), that is more than enough new retirement accommodation provision for a small 'market' town.

The most appropriate development for the town would actually be a community facility to compliment The Grange, such as a swimming pool. However, given that funding for a pool is unlikely, a new supermarket has to be more beneficial to the town than any of the other bids currently being considered.

A new food store would reduce car journeys as the majority of Midhurstians travel for the bulk of their shopping, only using Tesco Express and Budgens for top-up shopping. A care home development may bring new employment to the town, but they are unlikely to come from the town, and if they do, they will still have to leave the town to do their shopping.

The wider benefits to economy quoted by the Economic Development team are in my opinion flawed and a nonsense to anybody actually living in Midhurst and in my opinion have been added purely to sway the cabinet towards acceptance of the 'highest bid' regardless of actual benefit to the town.

Whether a food store bid be detrimental to the value of the land or not, in terms of value to the town as a whole, a 'roper' supermarket is of paramount importance to the area and this is the last parcel of land within the 'town' that could be considered for this purpose, it would benefit:

- *The community in terms of competition in food store offering*



- Economy in terms of the sustainability of the businesses in West Street and the Old Town
- Employment in terms of new non skilled job openings
- The Grange in terms of footfall
- Environment in terms of less traffic travelling away from the town to shop

I am unsure whether it is really up to CDC's officers to determine whether a food store is 'viable' on the site, surely it is up to the bidder to determine if a business opportunity is viable, not the vendor of the land. One only has to see how successful the recently opened M&S Simply store at Easebourne is to see how viable a new food store would be in the town. In my opinion CDC is taking the view that the highest bidder wins without thinking through the longer term impact on a small market town which is desperate for competition in its food store offering and for that reason the Cabinet should reject the offer from the care home developer and pursue the bidder who wishes to provide a food store or hold out for a better retail offer.

Another privately run care facility in this area isn't good for anyone apart from the developer and the new owner and Chichester District Council's bottom line, it is certainly no good for Midhurst.

My question is as follows:

The Community Hospital has struggled to find appropriate staff to keep the Bailey Unit open, how will this care home be different in attracting staff with similar skills and experience who can afford to live in Midhurst...?'

[Sunday 2 September 2018]

*Response by Tony Dignum - Leader of the Council*

'The offer made by the preferred bidder will have taken such matters into account when identifying an operator for the care home. The Bailey Unit referred to provides patient rehabilitation, which is a different service area to that provided by a care home; care homes generally will require a range of staff with different skills and qualifications and the detail of that will be a matter for the operator to consider should the Cabinet decide to proceed with the recommendations of the report.'

Mrs Guest asked on behalf of Mrs Lintoff a supplementary question, namely whether the Cabinet was aware of how the preferred provider had reached its conclusion.

*Response by Tony Dignum - Leader of the Council*

Mr Dignum replied that the Cabinet did not have that evidence as it was not required; all that was needed was the receipt of a bid from a prospective purchaser.

There were no further questions or responses.

## 563 **Award of Contract for East Beach Outfall Replacement**

The Cabinet received and considered the agenda report and its confidential appendix, which was circulated to members and officers only.

This item was presented by Mr Connor.

Mr Henly was in attendance for this matter.

Mr Connor summarised the report with particular reference to sections 3 and 5. He outlined the history, nature and purpose of the existing outfall at East Beach Selsey, CDC's legal liability to maintain it, the clear case for replacement rather than repair of the asset in terms of the benefits it would bring to Selsey and the area, and the tender process which had resulted in the recommendation of contractor B, in whose capability he expressed confidence.

Mr Henly did not add to Mr Connor's introduction.

Mr A Moss (Fishbourne) addressed the Cabinet with the permission of Mr Dignum. He asked two questions: (a) did the recommendation in para 2.2 of the report to approve a variation of the capital programme for 2018-2019 imply that the replacement of the outfall had been an unexpected event? and (b) in view of the mention in para 3.1 of the report that surface water and sewage overflows were conveyed to the sea, had the issue of sewage contamination been discussed with Surfers Against Sewage to ensure everything could and would be done to ensure that the sea would remain safe for surfers, swimmers and sailors? Sailing clubs had advised sailors from time to time not to use Chichester Harbour because of sewage contamination and it was vital for CDC to ensure that the situation continued to be kept under careful control.

In reply to Mr Moss, Mr Connor and Mr Henly explained that (a) the need to replace the outfall was an anticipated event which had been carefully monitored and the decision to proceed had awaited the outcome of negotiations with Southern Water to see if it would assume responsibility and (b) there were two separate discharge pipes for conveying surface water and sewage and these functioned correctly (this was the only method for dealing with overflows in the absence of additional storage capacity) and in addition the Selsey Bathing Water Enhancement Programme, with which Southern Water was involved, would help to ensure that the number of overflows would be reduced and carefully monitored.

Mr Connor and Mr Henly also answered questions by Cabinet members about the contractor and tender process and the prospect of a financial contribution by Southern Water to the cost of the outfall replacement.

### *Decision*

The Cabinet voted unanimously on a show of hands to make the resolutions below.

## RESOLVED

- (1) That the contract for the East Beach outfall replacement be awarded to Contractor B, the details of which are set out in the exempt appendix to the agenda report.
- (2) That a variation to the capital programme for 2018-2019 be approved by including the replacement of East Beach surface water outfall at a cost of £149,000.
- (3) That the cost of replacing this asset in future years be added to the Asset Replacement Programme.
- (4) That the proposed expenditure be funded from Community Infrastructure Levy funds of £100,000 already approved in the Infrastructure Business Plan 2018-2019 and the balance be funded from revenue resources to the extent that it is not otherwise met from external grant from Southern Water.
- (5) That authority be delegated to the Divisional Manager for Environmental Protection to approve the funding conditions and the detailed spend of any grant funding awarded by Southern Water for the project.

### 564 Development Site - The Grange Midhurst

[**Note** As stated in minute 559, this item was considered at the end of the meeting after agenda item 14 but is recorded here in accordance with the published order of business]

The Cabinet received and considered the agenda report and its three appendices in the agenda supplement, the second and third of which were confidential exempt material and circulated to members and officers only.

This item was presented by Mr Dignum.

Mrs Hotchkiss and Mrs McKay were in attendance for this matter.

Mr Dignum commented as follows:

In 2015 CDC invested over £6.7 m into the new Grange sports facility in Midhurst. At the same time it was hopeful that a well-known retail brand, namely Waitrose, would like to take on the area of land on which the original sports facility stood. The local community was particularly keen on such an outcome as it would naturally promote Midhurst into a more substantial retail centre. The current grocery shops were Budgens, Tesco Express, two garages with retail facilities, the Cowdray shop complex and an independent baker and butcher. Clearly the arrival of Waitrose would have increased the range of options for local residents, particularly those with limited transport means.

The site of the former Grange leisure facilities had been marketed three times:

- In 2015 on the completion of the new Leisure Centre and Library facilities. A proposed purchaser was identified, Kimberley Developments working with Waitrose, but sadly the retail economic climate turned downward very quickly in late 2015 at the wrong moment. As a result Kimberley acting for Waitrose withdrew. Waitrose scrapped plans to open new stores anywhere in the UK in September 2016 and had since then even announced some store closures.
- The site was remarketed in 2016. However this exercise was terminated by the Cabinet in November 2016 as none of the offers presented was adequate.
- The site was recently re-marketed extensively yet again and all options considered on an 'open ended' basis, including going back to previously interested parties which had expressed an interest in the site. A large retail outlet had always been the preferred option but given the economic challenges facing the food industry CDC had to consider a range of other uses, which included offices, start-up accommodation, non-food retail, residential property, sheltered housing and care home facilities.

Thirteen offers had been received: ten were for residential, of which two were for retirement homes; one was for a food store; and one was for either residential or retail depending on planning. The remaining offer was for a care home. There had been no interest submitted for new office accommodation. This was a strong indicator that there was no current demand. Indeed recently some office accommodation in the town had been converted to residential units. As for retail, the industry was clearly going through a difficult phase for an as yet indeterminate period. In contrast a care home would provide much-needed facilities in the area with an ageing population and increasing demand for care. The over-85s in England needing 24-hour care were increasing every year and were expected to double by 2035. The over-65s needing care would increase by only a little less, by 86%.

Conscious of its need to generate best value for the community as a whole, CDC officers had concluded that a care home was the most viable long-term solution. There could be no doubt at present that the commercial value to CDC of a modern care home was significantly greater than all the alternatives, would meet a genuine community need and offer good local employment opportunities with the potential for over 60 jobs being created.

There was general acceptance that care homes needed to be of significant size to be economically viable. There was also a trend towards residents preferring modern purpose-built facilities rather than converted period properties. Officers therefore expected the new accommodation to bring substantial benefit to older residents wishing to live in the centre of Midhurst. The care home would provide wider benefits for local business, as local employees or visitors would shop locally and many care homes also organised visits to their premises by local hairdressers, chiropodists etc for the residents.

CDC was committed to helping Midhurst with its ongoing Vision activities and seeking innovative ways to improve the town's sense of place and its attractiveness as a visitor destination. CDC welcomed the South Downs National Park

headquarters, the growing Cowdray Estate activities and a multitude of smaller projects. It remained committed to the development of Midhurst as a delightful rural town in a beautiful Downs-land setting.

There were four options presented by officers and residents:

- (1) Some residents sought the selection of a food retailer. However after three marketing efforts no financially acceptable retail bid had emerged. CDC was bound by statute in that the disposal of land by CDC had to accord with section 123 of the Local Government Act 1972 (LGA 1972), whereby 'a Council shall not dispose of land ...for a consideration less than the best.'
- (2) Some residents suggested selecting housing for the site. The residential bids CDC had received had all failed the legal best value test.
- (3) The Cabinet could reject all the bids and go through a consultation exercise with residents followed by a remarketing exercise. It had to be questioned whether it would be likely after a consultation that residents would suggest anything other than the ideas they had already submitted ie housing, retail, a swimming pool or an enterprise hub. The result of a fourth marketing exercise undertaken in the future could not be predicted.
- (4) The Cabinet could accept the officers' recommendation for a care home as offering best value. If it chose this option it would inevitably cause disappointment to some but in laying out the options it was hoped that residents would see that there was no simple solution which could satisfy every consideration.

Mrs Hotchkiss commented on the outcome of the latest marketing exercise, which had attracted more interest than the previous one in 2016, and emphasised that the recommendation reflected the legal duty to obtain best value for the sale of real property. This was a land disposal issue and the development proposal would be subject to obtaining planning consent.

Mrs McKay endorsed Mrs Hotchkiss: the offer by the preferred bidder would be subject to contract and planning permission.

Mr Dignum invited at their prior request four CDC non-Cabinet members to address the Cabinet.

Mr S Morley (Midhurst) asked if the Cabinet believed it was currently in a position to make this decision which concerned the social and economic viability of Midhurst. The town needed a flagship retailer but there was little evidence in the papers that this had been fully researched eg by looking into whether part of the car park which was owned by CDC could be utilised to make the site more attractive to a retailer. Section 8 of the report showed that there were unresolved issues which needed to be addressed and more time should be allowed to do this and consider all the options thoroughly and ensure that the best possible opportunity for Midhurst was not lost. Moreover the site should be included in the Midhurst Vision. An innovative and inspirational approach should be adopted in place of choosing mediocrity. He suggested the formation of a member task and finish group to help achieve the

optimal outcome. He had not received a briefing on the latest position and advocated a deferral to arrange a meeting with the people of Midhurst to discuss the best solution for the use of this site.

Mrs Hotchkiss and Mrs McKay responded to Mr Morley's points. They said that the requisite evidence to make an informed decision was available and had been taken into account. It had to be borne in mind that the land had been marketed on three occasions since 2014 and the outcome of that process reflected the reality of the market. Officers were well aware of local people's views but there could be no gainsaying of the results of the latest open-ended marketing exercise. The issue here was land disposal and thereafter there would be work to do with the preferred bidder and it would be subject to contract and planning permission. Regard had to be paid to statute and state aid regulations. The reconfiguration of the car park to alter the layout of the site had been accepted by officers as a possibility. Officer had been working with the Midhurst Vision steering group in recent months on other matters and an action plan would be prepared.

Mr Shaxson (Harting) contended that there was insufficient information in the agenda papers to enable the Cabinet to reach a fully informed decision based on all the relevant facts eg it did not know enough about the scope for changing the shape and size of the development site area to make it more attractive to other types of use. The development of the site should take into account Midhurst's wide hinterland. Best value should not be only for CDC but also Midhurst and its surrounding area.

In reply, Mrs McKay stated that interested parties had been made aware of the potential to alter the shape and size of the site to accommodate their development aspirations.

Mr Moss (Fishbourne) said he spoke as a member from the south of Chichester District who wished to look at what was right for the District as a whole. He understood the constraints and rules but nevertheless he had hoped to have seen and wished now to see more work being done in the community to ascertain what it would like to happen and the best long-term solution for Midhurst, its surrounding area and Chichester District as a whole. He felt that there was a clear need for more discreet soundings of the community, the Vision steering group, the CDC local members (who had not been as involved as they should have been) and Midhurst Town Council.

Mrs Hotchkiss emphasised in reply the work which had been and would continue to be done with the Midhurst Vision steering group.

Dr K O'Kelly (Rogate) said that the Cabinet was faced with a very important matter and needed more time to make an informed decision. She addressed three points: engagement with the community; exploring all options; and the viability of having a care home in the town. There was significant disappointment across the community at the lack of engagement. The Midhurst Vision steering group was doing considerable work and would be producing a report in spring 2019. It was vital for CDC to bring the community with it. There were many different ideas for how the land could and should be used and all options needed to be explored carefully eg

the case for an enterprise hub in view of West Sussex County Council's (WSCC) decision to locate its Gigabit project in the Grange. The care home option gave rise to real reservations about the setting, space and especially staffing - it was likely that most staff would travel from the coastal strip and the feasibility of that had to be questioned.

In reply, Mrs Hotchkiss pointed out that (a) the Gigabit project was WSCC's responsibility and local businesses would have the opportunity to link into it and (b) the current evidence was that there was limited business demand in the town with voids in the local commercial sector and the conversion of business sites into residential use, but this could change if Gigabit were available.

Mrs Shepherd acknowledged the views and concerns of the ward and local members, which were fully understood. CDC was required to adhere to its legal obligations. It was always intended that the cost of the redevelopment of the Grange site would be offset by the capital receipt of the disposal of the land the subject of this item. The issue before the Cabinet now was land disposal and not planning considerations. CDC had to comply with state aid regulations and secure best value for the land disposal, acting in CDC's best interests; public money could not in effect be used to subsidise the private sector acquiring the land to fulfil local expectations or wishes however understandable. There was no evidence to support the use of the site for an enterprise centre. There was a significant risk of CDC losing credibility as a vendor if it delayed further when it had a preferred bidder and sought to remarket later.

Mr Bennett gave the Cabinet legal advice with respect to s 123 LGA 1972 and the terms of a 2003 government circular as to (a) the time of valuation and (b) the need for a direct policy reason (which did not apply in CDC's case) for departing from the obligation to dispose of surplus land at best value eg a provision in a masterplan. The state aid regulations prohibited CDC from acting in an anti-competitive way.

During the Cabinet's debate some members acknowledged that this was a challenging decision to make having regard to the views of the local community as expressed in e-mails and during public question time earlier in this meeting and also the representations made by local members. Members had considerable sympathy with those concerns and opinions. However they were ultimately persuaded to support the recommendation because of the legal duty on local authorities to achieve best value and the remarketing exercises which confirmed for example the evidence of the current state of the retail sector. To delay the proposed sale in order to repeat the tender process was likely to result in the same outcome and so could not be justified. The risk of damage to CDC's credibility by a fourth remarketing exercise could not be ignored. The reality was that there was no viable alternative to the preferred tender. Although the local community might be disappointed about the proposed land disposal, the proceeds of sale could be used by CDC to benefit Chichester District as whole and that important fact should not be overlooked. Although local people contended that there was no need for another care home in the town, it had to be assumed that the bidder had duly considered the economic efficacy of its proposal and concluded that it was viable. The public could make representations during the planning process in due course.

Mr Dignum summarised the foregoing contributions and the debate. He expressed his pleasure at the progress being made with the Visions for Selsey, Petworth, Midhurst and Chichester. He said that the Midhurst community's aspirations could and (for legal reasons) would have to be met in other ways such as the local Vision project. He intimated therefore his intention to seek an increase in the 2019-2020 budget for the four Visions from the current £50,000 to £150,000.

### *Decision*

The Cabinet voted unanimously on a show of hands to make the resolutions below.

### **RESOLVED**

- (1) That the offer submitted by the preferred bidder for the Grange disposal land be approved in principle, the details of which are set out in the confidential exempt appendix 2 to the agenda report.
- (2) That the Director Growth and Place be authorised, after consultation with the Cabinet Member for Growth and Place, to conclude a freehold sale, initially through a contract subject to planning, at not less than the figure stated in the confidential exempt appendix 2 to the agenda report.

### **565 Future Funding for the Community Warden Service**

The Cabinet received and considered the agenda report and its three appendices in the agenda supplement.

This item was presented by Mrs Lintill.

Mrs Bushby was in attendance for this matter.

Mrs Lintill summarised the report with particular reference to sections 3, 4, 5, 7 and 8.

Mrs Bushby remarked that the consultation (section 8 of the report) reflected, with its appreciably higher number of respondents compared with the previous one in 2015, very clearly the public's support for what they regarded as an invaluable service.

During the discussion members commended the community wardens for their sterling service within Chichester District, which was a self-evident and well-proven success story in dealing promptly and professionally with a variety of issues such as deprivation and organising community events such as beach-cleaning days. The prospect of the wardens being conferred with limited enforcement powers (para 8.4 of the report) was noted with interest.

Mrs Bushby answered questions about (a) the reach of the community warden service in Chichester District and how parish councils could initiate an approach to CDC for their areas to be considered for inclusion but they would need to fund the full cost of the extra community warden and (b) the understandable concern felt by residents at the removal of police community support officers (PCSO) within



Chichester District, which was well recognised but the hope that community wardens could directly fulfil the PCSOs' role could not be met since the wardens were not a substitute and could only report on low-level crime and work with the police as appropriate in dealing with such issues.

*Decision*

The Cabinet voted unanimously on a show of hands to make the resolutions below.

**RESOLVED**

- (1) That the Community Warden Service continue to be funded at 50% for three years (as set out in para 5 of the agenda report) subject to match funding being secured by partners.
- (2) That the Senior Community Warden post continue to be funded at 100% for three years (as set out in para 5 of the agenda report) subject to a review should more than one warden patrol fail to be funded.

566 **'Breathing Better' - West Sussex County Council's Partnership Approach to Improving Air Quality**

The Cabinet received and considered the agenda report and its two appendices in the agenda supplement.

This item was presented by Mr Connor.

Mr Ballard was in attendance for this matter.

Mr Connor summarised the report, emphasising the high profile air pollution had gained in the political and judicial spheres and giving examples of its adverse impact on the quality and longevity of human life. He outlined the action taken by CDC to fulfil its statutory obligations with respect to air quality, notably the declaration of three air quality management areas (AQMA) in Chichester District, the need for which being due principally to vehicle emissions. He emphasised the vital importance of partnership working in tackling air pollution, exemplified in the *Breathing Better* plan produced by West Sussex County Council as a partnership approach to improving air quality in West Sussex. One of its proposals was the establishment of an Inter-Authority Air Quality Group (I-AAQG) to achieve the implementation and governance of the plan.

Mr Ballard emphasised that each of the AQMAs in Chichester District were created for transport-related reasons. He said that a fourth air quality monitoring station would be established in Westhampnett Road in Chichester.

Mr Connor and Mr Ballard responded to members' questions and comments with respect to (a) the principal cause of air pollution being vehicle emissions, especially from diesel engines; (b) the active steps currently being taken by CDC to procure electric vehicles for its public services and to provide more charging points and bays in its car parks throughout Chichester District; and (c) the input (without additional

cost to CDC) from officers and the Cabinet Member for Environment Services to the I-AAQG.

*Decision*

The Cabinet voted unanimously on a show of hands to make the resolutions below.

**RESOLVED**

- (1) That West Sussex County Council's air quality plan 'Breathing Better' be endorsed.
- (2) That the draft terms of reference for the West Sussex County Council proposed Inter-Authority Air Quality Group be endorsed.
- (3) That Chichester District Council's participation in the proposed West Sussex County Council Inter-Authority Air Quality Group be supported.

**567 Corporate Plan Projects 2018-2019**

The Cabinet received and considered the agenda report.

This item was presented by Mr Dignum.

Mrs McKay was in attendance for this matter.

Mr Dignum summarised sections 3 and 4 of the report.

Mrs McKay said that the recently appointed temporary project officer would begin work in September 2018 in leading on implementation of The Old Bakery Petworth and Bracklesham Bay projects (section 7 of the report).

Several members expressed their strong support for these two projects and the benefits they would bring to their respective communities.

Mrs Purnell (Selsey North), who was present as an observer, asked if a task and finish group could be established to enable local members to be involved in the outcomes of the two projects. Mr Connor supported her proposal. Mr Dignum agreed with this request and undertook to appoint a small group of members and he would ask Mrs Hotchkiss (Director of Growth and Place) and Mrs McKay to make the necessary arrangements.

*Decision*

The Cabinet voted unanimously on a show of hands to make the resolution below.

**RESOLVED**

That the release of £17,500 allocated by the Cabinet at its meeting on 9 January 2018 to progress the options appraisals identified in the Corporate Plan 2018-2019 for The Old Bakery Petworth and land at Bracklesham Bay be approved.

568 **Housing Strategy - Proposed Revised Timetable**

The Cabinet received and considered the agenda report.

This item was presented by Mrs Kilby.

Mrs Grange was in attendance for this matter.

Mrs Kilby summarised sections 3, 4 and 5 of the report.

Mrs Grange did not add to Mrs Kilby's introduction.

It was noted that a date required correcting in para 5.2 of the report: the fourth bullet point should state 'January 2020' and not 'January 2019'.

Mrs Kilby agreed with Mr Dignum that an interim report on progress with implementing the new Housing Strategy should be presented to the Cabinet and she suggested this could be done at its November 2018 meeting.

*Decision*

The Cabinet voted unanimously on a show of hands to make the resolution below.

**RESOLVED**

That (a) the life of the existing Housing Strategy be extended to 2020 and (b) a new overarching strategy be developed in accordance with the revised timetable (as amended) set out in paragraph 5 of the agenda report.

569 **Provision of Vehicle Wash Facility at Westhampnett Depot**

The Cabinet received and considered the agenda report.

This item was presented by Mr Barrow.

Mrs Dodsworth was in attendance for this matter.

Mr Barrow summarised sections 3, 4 and 5 of the report and emphasised the several benefits and opportunities this project would secure in terms of services and savings.

Mrs Dodsworth did not add to Mr Barrow's introduction but answered a member's question about the cost of engaging a consultant civil engineer.

With Mr Dignum's permission, Mr Oakley (Tangmere), who was present as an observer, sought and obtained confirmation from Mrs Dodsworth that prior to engaging the consultant CDC would ascertain from Southern Water that there would be sufficient foul water capacity in the existing system to take the additional flows from the proposed vehicle wash facility without the need for an upgrade (which would add to the cost of the project).

In the light of the foregoing, the Cabinet agreed that the recommendation in para 2.1 of the report should be amended to be made subject to Southern Water's confirmation that there was sufficient capacity to accept the additional flow from the vehicle wash facility.

*Decision*

The Cabinet voted unanimously on a show of hands to make the resolutions below.

**RESOLVED**

- (1) That £20,000 be released from capital reserves to fund the appointment of a civil engineering consultant to develop a costed design solution for a new vehicle wash facility and associated works at Westhampnett depot, subject to Southern Water's confirmation that there is sufficient capacity to accept the additional flow.
- (2) That officers be authorised to appoint the design consultant and to present a project initiation document to the Cabinet at its meeting on 4 January 2019.

**570 Section 106 Community Facilities - 5th Chichester Scout Group**

The Cabinet received and considered the agenda report and its confidential exempt appendix circulated only to members and officers.

This item was presented by Mrs Lintill.

Mr Hyland was in attendance for this matter.

Mrs Lintill summarised the report with reference to paras 3.1 to 3.4 inclusive, 4.2 and 5.1.

Mr Hyland did not add to Mrs Lintill's introduction.

Mr Hyland answered a question on a point of detail about an alternative nearby community facility at a local public house.

*Decision*

The Cabinet voted unanimously on a show of hands to make the resolution below.

**RESOLVED**

That the release of £62,724.73 Section 106 Community Facilities monies plus interest accrued to the date of release to the 5th Chichester Scout Group for enhancement of the Scout Hut at Whyke Road Chichester be approved.

571 **Tangmere Strategic Development Location - Selection of a Development Partner**

The Cabinet received and considered the agenda report and its six confidential exempt appendices in the agenda supplement, the last of which had been revised and circulated in the second agenda supplement.

This item was presented by Mrs Taylor.

Mr Allgrove and Mrs Flitcroft were in attendance for this matter.

Mrs Taylor summarised the report with particular reference to sections 3, 4, 6 and 7. She outlined the process to select a development partner, the appointment of which was one of the recommendations in the report. She emphasised (as stated in sections 6 and 7) that while progressing the compulsory purchase order (CPO) option, CDC would continue to seek a negotiated solution if reasonably and timeously feasible with all the landowners. She drew attention to the revised timetable in section 6.5.

Mr Allgrove and Mrs Flitcroft did not add to Mrs Taylor's introduction.

Mrs Lintill enquired why the two lower scoring shortlisted bidders had been informed of the outcome prior to the Cabinet deciding at this meeting whether to approve the appointment of Countryside Properties (UK) Ltd (Countryside) and whether it was in fact necessary to make an appointment. Mr Allgrove explained that the Cabinet had previously authorised officers to seek a development partner and that bidders had at this stage been informed of the outcome of the scoring process. Mr Dignum felt that further clarification was necessary and so directed a short adjournment for officers to check the position.

**[Note** The Cabinet meeting was adjourned between 10:47 and 10:54]

Mrs Shepherd confirmed that the Cabinet was required to approve at this meeting the appointment of the proposed development partner. No contract had been signed with Countryside and it was open to the Cabinet if it wished to decline to make the appointment and leave officers to pursue one of the other bidders.

Mrs Taylor said that she had been present at the selection meeting in early August 2018 as an observer. The process had been conducted in a very thorough and robust manner. In her view Countryside had given the strongest, most well-prepared and detailed presentation. All three bidders had been informed that the appointment would require the Cabinet's approval.

Mr Wilding commented that it had not been easy to interpret the ownership details in the plan in exempt appendix 1.

*Decision*

The Cabinet voted unanimously on a show of hands to make the resolutions below.

## RESOLVED

- (1) That Countryside Properties (UK) Limited be appointed as the Council's development partner to take forward the development of the Tangmere SDL.
- (2) That authority be delegated to the Director of Planning and the Environment following consultation with the Cabinet Member for Planning Services to agree and sign the finalised Development Agreement.
- (3) That officers and the development partner be instructed to continue dialogue with the landowners/site promoters to facilitate development of the site without the need for a compulsory purchase order if possible.
- (4) That the revised timetable be agreed for making the compulsory purchase order, if required, set out at paragraph 6.5 of the agenda report.

## 572 2017-2018 Treasury Management Out-turn

[**Note** For technical reasons there is no audio recording for this item and accordingly a fuller summary of the Cabinet member's introduction is provided]

The Cabinet received and considered the agenda report and its three appendices.

This item was presented by Mr Wilding.

Mrs Belenger was in attendance for this matter.

Mr Wilding said that the report (previously considered by the Corporate Governance and Audit Committee) summarised CDC's treasury activities during the last financial year. Performance was summarised against a benchmark of other district councils (appendix B) and a compliance report of performance against CDC's own treasury limits (appendix C).

CDC's treasury portfolio ranged between £50 and £70 m over 2017-2018. At the year-end just under £54 m of funds were under management (table 1). The £54 m figure comprised Capital Grants received in advance of spending £7.8 m (including the Community Infrastructure Levy and Housing Grants), Earmarked Reserves £24.3 m (set aside for planned future expenditure and which included the Asset Replacement Programme fund, New Homes Bonus and other funds), General Fund Reserve £14.8 m, section 106 receipts of £5.5 m to be spent in connection with new housing, and Cash Flow £1.6 m.

The most significant decision taken during the year was to invest a further £7.9 m in external pooled multi-asset and corporate bond funds - a summary of the CDC's external pooled investments was shown in table 2. Appendix A showed a graphical summary of the return and changes in capital values for these funds over the financial year. Whilst revenue returns on these investments remained between 3 and 4%, since the end of 2017 external pooled funds had declined in value by around 2% - the main reason was the upfront cost of purchasing Local Authority

Property Fund due to stamp duty and other related costs. However, the decline in value of external pooled funds was much less than the income received.

The most pressing issue relating to these funds was the imposition of IFRS9 in 2018-2019 – without a suitable statutory override any unrealised gains or losses on those investments were likely to be chargeable to CDC's General Fund at 31 March 2019.

With that in mind, it was encouraging that the Ministry of Housing, Communities and Local Government (MHCLG) was currently consulting on issuing a statutory override for a time limited period of three years for this issue. The consultation would close at the end of September 2018 and officers would respond on behalf of CDC. In short, their view was that CDC should support the issue of this statutory override for all external pooled funds, but they did not understand why the override should be time-limited and so would ask MHCLG to review this aspect when finalising the statutory guidance.

There were revised Codes of Treasury Management Practice to comply with going forward, together with updated statutory guidance from the MHCLG. A key theme of those documents related to greater consideration and disclosure of non-treasury investments (mainly CDC's investment properties). As a first step, this information was now incorporated into section 5 of the report. Officers were working through these new requirements and would incorporate them into the 2019-2020 strategy that the Cabinet was due to consider early in 2019.

Mr Wilding clarified that the reference in para 4.2 to appendix '2' should in fact say 'B'.

Mrs Belenger did not wish to add to Mr Wilding's introduction.

There was no discussion of this item.

Mr Dignum commented briefly on the nature and purpose of the Local Authority Property Fund (table 2 on page 52 and para 5.2), pointing out that the income derived from the purchase of assets would in the long term far exceed the initial capital costs of acquisition.

Mr Ward explained the technical aspects of retained business rates.

### *Decision*

The Cabinet voted unanimously on a show of hands to make the resolution below.

### **RESOLVED**

The summary of treasury management activities and performance for 2017-2018 be noted.

### **573 Late Items**

There were no late items for consideration at this meeting.

574 **Exclusion of the Press and Public**

The press and public were not excluded from any part of this meeting.

**[Note** The meeting ended at 12:00]

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CHAIRMAN

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DATE



Chichester District Council

THE CABINET

2 October 2018

**Allocation of Affordable Housing Commuted Sums**

**1. Contacts**

**Report Author**

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**2. Recommendation**

- 2.1 **That the Council approves the allocation of £165,000 commuted sum monies to Windsor and District Housing Association Ltd (Radian) to fund the delivery of eight additional affordable units at Flat Farm Hambrook.**

**3. Background**

- 3.1 Radian secured planning permission, under application CH/16/04148/FUL, in September 2017 to demolish an existing dwelling and develop eleven new residential units at Flat Farm, Hambrook. Three of these units were secured as shared ownership affordable housing in the Section 106 Agreement, with the remaining eight units to be developed as market sale homes.
- 3.2 Practical completion of the site is expected at the end of October 2018. However due to issues with mortgage availability on this site Radian is seeking to deliver all eleven units as affordable rented homes and have requested an amendment to the Section 106 Agreement to convert the three units to affordable rented.
- 3.3 As this scheme was acquired as a market site, subsidy is required to enable the viability of the scheme. Investment of £660,000 has been secured from Homes England and over £200,000 from Radian. However, there is a £165,000 shortfall.
- 3.4 There are currently 17 households on the Council's Housing Register who have claimed a local connection to the Parish of Chidham and Hambrook, of which 35% are in high priority housing need. There are currently no new affordable rented units in the pipeline for delivery in the parish.

#### **4. Outcomes to be Achieved**

- 4.1 Delivery of five two bedroom houses, four three bedroom houses and two four bedroom houses for affordable rent. These will meet the needs of the local people and contribute to the Council's Housing Strategy target.
- 4.2 Additional affordable rented housing to be let on Assured Tenancies. All units will be subject to a nominations agreement between the Council and Radian giving the Council 100% nomination rights.
- 4.3 The bid has been analysed to ensure it offers value for money. Over the last five years the average commuted sum received in lieu of an affordable housing unit on site has been £70,000 - £90,000 per unit. On average the subsidy granted by the Council on previous schemes is £30,000 per home. It is therefore considered that this bid is value for money with a grant requirement of £20,625 per additional home.

#### **5. Proposal**

- 5.1 To allocate £165,000 of commuted sums to Radian to enable the delivery of 11 affordable rented units. This is needed as without financial support from the Council the affordable homes will not be delivered.

#### **6. Alternatives Considered**

- 6.1 Grant from Homes England is on a fixed per unit basis and so Radian is unable to secure additional grant from the National Affordable Housing Programme.

#### **7. Resource and Legal Implications**

- 7.1 The Council currently holds £1,189,685 of commuted sums still to be allocated which can be used for this purpose. A further £ 475,480 of commuted sums is expected from current Section 106 agreements. Monies must be spent on affordable housing delivery within the specified timescales stated in the Section 106 Agreements of the donating sites. If a deadline is missed the developer may apply to have the agreement varied and the contributions returned.

#### **8. Consultation**

- 8.1 The Housing Strategy Review considered the future use of commuted sums following discussions with the Housing Delivery Partnership, the Corporate Management Team and at a Cabinet strategic briefing day. Consultation included the housing operations, planning policy and, economic development teams and other relevant officers.
- 8.2 On 12 January 2016 the Overview and Scrutiny Committee considered the Housing Strategy Review. It recommended that Cabinet supports the options for the future housing delivery and capital investment.

## 9. Community Impact and Corporate Risks

- 9.1 An equalities impact assessment has been undertaken for this proposal and concludes that it will have a positive impact. The proposals will increase the supply of, and access to affordable housing, particularly to local households unable to access the market due to low income.
- 9.2 The grant will be paid on completion of the units and subject to evidence of contract sum and contractual completion to ensure that funds are spent appropriately.
- 9.3 All commuted sum spending is monitored by the Council's Planning Obligations Monitoring and Implementation Officer. Progress of projects and expenditure are reported to Corporate Governance Committee annually.

## 10. Other Implications

<b>Crime and Disorder</b>	None
<b>Climate Change and Biodiversity</b>	None
<b>Human Rights and Equality Impact</b>	See 9.1 above
<b>Safeguarding and Early Help</b>	None
<b>General Data Protection Regulations (GDPR)</b>	None

## 11. Appendices

- 11.1 None

## 12. Background Papers

- 12.1 None

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**Chichester District Council**

**THE CABINET**

**2 October 2018**

**Chichester BID Alteration Ballot**

**1. Contacts**

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**2. Recommendation**

- 2.1. Following the request from Chichester BID that an Alteration Ballot be held, the Ballot Holder (CDC Chief Executive) be instructed to hold the ballot.**
- 2.2. That following the approval of the request in 2.1 the Cabinet supports the change to the new administrative vehicle for the BID to operate as Chichester BID Limited in the Alteration Ballot**
- 2.3 That following the approval in paras 2.1 and 2.2 above the Cabinet recommends to the Council to delegate authority to the Deputy Leader to vote in accordance with Cabinet's decision in relation to the Alteration Ballot.**

**3. Background**

- 3.1. Business Improvement Districts (BIDs) are business led partnerships operating within a defined area, in which a levy is charged on all business rate payers to fund projects and services which will benefit the BID levy paying businesses. BIDs are created through a ballot process whereby levy-rate payers vote to determine whether the BID goes ahead. The maximum period that a BID levy can be charged is 5 years. Once the term is completed the BID will automatically cease. However, if it wishes to continue its activities it can hold a new ballot to renew the BID for a further five years. The local authority covering the BID area manages the ballot process. A successful vote is one that has a simple majority both in votes cast and in rateable value of votes cast.
- 3.2. In 2010, the Council's Economic Development Service worked with Chichester Chamber of Commerce and city centre businesses to propose the establishment of a BID for Chichester City Centre. In 2011, Cabinet (Executive Board) agreed to support the establishment of a City Centre BID. Following a successful ballot, Chichester BID was established in April 2012. The BID was

established as a community interest company - Chichester City Centre Partnership CIC – trading as Chichester BID for a term of five years. At its meeting on 12 July 2016, Cabinet approved support to the renewal of the BID. A subsequent ballot was undertaken, with approval being given for BID2 to commence from 1 April 2017 until 31 March 2022.

- 3.3. In April 2017 Chichester BID administration vehicle was changed to Chichester BID Limited. The benefit of doing so was that no corporation tax is paid on any surplus generated through their activities, which they consider to be in the interest of the levy payers as this means that tax is not paid twice (an issue commonly known as “cascade taxation”). In turn this means that more money is available to support the activities of the BID and the local business community.
- 3.4. During 2018 a court case made clear that the process to create a local BID was followed correctly and the levy was required to be paid by relevant businesses. However it also highlighted that the change of administrative vehicle administering the BID was not fully reflected and the recommendation from the Judge was that this change should be addressed as soon as possible. Without this amendment payments cannot be made to Chichester BID Limited and still enjoy the taxation benefits outlined above. The Court case made clear that before alterations can be put in place to enable those benefits to the BID and the payers, a further ballot will be needed.
- 3.5 Chichester BID board have requested that an alteration ballot should be held. The ballot will ask BID Levy payers whether they agree with the amended administrative arrangements of the BID. If the vote is in favour of the changes to the arrangements, the BID can continue with the intended arrangements as to payments and taxation. If this is not agreed then the Community Interest Partnership will need to operate through the Chichester Centre Partnership organisation which continues to administer the BID. This will have an impact upon the financial position of the BID and therefore the ability of the BID to deliver its intended out comes.
- 3.6 To avoid the need for further ballots on such issues the BID is also seeking authority to make any further minor administrative changes without reference to such additional ballots.

#### **4. Outcomes to be Achieved**

- 4.1 The BID Ballot is undertaken to determine whether BID Levy payers are in agreement with the proposals as set out as to which body is authorised to receive payments on behalf of the BID. If any further minor administrative changes were to be required then the changes empowered by the Alteration Ballot would also give flexibility to enable those changes. If the outcome of the vote is to support the BID Alteration then more money would be available to support the activities of the BID.

#### **5. Proposal**

- 5.1 The Cabinet is asked to support the BID in the Alteration Ballot and to instruct the Chief Executive to hold an Alteration Ballot

- 5.2 The Cabinet is requested to note the proposed draft timetable as set out in 7.3 and to recommend to Full Council to delegate to the Deputy Leader the authority to vote on behalf of the Council in the BID Alteration ballot in accordance with the Cabinet resolution. In relation to recommendation in 2.2 and 2.3.

## 6. Alternatives Considered

- 6.1 Not to support the BID in the Alteration Ballot. However, this would mean that the council would not be supporting the BID in the most tax efficient way to operate.

## 7. Resource and Legal Implications

- 7.1 The legislative framework under which Business Improvement Districts are established, renewed and governed is contained in Part 4 of Local Government Act 2003 and The Business Improvement Districts (England) Regulations 2004.
- 7.2 The Council will work with the BID on the procedure for the Ballot. Under the regulations, the Council as 'relevant billing authority' is responsible for instructing the 'Ballot Holder' to hold the ballot. The Ballot holder is *"the person the relevant billing authority has appointed under section 35 of the Representation of the People Act 1983(a) as the returning officer for elections to that authority"*. i.e. the Chief Executive
- 7.3 The BID Ballot proposer will be required to send out the notification of their intention to put the BID proposals to a ballot to the Secretary of State at least 84 days before formally asking the ballot holder to arrange a ballot. The Secretary of State must be notified at least 42 days before the day of the ballot, confirming that the Notice of the Ballot has been issued. The process is likely to progress using the following timescale, although this will be for the Ballot Holder to determine:
- |             |  |
|-------------|--|
| 3 Jan 2019  | Notice of the ballot from the Ballot Holder to the Levy Payers |
| 17 Jan 2019 | Ballot papers sent out to eligible voters                      |
| 4 Feb 2019  | Deadline for appointments of proxy                             |
| 14 Feb 2019 | Close of Ballot Ballot Day: voting closes at 5pm               |
| 15 Feb 2019 | Ballot count and announcement of the result                    |
- 7.4 The regulations state for the BID to amend the company status, more than 50% of those who vote must vote 'Yes'. Of those positive votes, the total rateable value must be higher, when added together, than the rateable value of those who voted 'No'.
- 7.5 There are over 650 hereditaments within the BID area that are eligible to vote.
- 7.6 In the event that the result of the Ballot is negative, the BID will continue to operate under the initial company status as set out.
- 7.7 The Council's Ballot Holder ie the Chief Executive will be required to conduct the ballot. The Council is also a BID Levy payer and will be able to vote.

- 7.8 The regulations state that all expenditure incurred by the ballot holder in relation to the holding of a ballot shall be paid by the relevant billing authority (CDC). Initial estimated costs are in the region of £3,000. This will be funded through existing budgets.

## 8 Consultation

- 8.1 Since its inception, the BID has developed a programme of communication and consultation with BID levy payers, the local authorities and other bodies. The BID's work is reviewed by the Council's Overview and Scrutiny Committee and the BID Chairman will be attending their meeting in November.

## 9 Community Impact and Corporate Risks

- 9.1 The BID works to deliver a number of projects for the benefit of the city, including a programme of events, partnership working, public realm improvements, marketing, co-ordination, and safety initiatives. As outlined in the report the BID advises that some elements of these benefits may be reduced by the tax and financial impacts if the Amendment ballot is not successful.
- 9.2 The establishment and continuation of the BID supports two key priorities in the Corporate Plan, i.e. Improve and support the local economy to enable local growth and Support our Communities.

## 10 Other Implications

	Yes	No
<b>Crime and Disorder</b>		x
<b>Climate Change and Biodiversity</b>		x
<b>Human Rights and Equality Impact</b>		x
<b>Safeguarding and Early Help</b>		x
<b>General Data Protection Regulations (GDPR)</b>		x
<b>Other</b> (please specify)		x

## 11 Appendix

- 11.1 None

## 12 Background Papers

- 12.1 None.



**Chichester District Council**

**THE CABINET**

**2 October 2018**

**Tower Street Chichester  
Public Conveniences Refurbishment**

**1. Contacts**

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**2. Recommendation**

- 2.1 That the Cabinet approves the PID for Tower Street Public Conveniences (appended to the agenda report) in order to refurbish the facilities, create a new disabled facility and resolve the drainage issues.**
- 2.2 That the Council approves an additional budget allocation of £65,000 from Reserves to supplement the existing Asset Replacement Programme budget of £80,000 for the project.**

**3. Background**

- 3.1. Tower Street Public Conveniences are a well-used facility and are located close to the bus and coach stops. Usage counters in the facilities show that there have been a total of 19,660 users between 13 June 2018 and 20 August 2018, 13,987 for the Gents, 4,641 for the Ladies and 1,032 for the Disabled facilities. This is an average of 289 uses per day across all three units. This represents a high level of use in a prime city location. The facilities were last refurbished in late 1980's.
- 3.2. This site was considered for refurbishment in June 2017. Tender returns based on a simple refurbishment did not proceed due to further additional costs associated with drainage and substructure concerns. In addition to this the current disabled facility is too small and if this was a new build would not meet the requirements of the Equality Act 2010
- 3.3. The agreed Asset Replacement Programme budget of £80,000 for the original refurbishment works will not cover the additional drainage issues and substructure works.
- 3.4. A CCTV investigation will be undertaken to determine the extent of work required to renew and upgrade the drainage works. Should the investigation

reveal that less works are required for the total project any underspend will be returned to Reserves.

#### **4. Outcomes to be Achieved**

- 4.1 The provision of Public Conveniences which are modern, resolve the drainage issues, provide less opportunity for vandalism, meet the requirements of the Equality Act. The refurbishment would provide better longevity for the facilities.
- 4.2 The Vision for Chichester City has a theme relating to providing a variety of events and activities and an attractive, clean and welcoming environment. Good quality streetscape and public areas are vital to leaving people with a positive lasting impression.

#### **5. Proposal**

- 5.1 The Cabinet is asked to approve the PID in appendix one, to enable refurbishment, reconfiguration and drainage works as set out using the existing allocated budget of £80,000 from the Asset replacement programme and £65,000 from reserves for the provision of a new disabled facility and to assist with refurbishment of the male and female toilets, and the drainage upgrade and renewal.
- 5.2 The proposal is to re-locate the disabled facilities to the front of the building utilising some of the space in the Ladies toilets which would allow access from Tower Street. The existing drainage connection to the Tower Street public sewer which services the site is original, and, whilst having had some update since then, the drainage now needs a replacement and upgrade. The site is increasingly experiencing issues with the drains, resulting in closures. A CCTV survey will be undertaken to determine the condition of the drains and action required to update and improve.

#### **6. Alternatives Considered**

- 6.1 Not to undertake the refurbishment as described or to undertake a revised reduced level of refurbishment. However, this would not meet the requirements of the Equalities Act and the drainage issues would continue.

#### **7. Resource and Legal Implications**

- 7.1 There is no statutory requirement for local authorities to provide and operate public conveniences.
- 7.2 There are adequate resources within the Place Services to manage the project. Tenders will be sought for the works to be carried out and a project delivery plan will be implemented, using the PID as at Appendix 1 as the basis for this.

#### **8. Consultation**

- 8.1 Chichester Access Group provided feedback on an initial layout for the site and it is proposed that they would be requested to provide feedback on any future design of this site. The approach to ensure that the facilities meet the

requirements of the Equality Act is supported by the Access Group for Chichester District.

## 9. Community Impact and Corporate Risks

- 9.1 Risk that Member, resident, visitor and Disabled Access Group expectations will not be met if the refurbishment does not meet the anticipated needs. Reputation may be harmed if the facilities are not designed in a manner which assists with removing anti-social issues.

## 10. Other Implications

	Yes	No
<b>Crime and Disorder</b> It is anticipated that the scheme will assist with designing out the antisocial issues which have been seen in the area.	X	
<b>Climate Change and Biodiversity</b> The scheme is likely to enable more efficient use of the water and lighting.	X	
<b>Human Rights and Equality Impact</b> - Positive impact if the scheme is agreed	x	
<b>Safeguarding and Early Help</b>		x
<b>General Data Protection Regulations (GDPR)</b>		x
<b>Other</b> (please specify)		x

## 11. Appendix

- 11.1 Project Initiation Document

## 12. Background Papers

- 12.1 None.

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**Chichester District Council**

**THE CABINET**

**2 October 2018**

**Approval of the Draft Infrastructure Business Plan 2019-2024 for Consultation with the City, Town and Parish Councils and Key Infrastructure Delivery Commissioners**

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**Cabinet Member**

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**2. Recommendation**

- 2.1. That the Cabinet approves the draft Infrastructure Business Plan 2019-24 (appendix 1 to the agenda report) for consultation with the city, town and parish councils, neighbouring local authorities including the South Downs National Park Authority and key infrastructure delivery commissioners) for a period of six weeks from 8 October to 19 November 2018.**

**3. Background**

- 3.1 The draft Infrastructure Business Plan (IBP) 2019-2024 (Appendix 1) prioritises the strategic infrastructure projects which support the Chichester Local Plan. The projects within the five year CIL spending plan have been considered by the joint CDC/WSCC (Infrastructure and Growth) officers group, the Chichester District Growth Board, and the Development Plan and Infrastructure Panel (DPIP).
- 3.2 The IBP projects were identified by CDC, WSCC, key infrastructure delivery commissioners and city, town and parish councils. The IBP sets out the methodology for selecting which infrastructure projects have been prioritised for funding from the Community Infrastructure Levy (CIL), and which infrastructure projects need to be funded from other sources.
- 3.3 S106 projects have been identified as 'committed', this is because they are directly related to a site specific proposal (up to five separate planning obligations can be pooled). These don't need to be prioritised as there is more certainty that they will be provided alongside the development.

- 3.4 Since last year IBP/398 Medical Centre West of Chichester has increased from £1.3m to £1.75m, this is to be expected because the costs had not been updated since the project was initiated.
- 3.5 West Sussex County Council has requested:
- IBP/332 and IBP/659 Primary School Places Manhood Peninsula and associated School Access improvements to be brought forward by three years to be spent during 2019/20;
  - IBP/330 and IBP/657 Primary School Places E-W Corridor and associated School Access improvements to be moved back to 2021/22;
  - IBP/656 Sustainable transport corridor city centre to Portfield and improvements to sustainable facilities on Oving Road corridor to be moved back to 2021/22, 2022/23 and 2023/24;
  - Newly selected project IBP/249 A286 Birdham Road/B2201 Selsey Tram Roundabout junction improvement to be added to 2021/22;
  - \*Newly selected project IBP/654 Area-wide parking management North East Chichester to be added to 2019/20;
  - \*Newly selected project IBP/655 Area-wide parking management West Chichester to be added to 2019/20;
  - \*Newly selected project IBP/665 Area-wide parking management Chichester City to be added to 2019/20.
- 3.6 At present WSCC has advised in relation to project IBP/332 above that it cannot confirm which schools will be expanded, and therefore cannot provide more accurate costings at this time. Appendix 2 of this report shows the amount of S106 monies available to be spent on school improvements.
- 3.7 The IBP projects marked with an asterisk in paragraph 3.5 above have been included as a late request from WSCC. They appear to be conceptual projects at present with little detail about what they are and no information about other funding sources that may be available to help fund them. It is also unclear whether these projects comprise infrastructure as defined by the CIL regulations and whether they are designed to address the growth of the area or existing underlying issues. If the latter, they are unsuitable for CIL funding. The executive summary of the Chichester Roadspace Audit is appended to this report as appendix 4.
- 3.8 The Chichester Growth Board met on 7 September 2018, and DPIP met on 12 September and the CIL spending plan (Appendix 3) reflects their views about projects to be selected for funding within the next five years. It should be noted that only funding for projects to the value of current funds received and brought forward to the 2019/20 financial year can be guaranteed. However, this year sufficient money has been collected to fund the identified projects for both years 2019/20 and 2020/21. For the remainder, the figures are only an estimate, and will not be certain until the CIL has been collected.

#### **4. Outcomes to be Achieved**

- 4.1 The production of the IBP relies on the cooperation of all three tiers of local government and key infrastructure commissioners. The IBP promotes collaborative working relationships and a move away from reactive planning to a planned and proactive approach to infrastructure provision.

- 4.2 The IBP provides a transparent methodology to show how projects have been selected. It identifies other sources of funding in order to make best use of CIL.
- 4.3 Once the consultation has ended, officers will report any suggested amendments to the Chichester District Growth Board for its consideration before the IBP is further considered by DPIP in January, Cabinet in February and Council for approval and publication in March 2018.

## 5. Proposal

- 5.1 This report is to approve the draft IBP 2019-24 for consultation with those who contributed to it (particularly given that project priorities may have changed or need to be updated) and to give them an opportunity to influence and comment on the IBP before it is finalised.

## 6. Alternatives Considered

- 6.1 To allocate CIL funds on an ad-hoc basis. The disadvantage is that this would not provide transparency about how projects have been selected, nor 'up front' certainty about which infrastructure projects will be funded to enable them to be worked up and delivered in time to accompany the growth of the area.

## 7. Resource and Legal Implications

- 7.1 The projects selected for CIL funding must be in accordance with the Council's published regulation 123 list. This is to comply with the CIL Regulations.

## 8. Consultation

- 8.1 The projects within this IBP were identified by West Sussex County Council; key infrastructure providers, and the City, Town and Parish Councils. In the case of the latter, workshop sessions were held on 17, 18, 24 and 25 April 2018, and were followed up with reminders via email and one to one meetings.

## 9. Community Impact and Corporate Risks

- 9.1 The IBP provides transparency about which CIL projects have been prioritised for funding between years 2019-2024. It will enable the Council to have more control over the timely delivery of infrastructure. The risks are as follows:
- Changes to the CIL regime, resulting in less money being collected;
  - Other sources of funding fail to materialise;
  - Consensus not achieved over CIL spend;
  - Infrastructure delivery commissioner(s) funding priorities change;
  - That the infrastructure to be provided is insufficient to mitigate the impact of development.

## 10. Other Implications

<b>Crime and Disorder</b>	None
<b>Climate Change</b>	None

<b>Human Rights and Equality Impact</b>	None
<b>Safeguarding</b>	None
<b>General Data Protection Regulations (GDPR)</b>	None
<b>Other</b>	None

## 11. Appendices

11.1 Appendix 1 – Draft Infrastructure Business Plan 2019/2024 [**Note** This appendix has not been printed but is available electronically and also as a hard copy in the Members Room]

11.2 Appendix 2 - Education money collected through Section 106

11.3 Appendix 3 – Draft CIL Spending Plan

11.4 Appendix 4 - Executive Summary extracted from Chichester Roadspace Audit



# Chichester District Council Infrastructure Business Plan

2019/2024



2<sup>nd</sup> draft September 2018

[www.chichester.gov.uk/planningpolicy](http://www.chichester.gov.uk/planningpolicy)

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## Foreword

This Infrastructure Business Plan (IBP) covers the Chichester Local Plan area, it excludes parts of the district that fall within the South Downs National Park because the South Downs National Park Authority is responsible for this area.

Local communities are frequently concerned that the provision of infrastructure (by which we mean roads, flood defences, schools, doctors' surgeries, children's playgrounds etc.) does not keep pace with the rate of new house building. One purpose of the IBP is to ensure that infrastructure is provided at the right time and in the right place so that this problem does not get worse in the future.

Infrastructure can be paid for in several different ways, for example:

Customer bills – to telephone and broadband companies and water companies to supply fresh water and to take away and treat wastewater.

Government grants, to help provide school places (or other grant sources from Europe or the Local Economic Partnership).

Planning obligations – S106 (infrastructure that provides site specific mitigation).

Community Infrastructure Levy (*a levy on certain types of new development which creates net additional floorspace*)

Sometimes different funding sources have to be combined to pay for new infrastructure. The IBP shows which funding sources will contribute to each infrastructure project. It also identifies funding shortfalls, and the appendix contains the method for prioritising the infrastructure which could be funded from CIL.

CIL eligible projects relate to the cumulative growth of the area. In the early years from the introduction of CIL there will be little money collected, so fewer, or less expensive projects will be funded from the CIL (this does not negate the importance of prioritising these). As the years progress, and development gets underway, the amount of money collected from CIL will steadily increase, which will enable more substantial infrastructure projects to be delivered.

The IBP can never be precise about the amount of money that will be available; it is just the best estimate at any given point in time. Because of this it is a 'living' document which will be kept under review, and updated and rolled forward each year to reflect how much money has been collected, and for future years how much CIL is predicted to be collected from future development.

Some of the CIL will be passed to the parish councils to be spent on infrastructure of their choice. Parishes which don't have a Neighbourhood Plan will get 15% of the CIL collected from new development in the parish (capped at £100 per existing Council tax dwelling each year). This increases to 25% (uncapped) for those that have made Neighbourhood Plans.

I would like to thank all the organisations who provided the information to help put this document together, and hope that you will find it useful.

Councillor Susan Taylor  
Cabinet Member for Housing and Planning

# 1 Purpose of the Infrastructure Business Plan

## Introduction

1.1 This Infrastructure Business Plan (IBP) sets out the current understanding of infrastructure required to support the delivery of the Chichester Local Plan to 2029, and sets out a method for prioritising the projects to be funded from Chichester's Community Infrastructure Levy (CIL), which was implemented on 1 February 2016.

1.2 The IBP has been prepared by officers from Chichester District Council and West Sussex County Council with input from the Parish and Town Councils and Ward Members within the Local Plan area; nominated County Councillors; and relevant Infrastructure Delivery Commissioners.

1.3 The IBP prioritises infrastructure via a five year rolling programme for its delivery, and identifies other possible sources of funding. The CIL Regulation 123 list identifies which types of infrastructure could be funded from CIL. Funding from S106 sources and provided entirely from infrastructure delivery partners is considered within this IBP to be committed.

1.4 The IBP identifies the extent of the funding gap. CIL will help to bridge the gap, but won't completely fill it. There will therefore be a need for prioritisation along with exploration of external funding opportunities and innovative approaches to financing which will require strong partnership working arrangements with infrastructure providers.

1.5 Prioritisation will be informed by the Local Plan housing trajectory (the phasing of development and its supporting infrastructure). This will ensure infrastructure delivery is aligned with growth. The governance arrangements which have been put in place to prioritise and ensure the timely delivery of projects are set out in Appendix C.

1.6 The IBP five year rolling programme is updated each year to reflect the most up to date housing trajectory and infrastructure requirements across the plan area. It is thus a 'living' document.

## 2 Infrastructure Projects

### Introduction

2.1 Before prioritising infrastructure it is necessary to consider infrastructure needs across the plan area in their totality. Consequently, the IBP identifies all strategic infrastructure requirements necessary to support the anticipated growth in the Local Plan to 2029. The project list will evolve as further details are known, but will reflect the best information available at the time.

2.2 An Infrastructure Delivery Plan (IDP), October 2014 identified the original infrastructure requirements associated with the planned growth across the Chichester Plan area to 2029. This IDP was submitted as supporting evidence to both the Local Plan and CIL Charging Schedule examinations.

2.3 The IDP has subsequently been kept up to date through the IBP. The projects presented in this chapter were reviewed by the IBP Officers Group between April and June 2018. The projects were reviewed in light of the following key factors and, therefore, the project list included within this IBP reflects current understanding and must not be taken to represent an exhaustive list of requirements through to 2029:

Infrastructure demand levels and adequacy of the infrastructure project list based on the latest understanding of housing and other development proposals

The timing of project delivery based on the latest housing trajectory (December 2017)

Best information currently available for existing or planned infrastructure capacity across the plan area

2.4 It should be noted that costs identified for a project are indicative as, in many cases, full design and implementation costs have not yet been determined. The indicative project cost is based on 2018 figures and will be reviewed where necessary as part of the annual update of the Infrastructure Delivery Plan.

2.5 A summary of all strategic infrastructure projects (excluding Parish Projects) from all funding sources, categorised by Local Plan spatial area, is provided in table 2. The S106 projects are linked to specific planning applications, whereas the CIL and other funding source projects relate to cumulative growth of the Local Plan area. The total list of projects including those put forward by the City, Town and Parish Councils is provided in appendix A.

## Potential Projects and Spending Profile for IBP from all funding sources

Key to colour coding	Funding Sources
	Mainly CIL
	Other
	Mainly S106
	Mainly government grant with S278 and other
	Unknown at present

**Table 2: List of strategic infrastructure projects from all funding sources (this excludes City Town and Parish projects, which are shown in Appendix A)**

### Short term projects (to 2024)

IBP Id	Location	Category	CIL S106 Other	Planning app.	Scheme	Funding Sources	Delivery Lead	Cost Range	Total Max Cost £
IBP/350	District Wide	Transport	CIL		Smarter choices Bike It project		Developers / WSCC / CDC	£60,000	£60,000.00
IBP/679	District Wide	Transport	CIL		Smarter choices Bike It project		Developers / WSCC / CDC	£75,000	£75,000.00
IBP/680	District Wide	Transport	CIL		Smarter choices Bike It project		Developers / WSCC / CDC	£75,000	£75,000.00
IBP/288	District Wide	Green Infrastructure	Other		Local Drainage - Local watercourse network improvements identified on the West Sussex Local Flood Risk Managements Priority List.	WSCC	PC, CDC & WSCC	£250k	£250,000.00
IBP/707	District Wide	Public services	CIL		Mobile ANPR camera to be fitted into fleet vehicle		Sussex Police	£14,000	£14,000.00
IBP/706	District Wide	Public services	CIL		Fixed site ANPR (with no infrastructure in place)		Sussex Police	£24,000	£24,000.00
IBP/705	District Wide	Public services	CIL		2 additional vehicles to increase Chichester fleet capacity		Sussex Police	£63,360	£63,360.00
IBP/580	District Wide	Utility Services	Other		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	Public and commercial funding	Openreach/WSCC		£0.00
IBP/357	East West Corridor	Transport	CIL		Southgate Gyratory junction improvement	CIL	WSCC	£200,000	£200,000.00

IBP Id	Location	Category	CIL S106 Other	Planning app.	Scheme	Funding Sources	Delivery Lead	Cost Range	Total Max Cost £
IBP/660	East West Corridor	Transport	CIL		School access improvements - Bourne. Drop off/pick up arrangements at expanded schools.		WSCC	£50,000	£50,000.00
IBP/658	East West Corridor	Transport	CIL		City Centre cycle parking.		WSCC	£250,000	£250,000.00
IBP/657	East West Corridor	Transport	CIL		School access improvements - Chichester. Drop off/pick up arrangements at expanded schools.		WSCC	£50,000	£50,000.00
IBP/656	East West Corridor	Transport	CIL		Sustainable Transport Corridor - City Centre to Portfield and improvements to sustainable transport facilities on Oving Road corridor.		WSCC	£500,000	£500,000.00
IBP/655	East West Corridor	Transport	CIL		Following recent Road Space Audit, area-wide parking management required in West Chichester.		WSCC	250,000	£250,000.00
IBP/654	East West Corridor	Transport	CIL		Following recent Road Space Audit, area-wide parking management required in North East Chichester.		WSCC	250,000	£250,000.00
IBP/665	East West Corridor	Transport	CIL		Following recent Road Space Audit, area-wide parking management in Chichester City.		WSCC		£250,000.00
IBP/358	East West Corridor	Transport	CIL		Gap-filling to complete the Chichester Cycle Network: Whyke, Stockbridge, Summersdale, City Centre, south-west of the City Centre, east of the City Centre.	CIL	WSCC	£500,000	£500,000.00
IBP/356	East West Corridor	Transport	CIL		Variable Message Signing (VMS)	CIL	WSCC	£8,000	£8,000.00
IBP/355	East West Corridor	Transport	CIL		RTPI screens at key locations		WSCC	£120,000 (12 screens)	£120,000.00
IBP/353	East West Corridor	Transport	CIL		Westhampnett Road/ St Pancras/ Spitalfield Lane/ St James Road double mini roundabouts junction improvement. To include improvements to sustainable transport facilities along Westhampnett Road.	CIL	WSCC / CDC	£3,500,000	£3,500,000.00
IBP/359	East West Corridor	Transport	CIL		Portfield cycle route	CIL	WSCC	£120,000	£120,000.00
IBP/669	East West Corridor	Transport	CIL		Provision of public bridleway from B2145 along public footpath 190 to new A27 foot and cycle bridge		WSCC	£100,000	£100,000.00
IBP/670	East West Corridor	Transport	CIL		Provision of cycle route between Whitehouse Farm development (west of Chichester) and Salthill Road		WSCC	£65,000	£65,000.00
IBP/676	East West Corridor	Transport	CIL		Improve links between the communities of Hambrook and Woodmancote by upgrading FP251 to bridleway			£120,000	£120,000.00

IBP Id	Location	Category	CIL S106 Other	Planning app.	Scheme	Funding Sources	Delivery Lead	Cost Range	Total Max Cost £
IBP/678	East West Corridor	Transport	CIL		Improve the surface of the Chichester Canal towpath for walkers and cyclists		WSCC	£170,000	£170,000.00
IBP/682	East West Corridor	Transport	CIL		Smarter choices Bike It project	S106	Developers / WSCC / CDC	£80,000	£80,000.00
IBP/341	East West Corridor	Transport	S106	CC/08/03533/ OUT	Graylingwell cycle route 2 along north side of Westhampnett Road (opp St James' Road to connect with existing footpath rear of Story Road)	S106	Developer	Directly providing	£0.00
IBP/340	East West Corridor	Transport	S106	CC/08/03533/ OUT	Graylingwell cycle route 1 Wellington Road – Oaklands Way	S106	Developer	Directly providing	£0.00
IBP/342	East West Corridor	Transport	S106	CC/08/03533/ OUT	Toucan crossing on Oaklands Way	S106	Developer	Directly providing	£0.00
IBP/343	East West Corridor	Transport	S106	CC/08/03533/ OUT	Westhampnett Road / Portfield Way (nr Sainsbury's) junction improvement	S106	Developer	Directly providing	£0.00
IBP/344	East West Corridor	Transport	S106	CC/08/03533/ OUT	Kingsmead Avenue / Palmers Field Avenue traffic management	S106	Developer	Directly providing	£0.00
IBP/345	East West Corridor	Transport	S106	O/11/05283/O UT	Foot / cycle bridge across the A27 south of Portfield Roundabout	S106	Developer	Directly providing	£0.00
IBP/346	East West Corridor	Transport	S106	O/11/05283/O UT	Foot / cycle bridge across the A27 to Coach Road	S106	Developer	Directly providing	£0.00
IBP/347	East West Corridor	Transport	S106	O/11/05283/O UT	Shared footway / cycleway along south side of A27 to new access to Shopwyke site	S106	Developer	Directly providing	£0.00
IBP/348	East West Corridor	Transport	S106	O/11/05283/O UT	Shopwyke Road diversion	S106	Developer	Directly providing	£0.00
IBP/367	East West Corridor	Transport	S106		St Paul's cycle route	S106	Developer	£140,000	£140,000.00
IBP/539	East West Corridor	Transport	S106	O/11/05283/O UT	Extension/diversion of number 55 bus route	S106	Developer		£0.00
IBP/339	East West Corridor	Transport	S278	14/04284/OUT	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). In addition, 2 further mitigation requirements are A27/A259 Bognor Road roundabout (£595,000-£900,000)	S278 developers, WSCC and Highways England.	Highways England		
IBP/330	East West Corridor	Education	CIL	SB/14/02800/ OUT	Expansion of existing primary school(s) across the Chichester locality by up to 1/2 Form Entry	Basic Needs Grant will need to be secured to reduce the funding required	WSCC / academy provider	£3 million for half form entry Subject to feasibility &	£3,000,000.00



IBP Id	Location	Category	CIL S106 Other	Planning app.	Scheme	Funding Sources	Delivery Lead	Cost Range	Total Max Cost £
						from CIL.		site assessment	
IBP/331	East West Corridor	Education	CIL		Expansion of existing primary schools across the Bourne locality in excess of 1/2 Form Entry	Basic Needs Grant will need to be secured to reduce the funding required from CIL.	WSSC / academy provider	£3 million for half form entry Subject to feasibility & site assessment	£3,000,000.00
IBP/378	East West Corridor	Education	Other		Music Teaching Building	University funded	University	ca £3.5m	£3,500,000.00
IBP/377	East West Corridor	Education	Other		Academic Teaching Building	University funded	University	ca £5.9m	£5,900,000.00
IBP/328	East West Corridor	Education	S106		School site and provision of a new 1Form Entry primary school for the Tangmere SDL; the site should be expandable to 2Form Entry	S106 & WSSC (including Basic Need Grant)	WSSC / academy provider	£5.4 - £6m (1Form Entry) £9.5-£10,6m (2Form Entry)	£10,600,000.00
IBP/327	East West Corridor	Education	S106		School site and provision of a new primary school for the West of Chichester SDL; 1 Form Entry initially but the site should be expandable to 2Form Entry to accommodate the latter phases of development	S106 & WSSC (including Basic Need Grant)	WSSC / academy provider	£5.4 - £6m (1Form Entry) £9.5-£10,6m (2Form Entry)	£10,600,000.00
IBP/329	East West Corridor	Education	S106		Site for a 1 Form Entry primary school expandable to 2Form Entry with contributions towards a new 1Form Entry primary school from Graylingwell site	S106 & Basic Need Grant	WSSC / academy provider	£5.4 - £6m (1Form Entry) £9.5-£10,6m (2Form Entry)	£10,600,000.00
IBP/398	East West Corridor	Health	CIL		NHS Medical Centre West of Chichester SDL	£4,500,000 total NHS sources/LIFT/third party development (£2.75m expected to be funded by LIFT)	Coastal West Sussex Clinical Commissioning Group	4,500,000	£4,500,000.00
IBP/726	East West Corridor	Health	CIL		Improvements at Southbourne Surgery		Coastal West Sussex Clinical Commissioning Group	£370,000	£370,000.00
IBP/189	East West Corridor	Social Infrastructure	S106	O/11/05283/O UT	Shopwhyke – Temporary community Facilities	Provide by Developer under S106	Developer, will require a community lead either Oving PC, or other nominated or new group	Unknown	£0.00
IBP/190	East West Corridor	Social Infrastructure	S106		West of Chichester – Temporary community facilities	Provided by Developer under S106	Developer, will require a community lead either Chichester City Council, or other nominated or new group	Unknown	£0.00
IBP/711	East West Corridor	Green Infrastructure			Parklands Chichester daylighting of culvert with landscaping.		WSSC	£500,000	£500,000.00
IBP/306	East West Corridor	Green Infrastructure	CIL		Youth skate park (Southbourne) (links with 304 & 305)	WSSC, Developer contributions and Parish Council		£80k - £120k From WSSC, Developer	£120,000.00

IBP Id	Location	Category	CIL S106 Other	Planning app.	Scheme	Funding Sources	Delivery Lead	Cost Range	Total Max Cost £
								contributions, Parish Council	
IBP/307	East West Corridor	Green Infrastructure	CIL		Establishment and maintenance of an accessible Green Ring around the village of Southbourne, providing a variety of green infrastructure assets, including informal open space, allotments, a playing field, a footpath/cycleway network, children's play areas	Cost unknown, Sport England, Sustrans, WSCC, Parish Council	Southbourne Parish Council	£? From Developer contributions, Sport England, Sustrans, WSCC	£0.00
IBP/196	East West Corridor	Green Infrastructure	CIL		Brandy Hole Copse – restoration and enhancement works at Brandy Hole local Nature Reserve	CIL	CDC, BHC Management Board	£10,000	£10,000.00
IBP/291	East West Corridor	Green Infrastructure	CIL		Local Drainage - The Avenue, Hambrook Watercourse re-construction	None	CDC, WSCC	£10k	£10,000.00
IBP/194	East West Corridor	Green Infrastructure	CIL		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.	Cost unknown, grant funding, local fundraising.	EA, CDC, Goodwood Estates (Landowner), Sussex Wildlife Trust, Contractor, SDNPA, Southern Water.	50,000	£50,000.00
IBP/302	East West Corridor	Green Infrastructure	CIL		Resite football club (Bosham)	Parish Council		£500k	£500,000.00
IBP/304	East West Corridor	Green Infrastructure	CIL		Provision of Youth facilities (Southbourne) (links with 305 & 306)	WSCC and developer contributions		£? From WSCC, Developer contributions	£0.00
IBP/324	East West Corridor	Green Infrastructure	CIL		Improvements to sports pavilion (Boxgrove)	S106 £27,000 WSCC £10,000 SOLAR £5,000 INERT £10,000 TBC & CIL £1,505		£53,505	£53,505
IBP/305	East West Corridor	Green Infrastructure	CIL		Provision of Artificial Grass Pitch/MUGA (Southbourne) (links with 304 & 306)	Bourne Community College, WSCC, Developer contributions and Sport England		£700k - £1m From WSCC, Developer contributions, Sport England, Bourne Community College	£1,000,000.00
IBP/303	East West Corridor	Green Infrastructure	CIL		New Sports pitch (Bosham)	Parish/WSCC		£100k From WSCC	£100,000.00
IBP/308	East West Corridor	Green Infrastructure	S106		Amenity tree planting Harbour SPA Solent Disturbance & mitigation Project	Parish Council		£? From Developer contributions, WSCC, CDC	£0.00

IBP Id	Location	Category	CIL S106 Other	Planning app.	Scheme	Funding Sources	Delivery Lead	Cost Range	Total Max Cost £
IBP/391	East West Corridor	Utility Services	Other		Water, drainage and power to support the above developments	University, utility companies and private	University	Not known as yet The cost and allocation of costs to the University, private partners and utility companies is still to be determined	£0.00
IBP/728	East West Corridor	Utility Services	Other		West of Chichester to Tangmere waste water treatment works transfer pipeline.		Southern Water		£0.00
IBP/397	East West Corridor	Utility Services	Other		Upgrade to Tangmere Wastewater treatment Works (WWTW)	Investment by Southern Water	Southern Water		
IBP/379	East West Corridor	Housing	Other		Student Residential - Redevelopment of Havenstoke (252 new units) and redevelopment of Hammond (77 new units)	University/private funded	University	ca £15m	£15,000,000.00
IBP/349	Manhood Peninsula	Transport	CIL		A286 Birdham Road / B2201 (Selsey Tram Roundabout) junction improvement	S106	WSCC / Developer	£150,000	£150,000.00
IBP/667	Manhood Peninsula	Transport	CIL		Green Links across the Manhood. (GLaM project). North Selsey to Medmerry Trail - provision of public bridleway route from Paddock Lane, along Golf Links Lane to access track that circles the new Environment Agency tidal bund		WSCC	£100,000	£100,000.00
IBP/659	Manhood Peninsula	Transport	CIL		School access improvements - Manhood. Drop off/pick up arrangements at expanded schools.		WSCC	£50,000	£50,000.00
IBP/672	Manhood Peninsula	Transport	CIL		Provision of footpath linking East Bracklesham Drive to beach (opposite FP4)		WSCC	£10,000	£10,000.00
IBP/666	Manhood Peninsula	Transport	S106		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.	Capital Funding	WSCC	£300,000	£300,000.00
IBP/544	Manhood Peninsula	Transport	S106	HN/15/03489/ FUL	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		WSCC		£0.00
IBP/332	Manhood Peninsula	Education	CIL		Expansion of existing primary schools across the Manhood locality in excess of 1/2 Form Entry	Basic Needs Grant will need to be secured to reduce the funding required from CIL.	WSCC / academy provider	£3 million for half form entry Subject to feasibility & site	£3,000,000.00

IBP Id	Location	Category	CIL S106 Other	Planning app.	Scheme	Funding Sources	Delivery Lead	Cost Range	Total Max Cost £
								assessment	
IBP/193	Manhood Peninsula	Social Infrastructure	S106	D/07/04732/F UL, D/11/01198/F UL; D/12/04410/F UL	Donnington Church Hall – extension	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)	£250-300k	£300,000.00
IBP/293	Manhood Peninsula	Green Infrastructure	CIL		Local land Drainage - East Beach Sea Outfall		CDC	100,000-150,000	£150,000.00
IBP/290	Manhood Peninsula	Green Infrastructure	CIL		Coast Protection -Selsey – Wittering Beach Management 2016-2021	FDGIA est. £750k CDC est. £250k	CDC	£1,000,000	£1,000,000.00
IBP/289	Manhood Peninsula	Green Infrastructure	CIL		Local Drainage - Crooked Lane, Birdham Surface Water Drainage Improvements	FDGIA/WSCC	WSCC	£100k	£100,000.00
IBP/197	Manhood Peninsula	Green Infrastructure	Other		FLOW Project (Fixing and Linking Our Wetlands) – improving and enhancing the wetlands habitat on the Manhood Peninsula	Heritage Lottery Funding secured.	MWHG and FLOW Project Board (including CDC)	545,300	£545,300.00
IBP/319	North of the District	Transport	CIL		Improve local footpaths, cycle tracks & equestrian ways (Kirdford)				£0.00
IBP/321	North of the District	Social Infrastructure	CIL		Village Social & Recreational Hub (Kirdford)				£0.00
IBP/322	North of the District	Green Infrastructure	CIL		Improvements or rebuild of Sports Association Pavilion to create community sports facility	CIL and other	Sports Association/Parish Council	£500,000	£500,000.00
IBP/320	North of the District	Green Infrastructure	CIL		New Road, Parking area and SUDS pond and play area (Kirdford)				£0.00
IBP/318	North of the District	Green Infrastructure	CIL		New footpaths & Community Amenity Space (Kirdford)				£0.00

### Medium to long term projects (2024-2029)

IBP Id	Location	Category	CIL S106 Other	Planning app.	Scheme	Funding Sources	Delivery Lead	Cost Range	Total Max Cost £
IBP/629	East West Corridor	Transport			Construction of chord to enable trains to run directly between Bognor Regis and Chichester, rather than via an interchange at Barnham.		Network Rail		
IBP/351	East West Corridor	Transport	CIL		Chichester bus / rail interchange improvements (Cross reference IBP/206)	CIL	WSCC / CDC / Stagecoach / Network Rail	TBC	£0.00

IBP/352	East West Corridor	Transport	CIL		Northgate Gytratory junction improvement	CIL	WSCC / CDC	£986,000 - £1.6m	£1,600,000.00
IBP/354	East West Corridor	Transport	CIL		Bus lane along A259 approaching Bognor Road Roundabout	CIL	WSCC / CDC/ bus operators	£1.2m	£1,200,000.00
IBP/360	East West Corridor	Transport	CIL		Summersdale cycle route	CIL	WSCC	£230,000	£230,000.00
IBP/671	East West Corridor	Transport	CIL		Provision of cycle route between Summersdale and East Lavant		WSCC	£150,000	£150,000.00
IBP/668	East West Corridor	Transport	CIL		Green Links across the Manhood. (GLaM project). Public bridleway connection between bridleways 192_1 and 2792 across Vinnetrov Road. A user controlled crossing of Vinnetrov Road is possible but likely will be determined by Highways England review of A27 a		WSCC	£250,000	£250,000.00
IBP/366	East West Corridor	Transport	S106		North / south link road and improvements to nearby roads connecting with southern access to West of Chichester SDL	S106	Developer	TBC	£0.00
IBP/365	East West Corridor	Transport	S106		Road link between A27 / A285 junction and Tangmere Road	S106	Developer		£0.00
IBP/368	East West Corridor	Transport	S106		Parklands cycle route	S106	Developer	£440,000	£440,000.00
IBP/369	East West Corridor	Transport	S106		Sherborne Road traffic calming	S106	Developer	TBC	£0.00
IBP/371	East West Corridor	Transport	S106		Cathedral Way / Via Ravenna junction improvement	S106	Developer	£170,000	£170,000.00
IBP/364	East West Corridor	Transport	S106	TG/07/04577/ FUL; TG/11/04058/ FUL, TG/12/011739 /OUT, TG/14/00797/ FUL	Chichester - Tangmere cycle route	S106	Developer	£630,000	£630,000.00
IBP/370	East West Corridor	Transport	S106		Sherborne Road / St Paul's Road junction improvement	S106	Developer	£540,000	£540,000.00
IBP/725	East West Corridor	Health	CIL		Improvements at Tangmere Surgery	CIL	Coastal West Sussex Clinical Commissioning Group	£1,100,000	£1,100,000.00
IBP/335	East West Corridor	Social Infrastructure	CIL		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	CIL	WSCC & developer	£75,000 - £100,000	£100,000.00
IBP/336	East West Corridor	Social Infrastructure	CIL		Library provision as part of a new community centre for the Tangmere SDL; to include shelving and a self-service terminal	CIL	WSCC & developer	£75,000 - £100,000	£100,000.00
IBP/192	East West Corridor	Social Infrastructure	CIL	SB/14/02800/ OUT	Southbourne – replacement of Age Concern Building (multi-use community building)	Contributions to be sought form a number of Southbourne permissions	Age Concern Southbourne, hopefully with the support of the PC and NP group.	£500k broad estimate (assuming tenure of land secured without purchase)	£500,000.00

IBP/396	East West Corridor	Green Infrastructure	CIL		Bosham Harbour new inland defences.	FCRM GiA/Contributions	Environment Agency	460,000	£460,000.00
IBP/710	East West Corridor	Public and Community Services	CIL		Reconfiguration of Westhampnett transfer station/household waste recycling site		WSCC	5,000,000	£5,000,000.00
IBP/362	Manhood Peninsula	Transport	CIL		Selsey – Witterings cycle route	CIL	WSCC	£200,000	£200,000.00
IBP/363	Manhood Peninsula	Transport	CIL		B2145 / B2166 junction improvement	CIL	WSCC / Developer	£100,000	£100,000.00
IBP/675	Manhood Peninsula	Transport	CIL		Provision of bridleway link between South Mundham and Birdham, possibly along existing public footpaths		WSCC	£400,000	£400,000.00
IBP/674	Manhood Peninsula	Transport	CIL		Provision of cycle and equestrian link between Keynor Lane and Highleigh along public footpath 64		WSCC	£50,000	£50,000.00
IBP/673	Manhood Peninsula	Transport	CIL		Provision of public bridleway along public footpaths 75 and 3662		WSCC	£60,000	£60,000.00
IBP/361	Manhood Peninsula	Transport	CIL		Chichester – Selsey cycle route	CIL	WSCC	TBC	£0.00
IBP/570	Manhood Peninsula	Green Infrastructure	CIL		Coast Protection -Selsey – Wittering Beach Management 2021-2026	FDGIA est. £750k CDC est. £250k	CDC	£1,000,000	£1,000,000.00
IBP/287	Manhood Peninsula	Green Infrastructure	CIL		Coast Protection - Selsey East Beach – Raising of the Sea Wall	FDGIA, a contribution likely to be required (shortfall)	CDC	£5m	£5,000,000.00
IBP/586	Manhood Peninsula	Green Infrastructure	Other		New visitor centre at Pagham Harbour Local Nature Reserve	to be confirmed	RSPB		£0.00
IBP/333	North of the District	Education	CIL		Further expansion of existing primary schools 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	CIL & WSCC (including Basic Need Grant)	WSCC / academy provider	£3 million for half form entry Subject to feasibility & site assessment	£3,000,000.00

### Un-phased projects

IBP Id	Location	Category	CIL S106 Other	Planning app	Scheme	Funding Sources	Delivery Lead	Cost Range	Total Max Cost £
IBP/372	District Wide	Transport			Air Quality Action Plan measures – still investigating				£0.00
IBP/386	East West Corridor	Transport	CIL		Cycle route/Footway with lighting extension from the University central area to Graylingwell North	University to fund part with Local Authority CIL	University	ca £0.1m	£500,000.00

IBP Id	Location	Category	CIL S106 Other	Planning app	Scheme	Funding Sources	Delivery Lead	Cost Range	Total Max Cost £
IBP/206	East West Corridor	Transport	CIL		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)				£0.00
IBP/211	East West Corridor	Transport	CIL		Fishbourne -Traffic Calming Measures		Fishbourne Parish Council, CDC, WSCC		£0.00
IBP/210	East West Corridor	Transport	CIL		Fishbourne - Improve pavements		WSCC, Fisbourne Parish Council		£0.00
IBP/213	East West Corridor	Transport	CIL		Halnaker - Improvements to pedestrian safety and reducing traffic speeds in Halnaker, particularly along the A286, whilst protecting the special character of the conservation area		Boxgrove Parish Council, CDC, WSCC		£0.00
IBP/383	East West Corridor	Transport	CIL		Cycle route/Footway with lighting to the centre of the Campus	University to fund part with Local Authority CIL	University	ca £0.1m	£500,000.00
IBP/385	East West Corridor	Transport	S106		Eastern Access Road	Assumed to be funded by HCA and Linden LLP as a part of planning consent and S106	HCA and Linden LLP	provided by HCA/Linden LLP	£0.00
IBP/199	East West Corridor	Transport	CIL		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		£0.00
IBP/387	East West Corridor	Transport	S106		College Lane Traffic Calming/Change - One Way access and Public Realm works to College Lane and Spitalfield Lane	No funding by University defined	WSCC	ca £300k	£300,000.00
IBP/388	East West Corridor	Transport	Other		Multi level Car Park	University to fund	University	tbc	£0.00
IBP/538	East West Corridor	Transport	S106	O/11/05283/O UT	Oving Road crossroads closure	S106	Developer		£0.00
IBP/540	East West Corridor	Transport	S106	O/11/05283/O UT	Oving cycle route	S106	Developer		£0.00
IBP/541	East West Corridor	Transport	S106		Direct and frequent bus services between Tangmere and Chichester City.	S106	Developer		£0.00
IBP/542	East West Corridor	Transport	S106		Regular bus services between west of Chichester SDL and the City centre.	S106	Developer		£0.00
IBP/543	East West Corridor	Transport	S106		Regular bus services between Westhampnett SDL and the City centre.	S106	Developer		£0.00
IBP/724	East West Corridor	Transport	Other		A27/B2233 Nyton Road junction improvement Cost: £202,000 - £300,000		WSCC		£0.00

IBP Id	Location	Category	CIL S106 Other	Planning app	Scheme	Funding Sources	Delivery Lead	Cost Range	Total Max Cost £
IBP/384	East West Corridor	Transport	Other		New Internal Campus Road and Link to Eastern Access Road	University to fund but there is a significant funding gap	University	ca £0.5m	£500,000.00
IBP/382	East West Corridor	Education	Other		Other Academic and Support facilities - Learning Resource Extension, Sports Building, Gymnasium, Students Union building extension	No detail as yet	University	Not known at present	£0.00
IBP/593	East West Corridor	Education	CIL		For the west of Chichester SDL 40 new nursery places to be provided as part of new primary school.		WSCC	£1.8 - £2.1m	£2,100,000.00
IBP/730	East West Corridor	Education	CIL		For the Tangmere SDL 32 new nursery places to be provided as part of new primary school.		WSCC	£1.2 - £1.5m	£1,500,000.00
IBP/208	East West Corridor	Social Infrastructure	CIL		Chichester - Re-introduction of natural stone paving within the City centre, particularly for The Pallants, Westgate, Northgate, Southgate and Eastgate Square, as funds permit.				£0.00
IBP/207	East West Corridor	Social Infrastructure	CIL		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.				£0.00
IBP/204	East West Corridor	Social Infrastructure	CIL		St Martin's Street/ Crooked S Twitten, Chichester This is a popular 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.		CDC, WSCC		£0.00
IBP/301	East West Corridor	Green Infrastructure	CIL		Store and toilet facility at New Park Road (Chichester)	S106, CDC Capital		£100k?	£100,000.00
IBP/300	East West Corridor	Green Infrastructure	CIL		Improved sports pitches and pavilion at the Southern end of Oaklands Park.	S106, Football Foundation, ECB		£200k?	£200,000.00
IBP/299	East West Corridor	Green Infrastructure	CIL		Permanent indoor tennis courts (Chichester)	Lawn Tennis Association, Club funds, CDC grant	Chichester Racquet and Fitness Club		£0.00
IBP/298	East West Corridor	Green Infrastructure	CIL		Completion of 400m running track at University of Chichester.	University of Chichester, CR&AC, CIL, NHB, Sport England	University of Chichester/CR&AC	£1.365m	£1,365,000.00
IBP/297	East West Corridor	Green Infrastructure	CIL		3G football pitches at Chichester City United FC (Chichester)	Football Foundation, CDC grant, Club funds	Chichester City United FC		£0.00



IBP Id	Location	Category	CIL S106 Other	Planning app	Scheme	Funding Sources	Delivery Lead	Cost Range	Total Max Cost £
IBP/296	East West Corridor	Green Infrastructure	CIL		Development of new clubhouse for Chichester Bowmen to incorporate an indoor shooting range (Chichester)	Sport England Grants/Loans, Club reserves, CDC grant	Chichester Bowmen	£150k	£150,000.00
IBP/295	East West Corridor	Green Infrastructure	CIL		Development of water based Artificial Grass Pitch for hockey and associated pavilion/clubhouse	CPPHC Club Fundraising, England Hockey, Sport England, CIL	CPPHC	£1.3m	£1,300,000.00
IBP/294	East West Corridor	Green Infrastructure	CIL		Development of a new cricket pavilion for Chichester Priory Park Cricket Club	Sport England Grants, Club fundraising	CDC	£350k	£350,000.00
IBP/212	East West Corridor	Utility Services	CIL		Fishbourne - Relocating overhead services underground		Utility Companies		£0.00
IBP/314	Manhood Peninsula	Social Infrastructure	CIL		Soft play area/indoor play area for children (Selsey)				£0.00
IBP/309	Manhood Peninsula	Social Infrastructure	CIL		Public space enhancements by East Beach green (in addition to skate park, better play facilities, all weather sports courts) (Selsey)				£0.00
IBP/313	Manhood Peninsula	Social Infrastructure	S106	SY/14/02186/ OUTEIA; SY/15/00490/ FUL	Extension to Selsey Centre				£0.00
IBP/113	Manhood Peninsula	Green Infrastructure	CIL		Development of better facilities at East Beach (showers, changing, restaurant/café, water sports)		Selsey Town Council, CDC		£0.00
IBP/325	Manhood Peninsula	Green Infrastructure	CIL		Watersports Centre at Bracklesham Bay (East Wittering and Bracklesham)				£0.00
IBP/326	Manhood Peninsula	Green Infrastructure	CIL		Outdoor Gym (East Wittering and Bracklesham)				£0.00
IBP/114	Manhood Peninsula	Green Infrastructure	CIL		Football and Cricket clubhouse		Sports Dream	£400,000 match funding available	£400,000.00
IBP/315	Manhood Peninsula	Green Infrastructure	CIL		Access improvements to and establishment of coastal path with way finding (Manhood Peninsular)				£0.00
IBP/323	North of the District	Green Infrastructure	CIL		Reserve football and cricket pitches	CIL and other	Sports Association/Parish Council	£150,000	£150,000.00

### 3 CIL Implementation Plan

3.1. Table 3 below sets out all of the strategic projects put forward, which could be funded in whole or in part by the CIL for the short term. These have been prioritised using the methodology set out in Appendix C.

**Table 3: List of the strategic infrastructure projects put forward for CIL funding in the short term (to 2024)**

Prioritisation	Location	Project Type	Project Name	Project Status	Est Cost Funding Sources	Requested CIL	Amount to be granted from CIL by year
1 Critical	No CIL Projects						
2 Essential IBP/350	District Wide	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)	Not selected	£60,000	£370,000 requested over 5 year period	£0
2 Essential IBP/654	East West Corridor	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).	Selected	250,000	£250,000.00	£250,000 in year 2019-2020
2 Essential IBP/655	East West Corridor	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).	Selected	250,000	£250,000.00	£250,000 in year 2019-2020
2 Essential IBP/656	East West Corridor	Transport	Sustainable Transport Corridor - City Centre to Portfield and improvements to sustainable transport facilities on Oving Road corridor. To increase sustainable transport mode share. Considering improvements to road space allocation.	Selected	£500,000	£500,000.00	£25,000 in year 2021-2022 and £50,000 in year 2022-2023 and £425,000 in year 2023-2024
2 Essential IBP/657	East West Corridor	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.	Selected	£50,000	£50,000.00	£50,000 in year 2021-2022
2 Essential IBP/658	East West Corridor	Cycle infrastructure	City Centre cycle parking. To increase cycling for the short trips to the City Centre.	Project not yet ready to be selected	£250,000	£250,000.00	
2 Essential IBP/659	Manhood Peninsula	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.	Selected	£50,000	£50,000.00	£50,000 in year 2019-2020
2 Essential IBP/660	East West Corridor	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.	Selected	£50,000	£50,000.00	£50,000 in year 2021-2022
2 Essential IBP/665	East West Corridor	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 the area).	Selected	£250,000	£250,000.00	£250,000 in year 2019-2020

Prioritisation	Location	Project Type	Project Name	Project Status	Est Cost Funding Sources	Requested CIL	Amount to be granted from CIL by year
2 Essential IBP/359	East West Corridor	Cycle infrastructure	Portfield cycle route Chichester City Transport Strategy – to reduce short car trips to and from the city centre	Project not yet ready to be selected	£120,000 CIL	£120,000.00	
2 Essential IBP/353	East West Corridor	Local road network	Westhampnett Road/ St Pancras/ Spitalfield Lane/ St James Road double mini roundabouts junction improvement. To include improvements to sustainable transport facilities along Westhampnett Road. Chichester City Transport Strategy – to reduce traffic conge	Selected.	£3,500,000 CIL	£500,000.00	£500,000 in year 2019-2020
2 Essential IBP/357	East West Corridor	Local road network	Southgate Gyratory junction improvement Chichester City Transport Strategy – to reduce traffic congestion and improve safety at key junctions	Project not yet ready to be selected	£200,000 CIL	£200,000.00	
2 Essential IBP/349	Manhood Peninsula	Local road network	A286 Birdham Road / B2201 (Selsey Tram Roundabout) junction improvement Chichester City Transport Strategy – to reduce traffic congestion and improve safety at key junctions	Selected	£150,000 S106	£111,000.00	£111,000 in year 2020-2021
2 Essential IBP/679	District Wide	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)	Not Selected	£75,000	£370,000 requested over 5 year period	£0
2 Essential IBP/680	District Wide	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)	Not Selected	£75,000	£370,000 requested over 5 year period	£0
2 Essential IBP/682	East West Corridor	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)	Not Selected	£80,000 S106	£370,000 requested over 5 year period	£0
2 Essential IBP/332	Manhood Peninsula	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)	Selected	£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.	£3,000,000.00	£1,200,000 in year 2019-2020
2 Essential IBP/331	East West Corridor	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)	Selected	£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.	£3,000,000.00	£1,200,000 in year 2021-2022
2 Essential IBP/330	East West Corridor	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)	Selected	£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.	£3,000,000.00	£1,200,000 in year 2021-2022
2 Essential IBP/398	East West Corridor	Community healthcare, primary care facilities & improvements	NHS Medical Centre West of Chichester SDL To accommodate new residents/patients from planned developments, which will be supplemented by additional funding to enable restructure and consolidation of primary care resources to serve	Selected	4,500,000 £4,500,000 total NHS sources/LIFT/third party development (£2.75m expected to be funded by LIFT)	£1,750,000.00	£1.75m in year 2020-2021

Prioritisation	Location	Project Type	Project Name	Project Status	Est Cost Funding Sources	Requested CIL	Amount to be granted from CIL by year
			Chichester over next 20 years				
2 Essential IBP/726	East West Corridor	Community healthcare, primary care facilities & improvements	Improvements at Southbourne Surgery To accommodate influx of additional residents who will reside in the catchment boundary of Southbourne Surgery	Project not yet ready to be selected	£370,000		
3 Policy High IBP/358	East West Corridor	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	Project not yet ready to be selected	£500,000 CIL	£500,000.00	
3 Policy High IBP/356	East West Corridor	Local road network	Variable Message Signing (VMS) Chichester City Transport Strategy – to reduce traffic congestion	Project not yet ready to be selected	£8,000 CIL	£8,000.00	
3 Policy High IBP/355	East West Corridor	Smarter Choices and promote sustainable modes of transport	RTP1 screens at key locations Chichester City Transport Strategy – to reduce short car trips to and from the city centre	Selected	£120,000 (12 screens)	£120,000.00	£60,000 in year 2019-2020 and £60,000 in year 2020-2021
3 Policy High IBP/196	East West Corridor	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)	Selected.	£10,000 CIL	£10,000.00	£10,000 in year 2018-2019
3 Policy High IBP/293	Manhood Peninsula	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	Selected	100,000-150,000	£100,000.00	£100,000 in year 2018-2019
3 Policy High IBP/291	East West Corridor	Flood and coastal erosion risk management	Local Drainage - The Avenue, Hambrook Watercourse re-construction West Sussex Local Flood Risk Management Strategy 2015	Project not yet ready to be selected	£10k None	£10,000.00	
3 Policy High IBP/194	East West Corridor	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	Selected	50,000 Cost unknown, grant funding, local fundraising.	£50,000.00	£5,000 in year 2017-2018 and £45,000 in year 2018-2019
3 Policy High IBP/290	Manhood Peninsula	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"	Project not yet ready to be selected	£1,000,000 FDGIA est. £750k CDC est. £250k	£0.00	£0
3 Policy High IBP/307	East West Corridor	Public open space	Establishment and maintenance of an accessible Green Ring around the village of Southbourne, providing a variety of green infrastructure assets, including informal open space, allotments, a playing field, a footpath/cycleway network, children's play areas	Project not yet ready to be selected	£? From Developer contributions, Sport England, Sustrans, WSCC Cost unknown, Sport England, Sustrans, WSCC, Parish Council	£0.00	£0
3 Policy High IBP/289	Manhood Peninsula	Flood and coastal erosion risk management	Local Drainage - Crooked Lane, Birdham Surface Water Drainage Improvements West Sussex Local Flood Risk Management Strategy 2015	Project not yet ready to be selected	£100k FDGIA/WSCC	£100,000.00	£0
3 Policy High IBP/706	District Wide	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.	Project not yet ready to be selected	£24,000	£24,000.00	£0

Prioritisation	Location	Project Type	Project Name	Project Status	Est Cost Funding Sources	Requested CIL	Amount to be granted from CIL by year
3 Policy High IBP/705	District Wide	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.	Project not yet ready to be selected	£63,360	£63,360.00	£0
3 Policy High IBP/707	District Wide	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.	Project not yet ready to be selected	£14,000	£14,000.00	£0
4 Desirable IBP/319	North of the District	Cycle and pedestrian infrastructure	Improve local footpaths, cycle tracks & equestrian ways (Kirdford) Parish-wide	Project not yet ready to be selected		£0.00	£0
4 Desirable IBP/667	Manhood Peninsula	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 Golf Links Lane to access track that circles the new Environment Agency tidal bund Part of route already agreed	Project not yet ready to be selected	£100,000	£100,000.00	£0
4 Desirable IBP/678	East West Corridor	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 on the surface has increased greatly	Project not yet ready to be selected	£170,000	£170,000.00	£0
4 Desirable IBP/676	East West Corridor	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 Down	Project not yet ready to be selected	£120,000	£120,000.00	£0
4 Desirable IBP/672	Manhood Peninsula	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)	Project not yet ready to be selected	£10,000	£10,000.00	£0
4 Desirable IBP/670	East West Corridor	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.	Project not yet ready to be selected	£65,000	£65,000.00	£0
4 Desirable IBP/669	East West Corridor	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	Project not yet ready to be selected	£100,000	£100,000.00	£0
4 Desirable IBP/321	North of the District	Community facilities	Village Social & Recreational Hub (Kirdford) On land south east of Townfield	Project not yet ready to be selected		£0.00	£0

Prioritisation	Location	Project Type	Project Name	Project Status	Est Cost Funding Sources	Requested CIL	Amount to be granted from CIL by year
4 Desirable IBP/302	East West Corridor	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	Project not yet ready to be selected	£500k Parish Council	£500,000.00	£0
4 Desirable IBP/303	East West Corridor	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	Project not yet ready to be selected	£100k From WSCC Parish/WSCC	£100,000.00	£0
4 Desirable IBP/304	East West Corridor	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	Project not yet ready to be selected	£? From WSCC, Developer contributions WSCC and developer contributions	£0.00	£0
4 Desirable IBP/305	East West Corridor	Playing fields, sports pitches, related build and children's play areas	Provision of Artificial Grass Pitch/MUGA (Southbourne) (links with 304 & 306) CDC Open Space, Sport & Recreation Facilities Study 2013-2029. SPNP Pre-Sub Plan Policy 8 and Proposal 2	Project not yet ready to be selected	£700k - £1m From WSCC, Developer contributions, Sport England, Bourne Community College Bourne Community College, WSCC, Developer contributions and Sport England	£885,522.20	£0
4 Desirable IBP/306	East West Corridor	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	Project not yet ready to be selected	£80k - £120k From WSCC, Developer contributions, Parish Council WSCC, Developer contributions and Parish Council	£120,000.00	£0
4 Desirable IBP/320	North of the District	Public open space	New Road, Parking area and SUDS pond and play area (Kirdford) Butts Common	Project not yet ready to be selected		£0.00	£0
4 Desirable IBP/322	North of the District	Playing fields, sports pitches, related build and children's play areas	Wisborough Green Improvements or rebuild of Sports Association Pavilion to create community sports facility Community social and health improvements Current sports pavilion inadequate – needs updating	Project not yet ready to be selected	£500,000 CIL and other	£500,000.00	£0
4 Desirable IBP/318	North of the District	Landscaping, planting and woodland creation and public rights of way	New footpaths & Community Amenity Space (Kirdford) Development Site North of Village	Project not yet ready to be selected		£0.00	£0

## 4 CIL Cash flow and Spending Plan

### Introduction

4.1 The IBP identifies the prioritised strategic infrastructure project requirements within the Chichester Local Plan area and the potential cost of delivering it, including exploration of potential funding streams that could fill the funding gaps. An estimation of CIL receipts has been included based on the current housing site trajectory and the current CIL charging rates.

4.2 The identification of likely cash flow provides an opportunity to review the projects which require priority funding through the CIL income stream.

### Estimated CIL Receipt Income

4.3 For the purposes of this IBP an estimation of CIL receipts between 2018 and 2029 has been calculated. This information will be updated as further information becomes available. Until the CIL is actually demanded, it can only ever be a best estimate, and it has been based on the following assumptions:

The trajectory of December 2017 has been used.

An average residential unit has been applied at 90sqm internal floorspace

An affordable housing rate of 30% has been applied to all developments.

Calculations are based on a CIL rate of £120sqm for development in the south of the plan area and £200sqm in the north of the plan area. No index linking has been applied to account for inflation over time.

It does not take into account the payment by instalment policy, so in practice there will be a time delay in the CIL money being collected, particularly for larger schemes.

No account has been taken for CIL receipts that might be collected from windfall housing sites, student housing or retail developments, this is because these projects are speculative in nature and as such do not have a timeframe attached to them.

Once such projects and their phasing are known they will be included in the CIL spending plan.

It also does not take account of the 5% allowed to be used for administration of the CIL.

4.4 Table 4 in Appendix B shows the housing trajectory for planned housing sites for 6 or more houses on a geographical and parish basis, and identifies how much CIL is likely to be collected in each parish area. The table shows that the CIL is expected to raise approximately **£23m** over the lifetime of the plan.

4.5 Table 5 in Appendix B shows the estimated amount of CIL to be passed to the City, Town and Parish Councils. The City, Town and Parish Council should use this information to inform their CIL spending priorities. It shows that the Parishes are projected to receive **£4,158,588** of the **£23,099,040** over the lifetime of the plan.

4.6 Table 7 in Appendix B shows the total potential CIL receipts by geographical sub area by phase, before administrative costs of up to 5% are deducted. This identifies that:

**£12,212,640** is available to contribute to the priorities identified during this third IBP period (2019-2024) inclusive of parish proportion or **£10,165,292** without parish proportion.

4.7 Table 10 below shows the total cost of short term projects by priority category, which were put forward for CIL funding. This identifies a funding gap which means that the projects need to be prioritised for CIL funding.

**Table 10: Total cost of projects by priority category put forward for CIL funding (excluding un-phased projects)**

	Short Term (2019-2024)	Medium Term (2024-2029)	Total of Short & Medium Term projects (Local Plan period)
Critical Project Costs	£0	£0	£0
Essential Project Costs	£13,331,000.00	£7,200,000.00	£20,531,000.00
Policy High Project Costs	£999,360.00	£8,290,000.00	£9,289,360.00
Desirable Project Costs	£2,670,522.20	£1,147,645.15	£3,818,167.35
<b>Total Project Costs</b>	<b>£17,000,882.20</b>	<b>£16,637,645.15</b>	<b>£33,638,527.35</b>
<b>Assuming CIL Income*</b> <b>This includes the Parish proportion, and includes</b> <b>a 5% deduction for the administration of the CIL.</b>	£12,212,640 less £610,632 = <b>£11,602,008</b>	£10,886,400 less £544,320 = <b>£10,342,080</b>	£23,099,040 less £1,154,952 = <b>£21,944,088</b>
<b>Additional Funding Required to meet shortfall</b>	<b>£5,398,874</b>	<b>£6,295,565</b>	<b>£11,694,439</b>

4.8 The ability to identify appropriate funding sources is therefore essential given the anticipated funding gap. CIL receipts should only be considered as one source that is available to fund infrastructure and not the only tool. Appendix D provides a review of funding sources but the onus must be on individual stakeholders to explore opportunities for cost efficiencies under delivery and/or funding sources that will reduce the call upon CIL Monies.

**CIL received since the CIL was implemented on 1 February 2016 to 1 April 2018.**

4.9 Since the implementation of the CIL on 1 February 2016, £3,628,224.10 has been collected to date. Of this amount £101,723.32 (2.8%) has been allocated for monitoring, and £585,655.21 has been transferred to the parishes to be spent on CIL projects of their choice with a further £333,637.86 paid across at the end April 2018. £178,368.90 has been spent/allocated on projects, leaving the current balance of £2,428,838.90 to be spent on projects.

**Projects delivered either from CIL or other sources during the past three years.**

**Projects delivered during 2016/17**

- IBP/533 – Chichester South Ambulance Community Response Post;
- IBP/421 A285- Halnaker Speed limit reduction and traffic calming measures;
- IBP/416 footpath, cycleway, bridleway improvements Whyke roundabout A27 – pedestrian/cycle link from Highways England
- Bridge to link Chichester City with the south of the A27;
- IBP/532 Chichester North Ambulance Community Response Post;
- IBP/67 Soundproofing of small hall at Fishbourne Centre;
- IBP/395 Itchenor Ditch Outfall Flapvalve;



IBP/316 Elevation of footpath to North Hall, Loxwood;  
IBP/112 Concrete Skate Park, Selsey;  
IBP/393 Development and implementation of the Selsey, Bracklesham and East Wittering Beach Management;  
IBP/591 Provision of new footway and dropped kerbs - Malcolm Road junction with Tangmere Road;  
IBP/156 Outdoor recreation area, Tangmere;  
IBP/146 Skate Park, Tangmere;  
IBP/394 West Wittering Flood Banks  
IBP/462 Speed limit B2179, Piggery Hall Lane, Witterings.

### **Projects delivered during 2017/18**

IBP/292 Hunston Local Drainage, Pelleys Farm.  
IBP/376 Green Links across the Manhood, Pagham to Medmerry.  
IBP/534 Part refurbishment of Chichester Police Station

### **Projects delivered during 2018/19**

IBP/5 Refurbishment of Children's play area, Birdham;  
IBP/7 Landscaping and tree and hedge planting along western edge of playing field, Birdham;  
IBP/56 Road colouring and 30mph roundels at village entrances, Fishbourne;  
IBP/58 Vehicle activated speed sign Salthill Road northern part of parish boundary (SIDs in 5 sites), Fishbourne;  
IBP/66 Seating around village, Fishbourne  
IBP/92 Footpath from affordable housing (Canal Mead) to junction of Church Road and B2166, North Mundham;  
IBP/536 Expansion of existing primary school provision by 5 places per year of age in the Billingshurst locality falling within Chichester District;  
IBP/635 Upgrade fencing along southern edge of Churchwood Drive open space to metal, Tangmere;  
IBP/661 School access improvements – North of the District. Drop off/pick up arrangements at expanded schools;  
IBP/664 Provision of integrated PA and AV system, Loxwood;  
IBP/47 Youth club facilities, East Wittering and Bracklesham;  
IBP/155 Bus shelter to serve City Fields Business Park and Blenheim Park housing development, Tangmere.

Table 11 below shows the projects selected to be funded from Chichester's proportion of the CIL in this fourth year IBP period by year.

**Table 11: Projects selected for CIL funding from the long list in table 3**

	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24
<b>1st April b/fwd</b>	-	<b>598,294.27</b>	<b>2,819,151.00</b>	<b>2,780,575.00</b>	<b>1,927,875.00</b>	<b>1,441,007.00</b>	<b>191,379.00</b>	<b>1,579,039.00</b>
<b>INCOME</b>								
<b>Gross Income</b>	775,847.84	2,852,376.37	166,320.00	2,439,000.00	2,048,760.00	1,821,960.00	2,053,800.00	3,849,120.00
<b>Parish Share</b>	120,392.28	312,796.37	41,580.00	609,750.00	512,190.00	455,490.00	513,450.00	962,280.00
<b>Admin</b>	38,792.39	76,473.04	8,316.00	121,950.00	102,438.00	91,098.00	102,690.00	192,456.00
<b>CDC Net Income</b>	<b>616,663.17</b>	<b>2,225,856.73</b>	<b>116,424.00</b>	<b>1,707,300.00</b>	<b>1,434,132.00</b>	<b>1,275,372.00</b>	<b>1,437,660.00</b>	<b>2,694,384.00</b>
<b>Funds Available</b>	<b>616,663.17</b>	<b>2,824,151.00</b>	<b>2,935,575.00</b>	<b>4,487,875.00</b>	<b>3,362,007.00</b>	<b>2,716,379.00</b>	<b>1,629,039.00</b>	<b>4,273,423.00</b>
<b>EXPENDITURE</b>	<b>£</b>	<b>£</b>	<b>£</b>	<b>£</b>	<b>£</b>	<b>£</b>	<b>£</b>	<b>£</b>
Ambulance response Post Chichester South Project 533	18,368.90							
Enhancements to the Lavant Biodiversity Opportunity Area -the stretch of the Lavant north of the Westhampnett SDL. Project 194		5,000.00	45,000.00					
Brandy Hole Copse Project 196			10,000.00					
Local land drainage East Beach Sea Outfall. Project 293			100,000.00					
Primary School places E-W project 330 Chichester (subject to further detail and evaluation)						1,200,000.00		

School access improvements at expanded primary school(s) Chichester. Project 657						50,000.00		
Sustainable transport corridor – City Centre to Portfield part of project 656						25,000.00	50,000.00	425,000.00
RTPI screens at Chichester City Project 355				60,000.00	60,000.00			
Sustainable transport corridor – City Centre to Westhampnett. Project 353				500,000.00				
Medical Centre W of Chichester. Project 398 (Subject to further detail and evaluation)					1,750,000.00			
Primary School places Bournes. Project 331 (subject to further detail & evaluation)						1,200,000.00		
School access improvements at expanded primary school(s) Bournes. Project 660						50,000.00		
Primary School places Manhood Peninsula. Project 332 (subject to further detail & evaluation)				1,200,000.00				
School access improvements at expanded primary				50,000.00				

school(s) Manhood. Project 659								
A286 Birdham Rd/B2201 (Selsey Rd Roundabout) Junction Improvement Project 349					111,000.00			
Area-wide parking management North East Chichester. Project 654				250,000.00				
Area -wide parking management West Chichester. Project 655				250,000.00				
Area-wide parking mangement Chichester City. Project 665				250,000.00				
<b>Total expenditure</b>	<b>18,368.90</b>	<b>5,000.00</b>	<b>155,000.00</b>	<b>2,560,000.00</b>	<b>1,921,000.00</b>	<b>2,525,000.00</b>	<b>50,000.00</b>	<b>425,000.00</b>
<b>31st March c/fwd</b>	<b>598,294.27</b>	<b>2,819,151.00</b>	<b>2,780,575.00</b>	<b>1,927,875.00</b>	<b>1,441,007.00</b>	<b>191,379.00</b>	<b>1,579,039.00</b>	<b>3,848,423.00</b>

# Conclusions

## Introduction

8.1 This IBP has set out the current understanding of infrastructure required to support the anticipated levels of growth during the fourth IBP period relating to the Local Plan 2019- 2024. Projects have been summarised by spatial area and project type with a clearly defined approach to project classification and prioritisation.

8.2 This IBP is critical in establishing the agreed focus for spend during the five year rolling period, and provides vital information for all infrastructure providers, to assist their spending plans, as well as providing assurance to the public about what infrastructure will be provided within this period.

## The Current Situation

8.3 It has been the purpose of this IBP to capture the current understanding of all strategic infrastructure projects considered necessary to support the delivery of the Chichester Local Plan, and set out an approach to prioritising projects from the full list as candidates for funding support through the Chichester Community Infrastructure Levy (CIL), which came into force on 1February 2016.

Despite a clear approach to infrastructure prioritisation being set out and an initial attempt to model infrastructure both by level of priority and timeframe for delivery there remains a significant funding gap in the short, medium and long term. This is detailed across chapter 4 which presents the current cash flow and spending plan. Whilst the deficit is not unexpected, future iterations of the IBP will need to scrutinise the cost breakdown of infrastructure projects and their ability to meet the legal tests set out for CIL funding. This will be facilitated by a more refined development trajectory as time progresses as further details of project delivery is known. This greater level of detail will benefit future decision-making as it will show more detail on the candidate projects for funding support, the ways in which the project will be delivered and managed, and any link between CIL funding support and leveraging in other private/public funding sources.

8.4 This document therefore provides the means to further define and inform the next steps, guiding the approach towards management of CIL receipts across the future five year rolling IBP programme.

8.5 In exceptional circumstances, some projects might be funded from other sources in advance of sufficient CIL reserves, whilst other projects may have to wait until sufficient CIL reserves have been collected. All CIL receipts will be put into an interest bearing account until they are spent. However, the costs associated with the administration of the CIL (up to 5%) will be drawn upon as needed, and the City, town and parish councils' portion will be handed over bi-annually in accordance with the CIL regulations.

# **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
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/12/04147/OUT; BI/13/00284/FULL	3 Policy High
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/12/04147/OUT; BI/13/00284/FULL	2 Essential
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
Birdham Parish Council	IBP/188	Green Infrastructure	Landscaping, planting and woodland creation and public rights of way	Repairs to Canal Locks							Other		4 Desirable
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/12/04147/OUT; BI/13/00284/FULL	4 Desirable
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.	Unknown		Unknown	S106 & CIL	Birdham Parish Council	CIL	BI/07/05640/FULL; BI/12/04147/OUT	4 Desirable
Bosham Parish Council	IBP/20	Transport	Car parking	Broadbridge parking bays	Provide adequate parking facilities off verges			£40,000	WSCC/CDC, CIL/PC, CIL	Bosham Parish Council, WSCC	CIL		4 Desirable
Bosham Parish	IBP/11	Transport	Car parking	Harbour Car Park	Tourism friendly			£100,000	CDC (revenue)	Bosham Parish	Other		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
Council									from Car Park)	Council, CDC			
Bosham Parish Council	IBP/18	Transport	Cycle and pedestrian infrastructure	Investigating dropped kerbs at Swan roundabout	Sustainable modes of transport		Short term (2016-2024)		SusTrans/WSCC/Big Society funds	WSCC, Adjacent Parishes	CIL		4 Desirable
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 Desirable
Bosham Parish Council	IBP/10	Transport	Pedestrian infrastructure	A259 Pelican Crossing	Safety/ Safe routes to school			£50,000	CDC/WSCC/SusTrans/CiL	WSCC	CIL		4 Desirable
Bosham Parish Council	IBP/9	Transport	Pedestrian infrastructure	Walton Lane Footpath	Safety/ Safe routes to school			£700,000	WSCC/CDC, CIL	WSCC	CIL		4 Desirable
Bosham Parish Council	IBP/21	Social Infrastructure	Community facilities	Village Hall provision	Ongoing maintenance/improvements/refurbishment			£100,000	CDC/PC, CIL/New Homes	Bosham Parish Council	CIL		4 Desirable
Bosham Parish Council	IBP/12	Social Infrastructure	Streetscene and built environment	High Street Improvement	Safety & Tourism – Shared surfaces			£100,000	WSCC/CDC/CiL/HLF & Townscape Heritage Initiative	Bosham Parish Council, WSCC	Other		4 Desirable
Bosham Parish Council	IBP/14	Green Infrastructure	Flood and coastal erosion risk management	Wastewater & Harbour drains	Current system compromised in wet weather				Flood risk management authorities.	Flood risk management authorities	Other		3 Policy High
Bosham Parish Council	IBP/13	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	Relocate Football Pitch	Football safety standards avoiding shared use with school and public			£100,000	CiL/Sport England/National playing fields Association	Bosham Parish Council, WSCC	CIL	BI/13/00284/FUL	4 Desirable
Bosham Parish Council	IBP/17	Green Infrastructure	Public open space	Recreation space	Extend & improve green recreational spaces for sustainable living				Developers/CDC CiL/PC CiL	Bosham Parish Council, CDC	CIL		3 Policy High
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 Parish Council	IBP/649	Transport	Local road network	Traffic calming at Halnaker crossroads.	Identified in the Neighbourhood Plan.					WSCC	CIL		4 Desirable
Chichester City Council	IBP/25	Transport	Cycle infrastructure	Improved Cycle Ways around City	To improve safe access for cyclists.	2019	Short term (2016-2024)		CIL/S106	WSCC & CDC	CIL		3 Policy High



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
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 (2016-2024)			City Council	CIL		4 Desirable
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 signage, streetscape, street	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 (2016-2024)		CIL & S106	CDC, WSCC & City Centre BID.	CIL		4 Desirable
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 (2016-2024)		CIL	WSCC & CDC/Commercial provider.	CIL		4 Desirable
Chichester City Council	IBP/712	Social Infrastructure	Streetscene and built environment	Improve City signage.		2017-2018	Short term (2016-2024)	£20,000		Chichester City Council	CIL		4 Desirable
Chidham and Hambrook Parish Council	IBP/604	Transport	Car parking	Identify areas for and provide unobtrusive parking for visitors , resurface layby opposite The Barleycorn for visitors' use						WSCC	CIL		4 Desirable
Chidham and Hambrook Parish Council	IBP/603	Transport	Car parking	Improve residents' parking in the following areas: East side of Chidham Lane to the	Improve parking					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
				Meadow, both sides of Broad Road by Broad Meadow, outside Mansfield Cottages, bottom of Cot Lane									
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 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 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 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 Parish Council	IBP/601	Transport	Pedestrian infrastructure	Resurface /improve walking and pavement routes : Chidham Lane, Broad Road , Main Road from Chidham Lane to Cot Lane and Drift Lane to Broad Road	improve walking and pavement route					WSCC	CIL		4 Desirable
Chidham and Hambrook Parish	IBP/602	Transport	Pedestrian infrastructure	Provision of pavement on West side of Broad Road	Safety					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
Council				from Post Office to Children's Play Area									
Chidham and Hambrook Parish Council	IBP/734	Transport	Transport	A community bus or other form of transportation									4 Desirable
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 Parish Council	IBP/735	Social Infrastructure	Community facilities	Hearing loop for the village hall									4 Desirable
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 Parish Council	IBP/611	Social Infrastructure	Community facilities	Maximum refurbishment of the Chidham and Hambrook Village Hall						Parish Council	CIL		4 Desirable
Chidham and Hambrook Parish Council	IBP/713	Social Infrastructure	Community facilities	Improvements to St Wilfrid's Church Hall.	To enable them to continue to support the community.		Short term (2016-2024)	£57,368		St Wilfrid's PCC	S106		4 Desirable
Chidham and Hambrook Parish Council	IBP/733	Social Infrastructure	Community facilities	Implementation of a community shop									4 Desirable
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	IBP/699	Social Infrastructure	Streetscene and built environment	Reduce light pollution where	For the amenity of residents and visitors.					Chidham and Hambrook	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
Parish Council		e		possible (Maybush Copse)						PC			
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 Parish Council	IBP/737	Green Infrastructure	Landscaping, planting and woodland creation and public rights of way	Maybush Copse - wheelchair access	Improvements and extensions to the wheelchair access to bring it up to required standards				NHB CIL	Parish Council	CIL		4 Desirable
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 Parish Council	IBP/709	Public and Community Services	Cemetery	St Mary's Church Graveyard, Cot Lane, Chidham. Looking to extend graveyard. Local farmer willing to donate land adjacent to main churchyard.	Existing extension graveyard will be full in 18-24 months time.			£9,240		Chidham and Hambrook PC	CIL		4 Desirable
Donnington Parish Council	IBP/650	Transport	Cycle and pedestrian infrastructure	Canal towpath surface improvements between Canal Walk and Waterside Drive and the underpass.	Necessary to ensure an adequate walking surface for the increasing numbers of pedestrians living and commuting through Donnington.						CIL		4 Desirable
Donnington Parish Council	IBP/42	Transport	Cycle infrastructure	Cycle network	Extend through Parish	On-going	Short term (2016-2024)				CIL		3 Policy High
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
Donnington	IBP/	Health	Community	Medical	There is no surgery or						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
n Parish Council	38		healthcare, primary care facilities & improvements	Centre including pharmacy	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								
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 community e.g. families/young people.						CIL		4 Desirable
Donnington Parish Council	IBP/43	Social Infrastructure	Community facilities	Village Hall extension	Improved community use	On approval of planning permission	Short term (2016-2024)				S106		4 Desirable
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
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
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 (2016-2024)	£5,000	CIL	Earnley Parish Council	CIL		4 Desirable
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 (2016-2024)	£100,000	CIL/New Homes Bonus and precept	Earnley Parish Council	CIL		4 Desirable
Earnley Parish Council	IBP/686	Green Infrastructure	Public open space	Village Green	To provide central focal point for the Parish to enable	2016-2021	Short term (2016-	£10,000	CIL, New Homes Bonus &	Earnley Parish Council	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
		e			community events.		2024)		precept				
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 more difficult during April-September.								4 Desirable
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
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
East Wittering & Bracklesham Parish Council	IBP/52	Social Infrastructure	Streetscene and built environment	The street scene and layout of both East Wittering and Bracklesham needs improvement									4 Desirable
East Wittering & Bracklesham Parish	IBP/53	Social Infrastructure	Streetscene and built environment	In E. Wittering the steps and handrails, retaining wall and pathways	These are old, rusty and poorly maintained. The retraining wall is cracked and leaning over towards the road.								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
Council				need refurbishing.	The street scene is in need of work. This appearance is detrimental to our visitor experience.								
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
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
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
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	September 2019	Short term (2016-2024)	Depends on extent left unlit	CIL & NHB 2018	Parish Council	CIL		4 Desirable
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	2019	Short term (2016-2024)	£10,000 (approx)	CIL, WSCC new grant system and Garfield Western Anniversary Grant	FPFA via FPC	CIL		4 Desirable
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 2019	Short term (2016-2024)		CIL, WSCC new grant system and Garfield Western Anniversary Grant	FPFA via FPC	CIL		4 Desirable
Fishbourne Parish Council	IBP/57	Transport	Public transport	Bus shelters throughout the village	Fishbourne Neighbourhood Plan Priority	2019	Short term (2016-2024)	£5,000	CIL	Fishbourne Parish Council	CIL	FB/09/02431/OUT	4 Desirable
Fishbourne Parish Council	IBP/60	Health	Community healthcare, primary care	Provision of medical facilities even	Priority in previous village plans and in FNP but no interest	Unlikely			?		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
			facilities & improvements	if just nurse-led clinic	from local doctors' surgeries								
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
Kirdford Parish Council	IBP/80	Transport	Cycle and pedestrian infrastructure	Improve local footpaths, cycle tracks and equestrian ways	Parish-wide	2015-2029	Short term (2016-2024)				CIL		4 Desirable
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 (2016-2024)				CIL		4 Desirable
Kirdford Parish Council	IBP/77	Transport	Local road network	Highway alterations, parking provision and landscaping	Townfield/Cornwood	2015-2020	Short term (2016-2024)				CIL		4 Desirable
Kirdford Parish Council	IBP/79	Transport	Pedestrian infrastructure	New footpaths & Community Amenity Space	Development Site North of Village	2015-2029	Short term (2016-2024)				CIL		4 Desirable
Kirdford Parish Council	IBP/75	Transport	Public transport	Bus on demand		2015	Short term (2016-2024)				CIL		4 Desirable
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 (2016-2024)				CIL		2 Essential
Kirdford Parish Council	IBP/83	Social Infrastructure	Community facilities	Community Stores - Extension to	To increase cafe area and storage provision and enhancing the	2015-2018	Short term (2016-				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
		e		Building and Parking	external picnic area and parking		2024)						
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 (2016-2024)				CIL		4 Desirable
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 (2016-2024)			Parish/HAS	CIL		4 Desirable
Kirdford Parish Council	IBP/81	Green Infrastructure	Public open space	New Road, Parking area and SUDS pond and play area	Butts Common	2015-2020	Short term (2016-2024)				CIL		4 Desirable
Kirdford Parish Council	IBP/87	Green Infrastructure	Public open space	Village Green - Butts Common		2016-2017 2-5 years	Short term (2016-2024)			Parish	CIL		4 Desirable
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 (2016-2024)	As yet unknown	As yet unknown	Lavant Parish Council	CIL		4 Desirable
Lavant Parish Council	IBP/585	Transport	Pedestrian infrastructure	Footpath maintenance							CIL		4 Desirable
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 (2016-2024)			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
Lavant Parish Council	IBP/584	Education	Early years and childcare	A pre-school							CIL		4 Desirable
Lavant Parish Council	IBP/644	Education	Early years and childcare	Provision of pre-school			Short term (2016-2024)				CIL		4 Desirable
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		
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
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
Lavant Parish Council	IBP/646	Social Infrastructure	Community facilities	Provision of youth shelter	Nowhere for youth to meet					Parish Council	CIL		4 Desirable
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 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
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
Loxwood Parish	IBP/317	Transport	Car parking	To increase car park	Increased numbers using North Hall put	2019-2020	Short term	£12,000		North Hall Trustees	CIL	LX/13/02025/FUL	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
Council				capacity (Loxwood)	pressure on parking. This could be alleviated by introducing car park to south of entrance drive.		(2016-2024)						
Loxwood Parish Council	IBP/696	Transport	Pedestrian infrastructure	Pedestrian crossing B2133 Loxwood Nursery site	Increase footfall 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.	2019-2021	Short term (2016-2024)	£200,000	Community Highways Funding	Loxwood Parish Council	CIL		4 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.	2018-2029	Short term (2016-2024)	£1,500		Loxwood PC	CIL		4 Desirable
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.	2019-2020	Short term (2016-2024)	10,000		North Hall Trustees	CIL		4 Desirable
Loxwood Parish Council	IBP/731	Social Infrastructure	Community facilities	A new website	To improve communications to a broader audience especially new residents.	2018-2019	Short term (2016-2024)	£2,000		Parish Council	CIL		4 Desirable
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.	2019	Short term (2016-2024)	50,000		North Hall Trustees	CIL		4 Desirable
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 (2016-2024)	£20,000		Loxwood Parish Council	CIL		4 Desirable
Lynchmere Parish Council	IBP/568	Social Infrastructure	Community facilities	Purchase of St. Michael's Hall, Lynchmere 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 (2016-2024)	£50,000	£50,000 from Parish Council, or from community	Parish Council	Other		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
									fundraising.				
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 (2016-2024)	£60,000	Community fundraising & grants.	Parish Council	Other		4 Desirable
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 (2016-2024)	£180,000 (ex vat)	£30,000 from New Homes Bonus ((CDC). £35,000 from Parish Council reserves. Remaining £115,000 hoped to come from sport & lottery grants	Parish Council	Other		4 Desirable
North Mundham Parish Council	IBP/91	Transport	Cycle and pedestrian infrastructure	Footpath/cycle way 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 (2016-2024)	£110,000 for portion between Runcton and farm shop	S106, CIL and other sources supporting sustainable transport	WSCC Highways	CIL		2 Essential
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 (2016-2024)	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
North Mundham Parish Council	IBP/93	Green Infrastructure	Playing fields, sports pitches, related build and children's	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 (2016-2024)	£20,000 - £30,000 (estimate)	New Homes Bonus	North Mundham Parish Council or Playing Fields	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
			play areas							Trust			
North Mundham Parish Council	IBP/94	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	Safe surface for Children's Play Area	Provides health and leisure benefits for local community. Mitigates safety and upkeep problems of present mix of grass and resilient surfacing	Site available now	Short term (2016-2024)	£10,000	CIL or New Homes Bonus	Playing Fields Trust	CIL		4 Desirable
Oving Parish Council	IBP/634	Transport	Pedestrian infrastructure	Footpaths, bridle paths and local roads	Maintenance no longer carried out by WSCC.						CIL		
Oving Parish Council	IBP/633	Transport	Public transport	Public bus improvements and provision of minibus to access city.							S106	O/11/05283/OUT	
Oving Parish Council	IBP/631	Education	Early years and childcare	Pre-school facilities			Short term (2016-2024)				S106	O/11/05283/OUT	4 Desirable
Oving Parish Council	IBP/99	Education	Primary, Secondary, sixth form and special educational needs	Schools/colleges	Essential	ASAP	Short term (2016-2024)	Unknown	County & Government	Government	CIL		4 Desirable
Oving Parish Council	IBP/98	Health	Community healthcare, primary care facilities & improvements	Hospital & doctors surgeries	Essential	Now	Short term (2016-2024)	Unknown	County funds	NHS	CIL		4 Desirable
Oving Parish Council	IBP/101	Social Infrastructure	Community facilities	Community Facilities	Essential	Ongoing	Short term (2016-2024)	Unknown	Parish & City Councils (CIL)	Many	CIL		4 Desirable
Oving Parish Council	IBP/632	Social Infrastructure	Community facilities	Indoor and outdoor sports/recreation facilities.	Essential to meet demand from planned developments.						S106	O/11/05283/OUT	
Oving Parish Council	IBP/100	Green Infrastructure	Flood and coastal erosion risk management	Flood control	Essential	ASAP	Short term (2016-2024)	Unknown	County, Govt, Utility Companies	Environment Agency	CIL		3 Policy High
Oving Parish Council	IBP/97	Utility Services	Utility services	Sewerage (pipes) waste water treatment (Tangmere WWTW)	Essential to need demand from planned developments	2018	Short term (2016-2024)	Unknown	Southern Water	Southern Water	Other		1 Critical
Oving Parish	IBP/96	Utility Services	Utility services	Chichester Bypass	Critical to all CDC developments	2018 - 2019	Short term	£90 million	Government	Highways England	S106		1 Critical

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
Council		es		Improvements			(2016-2024)						
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 (2016-2024)	300,000 (£200,000 per kilometre)	(Grants as and when available)	STC/WSCC (WSCC & Sustrans)	CIL		3 Policy High
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 (2016-2024)			Selsey Town Council, WSCC	CIL		4 Desirable
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 (2016-2024)			STC/WSCC (WSCC & Developer)	CIL		3 Policy High
Selsey Town Council	IBP/106	Transport	Smarter Choices and promote sustainable modes of transport	Community car club	To assist with access to Chichester based services.			£100,000		Selsey Town Council	CIL		3 Policy High
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
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
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
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
Selsey	IBP/	Social	Community	Extension to	Space required to				Cost	Selsey	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
Town Council	115	Infrastructure	facilities	Selsey Centre	support additional user groups.				unknown, grant funding, local fundraising.	Town Council			
Selsey Town Council	IBP/111	Social Infrastructure	Streetscene and built environment	Public space enhancements by East Beach shops	Identified in CDC's study of 2007 as a need of regeneration					Selsey Town Council	CIL		4 Desirable
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
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
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 pedestrianisation)	Enhance public realm to support High Street shops and encourage use of local amenities.					Selsey Town Council, WSCC	CIL		4 Desirable
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
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
Selsey Town Council	IBP/587	Economic	Employment/Economic	Selsey Haven	Coastal defence; security, safety and sustainability of the	2017	Short term (2016-		DEFRA, European and Marine	CDC	CIL		3 Policy High

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
					fishing industry; tourism; economy.		2024)		Fisheries Fund, LEADER, Coast to Capital, LEP				
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 bourne access routes into area. Provision of wildlife corridors to link habitat areas	Initial implementation mid 2015 and ongoing	Short term (2016-2024)	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
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 (2016-2024)	£500k	Possible Sport England /Big Lottery WSCC /CDC and others	Joint project group	Other		3 Policy High
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 (2016-2024)	Est. £20k	WSCC other grants and possible use of S106 and business contribution	Sidlesham Parish Council	Other		4 Desirable
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 (2016-2024)	Phase 1 £100k Phase 2 £ 50 k	Football Foundation, Football Association, Sport England, CDC& WSCC	Sidlesham FC	CIL		4 Desirable
Sidlesham Parish Council	IBP/137	Social Infrastructure	Community facilities	Contingency plan for public building (hall)	Possible loss of existing church hall at end of lease. Possible failure of proposals to refurbish fully community sports building .Need for contingency approach in order that parish is not left without a usable building	Contingency scoping and initial analysis study mid 2016	Short term (2016-2024)	Study In house minimal cost. Adapted structure cost range £200-300k New building assuming no land cost in range	Big Lottery Community Buildings CDC /WSCC Numerous other funding sources	Sidlesham Parish Council and others	Other		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
								£500k-£800k					
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 (2016-2024)	Initial phase £20-30k		SFLDG and WSCC as Lead Flood and Land Drainage Auth.National Flood forum	CIL		3 Policy High
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	Depends on possible support-if supported within next five year period and then ongoing	Short term (2016-2024)	£20 - 30K for tree planting and fencing assuming no land cost	LEADER and others	Possible lead MWHG	Other		4 Desirable
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				£7,000	Southbourne Parish Council	WSCC	CIL		4 Desirable
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.			£30			CIL		4 Desirable
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 Parish Council	IBP/662	Transport	Local road network	New link road to the West of Stein Road	Need identified in Neighbourhood Plan to relieve pressure on Stein Road from increasing traffic and new developments						S106	SB/15/02505/OUT	3 Policy High

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
Southbourne Parish Council	IBP/663	Transport	Pedestrian infrastructure	New footbridge over railway line to the east of Stein Road.	Identified in Neighbourhood Plan for Green Ring						CIL		4 Desirable
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)								4 Desirable
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 Parish Council	IBP/714	Social Infrastructure	Streetscene and built environment	Parish owned street light replacement				£30,000-£40,000	+ Parish precept		CIL		4 Desirable
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
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. TNP Section 5.9				St Andrews Church	St Andrews Church	CIL		4 Desirable
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
Tangmere Parish Council	IBP/145	Transport	Car parking	Improve safety and increase car parking around the One Stop Shop.	A detailed study needs to be commissioned and action taken. Proposal supported by a large number of residents.						CIL		4 Desirable
Tangmere Parish Council	IBP/716	Transport	Cycle and pedestrian infrastructure	Tangmere airfield orbital cycle/bridleway/pedestrian/public rights of	Improve sustainable and green transport network, utilising existing public rights of way desire lines,					Developer/WSCC	S106		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
				way with links to Chichester and Barnham	Church Lane (south of airfield) and perimeter track. LPP 18, TNPP 8 and 9, WSCC walking and cycling strategy App1, scheme id 192, 145, 291, 194 and 292.								
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. TNPP 8 & 9, WSCC Walking and Cycling Strategy App 1, scheme ids: 192, 145, 291, 194, 292				Existing S106 - TAD funds	WSCC and Tangmere Parish Council	S106	TG/14/00797/FUL; TG/11/04058/FUL	2 Essential
Tangmere Parish Council	IBP/140	Transport	Local road network	Traffic Calming on Meadow Way and Malcolm Road	TNP Section 5.9					WSCC and Tangmere Parish Council	S106		2 Essential
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. TNP Section 5.9						S106		2 Essential
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. TNP Policy 9				SDL, Hanger, Meadow Way, S106 and NHB	WSCC and Tangmere Parish Council.	S106		4 Desirable
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. TNP Policy 9					WSCC and Tangmere Parish Council.			4 Desirable
Tangmere Parish Council	IBP/717	Transport	Pedestrian infrastructure	Extend footway on north side of Church Lane o/s Tangmere	Required as part of (refused) 50 dwelling proposal on Church Lane (12/02378/OUT and 13/03804/OUT)					Developer/ WSCC	S106		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
				House.	therefore carry over to SDL.								
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 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/FULL	3 Policy High
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. TNP Section 5.9				S106 and New Homes Bonus	Tangmere Parish Council and Developers	S106	TG/07/04577/FULL; TG/12/01739/OUT, TG/14/00797/FULL, TG/11/04058/FULL	4 Desirable
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. TNP Section 5.9				SDL S106	St Andrews Church	S106		4 Desirable
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. LPP 18, TNPP 2 and 6.				Tangmere Aviation Museum/Grants	Tangmere Aviation Museum			4 Desirable
Tangmere Parish Council	IBP/153	Social Infrastructure	Community facilities	Community Centre	New large community centre required to cater for 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. TNP Policy 2 and 9. LPP 18			£500,000.00	SDL/Hanger/Meadow Way S106 and NHB.	Tangmere Parish Council and Developer	S106	TG/12/01739/OUT; TG/14/00797/FULL	2 Essential
Tangmere Parish Council	IBP/162	Social Infrastructure	Community facilities	Church Hall (St Andrews)	TNP Section 5.9				SDL S106, Scouts and St Andrews Church	St Andrews Church and	S106		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
										Scouts			
Tangmere Parish Council	IBP/147	Green Infrastructure	Allotments	Improvements to existing allotments	Additional equipment required to upgrade facilities - water troughs, composting bins, (this is a large scale project) access to toilets.			£5,000.00	New Homes Bonus	Tangmere Parish Council	S106		4 Desirable
Tangmere Parish Council	IBP/720	Green Infrastructure	Flood and coastal erosion risk management	Garland Square	New soakaways (within Hyde owned land to southwest of No. 25) to replace lost discharge to south through Middleton Gardens. Current slow discharge to ground via pipe ends/breaks leads to inundation of southwest part of Garland Sq.				Operation Watershed, NHB, CIL		CIL		4 Desirable
Tangmere Parish Council	IBP/719	Green Infrastructure	Flood and coastal erosion risk management	Diversion of Church Lane/Bayley Rd flows.	Current discharge is via a level gradient to Tangmere Rd/Church Lane junction resulting in inundation of Church Lane. New drainage proposed via fields south of Church Lane to link with existing ditch crossing the Tangmere Straight west of Museum bend.				Operation Watershed, NHB, CIL and SDL drainage infrastructure.		CIL		4 Desirable
Tangmere Parish Council	IBP/723	Green Infrastructure	Flood and coastal erosion risk management	Nettleton Avenue	New soakaway in recreation field to serve existing and new road gullies, utilising redundant foul sewer lines and access pits for conveyance and storage. To provide a diversion of flows from existing system arrangements which discharge on to Tangmere Rd.				Operation Watershed, NHB, CIL		CIL		4 Desirable
Tangmere Parish Council	IBP/718	Green Infrastructure	Flood and coastal erosion risk management	Malcolm Road diversion of surplus flows from recreation field ditch to existing	Loss of drainage line, Chestnut Walk, surcharging of gullies on Malcolm Rd leads to carriageway and domestic inundation on Malcolm Rd,				Operation Watershed, NHB, CIL and SDL drainage infrastructure.		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
				soakaways within recreation field.	surface flows on to Tangmere Rd (NB, OPUS recommendation for new channel to discharge West of Cheshire Crescent Estate).								
Tangmere Parish Council	IBP/ 721	Green Infrastructure	Flood and coastal erosion risk management	Cheshire Crescent	New soakaway sw corner (land owned by 100 Mannock Rd). Failure of soakaways on Cheshire Crescent/Mannock Rd increased flows to estate low point creates inundation of carriageway and domestic curtilage, flooding of dwellings and sewage pumping station.				Operation Watershed, NHB, CIL		CIL		4 Desirable
Tangmere Parish Council	IBP/ 722	Green Infrastructure	Flood and coastal erosion risk management	Tangmere Road (Jerrard Rd to Chestnut Walk)	Numerous defects and blockages within pipework on both sides of Tangmere Rd resulting in surface flows along/across carriageways and junctions. Requires relaying of defective pipework.				Operation Watershed, NHB, CIL		CIL		4 Desirable
Tangmere Parish Council	IBP/ 715	Green Infrastructure	Landscaping, planting and woodland creation and public rights of way	New and replacement trees throughout the Parish.	Amenity, biodiversity and drainage management improvements. Note requirement to include this in IBP to support future NHB applications.				NHB, S106		CIL		4 Desirable
Tangmere Parish Council	IBP/ 159	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	Outdoor recreation areas	Overall provision of outdoor recreation areas below that required for existing and permitted Village size - see TPC response to latest CDC LPR related Open Space Study Consultation.						CIL		3 Policy High
Tangmere Parish Council	IBP/ 152	Green Infrastructure	Playing fields, sports pitches, related build and	Current changing/Sports Pavilion	Changing rooms are currently very tired and need modernisation. This is to meet current day			£20,000.00	Hanger/Meadow Way S106 and NHB	Tangmere Parish Council	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
			children's play areas		requirements and standards and multi use availability. New showers and tiled areas required plus replacement of wash basins and installation of hot water supply.								
Tangmere Parish Council	IBP/157	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	Football and cricket sports pitch areas - Vertical-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 - Vertical-drain sandfill. Land drains to be confirmed.	S106 (Hanger/Meadow Way sport S106)	Tangmere Parish Council	S106	TG/12/01739/OUT; TG/14/00797/FULL	4 Desirable
Tangmere Parish Council	IBP/142	Green Infrastructure	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. TNP Section 5.9						S106		4 Desirable
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 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, 8 and 9. Separates out projects specific to this SDL.				SDL S106	Developers	S106		3 Policy High
Tangmere Parish Council	IBP/158	Utility Services	Utility services	Broadband coverage	Requires provision of infrastructure to support superfast standards.					Developers/Telecom providers			
West Wittering Parish Council	IBP/729	Social Infrastructure	Community facilities	Preparation of a neighbourhood plan.		2016-2018	Short term (2016-2024)	£20,000	Parish precept and Locality grant.	Parish Council	CIL		4 Desirable
Westbourne Parish Council	IBP/640	Transport	Car parking	A car park that can be used by residents/visitors	To ease congestion on the roads, help shoppers use the local facilities.								

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
Westbourne Parish Council	IBP/558	Transport	Local road network	Street lighting, some need replacing									4 Desirable
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
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
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
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
Westbourne Parish Council	IBP/556	Social Infrastructure	Community facilities	Two more picnic benches required at Monks Hill due to success of those already installed.				£700		Westbourne Parish Council	Other		4 Desirable
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
Westbourne Parish	IBP/554	Public and	Cemetery	Development of the	The existing cemetery will be full in 2-5 years.	Needs to be	Short term				CIL		2 Essential



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
Council		Community Services		cemetery's 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	used in 2-5 years.	(2016-2024)						
Westhampnett Parish Council	IBP/176	Transport	Car parking	Stane Street parking	Parking restricts traffic flow and ped' road crossing	As soon as possible	Short term (2016-2024)		Highways		CIL		4 Desirable
Westhampnett Parish Council	IBP/174	Transport	Cycle infrastructure	Cycle Paths into Chichester	Lack of provision	As soon as possible	Short term (2016-2024)		Highways		CIL		2 Essential
Westhampnett Parish Council	IBP/175	Transport	Local road network	Madgwick Lane Traffic calming	Excessive speeding between RaB and Barns	As soon as possible	Short term (2016-2024)		Highways		CIL		4 Desirable
Westhampnett 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 (2016-2024)		Highways		CIL		4 Desirable
Westhampnett Parish Council	IBP/167	Transport	Pedestrian infrastructure	Street lighting to Madgwick Lane	Lack of provision	As soon as possible	Short term (2016-2024)		Highways		CIL		4 Desirable
Westhampnett Parish Council	IBP/169	Transport	Pedestrian infrastructure	Pavements to Madgwick Lane	Pedestrian hazards road crossing	As soon as possible	Short term (2016-2024)		Highways		CIL		4 Desirable
Westhampnett Parish Council	IBP/177	Transport	Transport - A27	Acoustic fencing to the A27	Sound pollution from traffic	As soon as possible	Short term (2016-2024)		Highways		CIL		4 Desirable
Westhampnett 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 (2016-2024)		Education		CIL		4 Desirable
Westhampnett Parish Council	IBP/166	Health	Community healthcare, primary care facilities & improvements	New GP surgery and dispensary	Doubling population	As soon as possible	Short term (2016-2024)		National Health		CIL		4 Desirable
Westhampnett Parish Council	IBP/171	Social Infrastructure	Community facilities	Parish Hall	Westhampnett currently has no community buildings	Timeline is dependa	Short term (2016-	£1,500,000 (Scale of	S106 (historic receipt).	To be delivered by	S106	WH/04/03947/O UT; WH/15/03524/O	2 Essential

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
		e			and has long aspired to develop one at a number of locations.	nt on the phasing of two different development sites – Madgewick Lane strategic site, and Maudlin Nurseries	2024)	building still to be determined based on complexity of bringing)	S106 to be secured. New Homes Bonus	developer in partnership with Westhampnett PC		UTEIA	
Westhampnett Parish Council	IBP/687	Green Infrastructure	Allotments	Allotment site	Would like one.		Medium to long term (2024-2029)			Westhampnett Parish Council	CIL		4 Desirable
Westhampnett Parish Council	IBP/164	Green Infrastructure	Flood and coastal erosion risk management	Ditch clearance	No current provision other than volunteers	As soon as possible	Short term (2016-2024)		CDC		CIL		4 Desirable
Westhampnett Parish Council	IBP/179	Green Infrastructure	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 (2016-2024)		Developer		CIL		3 Policy High
Westhampnett 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 (2016-2024)		Developer		Other		1 Critical
Westhampnett Parish Council	IBP/172	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	MUGA outside play area	Mitigation for Westhampnett SDL	ASAP	Short term (2016-2024)		Sport England		S106		2 Essential
Westhampnett Parish Council	IBP/170	Green Infrastructure	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 (2016-2024)		Sport England CDC		S106		2 Essential
Wisborough Green	IBP/690	Transport	Local road network	Built out in Durbans Road	Reduce speed through centre of village	2016-2021	Short term		CIL and other	Wisborough Green	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
Parish Council					(linked with new Winterfold development)		(2016-2024)			Parish Council			
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 (2016-2024)		CIL and other	Wisborough Green	CIL		4 Desirable
Wisborough Green Parish Council	IBP/229	Transport	Local road network	Lengthening double yellow lines outside the Cricketers Arms	Village Centre - to improve safety at the junction.	2016-2017	Short term (2016-2024)		CIL and other	Wisborough Green Parish Council	CIL		4 Desirable
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 (2016-2024)		CIL and other	Wisborough Green Parish Council	CIL		4 Desirable
Wisborough Green Parish Council	IBP/227	Transport	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 (2016-2024)		CIL and other	Wisborough Green Parish Council	CIL		4 Desirable
Wisborough Green Parish Council	IBP/226	Transport	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 (2016-2024)		CIL and other	Wisborough Green Parish Council	CIL		4 Desirable
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
Wisborough Green Parish Council	IBP/589	Social Infrastructure	Community facilities	Improvements to public toilets	Modernisation and DDA compliance.						CIL		4 Desirable
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 (2016-2024)	£500,000	CIL/S106	Village Hall Management Committee and Parish Council	CIL	WR/14/00748/OUT	4 Desirable
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
Wisborough	IBP/	Green	Playing	Village Green	To reduce water			£65,000			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
h Green Parish Council	590	Infrastructure	fields, sports pitches, related build and children's play areas	drainage	logging to improve surface for sports and community use.								

### 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 (2016-2024)				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	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
				traffic speeds in Halnaker, particularly along the A286, whilst protecting the special 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,	Before first 100 units	Short term (2016-2024)	Unknown	Provided by Developer under S106	Developer, will require a community lead either Chichester City Council, or other nominated	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
					temporary provision of same, or "meanwhile" use of other designated space, to facilitate early development of community					or new group					
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 (2016-2024)	£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 & Recreational Hub (Kirdford)	On land south east of Townfield	2015-2025	Short term (2016-2024)				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 (2016-2024)	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

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/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 District Council	IBP/313	Social Infrastructure	Community facilities	Extension to Selsey Centre	Required for storage and additional, regularly requested facilities						S106	SY/14/02186/OUTEIA; SY/15/00490/FUL	4 Desirable	Committed	Selsey
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 (2024-2029)	£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/14/02800/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 pedestrian route	Improve the environment and enhance conservation area character – including settings of listed buildings. May					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
				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.	also improve capacity to meet growth. Improved visitor experience and economic benefits for City Centre.										
Chichester District Council	IBP/208	Social Infrastructure	Streetscene and built environment	Chichester - Re-introduction of natural stone paving within the City centre, particularly for The Pallants, Westgate, Northgate, Southgate and Eastgate Square, as funds permit.	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/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	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



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
				traditional techniques and materials.											
Chichester District Council	IBP/309	Social Infrastructure	Streetscene and built environment	Public space enhancements by East Beach green (in addition to skate park, better play facilities, all weather sports courts) (Selsey)	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
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)	2018-2019	Short term (2016-2024)	£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 (2016-2024)	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	Lawton Report and Natural Environment White Paper (2011) We must: <ul style="list-style-type: none"> <li>• improve the</li> </ul>	2016 – 2021	Short term (2016-2024)	545,300	Heritage Lottery Funding secured.	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	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
				enhancing the wetlands habitat on the Manhood Peninsula	quality of current wildlife sites by better habitat management; • increase the size of existing wildlife sites; • enhance connections between sites, either through physical c									area provided it is for genuine community use.	
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 (2016-2024)	£100k	FDGIA/WSC	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 (2016-2024)	£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 reconstruction	West Sussex Local Flood Risk Management Strategy 2015	2015-2020	Short term (2016-2024)	£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/287	Green Infrastructure	Flood and coastal erosion risk management	Coast Protection - Selsey East Beach – Raising of the Sea Wall	Policy 10 of Draft Local Plan "Mitigating and adapting to climate change"	2020 – 2025	Medium to long term (2024-2029)	£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 growth of the area provided it is for genuine	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
														community use.	
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 (2024-2029)	£1,000,000	FDGIA est. £750k CDC est. £250k	CDC	CIL		3 Policy High	Reserved for next phasing period	Selsey
Chichester District Council	IBP/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	2018-2019	Short term (2016-2024)	100,000-150,000		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/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 (2016-2024)	£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/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 (2016-2024)				CIL		4 Desirable	Parish may wish to consider funding from their CIL	Kirdford
Chichester District Council	IBP/308	Green Infrastructure	Landscaping, planting and woodland	Amenity tree planting Harbour SPA Solent	Improvement of street scene, increased	2014 - 2029	Short term (2016-2024)	£? From Developer contribut	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
			creation and public rights of way	Disturbance & mitigation Project	biodiversity, contribution to improved air quality. SPNP Pre-Sub Plan Proposal 2			ions, WSCC, CDC							
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 (2016-2024)	£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 (2016-2024)	£100k From WSCC	Parish/WSCC		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.	June 2018 (start)	Short term (2016-2024)	£53,505	S106 - £27,000 WSCC - £10,000 SOLAR - £5,000 INERT - £10,000 ? Tbc & CIL £11,505		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/297	Green Infrastructure	Playing fields, sports pitches, related build and children's	3G football pitches at Chichester City United FC (Chichester)	Clubs single pitch currently cannot accommodate all of the training and				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	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
			play areas		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.									growth of the area provided it is for genuine community use.	
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/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/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 (Chichester)	Existing facility is storage and clubhouse. Does not meet DDA requirement and club have a number of disabled participants. An indoor range would allow them to shoot indoors during the winter without the need to hire other facilities which			£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
					cost the club.										
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/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 end of its life and a permanent solution is sought.				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 community use.	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			£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

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
					scheme could assist to provide additional pitches f										
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/club house	Chichester Priory Park Hockey Club have progressed well in league competition but they require improved facilities to meet league requirements. Current clubhouse facilities are shared with the Cricket Club in Priory Park.			£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 genuine community use.	Chichester
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/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

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/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 (2016-2024)	£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 it is for genuine community use.	Southbourne
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 (2016-2024)	£? 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/305	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	Provision of Artificial Grass Pitch/MUGA (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 (2016-2024)	£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/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 (2016-2024)	£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/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



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/320	Green Infrastructure	Public open space	New Road, Parking area and SUDS pond and play area (Kirdford)	Butts Common	2015-2020	Short term (2016-2024)				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 infrastructure assets, including informal open space, allotments, a playing field, a footpath/cycleway network, children's play areas	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 and proposal 2. Provision of alternative informal recreation/leisure facilities	2014 - 2029	Short term (2016-2024)	£? From Developer contributions, Sport England, Sport England, Sustrans, WSCC	Cost unknown, Sport England, Sustrans, WSCC, Parish Council	Southbourne 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
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
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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 possible but likely will be determined by Highways England review of A27 a	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 walk to work	2022 onwards	Medium to long term (2024-2029)	£250,000		WSCC	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 on the surface has increased greatly from extra use and needs improvement.	2017-2022	Short term (2016-2024)	£170,000		WSCC	CIL		4 Desirable		
West Sussex County Council	IBP/676	Transport	Cycle and pedestrian infrastructure	Improve links between the communities of Hambrook and Woodmancofte 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	2017-2022	Short term (2016-2024)	£120,000			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
					National Park. WSLAF ambition.										
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 (2024-2029)	£50,000		WSCC	CIL		4 Desirable		
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 (2016-2024)	£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 (2024-2029)	£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 (2016-2024)	Directly providing	S106	Developer	S106	O/11/05283/OUT	1 Critical	Committed	Chichester
West Sussex	IBP/544	Transport	Cycle and pedestrian	Hunston Road cycle	New Free School being	2018-	Short term			WSCC	S106	HN/15/03489/FUL	3 Polic	Not selected for IBP years	Hunston 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
County Council			infrastructure	scheme - shared use pedestrian/cycle path to link the proposed Highways England footbridge at Whyke roundabout with the south of the A27	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 City.	2023	(2016-2024)						High	2016-2021 as little planned development in this cycle.	North Mundham
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 (2016-2024)	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 (2016-2024)	Directly providing	S106	Developer	S106	O/11/05283/OUT	1 Critical	Committed	Oving, Westhamnett
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 Golf Links Lane to access track that circles the new Environment Agency tidal bund	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 (2016-2024)	£100,000		WSCC	CIL		4 Desirable		Selsey
West Sussex County Council	IBP/666	Transport	Cycle and pedestrian infrastructure	Green links across the Manhood (GLaM	Development already consented on land north-east	2017-2022	Short term (2016-2024)	£300,000	Capital Funding	WSCC	S106		4 Desirable		Selsey, Bracklesham and East

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
				project) Bracklesham to Medmerry trail - provision of public bridleway route between B2198 and access track that circles the new Environment Agency tidal bund.	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.										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.	2017-2022	Short term (2016-2024)	£65,000		WSCC	CIL		4 Desirable		
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+	Short term (2016-2024)	£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+	Short term (2016-2024)	£140,000	S106	Developer	S106		2 Essential	Committed	Chichester
West Sussex County Council	IBP/340	Transport	Cycle infrastructure	Graylingwell cycle route 1 Wellington Road – Oaklands Way	Graylingwell mitigation	2015-2020	Short term (2016-2024)	Directly providing	S106	Developer	S106	CC/08/03533/OUT	2 Essential	Committed	Chichester
West Sussex	IBP/359	Transport	Cycle infrastructure	Portfield cycle route	Chichester City Transport	2020+	Short term	£120,000	CIL	WSCC	CIL		2 Essential	Consider selecting if	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			ure		Strategy – to reduce short car trips to and from the city centre		(2016-2024)						entia l	match funding is identified as this project supports the growth of the area provided 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 (2016-2024)	£250,000		WSCC	CIL		2 Essential		Chichester
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 (2024-2029)	£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 it is for genuine community use.	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 (2024-2029)	£440,000	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 (2016-2024)	Directly providing	S106	Developer	S106	CC/08/03533/OUT	2 Essential	Committed	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 (2024-2029)	£630,000	S106	Developer	S106	TG/07/04577/FUL; TG/11/04058/FUL, TG/12/011739/OUT, TG/14/00797/FUL	2 Essential	Committed	Chichester - 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
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.	2022 onwards	Medium to long term (2024-2029)	£150,000		WSCC	CIL		4 Desirable		Chichester and Lavant
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 and Oving
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 (2024-2029)	TBC	CIL	WSCC	CIL		2 Essential	Selected	Manhood Peninsula
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 (2024-2029)	£200,000	CIL	WSCC	CIL		3 Policy High	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Manhood Peninsula
West Sussex County Council	IBP/353	Transport	Local road network	Westhampnett Road/ St Pancras/ Spitalfield Lane/ St James Road double mini roundabouts junction improvement. To include improvements to sustainable transport facilities along Westhampnett Road.	Chichester City Transport Strategy – to reduce traffic congestion and improve safety at key junctions	2019-2020	Short term (2016-2024)	£3,500,000	CIL	WSCC / CDC	CIL		2 Essential		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 (2016-2024)	Directly providing	S106	Developer	S106	CC/08/03533/OUT	2 Essential	Committed	Chichester
West Sussex	IBP/357	Transport	Local road network	Southgate Gyratory	Chichester City Transport	2020+	Short term	£200,000	CIL	WSCC	CIL		2 Essential	Reserved for next phasing	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				junction improvement	Strategy – to reduce traffic congestion and improve safety at key junctions		(2016-2024)						essential	period	
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 (2024-2029)	TBC	S106	Developer	S106		2 Essential	Committed	Chichester
West Sussex County Council	IBP/352	Transport	Local road network	Northgate Gyrotory junction improvement	Chichester City Transport Strategy – to reduce traffic congestion and improve safety at key junctions	2020+	Medium to long term (2024-2029)	£986,000 - £1.6m	CIL	WSCC / CDC	CIL		2 Essential	Reserved for next phasing period	Chichester
West Sussex County Council	IBP/356	Transport	Local road network	Variable Message Signing (VMS)	Chichester City Transport Strategy – to reduce traffic congestion	2020+	Short term (2016-2024)	£8,000	CIL	WSCC	CIL		3 Policy High	Reserved for next phasing period	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 (2024-2029)	£540,000	S106	Developer	S106		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 (2024-2029)	£170,000	S106	Developer	S106		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 (2016-2024)	Directly providing	S106	Developer	S106	CC/08/03533/OUT	2 Essential	Committed	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



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/369	Transport	Local road network	Sherborne Road traffic calming	Mitigation for West of Chichester SDL	2020+	Medium to long term (2024-2029)	TBC	S106	Developer	S106		2 Essential	Committed	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 / B2201 (Selsey Tram Roundabout) junction improvement	Chichester City Transport Strategy – to reduce traffic congestion and improve safety at key junctions	2015 - 2020	Short term (2016-2024)	£150,000	S106	WSCC / Developer	CIL		2 Essential	Committed	Donnington
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 (2024-2029)	£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 (2016-2024)	Directly providing	S106	Developer	S106	O/11/05283/OUT	2 Essential	Committed	Oving
West Sussex County Council	IBP/724	Transport	Local road network	A27/B2233 Nyton Road junction improvement Cost: £202,000 - £300,000	Project required as a result of development in Arun district.					WSCC	Other		2 Essential		Tangmere
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 (2024-2029)		S106	Developer	S106		2 Essential	Committed	Tangmere
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	2017-2022	Short term (2016-2024)	£10,000		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
					B2198. An ambition West Sussex Local Access Forum (WSLAF)										
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 (2024-2029)	£60,000		WSCC	CIL		4 Desirable		
West Sussex County Council	IBP/342	Transport	Pedestrian infrastructure	Toucan crossing on Oaklands Way	Graylingwell mitigation	2015 - 2020	Short term (2016-2024)	Directly providing	S106	Developer	S106	CC/08/03533/OUT	2 Essential	Committed	Chichester
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 (2024-2029)	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	2023+	Medium to long term (2024-2029)	£1.2m	CIL	WSCC / CDC/ bus operators	CIL		3 Policy High	Reserved for next phasing period	Chichester
West Sussex County Council	IBP/539	Transport	Public transport	Extension/diversion of number 55 bus route	Shopwyke mitigation	2015 - 2020	Short term (2016-2024)		S106	Developer	S106	O/11/05283/OUT	2 Essential	Committed	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

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/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/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 (2016-2024)	£80,000	S106	Developers / WSCC / CDC	CIL		2 Essential		Chichester
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 (2016-2024)	£120,000 (12 screens)		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/350	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	2018-2019	Short term (2016-2024)	£60,000		Developers / WSCC / CDC	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.	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
					through school travel planning (link to Safer Routes to School)										
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 (2016-2024)	£75,000		Developers / WSCC / CDC	CIL		2 Essential		District wide
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 (2016-2024)	£75,000		Developers / WSCC / CDC	CIL		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 (2016-2024)	£50,000		WSCC	CIL		2 Essential		Birdham, Earnley, East Wittering and Bracklesham, Selsey and West Wittering
West Sussex County Council	IBP/660	Transport	Transport	School access improvements - Bourne. Drop off/pick	To increase sustainable travel choice and modal shift for the journey to	2021-2022	Short term (2016-2024)	£50,000		WSCC	CIL		2 Essential		Bosham, 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
				up arrangements at expanded schools.	and from school.										Southbourne and Westbourne
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 (2016-2024)	250,000		WSCC	CIL		2 Essential		Chichester
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 (2016-2024)	250,000		WSCC	CIL		2 Essential		Chichester
West Sussex County Council	IBP/656	Transport	Transport	Sustainable Transport Corridor - City Centre to Portfield and improvements to sustainable transport facilities on Oving Road corridor.	To increase sustainable transport mode share. Considering improvements to road space allocation.	2019	Short term (2016-2024)	£500,000		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 (2016-2024)	£50,000		WSCC	CIL		2 Essential		Chichester
West Sussex County Council	IBP/665	Transport	Transport	Following recent Road Space Audit, area-wide parking	To better manage demand for parking and network management		Short term (2016-2024)			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
				management in Chichester City.	aspirations (ie sustainable mode priority) for key routes in the area).										
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). In addition, 2 further mitigation requirements are A27/A259 Bognor Road roundabout (£595,000-£900,000)	To mitigate the area-wide impacts of Local Plan housing and employment growth.	2020-2023	Short term (2016-2024)		S278 developers, WSCC and Highways England.	Highways England	S278	14/04284/OUT	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 provided as part of new primary school.	Require new nursery classroom as the number of nursery places is dependent upon national requirements introduced through the Child Care Bill.			£1.8 - £2.1m		WSCC	CIL		2 Essential		Chichester
West Sussex County Council	IBP/730	Education	Preschool and Primary school	For the Tangmere SDL 32 new nursery places to be provided as part of new primary school.	Require new nursery classroom as the number of nursery places is dependent upon national requirements introduced			£1.2 - £1.5m		WSCC	CIL		2 Essential		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
					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 (2016-2024)	£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.	WSSC / academy provider	CIL		2 Essential	Select for CIL match funding as the WSSC has a statutory duty to provide school places, subject to match funding.	Birdham, Earmley, 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 (2016-2024)	£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.	WSSC / academy provider	CIL		2 Essential	Select for CIL match funding as the WSSC 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 (2016-2024)	£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.	WSSC / academy provider	CIL	SB/14/028 00/OUT	2 Essential	Select for CIL match funding as the WSSC 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 expandable to 2Form Entry to accommodat	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	Short term (2016-2024)	£5.4 - £6m (1Form Entry) £9.5-£10.6m (2Form Entry)	S106 &WSSC (including Basic Need Grant)	WSSC / 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
				e the latter phases of development		to clear & une ncu mbe red 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 (2016-2024)	£5.4 - £6m (1Form Entry) £9.5-£10,6m (2Form Entry)	S106 & Basic Need Grant	WSSC / academy provider	S106		2 Essential	Committed	Chichester
West Sussex County Council	IBP/333	Education	Primary, Secondary, sixth form and special educational needs	Further expansion of existing primary schools 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	To meet statutory duty to ensure sufficient supply of school places for pupils arising from new development (mitigation)	Remainder of half form entry expansion.	Medium to long term (2024-2029)	£3 million for half form entry Subject to feasibility & site assessment	CIL & WSSC (including Basic Need Grant)	WSSC / academy provider	CIL		2 Essential	Reserved for next phasing period	Kirdford, Lynchmere, Loxwood, Plaistow, Ifold and Wisborough 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
West Sussex County Council	IBP/328	Education	Primary, Secondary, sixth form and special educational needs	School site and provision of a new 1Form Entry primary school for the Tangmere SDL; the site should be expandable to 2Form Entry	To meet statutory duty to ensure sufficient supply of school places for pupils arising from new development (mitigation)	Temporary accommodation to be provided for 2023. Access to cleared & unencumbered site for 2026/27 opening.	Short term (2016-2024)	£5.4 - £6m (1Form Entry) £9.5-£10.6m (2Form Entry)	S106 & WSCC (including Basic Need Grant)	WSCC / academy provider	S106		2 Essential	Committed	Tangmere
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 (2024-2029)	£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	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	Medium to long term (2024-2029)	£75,000 - £100,000	CIL	WSCC & developer	CIL		3 Policy High	Reserved for next phasing period	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
				shelving and a self-service terminal		centre									
West Sussex County Council	IBP/711	Green Infrastructure	Flood and coastal erosion risk management	Parklands Chichester daylighting of culvert with landscaping.	Primary benefit of natural flood attenuation/reduce downstream flood risk. Additional benefits include improved amenity and biodiversity in the area.	2018-2023	Short term (2016-2024)	£500,000		WSCC			2 Essential		Chichester City
West Sussex County Council	IBP/710	Public and Community Services	Waste	Reconfiguration of Westhampnett transfer station/household waste recycling site	Increase capacity to meet future demand from planned housing delivery across the area.	2024-2029	Medium to long term (2024-2029)	5,000,000		WSCC	CIL		2 Essential		Westhampnett

### Infrastructure Commissioners 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
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)	Improve business and social communication.	2016	Short term (2016-2024)		Public and commercial funding	Openreach/WSCC	Other		3 Policy High	Committed	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
				fibre broadband connection. 726 premises (5.4%) built by											
Coastal West Sussex Clinical Commissioning Group	IBP/398	Health	Community healthcare, primary care facilities & improvements	NHS Medical Centre West of Chichester SDL	To accommodate new residents/patients from planned developments, which will be supplemented by additional funding to enable restructure and consolidation of primary care resources to serve Chichester over next 20 years as per emergent GP estate strategy.	2018-2025	Short term (2016-2024)	4,500,000	£4,500,000 total NHS sources/LIFT/ third party development (£2.75m 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
Coastal West Sussex Clinical Commissioning Group	IBP/726	Health	Community healthcare, primary care facilities & improvements	Improvements at Southbourne Surgery	To accommodate influx of additional residents who will reside in the catchment boundary of Southbourne Surgery	2019-2021	Short term (2016-2024)	£370,000		Coastal West Sussex Clinical Commissioning Group	CIL		2 Essential	Select for CIL match funding as the WSCC has a statutory duty to provide school places, subject to match funding.	Southbourne
Coastal West Sussex Clinical Commissioning Group	IBP/725	Health	Community healthcare, primary care facilities & improvements	Improvements at Tangmere Surgery	To accommodate influx of additional residents who will reside in the catchment boundary of Tangmere Surgery	Post 2025	Medium to long term (2024-2029)	£1,100,000		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.	Tangmere
Environment Agency	IBP/396	Green Infrastructure	Flood and coastal	Bosham Harbour new	73 households moved out of	Indicative	Medium	460,000	FCRM GiA/Contributi	Environment Agency	CIL		3 Policy	Selected	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
		cture	erosion risk management	inland defences.	any one of the four flood probability categories to a lower one and moved out of the very significant or significant flood probability categories	fundin g - 2023-2024 £50,000 and 2024-2025 £150,000 2025-2026 £260,000	to long term (2024-2029)		ons				High		
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 (2024-2029)			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 (2024-2029)		to be confirmed	RSPB	Other		3 Policy High		Sidlesham
Southern Water	IBP/728	Utility Services	Utility services	West of Chichester to Tangmere waste water treatment works transfer pipeline.	To enable growth in the local plan whilst avoiding additional environmental impact on Chichester Harbour SSSI	2020	Short term (2016-2024)			Southern Water	Other		1 Critical		Chichester - Tangmere
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	2018	Short term (2016-2024)		Investment by Southern Water	Southern Water	Other		1 Critical	Committed	Tangmere
Sussex Police	IBP/706	Public services	Police and emergency	Fixed site ANPR (with	New housing will place an	2017-2019	Short	£24,000		Sussex Police	CIL		3 Policy		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
			services	no infrastructure in place)	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.		term (2016-2024)						High		
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 (2016-2024)	£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 (2016-2024)	£63,360		Sussex Police	CIL		3 Policy High		District wide
University of	IBP/388	Transport	Car parking	Multi level Car Park	Replacement of surface level car			tbc	University to fund	University	Other			University to fund	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					parking in the north of the campus with a multi-level car park – the number of car spaces not increasing										
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/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/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/387	Transport	Local road network	College Lane Traffic Calming/Change - One Way access and Public Realm works to College Lane and Spitalfield Lane				ca £300k	No funding by University defined	WSCC	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
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/378	Education	Further education and higher education	Music Teaching Building	To support enhancement of the academic accommodation and student expansion	2016-2017	Short term (2016-2024)	ca £3.5m	University funded	University	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 (2016-2024)	ca £5.9m	University funded	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/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	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

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
					800 It also offers opportunity										
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/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
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	A range of utility service	2017-2018	Short	Not known as yet	The University, utility	University	Other			University to fund	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				and power to support the above developments	improvements are likely to be required as a part of the above covering water, drainage and power.	and beyond	term (2016-2024)	cost and allocation of costs to the University, private partners and utility companies is still to be determined	companies and private						
University of Chichester	IBP/379	Housing	Student accommodation	Student Residential - Redevelopment of Havenstoke (252 new units) and redevelopment of Hammond (77 new units)	Meeting current and forecast need for on-campus accommodation	2017/2018	Short term (2016-2024)	ca £15m	University/private funded	University	Other			University to fund	Chichester

## Appendix B CIL Applicable Housing trajectory

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

	Projected housing development (dwellings per year)													
	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28	2028-29	Total 2018-2023	Total 2023-2029	Total 2018-2029
<b>East-West Corridor</b>														
Bosham	0	0	0	0	0	25	25	0	0	0	0	0	50	50
Boxgrove	22	0	0	0	0	0	0	0	0	0	0	22	0	22

Chichester city														
- West of Chichester	0	100	150	150	200	200	100	100	100	100	50	600	650	1,250
- Westhampnett/NEC (part)	0	0	0	0	0	0	50	50	50	50	0	0	200	200
- Other identified sites	0	0	21	0	0	0	0	0	0	0	0	21	0	21
Chichester city total	0	100	171	150	200	200	150	150	150	150	50	621	850	1,471
Chidham & Hambrook	0	10	0	0	0	0	0	0	0	0	0	10	0	10
Fishbourne	0	0	0	0	0	15	0	0	0	0	0	0	15	15
Funtington (part)	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lavant (part)	0	10	0	0	0	0	0	0	0	0	0	10	0	10
Oving (inc Shopwyke SDL)	0	40	40	20	0	0	0	0	0	50	35	100	85	185
Southbourne														
- Southbourne village	0	0	0	0	0	0	0	0	0	0	0	0	0	0
- Elsewhere in parish	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Southbourne total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tangmere (including SDL)												0	0	0
- Tangmere SDL	0	0	0	0	0	120	120	120	120	120	120	0	720	720
- Non-strategic NP sites	0	0	0	0	0	12	30	0	0	0	0	0	42	42
Tangmere total	0	0	0	0	0	132	150	120	120	120	120	0	762	762
West Thorney	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Westbourne	0	0	0	0	0	12	0	0	0	0	0	0	12	12
Westhampnett (part of SDL) <sup>4</sup>	0	50	50	50	50	50	50	0	0	0	0	200	100	300
<b>Sub-total</b>	<b>22</b>	<b>210</b>	<b>261</b>	<b>220</b>	<b>250</b>	<b>434</b>	<b>375</b>	<b>270</b>	<b>270</b>	<b>320</b>	<b>205</b>	<b>963</b>	<b>1,874</b>	<b>2,837</b>
<b>Manhood Peninsula</b>												0	0	0
Appledram	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Birdham	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Donnington	0	0	0	21	0	0	0	0	0	0	0	21	0	21
Earnley	0	0	0	0	0	0	0	0	0	0	0	0	0	0
East Wittering & Bracklesham	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hunston	0	0	0	0	0	7	0	0	0	0	0	0	7	7
North Mundham	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Selsey	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sidlesham	0	0	0	0	0	0	0	0	0	0	0	0	0	0
West Itchenor	0	0	0	0	0	0	0	0	0	0	0	0	0	0
West Wittering	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Sub-total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>7</b>	<b>28</b>
<b>Plan Area (North)</b>												0	0	0
Lynchmere	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Kirdford	0	32	0	0	13	15	0	0	0	0	0	45	15	60
Loxwood	0	17	0	0	0	0	0	0	0	0	0	17	0	17
Plaistow & Ifold	0	0	0	0	0	10	0	0	0	0	0	0	10	10
Wisborough Green	0	16	6	0	0	11	0	0	0	0	0	22	11	33
<b>Sub-total</b>	<b>0</b>	<b>65</b>	<b>6</b>	<b>0</b>	<b>13</b>	<b>36</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>36</b>	<b>120</b>
<b>TOTAL</b>	<b>22</b>	<b>275</b>	<b>267</b>	<b>241</b>	<b>263</b>	<b>477</b>	<b>375</b>	<b>270</b>	<b>270</b>	<b>320</b>	<b>205</b>	<b>1,068</b>	<b>1,917</b>	<b>2,985</b>

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

CIL revenue by parish - Comparison 2016 to 2017

Parish <sup>1</sup>	Identified housing potential (Nov 2016)	Identified housing potential (Nov 2017)	Potential CIL revenue (Nov 2016)	Potential CIL revenue (Nov 2017)	Change in figures 2016-2017
<b>East-West Corridor</b>					
Bosham	50	50	£378,000	£378,000	£0
Boxgrove	22	22	£166,320	£0	−£166,320
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
- Other identified sites	21	21	£158,760	£158,760	£0
- Chichester parish housing	0	0	£0	£0	£0
Chichester city total	1,471	1,471	£11,120,760	£11,120,760	£0
Chidham & Hambrook	0	10	£0	£108,000	£108,000
Fishbourne	15	15	£113,400	£113,400	£0
Funtington (part)	0	0	£0	£0	£0
Lavant (part)	0	10	£0	£75,600	£75,600
Oving (inc Shopwyke SDL)	85	185	£642,600	£1,398,600	£756,000
Southbourne					
- Southbourne village	125	0	£945,000	£0	−£945,000
- Elsewhere in parish	50	0	£378,000	£0	−£378,000
Southbourne total	175	0	1,323,000	0	−1,323,000
Tangmere (including SDL)					
- Tangmere SDL	1,000	762	£7,560,000	£5,443,200	−£2,116,800
- Non-strategic NP sites	42	0	£317,520	£317,520	£0

Tangmere total	1,042	762	£7,877,520	£5,760,720	-£2,116,800
West Thorney	0	0	£0	£0	£0
Westbourne	12	12	£129,600	£129,600	£0
Westhampnett (part of SDL)	300	300	£2,268,000	£2,268,000	£0
<b>Sub-total</b>	<b>3,172</b>	<b>2,837</b>	<b>£24,019,200</b>	<b>£21,352,680</b>	<b>-£2,666,520</b>
<b>Manhood Peninsula</b>					
Appledram	0	0	£0	£0	£0
Birdham	0	0	£0	£0	£0
Donnington	21	21	£279,720	£158,760	-£120,960
Earnley	0	0	£0	£0	£0
East Wittering & Bracklesham	110	0	£831,600	£0	-£831,600
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
<b>Sub-total</b>	<b>138</b>	<b>28</b>	<b>£1,186,920</b>	<b>£234,360</b>	<b>-£952,560</b>
<b>Plan Area (North)</b>					
Lynchmere	10	0	£126,000	£0	-£126,000
Kirdford	60	60	£756,000	£756,000	£0
Loxwood	60	17	£756,000	£214,200	-£541,800
Plaistow & Ifold	10	10	£126,000	£126,000	£0
Wisborough Green	33	33	£415,800	£415,800	£0
<b>Sub-total</b>	<b>173</b>	<b>120</b>	<b>£2,179,800</b>	<b>£1,512,000</b>	<b>-£667,800</b>
<b>TOTAL</b>	<b>3,483</b>	<b>2,985</b>	<b>£27,385,920</b>	<b>£23,099,040</b>	<b>-£4,286,880</b>

Table 5: Potential parish level CIL receipts assuming adopted neighbourhood plans (25% of CIL receipts)

	Neighbourhood plan <sup>1</sup>	Parish CIL contribution												Total 2019-2024	Total 2024-2029	Total 2019-2029
			2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28	2028-29				
<b>East-West Corridor</b>																
Bosham	Yes	0.25	£0	£0	£0	£0	£47,250	£47,250	£0	£0	£0	£0	£47,250	£47,250	£94,500	
Boxgrove	No	0.15	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	

Chichester city															
- West of Chichester	No	0.15	£113,400	£170,100	£170,100	£226,800	£226,800	£113,400	£113,400	£113,400	£113,400	£56,700	£907,200	£510,300	£1,417,500
- Westhampnett/NEC (part)	No	0.15	£0	£0	£0	£0	£0	£56,700	£56,700	£56,700	£56,700	£0	£0	£226,800	£226,800
- Other identified sites	No	0.15	£0	£23,814	£0	£0	£0	£0	£0	£0	£0	£0	£23,814	£0	£23,814
Chichester city total			£113,400	£193,914	£170,100	£226,800	£226,800	£170,100	£170,100	£170,100	£170,100	£56,700	£931,014	£737,100	£1,668,114
Chidham & Hambrook	Yes	0.25	£27,000	£0	£0	£0	£0	£0	£0	£0	£0	£0	£27,000	£0	£27,000
Fishbourne	Yes	0.25	£0	£0	£0	£0	£28,350	£0	£0	£0	£0	£0	£28,350	£0	£28,350
Funtington (part)	No	0.15	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0
Lavant (part)	Yes	0.25	£18,900	£0	£0	£0	£0	£0	£0	£0	£0	£0	£18,900	£0	£18,900
Oving (inc Shopwyke SDL)	No	0.15	£45,360	£45,360	£22,680	£0	£0	£0	£0	£0	£56,700	£39,690	£113,400	£96,390	£209,790
Southbourne															
- Southbourne village	Yes	0.25	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0
- Elsewhere in parish	Yes	0.25	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0
Southbourne total			£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0
Tangmere (including SDL)															
- Tangmere SDL	Yes	0.25	£0	£0	£0	£0	£226,800	£226,800	£226,800	£226,800	£226,800	£226,800	£226,800	£1,134,000	£1,360,800
- Non-strategic NP sites	Yes	0.25	£0	£0	£0	£0	£22,680	£56,700	£0	£0	£0	£0	£22,680	£56,700	£79,380
Tangmere total			£0	£0	£0	£0	£249,480	£283,500	£226,800	£226,800	£226,800	£226,800	£249,480	£1,190,700	£1,440,180
West Thorney	No	0.15	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0
Westbourne	Yes	0.25	£0	£0	£0	£0	£32,400	£0	£0	£0	£0	£0	£32,400	£0	£32,400
Westhampnett (part of SDL) <sup>2</sup>	No	0.15	£39,800	£39,800	£39,800	£39,800	£39,800	£39,800	£0	£0	£0	£0	£199,000	£39,800	£238,800
<b>E-W Corridor sub-total</b>			<b>£244,460</b>	<b>£279,074</b>	<b>£232,580</b>	<b>£266,600</b>	<b>£624,080</b>	<b>£540,650</b>	<b>£396,900</b>	<b>£396,900</b>	<b>£453,600</b>	<b>£323,190</b>	<b>£1,646,794</b>	<b>£2,111,240</b>	<b>£3,758,034</b>
<b>Manhood Peninsula</b>															
Appledram	No	0.15	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0
Birdham	Yes	0.25	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0
Donnington	No	0.15	£0	£0	£23,814	£0	£0	£0	£0	£0	£0	£0	£23,814	£0	£23,814
Earnley	No	0.15	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0
East Wittering & Bracklesham	No	0.15	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0
Hunston	No	0.15	£0	£0	£0	£0	£11,340	£0	£0	£0	£0	£0	£11,340	£0	£11,340
North Mundham	No	0.15	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0
Selsey	Yes	0.25	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0

Sidlesham	No	0.15	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0
West Itchenor	No	0.15	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0
West Wittering	No	0.15	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0
<b>Manhood Pen sub-total</b>			<b>£0</b>	<b>£0</b>	<b>£23,814</b>	<b>£0</b>	<b>£11,340</b>	<b>£0</b>	<b>£0</b>	<b>£0</b>	<b>£0</b>	<b>£0</b>	<b>£35,154</b>	<b>£0</b>	<b>£35,154</b>
<b>Plan Area (North)</b>															
Lynchmere	No	0.15	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0
Kirdford	Yes	0.25	£100,800	£0	£0	£40,950	£47,250	£0	£0	£0	£0	£0	£189,000	£0	£189,000
Loxwood	Yes	0.25	£53,550	£0	£0	£0	£0	£0	£0	£0	£0	£0	£53,550	£0	£53,550
Plaistow & Ifold	No	0.15	£0	£0	£0	£0	£18,900	£0	£0	£0	£0	£0	£18,900	£0	£18,900
Wisborough Green	Yes	0.25	£50,400	£18,900	£0	£0	£34,650	£0	£0	£0	£0	£0	£103,950	£0	£103,950
<b>Plan Area (N) sub-total</b>			<b>£204,750</b>	<b>£18,900</b>	<b>£0</b>	<b>£40,950</b>	<b>£100,800</b>	<b>£0</b>	<b>£0</b>	<b>£0</b>	<b>£0</b>	<b>£0</b>	<b>£365,400</b>	<b>£0</b>	<b>£365,400</b>
<b>PLAN AREA TOTAL</b>			<b>£449,210</b>	<b>£297,974</b>	<b>£256,394</b>	<b>£307,550</b>	<b>£736,220</b>	<b>£540,650</b>	<b>£396,900</b>	<b>£396,900</b>	<b>£453,600</b>	<b>£323,190</b>	<b>£2,047,348</b>	<b>£2,111,240</b>	<b>£4,158,588</b>
Notes:															

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).

<sup>2</sup> Annual CIL receipts for Westhampnett Parish will potentially be capped at £100 per existing Council tax dwelling (currently £39,800 per year) unless a Neighbourhood Plan is made before the projected date for CIL receipts.

	CIL rate	% AH	Projected additional CIL receipts												
			2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28	2028-29	Total 2019-2024	Total 2024-2029	Total 2019-2029
<b>East-West Corridor</b>															
Bosham	£10,800	30%	£0	£0	£0	£0	£189,000	£189,000	£0	£0	£0	£0	£189,000	£189,000	£378,000
Boxgrove	£10,800	30%	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0
Chichester city															
- West of Chichester	£10,800	30%	£756,000	£1,134,000	£1,134,000	£1,512,000	£1,512,000	£756,000	£756,000	£756,000	£378,000	£6,048,000	£3,402,000	£9,450,000	
- Westhampn	£10,800	30%	£0	£0	£0	£0	£0	£378,000	£378,000	£378,000	£0	£0	£1,512,000	£1,512,000	

<i>ett/NEC (part)</i>															
- Other identified sites	£10,800	30%	£0	£158,760	£0	£0	£0	£0	£0	£0	£0	£0	£158,760	£0	£158,760
Chichester city total			£756,000	£1,292,760	£1,134,000	£1,512,000	£1,512,000	£1,134,000	£1,134,000	£1,134,000	£1,134,000	£378,000	£6,206,760	£4,914,000	£11,120,760
Chidham & Hambrook	£10,800	0%	£108,000	£0	£0	£0	£0	£0	£0	£0	£0	£0	£108,000	£0	£108,000
Fishbourne	£10,800	30%	£0	£0	£0	£0	£113,400	£0	£0	£0	£0	£0	£113,400	£0	£113,400
Funtington (part)	£10,800	30%	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0
Lavant (part)	£10,800	30%	£75,600	£0	£0	£0	£0	£0	£0	£0	£0	£0	£75,600	£0	£75,600
Oving (inc Shopwyke SDL)	£10,800	30%	£302,400	£302,400	£151,200	£0	£0	£0	£0	£0	£378,000	£264,600	£756,000	£642,600	£1,398,600
Southbourne															
- Southbourne village	£10,800	30%	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0
- Elsewhere in parish	£10,800	30%	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0
Southbourne total			£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0
Tangmere (including SDL)															
- Tangmere SDL	£10,800	30%	£0	£0	£0	£0	£907,200	£907,200	£907,200	£907,200	£907,200	£907,200	£907,200	£4,536,000	£5,443,200
- Non-strategic NP sites	£10,800	30%	£0	£0	£0	£0	£90,720	£226,800	£0	£0	£0	£0	£90,720	£226,800	£317,520
Tangmere total			£0	£0	£0	£0	£997,920	£1,134,000	£907,200	£907,200	£907,200	£907,200	£997,920	£4,762,800	£5,760,720
West Thorney	£10,800	30%	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0
Westbourne	£10,800	0%	£0	£0	£0	£0	£129,600	£0	£0	£0	£0	£0	£129,600	£0	£129,600
Westhampnett (part of SDL)	£10,800	30%	£378,000	£378,000	£378,000	£378,000	£378,000	£378,000	£0	£0	£0	£0	£1,890,000	£378,000	£2,268,000
<b>E-W Corridor sub-total</b>			<b>£1,620,000</b>	<b>£1,973,160</b>	<b>£1,663,200</b>	<b>£1,890,000</b>	<b>£3,319,920</b>	<b>£2,835,000</b>	<b>£2,041,200</b>	<b>£2,041,200</b>	<b>£2,419,200</b>	<b>£1,549,800</b>	<b>£10,466,280</b>	<b>£10,886,400</b>	<b>£21,352,680</b>
<b>Manhood Peninsula</b>															
Appledram	£10,800	30%	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0
Birdham	£10,800	30%	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0
Donnington	£10,800	30%	£0	£0	£158,760	£0	£0	£0	£0	£0	£0	£0	£158,760	£0	£158,760
Earnley	£10,800	30%	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0
East Wittering & Bracklesha	£10,800	30%	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0

2019/20

m															
Hunston	£10,800	0%	£0	£0	£0	£0	£75,600	£0	£0	£0	£0	£0	£75,600	£0	£75,600
North Mundham	£10,800	30%	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0
Selsey	£10,800	30%	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0
Sidlesham	£10,800	30%	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0
West Itchenor	£10,800	30%	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0
West Wittering	£10,800	30%	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0
<b>Manhood Pen sub-total</b>			<b>£0</b>	<b>£0</b>	<b>£158,760</b>	<b>£0</b>	<b>£75,600</b>	<b>£0</b>	<b>£0</b>	<b>£0</b>	<b>£0</b>	<b>£0</b>	<b>£234,360</b>	<b>£0</b>	<b>£234,360</b>
<b>Plan Area (North)</b>													£0	£0	£0
Lynchmere	£18,000	30%	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0
Kirdford	£18,000	30%	£403,200	£0	£0	£163,800	£189,000	£0	£0	£0	£0	£0	£756,000	£0	£756,000
Loxwood	£18,000	30%	£214,200	£0	£0	£0	£0	£0	£0	£0	£0	£0	£214,200	£0	£214,200
Plaistow & Ifold	£18,000	30%	£0	£0	£0	£0	£126,000	£0	£0	£0	£0	£0	£126,000	£0	£126,000
Wisborough Green	£18,000	30%	£201,600	£75,600	£0	£0	£138,600	£0	£0	£0	£0	£0	£415,800	£0	£415,800
<b>Plan Area (N) sub-total</b>			<b>£819,000</b>	<b>£75,600</b>	<b>£0</b>	<b>£163,800</b>	<b>£453,600</b>	<b>£0</b>	<b>£0</b>	<b>£0</b>	<b>£0</b>	<b>£0</b>	<b>£1,512,000</b>	<b>£0</b>	<b>£1,512,000</b>
<b>PLAN AREA TOTAL</b>			<b>£2,439,000</b>	<b>£2,048,760</b>	<b>£1,821,960</b>	<b>£2,053,800</b>	<b>£3,849,120</b>	<b>£2,835,000</b>	<b>£2,041,200</b>	<b>£2,041,200</b>	<b>£2,419,200</b>	<b>£1,549,800</b>	<b>£12,212,640</b>	<b>£10,886,400</b>	<b>£23,099,040</b>

## APPENDIX C

### 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
----------	------------

<b>Critical Infrastructure</b>	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.
<b>Essential Infrastructure</b>	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.
<b>Policy High Priority Infrastructure</b>	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).
<b>Desirable Infrastructure</b>	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.

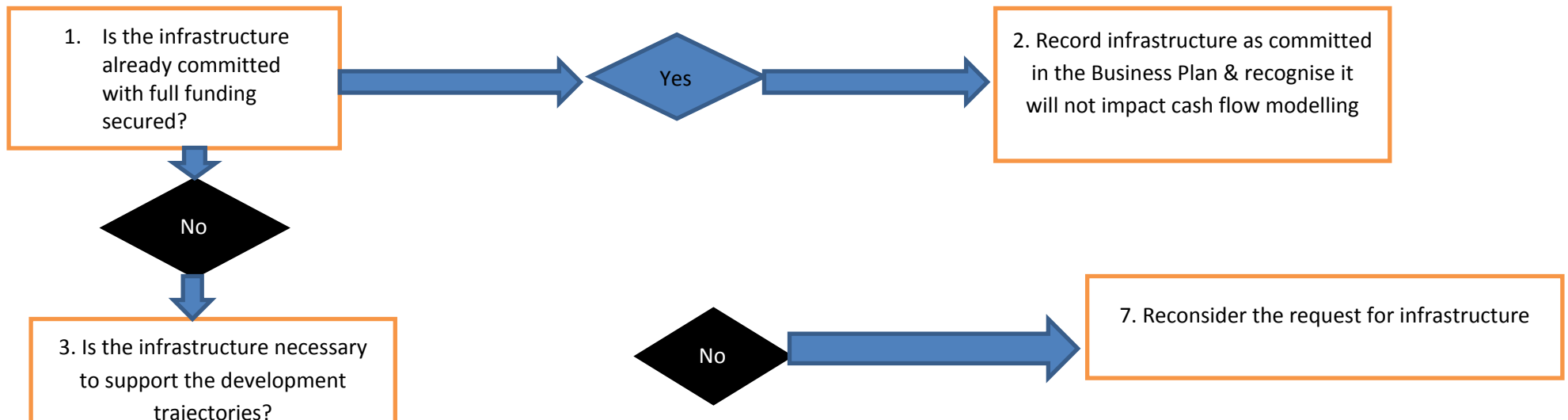
- Evidence of need

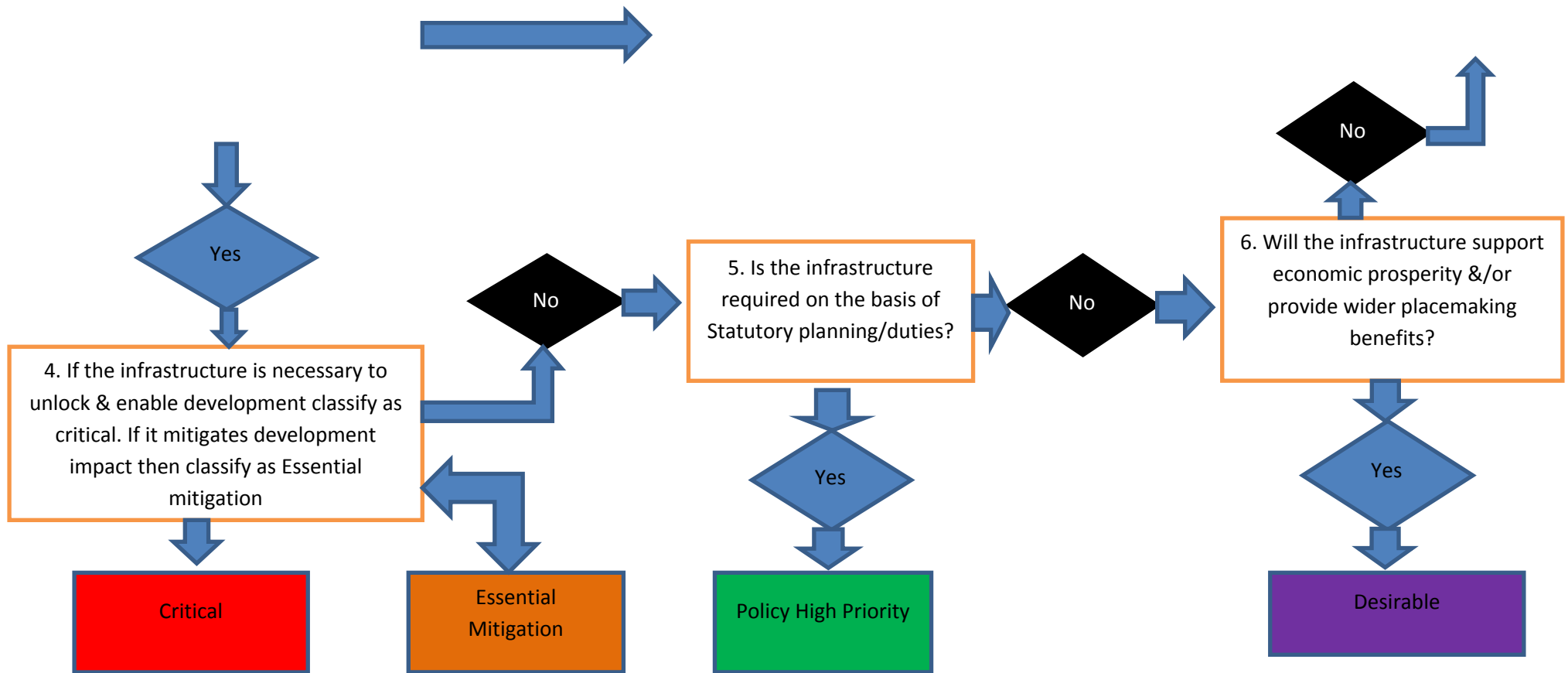
The final element that supports the prioritisation of infrastructure is to ensure an appreciation of the necessary phasing of infrastructure requirements. It is this stage that is central to the Infrastructure Business Plan as it represents the primary evidence base for anticipating cash-flow from infrastructure 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 Infrastructure 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 role of the IJMLG has now been taken over by a new Growth Board.

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 Chichester Growth Board considers the draft for stakeholder consultation and then considers the final version in the light of that consultation.

Membership is open to elected members of WSCC and CDC. It was agreed that the Chichester Growth Board 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 Chichester Growth Board will meet each September to consider and endorse the draft IBP for consultation with stakeholders, including 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 area, 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 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 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 (e.g. Masterplans & Capital programmes) & update information in the IDP & provide evidence for the evaluation methodology in the IDP & provide evidence for the evaluation methodology Transport, Education, Health, Social Infrastructure, Green Infrastructure, Emergency Services, Utilities

**STRATEGIC DEVELOPMENT**  
LOCATIONS  
(Masterplans)  
Developers  
Infrastructure Delivery  
Commissioners (IDCs)  
Parish Councils  
District & County Councillors

**EAST/WEST CORRIDOR**  
(outside SDLs)  
(1 group or 2?)  
Developers  
IDCs  
Local Ward Members  
Parish Councils  
(Neighbourhood Plans)

**MANHOOD**  
Developers  
IDCs  
Local Ward Members  
Parish Councils  
(Neighbourhood Plans)

**NORTH OF PLAN AREA**  
Developers  
IDCs  
Local Ward Members  
Parish Councils  
(Neighbourhood Plans)

**CDC/WSCC OFFICER GROUP**  
Prepares Infrastructure Business Plan based on, but challenging, work of locational & thematic groups, & Duty to Cooperate on cross-boundary infrastructure

SLT

**INFRASTRUCTURE BUSINESS PLAN**  
Identifies infrastructure requirements for Local Plan, & all funding sources. Profiles & prioritises delivery & spending in line with housing trajectory

**CDC & WSCC GROWTH BOARD**  
Considers/ endorses Draft Infrastructure Business Plan for stakeholder consultation & after consultation recommends any changes for Cabinet approval

**STAKEHOLDER CONSULTATION**

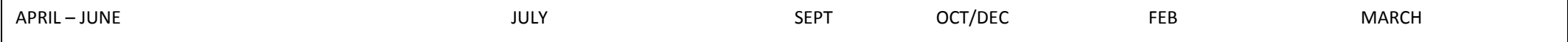
**CDC CABINET**  
Approves Infrastructure Business Plan & recommends Council to approve funding

**AUTHORITY'S MONITORING REPORT**

**SCRUTINY & ACCOUNTABILITY**  
CDC Corporate Governance & Audit Committee monitors & scrutinises delivery

**CHICHESTER DISTRICT COUNCIL**  
Approves budget & allocation of CIL

Programme Management & alignment including SLA's with delivery partners as contracts are let



## 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

Page 152  Housing

Leisure and recreation

Planning applications

Waste collection

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.

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### **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

There are currently five roundabouts and one traffic controlled junction along the A27 near Chichester. Congestion regularly occurs at these locations and will worsen unless traffic is managed more effectively. 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.

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.

The Government Spending Review announcement in October 2013 listed the A27 Chichester Improvement Scheme for potential construction. In 2015 a scheme to upgrade to four junctions on the Chichester bypass was included in the Road Investment Strategy for

the 2015/16 – 2019/20 Road Period but in 2017 the scheme was cancelled due to there being no clear consensus on a preferred option solution.

Government is currently in the research phase for the Road Investment Strategy for the 2020/21 – 2024/25 Road Period (RIS2). It is not known whether a scheme to improve the Chichester Bypass will be included in RIS2.

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.

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 not 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.

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**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 provided 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 abnormalities, 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.

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***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.

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

LEP	Coast to Capital LEP	Capital funding to be repaid in future	Grant above. 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 Authorities for delivery of new homes	Central Government (CLG)
Council Tax	Agreed additional annual charge added to Council Tax	Council tax payers
TP Capital Funding	Annual proportion set aside to fund capital repayment	WSCC
Local Business Rates Retained (LBRR)	Increase in tax base stimulated by new infrastructure	Private Sector Businesses

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# 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.

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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

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

<ol style="list-style-type: none"> <li>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.</li> <li>2. Early Years and Childcare provision</li> <li>3. Youth provision</li> </ol>	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"> <li>1. West of Chichester, and</li> <li>2. Tangmere.</li> </ol>
<b>Health</b> <ol style="list-style-type: none"> <li>1. Community Healthcare/Primary Care facilities/improvements</li> </ol>	
<b>Social Infrastructure</b> <ol style="list-style-type: none"> <li>1. Community facilities other than site-specific requirements.</li> <li>2. Built Sport and Leisure Facilities other than site-specific requirements.</li> <li>3. General improvements to streetscene and built Environment</li> <li>4. Libraries</li> </ol>	<b>Social Infrastructure</b> <ol style="list-style-type: none"> <li>1. Provision necessary to make the development acceptable in planning terms.</li> </ol>
<b>Green Infrastructure</b> <ol style="list-style-type: none"> <li>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</li> <li>2. Public Open Space other than site-specific requirements</li> <li>3. Playing Fields, Sports Pitches and related built facilities, and children's play areas other than site-specific requirements</li> <li>4. Flood and Coastal Erosion Risk Management Infrastructure, other than site-specific requirements</li> <li>5. Biodiversity measures/initiatives other than site-specific requirements</li> <li>6. Provision of allotments other than site-specific requirements.</li> </ol>	<b>Green Infrastructure</b> <ol style="list-style-type: none"> <li>1. Provision necessary to make the development acceptable in planning terms.</li> </ol>
	<b>Habitat Regulations Assessment Mitigation</b> <ol style="list-style-type: none"> <li>1. Provision of infrastructure or other mitigation measures necessary to make the development acceptable in planning terms</li> <li>2. Financial contribution towards management of Natura 2000 sites.</li> </ol>
<b>Public Services</b> <ol style="list-style-type: none"> <li>1. Police and emergency services (fire and rescue and ambulance) facilities other than site specific measures.</li> </ol>	<b>Public Services</b> <ol style="list-style-type: none"> <li>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</li> </ol>
	<b>Affordable housing provision and contributions</b>

## 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.

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Chichester District Council

THE CABINET

2 October 2018

**Award of Contract for Cleaning Operational Buildings**

**1. Contacts**

**Report Author**

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**Cabinet Member**

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**2. Recommendation**

**2.1 That the contract for the cleaning of operational buildings for the period 1 January 2019 to 31 December 2021 be awarded to Supplier J, the details of which are set out in the exempt appendix to the agenda report.**

**2.2 That authority be delegated to the Director of Corporate Services to:**

**(1) make any minor contractual changes during the contract term.**

**(2) extend the contract by mutual agreement for up to two years should the contract remain economically advantageous and the supplier perform satisfactorily.**

**3. Background**

3.1 Chichester District Council (CDC) maintains one cleaning contract that covers the following operational sites:

- East Pallant House
- CCTV Office in Market Road
- Novium Museum in Tower Street
- Careline on Florence Road

3.2 The current contract runs to 31 December 2018 and includes the cleaning of offices, communal areas, public spaces, and both internal and external window cleaning.

3.3 Due to the financial size of the contract a tendering exercise was required and an EU notice inviting tenders was published on 4 July 2018. Suppliers who wished to tender for the cleaning of both buildings and windows were asked to provide separate prices to allow a fair and equitable evaluation of prices. A total of twelve completed applications were received, eight of which also tendered for the window cleaning contract.

#### 4. Outcomes to be Achieved

- 4.1 A new cleaning contract that ensures operational buildings are maintained to an appropriate standard for their use by both staff and visitors. This will be monitored and managed by agreeing a set of Key Performance Indicators with the contractor prior to contract commencement.

#### 5. Proposal

- 5.1 Each tender application was scored against the criteria specified in the tender documents and scoring was split 60:40 between price and quality.
- 5.2 The results are set out in the table below and the tender prices submitted are identified in the confidential exempt appendix to this report:

##### Building Cleaning

	Supplier											
	A	B	C	D	E	F	G	H	J	K	L	M
Price	57.7	57.3	47.3	52.8	51.1	59.3	55.6	56.4	60.0	55.6	58.5	52.8
Quality	27.4	27.6	27.8	27.6	24.2	25.2	27.8	23.8	30.2	29.6	29.2	28.0
Total	85.1	84.9	75.1	80.4	75.3	84.5	83.4	80.2	90.2	85.2	87.7	80.8
Rank	4	5	12	9	11	6	7	10	1	3	2	8

##### Window Cleaning

	Supplier											
	A	B	C	D	E	F	G	H	J	K	L	M
Price	N/a	16.6	36.7	33.0	N/a	29.4	56.8	30.0	60.0	45.8	N/a	N/a
Quality	N/a	27.6	27.8	27.6	N/a	25.2	27.8	23.8	30.2	29.6	N/a	N/a
Total	N/a	44.2	64.5	60.6	N/a	54.6	84.6	53.8	90.2	75.4	N/a	N/a
Rank	N/a	8	4	5	N/a	6	2	7	1	3	N/a	N/a

- 5.3 It is therefore recommended that the Cabinet award the contract to Supplier J for both building and window cleaning. The duration of the contract will be for three years and is extendable to a further two years subject to agreement and satisfactory performance.
- 5.4 The contract needs to be formally offered to Suppliers J based on their submission. There will be a formal ten-day period of standstill. The contract is anticipated to commence on 1 January 2019 or as soon thereafter.
- 5.5 Charges will be fixed for the first 12 months of the contract and will be subject to annual indexation based on CPI minus 2% thereafter. Key performance indicators will be finalised with the supplier as part of the contract mobilisation process, and monthly contract performance meetings will subsequently take place between the preferred supplier's Contract Manager and the Council's Facilities Manager.

## 6. Alternatives Considered

- 6.1 Officers have considered the possibility of bringing the cleaning contract 'in-house', employing staff directly and potentially changing work patterns to have cleaning staff available throughout the working day.
- 6.2 The additional resource required to manage the staff and their differing contractual terms and conditions, coupled with the increased disruption to office-based staff by having cleaning staff working during the day, are considered to discount this option as a viable alternative.

## 7. Resource and Legal Implications

- 7.1 The combined tenders from Suppliers J provide an approximate saving of £8,900 per annum against the 2018-19 base budget.

## 8. Consultation

- 8.1 The procurement process has been carried out in compliance with the Council's Standing Orders and included advice from both Procurement and Legal Services.

## 9. Community Impact and Corporate Risks

- 9.1 None.

## 10. Other Implications

	Yes	No
<b>Crime and Disorder</b>		X
<b>Climate Change and Biodiversity</b>		X
<b>Human Rights and Equality Impact</b>		X
<b>Safeguarding and Early Help</b>		X
<b>General Data Protection Regulations (GDPR)</b>		X
<b>Other</b> (please specify)		X

## 11. Appendix

- 11.1 Submitted Tender Prices – confidential exempt material

## 12. Background Papers

None

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

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**Chichester District Council**

**THE CABINET**

**2 October 2018**

**Council Tax Review of Locally Defined Discounts and Premia**

**1. Contacts**

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**Cabinet Member**

Roger Barrow - Cabinet Member for Residents Services

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**2. Recommendation**

**2.1 That the council tax discounts proposed in the appendix to the agenda report be applied for the 2019-2020 financial year.**

**2.2 Provided that the Rating (Property in Common Occupation) and Council Tax (Empty Dwellings) Bill 2017-2019 is passed, that the council tax empty homes premium be set at 100% for the 2019-2020 financial year.**

**3. Background**

3.1. The Local Government Finance Act 1992, as amended by the LGFA 2003 and LGFA 2012, requires the authority to set a taxbase between the 1 December 2018 and 31 January 2019. The 2019-2020 taxbase report will be prepared for the Cabinet's consideration on 4 December 2018.

3.2. The level of locally defined discounts and empty homes premium impacts on the calculation of the taxbase.

3.3. The Local Government Finance Act 2003 provided devolved powers for billing authorities to make decisions on the level of council tax discount which can be applied to certain dwellings. These dwellings must be placed in a prescribed class.

3.4. The current prescribed classes are shown below

Prescribed class A	Not a main residence, which is furnished and occupancy is restricted by a planning condition.
Prescribed class B	Not a main residence, but furnished.
Prescribed class C	Unoccupied and unfurnished.
Prescribed class D	Requires or is undergoing major repair works or is undergoing structural alteration.

- 3.5. The Local Government Finance Act 2012 gave billing authorities the power to impose an empty homes premium on properties that have been empty for more than two years. At its meeting on 5 December 2017 the Cabinet resolved that for the 2018-2019 financial year a 50% premium shall apply for properties that have been unfurnished and unoccupied for more than two years.
- 3.6. The Rating (Property in Common Occupation) and Council Tax (Empty Dwellings) Bill 2017-2019 is currently being progressed through Parliament. Following the end of the summer recess it is anticipated this will be concluded shortly, final amendments were made to the Bill during the third hearing on 18 July 2018 and is due to go to the Commons for consideration of Lords' amendments (date not yet available).
- 3.7. This bill proposes to increase the empty homes premium from a maximum of 50% to 100% for the financial year 2019-2020.

#### **4. Outcomes to be Achieved**

- 4.1. The approval of the recommendations in this report will provide certainty in respect of the locally defined discounts and empty homes premium when preparing the council taxbase for the 2019-2020 financial year, and certainty for the relevant taxpayers.

#### **5. Proposal**

- 5.1. To encourage owners to bring their properties back into use as soon as possible, the empty homes premium be set at 100% for 2019-2020 financial year.
- 5.2. That the locally defined discounts proposed in appendix 1 be applied for the 2019-2020 financial year. It is proposed not to change the level of any discounts.

#### **6. Alternatives Considered**

- 6.1. To continue with the empty homes premium at 50%. This option would not encourage current owners who are paying the empty homes premium to bring their property back into use. There would be a cost to this in terms of revenue lost to the Council and the precepting authorities.
- 6.2. Reduce the empty homes premium to 0%. This option does not encourage owners whose properties have been vacant for two years or more to bring them back into use. There would also be a cost to this in terms of revenue lost to the Council and the precepting authorities.

#### **7. Resource and Legal Implications**

- 7.1. Estimate of the revenue generated per annum from prescribed classes with a zero discount are;

Class	Estimated tax revenue (per annum)	Chichester District Council's share (per annum)	West Sussex County Council's share (per annum)
Prescribed class A and B second homes – zero discount	£6m	£568K	£4.8m
Prescribed class C unoccupied and substantially unfurnished properties – zero discount	£1m	£99k	£840k
Prescribed class D properties in need of or undergoing major repair – zero discount	Nil	Nil	Nil
Empty Homes premium (properties that have been vacant for more than 2 years)- 50%	£76k	£7k	£61k

## 8. Consultation

- 8.1 A consultation has not been carried out this year because no further changes to council tax discounts have been proposed and the legislation to change the maximum level of empty homes premium has not been finalised by the government.
- 8.2 The Director of Residents Services has been consulted on the suggestions for 2019-2020 and is happy with the proposals.
- 8.3 A review of council tax discounts and empty homes premium was considered by the Overview and Scrutiny Committee on 18 September 2018.

## 9. Community Impact and Corporate Risks

- 9.1. Since April 2013 there has been a reduction in taxbase resulting from the implementation of the local council tax reduction scheme. The income generated from locally defined discounts has helped to off-set this loss.

## 10. Other Implications

	Yes	No
<b>Crime and Disorder</b>		No
<b>Climate Change</b>		No
<b>Human Rights and Equality Impact</b>		No
<b>Safeguarding</b>		No

## 11. Appendices

- 11.1. Summary of locally defined discounts and premia.

## 12. Background Papers

None

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## Council Tax Review of Locally Defined Discounts and Premia

### Appendix

<b>Locally defined discounts and premia</b>	<b>2018/19</b>	<b>Proposal for 2019/20</b>
Prescribed class A and B second homes to include those with planning restrictions.	Nil discount	Nil discount
Prescribed class C vacant, unoccupied and substantially unfurnished properties.	Nil discount	Nil discount
Prescribed class D properties in need of or undergoing major repair.	Nil discount	Nil discount
Empty homes premium (properties that have been vacant for more than 2 years)	50%	100%

Prescribed classes A and B relates to unoccupied, furnished properties, i.e. second homes. At its meeting on the 5 December 2017 Cabinet resolved that for 2018/19 financial year a zero discount shall apply. It is proposed to continue to set a zero discount for 2019/20, as the Council does not accept that there is a valid reason for treating second homes more favourably than first homes.

Prescribed class C relates to unfurnished properties. At its meeting on 5 December 2017 Cabinet resolved that for the 2018/19 financial year a zero discount shall apply for unoccupied and unfurnished properties. It is proposed to continue to set a zero discount for the 2019/20 financial year, as local authority services continue to be provided. This will also encourage owners to keep valuable housing stock in use by bringing them back into full occupancy as swiftly as possible.

Prescribed class D relates to properties in need of or underdoing major repair works to render the property habitable or undergoing structural alterations, or less than six months has elapsed since the completion of such works. On the 5 December 2017 Cabinet resolved that for 2018/19 financial year a zero discount shall apply. It is proposed to continue to set a zero discount for the 2019/20 financial year. This will encourage owners to bring properties back into the available housing stock as quickly as possible by refurbishing properties in need of major repair in a timely manner. In terms of structural alterations the Council does not accept that those property owners who are making this type of alteration should be treated more favourably than other property owners in the district.

In addition to these local discounts, the Local Government Finance Act 2012 gave Councils the power to impose an empty homes premium on properties that have been vacant for more than 2 years. The Rating (Property in Common Occupation) and Council Tax (Empty Dwellings) Bill 2017-19 will give the power to increase the empty homes premium to 100% dependent upon Bill being passed by Parliament.

At its meeting on the 5 December 2017 Cabinet resolved that for 2018/19 financial year a 50% empty homes premium be charged. It is proposed to increase the empty homes premium from 50% to 100% for the financial year 2019/20. Bringing empty properties back into use forms part of the Council's housing strategy and the extra cost of an empty homes premium may encourage owners of long term empty properties to bring them back into use.

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Chichester District Council

THE CABINET

2 October 2018

**Housing Benefit and Council Tax Reduction  
Risk Based Verification Policy 2019-2020**

**1. Contacts**

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**2. Recommendation**

- 2.1. That the Cabinet (1) approves the Risk Based Verification (RBV) Policy for 2019 to 2020 for the purpose of assessing claims for Housing Benefit and Council Tax Reduction and (2) authorises delegated powers to the Director of Residents Services to approve future amendments to the RBV Policy in consultation with the Section 151 Officer.**

**3. Background**

- 3.1. The Revenues Service introduced a Risk Based Verification (RBV) Policy with effect from 1 December 2017. Since this date all new claims and changes in circumstance have been risk scored in accordance with the Policy and the level of verification applied to a claim or a change of circumstance has been determined by the level of risk. The adoption of this Policy has allowed the revenues team to focus its resources on claims that are higher risk, enabling the service to reduce the level of fraud and error within the housing benefit and council tax reduction caseload as well as improving efficiency of administration and processing times.

**4. Outcomes to be Achieved**

- 4.1. That Cabinet approve the Policy for 2019 - 2020. The Policy remains unchanged since the implementation of the Policy in December 2017. However Officers have updated the Policy with distribution of risk data, as per the data that has been collected since the introduction of the Policy and made what is considered a change of circumstance for the purpose of the Policy clearer.

**5. Proposal**

- 5.1. It is proposed that Cabinet approve the RBV Policy attached in appendix 1 to commence from 1<sup>st</sup> April 2019 and run through to 31 March 2020. Officers are also recommending that Cabinet authorise delegated powers to the Director of Residents Services to approve future amendments to the RBV policy, in consultation with the

Section 151 Officer.

- 5.2. To satisfy audit requirements the RBV Policy must be revised, updated and agreed annually by the Council's Section 151 Officer. Therefore the Policy will be further reviewed and revisions made annually.

## 6. Alternatives Considered

- 6.1. The adoption of an RBV policy is not compulsory, therefore the alternative is to no longer follow the RBV process.

## 7. Resource and Legal Implications

- 7.1. The Policy must be complied with in order to satisfy external auditors. Audit guidance states that it needs to ensure that:
- (a) A report from the Section 151 Officer (Section 85 for Scotland) was made to Members before the RBV policy was approved;
  - (b) The RBV policy has been formally approved by Members;
  - (c) The RBV policy has been reviewed annually (after the first year of introduction) and not changed in year; and
  - (d) The RBV claim or RBV change of circumstance has been verified in accordance with the Local Authority's RBV policy.

## 8. Consultation

- 8.1. No formal consultation with internal or external stakeholders is relevant to this Policy.

## 9. Community Impact and Corporate Risks

- 9.1. The users of the benefits service will continue to experience a more efficient service. Claims that are considered low risk will have to provide less evidence to support their application or their declared change in circumstance. This will enable claims to be decided quicker and therefore payments made on time. Those claims deemed to present a higher risk will be scrutinised more closely, however as the resource is less stretched this should be more efficient, the risk of fraud and error particularly in these high risk cases is also greatly reduced.
- 9.2. There is a risk that fraud and error will remain this is mitigated by monitoring. A sample of low risk cases continue to be checked to ensure that fraud and error is at an acceptable level.

## 10. Other Implications

	Yes	No
<b>Crime and Disorder</b>	X	
<b>Climate Change</b>		X
<b>Human Rights and Equality Impact</b>		X
<b>Safeguarding</b>		X

## **11. Appendices**

11.1 RBV policy document

## **12. Background Papers**

12.1 None

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**Chichester District Council**

**THE CABINET**

**2 October 2018**

**Southern Gateway Regeneration**

**1. Contacts**

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**2. Executive Summary**

This report updates the Cabinet on progress with the implementation of the Southern Gateway Regeneration project. It recommends approval of the Development Brief, the revised Project Initiation Document (PID) with updated timescale and the proposed procurement process to select a development partner.

A separate Part 2 report elsewhere on this agenda covers those elements of the project which are commercially sensitive including: a review of the key risks and associated mitigation measures; the Strategic Collaboration Agreement (subject to formal approval via the governance arrangements of Homes England (HE) and WSCC) and commercial transactions associated with the project.

**3. Recommendation**

- 3.1 **To approve Development Brief in appendix 1 to the agenda report.**
- 3.2 **To approve the revised PID and timescales contained therein in appendix 2 to the agenda report.**
- 3.3 **To approve a procurement process governed by the Public Contracts Regulations 2015 via the Official Journal of the Economic Union (OJEU) to secure a development partner**
- 3.4 **Delegate to the Deputy Chief Executive, after consultation with the Leader of the Council, to conduct the procurement, select bidders with suitable financial standing and experience, invite tenders and take all steps up to but not including selection of preferred bidder**
- 3.5 **To authorise the Deputy Chief Executive, after consultation with the Leader of the Council and Cabinet Member for Growth and Place, to make any non-material changes to the Development Brief and finalise the OJEU procurement documentation.**

## **4. Background**

- 4.1 The District Council approved the Southern Gateway Masterplan on 21 November 2017 and the PID associated with the implementation of the Masterplan on 7 November 2017. On the 27 March 2018 the District Council signed a Funding Agreement that secured £5m from the LEP to support the implementation of the project.
- 4.2 Council officers along with appointed consultants JLL (property) and Browne Jacobson (legal) and the strategic partners Homes England and WSCC have been undertaking work to implement the project via a project team chaired by Deputy Chief Executive of Chichester District Council.
- 4.3 Key achievements since the initial PID was approved in November 2017:
- Securing £5m of LEP funding by CDC
  - Completion of site specific studies eg archaeology, contamination, utilities etc.
  - Appointment of legal consultants
  - Preparation of consultation material including a dedicated website ([www.chichester.gov.uk/southerngateway](http://www.chichester.gov.uk/southerngateway))
  - A series of presentations to local groups and organisations to raise awareness of the project
  - Soft Market testing
  - Development Appraisal
  - Official confirmation by the Ministry of Justice that the courts will close on the 21 December 2018
  - Agreement to provide alternative 'pop-up' court provision at EPH
  - Acceptance of the project on the Department for International Trade overseas investment mission
  - Identification of relocation sites for Royal Mail and Stagecoach
- 4.4 The project has now reached a stage where key strategic decisions are required in order to progress the implementation in accordance with the objectives contained within the PID (as originally approved and updated herein) (appendix 2). The strategic partners ie WSCC and Homes England are also arranging their own approval via their own governance arrangements.

## **5. Outcomes to be achieved**

- 5.1 As set out in the attached PID (Appendix 2) (Section 4.2).

## **6. Proposal**

- 6.1 *Development Brief* – The draft brief is included in appendix 1, has been informed by a Soft Market Test and developed in conjunction with strategic partners. The brief effectively is a statement to the market that builds upon the adopted Masterplan and provides a degree of direction to prospective developers as to the nature and content that their draft proposals should contain. Developers submissions will amongst other things be tested against the brief. It is important that the brief, whilst expressing the needs of the strategic partners also remains viable and deliverable. The Cabinet is recommended to approve the Development Brief.

- 6.2 *Procurement process (OJEU)* – After considering various alternative routes to market, the project team have concluded that the most viable means of securing a suitable development partner on appropriate terms is via an OJEU compliant procurement process with negotiation governed by the Public Contracts Regulations 2015. This will involve the publication of the development opportunity via the OJEU portal which will generate a long list of interested parties. This long list will be narrowed down to 3 to 6 parties who will then participate in a detailed scheme and associated dialog exercise scored by representatives of each strategic partner. The final selection of the proposed development partner will be brought back to Cabinet for approval after consideration by the Growth Board. The Cabinet are recommended to approve this route to market and delegate to the Deputy Chief Executive authority to finalise the procurement documentation and undertake all tasks associated with this procurement consistent with the development brief and collaboration agreement.
- 6.3 *The PID* – The opportunity has been taken to review the PID originally approved in November 2017 (see appendix 2). Many of the amendments relate to factual matters such as the identity of project team members. The revised timescale is set out in section 10 and the Risk Register has been updated. The delay in the timescale has largely been a result in the uncertainty of the transfer of the Courts site to Home England. The Minister has now confirmed that all court listings will cease with effect from 21 December 2018 and will be accommodated either by other nearby existing courts or by use of the ‘pop up’ court to be provided in East Pallant House on 43 Fridays in the year. The amended PID is recommended for approval and will guide the work of the project team during the next phase of the project.

## **7. Alternatives that have been considered**

- 7.1 These are fully explained within the PID (Appendix 2 Section 8)

## **8. Resource and legal implications**

- 8.1 These are set out in the PID (appendix 2). Further reports will be made via the partners own governance arrangements. It will be a matter for each partner whether they wish to invest (on a commercial basis) in any element of the development. Partners have also agreed to contribute towards the legal costs of the next phase of the project.
- 8.2 The procurement process adopted will be compliant with appropriate EU legislation governed by the Public Contracts Regulations 2015 and the Contract and Financial Standing Orders of CDC as the lead partner.
- 8.3 All partners have committed staff to the next phase and consultancy support is in place.
- 8.4 All partners have property interests (as well as corporate interests to support the economy, deliver housing etc) which will be protected via the legal agreements to be executed.

## **9. Consultation**

- 9.1 Consultation in respect of the project has taken place via the development market via a soft market test (confidential exempt background paper). This has been used to inform the development brief and procurement process.
- 9.2 CDC and WSCC members were engaged in a development brief member workshop held on 3 September. Other key parties eg the University, BID, Visit Chichester and Chichester City Council have also been consulted on the brief and any views received have been taken account of in finalising the draft. The District Council's Overview and Scrutiny Committee also considered the draft at their meeting on 18 September and their views are included in Appendix 1, where appropriate.
- 9.3 The Chichester District Growth Board at their meeting on 7 September considered the development brief, PID and procurement process. Changes proposed by the Board have been incorporated into the documents presented to the Cabinet. The Growth Board recommend the Development Brief, PID and procurement process to Cabinet for approval.
- 9.4 Officers from CDC, WSCC and HE have been permanent members of the project team and are responsible for keeping their own members up to speed on progress with the project.
- 9.5 A series of presentations to inform community and business groups and other organisations of progress continue to be made.
- 9.6 Finally, statutory consultation will take place once the planning applications are submitted.

## **10. Community impact and corporate risks**

- 10.1 The significant social impacts of this project are already well described in the attached PID (appendix 2) (Section 4.2) as they relate to new housing provision, public realm, business space and visitor economy.
- 10.2 However, the development will also be undertaken in accordance with the District Council's approved Developer Charter so as to maximise the social impact in areas such as local employment, training opportunities etc.
- 10.3 Through the One Public Estate Programme, of which this scheme is a part, the opportunity to deliver a community health hub as part of the development is also reserved within the brief. This is subject to confirmation of partner funding and demand and will bring together a wide range of health related programmes in one location.
- 10.4 As the project develops further detailed indicators/outcomes for social value will be developed to quantify the social value impact of the project. Developers will also be invited to make proposals that enhance social value as part of their bids to develop.
- 10.5 The key risks are discussed in the confidential exempt report elsewhere on the agenda.



## 11. Other Implications

Are there any implications for the following?		
	Yes	No
<b>Crime and Disorder</b> the development will be delivered using secure by design standards	x	
<b>Climate Change and Biodiversity</b> The development will be undertaken to BREEAM “very good” standard which will be a positive improvement on the buildings that are currently on site.	X	
<b>Human Rights and Equality Impact</b> in the event that a CPO resolution is required a full EIA will be undertaken as part of the report	X	
<b>Safeguarding and Early Help</b> the development will increase demand for health services, education etc. This will be accommodated by making provision for a potential community health hub and via CIL contributions to support the delivery of aspects of the development.	X	
<b>General Data Protection Regulations (GDPR)</b> Any public CCTV systems installed will comply with and be operated in accordance with GDPR	X	
<b>Other</b> (please specify) eg health and wellbeing		x

## 12. Appendices

12.1 Draft Development Brief

12.2 Revised PID

## 13. Background Papers

13.1 Soft Market Test Summary [**Note** This is confidential exempt material published for online viewing only by members and officers]

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By virtue of paragraph(s) 3, 5, 6a, 6b of Part 1 of Schedule 12A  
of the Local Government Act 1972.

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**Chichester District Council**

**THE CABINET**

**2 October 2018**

**North Street Car Park, Midhurst Resurfacing**

**1. Contacts**

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**2. Recommendation**

- 2.1. That the Cabinet approves the release of £55,000 from reserves to resurface and re-line the Midhurst North Street car park.**

**3. Background**

3.1. North Street Car Park in Midhurst serves a large majority of visitors to the town on a daily basis. This 177-space car park has a high occupancy and for many visitors to Midhurst is the first impression they have of the town. The service has identified the car park as an area requiring improvement by resurfacing and re-lining and the Parking Services team are currently spending significant time and budget on identifying, reporting and arranging works for patching and filling areas of the surface. The surface is now deteriorating at an increased rate and there is concern that unless the car park is completely re-surfaced it could present a health and safety issue.

3.2. There is no allocation for a total resurfacing and re-lining of the car park in the parking services repairs and maintenance budget for these works to be undertaken and currently there is no provision in the asset replacement programme.

**4. Outcomes to be Achieved**

- 4.1 The resurfacing and relining of the car park to ensure that this is maintained and continues to meet health and safety requirements. The car park will also be more aesthetically pleasing once resurfaced and re-lined.

**5. Proposal**

- 5.1 To resurface and re-line North Street Car Park in Midhurst. It is proposed that a tender process would be undertaken in line with the council's procurement process. It is anticipated that works will be undertaken on a phased basis to ensure that the car park can still be partly used. Alternate parking provision will be made at Grange Road and Post Office car park for season ticket and daily parkers.

- 5.2 A review of the works required to the car parking assets will be undertaken over the coming months to ensure that future works of this nature are included in the Asset Renewal Programme from 2019/20.

## 6. Alternatives Considered

- 6.1 Not to undertake the resurfacing works but to continue to patch. However, this will not have the desired effect of assisting with the prevention of a health and safety risk in a fall / slip in the car park nor will it meet the Midhurst Vision aspiration or improve and maintain our asset.

## 7. Resource and Legal Implications

- 7.1 £55,000 required to be funded from Reserves to support this project. The project will be managed by the Parking services team and no additional resources are required.
- 7.2 A procurement exercise will be undertaken for the works and a project delivery plan will be implemented.

## 8. Consultation

- 8.1 The resurfacing work and relining has been raised at a Midhurst Vision working group and further consultation will be carried out with the group to ensure that there are no major clashes with any large events in the Town following the appointment of a preferred tenderer. The works will also be advertised and advise given to car park users regarding alternative parking in the Town.

## 9. Community Impact and Corporate Risks

- 9.1 If the project is not implemented there is a potential increase in risk associated with Health and Safety issues. Reputational risk if our assets are not maintained effectively.

## 10. Other Implications

	Yes	No
<b>Crime and Disorder</b>		x
<b>Climate Change and Biodiversity</b>		x
<b>Human Rights and Equality Impact</b>		x
<b>Safeguarding and Early Help</b>		x
<b>General Data Protection Regulations (GDPR)</b>		x
<b>Other</b> (please specify)		x

## 11. Appendix

- 11.1 None

## 12. Background Papers

- 12.1 None.

**Chichester District Council**

**THE CABINET**

**2 October 2018**

**Reducing Single Use Plastics**

**1. Contacts**

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**2. Recommendation**

**2.1 That the Cabinet approves the Single Use Plastics Action Plan in the appendix to the agenda report.**

**3. Background**

3.1 Single-Use Plastics (SUPs) are an area of growing public concern due to their persistence in the environment, particularly when littering or other mis-disposal leads to them entering our seas. Alternatives that are reusable, not made of plastics or are compostable are increasingly available. At its meeting in May 2018, the Council resolved to:

- Continue its work to remove SUPs from Council premises and encourage “plastics-free” initiatives across Chichester District.
- Continue its ongoing support for locally led community anti-pollution groups working towards making Chichester District and its coastline a SUP-free area; and where appropriate to appoint a Member to represent the Council at meetings of such groups.
- Pursue with Officers the implementation of a sustained campaign to encourage residents and local businesses to discontinue the use of SUPs.
- Task Officers with preparing a report on the issues in consultation with the Cabinet Member for Environment for a subsequent meeting of the Cabinet, following scrutiny of the report by the Overview and Scrutiny Committee.

3.2 An officer working group has been established to prepare an action plan.

**4. Outcomes to be Achieved**

4.1 The outcomes that the plan aims to achieve are:

- a) Phasing out of SUPs from Council premises (admin buildings),

- b) Reducing their use by local residents and businesses through a sustained campaign of awareness raising and promotion of alternatives,
- c) Continued support for locally led community anti-pollution groups working towards making Chichester District and its coastline an SUP free area.

4.2 Once approved, the actions will be incorporated into the Council's existing service planning and performance monitoring systems.

## **5. Proposal**

5.1 The proposal is that an Action Plan is adopted by the Council (see appendix) with three main focusses: action on our own premises; supporting community led actions and encouragement of action by residents and businesses.

5.2 The plan adopts four themes, as actions aimed at local businesses have been separated out from more general communications planning. The themes are:

- Improving the Council's performance as an organisation
- Working with local businesses
- Communicating the message
- Working with our community

5.3 The views of the Overview and Scrutiny Committee have been sought on the scope of the plan, the individual actions proposed and their likely efficacy, timescales and any areas of omission or under-emphasis. The committee made comments and requested a report back to them in 12 months on progress implementing the plan.

## **6. Alternatives Considered**

6.1 Some individual service areas have been progressing aspects of these proposals independently and/or at a smaller scale. Mapping and maintaining this approach was considered but this would not have resulted in the comprehensive set of actions required by the Council resolution.

6.2 A new standalone campaign was also considered. However as this would take more resource and time to gain recognition, it was considered to be more beneficial to work with and develop the existing communications campaigns for litter and recycling as both these issues are central to reducing the impacts of SUPs on the district and the wider environment.

## **7. Resource and Legal Implications**

7.1 The action plan itself draws out resource implications in the final column. Some of the actions involve joint work with WSCC, in particular the Waste Education team and the West Sussex Waste Partnership. The plan has been designed to minimise the need for additional budgetary resources, although in some cases re-allocation of priorities for officer time in the coming year will be needed. Any remaining budgetary implications are expected to be found from existing budgets.

7.2 As an encouragement and education based action plan there are not expected to be any additional legal or enforcement implications.



## 8. Consultation

- 8.1 The plan was drafted by an internal officer group, drawing in contributions from nominated members of relevant service teams as appropriate. Consideration by Overview and Scrutiny Committee took place at their meeting on 18 September.

## 9. Community Impact and Corporate Risks

- 9.1 The key community impact will be to reduce the use of SUPs locally, increase recycling rates of those that are still in use and through both these outcomes, reduce SUPs ending up in our environment where they are a visual blight and a risk to wildlife and often to hygiene.
- 9.2 The main risks are considered to be: not being able to fulfil a public demand for reduction at a faster rate than local government action on its own can achieve and secondly a risk that messages in the existing 'Against Litter' campaigns are diluted and diffused by covering additional issues.

## 10. Other Implications

	Yes	No
<b>Crime and Disorder</b>		X
<b>Climate Change and Biodiversity</b> Beneficial impact on wildlife, both terrestrial and marine from reducing SUPS	X	
<b>Human Rights and Equality Impact</b>		X
<b>Safeguarding and Early Help</b>		X
<b>General Data Protection Regulations (GDPR)</b> Planned actions do require the gathering of personal or sensitive data		X
<b>Health and Wellbeing</b>		X
<b>Other</b> (please specify) Not applicable		X

## 11. Appendix

- 11.1 Single Use Plastics Reduction Action Plan - September 2018.

## 12. Background Papers

None

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